

1994

UNIFIED PLANNING WORK PROGRAM FOR TRANSPORTATION



Metropolitan Planning Organization

FY 1994

UNIFIED
PLANNING
WORK
PROGRAM
FOR
TRANSPORTATION

DRAFT
SUBMITTALS

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EXECUTIVE SUMMARY

The 1994 Unified Planning Work Program (UPWP) describes transportation planning activities for the Miami Urbanized Area to be completed during the fiscal period beginning July, 1993. 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 1994 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 1994 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 established local objectives to the planning program, several new projects have been included in the 1994 UPWP which respond to new transportation planning requirements and priorities. Among these are the following:

- # 2.16 Short Range Transportation Plan for South Dade
- #3.08 Transportation System Emergency Preparedness Plan
- # 3.10 Biscayne Boulevard/ U.S. 1 Transportation Enhancements
- # 3.11 Freight Movement Study for Dade County
- # 3.12 Rails-To-Trails Project: CSXT Rights-of-Way from Tropical Park to Florida City

In addition, increased funding for FY 1994 has been assigned to projects that either have proven underfunded during previous years or need special efforts during the upcoming year. These are:

- # 1.02 "Long Range Transportation Plan 2015 Update"
- # 3.03 "Transportation Management Associations: Coordination and Support
- # 4.07 "Americans with Disabilities Act: Planning for Compliance"
- # 4.08 "Americans with Disabilities Act: "Required Infrastructure Improvements"

It is also important to note that with the inclusion of substantial Federal Transit Administration (FTA) Section 9 funds for a variety of transit planning activities by both the Metro Dade Transit Agency and the Tri County Commuter Rail Authority, the scope and magnitude of the FY 1994 program has been significantly enhanced.

The Transportation Planning Council recommends the program as presented in the belief 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 corridors makes the defined planning efforts critical priorities for 1994.

METROPOLITAN PLANNING ORGANIZATION FOR THE MIAMI URBANIZED AREA
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OBJECTIVE A: LONG-RANGE TRANSPORTATION PLANNING

1.01	Urban Travel Modeling and Forecasting	\$145,000	1-1
1.02	Long Range Transp. Plan 2015 & Annual Update Activities AT	\$485,000	1-5 ✓
1.03	Transportation/Land Use Coordination	\$150,000	1-9
1.04	Socio-Economic Data Base <i>7 125,000 PLSA #</i>	\$100,000	1-11
1.05	FSUTMS Output Conversion Program	\$ 45,000	1-13
1.06	Rail Rights-of-way in Dade County <i>INCREASED (funds)</i> (FY 93 Carry Over)	<u>\$120,000</u>	1-15 ✓
		\$1,045,000	

OBJECTIVE B: SHORT-RANGE TRANSPORTATION PLANNING

2.01	Short-Range Intermodal Planning Activities	\$110,000	2-1
2.02	Short-Range Transit Planning	\$100,000	2-3

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OBJECTIVE B: SHORT-RANGE TRANSPORTATION PLANNING (Continued)

2.03	Highway Traffic Counting Program	\$ 45,000	2-5
2.04	Highway Performance Monitoring System	\$ 20,000	2-7
5.9 2.05	Transportation Improvement Program Process	\$100,000	2-11
5.9 2.06	Air Quality Conformity Determination Assessment	\$ 60,000	2-13
2.07	Inter-MPO Technical Coordination for Air Quality Planning	\$ 20,000	2-15
2.08	Air Quality Maintenance Plan Activities	\$ 5,000	2-17
5.9 2.09	Transit Route-Level Monitoring	\$200,000	2-19
2.10	Urban Mobility Programs Analysis	\$ 55,000	2-21
2.11	Transit Reporting	\$ 45,000	2-23
5.9 2.12	Transit Financial Capacity Assessment	\$ 15,000	2-25
2.13	Transit Ridership Forecasting	\$ 10,000	2-27
5.9 2.15	Tri-Rail Coordination	\$675,000	2-29
2.16	Short-Range Transportation Plan for South Dade (FY 93 Carry Over)	\$ 350,000	2-33
		\$1,810,000	

OBJECTIVE C: INTEGRATED TRANSPORTATION SYSTEM

3.01	Golden Glades Multimodal Transportation Facility Study..(FY 93 Carry Over) <i>Put in this amount</i> ++ \$ 36,000	3-1
3.02	Congestion Mitigation: Continuing Development of TMA's	\$ 38,000 3-5

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<u>OBJECTIVE C: INTEGRATED TRANSPORTATION SYSTEM (Continued)</u>			
3.03	Transportation Management Associations (TMA's): Coordination and Support	\$ 150,000	3-7
3.04	Congestion Mitigation: Road Pricing Feasibility.. (FY 93 Carry Over) <i>Put on trail</i>	\$ 25,500 <i>4 new</i>	3-9
3.05	Congestion Mitigation: Vehicle Leasing Study...(FY 93 Carry Over)	\$ 24,000	3-11
3.06	Comprehensive Bicycle/Pedestrian Planning and Programs	\$ 100,000	3-15
3.07	Center for Urban Transportation Studies (FY 93 Carry Over)	\$ 500,000	3-19
3.08	Improving Regional Transportation Planning	\$ 10,000	3-21
3.09	Transportation System Emergency Preparedness Plan ..(FY-93 Carry Over) ✗	\$ 950,000	3-23
3.10	Development of Congestion Management System	\$ 100,000	3-31
3.11	Biscayne Boulevard/US-1 Transportation Enhancements	\$ 50,000	3-35
3.12	Freight Movement Study for Dade County *****	\$ 100,000	3-39
3.13	CSXT Rights-of-Way: Rails-to-Trails Study *****	<u>\$ 100,000</u>	3-43
		\$2,183,500	

***** Funds to be available by the third quarter of the 1994 Fiscal Year (January 1994) upon approval of FDOT District VI budget amendments.

OBJECTIVE D: TRANSPORTATION PLANNING PROCESS AND FUNDING

4.01	UPWP Administration	\$ 75,000	4-1
4.02	MPO Board and Municipal Coordination	\$ 75,000	4-5

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OBJECTIVE D: TRANSPORTATION PLANNING PROCESS AND FUNDING (Continued)

4.03	UFWP Development	\$ 35,000	4-9
4.04	Citizen Involvement and Community Awareness	\$ 65,000	4-11
4.05	Technical Committees Support	\$ 55,000	4-13
4.06	Transportation Disadvantaged (TD) Planning	\$107,250	4-15
4.07	American with Disabilities Act (ADA) Planning for Compliance	\$199,000	4-19
4.08	American with Disabilities Act (ADA) Required Infrastructure Improvements	\$ 50,000	4-21
4.09	FTA Civil Rights Requirements	\$ 40,000	4-23
4.10	Legislative Assessments	\$ 35,000	4-25
4.11	MPO Program Support Services	\$ 95,000	4-27
		\$831,250	

TOTAL PROGRAM FUNDING (ESTIMATED) \$5,869,750

ORGANIZATION AND MANAGEMENT OF DADE COUNTY'S TRANSPORTATION PLANNING PROCESS

1.0 INTRODUCTION

In Metropolitan Dade County, the transportation planning process is guided by the Metropolitan Planning Organization (MPO) for the Miami Urbanized Area. The MPO was 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 by two additional members. And, in the 1993 Legislative Session, Senate Bill 1328 was passed adding yet another member to the Metro-Dade MPO. Voting Members are designated by the State Governor and include the following: all thirteen Dade County Commissioners, an elected municipal official, a representative from the citizenry of the unincorporated portion of Dade County and a member of the School Board. The Florida Department of Transportation (FDOT) has two non-voting representatives on the MPO Board. Membership of the Dade County MPO is constituted under the Chartered County option allowed by the State Statutes.

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 require 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 Commuter Rail Authority, and the Broward and Palm Beach Counties MPO's, work closely with the Dade County MPO to achieve coordination in regional transportation planning.

2.0 LEGAL BASIS AND STRUCTURE OF THE METROPOLITAN PLANNING ORGANIZATION

2.1 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 promote the development of transportation systems embracing various modes of transportation in a 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 facilities. The process is to consider all modes of transportation and needs to be continuing, cooperative, and comprehensive, to the degree appropriate and based on the complexity of the transportation problems being assessed.

The Intermodal Surface Transportation Efficiency Act (ISTEA) amended title 23 U.S.C., and the Federal Transit Act (FTA) by revising sections 134 of title 23 and 8 of the FTA. The new legislation recognized that the nation's transportation systems are intricately tied to our economy, public health and quality of life. ISTEA dictates intermodal and multimodal approaches to transportation planning to meet mobility needs. This approach includes a significantly enhanced role for the MPO, as the urban area forum for establishing transportation policy and for implementing this policy through the metropolitan Transportation Improvement Program (TIP) and the project selection process. ISTEA calls for the TIP to present a priority list of projects to be carried out and to include a project only if full funding can be available within the time period contemplated for completion of the project.

ISTEA consist of three major provisions: 1) the ability to transfer funds between categorical funding programs depending on the best strategy, 2) implementation of the Clean Air Act Amendment of 1990 (CAAA), to attain national ambient air quality standards, and 3) the development of the TIP with public participation from interested individuals and groups.

Federal 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 is not necessarily limited to, population, status of planning, and metropolitan area transportation needs. In addition to the guidelines for the distribution of transportation planning funds contained in U.S.C. Title 23, Title 49 of the Code of Federal Regulations details the nature and distribution formulas for transit planning funds as authorized by the Urban Mass Transportation Act of 1964 and the more recent ISTEA.

2.2 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 in common or that each might exercise separately.

The Board of County Commissioners of Metro-Dade County and the Florida Department of Transportation, using such an Interlocal Agreement, gave the MPO the authority to organize itself to conduct a "continuing, cooperative and comprehensive transportation planning and programming process". The Agreement was designed to make the MPO an effective instrument for developing plans and programs that would thereafter be implemented.

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 responsible primarily to the electorate of Metropolitan Dade County, the MPO Board 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.

2.3 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, assignment, 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.
- A Secretariat Staff Office is to be designated by the County Manager and serve at his pleasure.
- 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.

2.4 Organization 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. The work of the organization is carried out within the structure and process shown in Figure I. Following is a brief description of major MPO structural elements:

2.4.1 The MPO Governing Board

The MPO Governing Board is composed of sixteen members, all 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 Chairperson of the Metro Dade Board of County Commissioners (BCC). A Vice Chairperson must also be selected by the Governing Board. Normally the Vice-Chair of the BCC 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.

2.4.2 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.

2.4.3 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.

2.4.4 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 component 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.

2.4.5 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 County 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 Departments of Transportation, and the State Department of Environmental Regulation, the Tri County Commuter Rail Authority, the Dade County School Board, the Dade County League of Cities and their respective alternates. Non-voting members include technical staff of 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 proceedings, 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
Director and Designee - Tri-County Commuter Rail Authority
Representatives (2) - Florida Department of Transportation District VI
Representative - Florida Department of Environmental Regulation
Representative - Dade County League of Cities
Representative - Dade County School Board

Non-Voting Membership:

Representative - South Florida Regional Planning Council
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 agencies 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) Development 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 on 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 begun.
- 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.

