

1993

Unified Planning Work Program For Transportation

Metropolitan Planning Organization



IRMA SAN ROMAN

FY 1993

UNIFIED
PLANNING
WORK
PROGRAM
FOR
TRANSPORTATION

FINAL DRAFT
APPROVED 6/16/92

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ANYONE DESIRING FURTHER INFORMATION ON ITS CONTENTS SHOULD CONTACT:

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EXECUTIVE SUMMARY

The 1993 Unified Planning Work Program (UPWP) describes transportation planning activities for the Miami Urbanized Area to be completed during the fiscal period beginning July, 1992. The document outlines the planning projects that will assist in further defining the comprehensive and multi-modal transportation improvement program approved for the metropolitan area in the current Metro-Dade Transportation Plan. The MPO's Year 2010 Metro-Dade Transportation Plan was adopted by the Governing Board on November 20, 1990, after considerable official and public review activities were conducted throughout the metropolitan area. The Plan addresses the multimodal transportation system needs for the period 1990-2010.

The work outlined in the UPWP 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 and by federal statutory requirements relating to the metropolitan transportation planning process in urban areas. Guidance from the modal Federal transportation agencies that support the program is also used as a significant element in the definition 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 Citizens 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 1993 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. The program is also consistent with local comprehensive plans adopted by each of the twenty-six municipalities in the county. As explained in the Organization and Management section of this document, municipal participation is a key element in the development of MPO plans and programs.

Projects in the 1993 UPWP address required work activities and agreed upon Local, State and Federal transportation planning issues and priorities. As a result of the recently enacted federal Intermodal Surface Transportation Efficiency Act (ISTEA) and other recent federal legislation, and the concomitant infusion of additional funds to the planning program, several new projects have been included in the 1993 UPWP which respond to new federal transportation planning requirements. Among these are the following:

- # 2:03 "Highway Traffic Counting Program" responds to data needs required for refinement of the current highway functional classification methods needed for purposes of implementing ISTEA;
- #'s 2.06 thru 2.08 (Air Quality/Transportation Planning items) address new requirements concerning transportation/air quality planning issues as required by the Clean Air Act of 1990;
- # 3.02 continues activities now formally required by ISTEA concerning travel congestion management issues in urban areas;
- #'s 4.06 thru 4.08 (ADA items) relate directly to transportation program requirements included in the American With Disabilities Act of 1991.

Several special studies have been included in the FY 1993 program that reflect specific project planning priorities and include the following items:

- # 2.10 "Urban Mobility Programs Analysis
- # 2.11 "I-95 Distributor Ramps Study".
- # 3.01 "Golden Glades Multimodal Transportation Facility Study"
- # 3.08 "Pedestrian Crossover Studies"

In addition, increased funding for FY 1993 has been assigned to projects that either have proven underfunded during previous years or need special efforts during the upcoming fiscal year. These are:

- #1.02 "Long Range Transportation Plan 2015 Update".
- #1.03 "Transportation/Land Use Coordination".
- #1.04 "Socio-Economic Data Base".
- #2.05 "Transportation Improvement Program Process".

It is also important to note that with the inclusion of substantial Federal Transit Administration (FTA) Section 9 block-grant funds for a variety of transit planning activities, the scope and magnitude of the FY 1993 program has been significantly enhanced.

As a result of the new funds available or assigned to the FY 1993 UPWP, total estimated program funding for the coming fiscal year is more than double the amount allocated during the previous year. This is a positive development in light of the fact that 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 makes the defined planning efforts critical priorities for 1993.

METROPOLITAN PLANNING ORGANIZATION
FOR THE MIAMI URBANIZED AREA
GOVERNING BOARD

Mayor Stephen P. Clark, Chairman

Voting Members

Commissioner Mary Collins
Commissioner Charles Dusseau
Commissioner Joseph M. Gersten
Board Member Allen C. Harper
Commissioner Larry Hawkins
Commissioner Alexander Penelas
Commissioner Harvey Ruvin
Board Member Xavier L. Suarez
Commissioner Arthur E. Teele, Jr.
Commissioner Sherman Winn

Non-Voting Members

Stan Cann
Servando Parapar

Joaquin G. Avino, P.E., P.L.S., County Manager

TRANSPORTATION PLANNING COUNCIL

Voting Members

Dennis I. Carter	Chairman, Assistant County Manager
Jose Abreu	Florida Department of Transportation, District VI
Chester Colby	Metro-Dade Transit Agency
John D'Amanda	Dade League of Cities
Rick Elder	Dade County Aviation Department
Walter Herndon	Metro-Dade Public Works Department
Carmen Lunetta	Dade County Seaport
Bruce Offord	Florida Department of Environmental Regulation
Servando Parapar	Florida Department of Transportation, District VI
Lee Rawlinson	Dade County Development Impact Committee
John Renfrow	Department of Environmental Resources Management
Reginald Walters	Metro-Dade Planning Department
Virginia Rosen	Dade County School Board

Non-Voting Members

David Van Leuven	Federal Highway Administration
Roger Khral	Urban Mass Transportation Administration
Jose-Luis Mesa	Metropolitan Planning Organization
Gil Roberts	Tri-County Commuter Rail Authority
Carolyn Dekle	South Florida Regional Planning Council

TRANSPORTATION PLANNING TECHNICAL ADVISORY COMMITTEE

Jose-Luis Mesa	Chairman, Metropolitan Planning Organization
Chuck Blowers	Metro-Dade Planning Department
Rick Busch	Dade Aviation Department
Rafael De Arazoza	Florida Department of Transportation, District VI
David Ettman	Dade County Department of Environmental Resources Management
Mario Garcia	Metro-Dade Transit Agency
Gary Dunn	Florida Department of Transportation, District VI
Walt Jagemann	Metro-Dade Public Works Department
Richard Lee	Metro-Dade Public Works Department
Dean Mimms	Development Impact Committee
Rene Rodriguez	Florida Department of Transportation, District VI
Irma San Roman	Metropolitan Planning Organization
Robert Usherson	Metro-Dade Planning Department

Non-voting Members

Adam Paul Lukin	Downtown Development Authority
Clark Turner	City of Miami

CITIZENS' TRANSPORTATION ADVISORY COMMITTEE

Norman Wartman	Chairman
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SUPPORT STAFF

Frank Baron	Metropolitan Planning Organization
Michael Moore	Metropolitan Planning Organization
Carlos Roa	Metropolitan Planning Organization
Yvonne Soler	Metropolitan Planning Organization / Citizens' Transportation Advisory Committee Secretariat

**METROPOLITAN PLANNING ORGANIZATION FOR THE MIAMI URBANIZED AREA
1993 UNIFIED PLANNING WORK PROGRAM**

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<u>PROJECT NO.</u>	<u>PROJECT DESCRIPTIONS</u>	<u>COST</u>
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OBJECTIVE A: LONG-RANGE TRANSPORTATION PLANNING

1.01 Urban Travel Modeling and Forecasting	\$215,000	1-1
1.02 Long Range Transportation Plan 2015 and Annual Update Activities	250,000	1-4
1.03 Transportation/Land Use Coordination	220,000	1-7
1.04 Socio-Economic Data Base	125,000	1-9
1.05 Assessment of Rail Rights-of-Way in Dade	<u>215,000</u>	1-11
	\$ 1,025,000	

OBJECTIVE B: SHORT-RANGE TRANSPORTATION PLANNING

2.01 Short-Range Intermodal Planning Activities	\$115,000	2-1
2.02 Short-Range Transit Planning	110,000	2-3
2.03 Highway Traffic Counting Program	50,000	2-5
2.04 Highway Performance Monitoring System	40,000	2-7
2.05 Transportation Improvement Program Process	78,000	2-10
2.06 Air Quality Conformity Determination Assessment And Development of Tption Control Plan (TCP) ..	70,000	2-12
2.07 Inter-MPO Technical Coordination for Air Quality Planning	25,000	2-14
2.08 Air Quality Emissions Inventory	5,000	2-17

<u>OBJECTIVE B:</u>	<u>SHORT-RANGE TRANSPORTATION PLANNING (Continued)</u>	<u>COST</u>	<u>PAGE</u>
2.09	Transit Route-Level Monitoring	492,000	2-19
2.10	Urban Mobility Programs Analysis	60,000	2-21
2.11	I-95 Distributor Ramps Study	65,000	2-23
2.12	Transit Financial Capacity Assessment	30,000	2-25
2.13	Conduct Market Research	200,000	2-27
2.14	Transportation Services, Planning and Technical Support	<u>200,000</u>	2-29
		\$1,540,000	

OBJECTIVE C: INTEGRATED TRANSPORTATION SYSTEM

3.01	Golden Glades Multimodal Transportation Facility Study	130,000	3-1
3.02	Congestion Mitigation - Continuing Development of TMA's	212,500	3-5
3.03	Congestion Mitigation - Road Pricing Feasibil.	90,000	3-7
3.04	Congestion Mitigation - Vehicle Leasing Study.	85,000	3-9
3.05	Comprehensive Bicycle/Pedestrian Planning and Coordination	135,000	3-13
3.06	Center for Urban Transportation Research	830,000	3-16
3.07	Improving Regional Transportation Planning	10,000	3-19
3.08	Pedestrian Crossover Studies	70,000	3-21
3.09	Northeast Dade Transit Improvement Study	250,000	3-23
3.10	Metromover/Bayside Pedestrian Promenade	*****	3-27
3.11	Civic Center Area Transportation Mobility Plan.	+++++++	3-31
3.12	Cruise Terminals at Bicentennial/FEC Park	<u>300,000</u>	3-35
		\$2,112,500	

***** Funds included with Project No. 3.06 (CUTR)

+++++++ Funds included with Project No. 3.02 (Congestion Mitigation:
Continuing Development of TMA's)

OBJECTIVE D: <u>TRANSPORTATION PLANNING PROCESS AND FUNDING</u>	<u>COST</u>	<u>PAGE</u>
4.01 UPWP Administration	\$65,000	4-1
4.02 MPO Board and Technical Committee Support	352,000	4-4
4.03 UPWP Development	25,000	4-7
4.04 Citizen Involvement and Municipal Coordination.	355,000	4-9
4.05 Transportation Disadvantaged Planning	107,250	4-11
4.06 Americans with Disabilities Act (ADA) Complementary Paratransit Plan Update	179,000	4-15
4.07 Americans with Disabilities Act (ADA) and Required Infrastructure Improvements	50,000	4-15
4.08 FTA Civil Rights Requirements	25,000	4-19
4.09 Legislative Assessments	34,000	4-21
4.10 MPO Program Support Services	85,000	4-23
	<u>\$1,277,250</u>	
<u>TOTAL PROGRAM FUNDING (ESTIMATED)</u>	\$5,954,750	

APPENDICES

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ORGANIZATION AND MANAGEMENT
OF DADE COUNTY'S
TRANSPORTATION PLANNING PROCESS

In Metropolitan Dade County, the transportation planning process is guided by the Metropolitan Planning Organization (MPO) for the Miami Urbanized Area. The MPO created as required under Section 163.01, Chapter 163, Florida Statutes and established by Inter-local Agreement between Dade County and the Florida Department of Transportation. Senate Bill 295, passed during the 1988 Legislative Session, amended s339.179, F.S. to increase the number of voting members from nine to eleven. Voting Members have been designated by the State Governor and include the following: the Metro-Dade Mayor and the eight Dade County Commissioners, an elected municipal official, and a representative from the citizenry of the unincorporated portion of Dade County. The Florida Department of Transportation (FDOT) has two non-voting representatives on the MPO Board.

A major role of the MPO is to insure conformance with federal regulations requiring that highways, mass transit and other transportation facilities and services are properly deployed and developed in relation to the overall plan of urban development and to approved plans for regional and state transportation network accessibility. In addition, federal guidelines requires that the use of Federal Aid for transportation be consistent with MPO endorsed plans and programs. The Florida Department of Transportation adopts the MPO's Long-Range Transportation Plan as the guide plan for implementing state transportation system improvements in Dade County.

Federal, state and local transportation planning funds are provided on an on-going basis to insure the effectiveness of the MPO process.

The MPO Board meets monthly in the Metro-Dade County Commission Chambers. All meetings of the Governing Board are open to the public.

Major duties of the MPO include:

- ° Development of a Transportation Plan for the urban area that specifies transportation improvements for a twenty-year period.
- ° Development of an annually updated Transportation Improvement Program (TIP). The TIP lists projects selected from the adopted Transportation Plan to be implemented during a given five-year cycle.
- ° Maintenance of a Citizens' Advisory Committee to provide a broad cross-section of citizen perspectives in the planning and development of the urban transportation system. Minorities, the elderly and the handicapped are appropriately represented.
- ° Provision of a Review Process of MPO programs by Dade County Municipalities.
- ° Maintenance of a Transportation Planning Council (TPC) that advises the MPO Board on technical matters. The membership is selected from among heads of County departments participating in the transportation process, senior staff of the Florida Department of Transportation and the MPO Secretariat. Special TPC and MPO subcommittees and task forces function on an "as needed" basis.

In the performance of these duties, the MPO is assisted by professional staff from local and State transportation agencies. Other entities such as the South Florida Regional Planning Council, the Tri-County Rail Organization, and the Broward and Palm Beach Counties MPO's, work closely with the Dade County MPO to achieve coordination in regional transportation planning.

LEGAL BASIS AND STRUCTURE OF THE METROPOLITAN PLANNING ORGANIZATION

Legal Basis: Federal Laws

Section 134 of Title 23 of the U.S. Code states that it is in the national interest to encourage and produce the development of transportation systems embracing various modes of transportation in the manner that will serve the states and local communities efficiently and effectively. To this end, it empowers the U.S. Secretary of Transportation to cooperate with the state and local officials in the development of transportation plans and programs, formulated on the basis of transportation needs with due consideration to comprehensive long-range land use plans and overall social, economic, environmental, system performance, and energy conservation goals and objectives. It also indicates that the transportation planning process must include an analysis of alternative transportation system management and investment strategies to make more efficient use of existing and needs to be continuing, cooperative, and comprehensive, to the degree appropriate and based on the complexity of the transportation problems being assessed.

The legislation also authorizes the Secretary of Transportation to make grants or loans to assist states and local public bodies and agencies in financing transportation projects which enhance the effectiveness of public transportation. Planning funds are apportioned to states in accordance with a fair and equitable formula. The formula is approved by the Secretary and considers, but (not necessarily limited to) population, status of planning, and metropolitan area transportation needs.

The role of metropolitan transportation planning has been greatly enhanced by the passage of the federal Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). The new legislation has not only significantly increased the role of Metropolitan Planning Organizations in the planning and programming of transportation infrastructure and service improvements but also require that urban areas comply with new requirements aimed at increasing urban mobility, improving the management of urban travel congestion and at insuring that urban area ambient air quality conditions are supported by improvements to the transportation system.

Legal Basis: State Statutes

The Metropolitan Planning Organization for the Miami Urbanized Area was created March 23, 1977 under the authority of Chapter 163 of the Florida Statutes. Section 163.01 of the Statute provides that governmental agencies may enter into Interlocal Agreements permitting the joint exercise of such powers or authority that the agencies share the common or that each might exercise separately.

Although the membership of the MPO Governing Board is partially made up of individuals who serve as the Board of County Commissioners, the two boards are separate and distinct. The Board of County Commissioners, a general-purpose local governing body consisting of locally-elected officials, exercises the powers delegated to it by the Metropolitan Charter. The MPO Board, on the other hand, possesses no powers of local self government and acts within the policy realm of transportation only. While the Board of County Commissioners is primarily responsible to the State Governor and to the federal agencies that provide funding for transportation projects and mandate planning requirements as a precondition for funding. In other major metropolitan areas, MPO Boards are markedly different than local governmental boards and are composed of officials representing the various municipalities in the given urban area. The unique structure used by Metropolitan Dade County, however, enhances coordination between the two boards, and tends to facilitate the process of advancing from plans to implementation of transportation projects.

The existing Interlocal Agreement states that the MPO has the power to do the following:

- Enter into contracts or agreements, other than Interlocal Agreements, with Local and/or State agencies to utilize the staff resources of those agencies.
- Administer its affairs and business.
- Enter into agreements other than Interlocal Agreements, with the Department of Transportation, operators of public mass transportation services, and the areawide and regional A-95 agencies.
- Enter into contracts for professional services.
- Acquire, own, operate, maintain, sell or lease any real or personal property.
- Promulgate rules to effectuate its powers, responsibilities, and obligations provided said rules do not supersede or conflict with applicable local and state laws, rules and regulations.
- Accept funds, grants, assistance gifts, or bequeaths from local, State and Federal sources.

The Agreement also specifies that the MPO will provide for an appropriate organization to administer its business and affairs, set up a community involvement structure and establish a process to evaluate the technical adequacy of transportation planning activities.

Management Services Contract

To carry out its duties, the MPO entered into a Management Services Agreement with the Metro-Dade Board of County Commissioners. Major elements of this Agreement are:

- The County shall furnish the MPO with the professional, technical, administrative and clerical service, the supplies the equipment, the office and other space, and such other incidental items as may be required and necessary to manage the business and affairs of the MPO and to carry on the transportation planning and programming process.
- The County Manager of Dade County shall be responsible to the MPO Board for the conduct of the transportation planning process as well as the appointment, assignments, direction and control of all personnel necessary thereto; the development of an appropriate organizational

structure and the development of procedures to monitor and coordinate the planning process.

- The County Manager shall prepare annually a detailed listing of all tasks necessary and incidental to carrying out the planning process.
- The head of each County department or agency participating in the transportation planning process shall be deemed a technical advisor in the field of his competency and shall be expected to provide the MPO with expert advice or perform such duties incidental hereto as the County Manager shall assign.
- The County Attorney shall be the legal advisor to the MPO and shall represent the MPO in all legal matters, provided that, with the concurrence of the County Attorney, the MPO may employ special council for specific needs.
- The County Manager shall prepare an annual budget on an October 1 to September 30 fiscal year basis. The budget shall identify funding sources, participating agencies and the level of participation by the various agencies.

Organizational Structure

The organizational structure of the MPO is designed for the administration, coordination and monitoring of a cooperative venture of participating agencies. These agencies perform interdependent functions supporting development of an integrated transportation plan and programs to implement it. Following is a brief description of major MPO structural elements:

The MPO Governing Board

The MPO Governing Board is composed of thirteen members, eleven of whom are voting members, and two non-voting members. The non-voting members are accorded the same rights and privileges as other members, except the right to present resolutions or motions or to vote on them.

The Chairperson of the Governing Board is ex-officio the Mayor of Dade County. A Vice Chairperson must also be selected by the Governing Board. Normally the Vice-Mayor of the County serves in this capacity.

The Governing Board is vested with the responsibility for exercising the powers of the MPO including the final decision on all policy matters, adoption or endorsement of transportation plans and programs, adoption of budgets, approval of agreements or contracts, adoption of rules, and establishing or changing its internal operating structure.

The Dade County Manager

The County Manager of Metro-Dade is responsible for the conduct of the transportation planning process including appointment, assignments, direction and control of all necessary MPO personnel. The County Manager recommends to the Governing Board the appropriate structure to carry out the responsibilities set forth in the Agreement between the MPO and the Board of County Commissioners, and recommends procedures by which the transportation planning process may be monitored and coordinated. The County Manager is the

principal advisor to the Governing Board in all matters under its jurisdiction.

The Legal Counsel

The County Attorney of Dade County is the legal counsel to the MPO. The Legal Counsel attends all meetings of the MPO and approves the form and legal sufficiency of all contracts and agreements entered into by the MPO.

The Director of the MPO Secretariat

The Director of the MPO Secretariat is designated by, and serves at the pleasure of the County Manager. The Secretariat staff coordinates the activities of the competent structure comprising the MPO; prepares the meeting agendas for the Governing Board and the Transportation Planning Council (TPC); prepares resolutions, agreements and other documents; schedules and gives notice of meetings; records and keeps minutes; prepares an annual report; develops operating procedures for conduct of the Secretariat function; coordinates the implementation of policies established by the Governing Board as reflected in the transportation planning program, and performs other administrative and technical duties as may be assigned by the County Manager.

