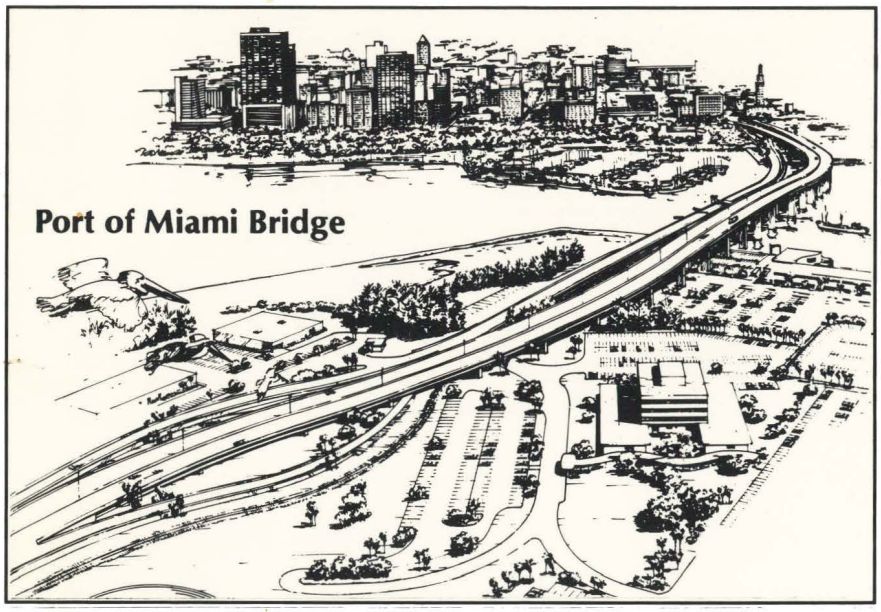
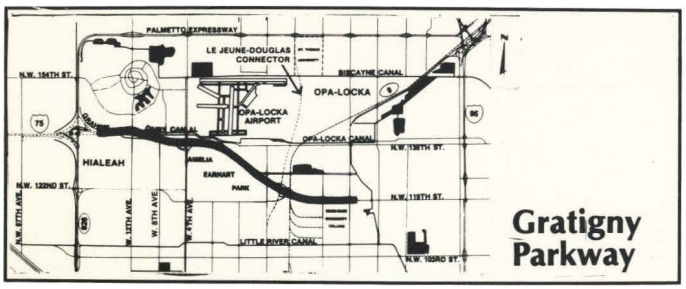
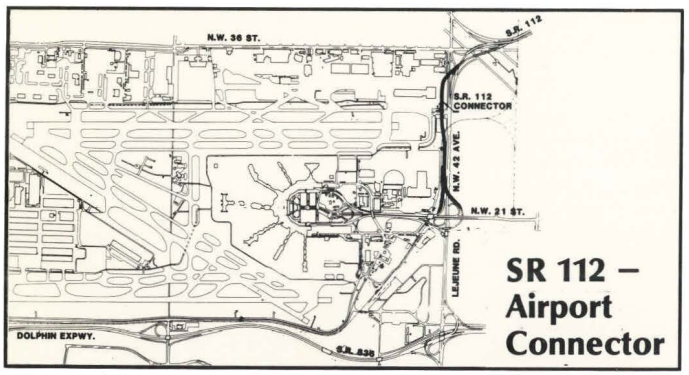
1990 Unified Planning Work Program For Transportation

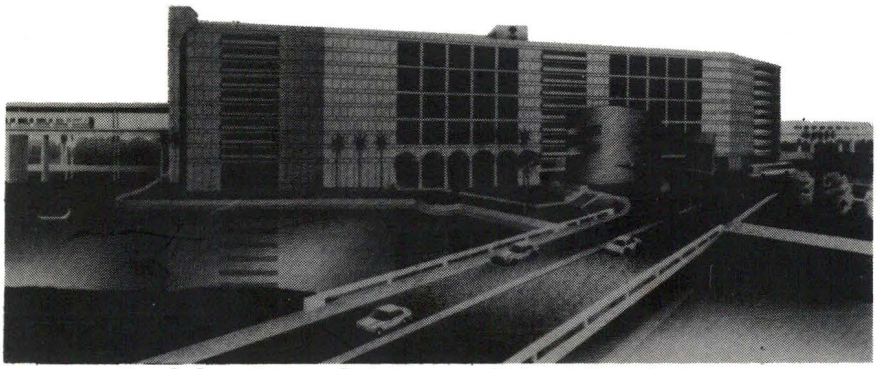
METRO-DADE

Metropolitan Planning Organization for the Miami Urbanized Area









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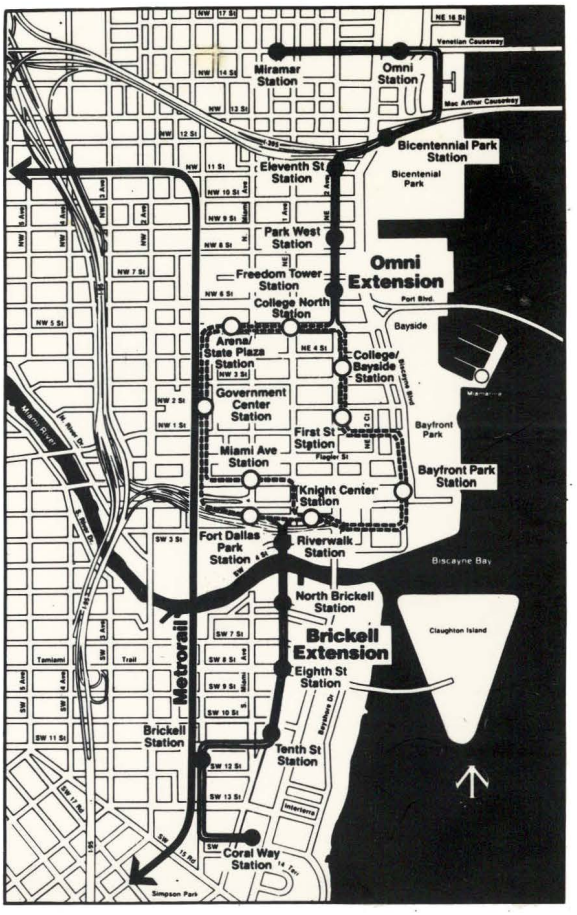

Metromover

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F O R T R A N S P O R T A T I O N

JUNE, 1990

PREPARATION OF THIS REPORT HAS BEEN FINANCED IN PART THROUGH GRANTS FROM THE UNITED STATES DEPARTMENT OF TRANSPORTATION.

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EXECUTIVE SUMMARY

The 1990 Unified Planning Work Program describes transportation planning activities for the Miami Urbanized Area to be completed during the fiscal period beginning July, 1989. The document outlines a variety of planning projects that will assist in further defining the comprehensive and multi-modal transportation improvement program approved for the metropolitan area in the Year 2005 Metro-Dade 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. Dade County municipalities are requested to review the program prior to its adoption. 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.

The projects identified in the 1990 UPWP directly address the objectives defined by the Program 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 and are consistent with the transportation goals expressed in the Regional Plan for South Florida.

As with every annual program, projects in the 1990 UPWP address required work activities and agreed upon local, State and federal transportation planning issues and priorities. 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.

Projects in the program that do not directly address requirements or special emphasis areas relate to technical activities that are being continued during Fiscal Year 1990.

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 are defined for this work.

METROPOLITAN PLANNING ORGANIZATION
FOR THE MIAMI URBANIZED AREA
1990 UNIFIED PLANNING WORK PROGRAM

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TOTAL PROGRAM FUNDING	$1,317,000	

* - This activity includes funds allocated to pay for program accounting fees and rental of MPO Program Offices.

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UNIFIED PLANNING WORK PROGRAM
FISCAL YEAR 1990

PROGRAM OBJECTIVES

OBJECTIVE A: 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 B: 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 C: 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.

OBJECTIVE D: 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.

PROJECT DESCRIPTIONS

OBJECTIVE A: LONG-RANGE TRANSPORTATION PLANNING

FY 1990 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

WORK ELEMENT:

1.01 LONG RANGE TRANSPORTATION PLAN PROCESS

OBJECTIVE:

Maintain a current Long Range Transportation Plan as required to meet Federal and State urban area transportation planning requirements.

PREVIOUS WORK:

A major update of the Long Range Transportation Plan was nearly completed during FY'89. Major updates of the Plan are conducted every five years. Requirements of the MPO transportation planning process also indicate a need to conduct an annual review to make plan adjustments and refinements as necessary. An annual review of the Year 2010 Transportation Plan is to be conducted during FY'90.

METHODOLOGY:

a. Issue and distribute notice to all participants in the MPO transportation planning process indicating the process and schedule to effect the annual review of the MPO Transportation Plan.

b. Submit all requests to technical analyses to establish a basis for a subsequent technical recommendation to the MPO Board.

c. Schedule and conduct necessary working meetings to discuss and inform all appropriate parties about the results of the technical analyses.

d. Issue notice for annual public hearing and conduct hearing.

END PRODUCT:

Revised version of the 2010 MPO Transportation Plan.

PROJECT MANAGER:

Jose-Luis Mesa

PARTICIPATING AGENCIES:

Metro-Dade Public Works
Florida Department of Transportation
Metro-Dade Transit Agency
Metropolitan Planning Organization Secretariat

REQUIRED FUNDING:

$30,000

FY 1990 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

WORK ELEMENT:

1.02 CDMP AMENDMENT EVALUATION

OBJECTIVE:

Evaluate the transportation impact of applications requesting amendments to the Comprehensive Development Master Plan (CDMP). This analysis is a requirement specified in Section 2-116.1 of the Dade County Code.

