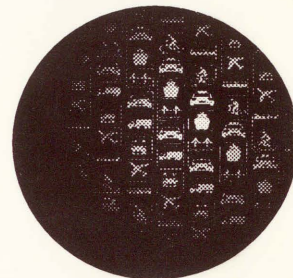
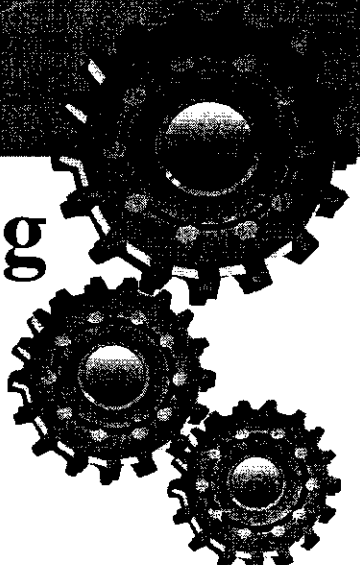


1996

UNIFIED PLANNING WORK PROGRAM FOR TRANSPORTATION

Metropolitan Planning Organization





FY 1996 Unified Planning Work Program for Transportation

Metropolitan Planning Organization

**DADE
COUNTY**

Adopted May 4, 1995

This document was published by the Dade County Metropolitan Planning Organization in cooperation with the Florida Department of Transportation District VI, Federal Highway Administration, Dade County Public Works Department, Metro-Dade Transit Agency, Dade County Planning Department, Dade County Aviation Department, Dade County Seaport Department, the Developmental Impact Committee, and Tri-County Commuter Rail Authority.

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EXECUTIVE SUMMARY

The 1996 Unified Planning Work Program (UPWP) describes transportation planning activities for the Miami Urbanized Area to be completed during the fiscal period beginning July 1, 1995 and ending on June 30, 1996. 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 1995.

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 1996 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-seven 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 1996 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 1996 UPWP which respond to new transportation planning requirements and priorities. Among these are the following:

- #1.05 Development of a Priority Setting Model for Transportation Improvement
- #2.04 Development of Dade County Integrated Management Systems
- #2.13 Public Transportation/ Private Sector Study
- #2.14 Preparation of Dade County Intelligent Transportation System (ITS) Plan
- #2.15 Specific Area Planning and Design for Improved Mobility
- #2.16 I-95/Dupont Plaza Ramps Land and Development Assessment Study
- #3.06 Development of a Superarterial Roadway Network
- #3.09 Alternatives for Intermodal Improvements in Dade County
- #3.10 Major Investments Studies
- #3.11 City of Miami Beach/South Beach Busway System
- #4.13 Municipal Grant Program
- #4.14 Public Information Program

In addition, increased funding (more than 10%) for FY 1996 has been assigned to projects that either have proven underfunded during previous years or need special efforts during the upcoming year. These are:

- #1.01 Urban Travel Modeling and Forecasting
- #1.04 Socio-Economic Data
- #4.03 UPWP Development
- #4.06 Technical Committees Support
- #4.11 MPO Program Support Services

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 1996.

The following projects were separated for monitoring purposes:

- #2.09 Transit Reporting
- #2.11 Transit Ridership Forecasting
- #4.02 MPO Board Staff Support
- #4.13 Municipal Grant Program
- #4.14 Public Information Program

1996 UNIFIED PLANNING WORK PROGRAM

PROGRAM OBJECTIVES

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

Plan for the preservation and development of a multimodal transportation system that is responsive to the mobility needs of the metropolitan population and to changes in land use.

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

Plan for maximum economic and performance efficiencies in transportation services and facilities.

OBJECTIVE "C": *INTERMODAL TRANSPORTATION PLANNING*

Plan for a fully intermodal transportation system to allow for ease of travel between modes, alleviate congestion, improve the natural environment and enhance safety across all modes.

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

Combine professional expertise with proactive citizen and private sector involvement to carry out a transportation decision-making process that wisely allocates financial resources taking into account the true long and short-term costs of available options.

OBJECTIVE "E": *STATE PLANNING PROGRAM*

To provide information on FDOT's Work Program activities which support the MPO planning process. This is done to enhance coordination of UPWP tasks with FDOT projects in order to improve efficiency of project management.

ACRONYMS LIST

AADT	Average Annual Daily Traffic
AASHTO	American Association of Safety Highway Transportation Officials
ADA	Americans with Disabilities Act
ATOM	Alternative Transportation Options for Medicaid
AWDT	Average Weekday Daily Traffic
B&Z	Building and Zoning
BCC	Board of County Commissioners
BPAC	Bicycle Pedestrian Advisory Committee
CAAA	Clean Air Act Amendment of 1990
CADD	Computer-Aided Design and Drafting
CBD	Central Business District
CDMP	Comprehensive Development Master Plan
CFR	Code of Federal Register
CM	Congestion Mitigation
CMAQ	Congestion Mitigation and Air Quality Improvement Program
CMS	Congestion Management System
CO	Carbon Monoxide
CTAC	Citizen's Transportation Advisory Committee
CTC	Community Transportation Coordinator
CUTR	Center for Urban Transportation Research
D	State-Public Transportation Operations/Planning (Funds)
DCMMP	Dade County Mobility Management Process
DDA	Downtown Development Authority
DDR	District Dedicated Revenue (Funds)
DERM	Department of Environmental Management
DI	State-Inter/Intrastate Highway (Funds)
DIC	Development Impact Committee
DIOH	State In-House Overhead (Funds)
DRI	Development of Regional Impact
DS	State Primary-Highways & PTO (Funds)
ELMS	Environmental Land Management Study
EPA	Environmental Protection Agency
FDEP	Florida Department of Environmental Protection
FDOT	Florida Department of Transportation
FHWA	Federal Highway Administration
FSUTMS	Florida Standard Urban Transportation Model Structure
FTA	Federal Transit Administration
FTP	Florida Transportation Plan
FY	Fiscal Year
GIS	Geographic Information System
HMO	Health Maintenance Organization
HP	Highway Planning (Funds)
HPR	Highway Planning Research

ISTEA	Intermodal Surface Transportation Efficiency Act
ITS	Intelligent Transportation System
IVHS	Intelligent Vehicle Highway System
LCB	Local Coordinating Board
LF	Local Funds
LOS	Level Of Service
L RTP	Long Range Transportation Plan
MDTA	Metro Dade Transit Agency
MPO	Metropolitan Planning Organization
NAAQS	National Ambient Air Quality Standards
NO_x	Oxides of Nitrogen
O-D	Origin Destination
PD&E	Planning Development and Engineering
PEA	Planning Emphasis Areas
PL112	Federal Highway Administration Planning Funds Section 112
PTO	Public Transportation Office
RCI	Roadway Condition Index
SERPM	Southeast Regional Planning Model
SIP	State Implementation Plan
SOV	Single Occupancy Vehicle
SRPP	Strategic Regional Policy Plan
SSD	State Service Development (Funds)
STP	Surface Transportation Program
STS	Special Transportation Services
TAD	Transit Analysis District
TAZ	Traffic Analysis Zone
TARC	Transportation Aesthetics Review Committee
TCM	Transportation Control Measure
TCRA	Tri-County Rail Authority
TD	Transportation Disadvantaged
TDP	Transit Development Plan
TIP	Transportation Improvement Program
TMA	Transportation Management Association
TPC	Transportation Policy Committee
TPTAC	Transportation Planning Technical Advisory Committee
UPWP	Unified Planning Work Program
U.S.C.	United States Code
USDOT	United States Department of Transportation
USEPA	United States Environmental Protection Agency
VHT	Vehicle Hours Traveled
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compounds

MPO RESOLUTION # 16-95

RESOLUTION APPROVING THE FY 1996 UNIFIED PLANNING WORK PROGRAM (UPWP) AND AUTHORIZING SUBMITTAL TO THE FUNDING AGENCIES

WHEREAS, the Interlocal Agreement creating and establishing the Metropolitan Planning Organization for the Miami Urbanized Area requires that the Metropolitan Planning Organization provide a structure to evaluate the adequacy of the transportation planning and programming process, and take action to ensure that legal and procedural requirements are met, as more fully described in the Prospectus for Transportation Improvements for the Miami Urbanized Area (Second Edition), and

WHEREAS, the Metropolitan Planning Organization has established the Transportation Planning Council (TPC) to advise it on actions needed to meet the requirements of the planning and programming process, and

WHEREAS, the Transportation Planning Council has approved the Final Draft of the FY 1996 Unified Planning Work Program and found that it is consistent with the foals and objectives of the Transportation Plan for the Urbanized Area.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BOARD OF THE METROPOLITAN PLANNING ORGANIZATION FOR THE MIAMI URBANIZED AREA:

SECTION 1. That the FY 1996 Unified Planning Work Program as presented is found to be consistent with established local state and federal goals, objectives and priorities; to be technically sound and to be within the implementation capabilities and resources of the Metropolitan Planning Organization.