The Transportation Planning Council (TPC)

The Transportation Planning Council is composed of voting and non-voting members.

The Metro-Dade primary and alternate Council members are appointed by the Council Manager and are normally the Directors of County departments participating in the transportation planning process and their designees. Other voting members include senior technical staff from the Florida Department of Transportation and the State Department of Environmental Regulation and their alternate. Non-voting members include technical staff to pertinent federal, state, and regional agencies and the Secretariat Director. Only in the absence of the respective Directors at Council meetings may the alternates exercise their right to vote.

The Director of the MPO Secretariat, in consultation with the Transportation Planning Council Chairman, develops and prepares the Transportation Planning Council agenda, gives notice of its meetings, keeps minutes and records of its proceeding, prepares resolutions and reports, and sees that the policies and directives of the Council are carried out.

Membership on the Council is as follows:

- Chairman - Appointed by the Metro-Dade County Manager
- Director and Designee - Dade County Planning Department
- Director and Designee - Dade County Public Works Department
- Director and Designee - Dade County Seaport Department
- Director and Designee - Dade County Aviation Department
- Director and Designee - Dade County Developmental Impact Committee (DIC)
- Director and Designee - Dade County Environmental Resources Management Department
- Director and Designee - Metro-Dade Transit Agency
- Representative (2) - Florida Department of Transportation District VI

Representative - Florida Department of Environmental Regulation
Representative - Dade County League of Cities

Non-Voting Membership:

Representative - Dade County School Board
Representative - South Florida Regional Planning Council
Representative - Tri-County Commuter Rail Authority
Director, Metropolitan Planning Organization Secretariat

The Transportation Planning Council is responsible for the overall technical adequacy of the MPO planning program and advises the Governing Board on the various proposed program actions. While the departments participating in the planning process are responsible for the day-to-day conduct and management of transportation planning work activities, as specified in the Unified Planning Work Program (UPWP), the TPC has ultimate responsibility for the technical adequacy of the various products that are transmitted to the Governing Board for acceptance and adoption of planning documents.

The Transportation Planning Council relies on three standing committees concerned with major products of the transportation planning program. These committees are:

- Unified Planning Work Program (UPWP) Committee
- Transportation Plan Technical Advisory Committee (TPTAC)
- Transportation Improvement Program (TIP) Inputs Committee

In addition, the TPC establishes inter-agency task forces to ensure coordination of important concerns as needs arise. Members and chairpersons of TPC Committees and Task Forces are named by the TPC Chairman or the County Manager. Coordination and guidance of the activities of the various committees and task forces is provided by the Director of the MPO Secretariat. The function of a standing TPC committee or a Task Force is to provide oversight and pertinent recommendations on key activities and products before they are considered by the TPC. As such they:

- Review and monitor overall schedules for undertaking critical work elements leading to transportation planning decisions, with a concern for important milestones where TPC and MPO Board considerations are desired.
- Review generalized work programs developed by Project Managers before work is began.
- Establish consistent formats for the transportation planning process.
- Review milestone products and other documents to ensure technical adequacy.

Standing committees and task forces provide periodic status reports to the TPC and offer suggestions to the TPC on the advisability of recommending approval of transportation planning documents (e.g. the Unified Planning Work Program and the Transportation Improvement Program) by the Governing Board.

Citizens' Transportation Advisory Committee

The Citizens' Transportation Advisory Committee (CTAC) consists of a maximum of 45 members serving one or two year terms. The members are appointed by the Board upon recommendation of the County Manager. The broad base of citizens is drawn from both the general public and from civic organizations, in order

to provide citizens with the opportunity to become involved in the transportation planning process either by geographic area or because of special interest.

The CTAC provides a forum for citizens to evaluate the recommendations developed through the MPO transportation planning and programming process. One of the main responsibilities of the CTAC is to ensure that proposed transportation projects are responsive to the community's perceived needs and goals.

The duties of the CTAC include, but are not limited to, reviewing of the program technical work products before they are transmitted to the MPO Governing Board; monitoring the public involvement process and making recommendations for improving its effectiveness or overcoming perceived deficiencies; and dealing with other transportation planning matters as necessary. The CTAC also advises the Board of County Commissioners on all other transportation matters.

Review by Dade County Municipalities

The Miami Urbanized Area has twenty-seven corporate municipalities. The transportation planning and programming process directly impacts the interests and activities of these units of local government. To provide a mechanism to evaluate the products and recommendations made from the transportation planning process, a municipal review procedure, also referred to as the "intergovernmental process", has been established to allow for the proper consideration of the interests of the municipalities. This procedure provides elected and appointed municipal officials with a continuing opportunity to give timely and organized input to the transportation planning process. All planning proposals and other formal matters relating to urban area transportation programs and projects are routinely submitted for early review to municipal authorities.

Participating Agencies

The staff resources of the MPO are those of its participating agencies as well as those assigned to the Secretariat office. Personnel is assigned from the participating agencies to perform specific MPO duties as the need arises.

Agencies regularly providing staff resources for the completion of MPO program activities are as follows:

1. Office of the County Manager
2. County Attorney
3. Metro-Dade Transit Agency
4. Metro-Dade Planning Department
5. Metro-Dade Public Works Department
6. Metro-Dade Seaport Department
7. Metro-Dade Aviation Department
8. MetroDade Environmental Resources Management Department
9. Florida Department of Transportation

Other municipal and public agencies also provide various levels of technical support on a periodic basis.

Functional Responsibilities of Participating Agencies

Each agency participating formally in the MPO program has been assigned a level of responsibility commensurate with its normal involvement in the development and operation of urban transportation system facilities. The County's Aviation Department and Seaport Department, for example, not only have a relationship to the main effort but are included so as to maintain the integrity of the total multi-modal transportation system concept. The County's Environmental Resources Management Department is included so that the environmental impact of motor vehicle emissions may be kept under continuous surveillance and that if levels become too high, corrective measures can be considered for inclusion in the short and long range transportation plans.

County Manager

The County Manager oversees the effectiveness of the transportation planning process and the timely completion of work products, and is ultimately responsible for the efficient management of the administrative affairs of the organization. The MPO Secretariat staff is housed in the County Manager's Office and the Manager directly participates in the transportation planning and programming process by performing these functions:

- Acts as Principal advisor to the Governor Board
- Provides overall direction of the County transportation planning process
- Provides overall supervision of the County technical staff.

County Attorney

The Dade County Attorney is the legal counsel to the MPO. The Legal Counsel attends all meetings of the MPO Governing Board and performs the following functions:

- Provides legal advice to the Governing Board;
- Reviews and approves all legal documents, contracts and other instruments for form and legal sufficiency; and,
- Represents the MPO in all legal actions

Metro-Dade Public Works Department

It is the responsibility of this agency to carry out highway surveillance activities. In addition, this agency assigns professional, technical or other personnel to:

- Assist in developing MPO plans and priorities for arterial street improvements;
- Perform highway surveillance studies and furnish traffic data as necessary;
- Coordinate preparation of the TIP;
- Estimate auto traffic generation for Development Impact Committee reviews; and,
- Provide technical support to the MPO on the resolution of highway issues and evaluation of proposals originating from citizen groups.

Metro-Dade Transit Agency (MDTA)

MDTA has responsibility for operation of all public mass transit in the metropolitan area. Additionally, this Agency does the following in the context of the MPO program.

- Assist in developing MPO plans and priorities for urban area transit improvements;
- Perform transit ridership and surveillance studies and furnish transit data as necessary;
- Develop plans for paratransit services;
- Develop plans for elderly and handicapped transportation services;
- Develop reports to document local compliance with all federal and state transit service planning requirements; and,
- Provide technical support to the MPO in the resolution of transit and pertinent transportation issues and also in the evaluation of proposals originating from citizen groups.

Metro-Dade Planning Department

The Planning Department functions as the official areawide comprehensive planning agency in performing MPO-related technical planning activities. The Planning Department has responsibility for the following:

- Review the Transportation Plan for consistency with other elements of the Comprehensive Development Master Plan and other functional plans;
- Collect, develop, and evaluate land use and socio-economic data for input into travel demand forecasts;
- Prepare land use and socio-economic forecasts; and,
- Determine environmental impacts of proposed transportation projects.

Metro-Dade Seaport Department

It is the responsibility of this agency to ensure that appropriate consideration is given to its landside access requirements. The agency has the responsibility for performing the following tasks:

- Evaluate highway and transit plans with respect to impact on Seaport; and,
- Prepare ground transportation capital development plans for inclusion in the TIP as necessary.

Dade County Aviation Department

It is the responsibility of this agency to ensure that appropriate consideration is given to its landside access requirements. The agency is responsible for performing the following tasks:

- Evaluate highway and transit plans with respect to impact upon airports in the County; and,
- Develop airport ground transportation capital plans for inclusion in TIP as necessary.

Dade County Environmental Resources Management Department

It is the responsibility of this agency to monitor motor vehicle emissions and to determine the impact of these emissions on air quality standards. The agency is responsible for performing the following tasks:

Florida Department of Transportation

It is the responsibility of this agency to participate in all pertinent MPO planning activities, and to ensure effective coordination between State and County programs. This agency also provides liaison between the MPO and the Federal Highway Administration and administers the state share of FHWA 112 (planning) funds.

The District Secretary for District VI appoints the person(s) to represent the FDOT on the Transportation Planning Council. In addition, FDOT assigns professional, technical and other personnel to perform the following tasks:

- ° Assist in the development of MPO plans and priorities for multimodal transportation improvements in the urban area; and,
- ° Provides traffic data for projects in the MPO jurisdiction.

South Florida Regional Planning Council

It is the responsibility of the South Florida Regional Planning Council to maintain an on-going review of the MPO Transportation Plan to ensure that it is not in conflict with the Plans of the other urban areas in its multi-county jurisdiction.

PROGRAM OBJECTIVES

OBJECTIVE A: LONG-RANGE TRANSPORTATION PLANNING

Maintain a technically sound Long-Range Transportation Plan 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 motorized and non-motorized vehicle users, pedestrians, and 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.

OBJECTIVE A

LONG-RANGE TRANSPORTATION PLANNING

FY 1993 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

TASK NUMBER AND TITLE:

1.01 URBAN TRAVEL MODELING AND FORECASTING

OBJECTIVE(S):

1. Database: To obtain updated regional (tri-county) networks and to maintain updated Dade County highway and transit networks in automated formats to apply state-of-the-art techniques in the evaluation of proposed transportation improvements. To increase database commonality and compatibility between agencies.
2. Hardware and Software Environment. To set up and maintain the Operating System 2 (OS/2) Version and the IBM RS6000 Version of Florida's Standard Urban Transportation Model Structure (FSUTMS) in state-of-the-art, efficient operating environments in which to perform planning activities.
3. Analytical Support and Presentation. To assemble and maintain a library of texts, software and other materials as analytical support and reference materials to transportation planning activities. To produce maps, figures and other illustrations to be used in MPO publications and/or presentations.
4. Developmental. To study and evaluate related planning and modeling functions and applications as complements to a comprehensive transportation planning program.

PREVIOUS WORK: .

These are continuing activities within Dade County's transportation planning process.

METHODOLOGY:

1. Database
 - a. obtain and get familiarized with the Regional Planning Model (RPM) control and input databases and operational procedures.

- b. update and maintain highway and transit networks, as necessary, to reflect changes in existing conditions.
 - c. hold network workshops and meetings, as needed, to solicit input from applicable departments.
 - d. provide model support to other Dade County departments requiring travel demand forecasts or related assistance.
 - e. assess the feasibility of, and possibly install, a data transfer connection and workstation terminal to link MDTA to the MPO's RS6000 platform, and present findings to department directors and any appropriate committees for approval if implementation is determined to be cost-beneficial.
2. Hardware and Software Environments
- a. maintain necessary license agreements with FDOT Central Office for software packages and updates, as necessary.
 - b. evaluate and/or obtain other software packages and updates.
 - c. evaluate and/or obtain hardware accessories or upgrades, as necessary.
3. Analytical Support and Presentation
- a. assemble and maintain a library of reference materials, including texts and software, as analytical support to planning activities.
 - b. purchase CADD (or similar) software and necessary hardware to facilitate electronic production of maps and other illustrative graphics.
4. Developmental.
- a. evaluate the feasibility of interfacing the IBM RISC System of the MPO Secretariat with those of the FDOT Central, District and Turnpike Offices.
 - b. initiate work efforts to interface selected MPO Secretariat model output to the County's Arc/Info GIS System, including any necessary training, purchases of computer hardware, software and system programming services deemed necessary for consider and communication.
 - c. consider and evaluate other related planning and modeling applications and assess respective utility of same.

- d. participate in the Southeast Florida FSUTMS Users Group activities.

END PRODUCTS:

1. Database
 - a. Updated RPM datasets and operational procedures
 - b. Updated highway and transit networks, reflecting base year 1990 conditions, in addition to other year/alternative datasets prepared as needed.
2. Hardware and Software Environments.
 - a. The latest versions of the FSUTMS model battery fully operational on the mini- and micro-computer systems.
 - b. Other software and hardware updates and accessories as necessary.
3. Analytical Support and Presentation. An assemblage of texts, software, files, maps and presentation materials for documentation and publication.
4. Developmental.
 - a. Evaluations and possible implementation of planning related applications and interfacing capability with the County's GIS System, in addition to pertinent transportation planning offices.
 - b. Feasibility report on, and possible implementation of a xstation terminal for MDTA capable of accessing and operating the MPO-resident datasets and travel demand models.

PROJECT MANAGER:

Michael Moore

REQUIRED FUNDING:

\$215,000

PARTICIPATING AGENCIES:

Metropolitan Planning Organization
Metro-Dade Transit Agency

FY 1993 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

TASK NUMBER AND TITLE:

1.02 LONG RANGE TRANSPORTATION PLAN UPDATE TO THE YEAR 2015
AND ANNUAL UPDATE ACTIVITIES

OBJECTIVE(S):

Meet Federal and State requirements for a major update of the Transportation Plan. Ensure Plan consistency with policies established in the Comprehensive Development Master Plan (CDMP). Address outstanding long-range transportation planning issues, air quality and current surface transportation considerations and provide information for decision making.

PREVIOUS WORK:

A major update of the Long Range Element of the Transportation Plan was adopted in November, 1990 and certain projects contained within it were modified or deleted through amendments passed in November of 1991.

BACKGROUND:

The Long Range Transportation Plan must undergo a major update process every five years to assure consistency with the rapidly changing travel patterns and demands in Dade County. This process is required by Federal and State regulations.

The following major actions must be completed as a part of the Plan Update effort. It is anticipated that actions 1 through 5 will be addressed during this first year-phase of the update. Then, 6 through 16 will be addressed within FY 93/94 through FY 94/95.

1. Plan Database - detailed review and updating of the major data elements.
2. Socio-Economic Forecasts - Forecasts of population and employment must be prepared for the Plan horizon year.
3. Plan District Structure - Review the Traffic District

structure used in the 1990 Plan Update and develop a new district (TAD) structure.

4. Transportation Goals and Policies - A review and assessment of the current status of the adopted goals and objectives of the Intermodal Surface Transportation Efficiency Act of 1991, the Clean Air Act Amendment of 1990, the Metro-Dade Long Range Transportation Plan, and the Dade County CDMP.
5. Travel Forecasting Models - Models will be validated prior to used 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 and future networks will be developed.
7. Forecast Travel Demands - The validated models will be used to conduct simulations of future transportation demands to identify major deficiencies in the existing planned transportation networks.
8. Analyze Simulation Results - Results of the simulations will be analyzed.
9. Establish Service Demand Criteria - Capacity standards will be developed to enable alternate 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 1990 Plan Update must be reviewed. Revisions to the criteria will reflect changes in Federal, State and County policy.
11. Review 1990 Project Status - The 1990 Update project listing will be reviewed to determine the status of the projects identified in that Plan.
12. Revise Project Priority List - The review of the 1990 Project list will be used to develop a revised priority listing of projects for the new horizon.
13. Develop New Projects - The new facilities required by the forecasted increases in 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.
- 15.a) Citizen Participation Process - The County's current citizen participation mechanisms will be employed.
- 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 deadline.

- c) Review and Comment - A detailed review and evaluation process will be conducted prior to the Plan adoption.
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 2015.
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 projects.
7. Revised listing of transportation projects by District and priority level.
8. List of high-volume travel corridors and modern combinations for detailed study.
9. Revised Long Range Transportation Plan document.

PROJECT MANAGER:

Jose-Luis Mesa

PARTICIPATING AGENCIES:

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

REQUIRED FUNDING:

\$250,000 (first year-phase)

UWP93.108

FY 1993 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

TASK NUMBER AND TITLE:

1.03 TRANSPORTATION/LAND USE COORDINATION

OBJECTIVE(S):

To review and assess land use development impacts concurrent with transportation-related actions.

PREVIOUS WORK:

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

METHODOLOGY:

1. Establish a Standing Committee to:
 - a. identify traffic and transit level of service deficiencies and identify alternative solutions to such deficiencies and,
 - b. review and propose priorities for inclusion in annual updates of the Long Range Plan and TIP.
2. Continue the operation of the Metropolitan A-95 Clearinghouse function for transportation-related programs and plans within Dade County. Review transportation-related projects, programs and activities for consistency with metropolitan plans and policies.
3. Review applications for CDMP amendments to evaluate the highway and other transportation impacts of said amendments.
4. Assess the highway and transit impacts of proposed individual land development projects processed through the Developmental Impact Committee (DIC) and Development of Regional Impact (DRI) processes.
5. Perform travel time and delay studies along specified freeways and arterials.

END PRODUCTS:

1. Memoranda on assessments of plans and projects as to their consistency with the adopted Comprehensive Development Master Plan.
2. Correspondence documenting A-95 review comments on specific projects and comments on various transportation plans.
3. Analyses of transportation impacts of CDMP applications.
4. Preparation of summary reports critiquing transportation components of proposed developments, including proposed transit and highway developer requirements.
5. Verification of traffic analyses generated by other agencies and consultants.
6. Travel time and delay data that can be used to validate Level-of-Service calculations on both the State or County roadway systems, and to be used to compare against travel time results from MUATS model simulations.
7. Proposals for long range plan refinement.

PROJECT MANAGER:

Jose-Luis Mesa

PARTICIPATING AGENCIES:

Metropolitan Planning Organization
Metro-Dade Transit Agency
Metro-Dade Public Works
Metro-Dade Planning Department

REQUIRED FUNDING:

\$160,000 + \$60,000 for Consultant for Travel Delay Studies

TLUCMP93.DOC

FY 1993 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

TASK NUMBER AND TITLE:

1.04 SOCIO-ECONOMIC DATA BASE

OBJECTIVE(S):

Complete updated socio-economic data set for transportation planning models.

PREVIOUS WORK:

Continuing activity. New data set will incorporate prior years work plus required census reports and other data not available until this fiscal year.

METHODOLOGY:

The work program in FY 1992 resulted in major progress toward the completion of an updated socio-economic data set to drive FSUTMS. The new base year (1990) is essentially complete. The vehicles available, transient housing units and hotel/motel occupants may need refinement during FY 1993. Income also may not be finalized.

Major components of the data set projections were completed during FY 1992. These include population, housing units by type and employment. Both base year and projection variables are assigned to restructured TAZ boundaries including new zones.

To finalize the data set in FY 1993 the following tasks must be carried out.

1. Acquire, process and utilize the Urban Transportation Planning Package produced jointly by the U.S. Bureau of the Census and the U.S. Department of Transportation. Primary use of this data package is to quality check the 1990 base year data and identify journey to work trip patterns.
2. Conduct refinements as necessary on 1990 base year variables. This is most likely for vehicles, income, transient units and hotel/motel occupants.

3. Prepare projections of vehicles available.
4. Prepare income projections.
5. Project hotel/motel rooms and occupants.
6. Project school enrollment for existing and new schools.
7. Near the end of the program year, the projections of all variables will be reviewed and modified to correspond to any significant changes in the CDMP map arising from the Evaluation and Appraisal Report.
8. The availability of updated data and the UTPP is expected to generate a substantial number of special requests for tailor made data subsets. Usually, these are forthcoming from FDOT itself or consultants working on FDOT projects.