PREVIOUS WORK:

For many years, transportation agencies of Dade County have been required to evaluate the potential transportation impacts of CDMP amendment applications. Section 2-116.1 of the County Code states, in part: "...the Secretariat of the Dade County Metropolitan Planning Organization (MPO) shall provide an evaluation of the applications from the perspective of their potential, incremental and cumulative impact on the service level and costs of the Dade County public transportation system." Various methods have been utilized with mixed results. In FY 1989, the Metro-Dade Transit Agency and the Planning Department were scheduled to review methods previously used, formulate methods for use in evaluating 1989 Biennial Applications to Amend the CDMP, and conduct the analyses. This may include the potential for alternative methods to be used to evaluate new types of applications.

METHODOLOGY:

a. Staff will review the methods employed during the 1989 biennial Plan amendment processes and adjust the methodologies to be used to analyze applications filed for possible amendment to the CDMP during the FY 1989-1990 biannual amendment cycles.

b. The impact of applications filed during the Fall of 1989 and the Spring of 1990 will be evaluated using the agreed upon methodology in keeping with the requirements in Section 2-116.1 of the County Code.

END PRODUCTS:

1. Methodologies for evaluating transportation impacts of FY 1990 Applications to amend the CDMP

2. Analyses of transportation impacts of said Applications

PROJECT MANAGER:

Robert Usherson

PARTICIPATING AGENCIES:

Metro-Dade Planning Department
Metro-Dade Transit Agency

REQUIRED FUNDING:

$25,000

FY 1990 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

WORK ELEMENT:

1.03 MAINTAIN TRAVEL MODELING CAPABILITIES

OBJECTIVE:

Maintain updated Dade County highway and transit networks in an automated (computer) format to provide a state-of-the-art technique for the evaluation of proposed Transportation improvements.

PREVIOUS WORK:

This is a continuing activity. A major update of the travel demand models was completed in FY'88/'89 for the model validation component of the Year 2010 Transportation Plan Update.

METHODOLOGY:

a. Update transit and highway networks, as necessary, to reflect changes in Dade County's Long Range Plan, Transportation Improvement Program, short range transit plans, Long Range Transportation Plans and existing conditions.
b. Provide model support work to other public and private entities using the Dade County's travel demand models.
c. Provide data transfer and support as required for small area models.

END PRODUCTS:

1. Dade County's micro-computer version of a Highway and Transit Network using FSUTMS
2. Interfacing capabilities with other county and governmental agencies
3. Software and hardware updates as necessary

PROJECT MANAGERS:

Jose-Luis Mesa/Mario Garcia

PARTICIPATING AGENCIES:

Metropolitan Planning Organization Secretariat
Metro-Dade Transit Agency

REQUIRED FUNDING:

$25,000

FY 1990 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

WORK ELEMENT:

1.04 TRANSIT CORRIDOR TRANSITIONAL STUDY

OBJECTIVE:

To study and assess a small set of "promising, cost-effective alternatives", and to establish the technical methodologies needed to proceed with alternatives analysis of a selected transit priority corridor.

PREVIOUS WORK:

Detailed studies and plans regarding transportation improvements in major corridors have been previously prepared. A major report produced was the 1984 Metro-Transit Expansion Study. More recently, the Transit Financial Study was completed in February, 1989; and the Long-Range Transportation Plan Update will be completed in late 1989.

METHODOLOGY:

a. Verification of corridor priorities based on the results of the Long-Range Plan Update through the focused update and assessment of transit-related information

b. Identification of transit system technological and locational alternatives having the greatest potential for cost-effectiveness

c. Preliminary analysis of engineering and financial feasibility for the selected corridor, and preparation of recommendations for staging the transit system expansion program

END PRODUCTS:

1. A report that verifies the feasibility of the selected priority corridor and identifies a set of project alternatives that has the greatest potential cost-effectiveness

2. Additional information regarding unresolved engineering and/or financial feasibility to be utilized prior to committing to a full alternatives analysis corridor study

PROJECT MANAGER:

Mario G. Garcia

PARTICIPATING AGENCY:

Metro-Dade Transit Agency

REQUESTED FUNDING:

$70,000

OBJECTIVE B: SHORT-RANGE TRANSPORTATION PLANNING

FY 1990 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

WORK ELEMENT:

2.01 SHORT-RANGE HIGHWAY PLANNING

OBJECTIVE:

To identify critical traffic operations and safety problems and capacity constraints in major urban area roadways that can be alleviated through the application of traffic and transportation system management (TSM) techniques.

PREVIOUS WORK:

While critical traffic safety and operational problems that are reported to the County are routinely addressed by the Traffic Operations Section of the Dade County Public Works Department, an updated and comprehensive account of the causes and locations of these conditions, as well as the potential system management solutions that could be applied is lacking. The most recent transportation planning work done in the urban area on this subject goes back to the efforts undertaken under the TOPICS program of the early and mid 1970's.

METHODOLOGY:

a. Identification of critical locations using current traffic circulation level-of-service information derived from the update of the Long Range Transportation Plan as well as data files on traffic accidents. Specific locations as well as the causes of the identified conditions will be documented.

b. Analysis of specific sites will be conducted with the assistance of consultants to establish the type and cost of needed remedial actions.

END PRODUCTS:

1. Interim reports documenting magnitude and incidence of traffic operational problems, both by location and by type, and also listing potentially remedial actions

2. Summary report documenting the work completed including all recommended traffic and transportation system management improvements

PROJECT MANAGER:

Walter Jagemann

PARTICIPATING AGENCIES:

Metro-Dade Public Works
Florida Department of Transportation
Metropolitan Planning Organization Secretariat

REQUIRED FUNDING:

$60,000

FY 1990 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

WORK ELEMENT:

2.02 SHORT-RANGE TRANSIT PLANNING

OBJECTIVE:

Provide short-range transit planning essential to the provision of transit services.

PREVIOUS WORK:

This is a continuing activity.

The Transit Element of the Dade County's Transportation Improvement Program (TIP) is updated annually, and requires substantial evaluation and justification for programmed capital projects.

Previous transit operations planning have included on-going transit service line-up planning (3-4 per year) to improve system efficiency, productivity, etc.; development and evaluation of a demonstration project for service contracting of Metrobus service.

MDTA Capital Equipment Plans are updated annually for bus, service vehicles, and bus shop and tools equipment. Maintenance equipment plans are developed every three years with the last update in FY 1988.

A major update effort for the Transit Development Program was undertaken in Fiscal Year 1987-88 and completed in Fiscal Year 1988-89; annual updates of this major service programming document to reflect changes in projected travel demand and available fiscal resources are required to support all short term transit plans. Supporting TDP Plan documents are also updated as required for consistency, e.g., the Park-Ride Plan for MDTA.

METHODOLOGY:

Capital Planning

a. Evaluate proposed short-range capital improvement projects to determine feasibility and potential impacts.

b. Assure continued integration of transit services with other modes as an effective means of generating sufficient demand to warrant transit services in low density areas by preparation of environmental assessments for proposed park-ride lots and

schedules for proposed locations; identification and evaluation of requirements for pedestrian overpasses; etc.

c. Prepare annual update of transit element of Dade County Transportation Improvement Program; examine current-year and 5-Year proposals for capital expenditures for transit based on evaluations and financial projections, incorporating replacement plans developed in #2 above; review scope of projects, priorities, and schedules to develop a financially feasible Five Year Plan.

Short-Range Operations Planning

Determine the effectiveness of current and proposed MDTA transit services through analyses of service performance, productivity, and cost-effectiveness.

a. Analyze transit system usage and performance reports produced by data monitoring to identify potential service efficiency improvements.

b. Recommend service improvements for inclusion in line-up planning, and short range plans, and coordinate implementation.

c. Evaluate proposed services based on the performance of similar services and estimated ridership impacts.

Transit Development Program

Prepare annual update of the Transportation Development Program (TDP) for consistency with Dade County's multi-year operational plan.

END PRODUCTS:

Capital Planning

1. Technical memoranda evaluating proposed capital projects

2. Detailed project and program descriptions recommended for short-range implementation

3. Planning justifications for required projects to be included in the Section 9 grant application and the Transportation Improvement Program (TIP)

4. Project proposals for specific park-ride locations, including environmental assessments and detailed service plans

5. Transit Component of 5-Year Transportation Improvement Program (TIP) for FY'90 through 1994, and Biennial element

Operations Planning

1. Line-up plans required three times a year

2. Evaluation reports on on-going demonstration projects and on existing services as appropriate

Transit Development Program

Updated 5-Year TDP

PROJECT MANAGER

Mario Garcia

PARTICIPATING AGENCY:

Metro-Dade Transit Agency

REQUIRED FUNDING:

$80,000

FY 1990 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

WORK ELEMENT:

2.03 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) PREPARATION

OBJECTIVE:

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:

a. Coordinate the preparation and prepare 5-year proposals for capital expenditures for all transportation modes.

b. Review scope of projects, priorities and schedules.

c. Coordinate Transportation Improvement Program (TIP) with long-range plan and programmatic goals.

d. Coordinate input from all participating agencies.

e. Prepare document for MPO Committees and Board review and approval.