SECTION 2. That the FY 1996 Unified Planning Work Program is hereby approved by the Governing Board of the Metropolitan Planning Organization.

SECTION 3. That the staff is authorized to submit the final draft to the funding agencies for comments.

SECTION 4. That the County Manager is authorized to file or the necessary grant application, enter into the grant agreement, and prepare and submit the necessary reimbursement requests.

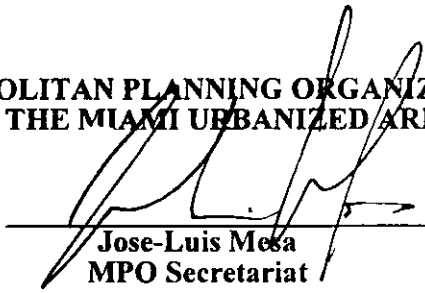
The foregoing resolution was offered by Board Member Diaz de la Portilla, who moved its adoption. The motion was seconded by Board Member Katy Sorenson, and upon being put to vote, the vote was as follows:

Board Member James Burke	-	aye
Board Member Miguel Diaz de la Portilla	-	aye
Board Member Betty T. Ferguson	-	aye
Board Member Maurice Ferre	-	aye
Board Member Allen Harper	-	aye
Board Member Bruce Kaplan	-	absent
Board Member Gwen Margolis	-	aye
Board Member Natacha S. Millan	-	aye
Board Member Dennis C. Moss	-	aye
Board Member Alexander Penelas	-	absent
Board Member Pedro Reboredo	-	absent
Board Member Robert Renick	-	aye
Board Member Katy Sorenson	-	aye
Board Member Javier Souto	-	absent
Board Member Raul Valdes-Fauli	-	aye
Chairperson Arthur E. Teele, Jr.	-	absent

The Chairman thereupon declared the resolution duly passed and adopted this 4th day of May, 1995.

**METROPOLITAN PLANNING ORGANIZATION
FOR THE MIAMI URBANIZED AREA**

By



Jose-Luis Mesa
MPO Secretariat

**METROPOLITAN PLANNING ORGANIZATION FOR THE MIAMI
URBANIZED AREA
1996 UNIFIED PLANNING WORK PROGRAM**

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

<u>PROJECT NO.</u>	<u>PROJECT DESCRIPTIONS</u>	<u>FY 1996 FUNDING</u>	<u>PAGE</u>
1.01	Urban Travel Modeling and Forecasting	\$180,000	A-1
1.02	Long Range Transportation Plan Update *	\$120,000	A-4
1.03	Transportation/Land Use Coordination	\$160,000	A-7
1.04	Socio-Economic Data	\$120,000	A-9
1.05	Development of a Priority Setting Model for Transportation Improvements	<u>\$50,000</u>	A-11
	(This Page Subtotal)	\$630,000	

* Denotes project carried forward from previous year program.

**METROPOLITAN PLANNING ORGANIZATION FOR THE MIAMI
URBANIZED AREA
1996 UNIFIED PLANNING WORK PROGRAM**

OBJECTIVE B: SHORT-RANGE TRANSPORTATION SYSTEM PLANNING AND MANAGEMENT

<u>PROJECT NO.</u>	<u>PROJECT DESCRIPTIONS</u>	<u>FY 1996 FUNDING</u>	<u>PAGE</u>
2.01	Short-Range Intermodal Planning	\$140,000	B-1
2.02	Short-Range Transit Planning	\$75,000	B-3
2.03	Highway Traffic Counting Program	\$50,000	B-4
2.04	Development of Integrated Transportation Management Systems	\$150,000	B-6
2.05	Continuing Development of Dade County Mobility Management Process	\$100,000	B-9
2.06	Implementation of Transportation Management Associations	\$180,000	B-11
2.07	Transit Route-Level Monitoring	\$400,000	B-13
2.08	Transit Financial Capacity Assessment	\$15,000	B-14
2.09	Transit Reporting	\$100,000	B-15
2.10	Tri-Rail Coordination	\$525,000	B-16
2.11	Transit Ridership Forecasting	\$10,000	B-18
2.12	Transportation Program Financial Analyses and Assessments*	\$175,000	B-19
2.13	Private Sector/Public Transportation Service Study	\$120,000	B-21
2.14	Preparation of the Dade County Intelligent Transportation System (ITS) Plan	\$50,000	B-25
2.15	Specific Area Planning and Design for Improved Mobility	\$70,000	B-27
2.16	I-95/Dupont Plaza Ramps Land and Development Assessment Study	\$50,000	B-29
2.17	Transit Market Research	<u>\$190,000</u>	B-31

(This Page Subtotal)

\$2,400,000

* Denotes project carried forward from previous year program.

**METROPOLITAN PLANNING ORGANIZATION FOR THE MIAMI
URBANIZED AREA
1996 UNIFIED PLANNING WORK PROGRAM**

OBJECTIVE C: INTERMODAL TRANSPORTATION PLANNING

<u>PROJECT NO.</u>	<u>PROJECT DESCRIPTIONS</u>	<u>FY 1996 FUNDING</u>	<u>PAGE</u>
3.01	Transportation/Air Quality Conformity Determination Assessment	\$75,000	C-1
3.02	Countywide Parking Policy Study*	\$240,000	C-4
3.03	Center for Urban Transportation Research Support	\$200,000	C-8
3.04	Comprehensive Bicycle/Pedestrian Planning Programs	\$120,000	C-11
3.05	Regional Council Transportation Planning Support	\$25,000	C-14
3.06	Development of a Superarterial Roadway Network	\$90,000	C-16
3.07	Freight Movement Study for Dade County *	\$100,000	C-18
3.08	North Dade Greenways Plan	\$100,000	C-21
3.09	Alternatives for Intermodal Improvements in Dade County	\$90,000	C-23
3.10	City of Miami Beach/South Beach Busway System	<u>\$75,000</u>	C-25
(This Page Subtotal)		\$1,115,000	

* Denotes project carried forward from previous year program.

**METROPOLITAN PLANNING ORGANIZATION FOR THE MIAMI
URBANIZED AREA
1996 UNIFIED PLANNING WORK PROGRAM**

OBJECTIVE D: TRANSPORTATION PLANNING DECISION-MAKING AND FUNDING

<u>PROJECT NO.</u>	<u>PROJECT DESCRIPTIONS</u>	<u>FY 1996 FUNDING</u>	<u>PAGE</u>
4.01	UPWP Administration	\$75,000	D-1
4.02	MPO Board Staff Support	\$278,000	D-3
4.03	UPWP Development	\$65,000	D-5
4.04	Transportation Improvement Program	\$190,000	D-7
4.05	Citizen and Private Sector Involvement	\$85,000	D-9
4.06	Technical Committees Support	\$80,000	D-11
4.07	Transportation Disadvantaged (TD) Planning	\$64,511	D-13
4.08	American with Disabilities Act (ADA) Planning for Compliance	\$140,000	D-15
4.09	FTA Civil Rights Requirements	\$10,000	D-16
4.10	Legislative Assessments	\$30,000	D-17
4.11	MPO Program Support Services .	\$175,000	D-19
4.12	ADA Required Infrastructure Improvements	\$10,000	D-20
4.13	Municipal Grant Program	\$187,500	D-22
4.14	Public Information Program	<u>\$235,000</u>	D-23
(This Page Subtotal)		1,624,000	

**METROPOLITAN PLANNING ORGANIZATION FOR THE MIAMI
URBANIZED AREA
1996 UNIFIED PLANNING WORK PROGRAM**

OBJECTIVE E: STATE PLANNING PROGRAM

<u>PROJECT NO.</u>	<u>PROJECT DESCRIPTIONS</u>	<u>FY 1996 FUNDING</u>	<u>PAGE</u>
5.01	Major Investment Studies (MIS)*		E-1
5.02	Highway Planning Research (HPR)*		E-3
5.03	Management Systems*		E-29
5.04	State Support to the MPO Planning Program**	\$271,558	E-33

<i>TOTAL PROGRAM FUNDING</i>	\$5,769,800
State Soft Match	<u>\$271,558</u>
Total	\$6,041,358

*See individual task for detailed funding.

**FDOT will soft match PL funds using toll revenue expenditures as a credit toward the non-Federal matching share.

APPENDICES/TABLE

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Metropolitan Planning Organization Transportation Planning Process

1.0 INTRODUCTION

In Metropolitan Dade County, the transportation planning process is guided by the Metropolitan Planning Organization (MPO) for the Miami Urbanized Area. The MPO was created as required under Section 163.01, Chapter 163, Florida Statutes and established by 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 counsel 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 1. 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, the Board may appoint special committees and task forces composed of public and/or official representatives for the purpose of seeking advice 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 two members appointed by, and serving at the pleasure, of each voting MPO Board member. CTAC 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, as well as to raise issues pertinent to this 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 Transportation Aesthetics Review Committee

The Transportation Aesthetics Review Committee (TARC) was created by the MPO as part of the MPO review process for architectural and aesthetics review of major bridges and transportation projects.

