



**UNIFIED
PLANNING
WORK
PROGRAM
FOR
TRANSPORTATION**

Metropolitan Planning Organization



FY 1995

UNIFIED
PLANNING
WORK
PROGRAM
FOR
TRANSPORTATION

METROPOLITAN PLANNING ORGANIZATION

DADE COUNTY

ADOPTED JUNE 9, 1994

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EXECUTIVE SUMMARY

The 1995 Unified Planning Work Program (UPWP) describes transportation planning activities for the Miami Urbanized Area to be completed during the fiscal period beginning July, 1994. 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 Year 2015 Metro-Dade Transportation Plan is currently under development and will be completed in late 1994.

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 1995 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 1995 UPWP address required work activities and agreed upon Local, State and Federal transportation planning issues and priorities. As a result of the ongoing incorporation of rules and procedures promulgated under the 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 1995 UPWP which respond to new transportation planning requirements and priorities. Among these are the following:

3.02 Countywide Policy Parking Study

2.06 Implementation of Transportation Management Associations

In addition, increased funding for FY 1995 has been assigned to projects that either have proven underfunded during previous years or need special efforts during the upcoming year. These are:

2.07 Transit Route-Level Monitoring

3.01 Air Quality Conformity Determination Assessment

3.05 Regional Council Transportation Planning Support

4.02 MPO Board and Municipal Participation

4.04 Transportation Improvement Program Development

4.05 Citizen and Private Sector Involvement and Community Awareness

4.06 Technical Committees Support

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 1995.

1995 UNIFIED PLANNING WORK PROGRAM

PROGRAM OBJECTIVES

OBJECTIVE "A": *LONG RANGE TRANSPORTATION PLANNING FOR SYSTEM PRESERVATION, DEVELOPMENT AND ENHANCEMENT*

Plan for a regional, multimodal transportation system that is responsive to changes in land use and urban form through the use of state-of-the art computer simulation techniques combined with a multidisciplinary perspective.

OBJECTIVE "B": *SHORT-RANGE TRANSPORTATION SYSTEM PLANNING AND MANAGEMENT*

Plan for maximum cost and performance efficiencies in transportation services and facilities through the development of effective projects, monitoring system performance; and responding to incidents and emergency situations.

OBJECTIVE "C": *INTERMODAL TRANSPORTATION PLANNING*

Plan for a fully intermodal transportation system which will alleviate travel congestion and adverse impacts of transportation infrastructure and services on neighborhoods and communities, promote efficient automobile use, improve the natural environment through the reduction of air, water, and noise pollution and resource consumption, and enhancing safety across all transport modes.

OBJECTIVE "D": *TRANSPORTATION PLANNING DECISION-MAKING AND FUNDING*

Combine the best features of professional expertise with a proactive citizen and private sector involvement process to institute a transportation planning decision-making procedure that includes all interested groups; and heightens the knowledge of the public as to the availability of financial resources and the true long- and short-term costs of available transportation options.

**METROPOLITAN PLANNING ORGANIZATION FOR THE MIAMI URBANIZED AREA
1995 UNIFIED PLANNING WORK PROGRAM**

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DEVELOPMENT AND ENHANCEMENT**

1.01	Urban Travel Modeling and Forecasting	\$ 150,000	1-1
1.02	Long Range Transportation Plan Update *	\$ 354,000	1-5
1.03	Transportation/Land Use Coordination	\$ 170,000	1-9
1.04	Socio-Economic Data	<u>\$ 100,000</u>	1-11
		\$774,000	

* Denotes project carried forward from previous year program.

Adopted 6-09-94

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OBJECTIVE B: SHORT-RANGE TRANSPORTATION SYSTEM PLANNING AND MANAGEMENT

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2.11	Post-Hurricane Short Range Plan	<u>\$ 100,000</u>	2-24
		\$1,785,000	

* Denotes project carried forward from previous year program.

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3.09	Transportation System Emergency Plan	<u>\$ 450,000</u>	3-29
		\$1,570,000	

* Denotes project carried forward from previous year program.

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OBJECTIVE D: TRANSPORTATION PLANNING DECISION-MAKING AND FUNDING

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4.03	UPWP Development	\$ 35,000	4-9
4.04	Transportation Improvement Program	\$ 175,000	4-11
4.05	Citizen and Private Sector Involvement and Community Awareness	\$ 85,000	4-13
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4.12	ADA Required Infrastructure Improvements	<u>\$ 15,000</u>	4-29
		\$1,719,827	
<u>TOTAL PROGRAM REQUESTED FUNDING (ESTIMATED)</u>		<u>\$5,848,327</u>	

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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 Interlocal 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. In the 1993 Legislative Session, Senate Bill 1328 was passed adding another member to the 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 Dade County 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 Chamber. 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.

In 1991, 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 TIP and the project selection process. ISTEA calls for the TIP to present a priority list of projects to be carried out and for inclusion of a project only if full funding can be available within the time period contemplated for completion of the project.

ISTEA consists 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 largely composed of individuals who serve on 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 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. In addition to the structure shown in Figure I, the Board may appoint special committees and task forces composed of public and/or official representatives for the purpose of seeking advise and recommendations as necessary.

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 and respective alternates from the Florida Department of Transportation, the State Department of Environmental Regulation, the Tri-County Commuter Rail Authority, the Dade County School Board and the Dade County League of Cities. 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 Protection
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.

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

- Review and monitor overall schedules for undertaking critical work elements leading to transportation planning decisions, with a concern for important milestones where TPC and MPO Board considerations are desired.
- Review generalized work programs developed by Project Managers before work is 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, in order 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 Bicycle/Pedestrian Advisory Committee

The Bicycle/Pedestrian Advisory Committee (BPAC) consists of no less than nine (9) and no more than twenty (20) voting members. These individuals represent a variety of backgrounds, including representatives from organizations and groups such as: bike clubs, civic organizations, walking/running clubs, educators, engineers, and the elderly. Members are appointed by the MPO Governing Board upon recommendation of the County Manager.

The functions and responsibilities of the Committee include, the review of bikeways and pedestrian mobility planning, plans review and recommendation, and coordination of education, enforcement and encouragement of bicycle and pedestrian considerations.

2.4.8 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.

2.4.9 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 Director and staff are

housed in the County Manager's Office and the Manager 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; and,
- 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 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 to participate in pertinent MPO planning activities, and to work towards effective coordination between the MPO Program and Tri-County Commuter Rail Authority plans and 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 work towards effective coordination between State and County transportation programs. This agency also provides liaison between the MPO and the various agencies of the United States Department of Transportation (USDOT).

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 consistent with the transportation provisions of the Regional Policy Plan for South Florida.

3.0 TRANSPORTATION PLANNING PROGRAM AND PROCEDURES

3.1 The Transportation Plan: Development, Adoption and Implementation

A central feature in the MPO's program efforts is the development and maintenance of an updated Transportation Plan. The Transportation Plan must include a financial feasibility assessment indicating the funding necessary to implement improvements for its duration. The Plan is required to be intermodal reflecting the widest consideration of modal options to most effectively and efficiently serve mobility needs within metropolitan areas and in terms of nationwide economic goals. Also, the Transportation Plan is subject to air quality conformity requirements established by section 176 of the CAAA. The process for plan development, adoption and implementation is depicted in Figure II.

A Transportation Plan covering a twenty-year planning period is required of all recipients of federal funds. An annual update of the Plan is mandatory and normally, a major updating effort occurs every five years. It is developed by technical staff and represents all transportation modes. All of the various County, State and Federal agencies with transportation planning and implementation responsibilities participate in formulation of the Plan through their staff activities and in the Transportation Plan Technical Advisory Committee's ongoing work. Input from Dade County municipalities is requested and considered on a regular basis.

Also, the Long-Range element of the Transportation Plan is coordinated for consistency with the County's Comprehensive Development Master Plan (CDMP). Provisions of Chapter 163, F.S. limit Metro-Dade County's funding or construction of transportation improvements to projects and facilities which are contained in the CDMP. Because the exclusion of a transportation project or facility from the CDMP could effectively prevent Dade County's participation in the project notwithstanding the project's inclusion in the MPO's Transportation Plan, it may be necessary to amend the CDMP to implement proposals contained in the MPO's Transportation Plan.

Before it is adopted by the MPO Board, the Plan is endorsed by the Transportation Planning Council for review by civic and public organizations including municipalities, the Citizen Transportation Advisory Committee (CTAC) and citizens in general. The Transportation Plan consists of:

- A statement of overall Goals And Objectives.
- A 20 year Program of Projects, listing all improvements to the transportation system formally identified as necessary and assigning relative priorities to the listed projects. This program of projects is depicted on a long-range plan map and both are adopted formally by the MPO Board. A financial feasibility analysis is also presented with the program of projects.

- A Transportation Improvement Program (TIP) document is the capital improvements element of the Long-Range Plan. This Plan element consists of a five-year program of projects of which one year is current (the Annual Element) and four are future. Each year, the TIP is modified by adding a new fifth year and advancing the first of its future years to current status. The improvements identified in the TIP are carried out through orders of priority expressed through technical analyses conducted for the preparation of the Transportation Plan. These analyses are part of the work defined in the Unified Planning Work Program (UPWP). TIPs are required to be prioritized and financially constrained. The TIP must include transportation management system strategies proposed for implementation during the time frame of the TIP. In air quality nonattainment areas, such as Dade County, priority must be given to transportation control measures (TCMs).

The TIP also identifies all sources of funding that are known or anticipated to be available during the program period. The TIP may be amended at any time during a program year by the same procedures required for developing and adopting the original document. Specific projects indicated for implementation represent the final expression of the Transportation Plan, and are drawn from the current year of the approved TIP. The Transportation Plan documents are adopted by the Governing Board of the MPO, and accepted by the state and federal agencies involved in local transportation planning and implementation -- the Florida Department of Transportation, the Federal Highway Administration, and the Federal Transit Administration. Projects approved by the MPO Board in the TIP are subsequently implemented by the Board of County Commissioners and, when required, by federal and/or state agencies.

3.2 The Transportation Plan: Amendments

While the improvements and priorities included in the Transportation Plan are based on sound analytical assessment of transportation needs, adjustments to the Plan may be periodically necessary to reflect changes in transportation demand and conditions and findings of detailed project studies, as well as MPO Board-approved requests from its own members or citizen groups and municipalities.

3.2.1 General Plan Amendment Process

Three major steps are involved in amending the Plan: 1) technical review and analysis, 2) citizen involvement, and 3) policy decision. All proposed amendments are to be initially subjected to a technical analysis whereby the proposal(s) will be compared with the current Plan and the technical implications of the change assessed and documented. The direct impact of the change on the affected local area, as well as the impact on other projects in the Plan, is evaluated. Normally, and because of the limited nature of transportation funding resources, these impacts are particularly relevant when priorities for given projects are proposed to be advanced and therefore, priorities for other projects are likely to be negatively impacted. Citizen review procedures in the amendment process are accomplished through the regular

citizen activities defined in the MPO process. The Citizens Transportation Advisory Committee plays a key role in this regard.

3.2.2 Timing of Plan Amendments

Amendments are considered as part of an annual review and amendment procedure that culminates in October of each year. The timing is ideal because it ensures an up-to-date planning input of projects to be included in the Florida Department of Transportation's Five Year Work Program, which is endorsed by the MPO in December of each year. In turn amendments are also considered as primary input in the preparation of the Metro-Dade Transportation Improvement Program, adopted by the MPO Board in May of each year.

If emergency situations occur in mid-year, special Plan amendments are possible. Requirements for technical review, citizen involvement, and policy deliberation are the same as for amendments made as part of the annual cycle.

3.2.3 Initiation of Amendments

Proposed amendments to the Transportation Plan are initially considered by the Transportation Planning Council, following a technical review by its Transportation Plan Technical Advisory Committee.

Amendments can be officially proposed by members of the MPO Board, the County Manager, any County department, the Florida Department of Transportation, Dade County municipalities, the Citizen Transportation Advisory Committee and any interested organization or individual. The regular annual Plan amendment process begins in October of each year.