2.4.6 Citizens' Transportation Advisory Committee

The Citizens' Transportation Advisory Committee (CTAC) consists of MPO-Board appointed members serving one or two year terms. The MPO Board appoints CTAC members at the Board's discretion or based on recommendations of the County Manager. The members are appointed from both the general public and from civic organizations, to provide citizens with the opportunity to become involved in the transportation planning process either by geographic area or because of a 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.

2.4.7 Review by Dade County Municipalities

The Miami Urbanized Area has twenty-six corporate municipalities. The transportation planning and programming process directly impacts the interests and activities of these entities. 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 in draft form to municipal authorities.

2.4.8 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. Metro-Dade Environmental Resources Management Department
9. Tri-County Commuter Rail Authority
10. Florida Department of Transportation
11. South Florida Regional Planning Council

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

2.5 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.

2.5.1 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 Governing Board
- Provides overall direction of the County transportation planning process
- Provides overall supervision of the County technical staff.

2.5.2 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.

2.5.3 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 and in the preparation of the TIP.
- Perform highway surveillance studies and furnish traffic data as necessary,
- 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.

2.5.4 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.

2.5.5 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.

2.5.6 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.

2.5.7 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.

2.5.8 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:

- Evaluate highway and transit plans with respect to air quality and other environmentally-related areas; and,
- Conduct surveillance activity relating to vehicular air quality.

2.5.9 Tri-County Commuter Rail Authority

It is the responsibility of this agency is to participate in all pertinent MPO planning activities, and to ensure effective coordination between the MPO and the Tri-County Commuter Rail Authority in the operation of surface transit and passenger rail services.

2.5.10 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 highway planning funds and FTA Section 8 transit 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 primary road construction and improvements in the urban area; and
- Provides traffic data for projects in the MPO jurisdiction.

2.5.11 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.

UNIFIED PLANNING WORK PROGRAM

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

LONGE-RANGE TRANSPORTATION PLANNING

FY 1994 Unified Planning Work Program

Objective A: Long-Range Transportation Planning

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 and to provide a basis for evaluating proposed service and proposed capital improvements. To increase database commonality and compatibility between agencies.
2. Hardware and Software Environment: To maintain, for the MPO Secretariat, the IBM RS6000 Version, and, for the Transit Agency, the DEC/VAX version of Florida's Standard Urban Transportation Model Structure (FSUTMS), including the Southeast Regional Planning Model (SERPM), 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. Special Projects Model Support: To provide model support for planning projects conducted by other agencies.
5. 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 networks, as necessary, to reflect changes in existing conditions.
- c. update transit networks, as necessary, to reflect changes in Dade County's Transportation Improvement Program (TIP), Short Range Transit Plans (i.e., TDP), Long Range Plans and existing conditions.
- d. perform transit validation efforts upon baseline 1990 network and socio-economic data.
- e. implement an MDTA-MPO connection into a single user file database within the MPO's RS6000 computer platform. This will require the acquisition of appropriate hardware components to enable communication from outside terminals.
- f. incorporate new mode choice model within the DEC/VAX FSUTMS framework.
- g. hold network workshops and meetings, as needed, to solicit input from applicable departments.
- h. provide model support to other Dade County departments requiring travel demand forecasts or related assistance.

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; in particular, acquire the necessary hardware to run the SERPM.

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. continue to evaluate hardware and software for the continued production of maps and graphics for documentation and presentation purposes.

4. Developmental.

- a. 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 communication.
- b. consider and evaluate other related planning and modeling applications and assess respective utility of same.
- c. 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 and post-hurricane 1993 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. A terminal, or set of terminals, able to access and operate travel demand model functions within the MPO's RS6000 computer platform from outside locations.
- c. Other software and hardware updates and accessories as necessary.
2. d. Hardware components to run the SERPM and any needed air quality conformity-related programs, in addition to Windows-compatibility software to facilitate work effort documentation.

3. Analytical Support and Presentation. An assemblage of texts, software, files, maps and presentation materials for documentation and publication.

4. Developmental. Evaluations and possible implementation of planning related applications and interfacing capability with the County's GIS System, in addition to pertinent transportation planning offices.

PROJECT MANAGER(S):

Michael Moore
Mario G. Garcia

REQUIRED FUNDING:

\$ 145,000

PARTICIPATING AGENCIES:

Metropolitan Planning Organization
Metro-Dade Transit Agency

FY 1994 Unified Planning Work Program

Objective A: Long-Range Transportation Planning

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 and November of 1992.

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. Items 2 through 9 are anticipated to be addressed in this cycle. As significant work is being done with the socio-economic data (post-hurricane) by the Planning Department, some tasks may be delayed or shifted as needed.

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, the Florida Transportation plan (FTP) 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 (including non-highway) 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.
(Qualitative update of the Long Range Plan by October 1, 1993, per ISTEA)
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 modal combinations for detailed study.
9. Revised Long Range Transportation Plan document.
(Amended Long Range 2010 Plan will have been adopted in November, 1993)

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:

\$ 485,000 (\$200,000 FY 93 Carry over)

FY 1994 Unified Planning Work Program

Objective A: Long-Range Transportation Planning

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. Maintain 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 transit as well as 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.

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. Proposals for long range plan refinement.
7. Identify traffic and LOS deficiencies and identify potential solutions and priorities for the annual update of the LRTP and TIP.

PROJECT MANAGER:

Jose-Luis Mesa

PARTICIPATING AGENCIES:

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

REQUIRED FUNDING:

\$ 150,000

FY 1994 Unified Planning Work Program

Objective A: Long-Range Transportation Planning

TASK NUMBER AND TITLE:

1.04 SOCIO-ECONOMIC DATA BASE

OBJECTIVE(S):

Complete the revision of the FSUTMS socio-economic dataset for the long range plan years 2005 and 2015 (as necessary). Provide a set of data and graphic products to be used for various analytical and informational purposes. Assist consultants, FDOT and County technical staff and others in the development of the new long range transportation plan.

PREVIOUS WORK:

Revision of the dataset commenced in FY 1993 with new base year (1993) and short range planning horizon being completed. Likewise, the new set of 1990 TAZs was prepared in 1992 and a GIS layer created. Experience with the GIS has been gained and capability with various mapping application has been acquired.

METHODOLOGY:

1. Analyze CTPP Journey-To-Work data, quality check the file, develop place of residence to place of work trip tables and assist MPO staff in validating the model's simulation of productions and attractions by the new 1990 traffic analysis zones. Additionally, provide zone to zone data for MPO and FDOT consultants as required. Because U.S. Census bureau staff now anticipate considerable delay in releasing the CTPP data, local analysis, originally scheduled for FY 1993, must be postponed until FY 1994.
2. Revise FSUTMS socio-economic dataset for the long range plan years 2005 and 2015.
3. Continued maintenance of the current 1990 TAZ layer in the County's GIS, and provision of TAZ base maps at a variety of scales for MPO, FDOT, and other agencies required. Additionally, produce a packet of thematic maps (urban atlas) using TAZ layer as a base, with several cross-classification variables categorized and mapped as well as the creation of several analytic maps displaying such information as zones of productions and attractions, storm-induced changes in population and housing, damage assessment, current and pre-storm population density, density of residential autos, average persons per unit as well as requests for additional thematic maps from the MPO on ad hoc basis.

4. Initiate work on integrating TAZ structure into level II of the County's GIS. When fully developed, the Planning Department's very detailed land-use layer will be on of several data sources accessible by TAZ geography as well as Real Property and Building & Zoning geographic data.
5. Support development of the long-range transportation plan by responding to specific data requests from MPO. Experience with previous plan updated indicates that considerable staff time and resources will be devoted to this project. These activities include producing data products tailored to specific geographic areas, participating in meetings with consultants, reviewing technical products, and serving on ad hoc committees.

END PRODUCTS:

1. Revised FSUTMS data-set for 2005 and 2015, (first quarter)
2. Urban atlas and thematic maps, (as produced)
3. Land use and other GIS databases at TAZ level (ongoing)
4. Journey-to-work trip tables.

PROJECT MANAGER:

C.W. Blowers

PARTICIPATING AGENCIES:

REQUIRED FUNDING: \$100,000 (plus \$25,000 anticipated carryover from amended 1.04 element FY 93)

FY 1994 Unified Planning Work Program

Objective A: Long-Range Transportation Planning

TASK NUMBER AND TITLE:

1.05 **FSUTMS OUTPUT CONVERSION PROGRAM**

OBJECTIVE(S):

To convert Dade county's FSUTMS Year 2000 highway network assignment outputs to terms comparable to concurrency level-of-service (LOS) outputs.

PREVIOUS WORK:

The evaluation of land use impacts on the Year 2000 highway network is a continuing activity and a cooperative effort between the MPO staff and Planning staff. Over the last four years, minor adjustments and refinements have been made to the basic methodology used to evaluate proposals to amend the Land Use element of Dade County's Comprehensive Development Master Plan (CDMP). However, fundamental problems with the overall approach and methodology still exist, namely: 1) FSUTMS network output data received from the MPO still needs extensive manual, time consuming work by Planning to convert ADT link volumes and daily capacities to peak, link by link, for every study area; and 2) FSUTMS LOS output results are based on 1965 Highway Capacity Manual (HCM) methods, while state mandates for short range planning, transportation plans for comprehensive planning and concurrency management requires methods based on the 1985 HCM. For example, requirements for the new Transportation Mobility Elements include analyses and projections of peak hour LOS throughout the roadway network. Analysis of existing LOS conditions within Study Areas are already based on 1985 Highway Capacity Manual methods consistent with Dade County's roadway concurrency management procedures using the LOS or ART-TAB computer models. Simply put FSUTMS does not measure LOS the same way. In order to bring more consistency and validity to the land use planning and evaluation processes we propose to use FSUTMS projected link ADT volumes to compute projected LOS by using LOS or ART-TAB service volumes generated by those models. Consideration will be given to Transportation Research Board (TRB) Circular 255 in adjustment of FSUTMS link volumes prior to their use with the LOS or ART-TAB computer models. The proposed product would be applicable to any updated version of FSUTMS and for any revised forecast years resulting from the update of the Long Range Transportation Plan.

METHODOLOGY:

1. Obtain most recent input databases for Year 2000 highway network.
2. Obtain most recent version of LOS computer models (e.g. ART-TAB, FREE-TAB, etc.)

3. Acquire programming services (including necessary data input) and software necessary to merge FSUTMS outputs with LOS computer models to calculate projected LOS for Dade County highway network.
4. Acquire necessary computer hardware accessories to process, print and plot data.
5. Test new program and evaluate results.

END PRODUCTS:

1. Merged FSUTMS and LOS computer models with Year 2000 highway network LOS output expressed in terms compatible with concurrency LOS methods.
2. Computer software and hardware accessories as necessary.

PROJECT MANAGER:

Robert Usherson

PARTICIPATING AGENCIES:

Planning Department
Metropolitan Planning Organization

REQUIRED FUNDING:

\$ 45,000 --

FY 1994 Unified Planning Work Program

Objective A: Long-Range Transportation Planning

TASK NUMBER AND TITLE:

1.06 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:

This project is continuing from FY 93 and is funded with FY 93 Carry-over funds.