END PRODUCTS:

Updated socio-economic data set for FSUIMS.

PROJECT MANAGER:

C. W. Blowers

PARTICIPATING AGENCY:

Metro-Dade Planning Dept

REQUIRED FUNDING:

\$125,000

p241

FY 1993 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

TASK NUMBER AND TITLE:

1.05 ASSESSMENT OF RAIL RIGHTS-OF-WAY IN DADE COUNTY

OBJECTIVE:

1. To assess the current and future potential for urban commuter travel of existing railroad corridors in the county,
2. To perform a system level analysis of potential highway/railroad crossing issues.

PREVIOUS WORK:

A significant amount of underused railroad infrastructure exists in Dade County. Approximately 76 miles of railroad tracks are found at present. Some of these railroad rights-of-ways are either in use for some type of commuter service (Tri-Rail on CSX line in northern Dade) or are under consideration for future transportation service (former FEC line along South Dixie Highway). A recent study on whether a rail service connection between Miami International Airport and the Port of Miami to transport cruise ship passengers would be feasible, concluded that such service could not compete with the buses that currently transport these passengers. Little is known about the potential of the remaining lines for carrying urban commuter travel at some future time. Currently most lines carry some type of freight service.

Previous planning work involving existing railroad infrastructure has been related mostly to specific project issues. The existing Metrorail line is partially constructed along an old railroad bed. Also, as a part of many road widening projects, traffic issues related to intersecting railroads and highways have been studied. In any study on the usage of existing railroad infrastructure for commuter service, assessing the feasibility of separating the grades of highways and rail becomes an important element in the analysis of the impacts of such service.

METHODOLOGY:

- A. Data collection. An inventory of the existing railroads in the county will be completed, indicating current use as well of relevant physical and ownership characteristics.
- B. Definition of alternatives. Specific technologies, station locations and service levels to be simulated on the identified rail lines. Conduct the necessary simulation runs.
- c. Evaluation of simulated system. Analyze the simulation results and assess the potential ridership levels for each of the lines. Conduct a system level evaluation of rail/highway crossing issues.
- D. Cost assessment. Estimate system level costs to establish service in those lines where the ridership levels are most promising. Costs of separating the grades also to be estimated.
- E. Institutional considerations. Analyze issues related to right-of-way ownership, financial capacity and other pertinent policy considerations.

END PRODUCTS:

Report assessing future potential of various urban railroad corridors for commuter service, including a system level analysis of railroad/highway crossing conflicts and major grade separation issues.

PROJECT MANAGER:

Rene Rodriguez

PARTICIPATING AGENCIES:

Metropolitan Planning Organization
Florida Department of Transportation

REQUIRED FUNDING:

\$215,000 (\$175,000 State Funds & \$45,000 PL monies)

MESA92UP.WP

OBJECTIVE B

SHORT-RANGE TRANSPORTATION PLANNING

FY 1993 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

TASK NUMBER AND TITLE:

2.01 SHORT RANGE INTERMODAL PLANNING ACTIVITIES

OBJECTIVE(S):

To address mobility needs in targeted areas of the county by focusing transportation improvements and intermodal connectivity enhancements on congested areas through the creation and development of a county-wide Congestion Management System (CMS), an Intermodal Management System (IMS), and the creation and implementation of a Congestion Management Plan (CMP).

PREVIOUS WORK:

1. This is a continuing activity within Dade County's transportation planning activities.
2. 1992 UPWP Work Element 2.01, Short Range Planning Final Report.
3. Airport Area Multimodal Access Study and the Congestion Mitigation and Transportation Demand Management Study.

METHODOLOGY:

In keeping with Title I (Surface Transportation) and Title V (Intermodal Transportation) of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), the scope of these planning activities will consider land use, intermodal connectivity and opportunities to enhance them.

1. During previous fiscal years, the Short Range Planning work concentrated on those areas within Dade County which were anticipated to continue to experience congestion problems even after Long Range Needs Plan improvements are implemented. For fiscal year 1993, Short Range Planning activities will continue to address areas in the County which are still expected to be mobility-deficient.
2. As an additional step, the work will take into account other considerations in developing short-term, low capital congestion relief measures. In particular, elements will be addressed which are identified in ISTEA Section 1024 S 134, Metropolitan Planning, such as: methods to expand and enhance transit and paratransit services and to increase the use of such services.

3. ISTEA Title 23, Section 303, requires initiation of a Congestion Management System (CMS) and an Intermodal Management System (IMS). In keeping with Title 23, the scope of activities treated in this work element will concomitantly consider increased intermodal transfer capacity at various sites, increased and easier transit access, and better seaport and airport access for not only passengers but for goods as well. Exploration of auto-alternative transportation system improvements, increasing auto occupancy rates for all or parts of trips, and land use which enhances the attractiveness of alternative mode utilization will be pursued.
4. Evaluations of analytical methods and congestion management and mitigation measures will be made by the Committee. These evaluations will assist Committee members in developing proposals included in the end products.

END PRODUCTS:

- * A proposed Draft Congestion Management System Plan.
- * A proposed Draft Intermodal Management System Plan.

A series of reports containing evaluations and congestion management/mitigation plan submissions which will serve as proposals for enhancements to existing and planned transit service, techniques for air pollution reduction and measures for urban and/or suburban congestion relief.

PROJECT MANAGER:

Michael Moore

PARTICIPATING AGENCIES:

Metropolitan Planning Organization
Metro-Dade Transit Agency
Metro-Dade Public Works
Dade County Developmental Impact Committee
Florida Department of Transportation

REQUIRED FUNDING:

\$115,000

UWP93.201

FY 1993 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

TASK NUMBER AND TITLE:

2.02 SHORT RANGE TRANSIT PLANNING

OBJECTIVE(S):

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

PREVIOUS WORK:

This is a continuing activity.

A major update effort for the Transit Development Program was undertaken and completed in Fiscal Year 1989-90; 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. A major update is anticipated for FY93.

METHODOLOGY:

1. Prepare annual update of the Transportation Development Program (TDP) for consistency with Dade County's multi-year operational plan.
2. Update transit networks, as necessary, to reflect changes in Dade County's Transportation Improvement Program, short range transit plans and existing conditions.

END PRODUCTS:

1. Updated 5-Year TDP.
2. Short and Long Range baseline travel demand baseline transit networks.

PROJECT MANAGER:

Mario G Garcia

PARTICIPATING AGENCY:

Metro-Dade Transit Agency

REQUIRED FUNDING:

\$ 110,000

93MDTA-5DOC

FY 1993 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

TASK NUMBER AND TITLE:

2.03 HIGHWAY TRAFFIC COUNTING PROGRAM

OBJECTIVE(S):

Provide information on the current and historic trends of the countywide highway traffic-counting system as required for long-range transportation systems planning, short-range highway planning, transit planning, service concurrency evaluation, and the Comprehensive Development Master Plan.

PREVIOUS WORK:

This is a continuing activity. The number of traffic count stations has been doubled and all duplication of FDOT count stations has been eliminated from the system.

METHODOLOGY:

1. Collect quarterly traffic counts at selected sites along County, City, and State highways.
2. Process and incorporate County records into a master data file.
3. Catalog Metro-Dade County and Florida Department of Transportation traffic volume information on traffic count lists for the current year.
4. Maintain data base (system programming and master data file) containing history of Metro-Dade County traffic counts for each traffic count station, as well as, station related factors (K, D, PHF) and data (laneage, posted speed, peak hour of day).
5. Maintain station number and station location description lists and station number map for Metro-Dade County and (Florida Department of Transportation) traffic count stations.

6. Complete the needed tasks for system programming.
7. Prepare record of areas with the heaviest build-up of traffic.

END PRODUCTS:

1. Ten-year history and analysis for each traffic count station published annually.
2. Traffic count list and station map for past calendar year published annually.

PROJECT MANGER:

Harvey Bernstein

PARTICIPATING AGENCY:

Metro-Dade Public Works

REQUIRED FUNDING:

\$50,000

HSPW93.DOC

FY 1993 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

TASK NUMBER AND TITLE:

2.04 HIGHWAY PERFORMANCE MONITORING SYSTEM

OBJECTIVE(S):

To obtain data on urban roads that are not on the State Highway System, in order to provide information required by the Federal Highway Administration as part of the Highway Performance Monitoring System (HPMS).

PREVIOUS WORK:

The data now used was provided by the Department's District Planning Office in 1990. The 1991 data was supplied recently, in December 1991, and is not yet in use. There is a need to formally and systematically continue this activity and expand it to include additional roads.

METHODOLOGY:

See Pages 2-8 and 2-9.

END PRODUCTS:

Highway data in the format of the Highway Performance Monitoring System.

PROJECT MANAGER:

Pete Hernandez

PARTICIPATING AGENCIES:

Metro-Dade Public Works

REQUIRED FUNDING:

\$40,000

Data Required for the
Highway Performance Monitoring System
in Urban Areas

Note: Comments and examples given after each item are intended to explain the nature of the item, not to substitute for the instructions in the Highway Performance Monitoring System Field Manual (FHWA Order M 5600.1A)

Date Collection Requirements for All Public Roads

Item 9	*	Functional System [rural/urban; Princ. Art/Collector/etc]
Item 11	*	Federal-aid System [Interstate/Fed. Aid Primary/etc]
Item 12	*	Federal-aid System Status [not built/open/Fed. Aid & Open]
Item 13	*	Route Signing - Interstate only [how the segment is signed]
Item 14	*	Route Number - Interstate only [e.g. I-10]
Item 15	*	Governmental Level of Control [agency responsible for road]
Item 16	*	Special Systems [e.g. National Park or Forest; addition to 1S]
Item 17	*	Type of Facility [1-way or 2-way]
Item 18	*	Designated Truck Route/Parkway [yes/no; Fed. or state auth.]
Item 19	*	Toll [yes/no; Interstate?]
Item 21	*	Annual Average Daily Traffic (AADT)
Item 22	*	Number of Through Lanes

Additional Data Collection Requirements for Sample Sections

Item 28	*	Surface/Pavement Type
Item 31	*	Pavement Section [heavy/medium/light, if structural number or slab thickness not known]
Item 32	*	Structural Number (SN) or Slab Thickness (D) - required for Interstate, Other Freeways and Expressways and Other Principal Arterials.
Item 36	*	Measured Pavement Roughness - required for all paved rural arterials and urban Interstate and Other Freeways and Expressways.
Item 38	*	Pavement Condition - required for all paved sections
Item 39	*	Overlay or Pavement Thickness - required when an improvement has been completed on the section.
Item 40	*	Year of Surface Improvement
Item 41	*	Type of Improvement [e.g. new/reconstruction/widening]
Item 42	*	Access Control [full/partial/none]
Item 43	*	Lane Width
Item 44	*	Shoulder Type [e.g. none/bituminous/PCC/earth/curbed/etc]

Item 45 * Shoulder Width
 Item 46 * Median Type [curbed/barrier/unprotected/none]
 Item 47 * Median Width
 Item 48 * Existing Right-of-Way Width
 Item 49 * Is Widening Feasible [no/partial lane/number of lanes]
 Item 50 * Horizontal Alignment Adequacy - required for paved rural collectors unless Item 51 is present [are curves safe?]
 Item 51 * Curves by Class - required for paved rural arterials and urban principal arterials [number & length of curves in each of 13 ranges of degree of curvature]
 Item 52 * Vertical Alignment Adequacy - required for paved rural collectors unless Item 53 is present [are grades & vertical curves safe]
 Item 53 * Grades by Class - required for paved rural arterials and urban principal arterials [number and length of grades in each of 6 ranges of gradient]
 Item 55 * Speed Limit
 Item 57 * Percent Commercial Vehicles (Peak and Off-Peak)
 Item 58 * K-Factor [percentage of the annual average daily traffic occurring in the design hour; 30th highest hour of the year]
 Item 59 * Directional Factor [percentage of the design hour volume flowing in the peak direction]
 Item 60 * Peak Capacity [1-way hourly capacity in the peak period]
 Item 62 * Turning Lanes [describe peak period turning lane situation]
 Item 63 * Prevailing Type of Signalization [none/uncoordinated/traffic actuated/progressive]
 Item 64 * Typical Peak Percent Green Time
 Item 65 * Peak Parking [none/one side/both sides]
 Item 66 * Future AADT [forecasted traffic for year in Item 67]
 Item 67 * Year of Future AADT [17 to 22 years from now]
 Item 69 * Drainage Adequacy [good/fair/poor]
 Item 72 * Urban Location [CBD/fringe/outlying business district/residential/rural]
 Item 73 * Number of Grade-Separated Interchanges - required for all freeway and expressway facilities
 Item 74 * Number of At-Grade Intersections with Public Roads
 Item 75 * Number of Structures [e.g. bridges, overpasses, underpasses]
 Item 76 * Number of At-Grade Railroad Crossings
 Item 77 * Structure Identification Numbers [for structures in Item 75]
 Item 78 * At-Grade Railroad Crossing Identification Numbers [for crossings in Item 76]

DOT-HPMS.DOC

FY 1993 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

TASK NUMBER AND TITLE:

2.05 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) PROCESS

OBJECTIVE(S):

Maintain a formal and current 5-Year Transportation Improvement Program consistent with long-range planning activities and with statutory requirements.

PREVIOUS WORK:

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

METHODOLOGY:

- a. Establish a permanent Standing Committee for TIP Development and Review as a vehicle to facilitate a continuous and accurate evolution of the TIP document as the cycle progresses.
- b. Coordinate the preparation and prepare 5-year proposals for capital expenditures for all transportation modes. Coordinate input from all participating agencies.
- c. Review scope of projects, priorities and schedules.
- d. Coordinate Transportation Improvement Program (TIP) with long-range plan and programmatic goals. Give priority consideration to roadway segments identified as operating below acceptable level of service standards.
- e. Maintain ongoing activities to monitor and report on progress and status of programmed projects.
- f. Prepare document for MPO Committees, and Board review and approval.

END PRODUCTS:

A multi-modal Transportation Improvement Program (TIP) document for Fiscal Year 1994, with forecasts of needs through 1998.

PROJECT MANAGER(S) :

Michael Moore
Carlos Roa

PARTICIPATING AGENCIES:

Metropolitan Planning Organization
Metro-Dade Public Works
Metro-Dade Transit Agency
Metro-Dade Aviation Department
Metro-Dade Seaport Department

REQUIRED FUNDING:

\$78,000

TIPPW93.DOC

FY 1993 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

TASK NUMBER AND TITLE:

- 2.06 AIR QUALITY CONFORMITY DETERMINATION ASSESSMENT AND DEVELOPMENT OF TRANSPORTATION CONTROL PLAN (TCP).

OBJECTIVE(S):

Meet Federal requirements of the 1990 Clean Air Act Amendment (CAAA). Ensure that the Long Range Transportation Plan and FY 1993 Transportation Improvement Program (TIP) are consistent and conform with policies established in the CAAA and State Implementation Plan (SIP).

PREVIOUS WORK:

A Conformity Report was carried out during FY 1992 following the Florida Department of Transportation Draft Directive of August 8, 1991 which was based on the Environmental Protection Agency/U.S. Department of Transportation (EPA/USDOT) Interim Conformity Guidance approved on June 7, 1991.

METHODOLOGY:

The following methodology was used in the first conformity determination process completed in September 1991 based on guidelines of the Interim Conformity Guidance. Pending publication of the Final Rule document, the methodology described below will be changed and/or modified to reflect any changes in that document.

1. Prepare data. All long range plan proposed improvements and approved and funded transportation projects included in the FY 1993 Metro-Dade County Transportation Improvement Program (TIP) will be coded into the Transportation network for later emission impact analysis. (This includes all highway and transit projects).
2. Assess Transportation Control Measures (TCM's). All implemented measures aimed to regulate and reduce mobile source emissions are to be detailed and listed and their all operational status assessed as a requirement to qualify for potential emission credits and bonuses as disclosed by EPA in previous meetings.

3. Establish attainment Year. Dade County has been designated by EPA as a moderate non-attainment area for ozone and carbon monoxide and it needs to comply with National Ambient Air Quality Standards (NAAQS) by 1996.
4. Define Alternatives. Using FSUTMS and Mobile 4.1, build and no-build alternatives are to be defined for carrying out an emissions impact analysis. The build alternative would be representative of the network with all approved TIP projects in place. The non-build alternative would be representative of only the existing facilities assuming no other project would be developed within the time period.
5. Perform model simulations and a mobile source emissions output analysis for each alternative.
6. Assess emission results and compare them percentage-wise with existing emission records from the 1990 base line year (obtained from previous exercise conducted in FY 1991).

END PRODUCTS:

1. Fully updated highway and transit networks Vehicle Miles Travelled (VMT's) report.
2. Fully updated highway and transit networks emission output reports.
3. Conformity Determination Report of the FY 1993 TIP with the amendments of the 1990 Clean Air Act.
4. Development of a TCP for inclusion in the Mobile Emissions portion of the SIP.

PROJECT MANAGER:

Carlos Roa

PARTICIPATING AGENCIES:

Metropolitan Planning Organization
Florida Department of Transportation - District Six

REQUIRED FUNDING:

\$70,000

AIRQ93.DOC

FY 1993 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

TASK NUMBER AND TITLE:

2.07 INTER-MPO TECHNICAL COORDINATION FOR AIR QUALITY PLANNING

OBJECTIVE(S):

To ensure Inter-MPO consultation, in the form of an Inter-MPO Consultation Committee, among the three MPOs (Palm Beach, Broward, Dade) and the State in the coordination of plans and programs required by Section 1024 of the Intermodal Surface Transportation Efficiency Act of 1991 (section 134 (e) of Title 23 U.S.C.). To ensure that air quality plans and programs and TCMs for the tri-county non-attainment area are consistent with the Clean Air Act, and that planning and programming consultation among the three counties effectively address air quality issues.

PREVIOUS WORK:

None.

METHODOLOGY:

Since all three MPOs are part of the same non-attainment area for ozone or carbon monoxide under the Clean Air Act (CAA) consultation with each other and preparing plans within each MPO will be best achieved by ensuring each MPO is completely current as to the efforts of the others MPOs. This will be accomplished by:

- a. each MPO, in preparing its plans to meet the applicable requirements of the ISTEA and the CAA, considers the efforts of the others MPOs,
- b. each MPO is afforded the opportunity to consider the neighboring MPOs plans, programs, etc. to ensure consistency with the ISTEA and CAA,
- c. each MPO is able to review and, in a timely manner and as appropriate, comment on neighboring MPO's plans, programs, etc., as they relate to air quality and regional transportation connectivity,

- d. each MPO actively participates in an established and effective structure and process and relationship with the other MPOs and the State, and
- e. the Independence, Integrity, and functions of each MPO are maintained and protected, according to the ISTEA.

The process will work in the following fashion:

- a. Each MPO will continue to fulfill its responsibilities per its rules, procedures, UPWP, and bylaws.
- b. Notice of all MPO, Technical Committee, Public Involvement Committee, and special meeting will be given to the MPO administrators of the other MPOs and the State.
- c. As plans are developed MPO administrators and technical staff and the State will be invited to consult on subjects of mutual interest related to air quality and regional transportation connectivity.
- d. When plans and programs of a given MPO are ready for technical, public, or policy consideration, the three MPO administrators and the State will meet to consult on those plans and programs.
- e. Each MPO administrator will be permitted to review and submit comments through each MPO's established process.
- f. Each MPO will consider those comments submitted from the other MPO administrators as they relate to the purposes of the committee.

END PRODUCTS:

Documentation: Reflect establishment of Consultation Committee and its functions in each UPWP. Refer to the committee in progress reports, etc., as appropriate. Minutes will be taken at all committee meetings.

PROJECT MANAGER(S):

Jose-Luis Mesa (for Dade County)

PARTICIPATING AGENCIES:

The Inter-MPO Technical Consultation Committee will consist of each MPO Administrator, a representative of each FDOT district in the non-attainment area, and of Regional Planning Councils and the appropriate state DER representative from the non-attainment area.