END PRODUCT:

A Multimodal Transportation Improvement Program (TIP) document for FY'91, with forecasts of needs through 1995

PROJECT MANAGER:

Walt Jagemann

PARTICIPATING AGENCY:

Metro-Dade Public Works

REQUIRED FUNDING:

$20,000

FY 1990 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

WORK ELEMENT:

2.04 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:

a. Collect quarterly traffic counts at selected sites along County highways.

b. Map County and State traffic volume information on traffic flow map.

c. 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

PROJECT MANAGER:

Harvey Bernstein

PARTICIPATING AGENCIES:

Metro-Dade Public Works
Metro-Dade Transit Agency

REQUIRED FUNDING:

$50,000

FY 1990 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

WORK ELEMENT:

2.05 TRANSIT REPORTING SYSTEMS

OBJECTIVE:

Provide transit-related information for supporting overall transportation planning.

PREVIOUS WORK:

This is a continuing activity.

Transit Ridership reports are produced on a monthly basis, while MDTA performance reports are produced quarterly. Route-level usage and performance data is collected at least once a year for each route in the system for use in short range planning and scheduling adjustments.

METHODOLOGY:

a. Collect weekday, Saturday and Sunday ridership data for Metrobus, Metrorail and Metromover.

b. Tabulate daily Metrorail/Metromover ridership, and summarize by key parameters to develop monthly reports.

c. Receive, consolidate, graph, analyze and report the data of the most important performance measures in the transit agency.

END PRODUCTS:

1. Monthly ridership reports

2. Monthly Bus Route Productivity Reports

3. Four MDTA Quarterly Performance Reports and one Annual Report

PROJECT MANAGER:

Mario Garcia

PARTICIPATING AGENCY:

Metro-Dade Transit Agency

REQUIRED FUNDING:

$55,000

FY 1990 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

WORK ELEMENT:

2.06 TRANSIT ROUTE-LEVEL MONITORING

OBJECTIVE:

Provide a database of Metrobus route-level data for supporting detailed analysis of Metrobus Routes and line-up planning

PREVIOUS WORK:

This is a continuing activity.

METHODOLOGY:

Collect data from a subset of Metrobus trips to determine detailed usage and effectiveness of Metrobus routes, particularly those identified as poor performance routes.

END PRODUCTS:

1. Route-level on-board Ride Checks
2. Corner Counts of transit ridership
3. Route-level schedule adherence data

PROJECT MANAGER:

Mario Garcia

PARTICIPATING AGENCY:

Metro-Dade Transit Agency

REQUIRED FUNDING:

$20,000

FY 1990 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

WORK ELEMENT:

2.07 ORIGIN-DESTINATION SURVEY DATABASE

OBJECTIVE:

To provide a continuously updated database of origin-destination data by Metrobus Route and by each of the 79 traffic districts throughout the County.

PREVIOUS WORK:

Origin-Destination data has been collected on a route-level basis, as required for special projects (i.e.: KAT, Route 95 for I-95 Traffic Mitigation/Tri-Rail, the 1987 Metrorail survey). In FY'88, an origin-destination database maintenance program was developed by the Metro-Dade Transit Agency to routinely collect origin-destination data on a sample of Metrobus Routes, emphasizing those routes which are planned for the service changes.

Origin-destination data for potential and non-transit users has been severely limited in the past. In FY'88, as part of the development of the origin-destination database maintenance program described above, a systematic procedure was developed for obtaining household-level data via telephone at a traffic analysis district (TAD) level. Districts which are planned for service expansion have been identified as the highest priority districts.

METHODOLOGY:

a. All surveys will be done in-house, collecting data on a subset of routes and districts each year, with the origin-destination database being continuously updated.

b. All typesetting, etc. of survey forms will be done by MDTA graphics.

c. All data is computer-coded into a standard dataset.

d. The origin-destination data will be geocoded by TAS/TAD using the CIS MARS system.

On-Board Surveys

a. Trips will be selected for survey based on a stratified sample of peak and off-trips on the routes identified for the fiscal year.

b. The survey will include a minimum number of questions, including:

1. Trip origin
2. Trip destination
3. Trip purpose
4. Fare paid
5. Access mode
6. Auto availability
7. Frequency of trips

c. The survey mechanism is standardized to allow merging into the route-level origin-destination database with other route-level survey data collected in other years.

d. Time of day, direction of trip and route segment data will be collected on the survey log form to be collected by the on-board surveyor responsible for handing out the survey forms.

Household Telephone Surveys

a. This is a telephone survey based on a random-digit dialing sample of households within the survey area.

b. The telephone survey is designed to minimize bias by the person selected to answer the survey question.

c. A minimum sample of 400 households within each TAD is required.

d. The survey will include questions related to the following:

1. Total number of persons in the household
2. Number of one-way trips taken
3. Origin of each trip
4. Destination for each trip
5. Purpose of each trip
6. Mode(s) used for each trip
7. Age category
8. Auto availability

END PRODUCTS:

Maintenance of Origin-Destination Database

PROJECT MANAGER:

Mario Garcia

PARTICIPATING AGENCY:

Metro-Dade Transit Agency

REQUIRED FUNDING:

$20,000

FY 1990 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

WORK ELEMENT:

2.08 SHORT-RANGE RIDERSHIP FORECASTING

OBJECTIVE:

To support the evaluation of short-range operations plans (1-2 year time frame) by developing estimates of growth trends, seasonal variations in ridership and evaluating the impact and productivity of proposed service changes against MDTA existing route productivities and service planning guidelines.

PREVIOUS WORK:

The Metro-Dade Transit Agency has developed standardized techniques for estimating short ridership growth trends and seasonal patterns. In FY'88, standardized route-level ridership estimation procedures were developed. These were calibrated and computerized and will be validated in FY'89.

METHODOLOGY:

a. Determine monthly growth rates and seasonal factors for ridership.
b. Continuously evaluate the impact of past service changes, and update the route-level ridership forecasting procedures as required.

END PRODUCTS:

1. Monthly growth rates and seasonal adjustments factors of ridership by mode
2. Continuously updated route-level ridership estimation procedures
3. Quarterly reports documenting results of the analyses and procedures

PROJECT MANAGER:

Mario Garcia

PARTICIPATING AGENCY:

Metro-Dade Transit Agency

REQUIRED FUNDING:

$20,000

FY 1990 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

WORK ELEMENT:

2.09 UPDATING OF LEVEL OF SERVICE (LOS) CAPACITY TABLES

OBJECTIVE:

Develop Maximum Volume Tables for Dade County roadways, and determine existing Level-of-Service on Dade County roadways, using methods outlined in FDOT's 1989 Level-of-Service Standards and Guidelines Manual for Planning.

PREVIOUS WORK:

This is a new project. The Florida Department of Transportation (FDOT) is requiring transition to planning and impact assessment methods which reflect the recently published 1985 Highway Capacity Manual. FDOT has formulated generalized Level of Service Maximum Volume (Capacity) Tables for Florida roadways, which reflect Statewide average roadway and traffic characteristics. FDOT encourages communities, as an alternative, to compute roadway-specific maximum volumes utilizing computer software that they have developed for this purpose. It is expected that specific roadway and signalization characteristics will of many Dade County roadways yield capacities significantly higher than the FDOT's generalized tables assume, if these computations are made.

METHODOLOGY:

The project will involve two main tasks: First, to develop Maximum Volume Tables for all County arterials and collectors utilizing the methods outlined in FDOT's 1989 LOS Guidelines Manual for Planning. Specifically, ART-ALL or LOS computer models will be utilized, as applicable, to determine the maximum volume (capacity) of each roadway segment. Second, utilizing 1989 traffic counts, or 1990 counts as available, and the revised maximum volume (capacity) data, existing LOS will be determined. As a related activity, FDOT will concurrently be conducting the same work for State Roads.

Specific steps in the method include the following:

a. Obtain and evaluate all available data on characteristics of subject roadways and signalization of same. Conduct field surveys to supplement information as necessary.

b. Determine appropriate input factors, such as K and D factors for use on Dade County roads. Analyze 1989 traffic volume data to assist in this process.

c. Compute Daily LOS Maximum Volumes for all subject roadway segments using FDOT's ART-ALL or LOS computer models, as applicable. Particular attention will be given to Dade- or roadway-specific inputs of the most sensitive variables, including the K and D factors, numbers of signals per mile, and the g/C ratio.

d. Calculate existing Level of Service on each roadway segment.

END PRODUCTS:

1. Maximum Volume (Capacity) Tables for all County arterial and collector roads

2. Existing LOS tables and maps of same for the roadways referenced above

PROJECT MANAGER:

Robert Usherson

PARTICIPATING AGENCIES:

Metro-Dade Planning Department
Metro-Dade Public Works

REQUIRED FUNDING:

$20,000

FY 1990 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

WORK ELEMENT:

2.10 SOCIO-ECONOMIC MONITORING

OBJECTIVE:

Begin process of developing new base year (1990) dataset and increase efficiency through extension of automated methods.

PREVIOUS WORK:

This is a continuing activity.

METHODOLOGY:

a. During this planning period, it will be necessary to prepare 1990 Traffic Analysis Zones (TAZ) estimates of population, housing units (SF and MF categories), and autos available (totals by TAZ). This is the first step for transition to a new base year, i.e. 1990. Acquisition of 1990 census data (about 1992) is then used to validate these estimates, extend and refine them to include all the FSUTMS variables. The validation process is important, as it allows a check on estimating methods which can be modified if results are not satisfactory. Only the decennial census makes this comprehensive validation possible.

Also, as part of this effort, it is intended to estimate age breakdowns of the TAZ population. Age is a key variable in special transportation and transit planning and service delivery.

Finally, the existing database will be expanded by including specific site information (e.g.: multi-family housing and large employer) necessary for making zonal splits. Increasingly, impact studies of all types require subzonal data, and certain modifications are required to enable rapid response to this need.