3.3 Impact Fee Process

As adopted by local ordinance #88-112 on December 6, 1988, the transportation planning process of the Metropolitan Planning Organization (MPO) is utilized in Dade County to assure that expenditures of Road Impact Fee revenues on highway projects are properly prioritized and scheduled. This planning process considers recommendations from a Joint County/Municipal Staff Committee. The Transportation Plan Technical Advisory Committee (TPTAC) functions as the County representative on this Joint Staff Committee. Highest priority for Impact Fee trust account expenditures are for roadway improvements determined by the Dade County MPO Governing Board as most needed to serve new development. The annual program for expenditure of roadway improvement projects utilizing Road Impact Fee trust fund monies is presented to the MPO Board at the time of the annual Transportation Improvement Plan approval action. The administration for this process conforms to the rules established in the Metro-Dade Road Impact Fee Manual.

3.4 Unified Planning Work Program (UPWP)

The annual program of technical studies and related activities that support the transportation planning and improvement programs is contained in the Unified Planning Work Program. Example of activities included in the UPWP are: program administration; data surveillance; travel modeling and forecasting; community involvement; highway, transit, special technical studies, and other aspects of technical support necessary to the transportation planning process. In the UPWP document, the local or state agencies involved in each phase of the program are indicated, as are the costs and methodologies used in the process. The work program is in support of goals and objectives established by the MPO, and relates to state and national transportation program areas of emphasis. The levels and sources of federal, state or local funds to support the program are described and products from the various technical or support activities are identified.

The UPWP normally includes a discussion of all urban area transportation planning activities and a description of transportation related air quality planning activities and documentation of all work to be performed with Federal planning assistance under sections 8,9 or 26(a)(2) of the FTA 49 U.S.C. and 23 U.S.C. The document is developed under the guidance of the Transportation Planning Council and is approved by the MPO Governing Board and the appropriate state and federal agencies.

3.5 Annual Cycle of MPO Documents

The information presented in Figure III shows the annual review and approval cycle of major MPO plans and programs. Many aspects are taken into account in the establishment of these procedures and calendar dates. Elements such as the administrative fiscal years of the agencies involved, dates when documents are required by the funding federal agencies, state requirements concerning FDOT plans and programs and the allowance of reasonable periods of time for formal review by the various committees involved are all aspects considered in the development of this annual cycle.

Figure III also shows a cycle for the FDOT Five Year Work Program. While this is not a formal MPO document, it is an item of critical significance to the program since the projects included in the Work Program for any given time period are also submitted by the FDOT for inclusion in the MPO's TIP for the same period.

4.0 PROGRAM MONITORING, REVIEW AND REPORTING

4.1 Program Management

The Director of the MPO Secretariat acts as the overall Program Administrator and Manager. Technical management control over each project in the transportation planning program is exercised by the Project Manager to whom the task is assigned. Ultimate review of program

work products rests with the Transportation Planning Council and its Task Forces and Committees.

4.2 Monitoring

A monitoring process is applied to the transportation planning and programming process by the Transportation Planning Council through the Director of the MPO Secretariat to ensure that:

- Programs and projects are consistent with adopted MPO policies;
- Programs and projects are responsive to identified issues and problems;
- Changes are consistent with Comprehensive Development Master Plan and Transportation Plan recommendations;
- The surveillance program produces the data required to support transportation planning recommendations; and,
- The products of the planning work program serve their intended purpose and are cost effective.

4.3 Review

Responsibility for the overall direction and control of Administrative and Technical review rests with the Transportation Planning Council. The review process is used to develop recommendations for desirable changes in current and proposed transportation plans and programs in terms of policy, technical procedures, administration and coordination.

4.4 Reporting

A reporting system is used to review the status, progress, and achievements of the MPO at all levels. Quarterly reports on the status of the UPWP are prepared by the Director of the MPO Secretariat based on project reports furnished by individual Project managers. They are submitted to the TPC for review and acceptance.

The Director of the MPO Secretariat prepares additional summary reports to the Governing Board, the Transportation Planning Council, and others informing them of performance, progress and compliance with goals and objectives of the overall MPO program.

PROJECT DESCRIPTIONS

OBJECTIVE A

LONG-RANGE TRANSPORTATION PLANNING
FOR SYSTEM PRESERVATION,
DEVELOPMENT AND ENHANCEMENT

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. hold network workshops and meetings, as needed, to solicit input from applicable departments.
- e. 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. consider and evaluate other related planning and modeling applications and assess respective utility of same.
- b. 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. Other software and hardware updates and accessories as necessary.
- c. 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.
- d. Emulation hardware and software for UNIX to PC communication and FSUTMS operations to produce Federally and State mandated reports and documents.

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.

PROJECT MANAGER(S):

Michael Moore

PARTICIPATING AGENCIES:

Metropolitan Planning Organization
Metro-Dade Transit Agency

FUNDING:

\$70,000 Section 8

\$80,000 PL112

\$150,000



1995 UNIFIED PLANNING WORK PROGRAM

OBJECTIVE A: LONG RANGE TRANSPORTATION PLANNING FOR SYSTEM PRESERVATION, DEVELOPMENT AND ENHANCEMENT

TASK NUMBER AND TITLE:

1.02 LONG RANGE TRANSPORTATION PLAN UPDATE

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, 1992 and 1993. Year 2015 update began in FY 93-94. Tasks 1 to 6 have been completed.

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.¹

METHODOLOGY:

The following major actions must be completed as a part of the Plan Update effort. Items 7 through 16 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 The requirement to update the Long Range Plan has changed since from the time this work element was originally drafted. According to the Federal Register issued October 28, 1993, the new requirement elucidated in 23 cfr §450.322 now states, in part, that the "transportation plan shall be reviewed and updated at least triennially in nonattainment and maintenance areas..." (The effective date for this new requirement is November 29, 1993.)

METHODOLOGY (Continued)

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.

METHODOLOGY (Continued)

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
2. New travel demand simulations for 2015.³
3. Adopted district structure for plan development.⁴
4. Updated screenline data.⁵
5. Review and evaluation of existing project lists; identification of project status.⁶
6. New prioritization criteria for future projects.⁷
7. Revised listing of transportation projects by District and priority level.⁸
8. List of high-volume travel corridors and modal combinations for detailed study.⁹

² At the time of this writing, model validation had not yet been completed but is expected to be accomplished by June, 1994.

³ Preliminary horizon year simulations had been done through March, April and May of 1994.

⁴ Traffic Analysis Districts (TADs) were developed in March 1994 and Planning Districts, created by aggregating Commission Districts, were developed during April 1994.

⁵ This task is being done as a part of the Model Validation effort.

⁶ Not yet commenced.

⁷ Evaluation criteria are to be finalized during the July 1994 Steering Committee meeting.

⁸ Not yet commenced.

END PRODUCTS (Continued)

9. Adopted Long Range Transportation Plan document.¹⁰
10. Air Quality Conformity Determination Report.¹¹

PROJECT MANAGER:

Michael Moore

PARTICIPATING AGENCIES:

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

FUNDING:

\$ 76,000	FTA - Section 8
\$188,000	FHWA - PL112
\$ 25,000	"D" Funds
<u>\$ 90,000</u>	STP Funds
\$379,000	

⁹ Not yet commenced.

¹⁰ Not yet commenced.

¹¹ At the time of this writing, the Consultant contract was being revised to include necessary tasks to develop this report.

OBJECTIVE A: LONG RANGE TRANSPORTATION PLANNING FOR SYSTEM PRESERVATION, DEVELOPMENT AND ENHANCEMENT

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:

\$80,000	Section 8
\$80,000	PL112
<u>\$10,000</u>	Section 9
\$170,000	

TASK NUMBER AND TITLE:

1.04 **SOCIO-ECONOMIC DATA**

OBJECTIVE(S):

This work element will initiate a two-year transition from reliance on paper maps, PC spreadsheets, and PC database management programs to GIS technology for the development and maintenance of socio-economic data for transportation applications.

Secondly, we will adjust out existing FSUTMS datasets so that they are in conformance with all CDMP Amendments (or other actions) adopted since the existing datasets were developed. This is necessary to reflect the 7-year update of the CDMP which occurs during the fiscal year, and to enable timely generation of the next database required on a three year cycle.

In addition, a joint project with MDTA is proposed: A zonal-level analysis of parking fees for public and private facilities.

Also, we will continue to respond to special requests from MPO, FDOT and other transportation agencies which require unique products.

PREVIOUS WORK:

Essentially, GIS development is a new project although Planning Staff have maintained and processed computerized source data for the FSUTMS variables for many years. Also, we have already used GIS technology to produce several transportation-related products for the MPO. These products include a variety of base maps, both the simplified and detailed (i.e. all streets) versions as well as detailed TAZ boundary maps in four parts.

The analysis of paid parking rates is also a new project although MDTA staff have attempted to develop some data in the past.

METHODOLOGY:

Much of the basic input (raw) data for the FSUTMS socio-economic cross-classification variables pertains to the characteristics of individual structures or contiguous groupings of structures. Hitherto, these data were either geocoded by an admatching program or laboriously

hand geocoded. Now with the advent of GIS technology (especially Level II), these data can be manipulated best in an ARC/INFO environment. All steps from geocoding to the final layer creation can be automated and integrated under a single application. Moreover, the GIS is ideally suited to the maintenance and retrieval of data, whether individual records or aggregated summaries by TAZ.

We intend, during the first of a two-year effort to create several GIS database layers over block or folio geography which will be assigned to TAZs. For instance, all rental units, whether hotel units or multi-family apartments are registered with the State. When we procure this data, the business address information will be geocoded into the GIS and the type of structure and unit count appended to the records. Queries of individual records or aggregations of data for all supported geographic areas (TAZs, Municipalities, TRS, etc.) will be much easier to generate. Of course, this automation will also greatly facilitate the development of datasets as well, since aggregate statistics for TAZs can be quickly generated. In addition to the entry of rental units mentioned above, we intend to create GIS layers for all public/private schools and the larger daycare centers, tourist and sports facilities, correctional institutions, as well as the larger employers.

It should be noted that the folio-based geography of Level II is an ideal environment for the purpose of flagging vacant parcels of land. Such vacant sites, as they are consumed for business or residential construction, define the future state of each TAZ. In Dade County, it is primarily new construction, not redevelopment that changes the existing character of TAZs. In order to better monitor the status of zonal vacant land, during the first year we will append several data items to all vacant parcels: zoning code, an estimate of build-out capacity (units, population) and anticipated build-out date. This data is essential to the process of developing projections of future TAZ conditions. GIS technology would greatly enhance the speed and reliability of our socio-economic base year and projected datasets.

Once commission action on Plan Amendments (or other actions involving a change of land-use or character) is final, we will update the database variables for the specifically affected TAZs on all of our datasets projections. This will keep these datasets reasonably current and in conformance with the CDMP.

One of the important determinants of transit demand is the cost of private vehicle parking. We propose to ascertain these costs, for both public and private facilities in the urbanized areas of the County, with considerable geographic detail. A combination of survey and database query (occupational licenses) will be utilized to define long-term (all-day) parking costs. This project is an initial effort, and will be sample-based rather than a complete inventory of facilities. Even so, the data we produce will represent a considerable refinement, and thus should improve transit and highway modeling.

Finally, included under this work element is our support services to the MPO, FDOT and consultants. In the past, we have generated a substantial number of specially tailored data subsets and map products for these agencies.

END PRODUCTS:

- 1.) Multiple GIS layers displaying the site address of multifamily structures, hotel/motel, major employers and school structures on Level II geography with associated INFO database.
- 2.) Datasets and map products showing paid parking fees by TAZs.

PROJECT MANAGER(S):

C. W. Blowers

PARTICIPATING AGENCIE(S):

Metro-Dade Planning Department

FUNDING:

\$50,000	Section 8
<u>\$50,000</u>	PL112
\$100,000	

OBJECTIVE B

**SHORT-RANGE TRANSPORTATION
PLANNING AND MANAGEMENT**

OBJECTIVE B: SHORT-RANGE TRANSPORTATION SYSTEM PLANNING AND MANAGEMENT

TASK NUMBER AND TITLE:

2.01 **SHORT-RANGE INTERMODAL PLANNING**

OBJECTIVE(S):

To address mobility needs in targeted areas of the county by focusing multi-modal transportation improvements and intermodal connectivity enhancements in 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 1994/95, 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 (Bicycle and Pedestrian Plans).
3. Unanticipated projects originating from other agencies or other County departments, may require planning support from the MPO Secretariat.

All activities shall be coordinated with the State's Intermodal Program. Administer Intermodal Management System.