Each MPO board member is permitted one at large appointee. There is no geographical requirement. Most appointees have a design background (including architects, landscape architects and planners).

The mission of the TARC is to ensure that high visibility transportation projects are reviewed for their aesthetic impact on the community before contracts are finalized.

2.4.9 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.

2.4.10 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.

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. On April 25, 1995, the U.S. Environmental Protection Agency's redesignation of the SE Florida Airshed from moderate non-attainment for the pollutant ozone to attainment status went into effect.
- 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 Planning Emphasis Area (PEA). The PEAs have been jointly developed by the Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) to aid and facilitate the development of Unified Planning Work Programs (UPWP) and statewide planning work programs. They address some of the most critical issues now facing our nation including a mix of general planning issues and short term priority topics. The following is a list of Planning Emphasis Areas (PEAs) for metropolitan and statewide planning: 1. Metropolitan Plans and Plan Updates 2. Clean Air Planning/Alternative Fuels 3. Long Range Financial Planning 4. Public Participation/Innovative Techniques 5. Livable communities/Urban Design 6. Americans with Disabilities Act Implementation 7. Major Investment Studies 8. Statewide Transportation Plan 9. Statwide Transportation Improvements Planning.

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 PL 112, STP under 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 annual review and approval cycle of major MPO plans and programs considers many aspects 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.

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.

5.0 PUBLIC INVOLVEMENT PROCEDURE

5.1 Goal

The main goal of the proposed process is to distribute information to the general public regarding MPO transportation plans and programs to consider all comments and incorporate the agreed upon modifications prior to the adoption of the plans. This is a two-way exchange of information

5.2 Objectives

To develop effective citizen participation, by attracting a larger number of interested citizens and organizations which will provide decision-makers with reliable community input.

To achieve adequate support for transportation-related plans by providing timely and reliable information to the public.

To create a process tailored to local circumstances.

To establish an adequate mechanism to evaluate the openness, fairness and responsiveness of the process.

5.3 Additional Elements Considered in the Process

A well-organized citizen participation program involves elements that must be considered in the process. Among them are:

Defining the role of the public in the process.

Determining the methodology and strategies to be included in the process.

Including a broad mix of techniques and combine them as appropriate.

Establishing a commitment for the level of resources (funding and staffing) according to the priority of the plan.

Establishing procedures to evaluate the desired participants, needs for public education, selection of the appropriate techniques, response to public comments and effectiveness of the process.

5.4 Methodology

5.4.1 Early Involvement

To comply with this requirement it is important to involve the public from the beginning of the planning process. It is therefore necessary to define the role of each participating group as follows:

Participating Agencies: Work with the public to provide access to general information; provide time for public response; prepare documentation for public distribution which is both concise and easy to understand; keep the public informed about the transportation plans and programs that require public participation.

General Public: Members of this group shall be able participate in the meetings; learn about the process; identify the needs of the community at large; evaluate projects and propose alternative solutions.

Decision-making Officials: Assure that the public involvement process is established according to Federal requirements and the needs of the community; assure enough resources to implement the program; provide time for public comments; consider the public responses and concerns to the plans and programs presented to the community; evaluate the impacts of such comments. The following process is

recommended:

Transportation plans will continue being developed and evaluated without changing the current process. In this case plans shall be endorsed by the Citizens Transportation Advisory Committee (CTAC); by the Transportation Plan Technical Advisory Committee (TPTAC) and by the Transportation Planning Council (TPC). Finally, after these endorsements, then the plans shall be approved by the MPO Board.

The CTAC is involved since the early beginning in the process. However to provide for additional early involvement, the Chair of the CTAC or his/her designee, will be a member of those steering committees established for each work element within the Unified Planning Work Program (UPWP). The UPWP contains the planning studies to be conducted for future transportation projects.

5.4.2. Timely Public Notice

This public involvement procedure will be available 45 calendar days prior to its adoption by the MPO Board. During this period, comments from State and local agencies, as well as from private organizations and the general public will be received and proper consideration will be given.

All transportation plans and other formal documents detailing the MPO process will be available for comments at least 30 calendar days prior to their adoption. These include but are not limited to the Transportation Improvement Plan (TIP), the Long Range Transportation Plan (TP) and the Unified Planning Work Program (UPWP).

5.4.3. Coordination

Representatives of transportation related agencies, State and local officials and public citizens are part of the existing policy and technical committees, *such as* the CTAC, the TPTAC and the TPC.

Close coordination between the MPO and FDOT is a strong element of the process.

Provisions will be made for the involvement of traffic, ridesharing, parking, transportation safety and enforcement agencies; commuter railroad operators; airport and port authorities; toll authorities; private transportation providers; the elderly and handicapped; minorities; the business community; freight movement operators, and city officials when appropriate. Many of these organizations are already active in the MPO Transportation Planning Process.

Also, representatives of local, State and Federal environmental resource and permitting agencies shall be involved as appropriate.

Finally, the process shall provide for mutual collaboration between government agencies and citizen organizations.

5.4.4. Notification

An ad will be published in a local newspaper to indicate the availability of documents for comments. The MPO Public Involvement Coordinator should be contacted at (305) 375-4507 for any further information desired.

- 45 calendar days for this public involvement process or updates.
- 30 calendar days for transportation plans.

Copies of the documents will be sent to city, county and State officials for their review and information.

When required, additional efforts shall be taken to notify specific groups that could be potentially impacted by such MPO plans.

5.4.5. Document Accessibility

Consistent with Title VI of the Civil Rights Act of 1964, no person shall, on the ground of race, color, sex, national origin or physical handicap, be denied or excluded to participate in this process:

Transportation plans documents may be requested by phone, fax or in person at the Metro-Dade MPO office, as shall be indicated in the newspaper ad.

The distribution of these documents will be made by regular mail.

An easy to understand document for the general public will be prepared for the purpose of this process (brochures, newsletters and notifications) when appropriate.

Coordination will be made with minority, elderly and handicap organizations to provide information regarding the transportation plans.

5.4.6. Physical Accessibility

Provisions will be made to provide proper accessibility to the locations where public involvement activities will be conducted. Aspects to consider in these are public transit services, accessibility for people who are elderly people or have disabilities, and availability of parking among others.

Locations selected for the above referenced activities shall comply with ADA requirements for people with disabilities.

5.4.7. Openness

To provide for open public participation, at the end of each CTAC, TPTAC, TPC and MPO meeting, a 5-10 minute session will be formally scheduled to receive comments from the general public.

To encourage regional scale citizen participation and awareness. Copies of these procedures and future transportation plans will be submitted to Broward County and West Palm Beach County MPOs, for information and comment.

5.4.8. Public Involvement Techniques

These are the mechanisms used to inform the public and encourage their participation in this process. Multiple methods and strategies have been developed to involve larger numbers of groups in the public involvement process. The program, to be established by the MPO, will combine different techniques according to the individual characteristics of each plan or project. The following are the proposed steps to be followed in this phase:

The MPO shall develop a public involvement resource bank containing names, addresses and particular interests of organizations and individuals who are willing to participate in this process. These organizations and individuals will be contacted and assigned to a particular task group as appropriate.

An ad shall be published asking for interested organizations and individuals to participate in this process. Letters shall be mailed to different groups, such as like the Miami Chamber of Commerce, to promote active involvement by the community and businesses in the public involvement process.

The following is a menu with a variety of strategies and techniques that shall be considered in the process. Elements of this menu shall be implemented as personnel and monetary resources allow for each plan:

- Establishment of Advisory Committees.
- Public meetings.
- Development of citizen workshops for special topics.
- Preparation of transportation newsletter and brochures to provide information to the public about government plans. Local problems at neighborhood levels shall be addressed by community fact sheets.
- Publication of newspaper ads.
- Community meetings, including possible use of displays in shopping and activity centers.
- Mail surveys.
- When appropriate, subcommittees of the TPTAC and TPC shall be created including representatives of the general public (individuals and/or organizations).
- Press conferences, when appropriate.
- Encourage elected officials, civic leaders and businesses to write newspaper articles on key issues.

Other techniques and strategies that may be considered as appropriate, but require additional resources are:

- Electronic conference meetings.
- Transportation Forums and Symposiums.
- Designation of a staff person to be in charge of each public involvement program.
- Establishment of a formal Citizen Participation Office.
- Establishment of a Hotline number to provide information regarding transportation related plans.
- Development of Transportation Fairs.
- Production of TV and radio spots.

An educational and public awareness program to provide general knowledge of transportation terminology and planning procedures to the public will be developed by the MPO.