Work will continue on the development of a more automated procedure for producing TAZ housing and population estimates and projections. Exploratory work has been done in FY'88/'89 and verifies that a system using land-use, development capacity and selected socio-economic indicators is feasible. Additionally, it is intended to incorporate the ability to produce approximations of Special Generator Trip production using ITE input factors. Concurrent with this, work will proceed on developing local trip generation factors. Methods have been devised to monitor selected TAZ's having special characteristics, so as to determine

localized trip purpose. The latest version of LOTUS software will be used as a core program, which allows the use of 3-D spreadsheets, essential for the purposes intended.

This component of the work program requires enhancement of ADP capability, specifically, acquisition of an IBM PC Model 80 with VGA Monitor and 4 megabytes expanded memory. This upgrade will also allow for the annual updating of the entire database, should funding be made available.

END PRODUCTS:

1. Interim set of TAZ estimates of population, housing and autos available for 1990 and provisional estimates of age breakdown by TAZ

   Modified existing database which incorporates the specific data necessary for producing sub-zonal output for such items as multi-family structures, large employers, etc.

2. Series of internal databases files, including alternative projections for selected variables and files dealing with local Special Generator trip production

PROJECT MANAGER:

C. W. Blowers

PARTICIPATING AGENCY:

Metro-Dade Planning Department

REQUIRED FUNDING:

$93,000

FY 1990 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

WORK ELEMENT:

2.11 TRANSPORTATION FACTBOOK

OBJECTIVE:

To prepare an updated and abridged guide to existing and potential funding sources of transportation facilities and services as well as to provide some basic facts about the transportation system of Dade County.

PREVIOUS WORK:

Previous planning efforts have developed basic information concerning transportation funding sources and the County transportation system. The Year 2010 MPO Transportation Plan discusses funding sources for transit and highways. A recently prepared Transit Financial Study also elaborates on existing revenue sources for transit and some potential sources as well.

METHODOLOGY:

The intent of this abridged MPO "reference manual" on transportation funding sources is to maintain an updated and current reference booklet that can be easily made current every year as changes in legislation and funding formulas are made. It is to be prepared in a systematic and abbreviated format to make it totally "user friendly".

a. Gather all pertinent information on the subject.

b. Prepare a reference manual on the subject categorizing the information by subject matter on a systematic basis.

c. Prepare a Dade County "Transportation Factbook" section containing basic facts and figures about transportation facilities and services in the urban area and information on transportation funding sources.

d. Publish manual in a "loose leaf" format that facilities updating and distribute as appropriate.

END PRODUCT:

Guide to Transportation Funding Sources and Dade County Transportation Factbook

PROJECT MANAGER:

Yvonne Soler

PARTICIPATING AGENCY:

Metropolitan Planning Organization Secretariat

REQUIRED FUNDING:

$5,000

FY 1990 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

WORK ELEMENT:

2.12 LEVEL-OF-SERVICE CONCURRENCY MANAGEMENT PROCEDURES - Phase 2

OBJECTIVE:

Finalize initial methods proposed to administer and implement Dade County's adopted Level-of-Service (LOS) Standards for highways and for mass transit service, adjust or improve methods as necessary.

PREVIOUS WORK:

In December, 1988, the Dade County Board of County Commissioners adopted LOS Standards for highways and transit as a part of its updated Comprehensive Development Master Plan (CDMP). In order to implement and administer this requirement, the FY 1989 UPWP included Work Element 1.16, which will have formulated a proposed program, and draft Ordinances or outlines of Ordinances needed to administer and implement the adopted LOS standards. The proposed program will include methods and procedures for estimating the impact of proposed developments, for determining what roadway or transit improvements would be necessary to accommodate proposed developments where deficiencies exist or are projected to exist, and for updating necessary information bases, among other requirements. The proposed program is likely to require additional refinement after enactment.

METHODOLOGY:

a. Complete proposed program and attain adoption by the Board of County Commissioners of the draft ordinance.

b. Evaluate County experience in administering the proposed program.

c. Seek effectuation of remedial measures.

d. Formulate proposals for any large-scale changes in the program which may be determined to be desirable over the long term.

END PRODUCTS:

1. Enactment of Concurrency Management Program - Phase 1

2. Proposals for refinements of Phase 1 program as warranted

3. Proposals for long-range program enhancements

PROJECT MANAGER:

Robert Usherson

PARTICIPATING AGENCIES:

Metro-Dade Planning Department
Metro-Dade Transit Agency

REQUIRED FUNDING:

$30,000

OBJECTIVE C: INTEGRATED TRANSPORTATION SYSTEM

FY 1990 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

WORK ELEMENT:

3.01 SPECIAL AREA TRANSPORTATION STUDIES

OBJECTIVE:

To evaluate current and future travel conditions in areas that have particularly severe travel congestion conditions (e.g.: West Hialeah, West Dade) and to propose a focused and comprehensive program of specific transportation system improvements for the subject areas.

PREVIOUS WORK:

Studies of this type have been done in the past. Preliminary results of the update of the Long Range Plan point to the need of developing arrays of transportation solutions focusing on the access needs of specific districts of the County.

METHODOLOGY:

a. A steering committee will be formed to provide technical support and guidance in the conduct of the studies.
b. Data and information relevant to these studies will be assembled. These data will be required in in subsequent study tasks including model validation, testing of alternative improvement proposals, performance assessment and plan formulation. Plan formulation will include cost information on the proposals included in the plan.

END PRODUCTS:

Summary reports describing the technical work conducted and proposed program of transportation improvements

PROJECT MANAGER:

Jose-Luis Mesa

PARTICIPATING AGENCIES:

Metropolitan Planning Organization Secretariat
Florida Department of Transportation
Metro-Dade Public Works
Metro-Dade Transit Agency

REQUIRED FUNDING:

$40,000

FY 1990 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

WORK ELEMENT:

3.02 DEVELOPMENT IMPACT ASSESSMENT AND DRI-DIC TRAFFIC ANALYSES

OBJECTIVE:

To provide technical comments and recommendations regarding transportation-related issues and impacts that may result from major development proposals and projects.

PREVIOUS WORK:

This is a continuing activity.

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 project:

a. Assess impacts of developments by performing traffic generations, distribution mode split and link analysis.

b. Provide Consultants with available data and travel demand projections used as a basis for DIC studies and DRI reports.

c. Review and critique transportation studies for DIC and DRI reports submitted by consultants and developers, including development of proposed recommendations for transit requirements.

END PRODUCTS

1. Verification of traffic analyses generated by other agencies and consultants

2. Data and Travel demand forecasts used as a basis to generate traffic analyses and reports

3. Preparation of summary reports critiquing transportation components of proposed developments, including proposed transit and highway developer requirements

PROJECT MANAGER:

Richard Lee

PARTICIPATING AGENCIES:

Metro-Dade Public Works
Metro-Dade Transit Agency

REQUIRED FUNDING:

$40,000

FY 1990 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

WORK ELEMENT:

3.03 Transit Financial Capacity Assessment

OBJECTIVE:

Maintain the Transit Financial Capacity models updated and reflective of the TIP, as required by UMTA.

PREVIOUS WORK:

Financial Capacity Models were developed by Deloitte, Haskins and Sells in FY 87-88 based on 1986 conditions and have been updated to reflect 1987 Section 15 reports and the 1989-1993 transit element of the TIP.

METHODOLOGY:

a. Calibrate financial capacity models against 1988 conditions based on Section 15 data.

b. Update the models to reflect changes in funding sources and the 1990-1994 TIP.

END PRODUCTS:

Updated and validated Financial capacity models allowing MDTA to develop financial plans for equipment and facility replacements and service expansions

PROJECT MANAGER:

Mario Garcia

PARTICIPATING AGENCY:

Metro-Dade Transit Agency

REQUIRED FUNDING:

$10,000

FY 1990 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

WORK ELEMENT:

3.04 MIAMI BEACH BICYCLE PATH

OBJECTIVE:

Examine the feasibility of constructing a Bicycle/Pedestrian/ Wheelchair Path extending from South Pointe Park to the northern city limits, parallel to the shoreline, east of the existing vegetated dune to address the following needs:

- Relocate bicycle, pedestrian, elderly and handicapped/wheelchair traffic from Collins Ave. (A1A) to the proposed Path.
- Reduce vehicular parking, which may prevent demolition of historic structures in the National Register Architectural for conversion as District parking facilities.
- Provide a means of ample and safe access between the Path and Collins Ave.
- Define the impact and possible benefits to transportation disadvantaged residents (FS 427) and tourists relying on non-motorized means of transportation.

PREVIOUS WORK:

In October of 1988, the FDOT Bicycle/Pedestrian Coordinator in conjunction with his Dade County counterpart presented the non-motorized transportation corridor proposal to the Miami Beach City Commission. The concept was approved by unanimous resolution of the Commission. At that time City of Miami Beach staff drafted a proposal for a Bicycle/Pedestrian/Wheelchair Path and coordinated the proposal with appropriate State agencies. The Path project was reviewed by the Governor in November, 1988, it received his endorsement subject to approval by appropriate regulatory agencies.

METHODOLOGY:

Tasks:

a. Identify technical considerations for surface design including materials and construction in consideration of environmental and safety impacts and compliance.

b. Estimate alternative construction and maintenance costs and identify funding sources.

c. Traffic counts and analysis of motorized and non-motorized traffic on Collins Ave. and parallel streets and the beach. Determine origin/destination of trips.

d. Analyze use of current parking facilities, projected parking needs and impact of proposed Path on parking demand.

e. Identify and evaluate existing dune crossovers and potential accessibility between the beach, Collins Ave. and parallel local streets. Access to crossovers shall be studied for needs of bicycle and pedestrian/wheelchair uses.