Membership: Eight members - one from each MPO, one from each concerned FDOT district, one from the DER and one from each concerned Regional Planning Council.

REQUIRED FUNDING:

\$25,000

INTER-AQ.DOC

FY 1993 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

TASK NUMBER AND TITLE:

2.08 AIR QUALITY EMISSIONS INVENTORY

OBJECTIVE(S):

To perform an emissions inventory for the transportation network to meet the requirements of the Clean Air Act Amendments (CAAA) of 1990. To provide the information from the emissions inventory to the Florida Department of Environmental Regulation (FDER) for the development of the State Implementation Plan (SIP).

PREVIOUS WORK:

Development of previous emissions inventory information for FDER.

METHODOLOGY:

The methodology must follow all guidelines provided by the Environmental Protection Agency which determine how the MPOs are to develop the emissions inventory for use by FDER.

END PRODUCT:

An emissions inventory for the non-attainment area which will be transmitted by the FDOT and FDER for use in the development of the SIP consistent with the requirements of the CAAA of 1990.

PROJECT MANAGER:

Robert Wong

PARTICIPATING AGENCIES:

Metropolitan Planning Organization
Metro-Dade Department of Environmental Resources Management (DERM)

REQUIRED FUNDING:

\$5,000

DERM93.DOC

FY 1993 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

TASK NUMBER AND TITLE:

2.09 TRANSIT ROUTE-LEVEL MONITORING AND TRANSIT REPORTING

OBJECTIVE(S):

Provide a current database of Metrobus route-level data for supporting detailed analysis of Metrorail, Metrobus routes and the development of line-up and other transit service plans. Report transit-related information for supporting overall transportation planning.

PREVIOUS WORK:

This is a continuing activity.

METHODOLOGY:

1. Collect information, using new handheld data devices as well as manual methods, as appropriate, from a subset of Metrobus trips. This data will be downloaded into a computerized database (when appropriate) to determine detailed usage and effectiveness of Metrorail and Metrobus routes, particularly those identified as poor performance routes and overloaded routes.
2. Collect weekday, Saturday and Sunday ridership data for Metrobus, Metrorail, and Metromover.
3. Tabulate daily Metrorail/Metromover and weekly Metrobus ridership, and summarize by key parameters to develop monthly reports -- including the Bus Route Productivity Report.
4. Receive, consolidate, graph, analyze and report the data on the most important performance measures in the transit agency.

END PRODUCTS:

1. Route-level on-board ride checks.
2. Corner counts of transit ridership.
3. Route-level schedule adherence data.
4. Line-up and other transit service plans.
5. Monthly Ridership Reports.
6. Monthly Technical Reports
7. Four MDTA quarterly performance reports and one annual report.

PROJECT MANAGER:

Mario G. Garcia/David R. Fialkoff/Alex Rey-Panama

PARTICIPATING AGENCY:

Metro-Dade Transit Agency

REQUIRED FUNDING:

\$492,000

93MDTA-6.DOC

FY 1993 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

TASK NUMBER AND TITLE:

2.10 URBAN MOBILITY PROGRAMS ANALYSIS

OBJECTIVE(S):

To conduct research, collect data and review information on the relationships between travel characteristics and land use patterns. The intent is to create a data base for ultimate use in the development of an Urban Mobility Element for the CDMP which meets the requirements of Rules 9J-5.0057 and 14-94 F.A.C.

PREVIOUS WORK:

None.

METHODOLOGY:

1. Identify strategies from other urban areas, including policies regarding land use patterns and mixing, which have been successful in reducing VMT, single-occupant vehicle trips, and trip lengths.
2. Classify the characteristics, location and type of congestion problems dealt with in other urban areas.
3. Indicate type of data, source and analytical techniques used.
4. Identify the criteria for selecting the strategies and techniques used in various cases, and the rationals behind the decision-making.
5. Describe the implementation process and mechanisms.
6. Evaluate monitoring procedures and techniques for measuring validity of results.
7. Document the degree to which VMT, single-occupant vehicle trips, and trip lengths were reduced, and the time elapsed to achieve reductions.

END PRODUCTS:

A report containing:

1. An inventory and description of available strategies and techniques to reduce VMT, single-occupant vehicle usage, and trip lengths.
2. A data base of strategies and techniques including matrices indexed to: the characteristics, location and type of congestion problems; data and analytical techniques; selection criteria and decision-making; implementation process and mechanisms; monitoring program; and successfulness.
3. An evaluation of the applicability of the above described techniques and strategies to Dade County and it's sub-areas.
4. A recommendation regarding whether, or not, to continue with development of an Urban Mobility Element in Dade County.

PROJECT MANAGER:

Bob Usherson

PARTICIPATING AGENCIES:

Metro-Dade Planning Department

REQUIRED FUNDING:

\$60,000

GOLDCOST.DOC

FY 1993 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

TASK NUMBER AND TITLE:

2.11 I-95 DUPONT PLAZA RAMPS ALTERNATE FEASIBILITY STUDY

OBJECTIVE(S):

Determine the feasibility and impacts of an at-grade multilane boulevard for the distribution of traffic to and from the I-95 Expressway at the current location of the elevated I-95/Dupont Plaza Ramps.

PREVIOUS WORK:

I-95/Dupont Plaza Ramps "Boulevard Concept" developed by the Downtown Development Authority and the City of Miami.

METHODOLOGY:

This study will be conducted by the DDA with subcontracts to transportation and computer graphic consultants. The tasks shall include:

1. Physical Configuration
 - a. establish area-wide base maps;
 - b. preparation of alternative boulevard cross sections.
 - c. design standards and guidelines;
 - d. horizontal alignment alternatives; and
 - e. evaluation of the horizontal and vertical needs for the preferred alternative.
2. Traffic Projections/Reassignments.
3. Intersection and Main Line Capacity/Level-of-Service Analysis for both existing elevated ramps and proposed alternatives.
4. Street Circulation Reviews
5. Impact on Land Values, Development and Urban Design.

END PRODUCTS:

1. Study report describing alternatives, feasibility, impacts and preferences.
2. Technical appendix with all study data.
3. Computer generated graphics of preferred alternative(s).

PROJECT MANAGER:

Adam Paul Lukin
Downtown Development Authority of the City of Miami

PARTICIPATING AGENCIES:

Downtown Development Authority of the City of Miami

REQUIRED FUNDING:

\$65,000

I-95RAMP.DOC

FY 1993 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

TASK NUMBER AND TITLE:

2.12 TRANSIT FINANCIAL CAPACITY ASSESSMENT

OBJECTIVE(S):

Maintain the Transit Financial Capacity models updated and reflective of the TIP, as required by UMTA and to enhance them to permit sensitivity analysis on various key parameters -- capital cost, ridership estimates, etc.

PREVIOUS WORK:

Financial Capacity Models were developed by Deloitte, Haskins and Sells in FY 88 based on 1986 conditions and have been updated to reflect 1990 Section 15 reports and the 1991 transit element of the TIP.

METHODOLOGY:

1. Calibrate financial capacity models against 1991 conditions based on Section 15 data.
2. Update the models to reflect changes in funding sources and the 1992-1996 TIP.
3. Update the capital replacement modules

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 G. Garcia/Alex Rey-Panama

PARTICIPATING AGENCY:

Metro-Dade Transit Agency

REQUIRED FUNDING:

\$30,000

93MDTA-8.DOC

FY 1993 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

TASK NUMBER AND TITLE:

2.13 CONDUCT MARKET RESEARCH

OBJECTIVE(S):

To provide data and insights into the attitudes of passengers, potential riders, and the general public. This information would be used in planning transit service and making the service more effective and efficient.

PREVIOUS WORK:

This is a continuing activity.

METHODOLOGY:

1. Systemwide surveys to determine attitudes and perceptions of passengers and the public using consultants and in-house resources.
2. Regional and special purpose studies to discover the needs of the rider and non-rider population. Studies would be conducted by consultants and MDTA staff and would include O-D research, focus groups, and surveys to a targeted population sample.
3. Evaluation of specific routes and services through on-board surveys and other appropriate research techniques using in-house staff and temporaries.

END PRODUCTS:

1. Reports and presentation materials with research information and recommendations to improve service.
2. Specific projects incorporating the results of the market research studies.

PROJECT MANAGER:

David R. Fialkoff

PARTICIPATING AGENCIES:

Metro-Dade Transit Agency

REQUIRED FUNDING:

\$200,000

MDTA-MKT

FY 1993 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

TASK NUMBER AND TITLE:

2.14 TRANSPORTATION SERVICES, PLANNING AND TECHNICAL SUPPORT

OBJECTIVE(S):

To provide a wide range of consulting services in critical transportation/transit areas through such means as analysis and research, which will result in recommendations for improvements to the overall transportation/transit program within Dade County.

PREVIOUS WORK:

New Project.

METHODOLOGY:

All of the special projects conducted by consultants in the areas outlined above will be conducted separate work orders on a project by project basis. Work orders will be processed through the Transportation Planning Council for concurrence.

1. Conduct analysis and make recommendations for most effective approaches to critical policy areas.
2. Provide planning assistance relative to creation and/or enhancement of systems development.
3. Research potential revenue generating sources.
4. Provide research and technical support and conduct studies in specific programs as identified by Dade County.

END PRODUCTS:

The work orders would outline the list of deliverables including both written materials and presentations.

PROJECT MANAGER:

Spencer Ballard

PARTICIPATING AGENCIES:

Metro-Dade Transit Agency

REQUIRED FUNDING:

\$200,000

SPENCE93

OBJECTIVE C

INTEGRATED TRANSPORTATION SYSTEM

FY 1993 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

TASK NUMBER AND TITLE:

3.01 GOLDEN GLADES MULTIMODAL TRANSPORTATION FACILITY STUDY

OBJECTIVE(S):

To study the feasibility of developing a multimodal transportation facility at the Golden Glades Interchange located in north central Dade County and account for public review and comments.

PREVIOUS WORK:

This is a new project.

METHODOLOGY:

Background

To reduce vehicle volumes on Dade County's increasingly congested urban roadways, promoting alternatives to the single-occupant vehicle (SOV) commute must continue. Creating multimodal transportation centers fosters utilization of non-SOV modes by promoting and easing access to multiple transit modes. They can encourage van and carpooling by providing easy access and preferential parking for those who both arrive and depart by these high-occupancy vehicle (HOV) modes. They can indirectly aid in the forming and sustaining of transportation management associations (TMAs) by providing a physical facility supportive of SOV alternatives provided or marketed by the TMA. They encourage private minibus modes to serve areas where traditional transit services are inefficient by offering a common trip end for shuttles and circulators serving less densely developed areas such as suburban residential developments. They can provide strong impetus for the establishment of HOV lanes, reversible flow lanes, and other transportation system management (TSM) elements by acting as a staging area for HOVs in sufficient numbers to adequately utilize such facilities.

Additionally, they can synergistically combine highway, local and express bus, commuter rail, and paratransit development funding to help serve many community and regional transportation interests, reduce congestion and its impacts, reduce energy consumption, and increase air quality.

Based in part on the findings of previous MPO work which considered the Airport as a site for a multimodal facility, this project will study the feasibility of developing a Multimodal Transportation Facility at the Golden Glades Interchange in north central Dade County.

Golden Glades is located at the juncture of three expressways, I-95, the Palmetto Expressway (SR 826), and Florida's Turnpike, and three major arterials, NW 7th Avenue, State Road 9, NW/NE 167th Street and US 441. It is the site of the largest Park-Ride lot in Dade County, served by the Route 95X Express Bus, carrying about 1,400 patrons on weekdays on HOV lanes, with AM peak destinations in the downtown, serving the CBD, Brickell and Omni areas there, as well as non-downtown areas: the Civic Center, and Airport. The I-95 HOV lane begins at Golden Glades and runs south towards the Miami CBD. It is also the site of the Golden Glades Tri-Rail station, providing the commuter rail line serving the southeast Florida region composed of Dade, Broward, and Palm Beach Counties with a north Dade hub.

Golden Glades is the nexus of some of the most highly congested highways in not only Dade County, but of the entire State of Florida. Physically, the interchange is a myriad of through lanes, overpasses and underpasses, ramps, parking lots, and local streets. It provides direct access to much of Dade County and many of its largest activity centers, while indirect access via the expressways allows connectivity with the rest of the county. A major realignment and reconstruction project had been slated to alleviate major traffic flow problems which the existing interchange geometry causes, but funding constraints have shelved the multimillion-dollar project.

Additionally, the MPO is currently evaluating major travel corridors in the county for transportation improvements beyond traditional roadway widenings. The "Transit Corridors Transitional Study" is examining the North Corridor for potential priority transit (e.g., Metrorail or light rail) treatment(s), and one alternative under consideration would serve Golden Glades.

The site is ideal for consideration as a location for a multimodal transportation facility, as it brings multiple modes together through a common area, serves as a nexus for many travel movements, and is sited at the confluence of highly congested roadways, most of which cannot be easily further widened despite the need for added capacity. The opportunity for HOV modes, especially priority transit, to profit from siting an intermodal transfer facility at the site is great. The potential for reducing the number of vehicles from further congesting expressways operating at peak period LOS D and F by encouraging mode shifts at the site is high.

Work Tasks

- 1) Identify transportation access modes to be studied and develop background information previous efforts pertaining to each.
- 2) Develop several alternative configurations that integrate the potential service systems into a mutually supportive set of facilities to be located in close proximity to each other on a common site. These alternatives will describe any land site-specific and access roadway and transitway ROW requirements, and develop estimates of costs associated with each component. Conduct a preliminary "fatal flaw" analysis to reduce the number of candidate alternatives to be considered during subsequent formal analyses.
- 3) Evaluate the final proposed alternatives based on all relevant criteria, including but not limited to patronage and utilization projections for all modes involved, costs of development and construction of proposed components of the facility, institutional responsiveness, and potential and probable sources of funding.
- 4) Prepare recommendations for development of the multimodal facility, including a plan for its phasing, possible schedules and costs, and conceptual site plans, including preliminary rights-of-way maps for access and egress for the various modes proposed.
- 5) Prepare the Final Feasibility Report

END PRODUCTS:

- 1) Identification of all modes desired.
- 2) Technical Memorandum 1: Alternatives for Conceptual Layouts of Proposed Multimodal Facility
- 3) Technical Memorandum 2: Evaluation of Costs and Impacts of Conceptual Alternatives
- 4) Technical Memorandum 3: Preliminary Implementation and Phasing Plan for Alternatives
- 5) The Study Report: Analysis of the Feasibility of a Golden Glades Multimodal Transportation Center Consisting of:
 - a. Executive Summary
 - b. Chapter 1: Alternatives for Conceptual Layouts of Proposed Multimodal Facility
 - c. Chapter 2: Evaluation of Costs and Impacts of Conceptual Alternatives
 - d. Chapter 3: Preliminary Implementation and Phasing Plan for Alternatives
 - e. Bibliography
 - f. Technical Appendices as Needed

PROJECT MANAGER:

Frank Baron, MPO

PARTICIPATING AGENCIES:

Metropolitan Planning Organization
Florida Department of Transportation
Dade County Public Works Department
Metro-Dade Transit Agency
Tri-County Commuter Rail Authority

REQUIRED FUNDING:

\$130,000

FRANK2.DOC

FY 1993 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

TASK NUMBER AND TITLE:

3.02 CONGESTION MITIGATION - CONTINUING DEVELOPMENT of TMAs

OBJECTIVE(S):

To establish additional TMA's (Transportation Management Associations) in Dade County as outlined in the approved Congestion Management Plan. To reduce vehicle volumes on increasingly congested urban roads.

PREVIOUS WORK:

This is a continuing Congestion Mitigation program.

METHODOLOGY:

Based on the findings of previous MPO work which considered TMA's as one facet of TDM activities under the aegis of a regional trip reduction plan (TRP), this project will focus on developing TMAs at a major activity/employment centers in Dade County. The prior study developed a list of features associated with TMA formation and successful long-term operation, and evaluated Dade for candidate locations with favorable characteristics for TMA development. Candidates were selected, listed, and ranked according to the congruity they exhibited with observed cases of successful TMAs, and TMA formation was initiated at the best site.

1. Based on the prior experience, select additional promising sites or areas for TMA development.
2. Discuss and negotiate with the leadership (ownership, management, and employees or unions) of the locations selected to assess receptivity and feasibility for a TMA.
3. Develop each TMA plan jointly with site leadership:
 - a. Develop specific objectives and standards to be used in monitoring and evaluation phases;
 - b. Develop a specific operating and monitoring plan, including prospective service offerings, etc.

- c. Develop the TMA staffing plan;
 - d. Develop estimated costs associated with the TMA;
 - e. Develop TMA initiation and maintenance funding plans;
 - g. Aid in securing required funding.
4. Establish the TMAs.
 5. Periodically monitor results per plan.
 6. Document procedures and results, including monthly progress or development reports.
 7. Develop a Dade County TMA Case Study Final Report.

END PRODUCTS:

Dade County TMA Case Study Final Report, consisting of:

1. Executive Summary
2. Project development narrative
3. Results:
 - a. Milestones
 - b. Project costs
 - c. Changes in observed travel behavior
 - d. Summarized progress reports
4. Prospectus for continuing the TMA
5. Project Evaluation Report
6. Recommendations for future TMA development

PROJECT MANAGER:

Frank Baron, MPO

PARTICIPATING AGENCIES:

Metropolitan Planning Organization
Florida Department of Transportation
Center for Urban Transportation Research
Gold Coast Commuter Services

REQUIRED FUNDING:

\$150,000 + 62,500 (\$50,000 DOT Energy Office and \$12,500
Local Match).

FRANK3.DOC

FY 1993 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

TASK NUMBER AND TITLE:

3.03 CONGESTION MITIGATION - ROAD PRICING FEASIBILITY STUDY

OBJECTIVE(S):

To investigate ways in which Dade County can develop road pricing strategies to help mitigate peak period highway congestion.

PREVIOUS WORK:

None.

METHODOLOGY:

- I. Collect and Review Previous and Current Efforts
 - A. Review the literature
 - B. Interview existing entities implementing road pricing.
- II. Explore Road Pricing Options
 - A. Evaluate Road Pricing and the County Highway System
 1. Identify of characteristics of successful road pricing.
 2. Identify candidate County facilities for road pricing.
 3. Evaluate selected roads according to their characteristics.
 4. Rank and recommend promising candidates.

B. Develop a draft Dade County road pricing strategy

1. Propose a potential plan scope
2. Develop implementation requirements for proposed plan
3. Estimate impacts of adoption of plan proposals
4. Evaluate and compare merits and disadvantages of proposals
5. Draft a preliminary feasible road pricing plan

III. Develop Recommendations for Instituting Dade Road Pricing

Following the research, evaluations, and recommendations elaborated above, a series of recommendations for road pricing development in Dade County, including a proposed plan for instituting pricing of specific local facilities.

IV. Prepare the Project Final Report

END PRODUCTS:

Dade County Road Pricing Study Final Report including Policy Recommendations, Prospectus for Dade Road Pricing Implementation, and a List of Candidate Facilities.

PROJECT MANAGER:

Jose-Luis Mesa

PARTICIPATING AGENCIES:

Metropolitan Planning Organization
Florida Department of Transportation
Dade County Public Works Department

REQUIRED FUNDING:

\$90,000

FRANK1.DOC

FY 1993 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

TASK NUMBER AND TITLE:

3.04 CONGESTION MITIGATION - VEHICLE LEASING STUDY

OBJECTIVE(S):

To reduce vehicle volumes on increasingly congested urban roads, exploring alternatives to single-occupant vehicle (SOV) commuting must continue.

This study will focus upon the feasibility of making minibuses and vans available to interested parties for use in one of two ways. The first is vanpooling, wherein vehicles are leased at nominal fees to prospective drivers to form, with the aid of ridematching and marketing services, vanpools for the journey-to-work trip.

The second is making available either vans or minibuses to prospective providers of alternative public transportation services to supplement public transit in areas of low levels of service without directly competing or undermining existing Metrobus patronage.

Each approach shows potential for removing vehicles from peak period constrained highways while at the same time continuing to allow productive travel for workers.