5.4.9. Monitoring Program

To keep a record of the distribution of documents, a list containing the name of the person or the entity, who request such documents will be maintained at the MPO office.

Quantitative and qualitative analysis as appropriate shall be made to evaluate the responsiveness of the community to the proposed public involvement process and its

effectiveness in the transportation planning process.

Other mechanisms to measure the effectiveness of this process will include conducting public opinion research (surveys) whenever needed. The results of these surveys shall be discussed with elected officials, for proper actions. These surveys could be made by standard forms, phone, newspaper or any other way to reach the interested sector, as appropriate.

5.4.10. Consideration given to received comments

If significant written *or* oral comments are received for transportation plans as a result of the public involvement process, a summary or analysis of such comments shall be included in the document.

If the final document differs significantly from the one available for the public, a second opportunity for public comment on the revised document shall be given to the general public.

A procedure for considering public comments shall be prepared if needed.

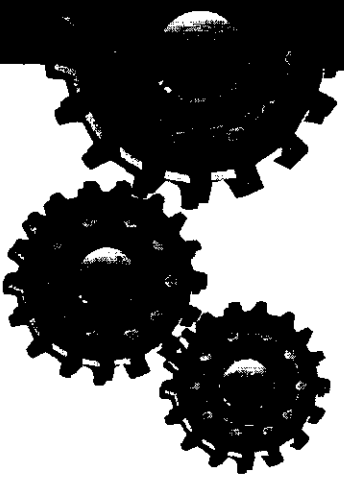
5.4.11. Process Review

This process shall be periodically reviewed by the MPO in terms of their effectiveness in assuring full and open access of the public in the process.

Copy of the approved process shall be submitted to FDOT, FHWA and FTA for their comments.

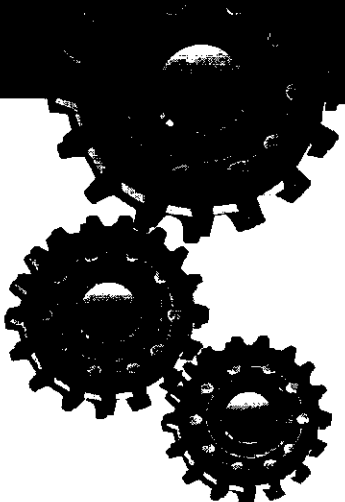
5.5 FUTURE AMENDMENTS TO THE CURRENT PROCESS

This Public Involvement process can only be modified, altered, changed, or improved by action of the MPO Board by means of an amendment. The amendment will be documented and presented to all committees and will be the result of actions intended to improve the established process once it has been in place and tested and it has been decided that further refinement is needed or, as a result of accumulated experiences, prove that said process needs to be improved.



Project Descriptions





Objective A

Long-Range Transportation
Planning for System Preservation
Development and Enhancement





**OBJECTIVE A: LONG-RANGE TRANSPORTATION PLANNING FOR
SYSTEM PRESERVATION DEVELOPMENT AND
ENHANCEMENTS**

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 communality and compatibility between agencies.
2. Hardware and Software Environment: To maintain, for the MPO Secretariat, the IBM RS6000 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 most recent version of 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.
- f. Assist in the development of ridership and operational forecast for various transit related projects.
- g. Review various non-FSUTMS methodologies and applications.

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 to include the purchase of an Uninterruptable Power Supply (UPS) and a tape backup system.

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 and Statewide Model Task Force.

END PRODUCTS:

1. Database

- a. Updated RPM datasets and operational procedures.
- b. Updated highway and transit networks, reflecting interim year and future year 2015 conditions, in addition to other year/alternative datasets prepared as needed.
- c. Series of memos documenting model review comments, ridership and operational analysis.
- d. Integration of FSUTMS data files into ARCINFO format for utilization under ARCVIEW. This particular task may require the acquisition of a consultant.

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:

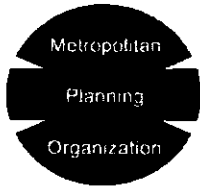
Michael Moore

PARTICIPATING AGENCIES:

Metropolitan Planning Organization
Metro-Dade Transit Agency
Florida Department of Transportation - District 6

FUNDING:

\$20,000	Section 9	(\$16,000 Federal, \$2,000 State, \$2,000 Local)
\$95,000	Section 8	(\$76,000 Federal, \$9,500 State, \$9,500 Local)
\$65,000	PL112	(\$53,254.50 Federal, \$11,745.50 Local)
\$180,000		



1996 UNIFIED PLANNING WORK PROGRAM

OBJECTIVE A: LONG-RANGE TRANSPORTATION PLANNING FOR SYSTEM PRESERVATION DEVELOPMENT AND ENHANCEMENTS

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 through 11 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

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:

The following major actions must be completed as a part of the Plan Update effort. Items 12 through 14 have been underway since late 1994. Items 15 and 16 are anticipated to be addressed in this cycle.

1. Plan Database - detailed review and updating of the major data elements.
2. Socio-Economic Forecasts - Forecasts of population and employment must be prepared for the Plan horizon year.
3. Plan District Structure - Review the Traffic District structure used in the 1990 Plan Update and develop a new district (TAD) structure.
4. Transportation Goals and Policies - A review and assessment of the current status of the adopted goals and objectives of the Intermodal Surface Transportation Efficiency Act of 1991, the Clean Air Act Amendment of 1990, the Metro-Dade Long Range Transportation Plan, the Florida Transportation plan (FTP) and the Dade County CDMP.
5. Travel Forecasting Models - Models will be validated prior to used in the forecasting of Long Range travel demands.
6. Revise Transportation Networks - The transportation networks will be revised to reflect the current status of the system and future networks will be developed.
7. Forecast Travel Demands - The validated models will be used to conduct simulations of future transportation demands to identify major deficiencies in the existing planned transportation networks.
8. Analyze Simulation Results - Results of the simulations will be analyzed.
9. Establish Service Demand Criteria - Capacity standards will be developed to enable alternate combinations of modes to be used as a means of meeting the projected travel demands in a corridor.
10. Revise Priority Standards - The criteria used to determine the priority levels used in the 1990 Plan Update must be reviewed. Revisions to the criteria will reflect changes in Federal, State and County policy.
11. Review 1990 Project Status - The 1990 Update project listing will be reviewed to determine the status of the projects identified in that Plan.
12. Revise Project Priority List - The review of the 1990 Project list will be used to develop a revised priority listing of projects for the new horizon.
13. Develop New Projects - The new facilities (including non-highway) required by the forecasted increases in travel simulations.
14. Identify Travel Service Corridors - A list of major "high-volume" service corridors will be produced based upon the results of the travel simulations.
- 15.a) Citizen Participation Process - The County's current citizen participation mechanisms will be employed.
 - b) Technical Review Process - The technical review process will use a committee of technical representatives from County agencies to evaluate and assess the major Plan assumptions and deadline.
 - c) Review and Comment - A detailed review and evaluation process will be conducted prior to the Plan adoption.
16. Plan Adoption - The final draft Long Range Plan Update will be submitted to the Metropolitan Planning Organization Policy Board for formal adoption.

END PRODUCTS:

1. Model development and validation (Completed).
2. New travel demand simulations for 2015.²
3. Adopted district structure for plan development.³
4. Updated screenline data (Completed).
5. Review and evaluation of existing project lists; identification of project status (Completed).
6. New prioritization criteria for future projects.⁴
7. Revised listing of transportation projects by District and priority level.⁵
8. List of high-volume travel corridors and modal combinations for detailed study (Underway).⁵
9. Adopted Long Range Transportation Plan document.⁵
10. Air Quality Conformity Determination Report.⁵

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 - District 6

FUNDING:

\$20,000	Section 8	(\$16,000 Federal, \$2,000 State, \$2,000 Local)
\$60,000	PL112	(\$49,158 Federal, \$10,842 Local)
<u>\$40,000</u>	"D" Funds	(\$40,000 State)
\$120,000		

² Preliminary horizon year simulations have been done and will be refined as the Needs Plan is finalized.

³ Traffic Analysis Districts (TADs) were developed in March 1994 and Planning Districts, created by aggregating Commission Districts, were developed during April 1994. Areas of Analysis were also finalized during 1994.

⁴ Evaluation criteria were finalized during 1994.

⁵ Not yet commenced.



**OBJECTIVE A: LONG-RANGE TRANSPORTATION PLANNING FOR
SYSTEM PRESERVATION DEVELOPMENT AND
ENHANCEMENTS**

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.
5. Promote the concept of sustainable development with respect to transportation, including:
 - a. Reducing travel demands associated with traditional development;
 - b. Conserving scarce transportation fiscal and physical resources;
 - c. Reducing environmental impacts, particularly air pollution; resulting from travel generated as a result of development
 - d. Encouraging non-traditional, alternative forms of development such as nodal clustering, mixed use, and transit-oriented development patterns.