END PRODUCTS:

1. Study to receive conceptual approval and acceptance of the Path by applicable government agencies and citizens

2. Secure funding for project construction

PROJECT MANAGER:

Jeffrey Hunter

PARTICIPATING AGENCIES:

City of Miami Beach
Florida Department of Transportation
Metropolitan Planning Organization Secretariat

REQUIRED FUNDING:

$ 21,000

FY 1990 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

WORK ELEMENT:

3.05 AIRPORT-EAST SIDE MULTI-MODAL CENTER STUDY

OBJECTIVE:

Determine facility requirements and evaluate alternative corridors for various identified transportation needs east of Miami International Airport. The evaluated facilities will include:

- Metrorail extension from Earlington Heights to the Airport
- Expressway Connector SR 836/SR 112
- Tri-County Rail extension to the Airport
- Provision for High Speed Rail (Future)

The result of this study will: (1) define, determine feasibility of, and integrate these individual projects and related corridors; (2) provide background for the incorporation of feasible projects into the MPO Transportation Plan and the Transportation Improvement Program; and, (3) define right-of-way requirements for early acquisition and protection with available State funding.

PREVIOUS WORK:

This project will build on the recommendations of the Miami International Airport Area Transportation Study. These recommendations included proposed further studies for the concepts of an expressway connection between SR 836 and SR 112, a new transit connector to Metrorail, a new Tri-County Rail station closer to the Airport, and, ultimately, a multi-modal transportation center. It is clear the requirements and location of these facilities should be studied together, resulting in a conceptual "master plan" to guide more detailed planning of individual projects.

METHODOLOGY:

General: This study will utilize previous data collected and analyses from the Airport Area Transportation study and Aviation Department SR 836/Airport Connector Study to the maximum possible extent.

Tasks:

a. Assemble data on current conditions (traffic, properties, land-use/zoning, etc.)

b. Project future conditions for 2010 scenario as described in Airport Area Study, including immediate implementation recommendations and current long-range transportation plan.

c. Develop facility requirements for proposed study elements.

d. Formulate and evaluate alternative corridors and facility locations. Select recommended concept.

e. Refine concept to better define approximate property requirements, layout and costs.

f. Prepare plan for implementation including phasing, schedule/priorities, costs, etc.

END PRODUCTS:

1. Conceptual layout plan for integrated transportation corridors and facilities

2. Definition of projects and recommended priorities for implementation

3. Preliminary right-of-way maps

4. Report documenting studies and findings

PROJECT MANAGER:

Jose-Luis Mesa

PARTICIPATING AGENCIES:

Metropolitan Planning Organization Secretariat
Florida Department of Transportation
Metro-Dade Aviation Department

REQUIRED FUNDING:

$70,000

FY 1990 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

WORK ELEMENT:

3.06 TRI-COUNTY TRANSPORTATION IMPROVEMENT PLANS

OBJECTIVE:

To publish a single map and accompanying explanatory brochure that illustrate all transportation improvements approved for the counties of Dade, Broward and Palm Beach for the next 20 years.

PREVIOUS WORK:

While MPO staff of the tri-county area routinely coordinates transportation planning activities on individual projects and other technical issues of common interest, information about transportation plans in the Tri-County area has not been formally compiled. With the advent of Tri-Rail and a growing realization that the Tri-County area is a continuous and growing urban area, a single publication containing information about approved transportation plans for the region would be both timely and informative. The resulting maps and brochures would be distributed throughout the region.

METHODOLOGY:

a. Compile information to be included in map and brochure.

b. Assign preparation of necessary art work and textual information

c. Publish informational materials

d. Distribute materials throughout the Tri-County area.

END PRODUCTS:

Tri-County 2010 Transportation Improvements Plans Map and brochure

PROJECT MANAGER:

This project will be co-managed by one MPO staff from each of the three counties. Project Manager for Dade is Irma San Roman.

PARTICIPATING AGENCIES:

Dade, Broward and Palm Beach MPO's

REQUIRED FUNDING:

$5,000 for Dade County's portion

FY 1990 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

WORK ELEMENT:

3.07 IMPROVING REGIONAL TRANSPORTATION PLANNING

OBJECTIVE:

Design and implement a consensus-based regional transportation planning process for South Florida to be used in revising the transportation sections of the REGIONAL PLAN FOR SOUTH FLORIDA.

Insure that the transportation issues, goals, policies and outcome measure of the REGIONAL PLAN FOR SOUTH FLORIDA are compatible with the transportation plans of the MPO's, the traffic circulation elements of the local government comprehensive plans operating in South Florida, the State Comprehensive plan, and the State Transportation Plan as required by Florida statutes.

PREVIOUS WORK:

This is a new project.

The South Florida Regional Planning Council has been working in this area for the past 15 years, and was at one time a participant in the UPWP process. Section 186.507 F.S. mandates the development of a Regional Comprehensive Policy Plan. The Plan must include transportation planning goals and polices for the South Florida region.

The Council's efforts in trying to improve the efficiency of the State, regional and local planning process are based in its statutory mandate for improving intergovernmental relations and planning management. Examples of the success of the Council's approach are evident in the operational revisions to the developments of regional impact process in South Florida, moving it from a confrontational operational style, to a consensus making approach. Transportation planning and systems management in the DRI process provide the best example of how this process is working. Local governments and the FDOT are now equal partners in the preparation of staff recommendations along with the applicant and Council staff.

METHODOLOGY:

The Regional Council will design and implement a transportation planning process for the Region that insures the full participation of the MPO staffs and the transportation planning personnel from Monroe County. This process will include, but not be limited to technical

issues papers necessary to revise the Regional Plan, and steering committee comprised of representatives of the public, private and educational community to advise the Council on necessary revisions to the Plan.

Since the Regional Plan is founded in an issue based strategic planning process, the use of issue identification and analysis is a critical part of this effort. Once clear, well-defined issues are outlined, policy responses and outcome measures will be constructed and reviewed by the technical advisory committee. When a consensus is formed about not only the issues by the responses, recommendations in the form of amendments will be presented to the Regional Council for their action. Since transportation issues are so vital to South Florida, special attention must be paid to this policy area to insure that adopted policies not only meet the needs of local and State mandated transportation needs, but are well-coordinated implementation tool that integrate reasoned land use and capital improvement plans.

END PRODUCTS:

1. An improved regional transportation planning and issue management process designed to meet the specific needs for South Florida; this will improve coordination between the two MPO's in the region by focusing on the shared issues that are multi-jurisdictional in nature.

2. Revisions to the transportation sections of the Regional Plan for South Florida

PROJECT MANAGER:

Jack B. Osterholt

PARTICIPATING AGENCIES:

Broward County Office of Planning
Broward County Planning Council
Dade & Broward County MPO's
Metro-Dade Planning Department
Florida Department of Transportation
Monroe County Transportation Planning Staff

REQUIRED FUNDING:

$5,000 for Dade County's portion

FY 1990 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

WORK ELEMENT:

3.08 Comprehensive Bicycle Planning and Coordination

OBJECTIVE:

Refine the Comprehensive Bicycle Plan and continue to identify effectiveness of current projects 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:

a. Review and evaluate the process of designating new bikeways and their maintenance and redesignation of unsafe bike paths.

b. Develop a program to educate cyclists for knowledge and skills leading to predictable and competent behavior in traffic.

c. Identify the need to enforce Bicycle laws to Enforcement agencies.

d. Coordinate the planning of bicycle facilities with the Bicycle Advisory Committee and with municipalities and developers to insure consistency with the Comprehensive Bicycle Plan.

e. Marketing of the bicycle program.

FY 1990 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

WORK ELEMENT:

3.09 CITY OF WEST MIAMI TRANSIT MARKETING STUDY

OBJECTIVE:

To identify potential market segments for existing West Miami circulator service and to develop appropriate marketing tools to encourage ridership of targeted segment.

PREVIOUS WORK:

A community circulator line was begun in West Miami in 1988 to provide reliable and convenient local transportation for elderly residents of West Miami who traditionally are dependent upon public transit. The service is operated by a private transportation firm and subsidized by the City of West Miami. Vehicles and maintenance are provided by the Metropolitan Dade County Transit Agency (MDTA). This partnership among the City of West Miami, MDTA, and a local private provider has enabled West Miami to serve its transit dependent citizens in a direct and effective manner.

METHODOLOGY:

a. Identify groups likely to use this specialized transit service through a random sample survey.

   The survey will seek to ascertain demographic characteristics, geographic locations, trip purpose, trip frequency, and modal preference. The results of the survey will be analyzed for the purpose of identifying target groups and designing a promotional campaign.

b. Develop marketing tools designed to promote transit use among the target population groups. These tools will be tailored to the particular needs of the West Miami area. The marketing tools may include newspaper ads, radio spots, leaflets and flyers, special promotions, transit education programs, public time schedules, riders' guides, and interior bus advertising.

END PRODUCT:

A transit service plan which defines marketing tools into a clear strategy to promote the use of the service by the maximum number of riders

PROJECT MANAGER:

Jose A. Matas

PARTICIPATING AGENCY:

City of West Miami

REQUIRED FUNDING:

$10,000 (UMTA Section 8 Discretionary)

OBJECTIVE D: TRANSPORTATION PLANNING PROCESS AND FUNDING

FY 1990 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

WORK ELEMENT:

4.01 UPWP ADMINISTRATION

OBJECTIVE:

Effectively manage the approved UPWP Program and the funds supporting the Program.