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: ^{Task A - B to be} completed by June 30, 1993.

Rene Rodriguez

PARTICIPATING AGENCIES:

Metropolitan Planning Organization
Florida Department of Transportation

REQUIRED FUNDING:

\$120,000

OBJECTIVE B

SHORT-RANGE TRANSPORTATION PLANNING

FY 1994 Unified Planning Work Program

Objective B: Short-Range Transportation Planning

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 multi-modal transportation improvements and intermodal connectivity enhancements on congested areas.

PREVIOUS WORK:

1. This is a continuing activity within Dade County's transportation planning activities.
2. Dade County Congestion Management Plan, Barton-Aschmann Associates, 1992

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 multi-modal 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 1993/94, 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. This work element will also consider the impacts of Hurricane Andrew, and the traffic congestion as a result of the rebuilding efforts. Exploration of auto-alternative transportation system (including TSM) 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. 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.

4. Unanticipated projects originating from other agencies or other County departments, may require planning support from the MPO Secretariat. An example of this from the recent past is the Urban CO₂ Reduction Project Steering Committee activities. The Short Range International Planning Committee may be called upon to assist in these type activities on an ad hoc basis under this Work Element.

END PRODUCTS:

Reports containing evaluations and congestion management recommendations 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:

\$ 110,000

FY 1994 Unified Planning Work Program

Objective B: Short-Range Transportation Planning

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:

1. This is a continuing activity within Dade County's transportation planning activities.
2. A major update effort for the Transit Development Program (TDP) was undertaken and completed in Fiscal Year 1989-90; with annual update in FY92 and FY93. 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 documents are also updated as required for consistency, e.g., the Park-Ride Plan for MDTA. Due to Hurricane Andrew, a major update is anticipated for FY94.

METHODOLOGY:

1. Prepare annual update of the Transit 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 (TIP), short range transit plans and existing conditions.
3. Preparation and/or review of proposed transit service plans, i.e., TDP consistency as well as other plans and goals.

END PRODUCTS:

1. Updated 5-Year TDP.
2. Short and Long Range baseline travel demand transit networks.
3. Series of memos documenting proposed changes.

PROJECT MANAGER:

Mario G. Garcia

PARTICIPATING AGENCIES:

Metro-Dade Transit Agency

REQUIRED FUNDING:

\$100,000

FY 1994 Unified Planning Work Program

Objective B: Short-Range Transportation Planning

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:

\$45,000

FY 1994 Unified Planning Work Program

Objective B: Short-Range Transportation Planning

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 1991. The 1992 data was supplied recently, in December 1992. 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:

\$20,000

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)

Data 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 IS]
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]
Item 79	*	Speed Monitoring Surveys.

FY 1994 Unified Planning Work Program

Objective B: Short-Range Transportation Planning

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. Maintain the permanent Standing Committee for TIP Development and Review as a vehicle to facilitate a continuous and accurate evolvement 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. Consider the requirements and results of the ISTEA-mandated management systems.
- 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
Florida Department of Transportation - District VI

REQUIRED FUNDING:

\$ 100,000

FY 1994 Unified Planning Work Program

Objective B: Short-Range Transportation Planning

TASK NUMBER AND TITLE:

2.06 AIR QUALITY CONFORMITY DETERMINATION ASSESSMENT

OBJECTIVE(S):

Meet Federal requirements of the 1990 Clean Air Act Amendment (CAAA). Ensure that the Long Range Transportation Plan and FY 1994 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 1993 following the Florida Department of Transportation Directive of August 20, 1992 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 conformity determination process completed in December 1992 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 it needs to comply with National Ambient Air Quality Standards (NAAQS) by 1996.
4. Establish Highway Network Scenarios: Inventory of facilities and calculation of emissions would be performed for a 1990 Base Year and for the years 1996 and 1997.
5. Define Alternatives. Using FSUTMS and Mobile 5.0, a no-build alternative to be called "Baseline" and a build alternative to be called "New TIP" are to be defined for carrying out an emissions impact analysis. The build alternative or "New TIP" would be representative of the network with all approved TIP projects in place. The non-build

scenarios are to be run and compared to the 1990 Base Year and they are: a 1996 Baseline, a 1996 New TIP, a 1997 Baseline and a 1997 New TIP.

6 Perform model simulations and a mobile source emissions output analysis for each alternative. Emissions should be established in tons per day and should include Volatile Organic Compounds (VOCs), Carbon Monoxides (COs), and Oxides of Nitrogen (NOXs)

7 Assess emission results and compare them percentage-wise with existing emission records from the 1990 Base Year .

8. Prepare a qualitative air quality assessment on the most recently adopted or amended Long Range Plan, per ISTEA requirements.

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 1994 TIP with the amendments of the 1990 Clean Air Act.
- 4 Air Quality Qualitative Assessment on the Year 2010 Long Range Plan.

PROJECT MANAGER:

Carlos Roa

PARTICIPATING AGENCIES:

Metropolitan Planning Organization
Florida Department of Transportation - District Six
Dade County Department of Environmental Resources Management

REQUIRED FUNDING:

\$\$ 60,000

FY 1994 Unified Planning Work Program

Objective B: Short-Range Transportation Planning

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 Transportation Control Measures (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:

This is a continuing activity which was started in the previous cycle to coordinate air quality planning in the tri-county airshed.

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:

\$ 20,000

FY 1994 Unified Planning Work Program

Objective B: Short-Range Transportation Planning

TASK NUMBER AND TITLE:

2.08 **AIR QUALITY MAINTENANCE PLAN ACTIVITIES**

OBJECTIVE(S):

To participate in federal, state, and local activities aimed at producing a maintenance plan to ensure compliance with the requirements of the 1990 Amendments to Clean Air Act.

PREVIOUS WORK:

Prepared an emissions inventory for Dade County and submitted the results to the Florida Department of Environmental Engineering.

METHODOLOGY:

The methodology shall conform with the U.S. Environmental Protection Agency's established guidelines.

END PRODUCT:

A maintenance plan showing what programs Dade County will implement and enforce, in order to meet the Clean Air Act requirements and ensure continued compliance with the National Ambient Air Quality Standards.

PROJECT MANAGER:

H. Patrick Wong

PARTICIPATING AGENCIES:

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

REQUIRED FUNDING:

\$5,000

FY 1994 Unified Planning Work Program

Objective B: Short-Range Transportation Planning

TASK NUMBER AND TITLE:

2.09 TRANSIT ROUTE -LEVEL MONITORING

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.

PREVIOUS WORK:

This is a continuing activity.

METHODOLOGY:

Collect information, using new handheld data services 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 and overloaded routes.

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.

PROJECT MANAGER:(S).

Mario G. Garcia/David R. Fialkoff

PARTICIPATING AGENCIES:

Metro-Dade Transit Agency

REQUIRED FUNDING:

\$200,000 (FTA - Section 9)

FY 1994 Unified Planning Work Program

Objective B: Short-Range Transportation Planning

TASK NUMBER AND TITLE:

2.10 URBAN MOBILITY PROGRAM

OBJECTIVE(S):

To continue research on the relationships between travel characteristics and land use patterns and to continue to develop the background data and analyses required for the preparation of a Transportation Mobility Element for the Metro-Dade Comprehensive Development Master Plan (CDMP) which will meet the requirements of Chapters 9J-5.0057 and 14-94, Florida Administrative Code.

PREVIOUS WORK:

During FY 1993, initial work on this element commenced, focusing on the evaluation of relationships between land use patterns and urban form and travel patterns, as based on experience of other urbanized areas. Relationships between urban form and feasible transportation alternatives, and successfulness of various trip reduction strategies will have been identified. Other related work includes the congestion Mitigation activities directed by the MPO, and the analyses to be conducted in association with the update of the Long Range Transportation Plan to be initiated in FY '93 and continuing through FY '94.

METHODOLOGY:

Requirements for content of a Transportation Mobility Element, as enumerated in the Florida Administrative Code, cover the following general areas: land use patterns, roadways, public mass transit, bicycle and pedestrian facilities, transportation system management, transportation demand management, air quality and energy conservation, all of which must be demonstrably harmonized, be economically feasible, and pursue and adequate level of transportation mobility compatible with FDOT level of service standards. Work tasks undertaken during FY '94 will seek to develop data and analysis required by CH 9J-5.0057(2)(3) and (4), F.A.C., synthesizing information derived from the referenced congestion mitigation studies, year-1 urban mobility program analysis, and analyses to be conducted for the update of the Long-Range transportation Plan. The following steps shall be undertaken:

1. Using Ch. 9J-5.0057(1) through (6), FAC, as a checklist, identify all requirements and variables for which required data, analysis, or policy or capital proposals will be generated by other ongoing activities by end of FY '94. Staff will chart a schedule for production of all necessary information, and will schedule work on all information and variables not currently programmed. It is anticipated that the most information

gaps will be found in the areas of land use, urban design, TSM, TDM, energy conservation, and the required numerical indicators for monitoring progress toward implementing element provisions.

2. As identified and prioritized in step 1, develop missing information.

END PRODUCTS:

1. Schedule for production of all requirements of Chapter 9J-5.0057(1) through (6), F.A.C., identifying which requirements will be substantially addressed by other ongoing work elements;
2. Plans of study to address all remaining information needs including information implementation policies and strategies;
3. Information products, data and analyses resulting from required tasks outlines in product 2.

PROJECT MANAGER:

Robert Usherson

PARTICIPATING AGENCIES:

Metro-Dade Planning Department
Metropolitan Planning Organization
Florida Department of Transportation District Six

REQUIRED FUNDING:

\$55,000

FY 1994 Unified Planning Work Program

Objective B: Short-Range Transportation Planning

TASK NUMBER AND TITLE:

2.11 TRANSIT REPORTING

OBJECTIVE(S):

Provide transit-related information for supporting overall transportation planning.

PREVIOUS WORK:

This is a continuing activity.

Transit Ridership and Technical Reports are produced on a monthly basis. MDTA performance reports are produced quarterly.

METHODOLOGY:

1. Collect weekday, Saturday and Sunday ridership data for Metrobus, Metrorail, and Metromover.
2. Tabulate daily Metrorail/Metromover and weekly Metrobus ridership, and summarize by key rameters to develop monthly reports -- including the Bus Route Productivity Report.
3. Receive, consolidate, graph, analyze and report the data on the most important performance measures in the transit agency.

END PRODUCTS:

1. Monthly ridership Reports.
2. Monthly Technical Reports
3. Four MDTA quarterly performance reports.

PROJECT MANAGER(S):

Mario G. Garcia/Alex Rey-Panama

PARTICIPATING AGENCIES:

Metro-Dade Transit Agency

REQUIRED FUNDING:

\$ 45,000 (FTA Sect. 8)

FY 1994 Unified Planning Work Program

Objective B: Short-Range Transportation Planning

TASK NUMBER AND TITLE:

2.12 **TRANSIT FINANCIAL CAPACITY ASSESSMENT**

OBJECTIVE(S):

Maintain the Transit Financial Capacity models including updating the models to reflect the TIP, as required by UMTA and enhancing 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 1991 Section 15 reports and the 1993 transit element of the TIP.