1996 UNIFIED PLANNING WORK PROGRAM

6. Review of technical studies which advance the state of the art with respect to evaluating transportation-land use interactions, and incorporating those which are most promising into the current travel estimating and analysis procedures employed by the MPO, as promoted by the Federal Intermodal Surface Transportation Efficiency Act (ISTEA).

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
8. Incorporating promising transportation/land impact analysis techniques and procedures into transportation analysis processes currently employed by the MPO.

PROJECT MANAGER:

Michael Moore

PARTICIPATING AGENCIES:

Metropolitan Planning Organization
Metro-Dade Transit Agency
Metro-Dade Public Works
Metro-Dade Planning Department
Florida Department of Transportation - District 6

FUNDING:

\$60,000	Section 8	(\$48,00 Federal, \$6,000 State, \$6,000 Local)
\$90,000	PL112	(\$73,737 Federal, \$16,263 Local)
\$10,000	Section 9	(\$8,000 Federal, \$1,000 State, \$1,000 Local)
\$160,000		



**OBJECTIVE A: LONG-RANGE TRANSPORTATION PLANNING FOR
SYSTEM PRESERVATION DEVELOPMENT AND
ENHANCEMENTS**

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 our 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 dataset 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 MANAGERS: C. W. Blowers
Michael Moore

PARTICIPATING AGENCIES: Metro Dade Planning Department
Metro Dade Transit Agency
Metropolitan Planning Organization
Florida Department of Transportation - District 6

FUNDING: \$50,000	Section 8	(\$40,000 Federal, \$10,000 State, \$10,000 Local)
<u>\$70,000</u>	PL 112	(\$57,351 Federal, \$12,649 Local)
\$120,000		



**OBJECTIVE A: LONG-RANGE TRANSPORTATION PLANNING FOR
SYSTEM PRESERVATION DEVELOPMENT AND
ENHANCEMENTS**

TASK NUMBER AND TIELE:

**1.05 DEVELOPMENT OF A PRIORITY SETTING MODEL FOR
TRANSPORTATION IMPROVEMENT**

OBJECTIVE(S):

To develop a priority setting model based on an analytic hierarchy process that would be used as a tool for evaluating transportation projects, regardless of mode.

PREVIOUS WORK:

None.

The enactment of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 revolutionized the transportation planning process. The new legislation mandated that the metropolitan planning organizations (MPOs) and/or states expand their transportation planning process to include multimodal planning issues. Under ISTEA, all transportation projects, regardless of mode, compete for funding from the same source. For these reasons, a ranking model needs to be developed to be used as a tool for prioritizing transportation projects regardless of mode.

METHODOLOGY:

1. Comprehensive literature review to obtain the understanding of the state-of-the-practice of the different prioritization techniques used to evaluate transportation projects.
2. Formulate a priority model based on an analytic hierarchy process that would be used as an alternative to the existing priority setting schemes. This model will be used for the priority setting of transportation projects according to their importance based on preset standards.
3. Submit an interim report for review by Metro-Dade MPO project manager.
4. Model validation. Comments from the review board will be incorporated into the proposed model. Apply the developed model to case studies and test its effectiveness in terms of objectivity, comprehensiveness, and consistency.

END PRODUCTS:

1. Annotated bibliography
2. Final report

PROJECT MANAGERS:

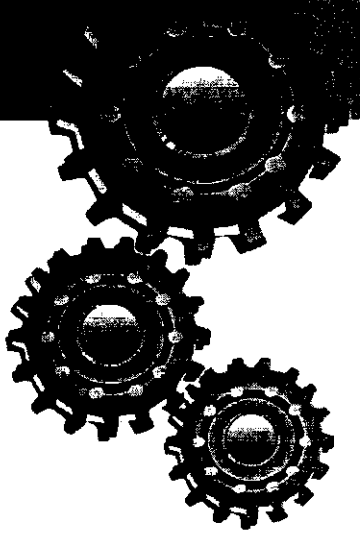
Young-Kyun "Y-K" Lee, Ph.D.
Frank Baron

PARTICIPATING AGENCIES:

Lehman Center for Transportation Research at Florida International University
Metropolitan Planning Organization
Florida Department of Transportation - District 6

FUNDING:

\$50,000 STP (\$40,000 Federal, \$5,000 State, \$5,000 Local)



Objective B

Short-Range Transportation System
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:

Frank Baron

PARTICIPATING AGENCIES:

Metropolitan Planning Organization
Metro-Dade Transit Agency
Metro-Dade Public Works
Dade County Developmental Impact Committee
Florida Department of Transportation - District 6

FUNDING:

\$50,000	Section 8	(\$40,00 Federal, \$5,000 State, \$5,000 Local)
\$60,000	PL 112	(\$24,579 Federal, \$5,421 Local)
<u>\$30,000</u>	Section 9	(\$24,000 Federal, \$3,000 State, \$3,000 Local)
\$140,000		



1996 UNIFIED PLANNING WORK PROGRAM

OBJECTIVE B: SHORT-RANGE TRANSPORTATION SYSTEM PLANNING AND MANAGEMENT

TASK NUMBER AND TITLE:

2.02 **SHORT RANGE TRANSIT PLANNING**

OBJECTIVE(S):

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

PREVIOUS WORK:

This is a continuing activity. A major update effort for the Transit Development Program (TDP) 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 documents are also review updated as required for consistency, e.g., the Park-Ride Plan for MDTA, etc.

METHODOLOGY:

1. Prepare annual update of the Transit Development Program (TDP) for consistency with Dade County's multi-year operational plan.
2. Update transit networks, as necessary, to reflect changes in Dade County's Transportation Improvement Program, 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 to include the coordination of GIS with the Intermodal Management System project.

END PRODUCTS:

1. Major updated 5-Year TDP.
2. Short and Long Range baseline travel demand baseline transit networks.
3. Series of memos reviewing proposed service plans.
4. Develop model GIS function for analysis and presentation purpose under the ARCVIEW software.

PROJECT MANAGERS: Mario G. Garcia
 Frank Baron

PARTICIPATING AGENCY:

Metro-Dade Transit Agency

FUNDING:

\$75,000 Section 9 (\$60,000 Federal, \$7,500 State, \$7,500 Local)



**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, ISTEA 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 in raw data form at selected sites along County, City, and State highways.
2. Convert raw data to Average Weekday Traffic Counts (AWDT) 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 (AWDT) and station map for past calendar year published annually.

PROJECT MANAGERS:

Harvey Bernstein
Michael Moore

PARTICIPATING AGENCIES:

Metro-Dade Public Works
Metropolitan Planning Organization
Florida Department of Transportation - District 6

FUNDING:

\$50,000 PL 112(\$40,965 Federal, \$9,035 Local)



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

TASK NUMBER AND TITLE:

2.04 **DEVELOPMENT OF INTEGRATED TRANSPORTATION MANAGEMENT
SYSTEMS**

OBJECTIVE:

The objective of this study is to develop a program which integrates the work done by the Florida Department of Transportation (FDOT) regarding the implementation of the management systems, as requested by ISTE.

PREVIOUS WORK:

FDOT has developed the Work Plans for the development of the six management systems and the TMS/H. With the exemption of the CMS that is been developed by the MPOs, the other management systems are under the responsibility of each FDOT District. Therefore, it is necessary to prepare a program to integrate the work done at district level with the current efforts done in these areas at county level. The initiative of Dade County is very important in order to coordinate, develop and integrate the goals, policies and resources to meet the federal requirements in the most efficient and effective method.

METHODOLOGY:

I. Search of Literature

In this task the consultant shall review the federal requirements, the Work Plans prepared by FDOT and the work done at county level, regarding the development of the management systems. Also, the consultant shall investigate nationwide other related studies and research the appropriate literature.

II. Coordination

All work shall be coordinated with FDOT and the county agencies with responsibilities regarding the development of said management systems. Also, city agencies and private providers must be included in this process as appropriate.

III. Data Collection Process

The consultant shall review the data collection process as established in the CMS developed by the MPO and in the FDOT-District VI Management Plans. As part of this task, an evaluation shall be made to incorporate additional data, if appropriate, to this program. Considerations shall be given to avoid duplicating state and county efforts in gathering similar data.



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

IV. Develop the Dade County Management Systems

The county's management systems shall be developed according to the work already done by FDOT. The Pavement Management System (PMS) shall provide, analyze and summarize pavement information for use in selecting and implementing a cost-effective pavement construction, rehabilitation and/or maintenance programs. The Bridge Management System (BMS) shall supply information, analysis and summaries of bridge condition in order to make predictions and recommendations relative to repair, rehabilitation, replacement and most cost-effective method for preventing and maintaining the structures. The Safety Management System (SMS) shall provide information, analysis and projections to identify, implement and evaluate as appropriate, those measures or strategies in the areas of planning, design, construction, maintenance and operation that reduce traffic and/or transit accidents.