PREVIOUS WORK:

This is a continuing activity.

METHODOLOGY:

a. Manage current year (FY'90) planning activities.

1. Insure the effectiveness of the on-going (FY'90) planning program to meaningfully resolve issues on a continuous and regular basis.

2. 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.

b. Administer the Work Order System.

1. Working with the cognizant individual Project Managers and division/department heads, prepare draft Work Order Requests and process as necessary to validate charge accounts and financial procedures.

2. Review Work Order Requests to insure consistency with the approved UPWP and grant budgets.

3. Obtain concurrence of the Finance divisions involved.

4. Issue Work Orders.

5. Review and process requests for Work Order revisions, as appropriate.

6. Revise Work Orders in accordance with approved grant budgets and the procedures approved by the TPC and MPO Board. Issue revised Work Orders.

c. Administer grants supporting the UPWP.

1. Prepare work scope(s) for planning grants and process grant applications and awards as necessary.

2. Prepare grant revision requests in response to UPWP Revisions and other budget adjustments approved by the TPC/MPO Board.

3. Review the status of grants with funding agencies on a periodic basis.

d. Prepare progress reports.

1. Prepare monthly fiscal reports describing the status of Work Orders, budget authorizations, estimated expenditures, and requested Work Order revisions.

2. Request deliverables for Project Managers as they become due and summarize and prepare for submission to funding agencies.

3. Prepare Quarterly Progress Reports. Submit to the TPC and funding agencies.

e. Process Reimbursement Requests from participants.

1. Maintain itemized expenditure records to support the Finance Department program reimbursement activities.

2. Review Reimbursement Requests for consistency with the UPWP, Work Orders, and supporting grants as they are submitted.

3. Assist the County Finance Department in processing payments.

f. Process Reimbursement Requests to funding agencies.

1. Review requests and backup fiscal information prepared by the Finance Department.

2. Transmit requests to funding agencies.

g. Close-out grants.

1. Initiate close-out proceedings.

2. Prepare and transmit final budgets and other supporting fiscal information.

3. Prepare and transmit Project Completion Report.

4. Facilitate the performance of audits, as necessary.

h. 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 Reports
8. Reimbursement Requests
9. Project Completion Reports

PROJECT MANAGER:

Jose-Luis Mesa

PARTICIPATING AGENCY:

Metropolitan Planning Organization Secretariat

REQUIRED FUNDING:

$55,000

FY 1990 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

WORK ELEMENT:

4.02 MPO BOARD AND TECHNICAL 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:

a. Provide staff support for the MPO Board.

   1. Identify critical Transportation Planning issues.

   2. Organize meetings. Prepare agendas and various back-up materials.

   3. Prepare, certify and process MPO Board resolutions.

   4. Prepare minutes and follow-up on various directives.

   5. Respond to concerns of MPO Board members.

b. Provide staff support for the Transportation Planning Council.

   1. Identify critical Transportation Planning issues.

   2. Organize meetings. Prepare agendas and various backup materials.

   3. Prepare draft TPC resolutions.

   4. Prepare minutes and follow-up on directives.

   5. Respond to day-to-day concerns of TPC members.

c. Provide staff support for the Transportation Plan Technical Advisory Committee (TPTAC).

   1. Identify critical transportation planning issues.

2. Organize meetings. Prepare agendas and backup materials.

3. Prepare summary minutes and follow-up on directives.

4. Respond to day-to-day concerns of TPTAC members.

d. Provide staff support for MPO Committees and Task Forces.

1. Identify critical Transportation Planning Issues.

2. Support intergovernmental review activities.

3. Work with Dade County municipalities.

4. Support various task forces, such as the Tri-County Regional Organization and High Speed Rail. Serve on the Dade County Developmental Impact Committee.

5. Work with SFRPC on issues pertaining to transportation requirements of the State Growth Management Legislation and other related regional issues.

6. 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 summary 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. Compilation and distribution of information relating to critical issues regarding Tri-County Rail and High Speed Rail, as appropriate

PROJECT MANAGER:

Irma San Roman

PARTICIPATING AGENCY:

Metropolitan Planning Organization Secretariat

REQUIRED FUNDING:

$70,000

FY 1990 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

WORK ELEMENT:

4.03 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:

Prepare the FY'91 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'91 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'90 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'90 UPWP
2. Update of the issue list and program objectives to be considered in preparing the FY'91 UPWP
3. Review Draft of the FY'91 UPWP
4. Final Draft of the FY'91 UPWP
5. Memos transmitting the UPWP document

PROJECT MANAGER:

Ann Henry

PARTICIPATING AGENCY:

Metropolitan Planning Organization Secretariat

REQUIRED FUNDING:

$24,000

FY 1990 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

WORK ELEMENT:

4.04 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:

a. Provide Staff support to the meetings of the Citizens Transportation Advisory Committee (CTAC) and its subcommittees.

b. Respond to CTAC concerns 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.

c. Provide a mechanism for community input that will allow a detailed consideration of the various issues. Recommendations will be reviewed and summarized by staff prior to submission to CTAC and the MPO Board. Follow-up reports on CTAC requests will be prepared.

d. 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.

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

4. Correspondence and meetings as necessary to include an effective citizen involvement process.

PROJECT MANAGERS:

Yvonne Soler
Sheila Winitzer

PARTICIPATING AGENCY:

Metropolitan Planning Organization Secretariat

REQUIRED FUNDING:

$50,000

FY 1990 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

WORK ELEMENT:

4.05 MPO/MUNICIPAL COORDINATION

OBJECTIVE:

Insure municipal participation in all aspects of multi-modal transportation planning and decision-making process.

PREVIOUS WORK:

This is an on-going activity of the MPO Program.

METHODOLOGY:

a. Contact officials and staff of Metro-Dade municipalities on a regular basis to advise them of transportation planning activities and to insure their timely participation in the early stages of program and project development.

b. Coordinate technical and official input from individual municipalities and respond to their concerns as plans and programs are prepared. Provide MPO Agenda and back-up materials on a regular basis.

c. Coordinate the technical activities of the Transportation Plan Technical Advisory Committee (TPTAC) as related to the Impact Fee Process and municipal participation.

END PRODUCTS:

Meetings and correspondence as necessary to maintain effective official and technical municipal involvement in the MPO process

PROJECT MANAGER:

Yvonne Soler

PARTICIPATING AGENCY:

Metropolitan Planning Organization Secretariat

REQUIRED FUNDING:

$13,000

FY 1990 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

WORK ELEMENT:

4.06 LEGISLATIVE ASSESSMENTS

OBJECTIVE:

To continually assess existing and proposed transportation-related legislation and policies to determine implications for the multi-modal transportation system of Dade County.

PREVIOUS WORK:

Previous work products from this work element have provided timely information affecting transportation in the areas of funding, public/private resources integration, State/Local relationships, and other 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 multi-modal transportation.

METHODOLOGY:

a. Prepare and maintain an up-to-date registry of transportation-related legislation, policies, documents, regulations and other pertinent literature that might have an impact on multi-modal transportation.

b. Summarize legislative, regulatory and policy proposals issued by governmental agencies related to multi-modal transportation.

c. Distribute written assessments and analyses as required.

d. Participate in deliberations and meetings held by the statewide MPO Advisory Committee and other federal, State and local committees that deal with legislative and policy-related questions.

END PRODUCTS:

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

2. Correspondence prepared for pertinent official agencies as necessary

3. Briefings of appropriate parties on the development and progress of transportation related legislation during the annual State Legislative session

4. Act as liaison between MPO and County Legislative Coordinator during annual State Legislative session

PROJECT MANAGER:

Ann L. Henry

PARTICIPATING AGENCY:

Metropolitan Planning Organization Secretariat

REQUIRED FUNDING:

$13,000

FY 1990 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

WORK ELEMENT:

4.07 ELDERLY AND HANDICAPPED ACCESS PLANNING

OBJECTIVE:

To maintain compliance with State and Federally required plans for elderly and handicapped access planning.

a. To maintain compliance with an updated, federally required plan for providing accessible public transportation to physically handicapped persons who are unable to use the public transit system.

b. To produce the annual update to the Transportation Disadvantaged Development Plan, including the development of policies and plans for the delivery of transportation to the disadvantaged segments of our community.

PREVIOUS WORK:

The Section 504 Plan was completed in FY'87/'88. In FY'88/'89 service proposals were reviewed to ensure compliance with the plan. These included a review of the potential methods to provide handicapped access to Tri-Rail in Dade County, and a review of American Public Transit Association (APTA) recommendations for elderly and handicapped bus access.

The Transportation Disadvantages Development Plan was updated in FY'87/'88 and 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:

Transportation Disadvantaged Development Plan (TDDP)

a. Coordinate the provision of transportation services to the disadvantaged.

b. Produce and/or revise operational planning components of the TDDP.

c. Update the Transportation Disadvantaged Plan including revision of the operating strategy for the designated coordinated

community transportation provider and revision of the Implementation Schedule Plan and Service Contracting Process.

Elderly and Handicapped Planning Support

a. Analyze alternative strategies for providing transit for handicapped persons, including potential modifications to the current Special Transportation Service and the evaluation of the cost-effectiveness of accessible buses as the total or partial means or providing public transportation services to handicapped persons.

b. Provide technical support to various advisory groups.

c. Plan for the expansion of the Brokerage System and integration with other public transportation facilities.

d. Analyze Special Transportation Service demand and funding levels to plan for future service requirements.