METHODOLOGY:

1. Calibrate financial capacity models against 1992 conditions based on Section 15 data.
2. Update the models to reflect changes in funding sources and the 1994 TIP.

END PRODUCTS:

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

PROJECT MANAGER(S):

Mario G. Garcia-Alex Rey-Panama

PARTICIPATING AGENCY (IES):

Metro-Dade Transit Agency

REQUIRED FUNDING:

\$15,000

FY 1994 Unified Planning Work Program

Objective B: Short-Range Transportation Planning

TASK NUMBER AND TITLE:

2.13 TRANSIT RIDERSHIP FORECASTING

OBJECTIVE(S):

Develop and maintain a more sensitive ridership forecasting technique, including the incorporation of the elasticities derived from the fare structure change of December 1990.

PREVIOUS WORK:

The MDTA has developed standardized techniques for estimating short ridership growth trends and seasonal patterns. These techniques are currently used to forecast monthly ridership and revenues on an annual basis.

METHODOLOGY:

1. Determine growth rates and seasonal factors for ridership.
2. Update the ridership forecasting procedures to incorporate newly developed elasticities.

END PRODUCTS:

1. Monthly ridership predictions by mode.
2. Continuously updated ridership estimation procedures.

PROJECT MANAGER(S):

Mario G. Garcia/Alex Rey-Panama

PARTICIPATING AGENCY(IES):

Metro-Dade Transit Agency

REQUIRED FUNDING:

\$10,000

FY 1994 Unified Planning Work Program

Objective B: Short-Range Transportation Planning

TASK NUMBER AND TITLE:

2.15 TRI-RAIL COORDINATION

OBJECTIVE(S):

In order to play an active role in the implementation of ISTEA and insure proper coordination within TCRA's service area, TCRA will attend MPO technical committee and MPO meeting in Dade, Broward, and Palm Beach Counties. TCRA will provide all three MPOs with capital project priority lists on an annual basis, and will also provide necessary information to the Treasure Coast Regional Planning Council and the South Florida Regional Planning Council to insure the appropriate kind of land uses at or adjacent to TCRA stations for redevelopment of the rail corridor.

It is TCRA's objective to prepare all of the necessary, ongoing planning documents as required to receive federal, state, and local funding, such as the Section 15 Report and Expenditure Quarterly Reports, and to prepare environmental assessments required to obtain federal funding for all TCRA capital projects, including station improvements/relocations, land acquisition, parking expansion, and track/signal improvements.

TCRA plans to establish minimum financial performance goals for all services provided by TCRA, and to establish capital investment criteria which gives higher priority to projects that will increase utilization of current service and minimize operation deficits through higher productivity.

Other TCRA objectives include the preparation of appraisals for appropriate properties at or adjacent to TCRA train stations or station relocation sites; the preparation of Phase I Environmental Audits that will provide TCRA with adequate information to proceed with capital projects; the development of an Airport/TCRA InterModal Master Plan; the establishment of Station Site Plan Guidelines; and the development of a study showing proposed rail service extensions.

PREVIOUS WORK:

None

METHODOLOGY:

The following describes TCRA's planning projects for FY94:

- (1) General Development and Comprehensive Planning, which will provide information to the Treasure Coast Regional Planning Council, the South Florida Regional Planning Council, and the Dade, Broward, and Palm Beach MPO's in order to insure coordination in the development of comprehensive plans;
- (2) Program Support and Administration, in order to develop the necessary planning documents, such as the Disadvantaged Business Enterprise (DBE) Program, Title VI Program, Section 15 Report, Equal Employment Opportunity (EEO) Program;
- (3) Transportation Improvement Program, providing TCRA components in the Dade, Broward, and Palm Beach Transportation Improvement Programs;
- (4) Environmental Assessment, which will include the entire state owned rail corridor and all parcels of property TCRA has identified to purchase;
- (5) Short Range Transportation Program, insuring a successful, convenient regional commuter transportation system;
- (6) Long Range Financial Plan, 1995-2000;
- (7) Long Range Transportation Plan, which will establish long term goals in terms of level of service and necessary capital improvements;
- (8) Acquisition Appraisals, in accordance with the Florida Department of Transportation standards;
- (9) Phase I Environmental Audits;
- (10) Airport/TCRA Intermodal Master Plan;
- (11) Guidelines for Station Site Plans; and
- (12) Study of TCRA Service Extension Alternatives.

Previous major accomplishments include the following:

- * Inclusion in the Dade, Broward, and Palm Beach MPO's Transportation Improvement Programs;
- * Adherence to requirements to be eligible for State Block Grant and Federal Transit Administration (FTA) funds;
- * Development of a Strategic Plan which has an action plan to cover the period of 1989-1995;
- * Preparation of an environmental assessment to purchase property in Boynton Beach, Florida, to expand parking.

* Preparation of appraisals and Phase I Environmental Audits at the following stations/sites: Boyton Beach, Sheridan Park-N-Ride, MetroRail/Tri-Rail 79th Street Station, Pompano Beach, Delray Beach, and the Miami International Airport Station; and

* Receipt of funding from the FTA for a rail extension south to its new Miami International Airport Station.

END PRODUCTS:

TCRA Element in the Transportation Improvement Programs of the Dade, Broward, and Palm Beach MPO's; and plans of the Dade, Broward, and Palm Beach MPO's for intermodal facilities in conjunction with the Miami International, Fort Lauderdale International, and Palm Beach International Airports, respectively.

PROJECT MANAGER:

Jeff Jackson

PARTICIPATING AGENCIES:

Tri-County Commuter Rail Authority
Dade County Metropolitan Planning Organization
Florida Department of Transportation - District Six
South Florida Regional Planning Council
Broward County Metropolitan Planning Organization
Palm Beach County Metropolitan Planning Organization
Treasure Coast Regional Planning Council

REQUIRED FUNDING:

\$675,000 (FTA Section 9 Funds; State match; no local match)

FY 1994 Unified Planning Work Program

Objective B: Short-Range Transportation Planning

TASK NUMBER AND TITLE

2.16 SHORT-RANGE TRANSPORTATION PLAN FOR SOUTH DADE

OBJECTIVE:

To develop a short-range (1-to-5 year) transportation plan for Dade County considering the consequences of Hurricane Andrew in the area by: reviewing the estimates of its impacts on urban travel and the transportation system; evaluating existing and projected transportation plans in light of storm-induced changes and developing plan recommendations to address new mobility issues and facilitate hurricane recovery efforts.

PREVIOUS WORK:

Previous post-disaster comprehensive transportation planning has not been extensively undertaken. The adopted TIP and Long Range Transportation Plan serve as guidelines of previous work. The work and recommendations by local, state and federal agencies and local organizations since August 1992 related to recovery and rebuilding efforts will be reviewed.

METHODOLOGY:

The approach in developing the post-hurricane Short-Range Plan follows procedures generally employed in traditional Transportation Plan development, but may be less quantitative and exhaustive given the immediacy of Plan need.

- I. TASK 1: Develop the Study Plan and Organization
This task will include setting the project parameters by defining the time periods to be studied and developing the work plan and study schedule.
- II. TASK 2: Data Collection and Review

This task will focus on development of existing post-storm demographic, travel and transportation data. A major countywide general travel survey effort is envisioned to be included to collect and analyze data with respect to the impacts of Hurricane Andrew on altered demographic conditions, shifted travel patterns due to occurrence of the hurricane, and changed use of transportation facilities, modes and infrastructure in post-Andrew Dade County.

1. General Countywide Travel Survey

A general residence-based travel survey will be designed, tested, performed and analyzed to provide the necessary and sufficient information to review the impacts of Hurricane Andrew on travel in Dade County, and to enable incorporation of these altered travel parameters into the Dade County urban travel models.

2. Inventory of the transportation system and pre-storm multimodal transportation system improvement plans for the area.

3. Inventory of other existing transportation-related conditions using existing or ongoing information-gathering sources.

a. Land use inventories and pre-storm projections for development.

b. Demographic and economic data and pre-storm projections for population, employment and their distributions.

c. Significant infrastructure elements, such as utilities, communications, etc.

III. TASK 3: Develop Analysis Methods

This task will include a review and assessment of potential forecasting methodologies which may be employed, including land use and socioeconomic forecasting techniques, travel demand estimation methods, and validation procedures. After review, appropriate methods will be selected for application.

Subtask 3a. Micro-Level / Multi-Modal Plan Provisions

This subtask will consider some micro-level planning approaches, such as the inclusion of bicycle and pedestrian mode provisions in the plan.

IV. TASK 4: Estimate Potential Changes to Future Travel

This task will consist of first developing hurricane-revised land use and socioeconomic forecasts, and culminate with the forecasts of South Dade travel in the post-storm scenario, within the constraints imposed by the data and schedule.

V. TASK 5: Review Previously Identified Needs

This task will identify the heavy travel vectors in the study area, the resulting congested corridors and facilities, and estimates of the temporal extent of impacts of storm-related travel on South Dade current and proposed transportation system elements.

VI. TASK 6: Revise Transportation Improvement Program as Necessary

This task will address transportation needs by developing a list of potential multi-modal projects to alleviate storm-induced travel problems, along with the estimates of their costs. These will then be compared to currently programmed TIP projects. With consideration of other programmed projects, travel needs, proposed projects' costs, and other planning variables, the projects feasibility may be assessed; feasible projects may then be ranked.

VII. TASK 7: Report on Proposed TIP Revisions

The Final Report will be written, reproduced, and distributed to planning agencies, various transportation committees, and local policy makers. While the report will include explanations of methods and technical analyses, it will stress forecasts developed, and the recommendations produced for the facilities and services plan. Projects recommended in the plan may include projects identified by the various organizations working on hurricane rebuilding efforts.

END PRODUCTS: 1) Short-Range land use and socioeconomic forecasts
2) Short-Range Travel Forecasts
3) Final Report: Proposed Changes to the Transportation Improvement Program

PROJECT MANAGER:

Michael Moore

PARTICIPATING AGENCY(CIES):

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

REQUIRED FUNDING:

\$ 350,000 (PL Emergency Relief Funds - 100% Federal)

OBJECTIVE C

INTEGRATED TRANSPORTATION SYSTEM

FY 1994 Unified Planning Work Program

Objective C: Integrated Transportation System

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 project started during FY 93 and is continuing with carry-over funds.

METHODOLOGY:

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 minibuses 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:

\$36,000 (FY 93 Carry-over Funds)

FY 1994 Unified Planning Work Program

Objective C: Integrated Transportation System

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:

\$38,000 (FY 93 Carry Over Funds)

FY 1994 Unified Planning Work Program

Objective C: Integrated Transportation System

TASK NUMBER AND TITLE:

3.03 COORDINATION AND SUPPORT OF TRANSPORTATION MANAGEMENT ASSOCIATIONS (TMA'S)

OBJECTIVE(S):

To provide coordination and direct support to TMA's in Dade County as outlined in the Congestion Management Plan. This program will focus on establishing and funding TMAs, and providing support to these groups to accomplish a variety of trip reduction actions.