PREVIOUS WORK:

None.

METHODOLOGY:

Preliminary Scope of Work

1) Research and data collection

- A) Characterization of leasing and transit-supplementing programs, both successful and unsuccessful examples

1. Vanpooling

This first task will investigate both successful and unsuccessful vanpool programs, and identify the salient characteristics of each, including the institutional setting, program characteristics, and the geographic, social, and economic environments of the areas studied.

2. Minibus transit-supplementary services

While private jitney and minibus services have directly competed with Metrobus for patronage on the best MDTA routes, their use in specific transit-complimentary roles remains underexplored. By applying these smaller vehicles to less densely developed areas, tailoring routes (alignments, headways, and service spans) to better meet commuters' needs, and providing higher amenity levels in the vehicles themselves, mode shifts away from congestion-increasing SOVs can be promoted. Additionally, suburb-to-suburb travel should be more easily accommodated with these types of services.

By making vehicles more easily available to the private sector by low-cost-to-provider leasing, this approach encourages providing these needed additional transit services. Other areas where this type of public-private transit partnership has been attempted will be analyzed for patterns of success and failure, with the object of isolating and explaining the roles of the variables and conditions which lead to success and/or failure. The analysis will encompass the institutional climate, the nature of the transportation system (including highways and LOS, and the transit system characteristics), travel patterns, the geography of the locations studied, and the social and economic environment within which these services were provided.

- B) Characterization of potential Dade County areas for implementation of vanpool and minibus transit-supplementary services. The second work element will identify local areas or situations where potential for implementation of vanpool or minibus leasing is favorable. Drawing on the findings developed in the first task, above, promising areas and/or situations in the county will be tested for correspondence with those attributes characterizing successful programs while minimizing negative attributes which may be present.

2) Coordination with other agencies.

Because this project can be truly interdisciplinary, with intermodal potential, it is important to secure the cooperation and assistance of other agencies acting in the transportation arena. Those who may have had experience in this field will be invited to lend their expertise. Guidance and close support from MDTA will help ensure that existing transit services are not adversely affected, but synergistically expanded. FDOT has had experience in HOV programs; envisioned here as supplemental and supportive of vanpool and minibus programs, and vanpool-specific programs, both locally and statewide. Gold Coast is a local leader in vanpool rideshare matching. Additionally, FDOT, on a statewide basis, is currently promoting single-occupant vehicle commute alternatives through a number of programs, in cooperation with other State of Florida Departments.

3) Evaluation of the potential for leasing

A) Vanpooling

Vanpooling (and similarly, carpooling) has been shown to be an effective alternative to SOV commuting given the right set of circumstances. This task will investigate vanpool programs, and identify the characteristics of more successful and less successful programs, including the institutional setting, program characteristics, the geographic setting, and the social and economic environments of the areas studied.

B) Minibuses

Analogous to the work to be performed for vanpool evaluation, local opportunities for minibus leasing will be investigated by comparing Dade County situations and characteristics with those of other programs.

4) Estimation of implementation costs.

In addition to developing both negative and positive attributes of programs for both vanpool and minibus leasing situations, and analyzing Dade areas and situations for potential application of these programs, the structure, extent, and costs for such programs must be estimated as well. This task will develop estimates of direct and indirect capital, and operating and maintenance (O&M) costs associated with establishing and continuing such programs.

4) Estimation of implementation costs.

In addition to developing both negative and positive attributes of programs for both vanpool and minibus leasing situations, and analyzing Dade areas and situations for potential application of these programs, the structure, extent, and costs for such programs must be estimated as well. This task will develop estimates of direct and indirect capital, and operating and maintenance (O&M) costs associated with establishing and continuing such programs.

These shall include financial elements (funding sources and rates), staff and personnel requirements, potential administrative costs incurred by both the private and public sector elements, costs associated with promulgating and enforcing regulations concerning these activities, tort, liability and other types of insurance costs for all parties, and any other applicable direct and indirect costs which may be developed during the research discovery portions of the project.

5) Develop recommendations

The final task will develop recommendations regarding the feasibility of initiating and implementing the leasing programs described above, and the extent of governmental involvement, responsibility, and costs which may be involved as well.

END PRODUCTS:

A report documenting the study research and findings, and providing recommendations for or against implementation of van and/or minibus leasing programs and activities.

PROJECT MANAGER:

Jose-Luis Mesa

PARTICIPATING AGENCIES:

Metropolitan Planning Organization
Metro Dade Transit Agency
Florida Department of Transportation
Gold Coast Commuter Services
Center for Urban Transportation Research, USF

REQUIRED FUNDING:

\$85,000

FY 1993 UNIFIED PLANNING WORK PROGRAM

TASK NUMBER AND TITLE: Detailed Project Description

3.05 COMPREHENSIVE BICYCLE/PEDESTRIAN PLANNING AND PROGRAMS

OBJECTIVE(S):

To increase the use of non-motorized ground transportation by developing a Bicycle Facility Plan, initiating the development of a Pedestrian Mobility Plan, and continuance of on-going 4-E programs.

PREVIOUS WORK:

1. Organized a Non-Motorized Transportation Committee, from public sector administrators to coordinate bicycle/pedestrian services; and added pedestrian concerns to Bicycle Advisory Committee.
2. Introduced a roadway condition index (RCI) and began data collection and cataloging of the County's on-road facilities.
3. Prepared standards and policy statements on bicycle facility design and construction for MPO Governing Board adoption.
4. Initiated a pedestrian mobility study to review public and private agency procedures and policies for their impacts on pedestrian facilities. Selected "heavy activity" pedestrian facilities were surveyed and deficiencies were identified.
5. Assisted with the design of bicycle/pedestrian facilities for municipalities and special interest groups. This included receiving approval of Federal funds for a bikeway facility in northeast Dade County, and the preparation of several design workshops for planners, engineers, municipalities, etc.
6. Provided equipment and training to Dade County Public Schools.
7. Began marketing for the Metrorail Bikes-On-Trains and bicycle locker programs, and the bicycle suitability map. Provided support for the media, various organizations and the general public concerning non-motorized transportation within the County.

METHODOLOGY:

TASK 1: BICYCLE PLANNING

- a. Develop goals and objectives to guide in data collection, project selection and priority assignments.
- b. Collect and analyze data on roadway facilities and bicycle trip generators using roadway condition index and other formulas.
- c. Acquire a PC-based GIS package with database and plotting

capabilities to display and analyze specific roadway characteristics.

- d. Collect and analyze data on bicycle accidents.
- e. Develop a prioritized list of bicycle facility improvements, based on the RCI, trip generation and accident analyses.

TASK 2: PEDESTRIAN PLANNING

- a. Develop goals, objectives and policy statements to guide in the development of regulatory support and minimum pedestrian facility standards.
- b. Begin cataloging pedestrian-related data derived from Americans with Disabilities Act (ADA) projects.
- c. Collect and analyze data on pedestrian accidents and major trip generators.
- d. Analyze facility characteristics using the GIS package acquired in Task 1-c.
- e. Solicit the Bicycle/Pedestrian Advisory Committee (BPAC) for public input into the planning process.
- f. Develop a prioritized list of pedestrian facility improvements, based upon pedestrian trip generators, accident statistics, ADA data, and goals, objectives and policies.

TASK 3: "4-E" PROGRAMS

ENGINEERING

- a. Monitor the TIP and local government comprehensive plan Capital Improvement elements and propose bicycle/pedestrian facilities in future transportation projects.
- b. Assist State, city, developers and citizen groups in designing bicycle/pedestrian facility projects.
- c. Develop a plan for a demonstration project which would help provide for the maintenance of the County's bikeways system.

EDUCATION

- a. Assist the Dade County Public Schools' traffic safety education program. This includes: acquisition and retrofit of trailers, teacher training, and distribution of materials and equipment.
- b. Coordinate efforts to incorporate a traffic safety/bicycle education curriculum within Dade's private schools.
- c. Coordinate efforts to construct a Non-Motorized Traffic Education Center, including solicitations for private-sector participation.
- d. Assist with safety rallies for hospitals, law enforcement agencies and special interest groups. Develop and distribute bicycle/pedestrian educational materials to the general public.
- e. Assist with workshops to provide guidance for planners, engineers, developers and citizens on proper bicycle/pedestrian facility design.

ENFORCEMENT

- a. Restructure the County's current bicycle registration program.
- b. Assist law enforcement agencies to improve enforcement

of bicycle/pedestrian laws.

ENCOURAGEMENT

- a. Assist groups with bicycle/pedestrian related recreational activities. This includes groups such as the Miami Wheelers, the Homestead Velodrome Task Force, and local amateur races.
- b. Reorganize and manage the Metrorail Bike-On-Trains and bicycle locker programs to improve efficiency. Encourage and assist Tri-Rail and Metro-bus in developing similar programs.
- c. Publish and distribute path and route maps, and the Bicycle Writer & Footnotes newsletter. Continue distribution of the bicycle suitability map.

END PRODUCTS:

BICYCLE PLANNING: A Bicycle Facilities Plan to accommodate bicycle usage and designate County-wide improvements.

PEDESTRIAN PLANNING: An interim report describing the goals, objectives and policy statements (Task 2 a), and describing those data collection activities (Tasks 2 b & c) completed as of June 1993.

4-E PROGRAMS:

Engineering - TIP and local Capital Improvement Plan monitoring report.

Education - Delivery of materials, equipment and services for the Dade County School Board's traffic safety education program. Workshops for planners, engineers, etc. on design of bicycle/pedestrian facilities. Bicycle/pedestrian-related workshops for the public. Educational materials/equipment and projects to improve traffic safety knowledge and bicycle handling skills.

Enforcement - A bicycle registration plan report.

Encouragement - Administrative support for the BPAC and the Non-Motorized Transportation Committee. Organization of bicycle rodeos and other similar events for the public. Metrorail bicycle locker and Bikes-On-Trains management. Route maps, path maps, Bicycle Writer and Footnotes newsletter.

PROJECT MANAGER:

Jeffrey Hunter

PARTICIPATING AGENCIES:

Metropolitan Planning Organization Secretariat

REQUIRED FUNDING:

\$135,000

FY 1993 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

TASK NUMBER AND TITLE:

3.06 CENTER FOR URBAN TRANSPORTATION RESEARCH

OBJECTIVE(S):

This effort proposes to examine the range and magnitude of the potential transportation, recreational and economic impacts accruing to Dade County from implementation of a variety of transportation alternatives in light of changing conditions including changes federal programs and concurrency requirements. This analysis will include development and qualification of the benefits and costs that will accrue under alternative investments in Dade County. This will include assisting in transit related corridor analysis, policy analysis, financial analysis. market research, staff training, and other services as necessary.

PREVIOUS WORK:

Dade County is engaged in a broad spectrum of growth management and Comprehensive Planning initiatives including implementation of a number of Plan Elements. Among the most important are the Transportation and Recreation Elements and the Capital Investments Plan. Future expansion of the Metro Dade Transit fixed rail and bus systems, expansion of the County's recreational park systems and deployment of other capital infrastructure investments associated with implementation of the Comprehensive Plan are expected to result in a wide range of economic and environmental effects.

The Transportation, Infrastructure and Concurrency Task Force established by the Dade County Commission has begun looking at many of these issue as has the Transportation Committee, MDTA staff, and the Dade County Commission. The Center for Urban Transportation Research (CUTR), at the request of County and State officials has been providing technical support to the Task Force. Additionally, CUTR has been involved in other ongoing projects in southeast Florida including conducting Transit System Performance Evaluations, cosponsoring and hosting Mobility Conferences, conducting an Alternatives Analysis Training Workshop, assisting in Transportation Demand Management planning and responding to information inquires.

METHODOLOGY:

The primary tasks of this agreement will include a variety of work efforts designed to provide technical and research support for efforts to address transportation and infrastructure issues in Dade County. Listed below are a variety of the types of support that are envisioned as part of this research effort.

1. Transportation financing research and technical support.
2. Comprehensive analysis of innovative financing alternatives available to support additional spending on infrastructure needs.
3. Research support to Dade County in determining public and community acceptance of program and policy changes. As program changes are considered, Dade County will require extensive input on how program elements are perceived by the public and on how the public's objectives can be accomplished through the evolving programs.
4. Research and technical support to the Transportation, Infrastructure and Concurrency Task Force and Infrastructure Transportation Trust in order to support policy deliberations and analyses. Provide quick response support in providing reference materials, expertise and analysis of issues arising during the course of program development.
5. Research and technical support to develop research tools, models and processes to support Dade County transportation planning and analysis activities.
6. Provide policy analysis and recommendations in areas such as jitney market evaluation and model integration, transportation demand management (TDM) analysis, and, various other special studies as identified by the County.

END PRODUCTS:

The prior tasks are representative of the types of activities that CUTR may be able to assist Dade County with, however, the actual work program and contract tasks will be mutually agreed upon by CUTR and the County. Each project task will be developed as a specific contract work order. This would involve a joint agreement between CUTR and the County (or the department or division authorized to work with us) that would prepare a written task work order. This work order would outline the list of deliverables including both written materials and presentations.

PROJECT MANAGER:

Jose-Luis Mesa

PARTICIPATING AGENCY:

Center for Urban Transportation Research (CUTR)
Metropolitan Planning Organization

REQUIRED FUNDING:

\$830,000 (FY '93 Project Funds shown are only an estimate of
remaining balance).

CUTR.DOC

FY 1993 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

TASK NUMBER AND TITLE:

3.07 IMPROVING REGIONAL TRANSPORTATION PLANNING THROUGH
STRENGTHENING THE ROLE OF TRANSPORTATION DEMAND MANAGEMENT

OBJECTIVE:

To improve a regional transportation planning process which incorporates a meaningful component of transportation demand management and insures multi-jurisdictional coordination on the development as well as implementation of these strategies.

PREVIOUS WORK:

This project undertaken by the South Florida Regional Planning Council started in FY 1990 and continued in FY 1991 and FY 1992 under the Work Element titled Improving Regional Transportation Planning. During these period, the Council organizes a transportation technical committee to study multi-jurisdictional issues focusing the Northwest Dade/Southwest Broward area. A study report has been prepared. In addition, several issue workshops have been held to discuss revisions of transportation policies in the Regional Plan of South Florida, which were adopted in August, 1991. Council Staff has also been participating and providing technical assistance in many regional transportation issues such as transportation and downtown development, transportation concurrency, transportation modeling, countywide corridor planning, Sawgrass Expressway extension, and aviation system planning. Council Staff is also initiating an effort to analyze the impacts and opportunities for South Florida regarding the recent Federal Transportation Legislation.

METHODOLOGY:

The Regional Planning Council will design and implement a transportation planning process for the region that incorporates a meaningful component of transportation demand management and insures multi-jurisdictional coordination on the development as well as implementation of these strategies. Currently, both Broward and Dade MPOs are developing transportation demand

management strategies. However, a regional coordination is essential in order to fully realize the potential of these demand management strategies. In particular, the Regional Planning Council will establish guidelines of transportation demand management strategies in the review of Development of Regional Impacts, and Local Government Comprehensive Plan amendments. This process will include, but not limited to issue workshops and papers necessary to address the role of transportation demand management.

END PRODUCTS:

An improved regional transportation planning and issue management process which incorporates the role of transportation demand management. Specific guidelines will be established with respect to the Council's review of Development of Regional Impact and Local Government Comprehensive Plan amendments.

PROJECT MANGER:

Carolyn Dekle

PARTICIPATING AGENCIES:

South Florida Regional Planning Council

REQUIRED FUNDING:

\$10,000 for Dade County's portion.

93SFRPC.DOC

FY 1993 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

TASK NUMBER AND TITLE:

3.08 PEDESTRIAN CROSSOVER STUDIES

OBJECTIVE(S):

To study the feasibility of improving pedestrian crossings at appropriate areas such as along US-1 and the Metrorail Line from Brickell to Dadeland South and also at other locations.

PREVIOUS WORK:

Some pedestrian access issues were addressed during the planning stages of Metrorail along the South Line. Only one crossing exists currently at the Viscaya Station. In addition to US1/Metrorail related issues other crossings such as that at NW 27th Avenue and 207th Street need to be studied.

METHODOLOGY:

1. Assess existing pedestrian crossing facilities serving Metrorail stations between Brickell and Dadeland South inclusive and also other pertinent areas.
2. Develop pedestrian crossing alternatives and consider:
 - a. Pedestrian safety and vehicular issues and related design considerations.
 - b. applicable ADA requirements, such as wheelchair access
 - c. traffic signal timing adjustments
 - d. Vehicular congestion mitigation efforts
 - e. school-related issues
 - f. aesthetics

END PRODUCTS:

1. Proposed Pedestrian Crossover Plan for selected locations.

PROJECT MANAGER:

Pete Hernandez

PARTICIPATING AGENCIES:

Metropolitan Planning Organization
Metro-Dade Public Works

REQUIRED FUNDING:

\$ 70,000

MPED93.DOC

FY 1993 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

TASK NUMBER AND TITLE:

3.09 NORTHEAST DADE TRANSIT IMPROVEMENT STUDY

OBJECTIVE:

To develop recommendations for near-term service improvements to the transit system, for the existing and potential transit riders of Northeast Dade County. The Study area, Northeast Dade County, is defined as the area bounded by the Dade-Broward County line on the north, the Atlantic Ocean on the east, North 62nd Street on the mainland and 71st Street on the Beaches on the South, and U.S. 441/State Road 7 on the West.

PREVIOUS WORK:

None.

METHODOLOGY:

Task 1: Project Management

This task will focus on developing project management procedures. These include the identification of key participants, defining the goals and objectives of the project, and assuring that the project meets the interests of those for whom it is proposed. This project will be conducted by Metro Dade Transit Agency (MDTA) staff. Where staff resources are unavailable, work will be supported by outside firms to conduct specific tasks as needed.

Task 1.1 Create the Project Management Committee.

Task 1.2 Identify citizen participation procedures.

Task 1.3 Develop the study schedule and budget.

Task 1.4 Procure consultant as required.

Task 2: Data Collection

Before recommendations are proposed, available previous work must be reviewed, and data, including existing conditions, encompassing travel desires and travel needs, the status and performance of existing transit services, and the travel-related characteristics of the Study area, must be collected, compiled, and presented for subsequent analysis.

Task 2.1 Review previous work.

Task 2.2 Catalogue Current Transit Conditions.

- A. Catalogue all existing transit and paratransit services in the Study Area.
- B. Create a current inventory of existing streetside transit and ancillary amenities.

Task 2.3 Catalogue Existing Highway Network and Conditions.

Task 2.4 Catalogue Latest Available Socioeconomic Data of Study Area.

Task 2.5 Estimate Existing Travel Characteristics.

- A. Conduct NE Area Travel Survey.
- B. Conduct Travel Time Studies.

Task 2.6 Public Involvement Activities.

- A. Convene focus groups.
- B. Conduct public meetings.

Task 3: Analysis and Evaluation

This task delineates the processes of reducing the data collected above to more manageable findings for subsequent evaluation and use as bases for formulating recommendations for MDTA improvements.

Task 3.1 Develop travel needs.

- A. Summarize travel characteristics from surveys.
- B. Summarize travel information developed from public involvement.
- C. Develop travel needs from summaries.

Task 3.2 Compare needs with MDTA services catalogued in Task 2 to develop MDTA deficiencies in providing for general travel.

- A. Deficiency of transit system performance per MDTA standards.
- B. Deficiency of transit system performance in meeting travel needs.

Task 3.3 Develop improvements to meet deficiencies.

- A. Improvement of system performance per MDTA standards.
- B. Improvements of system performance in meeting travel needs.

Task 3.4 Estimate impacts resulting from implementing improvements.

- A. Ridership impacts.
- B. System changes.
- C. Roadway changes.

Task 3.5 Estimate costs of implementing above improvements.

Task 4: Recommend Improvements

The final technical task of this Study will be recommendation of consistent and comprehensive set of specific improvements to be made in the Northeast Dade Transit Study Area. The steps below will guide the development and finalization of these recommendations.

Task 4.1 List, rate, and rank the proposed improvements, considering fiscal, physical, and social advantages and disadvantages.