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:

Jose-Luis Mesa

PARTICIPATING AGENCIES:

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

REQUIRED FUNDING:

\$30,000	FTA - Section 8
\$70,000	FHWA - PL112
<u>\$30,000</u>	FTA - Section 9
\$130,000	

OBJECTIVE B: SHORT-RANGE TRANSIT SYSTEM PLANNING AND MANAGEMENT

TASK NUMBER AND TITLE:

2.02 **SHORT-RANGE TRANSIT PLANNING**

OBJECTIVE:

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

PREVIOUS WORK:

This is a continuing activity. A major update effort for the Transit Development Program was undertaken and completed in Fiscal Year 1994. Annual updates of this major service programming document to reflect changes in projected travel demand and available fiscal resources are required to support all short term transit plans. Supporting TDP Plan documents are also review updated as required for consistency, e.g., the Park-Ride Plan for MDTA.

METHODOLOGY:

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

PROJECT MANAGER:

Mario G Garcia

PARTICIPATING AGENCY:

Metro-Dade Transit Agency

FUNDING:

\$75,000 FTA - Section 9 Funds

OBJECTIVE B: SHORT-RANGE TRANSPORTATION SYSTEM PLANNING AND MANAGEMENT

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, ISTEAs Management Systems 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, truck percentages).
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.

8. Define data accuracy needs and determine if modification to the collection analysis technique is recommended. Provide a uniform reporting system for both State and County roadways per AASHTO and FDOT.

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

FUNDING:

\$50,000 STP Funds

OBJECTIVE B: SHORT-RANGE TRANSPORTATION SYSTEM PLANNING AND MANAGEMENT

2.04 DADE COUNTY PAVEMENT MANAGEMENT SYSTEM

OBJECTIVE:

The development, establishment, implementation and continuing operation of a pavement management system for Federal-aid highways in Dade County.

PREVIOUS WORK:

None

METHODOLOGY:

A development plan for implementation of the Metropolitan Area Pavement Management System will be prepared in cooperation with the Florida Department of Transportation and with local municipalities having jurisdiction over Federal-aid roadways.

A state-county-municipal consensus building process will be instituted to determine performance measures and standards, data collection requirements and responsibilities, data storage and reporting requirements.

The following data will be considered for inclusion in the Metropolitan Area Pavement Management System:

- a) An inventory of physical pavement features including number of lanes, width, surface type, functional classification, and shoulder information.
- b) A history of project dates and types of construction, reconstruction, and preventive maintenance.
- c) A condition survey that includes ride, distress (cracks), rutting, and surface friction. Pavement serviceability rating data as specified in Chapter IV of the HPMS Field Manual will be included in the data requirements for the condition survey.
- d) Traffic information including volume, classification, and load data.
- d) Traffic information from the Metropolitan Area Pavement Management System will be included in the Metropolitan Integrated Management System Data Base.

END PRODUCTS:

A Metropolitan Area Pavement Management System implementation work plan that addresses all of the listed items and defines performance measures, agency responsibilities, costs, and an implementation schedule.

PROJECT MANAGER:

Walter Jagemann, Dade County Public Works

PARTICIPATING AGENCIES:

Dade County Public Works Department
Florida Department of Transportation

FUNDING:

\$10,000 FHWA - PL 112 Funds

OBJECTIVE B: SHORT-RANGE TRANSPORTATION SYSTEM PLANNING AND MANAGEMENT

TASK NUMBER AND TITLE:

2.05 DEVELOPMENT OF DADE COUNTY CONGESTION MANAGEMENT SYSTEM

OBJECTIVE(S):

The objective of this study is to develop the Dade County Congestion Management System (DCCMS) mandated under FHWA 23 CFR Part 500 Subparts A and E, for urban areas over 200,000 in population.

PREVIOUS WORK:

Other studies have been conducted by the MPO among them: the Dade County Transportation Demand Management and Congestion Mitigation study, the Continuing Development of TMAs, the Dade County Road Pricing Study and the Public Private Partnerships Study.

METHODOLOGY:

On December 1, 1993, FHWA and FTA published an Interim Final Rule for the development of the six management systems. This rule will be the basis for much of the methodology described below.

1. Coordination Process

A close coordination shall be established among the different local and State agencies which participate in this study. A procedure will be developed and implemented to accelerate the interaction among these agencies. This process will serve to establish each agency's role in the data collection and analysis task. Also, steps will be established to integrate the DCCMS into the metropolitan planning process and to ensure there will not be duplication with the existing State and local planning processes.

Finally, the DCCMS will be coordinated and integrated to the other management systems, especially the Intermodal Management System (IMS) and the Public Transportation Facilities and Equipment Management System (PTMS) that are being developed by the District VI of the Florida Department of Transportation (FDOT).

2. Analysis of Institutional Infrastructure

The Final Rule to be published by FHWA and FTA for the development of the Congestion Management System (CMS), will be analyzed and compared with the existing Florida Concurrency Management System and the Comprehensive Development Master Plan for Dade County to ensure that data collection efforts are not duplicated. A review of current air quality plans and regulations, as well as land use plans and programs shall also be analyzed to support the DCCMS.

3. Define System and Develop Performance Standards

The highway network and coverage area to be considered for the purpose of the study will be defined in this task. Performance standards will be developed to measure unacceptable congestion conditions in order to determine existing and future congested areas. These standards will consider the traffic as well as the transit components of the system within the study area.

4. Data Collection

Based on the definition of congestion and the performance standards to be used to measure the level of congestion, the data required to develop the DCCMS and the most adequate method to collect it will be determined. Procedures will be prepared for collecting, organizing and analyzing such data. The role and responsibilities of each agency in this process will be established.

5. Corridor Evaluation

Identify those corridors where congestion is occurring or may occur. The causes for such congestion shall be investigated to determine the needs and potential strategies to be implemented for alleviating or managing these conditions. Based on the performance standards developed in the previous task, the level of acceptable congestion will be determined for each corridor.

6. Develop Strategies and Action Plan

According to the needs and type of problems detected by corridor or location, appropriate strategies to manage congestion or enhance mobility will be recommended. This task will identify and evaluate the potential effectiveness of congestion management and mobility enhancement strategies (both traditional and nontraditional). An implementation plan will be developed containing the most effective strategies. The plan will include both long and short range strategies.

7. Establish a Monitoring and Evaluation Program

A Monitoring and Evaluation Program will be established to determine the effectiveness and impacts of the strategies to be implemented by corridor. New techniques and procedures will be developed to evaluate them. The proposed program will address traffic as well as public transit strategies. Investigate the available equipment, software and planning models best suitable to

implement this program. The recommended program shall include appropriate means to evaluate, on an ongoing basis, the effectiveness of the implemented strategies and forecast future conditions.

8. Develop a Public Involvement and Educational Program

Provide public involvement through the development of a public participation program. The program shall be consistent with the requirements established in the Metropolitan Planning Process as mentioned in 23 CFR Part 450. An educational program shall be developed to support the ongoing participation of the general public in the Dade County CMS. Alternatives will be considered to provide the information to the public and receive the input from them.

9. Funding Plan

The Dade County CMS will include a financial plan that demonstrates which funds are reasonably expected available to implement the proposed plan. This task shall investigate and analyze sources of funding. Complying with the regulations, new potential sources of revenue shall be identified, including innovative financial techniques and the participation of private enterprise.

END PRODUCTS:

The end products of this study are:

1. *Technical Memo: "CMS: Institutional Issues"* which summarizes Task #2. Legal, structural, operational and other aspects will be discussed and analyzed in this Task.
2. *"CMS Work Plan"* that identifies the most congested corridors, as well as the strategies to be developed, define the data to be collected and the process to be established for gathering said data. This plan shall be submitted to the State by October 1, 1994.
3. *"Monitoring and Evaluation Manual"* containing a step by step procedure to monitor and evaluates, on a regular basis, the corridors and conflict points previously defined.
4. *"Public Involvement and Educational Program"* containing a revision of the actual procedures and the proposed program to be developed. The program shall include a set of educational activities directed to aware the public about the pros and cons of the traffic congestion, and encourage the use of other transit alternatives.
5. *Final Report: "Dade County Congestion Management System"* which will include a summary of: the goals and objectives of the study, review of the available information concerning CMS, overview of the strategies and the final recommendations. Regarding the strategies, these will contain: description of the proposed actions, identification of the implementation responsibilities, preferred locations, data needs, performance and enforcement measures, estimated cost, implementation time and expected results. Special attention should be given to the implementation

phases, funding and public involvement.

PROJECT MANAGER:

Jesus Guerra

PARTICIPATING AGENCIES:

Metropolitan Planning Organization (MPO)
Florida Department of Transportation (FDOT)
Metro Dade Transit Agency (MDTA)
Planning Department
Seaport Department
Aviation Department and local environmental agencies.

FUNDING:

\$ 50,000.00 PL Carry Over Funds
\$ 50,000.00

OBJECTIVE B: SHORT-RANGE TRANSPORTATION SYSTEM PLANNING AND MANAGEMENT

TASK NUMBER AND TITLE:

2.06 **IMPLEMENTATION OF TRANSPORTATION MANAGEMENT ASSOCIATIONS**

OBJECTIVE(S):

To provide support to incorporated TMAs in Dade County as outlined in the Congestion management Plan. This program will focus on funding TMAs and providing support to these groups so they can accomplish a variety of trip reduction strategies.

PREVIOUS WORK:

This is a continuing activity of the Congestion Management program.

METHODOLOGY:

Background:

This task will grant funds to eligible TMAs in accordance with County and Florida Department of Transportation procedures. To be eligible for funding a TMA must provide a detailed action plan that includes at a minimum: articles of incorporation as a private not for profit body, bylaws, geographical boundaries, trip management goals, a financing plan, an institutional structure, potential membership estimates and proposed measurement methodology.

Work Tasks

1. Assist TMAs in planning and implementing trip reduction strategies as established in the Congestion Management Plan and related documents
2. Establish additional TMAs.

END PRODUCTS:

1. Preparation of multiparty agreements as necessary.

2. Annual reports from each TMA funded, which are due within one month after the close of each respective TMA's fiscal year.
3. Planning documents for projects mutually agreed upon by Dade County, FDOT, and TMAs.

PROJECT MANAGERS:

Jesus Guerra/ Rene Rodriguez

PARTICIPATING AGENCIES:

Metropolitan Planning Organization
Florida Department of Transportation

FUNDING:

90,000	DS State Funds
<u>90,000</u>	Local Match
\$180,000	

OBJECTIVE B: SHORT-RANGE TRANSPORTATION SYSTEM PLANNING AND MANAGEMENT

TASK NUMBER AND TITLE:

2.07 **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. Transit route-level ridership reports.

METHODOLOGY:

Collect information, using new handheld data devices as well as manual methods, as appropriate, from a subset of Metrobus trips. This data will be downloaded into a computerized database (when appropriate) to determine detailed usage and effectiveness of Metrorail and Metrobus routes, particularly those identified as poor performance routes and overloaded routes.

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:

Mario G. Garcia/David R. Fialkoff

PARTICIPATING AGENCY:

Metro-Dade Transit Agency

FUNDING:

\$400,000 FTA - Section 9 Funds

OBJECTIVE B: SHORT-RANGE TRANSPORTATION SYSTEM PLANNING AND MANAGEMENT

2.08 TRANSIT FINANCIAL CAPACITY ASSESSMENT

OBJECTIVE:

Maintain the Transit Financial Capacity models including updating the models to reflect the TIP, as required by FTA and enhancing them to permit sensitivity analysis on various key parameters including 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 1992 Section 15 reports and the 1994 transit element of the TIP.

METHODOLOGY:

1. Calibrate financial capacity models against 1993 conditions based on Section 15 data.
2. Update the models to reflect changes in funding sources and the 1995 TIP.

END PRODUCTS:

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

PROJECT MANAGER:

Mario G. Garcia/Pamela Levin

PARTICIPATING AGENCY:

Metro-Dade Transit Agency

FUNDING:

\$15,000 FTA - Section 9 Funds

OBJECTIVE B: SHORT-RANGE TRANSPORTATION SYSTEM PLANNING AND MANAGEMENT

TASK NUMBER AND TITLE:

2.09 **TRANSIT REPORTING AND FORECASTING**

OBJECTIVE:

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 and annually.

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 parameters 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. Three MDTA quarterly performance reports, and one annual report.