PREVIOUS WORK:

This is a continuing Congestion Mitigation program.

METHODOLOGY:

Background:

Based on the findings of previous MPO work with considered TMA's as one facet of TDM activities under the aegis of the urban area Congestion Management Plan (CMP), this project will focus on developing TMAs at major activity/employment centers in Dade County. Prior work produced a list of features associated with TMA formation and successful long-term operation, and evaluated Dade for candidate locations with favorable characteristics for TMO/TMA formation can be anticipated at a number of these locations.

Work Tasks

1. Target promising sites or areas for TMA development.
2. Discuss and negotiate with the site/area leadership to assess receptivity and feasibility for a TMA.
3. Develop TMA plan jointly with site leadership, provide seed funding, and initiate supporting actions.
4. Assist in formal establishment (incorporation of the TMA).

5. ~~Document procedures, actions taken, and results; produce the 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. Milestone and Major Action Chart
 - b. Project costs
 - c. ~~Top reducing activities undertaken~~
 - d. Observed travel behavior and changes.
4. Evaluation Report

PROJECT MANAGER:

~~Jose Luis Mesa~~

RENE RODRIGUEZ

PARTICIPATING AGENCIES:

Metropolitan Planning Organization
Florida Department of Transportation
Gold Coast Commuter Services

REQUIRED FUNDING:

\$180,000

FY 1994 Unified Planning Work Program

Objective C: Integrated Transportation System

TASK NUMBER AND TITLE:

3.04 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:

This project started during FY 93 and is continuing with carry-over funds..

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:

\$25,500 (FY 93 Carry-over Funds)

FY 1994 Unified Planning Work Program

Objective C: Integrated Transportation System

TASK NUMBER AND TITLE:

3.05 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:

This project started during FY 93 and is continuing with carry-over funds.

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:

\$24,000 (FY 93 Carry-over funds)

FY 1994 Unified Planning Work Program

Objective C: Integrated Transportation System

TASK NUMBER AND TITLE:

3.06 COMPREHENSIVE BICYCLE/PEDESTRIAN PLANNING AND PROGRAMS

OBJECTIVE(S):

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

PREVIOUS WORK:

1. Bicycle Planning. Completed Bicycle Facilities Plan which established a Level of Service standard for bicycle facilities, evaluated the Level of Service provided by the existing roadway and bikeway systems, and prioritized a list of improvements necessary to achieve an adequate bicycle facilities level of service.
2. Pedestrian Planning. Developed goals, objectives and policy statements to guide in the development of regulatory support and minimum pedestrian facility standards. Began cataloging pedestrian-related data derived from Americans with Disabilities Act (ADA) projects. Collected and analyze data on pedestrian accidents and major pedestrian trip generators.
3. "4-E" Programs
 - Engineering - Continued monitoring and reporting on TIP and local government Capital Improvement Plans. Planned bikeways maintenance demonstration project.
 - Education - Delivered materials, equipment and services for the Dade County School Board's traffic safety education program. Held workshops for planners, engineers, etc. on design of bicycle and pedestrian facilities. Held bicycle and pedestrian-related workshops for the public.
 - Enforcement - Developed a bicycle registration plan report.
 - Encouragement - Provided administrative support for the BPAC and the Non-Motorized Transportation Committee. Organized bicycle rodeos and other similar events for the public.

Administered Metrorail bicycle locker and Bikes-On-Trains. Produced route maps, path maps, Bicycle Writer and Footnotes newsletter.

METHODOLOGY:

TASK 1: BICYCLE PLANNING

- a. Seek adoption of Bicycle Facilities Plan through MPO committee system and MPO Board. Coordinate incorporation of Plan into Comprehensive Development Master Plan with Planning Department. Coordinate development of projects with Public Works Department, FDOT, and local governments.

TASK 2: PEDESTRIAN PLANNING

- a. Use GIS package to analyze data on pedestrian facilities accidents and major trip generators.
- b. Solicit the Bicycle/Pedestrian Advisory Committee (BPAC) for public input into the planning process.
- c. Complete a draft Pedestrian Mobility Plan which includes recommended revisions to Dade County procedures related to pedestrian mobility, and a prioritized list of pedestrian facility improvement.

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 and pedestrian facility projects.
- c. Review school sites for development impact permitting as requested by the Dade County Planning Department.

EDUCATION

- a. Assist the Dade County Public Schools' traffic safety education program. This includes: acquisition and retrofit of bicycle storage trailers, teacher training, and distribution of materials and equipment.
- b. Coordinate efforts to incorporate bicycle safety education curriculum within Dade's private schools.
- c. Assist with safety rallies for hospitals, law enforcement agencies and special interest groups. Develop and distribute bicycle and pedestrian educational materials to the general public.

- d. Assist with workshops to provide guidance for planners, engineers, developers and citizens on proper bicycle and pedestrian facility design.

ENFORCEMENT

- a. Develop a regional bicycle registration program in conjunction with neighboring counties.
- b. Assist law enforcement agencies to improve enforcement of bicycle and pedestrian laws.

ENCOURAGEMENT

- a. Assist groups with bicycle and pedestrian-related activities.
- b. Manage the Metrorail Bike-On-Trains and bicycle locker programs. 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.
- d. Develop non-motorized transportation facilities and programs within Transportation Management Associations in conjunction with the Dade County Congestion Management and Mobility Enhancement Office.

END PRODUCTS:

BICYCLE PLANNING: Final adoption and implementation of Bicycle Facilities Plan to accommodate bicycle usage and designate County-wide improvements.

PEDESTRIAN PLANNING: Draft Pedestrian Plan including a prioritized list of pedestrian facility improvements.

4-E PROGRAMS:

Engineering - TIP and local Capital Improvement Plan monitoring report.

Education - Materials, equipment and services for the Dade County School Board's traffic safety education program. Workshops for planners, engineers, etc. on design of bicycle and pedestrian facilities. Bicycle and pedestrian-related workshops for the public.

Enforcement - Support for enforcement of bicycle and pedestrian laws by local police.

Encouragement - Administrative support for the BPAC and the Non-Motorized Transportation Committee. Organization of bicycle rodeos and other 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
Florida Department of Transportation - District VI

REQUIRED FUNDING:

\$100,000

FY 1994 Unified Planning Work Program

Objective C: Integrated Transportation System

TASK NUMBER AND TITLE:

3.07 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 issues 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 inquiries.

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(CIES):

Center for Urban Transportation Research (CUTR)
iMetropolitan Planning Organization

REQUIRED FUNDING:

\$500,000 (FY '93 Carry-over Funds).

FY 1994 Unified Planning Work Program

Objective C: Integrated Transportation System

TASK NUMBER AND TITLE:

3.08 IMPROVING REGIONAL TRANSPORTATION PLANNING

OBJECTIVE(S):

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 PRODUCT(S):

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.

FY 1994 Unified Planning Work Program

Objective C: Integrated Transportation System

TASK NUMBER AND TITLE:

3.09 TRANSPORTATION SYSTEM EMERGENCY PREPAREDNESS PLAN

OBJECTIVE(S):

To develop a hurricane preparedness plan specifically for the Dade County transportation system, encompassing its multimodal elements, specific modal components, and human resources.

PREVIOUS WORK:

This is a new project.

METHODOLOGY:

Background

While previous studies have addressed hurricane contingency planning in both Dade County and the South Florida region, no unified comprehensive hurricane emergency planning has been specifically directed towards the county's multimodal transportation system.

It has recently been demonstrated that transportation planning for potentially catastrophic events such as Hurricane Andrew should include more than pre-storm emergency procedures and evacuation measures to be enacted upon the forecast approach of a hurricane, indispensable as these steps are. In some respects, the evacuation enacted before Andrew was a success: a highly at-risk population, mobile home residents, were largely removed to shelters. But even these measures will need improvement to adequately deal with the next hurricane. Beyond evacuation, preparedness must also encompass ongoing emergency training and preparation, and the preparedness to deal with not only post-storm damages to the transportation system itself, but the impacts of hurricane devastation to the County and the repercussions these can be expected to have on the functioning of the transportation system.

Work Tasks

I. IDENTIFY ALL TRANSPORTATION SYSTEM ELEMENTS AND COMPONENTS

Identify all functional elements, physical components, and human resources associated with the transportation system. All modal agencies and departments, including highway and transit surface transportation, and maritime and aviation interests, would be encompassed in the inventory.

A. Physical components

The active components of the modes surveyed will be inventoried and located for each transportation mode. Included would be items such as pavements and their condition, lighting, traffic signs, signals and controllers, and bridges for the highway sector. The transit components would encompass the transit vehicle fleets, guideways, stations, and parking facilities associated with these modes. Marine and aviation modes would be similarly inventoried and located.

Added to this inventory would be fixed facilities such as shops, yards, and garages, towers and terminals, berths and marinas, and administrative buildings, as well as significant building contents such as computers, communications equipment, and any highly specialized tools and machines, all of which may be vital to transportation systems operations.

Completing the inventory of transportation system assets would be the listing and location of other vehicles associated with each mode. Examples would include maintenance trucks, heavy equipment used by each mode, as well as aircraft, helicopters, and marine vessels, and pool cars assigned to each mode.

Supplementing this inventory of permanent assets should also be a list of all construction sites associated with each mode, and the materiel and equipment on-site associated with each.

B. Functional Elements

Functional elements are the networks which tie modal components together and allow them to perform as unified transportation service delivery systems. These will also be inventoried.

For the highway mode, the elements would encompass the road (and bridge) network, and specify characteristics such as the facility type, capacity, directionality, and include other potentially storm-significant features such as types and widths of medians and shoulders, low spots, and close proximity to potential obstructions such as power poles, trees, etc. Transit elements would include the transit mode, routes and headways, and major transfer points and centers for each transit operator, as well as other hurricane-significant features such as the characteristics of the roads on which buses are operated. Analogous functional elements of the marine and aviation sectors would be similarly characterized.

For all modes, transportation-specific signal networks and systems, such as the traffic signal synchronization system for highways, and train control systems for transit, would need to be identified and main nodes located. Inventories of the modal communications and dispatching systems, including radio and computer networks, would also be compiled, as would conventional communication systems such as regular and cellular telephones upon which transportation system functioning may also depend.

Inventories of the power supply and distribution system, and of the links between the general system and elements serving the transportation sector, will complete the assessment of the tangible aspects of the transportation system.

C. Human Resources

Finally, developing an inventory of human resources of the transportation sector will conclude the task of identifying and locating the major elements of the system.

Included in this final phase will be listing the administration and staff of all transportation agencies, departments, and organizations. Special emphasis will be placed on identifying key management and technical personnel, and those designated for emergency preparedness and response. Included in these descriptions will be the position and name of the person filling it, their normal responsibilities, and their current responsibilities, if any, for emergencies. Any experience staff may have had in emergency situations in the past, specifically that developed during Hurricane Andrew, should also be noted. Their normal residential and workplace locations, and what communications capability they may have beyond normal telephone service should be categorized as well.