Task 4.2 Create a preliminary list of recommended improvements.

- A. System performance improvements.
- B. Transit needs deficiency improvements.

Task 4.3 Conduct public review recommendations.

- A. Public review
- B. Review by CTAC
- C. Review by professionals and by standing MPO and MDTA panels.

Task 4.4 Create a final list of recommended improvements.

Task 4.5 Develop implementation procedures.

Task 5: Produce Final Report

The last task will produce the Final Project report. The report will include an executive summary, documentation of methods employed, the research results, analyses and subsequent evaluations of findings, the public involvement process, the proposed recommendations, and proposed arrangements for implementation. Maps, charts, figures, and tables will be incorporated into the text of the documents as appropriate, and technical and reference appendices will be developed as required. The Final Report will be a document suitable for review, appraisal, and action by local government policy makers.

END PRODUCTS:

The results of the surveys, a list of proposals for improving transit services for the Northeast Dade Study Area, and a Final Report documenting all research, review, and recommendations of the Study will be produced.

PROJECT MANAGER:

Danny Alvarez, MDTA Customer Services Division

PARTICIPATING AGENCY:

Metro-Dade Transit Agency

REQUIRED FUNDING:

\$250,000 *

* Special UMTA-Section 8 (100% Federal Grant)

DADETSIT

FY 1993 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

TASK NUMBER AND TITLE:

3.10 CONGESTION MITIGATION: METROMOVER-BAYSIDE PEDESTRIAN
PROMENADE STUDY

OBJECTIVE(S):

To study the potential of:

- * Promoting increased use of public transportation in downtown Miami
- * Enhancing pedestrian movements between the Metromover College/Bayside and College North stations, Miami-Dade Community College, and Bayside Marketplace

through the creation of a pedestrian promenade linking Metromover stations, Miami-Dade Community College, and Bayside Marketplace using N.E. 4th Street which will also help in achievement urban area air quality goals.

PREVIOUS WORK:

Pedestrian access issues were addressed during the original planning stages of Metromover. However, with the building of

- * Bayside Marketplace
- * Phase III of the Wolfson Campus
- * GSA Tower
- * Other Federal Facilities

and the plans being developed for other bayfront properties, the need to plan for strong linkages between public transportation and the waterfront area of downtown Miami has become more pronounced in recent times.

When Miami-Dade Community College(MDCC), Wolfson Campus' buildings I and II were completed, permission was granted to permanently close

N.E. 4th Street between the two buildings (see map). This mall was beautified and now serves as a full block pedestrian mall in the heart of downtown. The College enjoys two Metromover stations serving its 13,000 students and 750,000 yearly visitors; College/Bayside to the east, and College North to the west.

Recently the Federal government (assisted by support from the College) won approval to close an additional portion of N.E. 4th Street, one block to the west, thus extending this pedestrian mall a full two blocks. Once construction on both the GSA tower and Federal facility are complete, plans are in place to permanently close and beautify this block.

The pedestrianization of N.E. 4th Street between N.E. 2nd Avenue and Biscayne Boulevard (site of the proposed METROMOVER-BAYSIDE PEDESTRIAN PROMENADE) will create a strong and very pleasant link with Bayside, Bayfront Park, Bicentennial Park, and Biscayne Boulevard, where an improvement and beautification project is currently being implemented by the City of Miami. The completion of the first phase of the Biscayne Boulevard beautification project (from N.E. 5th Street to N.E. 12 Street) is estimated for completion by 1993. The project includes the widening of sidewalks, outdoor cafes, and many other amenities.

To the north of N.E. 4th Street is the site where the College will break ground for the phase III classroom building this summer. The phase III building, a \$26.8 million project, includes student services, (32) classrooms, over 100 faculty offices, and a state of the art Business Conference Center. Bermello and Associates, architects of the Phase III building, designed this building with the Metromover passing directly through the new building to be constructed. The Metromover extensions to Brickell and the Omni serve to expand the public transportation hub reaching the Campus. Further, main County bus routes run along N.E. 1st and 2nd Avenues, Biscayne Boulevard, and Flagler Street; these locations are within comfortable walking distance to the Campus, Bayside, and the proposed Promenade.

Future construction plans call for

- * A 600 seat Theater, Gallery, Classroom Building
- * A parking garage
- * A sculpture walk extending up the Promenade (first installations planned in late 1992)
- * Fountains, pedestrian seating areas, etc. leading into the Theater
- * A Wellness Center which will include a natatorium, game courts, Nautilus Center, indoor jogging track, gymnasium, and day care facilities.

Master planning of all these spaces is essential to optimize the use of Metrorail/Metromover, reduce already congested downtown vehicular traffic, and reduce airborne pollutants, while enhancing linkages between the various activity centers, both existing and proposed.

METHODOLOGY:

1. Review existing studies of the downtown area, downtown traffic circulation, and the like.
2. Examine vehicular traffic circulation along the perimeter of Bayside, the College, and in the vicinity of the two Metromover stations.
3. Analyze and evaluate existing parking facilities and related impacts.
4. Analyze and evaluate existing and future right-of-ways issues.
5. Analyze and evaluate the impacts of any station modifications that may be necessary to better accommodate pedestrian access to and from Metromover stations.
6. Analyze and evaluate closing N.E. 4th Street between N.E. 2nd Avenue and Biscayne Boulevard as an extension of the pedestrian way immediately to the west, which is presently in use on the Wolfson Campus, as well as the block to the west planned shortly for the GSA facilities. This extension would join College North and College/Bayside stations, and act as a pedestrian promenade corridor to the Bayside Marketplace, Bayfront Park, and the proposed Bicentennial/FEC Park Redevelopment Project.
7. Analyze and evaluate any impact upon the land uses in the area, as a result of the proposed Promenade extensions.
8. Analyze and evaluate any other land uses, facilities, ongoing or proposed projects as possible amenities to the promenade concept.
9. Analyze and evaluate alternatives for enhanced pedestrian crossing of Biscayne Boulevard.
10. Analyze and evaluate alternatives for enhanced pedestrian access from College/Bayside Station to the proposed Theater.
11. Develop preliminary cost estimates for alternatives formulated and make recommendation of preferred alternatives.
12. Develop a recommended master plan concept illustrating the preferred action plan in terms of land use and transportation improvements, accompanied by cost and scheduling considerations.

END PRODUCT(S):

Metromover-Bayside Pedestrian Promenade Master Concept Plan

PROJECT MANAGER(S):

Eduardo J. Padron, President, Miami-Dade Community College, Wolfson Campus.

Jose L. Mesa, Director, Metropolitan Planning Organization

PARTICIPATING AGENCIES:

Metropolitan Planning Organization
Metro-Dade Transit Agency
Miami-Dade Community College, Wolfson Campus
University of South Florida (Center for Urban Transportation
Research)
City of Miami
Downtown Development Authority

REQUIRED FUNDING:

To be funded under project #3.06

SARAH93

FY 1993 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

TASK NUMBER AND TITLE:

3.11 CIVIC CENTER AREA TRANSPORTATION MOBILITY PLAN

OBJECTIVE(S):

To consider ways of improving transportation mobility in the Civic Center area and improving regional access to this major regional activity center through the implementation of transportation demand management (TDM) and congestion mitigation actions as well as the provision of needed transportation services and facilities.

PREVIOUS WORK:

Prior work relating to the Civic Center area has been performed as part of the previous Long Range Plan Updates and the ongoing Transit Corridors Transitional Study. Ongoing work in the MPO's Travel Demand Management Study addresses similar congestion management concerns within a metropolitan context. Earlier studies relating to transportation issues in the area were conducted during the planning stages of METRORAIL.

METHODOLOGY:

Background:

For this study, the Civic Center area encompasses the area comprised by N.W. 7th Avenues on the east, N.W. 17th Avenue on the west, N.W. 20th Street on the north and Flagler Street on the south.

The area possesses a centrally-located Metrorail Station which typically handles nearly 5,000 riders each weekday; it has the fourth highest average daily station ridership. One express and five local bus routes directly serve the heart of the area, and two bus routes provide service on the major arterials defining the east and west boundaries. Additionally, a number of jitney routes serve the area. The Orange Bowl with an extensive supply of parking, is also located in the vicinity of the Civic Center complex.

Although the Civic Center is relatively well-served by transit, many more thousands of trips are made by private vehicles, a

large percentage of which are single occupant commuter trips. High demands are placed on Civic Center roadways during not only peak periods, when, even with the typical shift work patterns characteristic of hospitals, congestion still occurs, but in non-peak periods as well, due to both the shift changes and backups due to drawbridge opening on NW 12th Avenue. Perhaps even more pressing are the excessive demands placed on Civic Center area parking facilities by arriving commercial, visitor and commuter vehicles during typical days.

The Civic Center area can be ideal as a location for introducing travel demand management strategies and initiating congestion mitigation actions, especially within a relatively short time. Potential for reducing the number of vehicles from further congesting the expressways, operating at peak periods LOS D and F, which provide access to the area is high, certainly in term of carpools, possibly in terms of vanpools, and has already been demonstrated by transit. Potential for development of a Civic Center Transportation Management Association (TMA) is excellent.

The TMA can be formed based on designated geographic boundaries which would include all of the major employers and activity centers in the area. The beginning of this type of effort already exists in that a group has been functioning on an "ad-hoc" basis to discuss the various issues affecting institutions in the area.

Work Tasks

- 1) Data collection and information gathering
 - a) collect and review previous studies.
 - b) Develop current travel data:
 - i. Obtain typical weekly traffic counts for roadways in the area, including SR836 access ramps, major and minor arterials, and the main facilities providing for internal circulation.
 - ii. Conduct a parking inventory, collecting data on the number and types of spaces, whether they are publicly or privately owned and/or run, and what the price structure are for each facility.
 - iii. Secure available employee commute travel information at the major employers (Jackson, Cedars, VA Hospitals, UM Medical and Nursing Schools, MDCC Medical Campus, and the County Courthouse and jail, State Attorney's and Public Defenders Offices).

- iv. Obtain available information on the number of daily visitors associated with the activities of the many institutional services provided in the area.

c) Develop future travel and activity information

- i. Interview the pertinent staff of the major employers to develop their plans for growth, both with respect to physical facilities, both activity and parking construction, and for their projections of employment and service(s).
- ii. Review existing documents which may have impacts on this work. Specifically include the Long Range Transportation Plan, the TIP, and the Florida D.O.T. 5-year Work Plan. Contact the City of Miami, Dade County Public Works Department, Metro-Dade Transit Agency, Dade County Planning Department, and other agencies for information and documentation of plans, projects, and for development and growth trends or projections for the Civic Center Area.

2) Develop TSM, TDM, or CM strategies and/or actions

List approaches which the research indicates as visible for Civic Center application; emphasize the assessment of creating and maintaining a TMA. Approaches with potential for early implementation also shall be emphasized, but no potential action shall be excluded solely on a basis that it may not be able to be implemented immediately or in the short term.

3) TMA Creation

Because TDM actions are best explored, developed, and implemented within the framework of a cooperative public-private approach, perhaps best exemplified by a TMA, it is imperative that the study involve Civic Center participants as early in the study as possible, with the ultimate manifestation of the cooperative partnership being the creation of a sustainable Civic Center TMA.

4) Develop a proposed Civic Center action plan

Evaluate proposed components and the alternatives based on all relevant criteria, including but not limited to patronage and utilization projections for all modes or facilities involved, estimation of the cost of the development and operation of proposed components for both public and private participants, the assessment of institutional responsiveness, and the determination of both probable and potential sources of funding-initial, short-term, and long-term. In consultation with the potential Civic

Center participants, select the most promising components for incorporation into the proposed mobility enhancement action plan.

5) Prepare recommendations including Project Design Proposals

Develop a Civic Center Mobility Enhancement Plan including phasing probable implementation schedules and costs, and the potential membership of the Civic Center TMA.

6) Prepare the Final Report

The final report shall consist of an executive summary, sections elaborating on the development and selection of components, the TMA process, and the development of a final plan.

END PRODUCTS:

- 1) A Civic Center Transportation Management Association.
- 2) A Civic Center Mobility Enhancement Plan

PROJECT MANAGER(S):

Frank Baron, Metropolitan Planning Organization
Lucy Unsworth, Gold Coast Commuter Services

PARTICIPATING AGENCY(IES):

Metropolitan Planning Organization
Gold Coast Commuter Services
Florida Department Of Transportation
Metro-Dade Transit Agency
Center for Urban Transportation Research

REQUIRED FUNDING:

(To be funded under project #3.02 "Congestion Mitigation:
Continuing Development of TMA's)

CIVIC93

FY 1993 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

TASK NUMBER AND TITLE:

3.12 CRUISE TERMINALS AT BICENTENNIAL/FEC PARK PROJECT
DESIGN & ENGINEERING STUDY

OBJECTIVE(S):

A two-phase program to first study the feasibility of developing a cruise terminal complex at the Bicentennial/FEC Park sites in downtown Miami to supplement the terminals existing in Dodge Island, and if proven feasible, to design the facility as a second phase.

PREVIOUS WORK:

This project will provide the detailed analysis of a proposed concept unveiled to the Dade County Commission and the City of Miami Commission on April 23, 1992.

METHODOLOGY:

Background

The Port of Miami is the largest passenger embarkation port in the world. Over 3 million passengers use the port each year. This number is expected to double before the end of this century.

At present, all cruise terminal activities are handled on Dodge Island adjacent to downtown Miami. Since most passengers are travelling between the airport and the seaport, access and circulation between the two facilities is critical in order to meet the growing demand, but also in order to cope with on-going congestion on the highways between the two facilities. In addition, it has long been identified as a goal of the community that cruise passengers should be encouraged to spend time in other parts of our community, and particularly in downtown Miami. Located on the island provides a disincentive to passengers to be able to travel to these other locations.

Thus, the objective of building cruise terminals on the Bicentennial/FEC Park sites would be to increase the amount of terminals available for cruise ships, reduce travel and

circulation between the port and airport, and allow for higher levels of either mass transit or walking between the terminals and the downtown area.

In addition, since these new cruise terminals will be made a part of the downtown waterfront development adjacent to the existing Bayside, Miami Dade Community College, Freedom Tower and the potential future Performing Arts Center, certain transportation facilities such as parking structures could be designed to support these multiple uses. Each of these facilities have distinct travel patterns that are characterized not so much by typical rush hour traffic, but by hours of operations. For example, cruise terminals tend to have peak hours concentrated in the early morning hours and at mid-day periods, while the Performing Arts Center would have peak hours later in the evening as performances begin or end. These dissimilarities provide opportunities for co-sharing of facilities if properly planned.

Thus, the purpose of this study will be to evaluate the physical feasibility of locating the cruise terminal facilities at the FEC and Bicentennial Park sites, along with the ancillary transportation components which will include parking, vehicular circulation in the downtown area, pedestrian circulation in the downtown area and the eventual potential for link-up to a fixed mass transit system. Properly planned, these facilities could stimulate sufficient programs to reduce congestion.

Work Tasks

- 1) Develop forecasts for cruise passenger traffic to the Bicentennial/FEC Park terminal complex. Assign forecasts to a specific peak hour and peak day operations for distinct weekdays and weekend operation.
- 2) Identify specific transportation and mobility needs of adjacent facilities to the project such as Bayside, the future Performing Arts Center, and any other facilities within reasonable range of the project.
- 3) Obtain existing traffic and circulation information in the vicinity, as well as approved master plans for the downtown area. In addition, obtain information on existing occupancy levels for parking structures in the adjacent sites, as well as any proposed parking garages expansions.
- 4) Develop specific corridor detailed information for fixed guideway, bus and people mover technology mass transit service to the site, particularly along the port boulevard corridor and/or the McArthur Causeway corridor.

- 5) Based on the above information, develop transportation scenarios that will accommodate existing and proposed uses within the site and develop several alternative configurations that integrate these potential transportation service systems into an integrated facility. These alternatives will be presented with site specific roadway, transit-way right-of-way requirements, parking requirements, and estimates of cost associated with each component. Conduct a preliminary analysis to reduce the number of candidates to be considered during subsequent formal analysis.
- 6) Evaluate the final proposed alternatives based on relevant criteria, including but not limited to patronage and utilization projections for all transportation components, costs of development and construction for the proposed facility, potential and probable sources of funding, and compatibility with downtown planning objectives.
- 7) Prepare recommendations for the development of the cruise facility, including a plan for its phasing, possible schedules and cost, and conceptual site plans, including access and egress to the site.
- 8) Prepare the final feasibility report.

END PRODUCTS:

- 1) Identification of all components to be built as part of the terminal.
- 2) Technical Memorandum #1: Alternatives for conceptual layout for proposed cruise terminal complex.
- 3) Technical Memorandum #2: Evaluation of cost and impacts of conceptual alternatives.
- 4) Technical Memorandum #3: Preliminary implementation by phase for the alternatives.
- 5) The Study Report: Engineering study, Cruise Terminal and Bicentennial/FEC Park Complex consisting of
 - (a) Executive Summary
 - (b) Alternatives for Conceptual Layouts
 - (c) Evaluation of Costs and Impacts of Conceptual Alternatives
 - (d) Preliminary Implementation and Phasing Plan
 - (e) Technical Appendices as Needed

PROJECT MANAGER:

Carmen Lunetta, Metropolitan Dade County Seaport Department

PARTICIPATING AGENCY(IES):

Metro-Dade Seaport Department
Metropolitan Planning Organization
Florida Department of Transportation
Metro-Dade Transit Agency
City of Miami
Downtown Development Authority

REQUIRED FUNDING:

\$300,000 (One-third Seaport Funds and Two-thirds State-matched federal funds).

CRUISE93

OBJECTIVE D

TRANSPORTATION PLANNING PROCESS

FY 1993 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

TASK NUMBER AND TITLE:

4.01 UPWP ADMINISTRATION

OBJECTIVE(S):

Effectively manage the approved transportation planning and program the funds supporting the Program.

PREVIOUS WORK:

This is a continuing activity.

METHODOLOGY:

- a. Manage current year (FY'93) planning activities.
 1. Insure the effectiveness of the on-going (FY'93) planning program to meaningfully resolve issues on a continuous and regular basis.
 2. Propose UPWP revisions, as appropriated, 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 divisions/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 from Projects 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 to funding agencies.
 - 1. Review requests and back-up 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 Report
8. Reimbursement Requests
9. Project Completion Reports

PROJECT MANAGERS:

Jose-Luis Mesa
Irma San Roman

PARTICIPATING AGENCY:

Metropolitan Planning Organization

REQUIRED FUNDING:

\$65,000

93ADMMPO.DOC

FY 1993 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

TASK NUMBER AND TITLE:

4.02 MPO BOARD AND TECHNICAL COMMITTEE SUPPORT

OBJECTIVE(S):

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 back-up materials/documentation.
 3. Prepare, certify and process MPO Board Resolutions.
 4. Prepare Minutes and follow-up on directives.
 5. Respond to concerns of MPO Board members.
 6. Provide direct Staff Support to MPO Members.
- b. Provide staff support for the Transportation Planning Council.
 1. Identify critical transportation planning issues.
 2. Organize meetings. Prepare agendas and back-up materials/documentation.
 3. Prepare 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 back-up materials/documentation.
 - 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. Support various task forces, such as the Tri-County Regional Organization and High Speed Rail. Serve on the Dade County Development Impact Committee.
 - 4. Work with SFRPC on issues pertaining to transportation requirements of the State Growth Management Legislation and other related regional issues.
 - 5. Organize and support staff working groups and task forces addressing issues as they emerge.

- e. Provide staff support for the technical committees and the MPO Board.
 - 1. 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.
 - 2. Summarize legislative, regulatory and policy proposals issued by governmental agencies related to multi-modal transportation.
 - 3. Distribute written assessments and analyses, as required.
 - 4. 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. TPTAC Agenda and back-up materials
2. TPTAC Summary Minutes
3. TPC Agendas and back-up materials
4. TPC Summary Minutes
5. MPO Agendas and back-up materials
6. MPO Summary 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.
9. Correspondence for pertinent official agencies, as necessary.
10. Briefings of appropriate parties on the development and progress of transportation-related legislation during the annual State Legislative session.
11. Act as liaison between MPO and County Legislative Coordinator during annual State Legislative session.