Section 504 Plan

a. Review proposed service changes, etc., to ensure compliance with existing Section 504 Plan.

END PRODUCTS:

1. Annual Transportation Disadvantaged Development Plan update specifying revised coordination mechanisms

2. Memoranda and technical documents evaluating service proposals for Section 504 Transportation Service Plan concurrence

3. Updated Section 504 Plan

PROJECT MANAGER:

Mario Garcia

PARTICIPATING AGENCY:

Metro-Dade Transit Agency

REQUIRED FUNDING:

$30,000

FY 1990 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

WORK ELEMENT:

4.08 UMTA CIVIL RIGHTS REQUIREMENTS

OBJECTIVE:

Respond to Federal requirements for monitoring Civil Rights compliance based on the level of transit services provided to minority communities.

PREVIOUS WORK:

A major update of this report is required tri-annually. The last major submission was completed in FY'87/'88. Written annual updates were provided as required by UMTA in FY'88 and FY'89.

METHODOLOGY:

a. Run Minority/Non-Minority Accessibility models for proposed service changes.
b. Notify UMTA of any major changes in transit services that may have impacts on service to minorities/minority areas.
c. Notify UMTA of changes from public to private provision of service for significant amounts of service for UMTA to review for equity under Title VI guidelines during their site-visits to MDTA.
d. Monitor minority usage of transit services through analysis of information obtained from marketing tracking surveys.

END PRODUCTS:

1. Minority Accessibility reports
2. Letters to UMTA notifying them of major changes in transit service and transit service providers

PROJECT MANAGER:

Mario Garcia

PARTICIPATING AGENCY:

Metro-Dade Transit Agency

REQUIRED FUNDING:

$8,000

FY 1990 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

WORK ELEMENT:

4.09 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:

a. Continue the operation of the Metropolitan A-95 Clearinghouse function for transportation-related programs and plans within Dade County.
b. Review transportation-related projects, programs, and activities for consistency and metropolitan plans and policies.
c. 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 established by the MPO, TPC or TPTAC, or which related directly to the activities of the MPO and TPC.

END PRODUCTS:

Plans 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 AGENCY:

Metro-Dade Planning Department

REQUIRED FUNDING:

$25,000

FY 1990 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

WORK ELEMENT:

4.10 FDOT/MPO TRANSPORTATION PLANNING LIAISON

OBJECTIVE:

Maintain a meaningful cooperative local/State planning program.

PREVIOUS WORK:

This is a continuing activity.

METHODOLOGY:

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

END PRODUCTS:

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

PROJECT MANAGER:

Rafael De Arazoza

PARTICIPATING AGENCY:

Florida Department of Transportation

REQUIRED FUNDING:

$30,000

APPENDICES

APPENDIX I

FY 1990 UNIFIED PLANNING WORK PROGRAM
AVAILABLE AND REQUESTED FUNDING
($000)

FUNDING SOURCES:

FHWA PL	$ 359
Local Match (15%)	63
SUBTOTAL	$ 422

STATE FUNDS AND LOCAL MATCH

Project No. 3.04	$ 16
Project No. 3.05	50
Project No. 3.08	46
Project No. 4.10	30
Project No. 4.11	59
SUBTOTAL	$ 201

UMTA REGULAR SECTION 8	$ 479
Local Match (20%)	120
SUBTOTAL	$ 599

UMTA DISCRETIONARY SECTION 8

Project No. 3.09	$ 10

UMTA SECTION 3

Project No. 1.04	$ 70

UMTA SECTION 8 CARRY OVER FUNDS	$ 12
Local Match (20%)	3
SUBTOTAL	$15

FY'90 UPWP GRAND TOTAL . . . . . $ 1,317

APPENDIX II

FY 1990 UNIFIED PLANNING WORK PROGRAM
PROJECT FUNDING BY SOURCE
($000)

	UMTA SEC.8	OTHER	FHWA PL	TOTAL
OBJECTIVE A: LONG-RANGE TRANSPORTATION PLANNING				
1.01 Long-Range Transportation Plan.....	15		15	30
1.02 CDMP Amendment Evaluation.....	20		5	25
1.03 Maintain Travel Modeling Capabilities.....	17		8	25
1.04 Transit Corridor Transitional Study.....		70[a]		70
TOTAL - Long-Range Transportation Planning	52	70	28	150
OBJECTIVE B: SHORT-RANGE TRANSPORTATION PLANNING				
2.01 Short-Range Highway Planning.....			60	60
2.02 Short-Range Transit Planning.....	80			80
2.03 Transportation Improvement Program Preparation.....	10		10	20
2.04 Highway Surveillance.....			50	50
2.05 Transit Reporting Systems.....	55			55
2.06 Transit Route Level Monitoring.....	20			20
2.07 Origin/Destination Survey Database.....	20			20
2.08 Short-Range Ridership Forecasting.....	20			20
2.09 Updating of LOS Capacity Tables.....			20	20
2.10 Socio-Economic Monitoring.....	68		25	93
2.11 Transportation Fact Book.....	5			5
2.12 Level-of-Service Concurrency Management.....	15		15	30
TOTAL - Short-Range Transportation Planning	293	0	180	473

a - UMTA Section 3 funds

	UMTA SEC.8	OTHER	FHWA PL	TOTAL
OBJECTIVE C: INTEGRATED TRANSPORTATION SYSTEM				
3.01 Special Area Transportation Studies	30		10	40
3.02 DRI-DIC Traffic Analyses	10		30	40
3.03 Transit Financial Capacity Assessment	10			10
3.04 Miami Beach Bicycle Path		16[b]	5	21
3.05 Airport - East Side Multi-Modal Center Study		50[c]	20	70
3.06 Tri-County Transportation Improvement Plans			5[d]	5
3.07 Improving Regional Transportation Planning			5	5
3.08 Comprehensive Bicycle Planning and Coordination		46[e]		46
3.09 City of West Miami Transit Marketing Study	10			10
TOTAL - Integrated Transportation System	60	112	75	247
OBJECTIVE D: TRANSPORTATION PLANNING PROCESS AND FUNDING				
4.01 UPWP Administration	30		25	55
4.02 MPO Board and Technical Committee Support	43		27	70
4.03 UPWP Development	12		12	24
4.04 Citizen Involvement	30		20	50
4.05 MPO/Municipal Coordination	8		5	13
4.06 Legislative assessments	8		5	13
4.07 Elderly and Handicapped Access Planning	30			30
4.08 UMTA Civil Rights Requirements	8			8
4.09 Review of Transportation Plans, Proposals and Policies	15		10	25
4.10 FDOT/MPO Transportation Planning Liaison		30		30
4.11 FDOT Cash Match		59		59
4.12 MPO Program Support Services	35		35	70[f]
TOTAL - Transportation Planning Process and Funding	219	89	139	447
GRAND TOTAL - 1990 UNIFIED PLANNING WORK PROGRAM	$624	$271	$422	$1,317

b - City of Miami Beach and State Grant funds
c - State Grant funds and Aviation Department funds
d - Co-sponsored with Broward and Palm Beach MPO's (Total Project $15,000)
e - State Grant funds and local match
f - These funds have been reserved to pay for program accounting fees and rental of MPO program office.

APPENDIX III

FY 1990 UNIFIED PLANNING WORK PROGRAM
LOCAL AGENCY PARTICIPATION
($000)

	MPO	MDTA	DCPD	DCPW	OTHER	TOTAL
A. LONG-RANGE TRANSPORTATION PLANNING						
1.01 Long-Range Transportation Plan	30					30
1.02 CDMP Amendment Evaluation		15	10			25
1.03 Maintain Travel Modelling Capabilities	10	15				25
1.04 Transit Corridor Transitional Study		70				70
TOTAL - Long-Range Transportation Planning	40	100	10	0	0	150
B. SHORT-RANGE TRANSPORTATION PLANNING						
2.01 Short-Range Highway Planning				60		60
2.02 Short-Range Transit Planning		80				80
2.03 Transportation Improvement Program Preparation	5			15		20
2.04 Highway Surveillance				50		50
2.05 Transit Reporting Systems		55				55
2.06 Transit Route Level Monitoring		20				20
2.07 Origin/Destination Survey Database		20				20
2.08 Short-Range Ridership Forecasting		20				20
2.09 Updating of LOS Capacity Tables			15	5		20
2.10 Socio-Economic Monitoring			93			93
2.11 Transportation Fact Book	5					5
2.12 Level of Service Concurrency Management		10	20			30
TOTAL - Short-Range Transportation Planning	10	205	128	130	0	473

	MPO	MDTA	DCPD	DCPW	OTHER	TOTAL
C. INTEGRATED TRANSPORTATION SYSTEM						
3.01 Special Area Transportation Studies					40	40
3.02 DRI-DIC Traffic Analyses	20			20		40
3.03 Transit Financial Capacity Assessment		10				10
3.04 Miami Beach Bicycle Path	13				8	21
3.05 Airport - East Side Multi-Modal Center Study					70	70
3.06 Tri-County Transportation Planning	5					5
3.07 Improving Regional Transportation Planning					5	5
3.08 Comprehensive Bicycle Planning and Coordination	46					46
3.09 City of West Miami Transit Marketing Study					10	10
TOTAL - Integrated Transportation System	64	30	0	20	133	247
D. TRANSPORTATION PLANNING PROCESS AND FUNDING						
4.01 UPWP Administration	55					55
4.02 MPO Board and Technical Committee Support	70					70
4.03 UPWP Development	24					24
4.04 Citizen Involvement	50					50
4.05 MPO/Municipal Coordination	13					13
4.06 Legislative Assessments	13					13
4.07 Elderly and Handicapped Access Planning		30				30
4.08 UMTA Civil Rights Requirements	8					8
4.09 Review of Transportation Plans, Proposals and Policies			25			25
4.10 FDOT/MPO Transportation Planning Liaison					30	30
4.11 FDOT/Cash Match					59*	59
4.12 MPO Program Support Services					70	70
TOTAL - Transportation Planning Process and Funding	225	38	25	0	159	447
GRAND TOTAL - 1990 UNIFIED PLANNING WORK PROGRAM	$339	$373	$163	$150	$292	$1,317