II. ASSESS SUSCEPTIBILITY OF TRANSPORTATION SYSTEM ELEMENTS AND COMPONENTS TO STORM OCCURRENCE

The occurrence of a hurricane can be expected to affect the transportation system in three major ways: what happens to the system before landfall as a result of the forecast and the reaction of the populace to it, what damages are incurred during the storm, and how the system functions after the hurricane has occurred.

Given the results of Hurricane Andrew on the various elements of the transportation system in Dade County generally, and focusing on the damages incurred in South Dade, it is now realized that information available before the storm was insufficient to fully explore the impact of the hurricane on the transportation network and its components, and to estimate expected damages.

Furthermore, and perhaps more significantly, the realization that a hurricane is not merely a serious but ultimately innocuous windblown rainstorm-which many felt completely able to safely weather in their own residences-may inundate the transportation system and imperil its capacity to function in the advent of another storm, even one of significantly less power than Andrew. It can be suggested that recent experience would engender not mere evacuation, but a fearful flight of truly substantial numbers of residents, which has the possibility of becoming a major exodus even if forecasts were of a category 1 or 2 hurricane. The forecast of a category 3 storm may result in congestion so severe that significant numbers of evacuees could be caught in their vehicles when the storm hits.

A. Pre-Storm Preparedness

This task would first evaluate pre-storm congestion due to residential and commercial travel to purchase food or building supplies. Although this is probably local travel, it may pose two problems. First, the congestion may interfere with those wishing to evacuate the area prior to official evacuation notice, perhaps leading to panic. Second, and more importantly, it may interfere with regional deployment of emergency personnel and equipment in advance of a hurricane.

The task will also consider the development of expanded pre-storm multimodal procedures for evacuation. Consideration of evacuation scenarios for various storm categories, including potential relocations due to evacuation recommendations, probable flows and volumes from evacuation areas to shelters, and out of the county, modes employed, and the impact of each on both designated evacuation routes and the general transportation network should be estimated. The potential volumes of vehicles, levels of congestion, and traffic choke points should be also be developed with respect to the passage of time: it has been suggested that the forecast of a storm's category may prompt later evacuations if hurricane intensity reaches category 4. The role of transit system elements in various evacuation scenarios should be reviewed, particularly in conjunction with the transportation disadvantaged population. This work should also include assessment of potential impacts of external evacuees, especially those from Monroe County, entering Dade. Evacuation notice timing should be investigated in this phase, as well as potential problems stemming from revision of the forecast storm track towards areas into which flight is occurring.

Third, consideration of pre-storm deployment of personnel and physical assets to adequately be in place before the hurricane arrives, including incremental phasing of response, and call-back if storm threat subsides, will be explored.

Recommendations will be then developed, including official evacuation route designation, route signage, and pre-storm route publicity, as well as specific evacuation routes strategies such as designation of one-way or reversible flow evacuation roads, creating emergency vehicle-reserved lanes, and methods for clearly identifying them and keeping them open, transit operations, signal preemptions, and facility closures. Methods of communicating pre-hurricane transportation system changes to the public should be recommended and reviewed as well.

B. Contingency Preparedness

An assessment of how well the elements of the transportation system would be expected survive a hurricane is required to anticipate, and proactively prepare for in the present, post-storm transportation system operations needs. To perform this task, the elements, components, and human resources should be characterized by flood zone location, waterfront proximity, drainage considerations, proximity to potential obstructions (trees, power/communications poles, etc.), and structural integrity (for personnel, their residence structure).

The elements should then be evaluated with respect to their current condition and their ability to structurally withstand hurricane insults such as wind, surge, driven precipitation, flooding, and blown obstruction damage, for a variety of hurricane scenarios. Storm impact evaluation will encompass not only the physical components, but address the ability of the various networks to function, and perhaps most importantly, the status of the personnel after a storm and their potential status or availability for work. Susceptibility appraisal will include not only storm survival per se, but whether any protection is available, such as shuttering of windows of buildings and structures, bracing or reinforcing of signs and signals, garaging of vehicles, and augmented guying of communications antennas, for example, to minimize damage. Recommendations for improving survivability would also be developed in this subtask.

III. DEVELOP/REVISE PREPAREDNESS PROCEDURES

Following the evaluations performed in prior tasks, existing general emergency preparedness manuals will be reviewed to assess how the transportation system and its infrastructure is addressed. The review of existing documentation will determine what augmentation of current procedures may be needed; it can be assumed that improvement is required in several areas. The recommendations will then be developed to improve the general hurricane preparedness of the transportation sector in Dade.

A. Ongoing General Preparedness

Revision of existing emergency procedures to incorporate transportation-specific measures will be the major product of this step. Included will be recommendations for improving the survivability of the elements and components, the stockpiling of materiel for post-storm utilization, and development of plans to utilize staff and personnel more efficiently in hurricane emergency situations, emphasizing the leadership and technical key personnel. Human resources recommendations should include the delineation and possible redefinition of the roles and responsibilities of all personnel in each agency for pre-storm and post-storm responsibilities, developing redundancies in emergency staff functions where appropriate, cross-training of non-essential staff in alternative roles, and development of clear lines of command, control, and communication in emergency situations. Included in this subtask will be recommendations assessing the feasibility of conducting exercises to develop more proficiency in dealing with potential future emergencies.

B. Pre-Storm Preparedness

Upon the forecast of a storm with potential to achieve a southeast Florida coast landfall, there should be a plan in place to officially initiate specific actions to be taken by the transportation system. The plan should be flexible enough to deal with alterations in storm tracks and downgrading of hurricanes to lesser storms, and how the agencies and departments will prepare both staff and physical components for possible storm occurrence. The plan should include phasing to accompany storm proximity, and include when certain actions--such as shuttering of buildings and removal of equipment from window areas, recall of fleets, and reassignment of personnel to alternative emergency roles--are to be implemented; stand-down procedures will be included. Individual departments and agencies may already have, in many instances, plans addressing such protocols; these should be reviewed and coordinated across lines of governmental jurisdiction where appropriate.

C. Post-Storm Preparedness

In this phase, the readiness to handle the post-hurricane situation will be prepared for. Standard damage assessment procedures should be created if currently nonexistent, and schedules for their implementation developed. Methods of communicating with agencies in overall charge in a post-storm situation should be developed in coordination with other federal, state, and local entities. Personnel reassignment procedures and their implementation steps should be reviewed and revised. And system restoration procedures, including prioritization of recovery areas and facilities should be addressed incorporating the flexibility to respond to a transportation system under stress in flux.

END PRODUCTS:

1. Identification of Dade County transportation system components, elements, and human resources. The identification will be in the form of inventories of each of the three categories listed below. Each is to be electronic storage media-based, with the capability for periodic updating as required.
 - a. Inventory of existing physical components of the transportation system, segregated by mode and by operating or agency or responsible entity.
 - b. Catalogue of existing functional elements of the transportation system, separated by mode and by operating or agency or responsible entity.
 - c. Roster of existing personnel positions of the system, the normal work responsibilities of each, and current, if any, emergency responsibilities associated with each. The descriptions will include the individuals filling them, their current residence address, and their residential structure type. Entries will be listed by mode and by operating agency or the entity responsible for the listed personnel.
2. A report listing the transportation elements and their probable susceptibility to hurricane damage in variety of storm situations. Included should be representative examples of all components, the assessment of functional elements' integrity under storm stress, and the impact of hurricane damages on the availability of staff.
3. A report evaluating likely population responses to hurricanes. Included will be technical memoranda detailing methods used to project evacuation and flight responses to various hurricane forecasts, evaluation of the transportation system's ability to handle projected responses. Recommendations to revise existing plans, where applicable, or to create new plans, will be part of this product. Also included will be recommendations to alleviate stresses where and when feasible, and to improve system function preceding and during official evacuation notifications.
4. Recommendations for developing ongoing preparedness for the transportation system for pre-hurricane preparedness and for post-storm response preparedness will be prepared. Included will be recommendations concerning stockpiling materiel, initial and refresher training of personnel, development of emergency situation communications, etc. Pending review by the appropriate modal agencies, these shall be incorporated into existing modal preparedness plans as well as into the comprehensive transportation system plan.

PROJECT MANAGER:

PARTICIPATING AGENCIES:

Metropolitan Planning Organization
Dade County Office of Emergency Management
Dade County Public Works Department
Florida Department of Transportation, District Six
Metro Dade Transit Agency
Tri-County Commuter Rail Authority

REQUIRED FUNDING:

\$950,000

FY 1994 Unified Planning Work Program

Objective C: Integrated Transportation System

TASK NUMBER AND TITLE:

3.10 DEVELOPMENT OF CONGESTION MANAGEMENT SYSTEM

OBJECTIVE(S):

Develop the Congestion Management System (CMS) mandated under Title 23, Section 134 of the United States Code for urban areas over 200,000 in population. Section 234 requires these areas to "include a congestion management system that provides for the effective management of new and existing transportation facilities eligible for [Federal] funding. . . through the use of travel demand reduction and operational management strategies"
(Federal Register June 3, 1992)

PREVIOUS WORK:

The Congestion Management Plan for Dade County was prepared in the Spring of 1993.. That plan noted the requirement to adopt a CMS and outlined the congestion management and transportation demand management strategies that the County can utilize to implement a CMS.

METHODOLOGY:

[NOTE: This methodology, and its associated work tasks, are based on the preliminary CMS regulations issued by the FHWA and the FTA in an "Advance Notice of Proposed Rulemaking" in the June 3, 1992 Federal Register. The final form that this methodology and work tasks will take may require changes depending upon the final form of the CMS rules.]

Background

The Congestion Management System is one of six management systems required by the 1991 ISTEA legislation for development and implementation by States. Urban areas, through their Metropolitan Planning Organizations, must consider the needs and requirements for these systems in their own planning and programming activities.

In addition to this, Transportation Management Areas (i.e. Urban areas of over 200,000 population) must develop and implement their own Congestion Management System. In the June 3, 1992 Federal Register, the FTA and FHWA defined a CMS as:

"a system to monitor and analyze the magnitude of congestion on the multimodal transportation and to plan and implement actions, appropriate to the scope of the problem, that reduce congestion and enhance the performance of the transportation system to the desired level...the system must lead to implementation of specific action to manage congestion and improve mobility of people and goods"

Work Tasks

1) Form CMS Steering Committee

Membership on the steering committee is to include the MPO and representatives of all modal facilities and systems operating agencies, including FDOT, Public Works, Aviation and Seaport Development and MDTA as well as the Dade County Planning Department and Development Impact Committee. Invitees may also include delegates of various organizations involved in transportation activities, such as private sector providers of freight and passenger transport, the Tri-County Commuter Rail Authority and Gold Coast Commuter Services.

2) Background Data Collection

Conduct research into the development and use of Congestion Management Systems in other States and urban areas in Florida; obtain Federal and State legislation, regulation, and rules interpretation governing CMS development and implementation; and gather information on the application of systems developed in response to the 1985 Florida Growth Management Act which may be of use in meeting Federal regulations.

3) Develop Performance Standards for the Multi-Modal Transport System.

Establish standards defining an unacceptable level of congestion (or, conversely, an acceptable level of mobility or accessibility) for all applicable transport modes. Combine these measures to create an overall congestion across all modes. Specify both areawide measures and those applicable to specific zones or corridors.