The Congestion Management System (CMS) shall be integrated into the proposed program. Finally, the Public Transportation Management System (PTMS), the Intermodal Management System (IMS) and the Traffic Monitoring System for Highways (TMS/H) prepared by FDOT shall also be integrated into the program

V. Develop the Integrated Network Management System (INMS)

Based on the work done in the previous tasks, the consultant shall define a program to integrate the six management systems and the TMS/H. This program will consist in a software package that provide the necessary analysis and reports to comply with federal regulations, as well as, to provide important information to decision-makers officials in selecting cost-effective strategies/projects to improve the efficiency of the transportation system. A communication network between FDOT, MPO and Public Works to transfer data is also requested in this task.

VI. Prepare Software Documentation and Training

The consultant shall prepare all required materials to provide training to the potential system users. This includes manuals, flowcharts, visual presentations and software documentation among other things. This includes the purchase of GIS software, computer and color printer for use and ownership of the MPO. Approximately \$7,500 of the above money will be used to purchase computer hardware and software.

VII. Implement the INMS Demonstration Project

As part of this study a demonstration project shall be developed. It includes the acquisition of equipment, according to the specifications of the consultant, installation of the software, test the INMS software package and the system acceptance.

VIII. Recommendations

A feasibility analysis shall be made to expand the INMS to other areas that may be incorporated into the network, like: maintenance, financing, quality control, real estate and construction management.

END PRODUCT:

1. Technical Memorandum #1: "Dade County Pavement Management System".
2. Technical Memorandum #2: "Dade County Bridge Management System".
3. Technical Memorandum #3: "Dade County Safety Management System".
4. INMS Documentation Manual
5. INMS Training Manual
6. Final Report.

PROJECT MANAGER:

Jesus Guerra

PARTICIPATING AGENCIES:

Metropolitan Planning Organization
Metro-Dade Transit Agency
Public Works
Seaport Department
Aviation Department
Florida Department of Transportation - District 6

FUNDING:

\$150,000 STP (\$120,000 Federal, \$15,000 State, \$15,000 Local)
\$7,500 of the above money will be used for computer equipment purchase.



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

TASK NUMBER AND TITLE:

2.05 **CONTINUING DEVELOPMENT OF DADE COUNTY MOBILITY
MANAGEMENT PROCESS (DCMMP)**

OBJECTIVE:

The objective of this study is to provide continuity to the development of the Dade County Congestion Management System, as required by ISTEA.

PREVIOUS WORK:

Under the leadership of the MPO, a consultant developed a Dade County Mobility Management Process (DCMMP) study to comply with the CMS required in 23 CFR Part 500. Also, other studies have been conducted like: "Transportation Demand Management and Congestion Mitigation Study", "Continuing Development of TMAs" and Road Pricing Study among them.

METHODOLOGY:

I. Coordination

In this task, a close coordination between local and state agencies that participate in the development of the Transportation Improvement Program (TIP) and the FDOT-District VI Work Plan and the MMP Steering Committee shall be established.

II. Data Gathering

A review of the DCMMP data gathering process shall be made and the appropriate data shall be collected.

III. DCMMP Review

Using the process established in the DCMMP, the congested corridors must be identified and potential TIP projects within these boundaries shall be investigated. Based on the performance measures established, analyze the impacts of said projects that may increase the capacity of the roadway or the daily traffic volumes. Then, from the strategies recommended in the DCMMP, an evaluation of those strategies that will improve mobility along these corridors shall be made. The impacts of these strategies have to be quantify to recommend a set of selected strategies to managing traffic congestion along these corridors.

IV. Develop an Action Plan

As a result of the previous tasks, a list containing the recommended strategies to be implemented by congested corridor will be prepared. Also, this list will include the estimated implementation costs and will be ranked in priority order. Recommendations shall be made to develop and implement said strategies.

END PRODUCT:

1. DCMMP Update Report

PROJECT MANAGER:

Jesus Guerra

PARTICIPATING AGENCIES:

Metropolitan Planning Organization
Florida Department of Transportation - District 6
Metro-Dade Transit Agency
Planning Department
Seaport Department
Aviation Department and local environmental agencies

FUNDING:

\$100,000 Section 8 (\$80,000 Federal, \$10,000 State, \$10,000 Local)



**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 - District 6

FUNDING:

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



1996 UNIFIED PLANNING WORK PROGRAM

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 transit route-level data to support detailed analysis of Metrorail and Metrobus routes and for the development of line-up and other transit service plans.

PREVIOUS WORK:

This is a continuing activity. Transit route-level ridership and performance information is produced.

METHODOLOGY:

Collect information, using new hand held data devices as well as manual methods, as appropriate, from a subset of Metrobus and Metrorail 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 passenger ridership volumes.
3. Route-level schedule adherence data.
4. Line-up and other transit service plans.

PROJECT MANAGER:

Mario G. Garcia
Frank Baron

PARTICIPATING AGENCY:

Metro-Dade Transit Agency

FUNDING:

\$400,000 Section 9 (\$320,000 Federal, \$40,000 State, \$40,000 Local)



1996 UNIFIED PLANNING WORK PROGRAM

OBJECTIVE B: SHORT-RANGE TRANSPORTATION SYSTEM PLANNING AND MANAGEMENT

TASK NUMBER AND TITLE:

2.08 **TRANSIT FINANCIAL CAPACITY ASSESSMENT**

OBJECTIVE:

Maintain the Transit Financial 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 1993 Section 15 reports and the 1995 transit element of the TIP.

METHODOLOGY:

1. Calibrate financial capacity models against 1994 conditions based on Section 15 data.
2. Updated the models to reflect change 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:

Pamela Levin
Frank Baron

PARTICIPATING AGENCY:

Metro-Dade Transit Agency

FUNDING:

\$15,000 Section 9 (\$12,000 Federal, \$1,500 State, \$1,500 Local)



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

TASK NUMBER AND TITLE:

2.09 TRANSIT REPORTING

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:

Pamela Levin
Frank Baron

PARTICIPATING AGENCY:

Metro-Dade Transit Agency

FUNDING:

\$100,000 Section 9 (\$80,000 Federal, \$10,000 State, \$10,000 Local)



**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) Short Range Transportation Planning and
- 5) Long Range Transportation Planning-Project Level Planning.
- 6) Double Tracking Station Facilities Site Plans

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.
- * Standardized design components resulting from corridor double tracking.

PROJECT MANAGER:

Jeffrey D. Jackson
Irma San Roman

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
Federal Transit Administration

FUNDING:

*\$525,000 Section 9 (\$420,000 Federal, \$105,000 State)

*The funds shown for this task is region wide covering the surface area of the Tri-Rail Commuter Authority which consists of Dade, Broward and Palm Beach Counties. Dade county's share is \$175,000.



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OBJECTIVE B: SHORT-RANGE TRANSPORTATION SYSTEM PLANNING AND MANAGEMENT

TASK NUMBER AND TITLE:

2.11 TRANSIT RIDERSHIP FORECASTING

OBJECTIVE:

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

PREVIOUS WORK:

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

METHODOLOGY:

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

PRODUCTS:

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

PROJECT MANAGER:

Mario G. Garcia
Frank Baron

PARTICIPATING AGENCY:

Metro-Dade Transit Agency

FUNDING:

\$10,000 Section 9 (\$8,000 Federal, \$1,000 State, \$1,000 Local)



1996 UNIFIED PLANNING WORK PROGRAM

OBJECTIVE B: SHORT-RANGE TRANSPORTATION SYSTEM PLANNING AND MANAGEMENT

TASK NUMBER AND TITLE:

FUNDING FROM FY'95 UPWP

2.12 **TRANSPORTATION PROGRAM FINANCIAL ANALYSES AND
ASSESSMENTS**

OBJECTIVES:

The purpose of this effort is to secure the services of an experienced consulting firm to assist the MPO in the following:

1. Preparation of a critical assessment of the current direction of the urban area transportation program from immediate, short term and long term perspectives as related to planned investments and available and future resources.
2. Preparation of proposals, on a work order basis, that present strategic options to advance high priority projects through preferred funding strategies.

BACKGROUND:

The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 is bringing about significant modifications to transportation planning practices in metropolitan areas throughout the United States. The new emphasis on planning for highly efficient and functional linkages between the various modes of transportation coupled with the ability to freely commingle transportation funding sources that previously were of limited uses, have given metropolitan planning organizations a unique opportunity to develop future transportation plans that can better address urban travel congestion and mobility.

In Dade County, this newfound opportunity is already working for the benefit of the urban area transportation program in that many important projects are being planned and programmed for implementation through the use of ISTEA allowed funding strategies.