PROJECT MANAGER:

Mario G. Garcia/Pam Levin

PARTICIPATING AGENCY

Metro-Dade Transit Agency

FUNDING:

\$100,000 FTA - Section 9 Funds

OBJECTIVE B: SHORT-RANGE TRANSPORTATION SYSTEM PLANNING AND MANAGEMENT

TASK NUMBER AND TITLE:

2.10 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 required, ongoing planning documents, such as the Section 15 Report and Grant Quarterly Reports, in order to receive federal, state, and local funding. TCRA will provide project management for its numerous capital projects and will develop a short range program that will insure a successful and convenient regional commuter transportation system. Additionally, TCRA will fund staff time required to establish TCRA's goals in terms of level of service and necessary capital improvements

PREVIOUS WORK:

- * Included in Dade, Broward, and Palm Beach MPO's UPWP's;
- * Included in Dade, Broward, and Palm Beach MPO's Transportation Improvement Program (TIP's);
- * Worked with planning organizations in order to amend DRI's to accommodate TCRA land use type;
- * Submitted annual Section 15 Reports;
- * Submitted Grant Financial and Narrative Quarterly Reports;
- * Submitted Annual and Quarterly Disadvantaged Business Enterprise (DBE) Reports;
- * Developed of Strategic Plan which has an action plan covering the period of 1989-1995; and

- * Adhered to requirements to be eligible for State Block Grant and Federal Transit Administration funds.

METHODOLOGY:

In adherence to relevant FTA Circulars, TCRA Strategic Plan, State Block Grant requirements TCRA's planning projects include the following:

- 1) General Development and Comprehensive Planning;
- 2) Program Support and Administration;
- 3) Transportation Improvement Program;
- 4) Project Management;
- 5) Short Range Transportation Planning and
- 6) Project Level Planning.

END PRODUCTS:

- * TCRA components in the Dade, Broward, and Palm Beach TIP's;
- * TCRA Capital Improvement Program;
- * DBE Program;
- * Title VI Program;
- * Section 15 Report;
- * Equal Employment Opportunity (EEO) Program; and
- * Grant Quarterly Reports.

PROJECT MANAGER:

Jeffrey D. 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

OBJECTIVE B: SHORT-RANGE TRANSPORTATION SYSTEM PLANNING AND MANAGEMENT

TASK NUMBER AND TITLE

2.11 POST-HURRICANE SHORT RANGE PLAN UPDATE

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 AGENCIES:

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

REQUIRED FUNDING:

\$ 100,000 FY 94 PLER Funds

OBJECTIVE C

INTEGRATED TRANSPORTATION SYSTEM



OBJECTIVE C: SHORT-RANGE TRANSPORTATION SYSTEM PLANNING AND MANAGEMENT

TASK NUMBER AND TITLE:

3.01 **AIR QUALITY CONFORMITY DETERMINATION ASSESSMENT**

OBJECTIVE(S):

Meet Federal requirements of the 1990 Clean Air Act Amendment (CAAA) and those contained in the U.S. Environmental Protection Agency Final Rule of November 23, 1993 (40 CFR Parts 51 and 93). Ensure that the upcoming Year 2015 Long Range Transportation Plan and the FY 1996-2000 Transportation Improvement Program (TIP) are consistent and conform with policies established in the CAAA and State Implementation Plan (SIP). 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:

A Conformity Report was carried out during FY 1994 following the requirements of the EPA Final Rule of November 23, 1993 and published in the federal register under 40 CFR Parts 51 and 93. A qualitative assessment of the Year 2010 Long Range Transportation Plan was completed by December 1993 following guidances by 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. Inter-MPO consultation, in the form of an Inter-MPO Consultation Committee, has been conducted 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.).

METHODOLOGY:

The following methodology was used in the conformity determination process completed in April 1994 based on guidelines of EPA Final Rule of November 23, 1993 (40 CFR Parts 51 and 93).

1. Prepare data. All long range plan proposed improvements and approved and funded transportation projects included in the FY 1995-2000 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 consistent with EPA rule and FDOT directive).

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. Emission Budgets: The redesignation SIP revision request submitted to EPA contain projections of emissions for the years 1994, 1997, 2000 and 2005. EPA considers these projections as the motor vehicle emissions budget.

4 Establish Highway Network Scenarios: During the transitional period (period of time between submittal of redesignation request and final approval or disapproval of such request) all projects will be analyzed for emissions in the Baseline (Build) and Action (No Build) scenarios for the following years: 1990 (Base Year), 1996, 2005, and 2010 (the last year of the long range plan's forecast period).

5. Define Alternatives. Using Mobile 5a and FSUTMS, a no-build alternative to be called "Baseline" and a build alternative to be called "Action" are to be defined for carrying out an emissions impact analysis. The build alternative or "Action" would be representative of the network with all approved TIP projects in place. The non-build alternative or "Baseline" would be representative of only the existing facilities assuming no other project would be developed within the time period.

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). The TIP must demonstrate (a) satisfaction of the Baseline and Action test VOC and NOx emissions predicted in the Action scenario are less than the emissions predicted in the Baseline scenario in each analysis year; (b) the Action scenario contributes to a reduction in emissions from the 1990 base year emissions inventory by any non-zero amount; and (c) that emissions for each pollutant or pollutant precursor projected from the Action scenario are equal to or less than emissions in the motor vehicle emissions budget.

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

8. Prepare an air quality conformity determination 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 for the FY 1996 TIP.
4. Conformity Air Quality Assessment on the Year 2015 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 - DERM
Metro-Dade Transit Agency - MDTA

FUNDING:

\$35,000	FTA - Section 8
<u>\$45,000</u>	FHWA - PL 112
\$80,000	

OBJECTIVE C: INTERMODAL TRANSPORTATION PLANNING

TASK NUMBER AND TITLE:

3.02 COUNTYWIDE PARKING POLICY STUDY

OBJECTIVE(S):

To conduct a comprehensive study of parking and recommend a parking policy complementary to development of the adopted Transportation Plan and Comprehensive Development Master Plan.

PREVIOUS WORK:

Studies focusing on the role that parking at transit facilities plays in attracting and maintaining transit ridership, ways in which non-transit parking may divert travelers from transit modes, or how parking may affect development sites or small geographic areas such as the Miami CBD and Downtown, have been completed in the past. The Congestion Management Plan previously developed by the MPO addresses parking and recommends a number of actions, but only in a broad and generic approach. However, no comprehensive parking policy studies have been locally conducted.

METHODOLOGY:

Background

While local transportation planning agencies have routinely addressed improving mobility through highway capacity improvements for enhanced vehicle movement, increases in tripmaking continues to surpass Dade's population growth rate. Household travel is rising, and VMT and VHT are growing, as more travelers' choice of mode are single-occupant vehicles (SOVs).

High parking availability at most destinations, in terms of both the number of spaces and low daily costs, continues to encourage high levels of private auto use. Exploring a variety of alternative transportation and mobility-enhancement opportunities, beyond the conventional highway capacity development approach, to comprehensive, multimodal transportation planning will provide other options and potential opportunities to manage congestion growth or potentially reduce it.

Parking needs to be addressed as an integral part of available options and opportunities. Researching parking issues, assessing the current role of parking in the existing transportation system, postulating alternative scenarios and roles and developing recommendations for future direction of policy directed towards parking in Dade County need to be accomplished. Specific areas of inquiry should include: examination of parking's role in inducing and sustaining travel related to both pattern and volume, especially with respect to encouraging SOV travel; its use as a governmental control for land use and zoning; its purpose in local government revenue generation; its role and function in economic growth

and development attractiveness from both public and private sector perspectives; roles it may play in institutional issues such as development financing and joint development; and its place in the ISTEA era of transportation planning, programming, and funding. All facets of parking are important to understanding this vital but complex issue.

Work Tasks

1) Create Study Steering Committee

Membership on the steering committee is to include the MPO and representatives of local and regional transportation agencies, including the Florida D.O.T., Public Works, and MDTA, and a member from the Citizen's Transportation Advisory Committee (CTAC). Membership shall include representatives of agencies which deal with parking, growth management, and economic development; membership from the B&Z Department specifically will be included to assist in presenting and clarifying development-related parking requirements. Municipal Parking Directors shall be included to provide insight into city perspectives, policies, and requirements. The County Planning Department will be included to assist in evaluating land use and growth issues, and to provide input for assessing future directions or trends that County growth and development might be expected to follow, which act, in part, as progenitors for subsequent potential future parking conditions.

2) Data Collection

a) Literature research and review

Research of all local studies specifically addressing parking, and other local studies in which parking may be considered significant, shall be undertaken. Both mode-oriented and geographically-oriented parking and related studies will be surveyed, conducted by either County Departments, cities, or other quasi-governmental or civic agencies such as the Downtown Development Authority, Chambers of Commerce, Sports and/or Exhibition Authorities, etc.

Condensations of salient research will be developed. Abstracts of the study backgrounds, significant findings, and synopses of recommendations proposed in the studies will be produced in an annotated bibliography.

b) Inventory Existing County Major Activity Center Parking

An inventory of parking in terms of numbers of spaces, charges, and temporal availability for major Dade County activity and employment centers (MACs) will be performed. Included will be places such as the CBDs/downtowns of all Dade cities, major public sector employment locations such as Metrobus garages and city civic complexes, major areas of employment such as the airport and the Civic Center, major single-employer sites such as American Bankers and Burger King headquarters, major multiple-employer locations such as the Doral-Airport West area, other activity centers such as industrial parks, Coconut Grove, and SoBe, and existing and emerging 'edge city' areas such as Dadeland.

c) Estimate Zonal Parking Characteristics

Estimation of the number of parking spaces, charges, and availability during peak and offpeak travel periods will be undertaken on a traffic analysis zone basis. Information gathered in the

previous part of this task will feed these efforts for the many zones with significant destinations (attraction activities) but won't cover all zones. The TAZ-based enumerations will essentially be an update of parking data now resident in the Dade County travel demand model, resulting in revised model parking information.

d) Review parking regulations

Parking regulations promulgated by both the County and local municipalities, and any which may have been enacted by the State, will be collected. They will be reviewed, analyzed, and evaluated with respect to development requirements, provision and pricing options of governmental agencies, and direct and indirect effects they may have on the transportation system.

e) Conduct an interview survey

Parking operators will be canvassed and interviewed. A survey form will be drafted and refined to elicit responses from operators in a variety of settings. Local, and some national parking operators, both public and private, will be canvassed; a representative but select cross sectional subset will then be interviewed in depth.

3) Develop Short-Range and Long-Range Parking Scenarios

a) Develop Base Cases

Utilizing the premise that the parking environment remains relatively static for the analysis horizons, and drawing upon the information developed in Task 2, above, estimate the parking situation in Dade County for the future. The estimate shall take into account projected development and employment increases anticipated to occur, and for developing the subsequent parking estimate for the County. Estimates shall be prepared for a 5-year TIP horizon, for the 20-year Long-Range Transportation Plan "build-out" horizon, and for an intermediate LRTP 10-year horizon.

b) Develop Alternatives

Based on the findings developed in Tasks 2 and 3, above, generate a series of alternative parking scenarios to develop plausible alternate future patterns of land use, development, and trip making which may be influenced by the alternative parking situations. Alternatives will span a range of possibilities ranging from a non-regulated environment, through the null or 'do-nothing' (i.e., existing conditions remain) alternative discussed in Task 4 above), to scenarios which selectively and increasingly constrain the amount, location, and pricing of parking, as testable policy options.

4) Perform Policy Testing and Analysis

Employ the MPO travel model to test application of the assumptions, and analyze model results for travel shifts, mode shifts, congestion, and varying levels of multiple-occupant vehicle and SOV utilization which may occur.

Prepare analyses regarding the advantages and disadvantages of revising existing parking policies, from both private sector and public sector perspectives, taking into account both model runs and results, and information developed in the literature research tasks as well. Elaborate on both the potential and probable ramifications of alternative parking policies on future County transportation systems and institutional arrangements.

5) Prepare Recommendations

Develop recommendations concerning whether novel County-wide parking policy (or policies) should be enacted, whether those extant should be revised, and propose general approaches which County parking policy should take, if change is recommended.

Recommendations should be stratified with respect to potential short-term and long-range implementation horizons, private vs. public sector influences, and transportation system effects.

6) Prepare the final study report.