4) Create a data collection system to monitor system performance.

Given the performance standards developed in methodology 3), determine what data must be collected to compare the current and future performance of the transport system to these standards. A system for the periodic and ongoing collection of this data must be structured.

5) Create a hierarchy of implementation strategies.

The 1993 Congestion Management Plan contains a menu of actions to reduce traffic congestion. Estimate the direct and indirect county wide costs of implementing these actions, estimate the effectiveness of each item and prepare an approximate cost/benefit ratio for each. Based on this information, create a hierarchy of implementation from least to most stringent.

6) Establish a method for incorporating implementation strategies.

A system must be developed that would phase in successively more stringent implementation strategies as the performance levels of the transport system deteriorates. This system should act in an automatic manner so that sequential implementation does not depend on legislative or staff approval.

END PRODUCTS:

1. A report identifying performance measures for use in evaluating of the intermodal and multimodal transportation system in Dade county.
2. A plan for collecting, analyzing and disseminating data on the existing and future performance levels of the intermodal transport system in Dade County.
3. A report containing the data and recommendations identified in 2) above on the existing performance levels of the Dade County transportation system.
4. A final report describing the Dade County Congestion management System and incorporating the information identified in End Products 1 through 3 above.
5. Legislative materials necessary to formally adopt the Dade County CMS by the MPO and/or Board of County Commissioners of Dade County

PROJECT MANGER:

Jose-Luis Mesa

PARTICIPATING AGENCIES:

Dade County Metropolitan Planning Organization
Dade County Development Impact Committee
Dade County Planning Department
Florida Department of Transportation - District VI

REQUIRED FUNDING:

\$100,000

1

FY 1994 Unified Planning Work Program

Objective C: Integrated Transportation System

TASK NUMBER AND TITLE:

3.11 BISCAYNE BOULEVARD/US 1 TRANSPORTATION ENHANCEMENTS

OBJECTIVE(S):

To enhance the transportation environment along the Biscayne Boulevard/U.S. 1 transportation corridor between Downtown and NE 125th Street through appropriate mobility options and infrastructure improvements.

PREVIOUS WORK:

None

METHODOLOGY:

Background:

While transportation agencies routinely address improving mobility through highway capacity improvements, continued growth in tripmaking and the resultant traffic congestion have limited the opportunities to continue increasing travel capacity along heavily built-up urban corridor such as US 1 North of Downtown. Additionally, increased use of public transit along Biscayne Boulevard has required greater numbers of buses to serve transit needs and the start-stop pattern of transit vehicles impedes smooth traffic flow and exacerbates corridor congestion. Furthermore, the mobility options of residents of the neighborhoods abutting or straddling US 1 are also being constrained with traffic slowdowns limiting their access to neighborhood shopping and recreational opportunities as well as to other travel destinations in the urban area.

Studying transportation and mobility-enhancements opportunities will provide options to reduce congestion. It also offers the possibility of improving tourist attractiveness. A significant further opportunity exists as well: improvements may also provide an improved evacuation route should a hurricane once again threaten adjacent coastal areas.

Data Collection and Review

Assess existing and proposed transportation facilities and development plans along the corridor.

First, describe the current US 1/Biscayne Boulevard corridor in the near northeast area. Included should be highway physical characteristics such as number of lanes, pavement conditions including existence and types of shoulders, curbing and guttering, parking and uneven areas, provision of turn lanes, signalization employed in key intersection areas, designation of bus stops and positioning of benches and shelters and their proximity to the roadway, availability and locations of curb cuts, roadway and driveway access and how it is managed (including barricades where applicable). Also included should be descriptions of travel conditions by time of day or period, included traffic volumes by direction by link or segment, transit routes, schedules and ridership by equivalent segment by direction, information relating to jitney activities analogous to transit data, and be particularly oriented to major transfer points within the corridor.

Second, compile projected transportation data and transportation improvement proposals, including forecast traffic and transit volumes, roadway construction and operating plans and schedules, transit plans and schedules, previous recent corridor studies, or other relevant documents from the appropriate agencies. Examples include MPO traffic projections, FDOT and County Public Works intersection improvement projects and lighting and signing projects, local municipal feeder road projects, transit service enhancement proposals developed by MDTA, construction and reconstruction plans and schedules proposed by FDOT, etc.

Third, current conditions, historic trends and projections of population and employment will be examined along with public service infrastructure proposals and potential development scenarios to better understand both the activity growth potential for the corridor and the physical manifestations it may take, and the mutually affecting influences and impacts land use considerations may have on transportation proposals.

Two technical memoranda will document the findings: the first will address current conditions and existing future improvement plans for transportation in the corridor, and the second will address historic, current and future directions for land use in the corridor.

2) Develop Corridor Improvement Recommendation

Prepare corridor transportation improvement recommendations which include specific consideration of the following:

- a. Planned land use and zoning along the corridor and on major feeder roads intersecting US 1, including projections for future year residential and employment in these areas;
- b. US 1 ROW constraints
- c. Physical capacity improvements: roadway widening through constructing additional through lanes, provision of both right and left turn lanes, development of bus pull out bays, providing added curbing and guttering, and improving surface stormwater runoff with additional drainage.

- d. Pedestrian mobility issues, including sidewalks and sidewalk width improvements, intersection crossings, signals, timing, and distances, and safety issues such as segregation from crowding parallel traffic flows, appropriately located and functioning pedestrian crossing lights.
- e. Transit mobility issues, such as frequency of routes, transit stop intervals, location and positioning of transit benches and shelters, safe and adequately-sized waiting areas at major transfer points, safe boarding/alighting areas for both passengers and vehicles;
- f. Consideration for enhancing mobility for the disabled, including items such as provisions of adequate curb cuts for wheelchairs, ensuring adequate sidewalk widths to allow sufficient clearance for wheelchairs to safely maneuver along sidewalks with minimum disruption of pedestrian flows, tactile curb markings for the vision-impaired, satisfactory access to transit vehicles, and other provisions of the transportation provisions of the most recent ADA;
- g. Increasing neighborhood access to and through the corridor through improved signalization, and turn lanes and signals and potential for development of TMOs (transportation management organizations) for the more populous areas;
- h. Congestion mitigation efforts such as improved transit throughout, creation of neighborhood and employment center TMOs, and review of parking issues;
- i. Corridor-based TSM (transportation system management) options, such as flexible traffic signal timing adjustments, and possible TOPICS (Transportation Operations Programs to Increase Capacity and Safety) improvements.
- j. Bicycle mobility issues, including curb cuts and sidewalk width improvements, appropriately located and functioning crossing signals, and safety issues such as separation from parallel traffic flows and signage designating alternative routes for bicycles where corridor configuration fails to be appropriate.
- k. Landscaping enhancements, and aesthetic improvements.

A technical memo will document the findings and recommendation.

3) Produce the Final Report

Upon completion of the work tasks, the Final Report will be produced. It is envisioned that the technical memoranda previously developed will form the majority of the body of the text, and be presented as slightly reformatted chapters. To complete the report, an introduction will be produced to preface the body of the report, an executive summary will be written to serve as a synopsis of the report and as a stand-alone document for preliminary review, and the recommendations will be linked and phased to produce the Corridor Improvement Plan.

END PRODUCTS:

1) Technical Memoranda

- a. Data Collection and Review: "Existing Conditions and Currently Proposed Transportation Improvements for the US 1/Biscayne Boulevard Corridor in Near NE Dade.
- b. Data Collection and Review: "Historic, Existing, and Currently Projected Land Use Conditions within the US 1/Biscayne Boulevard Corridor in Near NE Dade.
- c. Corridor Improvement recommendations: "Recommendations for Transportation and Lane Use Improvements and for Enhancing Mobility for the US 1/Biscayne Boulevard Corridor in Near NE Dade.

1) Final Report

Corridor Improvement Plan
Near Northeast Dade County US1/Biscayne Boulevard

PROJECT MANAGER

Pedro G. Hernandez, P.E.

PARTICIPATING AGENCIES:

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

REQUIRED FUNDING:

\$50,000

FY 1994 Unified Planning Work Program

Objective C: Integrated Transportation System

TASK NUMBER AND TITLE:

3.12 FREIGHT MOVEMENT STUDY FOR DADE COUNTY

OBJECTIVE(S):

To research currently occurring freight movements, and freight transport systems and operations, to evaluate the feasibility of implementing the forecasting of truck traffic in the Dade County travel demand forecasting model.

PREVIOUS WORK:

None.

METHODOLOGY:

Background

Prior to the last Long Range Plan Update, the Dade County travel model chain generated estimates of truck traffic; however, during the last Long Range Plan Update, the development of forecasts for vehicular truck traffic was discontinued. Although local County and state transportation planning and operating agencies have routinely addressed traditional person transportation modes, little attention has recently been paid to incorporating truck traffic into the travel forecasting process.

Exploring freight transportation will provide the background for assessing this important opportunity to improve local modeling to develop better forecast future year travel demand forecasts.

Work Tasks

1) Create Study Steering Committee

Membership on the steering committee is to include the MPO and representatives of other pertinent and interested agencies, including Florida D.O.T., Public Works, and the Seaport and Airport. Due to their regulatory roles and experience, the Florida Highway Patrol, the County Public Safety Department, and possibly municipal police departments also may be included.

Also included shall be a representative of CTAC, the Citizen's Transportation Advisory Committee. Invitees may potentially also include representatives of various organizations including local freight shipment firms, trucking organizations, and major companies with substantial freight interests (e.g., department stores, supermarkets, etc.)

2) Develop study organization and schedule

Develop and present proposals for study and staff organization, assignment of tasks, and a graphic representation of the study schedule.

3) Perform Data Collection/Conduct Research

Investigate current typical freight transport locally, by interviewing representatives of local and national freight firms doing business in Dade County, and by interviewing freight managers of major companies dependent on trucks to locally supply their businesses with the goods and stuffs needed to compete in the Dade regional market. Such characteristics as fleet size, frequency and length of truck trips, and chaining of trips will be discussed.

Review current efforts in Florida and nationally to forecast freight or truck traffic and the incorporation of freight into the travel models. Review previous efforts in Dade County to forecast freight or truck traffic if documentation is available. Specifically, the significance of freight traffic to regional traffic should be explored, as well as its significance to transshipment terminals (such as airports and seaports) or regional subareas.

Prepare Technical Memorandum 1: Background Research, which will document the research work, including the findings and the research methods employed.

Prepare a bibliography of local, state, and national experience in freight transportation modeling and planning; include the bibliography as an appendix to the technical memorandum.

4) Analyze the Data and Information Collected

The research findings compiled in Task 2 will be evaluated for common components, less common but multiply applied elements, and unique attributes of researched freight transport, including characteristics of the freight transport systems, geography, and institutional setting(s) if deemed applicable.

Comparison will be made between information uncovered in local interviews, and that developed in research of other areas in Florida and around the country which may be performing freight travel estimation as part of their general travel forecasts.

Conclusions will be drawn regarding the approaches utilized or indeed not used in developing freight estimates, and how these are incorporated into the respective modeling efforts.