Still, the complexity of the congestion and mobility problems in Dade and the expected increase in the magnitude of these problems given the predicted growth in population and economic activity, present a formidable planning challenge to transportation professionals and decision-makers in our metropolitan area. This challenge is manifested in both, the definition of a program of projects that effectively addresses the future needs of the community and in the identification of a solid funding base that permits the implementation of the needed program of projects. It is funding the one issue which looms largest in the transportation horizon of the urban area. While past and current studies have documented the needs that exist, additional work is needed to address questions relating specifically to the future investment of resources and how the funding packages for major projects can be best optimized through the utilization of public and private sources of funds.

PREVIOUS WORK:

None

METHODOLOGY:

In addition to an initial task involving a comprehensive assessment of the current status of the urban area transportation program as it relates to available resources and planned investments during the next ten year period, additional work will be requested of the consultant on an "as needed" basis. This additional work will involve the analysis and the preparation of innovative and strategic proposals to fund major projects identified as high priorities in the Metro-Dade Transportation Plan. As part of these proposals, a detailed assessment of the impacts of specific project funding strategies on the adopted Transportation Improvement Program will be requested. It is anticipated that the term of this contract will be between 18 and 24 months.

END PRODUCTS:

- 1 Report assessing overall program funding status and perspectives within a ten-year period.
2. Reports on specific proposals as requested.

PROJECT MANAGER:

Jose-Luis Mesa

PARTICIPATING AGENCIES:

The Metropolitan Planning Organization Secretariat's Office will manage the study.
Florida Department of Transportation - District 6

FUNDING:

\$175,000 STP FY95 (\$140,000 Federal, \$17,500 State, \$17,500 Local)



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

2.13

PRIVATE SECTOR PUBLIC TRANSPORTATION SERVICE STUDY

OBJECTIVE(S):

To assess the issuing of new guidelines to facilitate private sector provision of urban public transportation services in Dade, while maintaining existing County-provided transit and providing for new opportunities to bring transit to underserved or previously unserved areas of Dade.

PREVIOUS WORK:

Previous local studies of private sector transit services, in particular jitneys, have concentrated on effects of these competitive private transit services with established MDTA routes, frequently in well-established and highly patronized MDTA service corridors. Little attention has been directed towards ways in which county transit service can cooperatively coexist with private sector transit services, how the private sector can be integrated to increase systemwide transit availability and/or levels of service, or how transit system service delivery effectiveness and efficiency can be increased by soliciting joint public-private service proposals.

METHODOLOGY:

Background:

Transit patronage is a function of multiple complex variables which span a spectrum of social, economic, level of service, safety and security, amenity, reliability, and land use and activity density values. In particular, it is widely recognized that transit level of service (service frequency) and service reliability (on time performance) can make a substantial difference in generating and maintaining transit ridership.

It may be possible for the private sector to develop transit services which augment existing county services, replace those county services which have been eliminated or reduced, or develop new areas of service, while achieving sufficient profitability needed for private sector ventures without unfairly competing with existing county transit routes.

In an era of increasing auto use, decreasing average auto occupancy, generally declining public transit ridership, suburbanization of not only residential but commercial and business land uses, and strong calls for significantly decreased federal operating support, transit agencies may need to focus on serving high patronage corridors with their traditionally large vehicles and fixed routes, and consolidating regional services, to achieve higher farebox recovery ratios and fiscal efficiency.

The private sector, with potential greater flexibility to respond to transit service needs, and with generally lower overhead costs, may be able to expand upon sparse, reduced, or eliminated county

transit services without the subsidization levels required of public sector transit, and may be able to deliver services which compliment, rather than compete, with the long-term investment made by the county to serve the transit riding public. To perform these functions, a review of existing rules regulating the provision of transit services will need to be performed, and conditions under which, and areas within which, such reform may apply, will need to be specified, studied, and tested.

The purpose of this study will be to undertake a review of the regulations, to perform analyses of the transit system's service areas, to investigate agency and union work rules, and examine both agency and union novel proposals for alternative services, to disinterestedly determine appropriate arenas for incorporating an expanded role for the private sector to provide transit service, to estimate impacts of implementing such reform, and to engage in trials to test the validity of the proposals.

Work Tasks:

1) Research of Rules and Regulations

This task will include reviews of FTA requirements, union contracts, County regulations, and other opportunities and constraints, within the legal context, to transit service provision in Dade County.

2) Examination of the Public Transit System Operating Environment

This task will include reviews of agency service areas, period- and route-based levels of service, the current labor situation, and other facets of transit service which may be pertinent, such as current and past lineups, service cuts proposed or enacted in the recent past, population and employment activity density by County subareas served by transit, transit ridership by route and corridor, and consideration of local ridership elasticities to important determinants of transit patronage.

3) Develop Initial Service Alternatives

This task will encompass addressing the variables addressed in tasks one and two to develop a series of possible mutual public private sector transit operating scenarios. Included will be consideration of suggestions forwarded by Transit Agency, TWU, and by private sector parties. Examples of such proposals may include the 3-tiered approach advanced by the TWU to segment service by vehicle type, the type of service provided, and a new potential categorization of drivers. Other alternatives or recommendations will be welcome for study; however, all analyses and evaluations will be conducted solely by the study team by objective criteria developed by the team.

4) Estimate Impacts and Results of Alternatives

For each alternative scenario, impacts related to service area, level of service, and travel accessibility will be estimated, for route, corridor, and system levels, from a transit patron's perspective, including the transportation disadvantaged.

Each will also have the effects of its implementation with respect to impacts on public transit operations, including patronage, revenues, and costs including maintenance and administration, if any. Effects on the union, and the number of drivers required under the various alternatives are to be

assessed as well. Also included will be estimated costs of supervision, reporting, and accountability for provision of reliable and safe services by private sector providers operating in the public realm.

5) Select Test Case(s)

After the alternatives have been formulated, developed, and had their impacts estimated and assessed, they shall be comparatively evaluated with respect to system, corridor, and route level changes (i.e., estimated patronage, route and vehicle miles of service, route-level and corridor-level levels of service (frequency), population within walking distance (0.33 mile) and employment within walking distance (0.33 mile), and route-level and corridor-level service span), with respect to fiscal impacts for existing public transit, with respect to union impacts, and with respect to private sector participation costs incurred by public agencies regarding monitoring and compliance with appropriate rules and regulations to assure continuing and timely service delivery for transit patrons in their service area(s).

The most promising one or two alternatives will be selected for implementation; implementation may be for the entire proposed package, or manageable but still meaningful parts thereof, to develop appropriately practicable situations to best test and subsequently evaluate selected alternatives, in actual practice.

A test case time span shall be proposed and agreed to by all participants; it shall be long enough to allow for full implementation and evaluation. It is anticipated that a 3-6 month period at minimum would be required for testing alternative(s).

6) Implement Limited Revisions

The cases selected above will be implemented in a two-phased approach. The first phase will consist of developing a viable implementation plan, to minimize disruption of existing service(s) while putting alternative service in place, and shall include all participants agreeing to assist in developing the procedures and implementing the change(s). Implementation may be aided by acquisition of one or more federal grants promoting privatization; such demonstration funding should also be investigated as part of this study.

The second phase will be the actual implementation of service changes: service inauguration, maintenance of service, and performance monitoring over the course of the study.

7) Evaluate Results

Per guidelines developed in previous tasks, monitoring data such as service reliability and patronage will be collected regularly during the course of the test implementation. This will allow the study team to develop interim review of progress, preliminary evaluation indications, and allow for adjustments to optimize service characteristics if needed.

At the test case's conclusion, all relevant data will be reviewed and evaluated with respects to impacts on the transit riding public(s) exposed to the alternative service(s), and all parties involved in the test scenario, including public transit, the union, and private sector participants.

8) Develop Final Recommendations

The study team will prepare its recommendations based upon its review and evaluation findings, and submit it to the project manager for distribution to interested parties, including U.S. DOT (FTA), FDOT (PTO), local decision makers, and the public.

Products:

1. Technical Memo 1: Review of Rules and Regulations
2. Technical Memo 2: Public Transit System Operations Review
3. Technical Memo 3: Alternatives Development and Initial Service Recommendations
4. Technical Memo 4: Alternative Operating Scenario Impact Estimation, and Selection of Test Case(s)
5. Technical Memo 5: Test Case(s) Implementation Plan and Inauguration of Test Case Service(s)
6. Technical Memo 6: Analysis and Evaluation of Results
7. Technical Report: Project Final Report, including:
 - o Executive Summary;
 - o Technical Memos as report chapters;
 - o Final Recommendations
 - o Appendices as needed:
 - Annotated bibliography of previous studies
 - Compendium of pertinent regulations
 - Monitoring data

PROJECT MANAGER:

Jose-Luis Mesa

PARTICIPATING AGENCIES:

Metropolitan Planning Organization
Metro Dade Transit Agency
Florida Department of Transportation - District 6

REQUIRED FUNDING:

\$60,000	Section 8	(\$48,000 Federal, \$6,000 State, \$6,000 Local)
<u>\$60,000</u>	PL 112	(\$49,158 Federal, \$10,842 Local)
\$120,000		



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OBJECTIVE B: SHORT-RANGE TRANSPORTATION SYSTEM PLANNING AND MANAGEMENT

TASK NUMBER AND TITLE:

**2.14 PREPARATION OF THE DADE COUNTY INTELLIGENT
TRANSPORTATION SYSTEM (ITS) PLAN**

OBJECTIVE(S):

The objective of this element is to develop an ITS plan that coordinates and integrates the activities conducted by state and local agencies.