PROJECT MANAGER:

Irma San Roman

PARTICIPATING AGENCY:

Metropolitan Planning Organization

REQUIRED FUNDING:

\$352,000

FY 1993 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

TASK NUMBER AND TITLE:

4.03 UPWP DEVELOPMENT

OBJECTIVE(S):

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

PREVIOUS WORK:

This is a continuing activity.

METHODOLOGY:

Prepare the FY'94 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 development phases of the program and 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'94 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'93 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 work scope for planning grants.

END PRODUCTS:

- 1. Revisions to the FY'93 UPWP
- 2. Update of the issue list and program objectives to be considered in preparing the FY'94 UPWP
- 3. Review Draft of the FY'94 UPWP
- 4. Final Draft of the FY'94 UPWP
- 5. Memos transmitting the UPWP document

PROJECT MANAGERS:

Carlos Roa
Irma San Roman

PARTICIPATING AGENCY:

Metropolitan Planning Organization

REQUIRED FUNDING:

\$25,000

93DEVMPO.DOC

FY 1993 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

TASK NUMBER AND TITLE:

4.04 CITIZEN INVOLVEMENT AND MUNICIPAL COORDINATION

OBJECTIVE(S):

Provide the CTAC and the public with information regarding transportation needs and proposals for meeting these needs. Insure citizen and municipality input in all aspects of multi-modal transportation planning and 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.
- e. 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 states of program and project development.

- f. 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. Fund municipal coordination requests as appropriate.
- g. Coordinate the technical activities of the Transportation Plan Technical Advisory Committee (TPTAC), as related to the Impact Fee Process and municipal participation.

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. 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

REQUIRED FUNDING:

\$355,000

CIMPO93.DOC

FY 1993 UNIFIED PLANNING WORK PROGRAM

TASK NUMBER AND TITLE: Detailed Project Description

4.05 TRANSPORTATION DISADVANTAGED PLANNING

OBJECTIVE(S):

To comply with the requirements of newly enacted State legislation.

PREVIOUS WORK:

Update the 3-year Transportation Disadvantaged Plan and completed Memorandum of Agreement accordingly. Successfully coordinated County and State HRS transportation services.

METHODOLOGY:

TASK #1 Program Support and Administration

Includes basic overhead, program support, and general administrative costs directly chargeable to the Transportation Disadvantaged Program, i.e.: direct program support, grant administration, interagency coordination, citizen participation, public information, local assistance, etc. (If direct program administrative and support costs are included in each individual work task, do not enter them a second time in this category.)

TASK #2 Provide Staff Support and Resources to Board.

Includes developing and implementing procedures for:

- a. Appointment and reappointment of voting and non-voting members to the Coordinating Board.
- b. Administration of Board and meetings to include official minutes.
- c. Board approval of Coordinator's annual operating report.
- d. Development of Coordinating Board annual report.
- e. Joint development with Coordinator of Memorandum of Agreement and Board Approval.
- f. Presentation of Memorandum of Agreement to

Commission for approval.

- g. Continuation of services plan, when coordinator terminates contract, or for other emergency situations.
- h. Monitoring and evaluation of Coordinator.
- i. Working with Coordinator to approve and coordinate the utilization of school bus and public transit services.
- j. Reviewing all applications for local, State and Federal government Transportation Disadvantaged funds.
- k. Working with Commission in development of a certification program for intercounty services.
- l. Creating innovative ways to improve services with adjoining services areas.
- m. Creating and maintaining a vehicle inventory and utilization plan of vehicles purchased or leased with Transportation Disadvantaged funds.
- n. Working with the Coordinator in developing applications for funding.
- o. Identifying and addressing barriers to coordination (accessibility and others).
- p. Creating innovative ways to accommodate the non-sponsored.
- q. Consolidating the estimate of Federal and local government transportation funds.

TASK #3 Select Community Transportation Coordinator

Includes the development and implementation of procedures for: the selection process, evaluation or negotiation of fare structures to insure the best overall cost effective mixture of transportation services is achieved.

TASK #4 Comprehensive Plans

This task includes whatever steps are necessary to assure that the local planning agency(ies) responsible for preparing the local comprehensive plan has an opportunity to review and comment on the Coordinated Transportation Development Plan update.

TASK #5 Coordinated Transportation Development Plan

This tasks includes the annual update of a Coordinated

Transportation Development (TD) Plan for transportation disadvantaged services within the grantees' service area. The Plan shall be a 5-year recommended implementation plan which indicates all the requirements of Chapter 427, F.S. and Rule 41-2 FAC, to implement the Transportation Disadvantaged Program within the designated service area. Elements of the plan shall include at a minimum:

- a. Reappointment of Coordinating Board
- b. Existing providers of service
- c. Coordinator selection process
- d. Identification of all Federal, State, and local government funds available within the service area
- e. Identify the benefits of TD Trust Funds to purchase additional non-sponsored trips and capital equipment.
- f. An assessment of the quantity and types of transportation disadvantaged services (trips) needed beyond the available TD resources
- g. Inclusion of Transportation Disadvantaged Element in the Transportation Improvement Programs by Metropolitan Planning Organizations. This element will contain all Federal, State and local government funds for transportation disadvantaged services within the designated service area.
- h. Where there is no Metropolitan Planning Organization, the designated Official Planning Agency shall prepare a Transportation Disadvantaged Transportation Improvement Program. this program shall cover a 5-year period and will contain all Federal, State and local government funds for transportation disadvantaged services within the designated service area.

END PRODUCTS:

1. Agenda and back-up materials
2. Summary Minutes and Resolutions
3. Completed contracts with Transportation Disadvantaged providers
4. Annual update Transportation Development (TD) Plan.

PROJECT MANAGERS:

Yvonne Soler
Danny Alvarez

PARTICIPATING AGENCIES:

Metropolitan Planning Organization
Metro-Dade Transit Agency

REQUIRED FUNDING:

\$107,250

TDAMPO93.DOC

FY 1993 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

TASK NUMBER AND TITLE:

4.06 AMERICANS WITH DISABILITIES ACT (ADA) COMPLEMENTARY PARATRANSIT
PLAN UPDATE

OBJECTIVE(S):

- a. To achieve compliance with State and Federal requirements for ADA planning.
- b. To comply with Federal requirements to make the public transit system accessible to people who are physically and mentally challenged and currently are unable to use the public transit system.

PREVIOUS WORK:

The ADA Plan was completed in FY 92.

METHODOLOGY:

- a. Develop a deployment plan for additional lift equipped buses.
- b. Survey existing bus stops to determine their accessibility, and develop work orders for making needed changes.
- c. Update the ADA Compliance Plan.
- d. Provide staff support for various ADA related advisory groups.

END PRODUCTS:

1. Vehicle deployment plan
2. Bus stop accessibility survey and work orders to construct passenger landing pads, etc.
3. Updated ADA Compliance Plan

PROJECT MANAGER:

Mario Garcia

PARTICIPATING AGENCY:

Metro-Dade Transit Agency

REQUIRED FUNDING:

\$179,000 ADA/Section 504 Compliance

93MDTA-3.DOC

FY 1993 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

TASK NUMBER AND TITLE:

4.07 AMERICANS WITH DISABILITIES ACT (ADA) AND REQUIRED INFRASTRUCTURE IMPROVEMENTS

OBJECTIVE(S):

1. To maintain compliance with state and federal ADA requirements and to implement improvements needed to serve the handicapped within state and county public road rights of way in areas adjacent to pedestrian generators, such as bus stops, transit facilities, schools, shopping centers, sports facilities, and parking lots.

PREVIOUS WORK:

1. Transportation plans are required to be developed by the Florida Department of Transportation, District Six, Metro-Dade County Public Works, and the Metro-Dade Transit Agency to conform with the requirements of the Americans with Disabilities Act.
2. The Miami MPO is currently working on a Pedestrian Mobility Study as part of the on-going development of a Pedestrian Circulation Plan.

METHODOLOGY:

1. Continue and update field survey data on all state/county material roads to determine locations where improvements are necessary in the categories of sidewalks, pedestrian ramps, pedestrian signal features, crosswalk striping, signal controllers, and utilities.
2. Gather data related to handicapped pedestrian trip making, including residential distribution, trip purposes, and destinations.
3. Prepare a comprehensive tabulation and priority listing using data collected in 1 & 2 above.
4. Develop estimated costs for needed improvements, evaluate financial resources, and recommend an implementation schedule.
5. Prepare work orders for construction of needed improvements.

END PRODUCTS:

1. Comprehensive accessibility plan for handicapped pedestrians utilizing both the state and county arterial roadway systems, including priorities, and developing construction work orders.

PROJECT MANAGER:

Pedro G. Hernandez

PARTICIPATING AGENCIES:

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

REQUIRED FUNDING:

\$50,000

KOROS31A.DOC

FY 1993 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

TASK NUMBER AND TITLE:

4.08 FTA CIVIL RIGHTS REQUIREMENTS

OBJECTIVE(S):

Respond to Federal requirements for an 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 to be updated every three years. Last major update was in FY92. In this fiscal year, a minor submission of written updates is required. A major update of the computer program to include the 1990 census data needs to be finalized.

METHODOLOGY:

1. Run Minority/Non-Minority accessibility models for proposed service changes to monitor accessibility using 1990 Census data and the new TAZs.
2. Monitor the minority usage of transit service through analysis information obtained from marketing tracking services to review for equity under Title VI guidelines.

END PRODUCT:

1. Updated Section of the Minority Accessibility/Title VI report. Updated version of accessibility Program.

PROJECT MANAGER:

Mario G. Garcia

PARTICIPATING AGENCY:

Metro-Dade Transit Agency

REQUIRED FUNDING:

\$25,000

93MDTA-4.DOC

FY 1993 UNIFIED PLANNING WORK PROGRAM

Detailed Project Description

TASK NUMBER AND TITLE:

4.09 LEGISLATIVE ASSESSMENTS

OBJECTIVE(S):

1. To assure that all proposed transit and transportation grants and grants planning activities fulfill all requirements and provisions established or modified in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA).
2. To fully understand and internally communicate the new or amended provisions of all Titles of the ISTEA, CAA, ADA and other transit-and transportation related legislation so that actions can be taken in achieving funding and operating objectives.
3. To monitor all proposed transportation-related legislation or regulations to identify and determine potential impact; develop Agency positions, commentary and other appropriate actions.

PREVIOUS WORK:

Some of this work was previously done by various staff and was part of other work elements. Because of the magnitude of new and amended processes and requirements established by the CAA, ADA and ISTEA and their follow-up rules and regulations, these activities have become more consolidated and merit a separate project listing.

METHODOLOGY:

1. Obtain and review for pertinence, impact and opportunity all related new and proposed items of legislation, rules, regulations and guidelines emanating from Congress, FTA, FHWA, DOT, and other federal agencies.
2. Develop and verify interpretations, determine potential impact or opportunity, create positions responsive to courses of action to the proper Staff and assist in or monitor implementation actions.

END PRODUCTS:

Position papers, informative summary documents, recommendation reports, formal response documents, etc.

PROJECT MANAGERS:

Yvonne Soler
Terence L. McKinley

PARTICIPATING AGENCIES:

Metropolitan Planning Organization
Metro-Dade Transit Agency

REQUIRED FUNDING:

\$34,000

MPO-MDTA.DOC

FY 1993 UNIFIED PLANNING WORK PROGRAM

TASK NUMBER AND TITLE: Detailed Project Description

4.10 MPO PROGRAM SUPPORT SERVICES

OBJECTIVE(S):

This task involves payment to the County for program accounting fees and rental of MPO office space.

PREVIOUS WORK:

This is a continuing activity.

METHODOLOGY:

1. Office rental space fees are allocated to the County on a yearly basis.
2. Cost allocation time-sheets, consultant invoices and other program related charges are billed, handled and payed accordingly. Quaterly accounting reports of federally granted monies are submitted to funding agencies to be processed.

END PRODUCTS:

1. MPO program activities accounting reports on a weekly, monthly and quaterly basis.

PROJECT MANAGER:

Irma San Roman

PARTICIPATING AGENCY:

Metropolitan Planning Organization

REQUIRED FUNDING:

\$85,000

APPENDICES

APPENDIX I

FY 1993 UNIFIED PLANNING WORK PROGRAM
AVAILABLE AND REQUESTED FUNDING

FUNDING SOURCES (\$000)

I. FHWA FUNDS *	REQUESTED FUNDING	SUBTOTAL
FHWA (FY 93 + 92 ISTEAs) Local Match	1038.40 259.60	1,298.00
Carry over FHWA Local Match	32.00 8.00	40.00
Project 3.12: Cruise Terminals at Bicentennial/FEC Park ** (SU Funds - Surface Transportation, Urban Areas >=200K)	** 200.00	200.00
TOTAL:		1,538.00

* FDOT provides, on an In-Kind basis, an equivalent to 10% of FHWA funded activities.
** One-third Seaport Funds and Two-thirds Federal Funds

II. FTA SECTION 8 FUNDS ***	REQUESTED FUNDING	SUBTOTAL
Section 8 (Regular) Local Match	645.32 161.33	806.65
Project No. 3.09 NE Dade Transit Improvement Study (100% Federal Funds - FY 92 Carry over)	250.00	250.00
TOTAL		1,056.65

*** For the FTA/Section 8 Grant, a 10% Cash Match has been requested from FDOT.

APPENDIX I

FY 1993 UNIFIED PLANNING WORK PROGRAM
AVAILABLE AND REQUESTED FUNDING

FUNDING SOURCES (\$000)

III.	FTA SECTION 9 FUNDS	REQUESTED FUNDING	SUBTOTAL
	Project No. 3.06 Center for Urban Transport. Research (Carry over)	664.00	
	Local Match (10%) ****	**** 83.00	
	CUTR Match (10%)	83.00	830.00
	Project No. 4.06 ADA Complementary Paratransit Plan Update	125.10	
	Local Match (5%) ****	**** 6.95	
	State Match (5%)	6.95	139.00
	Other Section 9 Funds (See Appendix II for Project Allocations)	1,320.80	
	Local Match (10%) ****	**** 165.10	
	State Match (10%)	165.10	1,651.00
	**** Local Match Funds provided through Transit Section 9 Block Grant Program	TOTAL	2,620.00
IV.	OTHER/STATE FUNDS AND LOCAL MATCH	REQUESTED FUNDING	SUBTOTAL
	Project No. 1.04: Socio-Economic Database ("D" Funds)	50.00	
	Project No. 1.05: Assess. Rail Rights-of-way (PTO Funds)	170.00	
	Project No. 3.02A: Congestion Mitigation/Continue TMA ("PTO")	75.00	
	Project No. 3.02B: Congestion Mitigation/Continue TMA (Energy Off.)	50.00	
	Project No. 3.05: Comprehensive Bicycle/Pedestrian Coordination	50.00	
	Project No. 4.05: Transportation Disadvantaged Planning	107.25	502.25
	Local Match (50% for Projects 3.02A and 3.05 and 20% for Project 3.02B)	137.50	137.50
	Project No. 3.12: Cruise Terminals at Bicentennial/FEC Park ****	***** 100.00	100.00
	***** One-third Seaport Funds and Two-thirds Federal Funds (Surface Transportation, Urban Areas >=200K).	TOTAL	739.75
FY 1993 UPWP GRAND TOTAL			\$5,954.40

APPENDIX II

FY 1993 UNIFIED PLANNING WORK PROGRAM

PROJECT FUNDING BY SOURCE

(\$000)

OBJECTIVE A: LONG-RANGE TRANSPORTATION PLANNING	FTA SECT. 8	FTA SECT. 9	FHWA	STATE/ LOCAL	TOTAL
1.01 URBAN TRAVEL MODELING AND FORECASTING	95	25	75		195
1.01.a CADD Equipment Purchase			20		20
1.02 LONG RANGE TRANSPORTATION PLAN UPDATE 2015 & ANNUAL UPD.	125		125		250
1.03 TRANSPORTATION/LAND USE COORDINATION	90	15	115		220
1.04 SOCIO-ECONOMIC DATABASE	30		45	50	125
1.05 ASSESSMENT OF RAIL RIGHTS-OF-WAY IN DADE COUNTY	15		30	170	215
TOTAL - LONG-RANGE TRANSPORTATION PLANNING	355	40	410	220	1025

OBJECTIVE B: SHORT-RANGE TRANSPORTATION PLANNING	FTA SECT. 8	FTA SECT. 9	FHWA	STATE/ LOCAL	TOTAL
2.01 SHORT-RANGE INTERMODAL PLANNING ACTIVITIES	40	15	60		115
2.02 SHORT-RANGE TRANSIT PLANNING	50	60			110
2.03 HIGHWAY TRAFFIC COUNTING PROGRAM			50		50
2.04 HIGHWAY PERFORMANCE MONITORING SYSTEM			40		40
2.05 TIP PREPARATION PROCESS	10	25	43		78
2.06 AIR QUALITY CONFORMITY DETERMINATION ASSESS. AND DEVELOPMENT OF TPTION CONTROL PLAN (TCP)	35		35		70
2.07 INTER-MPO TECHNICAL COORDINATION FOR AIR QUALITY PLANNING			25		25
2.08 AIR QUALITY EMISSIONS INVENTORY			5		5
2.09 TRANSIT ROUTE-LEVEL MONITORING	10	482			492
2.10 URBAN MOBILITY PROGRAMS ANALYSIS			60		60
2.11 I-95 DISTRIBUTOR RAMPS STUDY			65		65
2.12 TRANSIT FINANCIAL CAPACITY ASSESSMENT	15	15			30
2.13 CONDUCT MARKET RESEARCH		200			200
2.14 TRANSPORTATION SERVICES, PLANNING & TECHNICAL SUPPORT		200			200
TOTAL - SHORT-RANGE TRANSPORTATION PLANNING	160	997	383	0	1540

APPENDIX II

FY 1993 UNIFIED PLANNING WORK PROGRAM

PROJECT FUNDING BY SOURCE

(\$000)

OBJECTIVE C: INTEGRATED TRANSPORTATION SYSTEM	FTA SECT. 8	FTA SECT. 9	FHWA	STATE/ LOCAL	TOTAL
3.01 GOLDEN GLADES MULTIMODAL TRANSPORTATION FACILITY STUDY			130		130
3.02 CONGESTION MITIGATION - CONTINUING DEVELOPMENT OF TMA's				212.5	212.5
3.03 CONGESTION MITIGATION - ROAD PRICING FEASIBILITY			90		90
3.04 CONGESTION MITIGATION - VEHICLE LEASING STUDY	85				85
3.05 COMPREHENSIVE BICYCLE/PEDESTRIAN PLANNING/COORDINATION			35	100	135
3.06 CENTER FOR URBAN TRANSPORTATION RESEARCH (CUTR)		830			830
3.07 IMPROVING REGIONAL TRANSPORTATION PLANNING THROUGH TDM			10		10
3.08 PEDESTRIAN CROSSOVER STUDIES			70		70
3.09 NORTHEAST DADE TRANSIT IMPROVEMENT STUDY	250				250
3.10 METROMOVER/BAYSIDE PEDESTRIAN PROMENADE					(Funds included with Project No. 3.06)
3.11 CIVIC CENTER AREA TRANSPORTATION MOBILITY PLAN					(Funds included with Project No. 3.02)
3.12 CRUISE TERMINALS AT BICENTENNIAL/FEC PARK ****			200	100	300