END PRODUCTS:

1) Technical Memoranda

a. Data Collection

1. Literature Review
2. County Major Activity Center Parking Inventory
3. Zonal Parking Estimation
4. Review of Parking Regulations
5. Interview Survey Report

b. Proposal and Analysis of Alternative Parking Scenaria

1. Alternatives proposed
2. Analysis methodologies
3. Results

c. Recommendations Developed

2) Final Report

PROJECT MANAGER:

Jesus Guerra, Metropolitan Planning Organization

PARTICIPATING AGENCIES:

Metropolitan Planning Organization

FUNDING:

\$150,000 STP Funds

OBJECTIVE C: INTERMODAL TRANSPORTATION PLANNING

TASK NUMBER AND TITLE:

3.03 **CENTER FOR URBAN TRANSPORTATION RESEARCH SUPPORT**

OBJECTIVE(S):

This effort proposes to provide the Metro-Dade Transit Agency with technical assistance in the implementation of a variety of internal management and service delivery improvements through an interlocal agreement with the State of Florida's Center for Urban Transportation Research (CUTR).

PREVIOUS WORK:

Metro-Dade Transit Agency has utilized the technical services of the Center for Urban Transportation Research (CUTR) for past two years. CUTR projects have included: preparation of a bus operations manual; joint development project development; design, administration, and analysis of an on-board survey; feasibility study of a pedestrian promenade linking the Metromover and Bayside; investigation of the feasibility of a transportation utility fee; a fare policy analysis, Metromover extensions transfer analysis, etc. Some 17 projects have been authorized under the current Interlocal Agreement.

METHODOLOGY:

The primary tasks of this agreement will include a variety of work efforts to address issues facing the Metro-Dade Transit Agency, such as the following.

1. Implementation of the updated Strategic Management Plan.
2. Implementation of an improved operations planning process.
3. Evaluation of the Metromover extensions and operational recommendations to improve ridership.
4. Evaluation of MDTA's ridership growth of the past five years and recommendations to support continued ridership growth.

END PRODUCT (S):

The tasks described above that CUTR may be of assistance to the Metro-Dade Transit Agency. Actual work programs will be developed for each project and authorized by the TPC. The focus of this work will be implementation of recommendations.

PROJECT MANAGER(S):

Chester E. Colby
Jose-Luis Mesa

PARTICIPATING AGENCY (CIES):

Metro-Dade Transit Agency (MDTA)
Center for Urban Transportation Research (CUTR)
Metropolitan Planning Organization
Lehman Center For Transportation Research

REQUIRED FUNDING:

\$500,000 FTA Section 9

OBJECTIVE C: INTERMODAL TRANSPORTATION PLANNING

TASK NUMBER AND TITLE:

3.04 **COMPREHENSIVE BICYCLE/PEDESTRIAN PLANNING PROGRAMS**

OBJECTIVE(S):

To increase the use of non-motorized ground transportation by implementation of the Bicycle Facility Plan; further development of the Pedestrian Mobility Plan; encouraging and coordinating citizen and municipal involvement; and continuing Engineering, Education, Enforcement and Encouragement ("4-E") activities.

PREVIOUS WORK:

1. Initiated a Bicycle Facilities Plan to establish a Level-of-Service (LOS) standard for bikeway provisions; evaluate the LOS provided by the existing roadway and bikeway system; and prioritize a list of improvements necessary to achieve adequate provision of bicycle facilities.
2. MPO Governing Board adoption of a policy for bicycle considerations into construction/reconstruction projects.
3. On-going inventory using geographic information system (GIS) database of roadway/off-road facilities and bicycle/pedestrian crash occurrences within the County.
4. Assisted with the development of bicycle/pedestrian facilities for the County, State, local municipalities, private developers, and community groups. This includes the CSX Rails-To-Trails and FEC Bikeway proposals, the Miami Beach Bike Route Systems; and preparing design workshops for planners, engineers, municipalities, and the general public.
5. Developed goals, objectives and policy statements for the development of regulatory support and pedestrian facility design standards.
6. Staff support for the Bicycle/Pedestrian Advisory Committee (BPAC) to assure citizen input into County projects.
7. Assisted the media, various organizations and the general public concerning bicycle/pedestrian transportation/recreation within the County.
8. Provided equipment/training for the Dade County Public Schools' Traffic Safety Program, as well as development/introduction of new curriculum guide. Held one-day bicycle/pedestrian safety rodeos at various schools/community centers.
9. Submitted a Bicycle Registration report offering alternatives to the current program.
10. Submitted a Facility Maintenance report enhancing the commitment to existing facilities.
11. Ongoing administration of the Metrorail bicycle locker and Bikes-On-Trains programs, and distribution of route maps, path maps, the *Bike Miami* suitability map, and the *Bicycle Writer and Footnotes* newsletter.

METHODOLOGY:

TASK 1 - BICYCLE PLANNING

- a. Complete unfinished tasks on the Bicycle facilities plan, which are: 1) Continue to evaluate existing conditions; 2) establish definition of adequate roadway; 3) develop bikeway network; 5) identify funding opportunities; 6) outline priority projects.
- b. Submit Bicycle Facilities Plan for adoption by MPO Governing Board; coordinate incorporation of plan into CDMP; help coordinate development projects with Dade County Works Dept., FDOT and local municipalities.
- c. Solicit the BPAC to provide public input into the planning process, this includes submitting projects and proposals for their review.

TASK 2 - PEDESTRIAN PLANNING

- a. Solicit the BPAC to provide public input into the planning process.
- b. Development of a comprehensive pedestrian plan, based upon pedestrian trip generators, accident statistics, ADA data, and CDMP goals and objectives, this includes making recommendations to revise Dade County procedures.

TASK 3 - 4-E PROGRAMS

Engineering

- a. Assist the County, State and municipal governments, local developers and community groups with the design and development of bicycle/pedestrian facility projects or plans.
- b. Monitor the Transportation Improvement Program; review advanced notification projects from Planning Dept., design plan sets from Public Works and FDOT, and local capital improvement programs to recommend bicycle/pedestrian facilities. This includes recommending additional projects from capital outlay funds.
- c. Provide both the Bicycle/Pedestrian Technical and Advisory Committees with the opportunity to review local plan proposals for discussion.
- d. On-going field collection/catalog of data (i.e. roadway characteristics, bicycle paths, sidewalks, transit stops, Safe-Ways-To-School, etc.) for facility inventory database and analysis using the GIS. This includes updating GIS Roadway Condition Index (RCI) based on new construction and repaving project completions.

Education

- a. Assist the Dade County Public Schools' Traffic Safety Program. This includes development/distribution of materials/equipment, and teacher training.
- b. Provide support to incorporate a traffic safety/bicycle education curriculum into public and private elementary schools currently not offering such a program.
- c. Conduct workshops providing guidance for planners, engineers, developers, citizens, etc. on bicycle and pedestrian needs and proper facility design standards.

- d. Assist with bicycle safety rallies for hospitals, law enforcement agencies and community groups, including distribution of safety educational materials to the general public.
- e. Coordinate efforts to construct a proposed non-motorized Traffic Education Center.

Enforcement

- a. Assist law enforcement agencies with strategies to improve bicycle and pedestrian law enforcement, and activities leading to improved bicyclist/pedestrian behavior.
- b. Assist with the development of a regional bicycle registration program in conjunction with neighboring counties, or recommend modifications to the existing Dade County registration program.

Encouragement

- a. Assist with the development of programs to encourage the use of bicycles or walking for both transportation and recreation. This includes administration of the Bikes-On-Trains & Metrorail locker programs, research for a bike-on-bus demonstration project, and making recommendations to enhance existing programs.
- b. Assist local group races in applying for road closing permits, the development of an off-road track, etc. This includes encouraging other related recreational activities.
- c. Publish/distribute brochures on cycling and walking routes or health paths, the *Bike Miami* bicycle suitability map, and the *Bicycle Writer and Footnotes* newsletter.

Administration

- a. Provide staff support for the BPAC and Chair the Bicycle/Pedestrian Technical Committee. This includes scheduling meetings, preparing agendas and minutes, identifying issues and following-up on directives.
- b. Review of technical, regulatory and legal materials as to their impact of non-motorized transportation within Dade County. This includes roundtable discussions with various County departments, State officials and local municipalities; as well as serving as a professional witness in liability cases.
- c. Liaison to media, municipalities, community groups and individual citizens concerning bicycle/pedestrian related issues.

END PRODUCTS:

BICYCLE PLANNING: MPO Governing Board adoption of the Bicycle Facilities Plan designating county-wide improvements to accommodate bicycle mobility. BPAC resolutions regarding future plans and proposals.

PEDESTRIAN PLANNING: A Pedestrian Comprehensive Plan describing goals and objectives, and policy statements.

4-E PROGRAMS:

Engineering - Plans and programs which provide roadway/off-road systems to more safely accommodate bicycle/pedestrian mobility. This includes review of TIP and local Capital Improvement Plans, and recommending revisions to the County's current regulations, procedures, policies and standards.

Education - On-going support for the Dade County Public Schools' Traffic Safety Program. Workshops for planners, engineers, etc. on proper design of bicycle/pedestrian facilities. Educational materials and programs for children and adults to improve their traffic safety knowledge and bicycle handling skills.

Enforcement - A local bicycle registration restructuring plan, and activities leading to improved compliance to traffic laws.

Encouragement - On-going assistance for special events for the public. Metrorail Bikes-On-Trains and bicycle locker management. Bicycle route and facility maps; walking health/tour maps. *Bicycle Writer and Footnotes* newsletter .

Administration: Staff support for the Bicycle/Pedestrian Advisory and Technical Committees.

PROJECT MANAGER:

Jeffrey Hunter

PARTICIPATING AGENCY:

Metropolitan Planning Organization Secretariat

REQUIRED FUNDING:

\$110,000 STP Funds

OBJECTIVE C: INTERMODAL TRANSPORTATION PLANNING

TASK NUMBER AND TITLE:

3.05 REGIONAL COUNCIL TRANSPORTATION PLANNING SUPPORT

OBJECTIVE(S):

To improve a regional transportation planning process which enhances the integration between transportation planning , and insures multi-jurisdictional coordination with respect to the multi-modal regional transportation system development and considerations of extra-jurisdictional impacts.

PREVIOUS WORK:

This project undertaken by the South Florida Regional Planning Council started in FY 1990 and continued through FY 1994. During these periods, the Council organizes a transportation technical work group to study multi-jurisdictional issues focusing Northwest Dade/Southwest Broward area. In addition, several issue workshops have been held to discuss revisions of transportation policies in the *Regional Plan for South Florida*, which were adopted in August, 1991. Since 1992, the Council organized a Multi-modal Regional Transportation Systems Committee to discuss regional transportation issues. Staff has also been participating and providing technical assistance regarding various regional transportation issues such as transportation and compact development patterns, transportation concurrence, transportation modeling, transportation corridor planning, and aviation system planning.

METHODOLOGY:

The Regional Planning Council will design and implement a transportation planning and issue management process for the region that insures full participation of the MPO staff and the transportation planning personnel from Monroe County. Elements of this process will include but are not limited to the following:

- * Continuing operation of the Multi-modal Regional Transportation Systems Committee

The Multi-modal Regional Transportation Systems Committee was formed in February 1992 as one of the several committees within the Council. There are two major objectives of the committee. The first is to enhance the intergovernmental coordination of regional multi-modal transportation system planning. The second is to promote the integration between transportation planning and regional planning.

In terms of past activities, The Committee generally meets on a monthly basis. Participants include representatives from Dade and Broward MPO's, State DOT, County's Planning Department, air quality agencies, transit agency, transportation consultant and universities. The Committee was particularly re-invigorated after Hurricane Andrew and held numerous meeting and workshops on issues related to the proposed transit system extensions for disaster relief redevelopment.

The Committee has also been operating as a forum for exchanging ideas as well as fostering new ideas. For example, some of the topics the Committee discussed include, the application of IVHS in South Florida, transportation and land use relationships, impacts of the ISTEA, and discussion of major transportation planning studies in the region.

The continuation of the Regional Transportation Committee will continue to provide a regional forum to be supportive of effective regional transportation planning. An upcoming initiative of the Committee is to coordinate regional transportation policy/planning research or studies conducted by various different agencies in the Region. Region is a short-term goal. To foster a common research agenda and enhance the overall research funding in the Region are two of the long-term goals for the Committee.