* - Program accounting fees and rental of MPO Program Offices

APPENDIX IV

FY 1998 PROJECT FUNDING BY AGENCY ALLOCATIONS
($000)

	FEDERAL					STATE			LOCAL				PROJECT TOTAL
	UMTA			FHWA									
LONGE-RANGE TRANSPORTATION PLANNING	SEC 8	SEC 3	TOTAL	PL	TOTAL	MATCH FHWA	OTHER	TOTAL	UTMA * MATCH	FHWA MATCH	OVER MATCH	TOTAL	
1.01 LONG-RANGE TRANSPORTATION PLAN PROCESS	12	0	12	12.75	12.75	0	0	0	3	2.25	0	5.25	30
1.02 COMP AMENDMENT EVALUATION	16	0	16	4.25	4.25	0	0	0	4	0.75	0	4.75	25
1.03 MAINTAIN TRAVEL MODELING CAPABILITIES	13.6	0	13.6	6.8	6.8	0	0	0	3.4	1.2	0	4.6	25
1.04 TRANSIT TRANSITION SYSTEM PLANNING STUDY	0	52.5	52.5	0	0	0	0	0	0	0	17.5	17.5	70
SUBTOTAL - LONG-RANGE TRANSPORTATION PLANNING:			94.1		23.8			0				32.1	150
SHORT-RANGE TRANSPORTATION PLANNING													
2.01 SHORT-RANGE HIGHWAY PLANNING	0	0	0	51	51	0	0	0	0	9	0	9	60
2.02 SHORT-RANGE TRANSIT PLANNING	64	0	64	0	0	0	0	0	16	0	0	16	80
2.03 TIP PREPARATION	8	0	8	8.5	8.5	0	0	0	2	1.5	0	3.5	20
2.04 HIGHWAY SURVEILLANCE	0	0	0	42.5	42.5	0	0	0	0	7.5	0	7.5	50
2.05 TRANSIT REPORTING SYSTEMS	44	0	44	0	0	0	0	0	11	0	0	11	55

* Includes 10% cash match provided by FDOT for each work element funded with FY 1989 Section 8 UMTA funds up to a maximum total of $59,000.00.
For administrative purposes, this FDOT Cash Match is referred to as work element 4.11 (FDOT UTMA Grant Cash Match).

APPENDIX IV

FY 1990 PROJECT FUNDING BY AGENCY ALLOCATIONS
($000)

		FEDERAL					STATE			LOCAL				PROJECT TOTAL
		UMTA			FHWA									
		SEC 8	SEC 3	TOTAL	PL	TOTAL	MATCH FHWA	OTHER	TOTAL	UTMA * MATCH	FHWA MATCH	OVER MATCH	TOTAL	
2.06	TRANSIT ROUTE LEVEL MONITORING	16	0	16	0	0	0	0	0	4	0	0	4	20
2.07	ORIGIN/DESTINATION SURVEY DATABASE	16	0	16	0	0	0	0	0	4	0	0	4	20
2.08	SHORT-RANGE RIDERSHIP FORECASTING	16	0	16	0	0	0	0	0	4	0	0	4	20
2.09	UPDATING OF LOS CAPACITY TABLES	0	0	0	17	17	0	0	0	0	3	0	3	20
2.10	SOCIO-ECONOMIC MONITORING	54.4	0	54.4	21.25	21.25	0	0	0	13.6	3.75	0	17.35	93
2.11	TRANSPORTATION FACT BOOK	4	0	4	0	0	0	0	0	1	0	0	1	5
2.12	LEVEL-OF-SERVICE CONCURRENCY MANAGE-MENT AND MODEL	12	0	12	12.75	12.75	0	0	0	3	2.25		5.25	30
SUBTOTAL - SHORT-RANGE TRANSPORTATION PLANNING:				234.4		153			0				85.6	473
INTEGRATED TRANSPORTATION SYSTEM														
3.01	SPECIAL AREA TRANSPORTATION STUDIES	24	0	24	8.5	8.5	0	0	0	6	1.5	0	7.5	40
3.02	DRI-DIC TRAFFIC ANALYSES	8	0	8	25.5	25.5	0	0	0	2	4.5	0	6.5	40

* Includes 10% cash match provided by FDOT for each work element funded with FY 1989 Section 8 UMTA funds up to a maximum total of $59,000.00.
For administrative purposes, this FDOT Cash Match is referred to as work element 4.11 (FDOT UTMA Grant Cash Match).

APPENDIX IV

FY 1990 PROJECT FUNDING BY AGENCY ALLOCATIONS
($000)

		FEDERAL					STATE			LOCAL				
		UMTA			FHWA									PROJECT TOTAL
		SEC 8	SEC 3	TOTAL	PL	TOTAL	MATCH FHWA	OTHER	TOTAL	UTMA * MATCH	FHWA MATCH	OVER MATCH	TOTAL	
3.03	TRANSIT FINANCIAL CAPACITY ASSESSMENT	0	0	0	0	0	0	0	0	2	0	0	2	10
3.04	MIAMI BEACH BICYCLE PATH	0	0	0	4.25	4.25	0	16	16	0	0.75	0	0.75	21
3.05	AIRPORT - EAST SIDE MULTI-MODAL CENTER STUDY	0	0	0	17	17	0	50	50	0	3	0	3	70
3.06	TRI-COUNTY TRANSPORTATION PLANNING	0	0	0	4.25	4.25	0	0	0	0	0	0.75	0.75	5
3.07	IMPROVING REGIONAL TRANSPORTATION PLANNING	0	0	0	4.25	4.25	0	0	0	0	0	0.75	0.75	5
3.08	COMPREHENSIVE BICYCLE PLANNING/COORDINATION	0	0	0	0	0	0	46	46	0	0	0	0	46
3.09	CITY OF WEST MIAMI TRANSIT MARKETING STUDY	10	0	10	0	0	0	0	0	0	0	0	0	10
SUBTOTAL - INTEGRATED TRANSPORTATION SYSTEM:				50		63.75			112				21.25	247
					* * * * * *									
TRANSPORTATION PLANNING PROCESS														
4.01	UPWP ADMINISTRATION	24	0	24	21.25	21.25	0	0	0	6	3.75	0	9.75	55
4.02	MPO BOARD & TECHNICAL COMMITTEE SUPPORT	24.8	0	24.8	33.15	33.15	— 0	0	0	6.2	5.85	0	12.05	70

* Includes 10% cash match provided by FDOT for each work element funded with FY 1989 Section 8 UMTA funds up to a maximum total of $59,000.00.
For administrative purposes, this FDOT Cash Match is referred to as work element 4.11 (FDOT UTMA Grant Cash Match).

APPENDIX IV

FY 1990 PROJECT FUNDING BY AGENCY ALLOCATIONS
($000)

		FEDERAL					STATE			LOCAL				PROJECT TOTAL
		UMTA			FHWA									
		SEC 8	SEC 3	TOTAL	PL	TOTAL	MATCH FHWA	OTHER	TOTAL	UTMA + MATCH	FHWA MATCH	OVER MATCH	TOTAL	
4.03	UPWP DEVELOPMENT	9.6	0	9.6	10.2	10.2	0	0	0	2.4	1.8	0	4.2	24
4.04	CITIZEN INVOLVEMENT	24	0	24	17	17	0	0	0	6	3	0	9	50
4.05	MPO/MUNICIPAL COORDINATION	6.4	0	6.4	4.25	4.25	0	0	0	1.6	0.75	0	2.35	13
4.06	LEGISLATIVE ASSESSMEN	6.4	0	6.4	4.25	4.25	0	0	0	1.6	0.75	0	2.35	13
4.07	ELDERLY & HANDICAPPED ACCESS PLANNING	24	0	24	0	0	0	0	0	6	0	0	6	30
4.08	UMTA CIVIL RIGHTS REQUIREMENTS	6.4	0	6.4	0	0	0	0	0	1.6	0	0	1.6	8
4.09	REVIEW OF TRANSPORTATION PLANS, PROJECT PROPOSALS AND POLICIES	12	0	12	8.5	8.5	0	0	0	3	1.5	0	4.5	25
4.10	FDOT/MPO TRANSPORTATION PLANNING LIAISON	0	0	0	0	0	0	30	30	0	0	0	0	30
4.11	FDOT/CASH MATCH	0	0	0	0	0	0	59	59	0	0	0	0	59
4.12	MPO PROGRAM SUPPORT SERVICES	28	0	28	29.75	29.75	0	0	0	7	5.25	0	12.25	70
SUBTOTAL - TRANSPORTATION PLANNING				165.6		128.35			89				64.85	447
						* * * * * *								
GRAND TOTAL:				544.1		368.9			281				283	1317

* Includes 10% cash match provided by FDOT for each work element funded with FY 1989 Section 8 UMTA funds up to a maximum total of $59,000.00.
For administrative purposes, this FDOT Cash Match is referred to as work element 4.11 (FDOT UTMA Grant Cash Match).