TOTAL - INTEGRATED TRANSPORTATION SYSTEM	335	830	535	412.5	2112.5

**** One-third Seaport Funds and Two-thirds Federal Funds (Surface Transportation, Urban Areas >= 200K).

OBJECTIVE D: TRANSPORTATION PLANNING PROCESS	FTA SECT. 8	FTA SECT. 9	FHWA	STATE/ LOCAL	TOTAL
4.01 UPWP ADMINISTRATION	35		30		65
4.02 MPO BOARD AND TECHNICAL COMMITTEE SUPPORT	36	280	36		352
4.03 UPWP DEVELOPMENT	12		13		25
4.04 CITIZEN INVOLVEMENT AND MUNICIPAL COORDINATION	25	300	30		355
4.05 TRANSPORTATION DISADVANTAGED PLANNING				107.25	107.25
4.06 AMERICANS WITH DISABILITIES ACT (ADA) COMPLEMENTARY PARATRANSIT PLAN UPDATE	40	139			179
4.07 AMERICANS WITH DISABILITIES ACT (ADA) REQUIRED INFRASTRUCTURE IMPROVEMENTS			50		50
4.08 FTA CIVIL RIGHTS REQUIREMENTS	15	10			25

APPENDIX II

FY 1993 UNIFIED PLANNING WORK PROGRAM

PROJECT FUNDING BY SOURCE

(\$000)

OBJECTIVE D: TRANSPORTATION PLANNING PROCESS (Continued)	FTA SECT. 8	FTA SECT. 9	FHWA	STATE/ LOCAL	TOTAL
4.09 LEGISLATIVE ASSESSMENT		24	10		34
4.10 MPO PROGRAM SUPPORT SERVICES	44		41		85
TOTAL - TRANSPORTATION PLANNING PROCESS	207	753	210	107.25	1277.25

PROJECT FUNDING BY SOURCE GRAND TOTAL 1993 UNIFIED PLANNING WORK PROGRAM	FTA SECT. 8	FTA SECT. 9	FHWA	STATE/ LOCAL	TOTAL
	1057.00	2620.00	1538.00	739.75	5954.75

APPENDIX III

FY 1993 UNIFIED PLANNING WORK PROGRAM

LOCAL AGENCY PARTICIPATION

(\$000)

OBJECTIVE A: LONG-RANGE TRANSPORTATION PLANNING	MPO	MDTA	DCPD	DCPW	DERM	OTHER	TOTAL
1.01 URBAN TRAVEL MODELING AND FORECASTING	145	50					195
1.01. CADD Equipment Purchase	20						20
1.02 LONG RANGE TRANSPORTATION PLAN UPDATE 2015	50					200	250
1.03 TRANSPORTATION/LAND USE COORDINATION	40	45	40	35		60	220
1.04 SOCIO-ECONOMIC DATABASE			125				125
1.05 ASSESSMENT OF RAIL RIGHTS-OF-WAY IN DADE COUNTY						215	215
TOTAL - LONGE-RANGE TRANSPORTATION PLANNING	255	95	165	35	0	475	1025

OBJECTIVE B: SHORT-RANGE TRANSPORTATION PLANNING	MPO	MDTA	DCPD	DCPW	DERM	OTHER	TOTAL
2.01 SHORT-RANGE INTERMODAL PLANNING ACTIVITIES	50	30		35			115
2.02 SHORT-RANGE TRANSIT PLANNING		110					110
2.03 HIGHWAY TRAFFIC COUNTING PROGRAM				50			50
2.04 HIGHWAY PERFORMANCE MONITORING SYSTEM						40	40
2.05 TIP PREPARATION PROCESS	28	35		15			78
2.06 AIR QUALITY CONFORMITY DETERMINATION ASSESS. AND DEVELOPMENT OF TPTION CONTROL PLAN (TCP)	70						70
2.07 INTER-MPO TECHNICAL COORDINATION FOR AIR QUALITY PLANNING	25						25
2.08 AIR QUALITY EMISSIONS INVENTORY					5		5
2.09 TRANSIT ROUTE-LEVEL MONITORING		492					492
2.10 URBAN MOBILITY PROGRAMS ANALYSIS			60				60
2.11 I-95 DISTRIBUTOR RAMPS STUDY						65	65
2.12 TRANSIT FINANCIAL CAPACITY ASSESSMENT		30					30
2.13 CONDUCT MARKET RESEARCH		200					200
2.14 TRANSP. SERVICES. PLANNING & TECHNICAL SUPPORT		200					200
TOTAL - SHORT-RANGE TRANSPORTATION PLANNING	173	1097	60	100	5	105	1540

APPENDIX III

FY 1993 UNIFIED PLANNING WORK PROGRAM

LOCAL AGENCY PARTICIPATION

(\$000)

OBJECTIVE C: INTEGRATED TRANSPORTATION SYSTEM	MPO	MDTA	DCPD	DCPW	DERM	OTHER	TOTAL
3.01 GOLDEN GLADES MULTIMODAL TPTATION FACILITY ST.	25					105	130
3.02 CONGESTION MITIGATION - CONTINUE DEVELOP. TMA's	30					182.5	212.5
3.03 CONGESTION MITIGATION - ROAD PRICING FEASIBILITY	10					80	90
3.04 CONGESTION MITIGATION - VEHICLE LEASING STUDY	10					75	85
3.05 COMPREHENSIVE BICYCLE/PEDESTRIAN PLANN./COORD.	100					35	135
3.06 CENTER FOR URBAN TRANSPORT. RESEARCH (CUTR)						830	830
3.07 IMPROVING REGIONAL TPTION PLANNING THROUGH TDM						10	10
3.08 PEDESTRIAN CROSSOVER STUDIES						70	70
3.09 NORTHEAST DADE TRANSIT IMPROVEMENT STUDY		250					250
3.10 METROMOVER/BAYSIDE PEDESTRIAN PROMENADE						****	
3.11 CIVIC CENTER AREA TRANSPORTATION MOBILITY PLAN						++++	
3.12 CRUISE TERMINAL AT BICENTENNIAL/FEC PARK						300	300
TOTAL - INTEGRATED TRANSPORTATION SYSTEM	175	250	0	0	0	1687.5	2112.5

**** Funds included with Project No. 3.06 - CUTR

++++ Funds included with Project No. 3.02 - Congestion Mitigation: Continuing Development of TMA's

OBJECTIVE D: TRANSPORTATION PLANNING PROCESS	MPO	MDTA	DCPD	DCPW	DERM	OTHER	TOTAL
4.01 UPWP ADMINISTRATION	65						65
4.02 MPO BOARD AND TECHNICAL COMMITTEE SUPPORT	72					280	352
4.03 UPWP DEVELOPMENT	25						25
4.04 CITIZEN INVOLVEMENT AND MUNICIPAL COORDINATION	55					300	355
4.05 TRANSPORTATION DISADVANTAGED PLANNING	53.63	53.63					107.25
4.06 AMERICANS WITH DISABILITIES ACT (ADA) COMPLEMENTARY PARATRANSIT PLAN UPDATE		179					179
4.07 AMERICANS WITH DISABILITIES ACT (ADA) REQUIRED INFRASTRUCTURE IMPROVEMENTS				50			50
4.08 FTA CIVIL RIGHTS REQUIREMENTS		25					25

APPENDIX III

FY 1993 UNIFIED PLANNING WORK PROGRAM

LOCAL AGENCY PARTICIPATION

(\$000)

OBJECTIVE D: TRANSPORTATION PLANNING PROCESS (Continued)	MPO	MDTA	DCPD	DCPW	DERM	OTHER	TOTAL
4.09 LEGISLATIVE ASSESSMENT	10	24					34
4.10 MPO PROGRAM SUPPORT SERVICES						85	85
SUBTOTAL - TRANSPORTATION PLANNING PROCESS	280.63	281.63	0.00	50.00	0.00	665.00	1277.25

LOCAL AGENCY PARTICIPATION GRAND TOTAL	MPO	MDTA	DCPD	DCPW	DERM	OTHER	TOTAL
1993 UNIFIED PLANNING WORK PROGRAM	883.63	1723.63	225	185	5	2932.5	5954.75

APPENDIX IV

**FY 1993 PROJECT FEDERAL FUNDING AND STATE AND LOCAL MATCHING
(\$000)**

FY 1993 UPWP	FEDERAL				STATE			LOCAL					PROJECT TOTAL
	FTA			FHWA	* STATE FUND	FTA SEC 9 MATCH	STATE TOTAL	FTA SEC 8 MATCH	FTA SEC 9 MATCH	FHWA MATCH	OTHER LOCAL MATCH	TOTAL	
	SEC 8	SEC 9	FTA TOTAL	FHWA TOTAL									
LONG-RANGE TRANSPORTATION PLANNING													
1.01 URBAN TRAVEL MODELING & FORECASTING	76.0	20.0	96.0	60.0	0.0	2.5	2.5	19.0	2.5	15.0	0.0	36.5	195.00
1.01.a CADD Equipment Purchase	0.0	0.0	0.0	16.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	4.0	20.00
1.02 LONG RANGE TRANSPORTATION PLAN UPDATE 2015 & ANNUAL UPDATE ACTIVITIES	100.0	0.0	100.0	100.0	0.0	0.0	0.0	25.0	0.0	25.0	0.0	50.0	250.00
1.03 TRANSPORTATION/LAND USE COORDINATION	72.0	12.0	84.0	92.0	0.0	1.5	1.5	18.0	1.5	23.0	0.0	42.5	220.00
1.04 SOCIO-ECONOMIC DATABASE	24.0	0.0	24.0	36.0	50.0	0.0	50.0	6.0	0.0	9.0	0.0	15.0	125.00
1.05 ASSESSMENT OF RAIL RIGHTS-OF-WAY IN DADE CO.	12.0	0.0	12.0	24.0	170.0	0.0	170.0	3.0	0.0	6.0	0.0	9.0	215.00
SUBTOTAL - LONGE-RANGE TRANSPORTATION PLANNING:	284.0	32.0	316.0	328.0	220.0	4.0	224.0	71.0	4.0	82.0	0.0	157.0	1025.0
LONG-RANGE TRANSPORTATION PLANNING													
2.01 SHORT-RANGE PLANNING ACTIVITIES	32.0	12.0	44.0	48.0	0.0	1.5	1.5	8.0	1.5	12.0	0.0	21.5	115.00
2.01 SHORT-RANGE TRANSIT PLANNING	40.0	48.0	88.0	0.0	0.0	6.0	6.0	10.0	6.0	0.0	0.0	16.0	110.00
2.03 HIGHWAY TRAFFIC COUNTING PROGRAM	0.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	10.0	50.00

* FDOT provides on an In-Kind basis an equivalent to 10% of FHWA funded activities.

APPENDIX IV

**FY 1993 PROJECT FEDERAL FUNDING AND STATE AND LOCAL MATCHING
(\$000)**

FY 1993 UPWP	FEDERAL				STATE			LOCAL					PROJECT TOTAL
	FTA			FHWA	* STATE FUND	FTA	STATE TOTAL	FTA	FTA	FHWA MATCH	OTHER	TOTAL	
	SEC 8	SEC 9	FTA TOTAL	FHWA TOTAL		SEC 9 MATCH		SEC 8 MATCH	SEC 9 MATCH		LOCAL MATCH		
LONG-RANGE TRANSPORTATION PLANNING													
2.04 HIGHWAY PERFORMANCE MONITORING	0.0	0.0	0.0	32.0	0.0	0.0	0.0	0.0	0.0	8.0	0.0	8.0	40.00
2.05 TIP PREPARATION PROCESS	8.0	20.0	28.0	34.4	0.0	2.5	2.5	2.0	2.5	8.6	0.0	13.1	78.00
2.06 AIR QUALITY CONFORMITY DETERMINATION ASSESSMENT AND DEVELOPMENT OF TCP	28.0	0.0	28.0	28.0	0.0	0.0	0.0	7.0	0.0	7.0	0.0	14.0	70.00
2.07 INTER-MPO TECHNICAL COORDINATION FOR AIR QUALITY PLANNING	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	5.0	25.00
2.08 AIR QUALITY EMISSIONS INVENTORY	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	1.0	5.00
2.09 TRANSIT ROUTE-LEVEL MONITORING	8.0	385.6	393.6	0.0	0.0	48.2	48.2	2.0	48.2	0.0	0.0	50.2	492.00
2.10 URBAN MOBILITY PROGRAMS	0.0	0.0	0.0	48.0	0.0	0.0	0.0	0.0	0.0	12.0	0.0	12.0	60.00
2.11 I-95 DISTRIBUTOR RAMPS STUDY	0.0	0.0	0.0	52.0	0.0	0.0	0.0	0.0	0.0	13.0	0.0	13.0	65.00
2.12 TRANSIT FINANCIAL CAPACITY ASSESSMENT	12.0	12.0	24.0	0.0	0.0	1.5	1.5	3.0	1.5	0.0	0.0	4.5	30.00
2.13 CONDUCT MARKET RESEARCH	0.0	160.0	160.0	0.0	0.0	20.0	20.0	0.0	20.0	0.0	0.0	20.0	200.00
2.14 TPTION SERVICES, PLANNING & TECHNICAL SUPPORT	0.0	160.0	160.0	0.0	0.0	20.0	20.0	0.0	20.0	0.0	0.0	20.0	200.00
SUBTOTAL - SHORT-RANGE TRANSPORTATION PLANNING	128.00	797.60	925.60	306.40	0.00	99.70	99.70	32.00	99.70	76.60	0.00	208.30	1540.00

* FDOT provides on an In-Kind basis an equivalent to 10% of FHWA funded activities.

APPENDIX IV

FY 1993 PROJECT FEDERAL FUNDING AND STATE AND LOCAL MATCHING
(\$000)

FY 1993 UPWP	FEDERAL				STATE			LOCAL					PROJECT TOTAL
	FTA			FHWA	* STATE FUND	FTA SEC 9 MATCH	STATE TOTAL	FTA SEC 8 MATCH	FTA SEC 9 MATCH	FHWA MATCH	OTHER LOCAL MATCH	TOTAL	
	SEC 8	SEC 9	FTA TOTAL	FHWA TOTAL									
LONG-RANGE TRANSPORTATION PLANNING													
3.01 GOLDEN GLADES MULTIMODAL TRANSPORTATION FACILITY STUDY	0.0	0.0	0.0	104.0	0.0	0.0	0.0	0.0	0.0	26.0	0.0	26.0	130.00
3.02 CONGESTION MITIGATION - A. (Energy Office Funds) CONTINUE DEVELOPMENT TMA's - B. (PTO Funds)	0.0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	12.5	12.5	62.50
	0.0	0.0	0.0	0.0	75.0	0.0	75.0	0.0	0.0	0.0	75.0	75.0	150.00
3.03 CONGESTION MITIGATION - ROAD PRICING FEASIBILITY	0.0	0.0	0.0	72.0	0.0	0.0	0.0	0.0	0.0	18.0	0.0	18.0	90.00
3.04 CONGESTION MITIGATION - VEHICLE LEASING STUDY	68.0	0.0	68.0	0.0	0.0	0.0	0.0	17.0	0.0	0.0	0.0	17.0	85.00
3.05 COMPREHENSIVE BICYCLE/PEDESTRIAN PLANNING/COORDINATION	0.0	0.0	0.0	28.0	50.0	0.0	50.0	0.0	0.0	7.0	50.0	57.0	135.00
3.06 CENTER URBAN TRANSPORTATION RESEARCH	0.0	664.0	664.0	0.0	0.0	83.0	83.0	0.0	83.0	0.0	0.0	83.0	830.00
3.07 IMPROVING REGIONAL TRANSPORTATION PLANNING THROUGH TDM	0.0	0.0	0.0	8.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	2.0	10.00
3.08 PEDESTRIAN CROSSOVER STUDIES	0.0	0.0	0.0	56.0	0.0	0.0	0.0	0.0	0.0	14.0	0.0	14.0	70.00
3.09 NE DADE TRANSIT IMPROVEMENT STUDY	250.0	0.0	250.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	250.00
3.10 METROMOVER/BAYSIDE PEDESTRIAN PROMENADE													
3.11 CIVIC CENTER AREA TRANSPORTATION MOBILITY PLAN													
3.12 CRUISE TERMINALS AT BICENTENNIAL/FEC PARK ***	0.0	0.0	0.0	200.0	0.00	0.0	0.00	0.0	0.0	0.0	100.0	100.0	300.00
				+++									
SUBTOTAL - INTEGRATED TRANSPORTATION SYSTEM	318.0	664.0	982.0	468.0	175.0	83.0	258.0	17.0	83.0	67.0	237.5	404.5	2112.5

* FDOT provides on an In-Kind basis an equivalent to 10% of FHWA funded activities.

+++ One-third Seaport Funds and Two-thirds Federal Funds (Surface Transportation, Urban Areas >= 200K)

APPENDIX IV

**FY 1993 PROJECT FEDERAL FUNDING AND STATE AND LOCAL MATCHING
(\$000)**

FY 1993 UPWP	FEDERAL				STATE			LOCAL					PROJECT TOTAL
	FTA		FTA TOTAL	FHWA TOTAL	* STATE FUND	FTA SEC 9 MATCH	STATE TOTAL	FTA SEC 8 MATCH	FTA SEC 9 MATCH	FHWA MATCH	OTHER LOCAL MATCH	TOTAL	
	SEC 8	SEC 9											
LONG-RANGE TRANSPORTATION PLANNING													
4.01 UPWP ADMINISTRATION	28.0	0.0	28.0	24.0	0.0	0.0	0.0	7.0	0.0	6.0	0.0	13.0	65.00
4.02 MPO BOARD & TECHNICAL COMMITTEE SUPPORT	28.8	224.0	252.8	28.8	0.0	28.0	28.0	7.2	28.0	7.2	0.0	42.4	352.00
4.03 UPWP DEVELOPMENT	9.6	0.0	9.6	10.4	0.0	0.0	0.0	2.4	0.0	2.6	0.0	5.0	25.00
4.04 CITIZEN INVOLVEMENT & MUNICIPAL COORDINATION	20.0	240.0	260.0	24.0	0.0	30.0	30.0	5.0	30.0	6.0	0.0	41.0	355.00
4.05 TRANSPORTATION DISADVANTAGED PLANNING	0.0	0.0	0.0	0.0	107.25	0.0	107.25	0.0	0.0	0.0	0.0	0.0	107.25
4.06 ADA COMPLEMENTARY PARATRANSIT PLAN UPDATE	32.0	125.1	157.1	0.0	0.0	6.95	6.95	8.0	6.95	0.0	0.0	15.0	179.00
4.07 ADA ACT AND REQUIRED INFRASTRUCTURE IMPROVEMENTS	0.0	0.0	0.0	40.0	0.0	0.0	0.00	0.0	0.0	10.0	0.0	10.0	50.00
4.08 FTA CIVIL RIGHTS REQUIREMENTS	12.0	8.0	20.0	0.0	0.0	1.0	1.00	3.0	1.0	0.0	0.0	4.0	25.00
4.09 LEGISLATIVE ASSESSMENT	0.0	19.2	19.2	8.0	0.0	2.4	2.40	0.0	2.4	2.0	0.0	4.4	34.00
4.10 MPO PROGRAM SUPPORT SVCES	35.2	0.0	35.2	32.8	0.0	0.0	0.00	8.8	0.0	8.2	0.0	17.0	85.00
SUBTOTAL - TRANSPORTATION PLANNING PROCESS	165.60	616.30	781.90	168.00	107.25	68.35	175.60	41.40	68.35	42.00	0.00	151.75	1277.25

* FDOT provides on an In-Kind basis an equivalent to 10% of FHWA funded activities.

APPENDIX IV

**FY 1993 PROJECT FEDERAL FUNDING AND STATE AND LOCAL MATCHING
(\$000)**

<u>FY 1993</u> <u>UPWP</u>	<u>FEDERAL</u>		<u>STATE</u>	<u>LOCAL</u>									
	FTA	FHWA											
PROJECT FUNDING BY AGENCY ALLOCATION	SEC 8	SEC 9	FTA TOTAL	PL TOTAL	* STATE FUND	FTA SEC 9 MATCH	STATE TOTAL	FTA * SEC 8 MATCH	FTA * SEC 9 MATCH	FHWA MATCH	OTHER LOCAL MATCH	TOTAL	PROJECT TOTAL
GRAND TOTAL (000's)													
1993 UNIFIED PLANNING WORK PROGRAM	895.60	2109.90	3005.50	1270.40	502.25	255.05	757.30	161.40	255.05	267.60	237.50	921.55	6,954.75

* FDOT provides on an In-Kind basis an equivalent to 10% of FHWA funded activities.