* Development of the transportation component of the upcoming Strategic Regional Policy Plan (SRPP)

Pursuant to the OLMS legislation, the Council will develop a Strategic Regional Policy Plan to guide the future development of the region. STPP will include at least five issue areas: transportation, economic development, emergency preparedness, affordable housing and natural resources of regional significance. In addition, the ELMS legislation permits the Council to coordinate land development and transportation policies in a manner that fosters regionwide transportation system. The legislation also permits the Council to review plans of independent transportation authorities and metropolitan planning organizations to identify inconsistencies between those agencies' plans and applicable local government plans. Those provisions furnish additional significance of the transportation component of the SRPP.

Transportation is a critical component of the SRPP also because it could have significant impacts on each of the other four key issue areas mentioned above. Hence, the development of this component requires particular efforts. Technical workgroups will be conducted and articulate the role of transportation system in shaping a desirable future for the South Florida region. Regional goals and policies will then be developed to guide the development of the transportation system and services in the Region.

END PRODUCT(S):

An improved regional transportation planning and issue management process designed to meet the specific needs for South Florida; this will improve coordination among Dade, Broward and Monroe counties by focusing on the shared issues that are multi-jurisdictional in nature.

PROJECT MANGER:

Carolyn Dekle

PARTICIPATING AGENCIES:

South Florida Regional Planning Council

REQUIRED FUNDING:

<u>\$30,000</u>	FHWA PL 112 Funds
\$30,000	

TASK NUMBER AND TITLE:

3.06 **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:

This project was part of the FY 94 UPWP and is being continued in the current FY 95 UPWP.

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 document 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 includes 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 (STP - Carry over from FY 1994)

OBJECTIVE C: INTERMODAL TRANSPORTATION PLANNING

TASK NUMBER AND TITLE:

3.07 **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:

Study was started in FY 94 and is being continued during this FY 95.

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 Metro Dade Police 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 will 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 94 STP Funds

OBJECTIVE C: INTERMODAL TRANSPORTATION PLANNING

TASK NUMBER AND TITLE:

3.08 **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 FY 94 STP Funds

OBJECTIVE C: INTERMODAL TRANSPORTATION PLANNING

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 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.

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 material 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 headway's, 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 a 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 scenaria 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 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 scenaria 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 publicly, 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 material 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 alternative emergency roles-are to be implemented; stand-down 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 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 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,

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 material, 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:

Frank Baron

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:

\$450,000 FY 94 PLER Funds

OBJECTIVE D

TRANSPORTATION PLANNING,
DECISION-MAKING 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'95) planning activities.
 1. Ensure the effectiveness of the on-going (FY'95) 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 Reports
8. Reimbursement Requests
9. Project Completion Reports

PROJECT MANAGERS:

Jose-Luis Mesa
Irma San Roman

PARTICIPATING AGENCY:

Metropolitan Planning Organization

REQUIRED FUNDING:

\$30,000	FTA Section 8 Funds
<u>\$45,000</u>	FHWA PL 112 Funds
\$75,000	

OBJECTIVE D: TRANSPORTATION PLANNING DECISION-MAKING AND FUNDING

TASK NUMBER AND TITLE:

4.02 **MPO BOARD SUPPORT AND MUNICIPAL PARTICIPATION**

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

FUNDING:

\$200,000	Section 8
\$165,000	PL 112
\$200,000	Section 9
\$ 60,000	Municipal Match
<u>\$110,000</u>	PL Carryover
\$735,000	

OBJECTIVE D: TRANSPORTATION PLANNING DECISION-MAKING 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'96 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'96 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'95 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'95 UPWP
- 2. Update of the issue list and program objectives to be considered in preparing the FY'96 UPWP
- 3. Review Draft of the FY'96 UPWP
- 4. Final Draft of the FY'96 UPWP
- 5. Memos transmitting the UPWP document

PROJECT MANAGERS:

Carlos Roa
Irma San Roman

PARTICIPATING AGENCY:

Metropolitan Planning Organization

REQUIRED FUNDING:

\$15,000	Section 8
<u>\$20,000</u>	PL112
\$35,000	

OBJECTIVE D: TRANSPORTATION PLANNING DECISION-MAKING AND FUNDING

TASK NUMBER AND TITLE:

4.04 **TRANSPORTATION IMPROVEMENT PROGRAM**

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. Evaluate the TIP's impact on regional air quality as required by the Clean Air Act Amendment of 1990 and the EPA/FHWA Transportation Conformity Rule.
- f. Maintain ongoing activities to monitor and report on progress and status of programmed projects.
- g. Prepare document for MPO Committees, and Board review and approval.

END PRODUCTS:

A multi-modal Transportation Improvement Program (TIP) document for Fiscal Year 1996, with forecasts of needs through 2000.

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:

\$55,000	FTA - Section 8
\$70,000	FHWA - PL112
<u>\$50,000</u>	FTA - Section 9
\$175,000	

OBJECTIVE D: TRANSPORTATION PLANNING DECISION-MAKING AND FUNDING

TASK NUMBER AND TITLE:

4.05 **CITIZEN AND PRIVATE SECTOR 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.

To prepare a public involvement plan as required by 23 CFR Part 450.316 (b).

PREVIOUS WORK:

This is a continuing activity. As part of the Fiscal Year 93/94 UPWP, a project was approved to use consultant assistance to enhance public information and public awareness program. This activity funded with PL carryover funds is being extended through Fiscal Year 94/95.

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.
- e. Provide a continuing mechanism whereby citizens and community groups are informed of program activities and achievements of the MPO Transportation Planning Process. The services of a consultant firm would be engaged for the preparation of all informational materials.

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.
- 5. Prepare written, audio, visual, oral and graphic information in the format requested for public dissemination. To prepare a citizen involvement plan and public newsletters and material as necessary.

PROJECT MANAGER:

Susan Schreiber

PARTICIPATING AGENCY:

Metropolitan Planning Organization

REQUIRED FUNDING:

\$125,000	PL Carryover
\$40,000	Section8
<u>\$45,000</u>	PL112
\$210,000	

OBJECTIVE D: TRANSPORTATION PLANNING DECISION-MAKING AND FUNDING

TASK NUMBER AND TITLE:

4.06 **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:

\$35,000	Section 8
<u>\$40,000</u>	PL112
\$75,000	

OBJECTIVE D: TRANSPORTATION PLANNING DECISION-MAKING AND FUNDING

TASK NUMBER AND TITLE:

4.07 **TRANSPORTATION DISADVANTAGED (TD) 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 task 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:

Susan Schreiber
Danny Alvarez

PARTICIPATING AGENCIES:

Metropolitan Planning Organization
Metro-Dade Transit Agency

REQUIRED FUNDING:

\$64,511 TD Funds

4.08 AMERICAN WITH DISABILITIES ACT (ADA) PLANNING FOR COMPLIANCE

OBJECTIVES:

- 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 developmentally 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 second Update of the Complementary Paratransit Service Plan was completed in FY94.

ACTIVITIES FOR FY 94-95:

- a. Develop a deployment plan for additional lift-equipped buses.
- b. Survey existing bus stops to determine their accessibility, and assist in developing work orders for making needed changes.
- c. Develop Annual Update of the ADA Paratransit Plan for FY95.
- d. Provide staff support for various TD and ADA related advisory groups.
- e. Follow up on compliance of Key Station Plan for Metrorail.

END PRODUCTS:

1. Vehicle deployment plan
2. Bus stop accessibility report and work orders to construct passenger landing pads, etc.
3. Updated ADA Compliance Plan for FY95.

PROJECT MANAGER:

Mario G. Garcia

PARTICIPATING AGENCY:

Metro-Dade Transit Agency

FUNDING:

\$140,000 FTA Section 9 Funds

OBJECTIVE D: TRANSPORTATION PLANNING DECISION-MAKING FUNDING

4.09 **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 FY92. In this fiscal year, a major submission of this response is required. This update will require a major update of the computer accessibility program in order to include the 1990 census data.

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 Minority Accessibility/Title VI Report. Updated version of accessibility computer program.

PROJECT MANAGER:

Mario G. Garcia

PARTICIPATING AGENCY:

Metro-Dade Transit Agency

FUNDING:

\$20,000	FTA Section 8 Funds
<u>\$ 5,000</u>	FTA Section 9 Funds
\$25,000	

TASK NUMBER AND TITLE:

4.10 **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:

Jose L. Mesa

PARTICIPATING AGENCIES:

Metropolitan Planning Organization

REQUIRED FUNDING:

\$ 25,000	FHWA PL 112
<u>\$20,000</u>	FTA Section 9
\$45,000	

OBJECTIVE D: TRANSPORTATION PLANNING DECISION-MAKING AND FUNDING

TASK NUMBER AND TITLE:

4.11 **MPO PROGRAM SUPPORT SERVICES**

OBJECTIVE(S):

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

PREVIOUS WORK:

This is a continuing activity.

METHODOLOGY:

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

END PRODUCTS:

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

PROJECT MANAGER:

Irma San Roman

PARTICIPATING AGENCY

Metropolitan Planning Organization

FUNDING:

\$55,000 Section 8

\$70,000 PL112

\$125,000

OBJECTIVE D: TRANSPORTATION PLANNING DECISION-MAKING AND FUNDING

TASK NUMBER AND TITLE:

4.12 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:

\$15,000

APPENDICES

APPENDIX I

FY 1995 UNIFIED PLANNING WORK PROGRAM
AVAILABLE AND REQUESTED FUNDING

FUNDING SOURCES (\$000)

I. FHWA FUNDS *	REQUESTED FUNDING	SUBTOTAL
FHWA FY '95 - Regular PL Funds (81.93%)	838.1	
Local Match (18.07%)	184.9	1,023.00
Carry over FY '94 - Regular PL Funds (81.93%)	233.5	
Local Match (18.07%)	51.5	285.00
TOTAL:		1,308.00

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

II. STP FUNDS		
FY 95 Regular STP Funds (80%)	320	
State Match (10%)	40	
Local Match (10%)	40	400.00
Carry over FY '94 - Regular STP Funds (80%)	200	
State Match (10%)	25	
Local Match (10%)	25	250.00
TOTAL:		650.00

III. FHWA PLANNING EMERGENCY RELIEF FUNDS **	REQUESTED FUNDING	SUBTOTAL
PLER - 100% Federal	550.00	550.0
TOTAL		550.00

** FY 94 Carry Over Funds

APPENDIX I

FY 1995 UNIFIED PLANNING WORK PROGRAM
AVAILABLE AND REQUESTED FUNDING

FUNDING SOURCES (\$000)

IV. FTA SECTION 8 FUNDS ***	REQUESTED FUNDING	SUBTOTAL
Section 8 (Regular) (80%)	632.80	
Local Match (20%)	158.20	791.0
TOTAL		791.00

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

V. FTA SECTION 9 FUNDS	REQUESTED FUNDING	SUBTOTAL
Project No. 2.10 Tri-Rail Coordination	540.00	
State Match (20%)	135.00	675.00
Project No. 3.03 Center for Urban Transport. Research	400.00	
Local Match (10%) ****	50.00	
CUTR Match (10%)	50.00	500.00
Project No. 4.08 ADA Complementary Paratransit Plan Update	126.00	
Local Match (5%) ****	7.00	
State Match (5%)	7.00	140.00
Other Section 9 Funds (See Appendix II for Project Allocations)	724.00	
Local Match (10%) ****	90.50	
State Match (10%)	90.50	905.00
**** Local Match Funds provided through Transit Section 9 Block Grant Program	TOTAL	2,220.00

VI. OTHER/STATE FUNDS AND LOCAL MATCH	REQUESTED FUNDING	SUBTOTAL
Project No. 1.02: 2015 LRTP Update (D Funds)	25.00	
Project No. 2.06: Implementation of TMA's (DS Funds)	90.00	
Project No. 4.02: MPO Board/Municipal Participation (Municipal Match)	60.00	
Project No. 4.05: Transportation Disadvantaged Planning	64.00	239.00
Local Match (50% for Project 2.06)	90.00	90.00
TOTAL		928.00

FY 1995 UPWP GRAND TOTAL		\$5,548.00
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APPENDIX II

FY 1995 UNIFIED PLANNING WORK PROGRAM

PROJECT FUNDING BY SOURCE

(\$000)

OBJECTIVE A: LONG RANGE TRANSPORTATION PLANNING SYSTEM PRESERVATION, DEVELOPMENT & ENHANCEMENT	PL Carryover	PLER Carryover	FTA SECT. 8	FTA SECT. 9	FHWA PL	STP	STATE/ LOCAL	TOTAL
1 01 URBAN TRAVEL MODELING AND FORECASTING			70		80			150
1 02 LONG RANGE TRANSPORTATION PLAN UPDATE			76		163	90	25	354
1 03 TRANSPORTATION/LAND USE COORDINATION			80	10	80			170
1 04 SOCIO-ECONOMIC DATABASE			50		50			100
TOTAL - OBJECTIVE A	0		276	10	373	90	25	774