Document the analysis in Technical Memorandum 2: Data Analyses

5) Evaluate Local Applicability of Freight Transport Mode(s) for Incorporation into the Dade County Travel Model

Based upon the findings developed in Task 4, an assessment of the Dade County model and the advisability of including forecasts of truck traffic in the model will be produced.

The assessment should include factors such as what added data are now needed or will be required in the future to support truck trip model development and validation, how the overall model -including the various phases of trip generation, trip distribution, and trip (highway) assignment -may need to be revised to accommodate the institution of truck travel, and what benefits may accrue should this course of action be followed. Included in the assessment should be reference to more accurate development of transportation-related air quality and energy outputs.

6) Develop Recommendations

Recommendations will be formulated to address the potential for incorporating freight movement forecasts in the Dade County travel demand model. Specific recommendations will address both its implementation and its potential for improved forecasting.

Document the analysis in Technical Memorandum 3: Evaluation and Recommendations

6) Produce the Final Report

Upon completion of the work tasks, the Final Report will be produced. It is envisioned that the technical memoranda previously developed will form the majority, if not the entirety, of the body of the text, and be presented as slightly reformatted chapters. To complete the report, an introduction will be produced to preface the body of the report, and an executive summary will be written to serve as a synopsis of the report and as a stand-alone document for preliminary public distribution.

END PRODUCTS:

1) Technical Memoranda

- a) Technical Memorandum 1: Background Research
- b) Technical Memorandum 2: Data Analyses
- c) Technical Memorandum 3: Evaluation and Recommendations

2) Final Report

- I. Executive Summary
- II. Introduction
- III. Chapter 1: Background Research
- IV. Chapter 2: Data Analyses
- V. Chapter 3: Evaluation and Recommendations

Bibliography
Appendices (If needed)

PROJECT MANAGER:

Frank Baron

PARTICIPATING AGENCIES:

Metropolitan Planning Organization
Florida Department of Transportation, District VI

REQUIRED FUNDING:

\$100,000

FY 1994 Unified Planning Work Program

Objective C: Integrated Transportation System

TASK NUMBER AND TITLE:

3.13 CSXT RIGHTS-OF-WAY: RAILS-TO-TRAILS STUDY

OBJECTIVE(S):

Study the feasibility of, and develop preliminary concepts for the conversion of the CSTX railroad right-of-way from the vicinity of Tropical Park to Florida City into a corridor incorporating activities known as "Transportation Enhancements", including bicycling and pedestrian amenities. The study should identify potential uses, determine compatible uses, project use levels and development costs, and recommend preferred design alternatives.

PREVIOUS WORK:

The Railroad Rights-of-Way Study commenced in December, 1992. This study, done by the firm of ICF-Kaiser Associates, had a primary objective of assessing the current and future potential of all railroad rights-of-way in the County for commuter transportation. The study will be completed in August, 1993.

The Dade County Bicycle Facilities Plan was authorized in the 1993 UPWP. A consultant to undertake the study was selected in May, 1993, and the project will conclude in December, 1993. This study will determine the need for new and renovated bicycle facilities in the County and prioritize the projects to be programmed. The study will incorporate railroad rights-of-way for both currently active and inactive rail lines.

METHODOLOGY:

1. Collect data on:
 - a. Previous rail corridor conversion projects, particularly those projects incorporating multiple uses
 - b. Current and future land uses adjacent to, and in the region of, the current CSXT line.
 - c. Prepare a background report based upon this data.
2. Identify potential enhancements projects for implementation in the corridor. Identify costs and benefits of each alternative and plausible combinations of uses. Project expected user levels for each alternative. Project impacts to the area and adjacent property owners. Present these findings to the steering committee in the form of an interim report.

3. Based upon the recommendation of the steering committee, prepare conceptual design drawings, cost estimates, and projected user levels and profiles for selected alternative(s).
4. Prepare public information presentation on the selected alternative or alternatives based on the information obtained in Steps 2 and 3 above. Organize a series of public information presentations for interested groups and neighborhood associations affected by the corridor development. Gather information and suggestions for use in modifying preliminary recommendations.
5. Prepare final report, final conceptual plans and brochures or other printed material for dissemination on the final report's conclusions and conceptual designs.

END PRODUCTS:

1. Background report and literature search concerning the adaptation of railroad corridors for alternative uses.
2. Interim report outlining preliminary project options and evaluation criteria.
3. Preliminary report and design proposals.
4. A series of public participation and information meetings for affected interest groups and neighborhood organizations.
5. Final report and design proposals.

PROJECT MANGER:

Jose-Luis Mesa

PARTICIPATING AGENCIES:

Metropolitan Planning Organization

REQUIRED FUNDING:

\$100,000

OBJECTIVE D

TRANSPORTATION PLANNING PROCESS

FY 1994 Unified Planning Work Program

Objective D: Transportation Planning Process and Funding

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'94) planning activities.
 1. Ensure the effectiveness of the on-going (FY'94) 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:

\$75,000

FY 1994 Unified Planning Work Program

Objective D: Transportation Planning Process and Funding

TASK NUMBER AND TITLE:

4.02 MPO BOARD SUPPORT AND MUNICIPAL COORDINATION

OBJECTIVE(S):

Ensure proper resolution of critical transportation issues by the MPO Board. Provide a mechanism whereby Dade County municipalities become involved in all aspects of transportation planning activities.

PREVIOUS WORK:

MPO Board and support is a continuing activity. The Municipal coordination work will be expanded to include the administration of the Municipal Transportation Planning Fund and the newly added Municipal Board members.

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 Board members.
- b. Provide staff support for Municipal Coordination

1. Contact officials and staff of Metro-Dade municipalities on a regular basis, to advise them of transportation planning activities and to insure their timely participation in the early stages of program and project development.
 2. 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.
 3. Provide direct staff support to MPO Municipal Board members.
 4. Administer the MPO Municipal Transportation Planning Fund, including the preparation of the necessary agreements with county municipalities for the award of MPO grants for municipal transportation planning activities. Fund municipal coordination requests as appropriate.
 5. Monitor the progress and funds involved in the completion of the work specified in each agreement.
- c. Provide staff support for the 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.
 6. 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.
 7. Act as liaison between MPO and County Legislative Coordinator during annual State Legislative session.

END PRODUCTS:

1. MPO Agendas and back-up material
2. MPO Summary Minutes

3. Minutes of various task forces and staff working groups, as appropriate.
4. Correspondence for pertinent official agencies, as necessary.
5. Briefings of appropriate parties on the development and progress of transportation-related legislation during the annual State Legislative session.
6. Correspondence as necessary to maintain effective official and technical municipal involvement in the MPO process.

PROJECT MANAGER:

Irma San Roman

REQUIRED FUNDING:

\$ 75,000

FY 1994 Unified Planning Work Program

Objective D: Transportation Planning Process and Funding

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'95 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'95 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'94 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'94 UPWP
2. Update of the issue list and program objectives to be considered in preparing the FY'95 UPWP
3. Review Draft of the FY'95 UPWP
4. Final Draft of the FY'95 UPWP
5. Memos transmitting the UPWP document

PROJECT MANAGERS:

Carlos Roa
Irma San Roman

PARTICIPATING AGENCY:

Metropolitan Planning Organization

REQUIRED FUNDING:

\$ 35,000

FY 1994 Unified Planning Work Program

Objective D: Transportation Planning Process and Funding

TASK NUMBER AND TITLE:

4.04 CITIZEN INVOLVEMENT AND COMMUNITY AWARENESS

OBJECTIVE(S):

Provide the CTAC and the different communities with information regarding transportation needs and proposals for meeting these needs. Insure citizen and community 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 four subcommittees.
- b. Respond to CTAC and community 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. Follow-up reports on CTAC requests will be prepared and submitted to appropriate parties.
- d. Advise the BCC and the MPO on specific policy issues and products as well as provide an independent and broad-based monitoring of on-going planning and implementation activities.

END PRODUCTS:

1. CTAC Agendas minutes and back-up materials
2. Subcommittees agendas minutes and back-up materials
3. Minutes of special hearings and public meetings
4. Correspondence and resolutions documenting citizen input on various planning proposals
5. Meetings and correspondence with County and State Agencies, as necessary to maintain effective citizen involvement in the MPO process.

PROJECT MANAGER:

Yvonne Soler

PARTICIPATING AGENCY:

Metropolitan Planning Organization

REQUIRED FUNDING:

\$ 64,000

FY 1994 Unified Planning Work Program

Objective D: Transportation Planning Process and Funding

TASK NUMBER AND TITLE:

4.05 TECHNICAL COMMITTEES SUPPORT

OBJECTIVE(S):

Ensure proper resolution of critical transportation issues by the Transportation Planning Council and its committees.

PREVIOUS WORK:

This is a continuing activity.

METHODOLOGY:

- a. 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.
- b. 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.

END PRODUCTS:

1. TPC Agenda and back-up materials
2. TPC Summary Minutes
3. TPTAC Agendas and back-up materials
4. TPTAC Summary Minutes
5. Copilation and distribution of information, as appropriate.

PROJECT MANAGER:

Irma San Roman

PARTICIPATING AGENCY:

Metropolitan Planning Organization

REQUIRED FUNDING:

\$ 55,000

FY 1994 Unified Planning Work Program

Objective D: Transportation Planning Process and Funding

TASK NUMBER AND TITLE:

4.06 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

FY 1994 Unified Planning Work Program

Objective D: Transportation Planning Process and Funding

TASK NUMBER AND TITLE:

4.07 AMERICANS WITH DISABILITIES ACT (ADA) PLANNING FOR COMPLIANCE

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 fixed route public transit system.

PREVIOUS WORK:

The ADA-required Complementary Paratransit Service Plan was completed in FY 92. Preparation of the ADA Key Station Plan was completed during FY 92. The first Update of the Complementary Paratransit Plan was completed in FY 93.

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. Develop Annual Update of the ADA Paratransit Plan.
- d. Provide staff support for various TD and ADA related advisory groups.

END PRODUCTS:

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

PROJECT MANAGER:

Mario G. Garcia

PARTICIPATING AGENCIES:

Metro-Dade Transit Agency

REQUIRED FUNDING:

\$199,000

FY 1994 Unified Planning Work Program

Objective D: Transportation Planning Process and Funding

TASK NUMBER AND TITLE:

4.08 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

FY 1994 Unified Planning Work Program

Objective D: Transportation Planning Process and Funding

TASK NUMBER AND TITLE:

4.08 **FTA CIVIL RIGHTS REQUIREMENTS**

OBJECTIVE:

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

PREVIOUS WORK:

A major update of this report is required to be updated every three years. Last major update was in FY 92. 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 vehicle deployment plan.

PROJECT MANAGER:

Mario G. Garcia

PARTICIPATING AGENCY:

Metro-Dade Transit Agency

REQUIRED FUNDING: 40,000

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Objective D: Transportation Planning Process and Funding

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:

\$ 35,000

FY 1994 Unified Planning Work Program

Objective D: Transportation Planning Process and Funding

TASK NUMBER AND TITLE:

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 paid 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:

\$95,000

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