OBJECTIVE B: SHORT RANGE TRANSPORTATION SYSTEM PLANNING AND MANAGEMENT	PL Carryover	PLER Carryover	FTA SECT. 8	FTA SECT. 9	FHWA PL	STP	STATE/ LOCAL	TOTAL
2.01 SHORT-RANGE INTERMODAL PLANNING ACTIVITIES			30	30	70			130
2 02 SHORT-RANGE TRANSIT PLANNING				75				75
2 03 HIGHWAY TRAFFIC COUNTING PROGRAM						50		50
2 04 DADE COUNTY PAVEMENT MANAGEMENT SYSTEM					10			10
2 05 DEVELOPMENT OF CONGESTION MANAGEMENT SYSTEM ^	50							50
2 06 IMPLEMENTATION OF TRANSPORTATION MANAGEMENT ASSOCIATIONS							180	180
2 07 TRANSIT ROUTE-LEVEL MONITORING				400				400
2 08 TRANSIT FINANCIAL CAPACITY ASSESSMENT				15				15
2 09 TRANSIT REPORTING AND FORECASTING				100				100
2 10 TRI-RAIL COORDINATION				675				675
2 11 POST-HURRICANE SHORT-RANGE PLAN		100						100
TOTAL - OBJECTIVE B	50	100	30	1285	80	50	180	1785

^^ Project and Funds coming from previous FY 94 UPWP

OBJECTIVE C: INTERMODAL TRANSPORTATION SYSTEM	PL Carryover	PLER Carryover	FTA SECT. 8	FTA SECT. 9	FHWA PL	STP	STATE/ LOCAL	TOTAL
3 01 AIR QUALITY CONFORMITY DETERMINATION ASSESSMENT			35		45			80
3 02 COUNTYWIDE PARKING POLICY STUDY						150		150
3 03 CENTER FOR URBAN TRANSPORTATION RESEARCH SUPPORT				500				500
3 04 COMPREHENSIVE BICYCLE/PEDESTRIAN PLANNING						110		110
3 05 REGIONAL COUNCIL TRANSPORTATION PLANNING SUPPORT					30			30
3 06 BISCAYNE BLVD./US 1 TRANSPORTATION ENHANCEMENTS ***						50		50

*** Projects and Funds coming from previous FY 94 UPWP

APPENDIX II

FY 1995 UNIFIED PLANNING WORK PROGRAM

PROJECT FUNDING BY SOURCE
(\$000)

OBJECTIVE C: INTERMODAL TRANSPORTATION SYSTEM (Continued)	PL Carryover	PL Carryover	FTA SECT. 8	FTA SECT. 9	FHWA PL	STP	STATE/ LOCAL	TOTAL
3 07 FREIGHT MOVEMENT STUDY FOR DADE COUNTY ***						100		100
3 08 CSXT RIGHTS-OF-WAY: RAILS-TO-TRAILS STUDY ***						100		100
3 09 TRANSPORT. SYSTEM EMERGENCY PREPARDNESS PLAN		450						450
TOTAL - OBJECTIVE C	0	450	35	500	75	510	0	1570

*** Projects and Funds coming from previous FY 94 UPWP

OBJECTIVE D: TRANSPORTATION PLANNING DECISION-MAKING AND FUNDING	PL Carryover	PLER Carryover	FTA SECT. 8	FTA SECT. 9	FHWA PL	STP	STATE/ LOCAL	TOTAL
4 01 UPWP ADMINISTRATION			30		45			75
4 02 MPO BOARD AND MUNICIPAL PARTICIPATION ###	110		200	200	165		60	735
4 03 UPWP DEVELOPMENT			15		20			35
4 04 TIP DEVELOPMENT			55	50	70			175
4 05 CITIZEN AND PRIVATE SECTOR INVOLVEMENT AND COMMUNITY AWARENESS +++	125		40		45			210
4 06 TECHNICAL COMMITTEES SUPPORT			35		40			75
4 07 TRANSPORTATION DISADVANTAGED PLANNING							64	64
4 08 AMERICANS WITH DISABILITIES PLANNING FOR COMPLIANCE				140				140
4 09 FTA CIVIL RIGHTS REQUIREMENTS			20	5				25
4 10 LEGISLATIVE ASSESSMENT				20	25			45
4 11 MPO PROGRAM SUPPORT SERVICES			55		70			125
4 12 ADA INFRASTRUCTURE IMPROVEMENTS PLANNING					15			15
SUBTOTAL - OBJECTIVE D	235	0	450	415	495	0	124	1719

A total of \$110,000 are carry over PL funds from FY 94 UPWP and \$60,000 are from Municipal Match
+++ A total of \$125,000 are carry over PL funds from FY 94 UPWP

PROJECT FUNDING BY SOURCE	PL Carryover	PLER Carryover	FTA SECT. 8	FTA SECT. 9	FHWA PL	STP	STATE/ LOCAL	TOTAL
GRAND TOTAL								
1995 UNIFIED PLANNING WORK PROGRAM	285	550	791	2,220	1023.0	850	329	5848.0

APPENDIX III

FY 1995 UNIFIED PLANNING WORK PROGRAM

LOCAL AGENCY PARTICIPATION
(\$000)

OBJECTIVE A: LONG RANGE TRANSPORTATION PLANNING FOR SYSTEM PRESERVATION, DEVELOPMENT AND ENHANCEMENT	MPO	MDTA	DCPD	DCPW	DERM	OTHER	TOTAL
1 01 URBAN TRAVEL MODELING AND FORECASTING	120	30					150
1 02 LONG RANGE TRANSPORTATION PLAN UPDATE	69					285	354
1 03 TRANSPORTATION/LAND USE COORDINATION	40	50	40	40			170
1 04 SOCIO-ECONOMIC DATABASE			100				100
TOTAL - OBJECTIVE A	229	80	140	40	0	285	774

OBJECTIVE B: SHORT RANGE TRANSPORTATION SYSTEM PLANNING AND MANAGEMENT	MPO	MDTA	DCPD	DCPW	DERM	OTHER	TOTAL
2 01 SHORT-RANGE INTERMODAL PLANNING ACTIVITIES	90	30		10			130
2 02 SHORT-RANGE TRANSIT PLANNING		75					75
2 03 HIGHWAY TRAFFIC COUNTING PROGRAM				50			50
2 04 DADE COUNTY PAVEMENT MANAGEMENT SYSTEM				10			10
2 05 DEVELOPMENT OF CONGESTION MANAGEMENT SYSTEM ^						50	50
2 06 IMPLEMENTATION OF TRANSPORT MANAGEMENT ASSOCIATIONS						180	180
2 07 TRANSIT ROUTE-LEVEL MONITORING		400					400
2 08 TRANSIT FINANCIAL CAPACITY ASSESSMENT		15					15
2 09 TRANSIT REPORTING AND FORECASTING		100					100
2 10 TRI-RAIL COORDINATION						675	675
2 11 POST-HURRICANE SHORT RANGE PLAN						100	100
TOTAL - OBJECTIVE B	90	620	0	70	0	1005	1785

^ Project and Funds coming from previous FY 94 UPWP

OBJECTIVE C: INTERMODAL TRANSPORTATION SYSTEM	MPO	MDTA	DCPD	DCPW	DERM	OTHER	TOTAL
3 01 AIR QUALITY CONFORMITY DETERMINATION ASSESSMENT	80					0	80
3 02 COUNTYWIDE PARKING POLICY STUDY						150	150
3 03 CENTER FOR URBAN TRANSPORT RESEARCH SUPPORT						500	500
3 04 COMPREHENSIVE BICYCLE/PEDESTRIAN PLANNING & PROGRAMS	80					30	110
3 05 REGIONAL COUNCIL TRANSPORTATION PLANNING SUPPORT						30	30
3 06 BISCAYNE BLVD /US 1 TRANSPORTATION ENHANCEMENTS ***						50	50

*** Projects and Funds coming from previous FY 94 UPWP

APPENDIX III

FY 1995 UNIFIED PLANNING WORK PROGRAM

LOCAL AGENCY PARTICIPATION
(\$000)

OBJECTIVE C: INTERMODAL TRANSPORTATION SYSTEM (Continued)	MPO	MDTA	DCPD	DCPW	DERM	OTHER	TOTAL
3 07 FREIGHT MOVEMENT STUDY FOR DADE COUNTY ***						100	100
3 08 CSXT RIGHTS-OF-WAY: RAILS-TO-TRAILS STUDY ***						100	100
3 09 TRANSPORTATION SYSTEM EMERGENCY PREPAREDNESS PLAN						450	450
TOTAL - OBJECTIVE C	160	0	0	0	0	1410	1670

*** Projects and Funds coming from previous FY 94 UPWP

OBJECTIVE D: TRANSPORTATION PLANNING DECISION-MAKING AND FUNDING	MPO	MDTA	DCPD	DCPW	DERM	OTHER	TOTAL
4 01 UPWP ADMINISTRATION	75						75
4 02 MPO BOARD AND MUNICIPAL PARTICIPATION ###	435					300	735
4 03 UPWP DEVELOPMENT	35						35
4 04 TIP DEVELOPMENT	70	75		30			175
4 05 CITIZEN AND PRIVATE SECTOR INVOLVEMENT AND COMMUNITY AWARENESS ***	85					125	210
4 06 TECHNICAL COMMITTEES SUPPORT	75						75
4 07 TRANSPORTATION DISADVANTAGED PLANNING		64					64
4 08 AMERICANS WITH DISABILITIES PLANNING FOR COMPLIANCE		140					140
4 09 FTA CIVIL RIGHTS REQUIREMENTS		25					25
4 10 LEGISLATIVE ASSESSMENT	25	20					45
4 11 MPO PROGRAM SUPPORT SERVICES						125	125
4 12 ADA REQUIRED INFRASTRUCTURE IMPROVEMENTS				15			15
SUBTOTAL - TRANSPORTATION PLANNING PROCESS	800	324	0	45	0	550	1719

A total of \$110,000 are carry over PL funds from FY 94 and \$60,000 are from Municipal Match

*** A total of \$125,000 are carry over PL funds from FY 94

LOCAL AGENCY PARTICIPATION GRAND TOTAL	MPO	MDTA	DCPD	DCPW	DERM	OTHER	TOTAL
1995 UNIFIED PLANNING WORK PROGRAM	1279.0	1024.0	140.0	165.0	0.0	3250.0	6648.0

APPENDIX IV

FY 1995 UNIFIED PLANNING WORK PROGRAM

FY 1995 PROJECT FEDERAL FUNDING AND STATE AND LOCAL MATCHING
(\$000)

OBJECTIVE A: LONG RANGE TRANSPORT. PLANNING SYSTEM PRESERVATION, DEVELOPMENT ENHANCEMENT	FTA		FHWA						STATE								LOCAL							TOTAL			
	Sect. 8	Sect. 9	94 PL	95 PL	94 STP	95 STP	94 PLER	FHWA TOTAL	94 PL	95 PL	Sect. 8	Sect. 9	94 STP	95 STP	95 "D"	State TOTAL	Sect. 8	Sect. 9	94 PL	95 PL	94 STP	95 STP	95 "D"		Other Local	TOTAL LOCAL	
1 01 URBAN TRAVEL MODELING AND FORECASTING	56	0	56	0	65.5	0	0	0	65.5	0	0	7	0	0	0	7	7	0	0	14.5	0	0	0	0	21.5	150	
1 02 LONG RANGE TRANSPORTATION PLAN UPDATE	60.8	0	60.8	0	133.5	0	72	0	206	0	0	7.6	0	0	9	25	41.6	7.6	0	0	29.5	0	9	0	0	46.1	354
1 03 TRANSPORTATION/LAND USE COORDINATION	64	8	72	0	65.5	0	0	0	65.5	0	0	8	1	0	0	9	8	1	0	14.5	0	0	0	0	23.5	170	
1 04 SOCIO-ECONOMIC DATABASE	40	0	40	0	40.97	0	0	0	41	0	0	5	0	0	0	5	5	0	0	9.04	0	0	0	0	14	100	
TOTAL - OBJECTIVE A	221	8	229	0	308	0	72	0	378	0	0	27.8	1	0	9	26	82.8	27.8	1	0	67.4	0	9	0	0	106	774

OBJECTIVE B: SHORT RANGE TRANSPORTATION SYSTEM PLANNING AND MANAGEMENT	Sect. 8	Sect. 9	FTA TOTAL	94 PL	95 PL	94 STP	95 STP	94 PLER	FHWA TOTAL	94 PL	95 PL	Sect. 8	Sect. 9	94 STP	95 STP	95 "D"	State TOTAL	Sect. 8	Sect. 9	94 PL	95 PL	94 STP	95 STP	95 "D"	Other Local	TOTAL LOCAL	TOTAL
	2 01 SHORT-RANGE INTERMODAL PLANNING ACTIVITIES	24	24	48	0	57.4	0	0	0	57.4	0	0	3	3	0	0	0	6	3	3	0	12.6	0	0	0	0	18.6
2 02 SHORT-RANGE TRANSIT PLANNING	0	60	60	0	0	0	0	0	0	0	0	0	7.5	0	0	0	7.5	0	7.5	0	0	0	0	0	0	7.5	75
2 03 HIGHWAY TRAFFIC COUNTING PROGRAM	0	0	0	0	0	0	40	0	40	0	0	0	0	0	5	0	5	0	0	0	0	0	5	0	0	5	50
2 04 DADE COUNTY PAVEMENT MANAGEMENT SYSTEM	0	0	0	0	8.19	0	0	0	8.19	0	0	0	0	0	0	0	0	0	0	0	1.81	0	0	0	0	1.81	10
2 05 DEVELOP. CONGESTION MANAGEMENT SYSTEM **	0	0	0	40.97	0	0	0	0	41	0	0	0	0	0	0	0	0	0	0	9.04	0	0	0	0	0	9.04	50
2 06 IMPLEMENTATION OF TMA's	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	90	90	0	0	0	0	0	0	90	0	90	180
2 07 TRANSIT ROUTE-LEVEL MONITORING	0	320	320	0	0	0	0	0	0	0	0	0	40	0	0	0	40	0	40	0	0	0	0	0	0	40	400
2 08 TRANSIT FINANCIAL CAPACITY ASSESSMENT	0	12	12	0	0	0	0	0	0	0	0	0	1.5	0	0	0	1.5	0	1.5	0	0	0	0	0	0	1.5	15
2 09 TRANSIT REPORTING AND FORECASTING	0	80	80	0	0	0	0	0	0	0	0	0	10	0	0	0	10	0	10	0	0	0	0	0	0	10	100
2 10 TRI-RAIL COORDINATION	0	540	540	0	0	0	0	0	0	0	0	0	135	0	0	0	135	0	0	0	0	0	0	0	0	0	675
2 11 POST-HURRICANE SHORT RANGE PLAN	0	0	0	0	0	0	0	100	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100
TOTAL - OBJECTIVE B	24	1038	1060	41	65.5	0	40	100	147	0	0	3	197	0	5	90	296	3	82	9.04	14.5	0	5	90	0	183	1755

** Project and Funds coming from previous FY 94 UPWP

APPENDIX IV

FY 1995 UNIFIED PLANNING WORK PROGRAM

FY 1995 PROJECT FEDERAL FUNDING AND STATE AND LOCAL MATCHING
(\$000)

	FTA		FHWA						STATE								LOCAL							TOTAL
	94 PL	95 PL	94 STP	95 STP	94 PLER	95 TOTAL	94 PL	95 PL	94 STP	95 STP	96 "D"	State TOTAL	94 PL	95 PL	94 STP	95 STP	96 "D"	Other Local	TOTAL LOCAL					
OBJECTIVE C: INTERMODAL TRANSPORTATION SYSTEM																								
3 01 AIR QUALITY CONFORMITY DETERMINATION ASSESS	28	0	28	0	36.9	0	0	0	0	36.9	0	0	3.5	0	0	0	0	0	0	11.6	80			
3 02 COUNTYWIDE PARKING POLICY STUDY	0	0	0	0	0	0	120	0	120	0	0	0	0	0	15	0	15	0	0	15	150			
3 03 CENTER URBAN TRANSPORT. RESEARCH SUPPORT	0	400	400	0	0	0	0	0	0	0	0	0	50	0	0	0	50	0	50	500				
3 04 COMPREHENSIVE BICYCLE/PEDESTRIAN PLANNING	0	0	0	0	0	0	88	0	88	0	0	0	0	0	11	0	11	0	0	110				
3 05 REGIONAL COUNCIL TRANSPORTATION PLANNING	0	0	0	0	24.6	0	0	0	24.6	0	0	0	0	0	0	0	0	0	5.42	30				
3 06 BISCAYNE BLVD /US 1 TRANSPORT ENHANCEMENTS ***	0	0	0	0	0	40	0	0	40	0	0	0	0	5	0	0	5	0	0	50				
3 07 FREIGHT MOVEMENT STUDY FOR DADE COUNTY ***	0	0	0	0	0	80	0	0	80	0	0	0	0	10	0	0	10	0	0	100				
3 08 CSXT RIGHTS-OF-WAY RAILS-TO-TRAILS STUDY ***	0	0	0	0	0	80	0	0	80	0	0	0	0	10	0	0	10	0	0	100				
3 09 TRANSPORT SYSTEM EMERGENCY PREPAREDNESS	0	0	0	0	0	0	0	450	450	0	0	0	0	0	0	0	0	0	0	450				
TOTAL - OBJECTIVE C	28	400	428	0	81.4	200	208	450	919	0	0	3.5	50	25	28	0	106	3.5	60	118	1670			

*** Projects and Funds coming from previous FY 94 UPWP

APPENDIX IV

FY 1995 UNIFIED PLANNING WORK PROGRAM

FY 1995 PROJECT FEDERAL FUNDING AND STATE AND LOCAL MATCHING
(\$000)

	FTA		FHWA						STATE						LOCAL						TOTAL					
	Sect 8	Sect 9	94 PL	95 PL	94 STP	95 STP	94 PLER	FHWA TOTAL	94 PL	95 PL	Sect 8	Sect 9	94 STP	95 STP	95 "D"	State TOTAL	Sect 8	Sect 9	94 PL	95 PL		94 STP	95 STP	95 "D"	Other Local	TOTAL LOCAL
OBJECTIVE D: TRANSPORTATION PLANNING DECISION-MAKING AND FUNDING																										
4 01 UPWP ADMINISTRATION	24	0	24	0	36.9	0	0	0	36.9	0	0	3	0	0	0	3	3	0	0	8.13	0	0	0	0	11.1	75
4 02 MPO BOARD AND MUNICIPAL PARTICIPATION ###	160	160	320	90.1	135	0	0	0	225	0	0	20	20	0	0	40	20	20	19.9	29.8	0	0	0	60	150	735
4 03 UPWP DEVELOPMENT	12	0	12	0	16.4	0	0	0	16.4	0	0	1.5	0	0	0	1.5	1.5	0	0	3.61	0	0	0	0	5.11	35
4 04 TIP DEVELOPMENT	44	40	84	0	57.4	0	0	0	57.4	0	0	5.5	5	0	0	10.5	5.5	5	0	12.6	0	0	0	0	23.1	175
4.05 CITIZEN AND PRIVATE SECTOR INVOLVEMENT AND COMMUNITY AWARENESS +++	32	0	32	102	36.9	0	0	0	139	0	0	4	0	0	0	4	4	0	22.6	8.13	0	0	0	0	34.7	210
4 06 TECHNICAL COMMITTEES SUPPORT	28	0	28	0	32.8	0	0	0	32.8	0	0	3.5	0	0	0	3.5	3.5	0	0	7.23	0	0	0	0	10.7	75
4 07 TRANSPORTATION DISADVANTAGED PLANNING	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	64	64	64
4.08 ADA PLANNING FOR COMPLIANCE	0	126	126	0	0	0	0	0	0	0	0	0	7	0	0	7	0	7	0	0	0	0	0	0	7	140
4.09 FTA CIVIL RIGHTS REQUIREMENTS	16	4	20	0	0	0	0	0	0	0	0	2	0.5	0	0	2.5	2	0.5	0	0	0	0	0	0	2.5	25
4 10 LEGISLATIVE ASSESSMENT	0	16	16	0	20.5	0	0	0	20.5	0	0	0	2	0	0	2	0	2	0	4.52	0	0	0	0	6.52	45
4 11 MPO PROGRAM SUPPORT SERVICES	44	0	44	0	57.4	0	0	0	57.4	0	0	5.5	0	0	0	5.5	5.5	0	0	12.6	0	0	0	0	18.1	125
4 12 ADA INFRASTRUCTURE IMPROVEMENTS PLANNING	0	0	0	0	12.3	0	0	0	12.3	0	0	0	0	0	0	0	0	0	0	2.71	0	0	0	0	2.71	15
SUBTOTAL - OBJECTIVE D	380	348	708	193	408	0	0	0	598	0	0	45	35	0	0	80	45	35	42	88	0	0	0	124	335	1719

A total of \$110,000 are carry over PL funds from FY 94 and \$60,000 are from Municipal Match

+++ A total of \$125,000 are carry over PL funds from FY 94

FUNDING BY AGENCY ALLOCATION GRAND TOTAL	FTA		FHWA						STATE						LOCAL						TOTAL						
	Sect 8	Sect 9	94 PL	95 PL	94 STP	95 STP	94 PLER	FHWA TOTAL	94 PL	95 PL	Sect 8	Sect 9	94 STP	95 STP	95 "D"	State TOTAL	Sect 8	Sect 9	94 PL	95 PL		94 STP	95 STP	95 "D"	Other Local	TOTAL LOCAL	
1995 UNIFIED PLANNING WORK PROGRAM	633	1,780	2,423	234	838	200	320	660	2,042	0	0	79	283	25	40	116	542	79	148	51	185	25	40	90	124	742	6949.0

*Table 1***ISTEA 15 FACTORS**

1. The preservation of existing transportation facilities and, where practical, ways to meet transportation more efficiently;
2. The consistency of transportation planning with applicable federal, state, and local energy conservation programs, goals, and objectives;
3. The need to relieve congestion and prevent congestion from occurring where it does not yet occur;
4. The likely effect of transportation policy decisions on land use and development and the consistency of transportation plans and programs with provisions of all applicable short-term and long-term land use and development plans;
5. The programming of expenditures on transportation enhancements activities as required by federal law;
6. The effects of all transportation projects to be undertaken within the metropolitan area, without regard to whether such project are publically funded;
7. Any international border crossing and access to ports, airports, intermodal transportation facilities; major freight distribution routes, national parks, recreation areas, monuments and historic sites and military installations;
8. The need for connectivity of roads within the metropolitan area with roads outside the metropolitan area;
9. The transportation needs identified through use of the management systems required under the Act;
10. The preservation of rights-of-way for construction of future transportation projects, including the identification of unused rights-of-way which may be needed for future transportation corridors and identification of those corridors for which action is most needed to prevent destruction or loss;
11. Any available methods to enhance the efficient movement of freight;
12. The use of life-cycle costs in the design and engineering of bridges, tunnels, or pavement;
13. The overall social, economic, energy, and environmental effects of transportation decisions;
14. Methods to expand and enhance transit services and to increase the use of such services; and;
15. Capital investments that would result in increased security in transit systems.

1995 UPWP

Cross Reference of Work Tasks with ISTE A Planning Factors

UPWP TASKS	ISTEA PLANNING FACTORS														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1.01	X		X	X		X	X	X		X			X		
1.02	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
1.03	X	X		X		X				X			X		
1.04													X		
2.01	X	X	X				X	X	X		X				
2.02														X	X
2.03			X												
2.04		X							X			X			
2.05	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
2.06		X	X											X	
2.07		X												X	
2.08					X										X
2.09		X													
2.10	X		X										X		
2.11				X											

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STATIONING

UPWP	STATIONING														
TASKS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
3.01		X				X							X		
3.02															
3.03														X	
3.04		X		X	X				X	X					
3.05							X								
3.06														X	
3.07							X	X	X		X				
3.08	X			X						X					
3.09				X											
4.01		X			X										
4.02		X		X	X								X		
4.03	X	X			X										
4.04	X				X	X			X	X		X			X
4.05													X		
4.06		X													
4.07		X													
4.08		X													
4.09		X													
4.10		X													
4.11															
4.12		X													

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