PREVIOUS WORK:

By the initiative of the MPO, a meeting was held to analyze the actual and/or proposed ITS projects under development or consideration in Dade County. As a result, the group proposed that a plan should be developed to coordinate and integrate in a comprehensive approach the separate efforts already made by FDOT, Public Works, MDTA, Tri-Rail, the City of Miami and the Lehman Center at the Florida International University (FIU) in developing ITS projects.

METHODOLOGY:

1. Review federal requirements regarding the development of ITS projects.
2. Investigate ITS projects under development or proposed in Dade County.
3. Search nationwide for ITS developments and related projects.
4. Define role and responsibilities of the ITS Coordinating Committee in developing ITS projects.
5. Establish goals and objectives.
6. Identify areas of interest for establishing ITS projects.
7. Search for funding sources to implement ITS projects
8. Participate in seminars and workshops related to development and implementation of ITS projects.
9. Search for technical assistance in developing ITS projects.
10. In conjunction with state and local authorities, promote the participation of the private enterprise in developing ITS projects.
11. Prepare an assessment of the ITS projects in Dade County.
12. Analyze the feasibility of expanding the application of ITS techniques in other areas that may be suitable for implementing this concept.
13. Develop procedures to evaluate the importance and effectiveness of ITS projects.

END PRODUCT:

An ITS Multi-agency Comprehensive Plan.

PROJECT MANAGER:

Carlos Roa

PARTICIPATING AGENCIES:

Metropolitan Planning Organization
Metro-Dade Transit Agency
Public Works
Seaport Department
Aviation Department
Florida Department of Transportation
Tri-Rail
FIU and the municipalities as appropriate

FUNDING:

\$50,000 PL 112 (\$40,965 Federal, \$9,035 Local)



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

TASK NUMBER AND TITLE:

2.15 SPECIFIC-AREA PLANNING AND DESIGN FOR IMPROVED MOBILITY

OBJECTIVE:

To prepare a prototype land use/urban design plan to produce a land use pattern and development designs for a transit-served location or corridor that promote mobility by means other than single-occupant vehicles (SOVs).

PREVIOUS WORK:

None

METHODOLOGY:

Background:

The federal ISTEA recognized land use planning and development design to be an integral contributor to today's transportation problems and to hold significant potential to help reduce future roadway congestion. Transportation planning programs in Florida have traditionally sought roadway and, recently, transit and system management solutions to mobility problems. Land use planning and regulation have been largely neglected by transportation officials but are now recognized to require attention and redirection if the future is not going to perpetuate past trends. Land use solutions may be sought through revision of areawide land development policies and development codes and through formulation of specific-area plans and codes. This project will address only a specific area but will seek to maximize demonstration value and transferability to other locations.

Work Activity:

This will be the first of a continuing activity to be conducted by the Dade County Planning Department in which an urban planner and urban designer will prepare current, relevant detailed development and design plans for the following types of locations: A) Planned Activity Centers delineated in the County's Comprehensive Development Master Plan (CDMP); B) Metrorail Station Areas (up to one-quarter mile radius); C) Transit Corridors heavily served by Metrobus. Additional strategic locations could be subsequently addressed. Scope of these plans will include land use and urban design with an emphasis on creation of pedestrian- and transit-compatible mixed-use places. Land owners and civic interests will be involved in the formulation of these plans.

The Planning Department will select the first area to be planned in consultation with the Metro-Dade Transit Agency, MPO, FDOT and Public Works Department. Among other considerations, the selection will consider demonstration value, existing or potential transit opportunities, and near-term opportunities for development or redevelopment in the area.

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A physical plan will be prepared, and appropriate adopting instruments and implementing programs will be formulated. Such plans could propose specific amendments to the CDMP, area-specific development regulations, changes to applicable zoning regulations or roadway configurations, special neighborhood improvements and amenities, or projects for inclusion in the MPO's Transportation Improvement Program, among other proposals.

END PRODUCTS

- Procedure for preparation and adoption of area development and design plans.
- Plan of study to prepare plans for activity centers and transit-served areas referenced in foregoing methodology.
- Proposed plan for first selected area.
- Proposed implementation actions, projects, and/or regulations.

PROJECT MANAGER

Robert Usherson
Michael Moore

PARTICIPATING AGENCIES:

Metropolitan Planning Organization
Dade County Planning Department
Florida Department of Transportation - District 6

FUNDING

\$15,000	Section 8	(\$12,000 Federal, \$3,000 Local)
\$55,000	PL 112	(\$45,061.50 Federal, \$9,938.50 Local)
\$70,000		



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

TASK NUMBER AND TITLE:

**2.16 I-95/DUPONT PLAZA RAMPS LAND AND DEVELOPMENT ASSESSMENT
STUDY**

OBJECTIVE(S):

1. Assess the positive and negative impacts on development, business and adjacent properties concurrent with the I-95 Dupont Plaza Ramps Preliminary Design and Engineering (PD&E) work to be performed by the Florida Department of Transportation;
2. Identify potential project development cost savings dedicated of easements and cooperation of private interests; and
3. Examine mobility issues related to proposed projects in the area.

PREVIOUS WORK:

In 1993, the Downtown Development Authority (DDA) submitted to the Dade County Metropolitan Planning Organization (MPO) an I-95 Dupont Plaza Ramp Alternative Feasibility Study prepared by DDA consultants, Carr Smith & Associates, Inc. The study provides conceptual design for preliminary design and engineering work which the Florida Department of Transportation (FDOT) is soon to initiate.

The concept design eliminates section of elevated ramp and replaces them with an at-grade boulevard. This meets not only the transportation needs of downtown, but also provides for attractive open spaces, vistas and enhanced accessibility for buildings and properties.

METHODOLOGY:

1. DDA shall assess the potential for private land/easement dedications, land swaps, air rights development and cost participation for the I-95 Dupont Plaza Ramps PD&E Project.
2. DDA shall assist FDOT in the coordination of meetings and the exchange of information with private businesses and property owners adjacent to the project. The purpose of these meetings is to determine potential impacts on private property that may affect project design and costs.
3. DDA shall form and coordinate a committee representing public and private interests to assist in strategizing and negotiating preliminary easement dedications, land swaps and other related issues with private property owners on a case-by-case basis;

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4. DDA shall retain consultant assistance in providing traffic design, analysis and technical backup in its assessments; and
5. DDA shall evaluate the impacts of alternative PDE highway designs and proposed mobility enhancement projects in the area including:
 - Six-lane (6) approach ramps for the new Brickell Avenue Bridge;
 - Conversion of Flagler Street and Southeast 3rd Avenue from a one-way to a two-way operation;
 - Downtown traffic loop perimeter roadway system;
 - Exclusive bus/trolley lanes.

END PRODUCTS:

Periodic and final assessment reports.

PROJECT MANAGERS:

Adam Paul Lukin, Miami Downtown Development Authority
Terrence Taylor

PARTICIPATING AGENCIES:

Miami Downtown Development Authority
Florida Department of Transportation - District 6
Dade County Metropolitan Planning Organization
City of Miami Planning Department

FUNDING:

\$50,000 STP (\$40,000 Federal, \$5,000 State, \$5,000 Local)



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

TASK NUMBER AND TITLE:

2.17 TRANSIT MARKET RESEARCH

OBJECTIVE:

Provide planning data and insights into the attitudes of transit passengers, potential transit passengers, and the general public. This information would be used to increase the effectiveness of transit service planning and the efficiency of transit service.

METHODOLOGY:

1. System wide surveys to determine attitudes and perceptions of passengers and the public using consultants and in-house resources. The major projects for FY 96 work include continued research of Dade County residents on financing issues and satisfaction surveys of various elements of the transit system.
2. Regional and special purpose studies to discover the needs of the rider and non-rider population. Studies would be conducted by consultants and MDTA staff and would include O-D research, focus groups, and surveys to a targeted population sample. In FY 96, research projects will include a study of the demographics and the needs of tourists in Dade County. Another project is a study of the travel patterns and needs of the Dade County college student population.
3. Evaluation of specific routes and services through on-board surveys and other appropriate research techniques using in-house staff and temporaries. Specific routes to be studied in FY 96 are those routes being assigned articulated buses or those routes that could be operated with smaller vehicles.

END PRODUCTS:

1. Reports and presentation materials with research information and recommendations to improve service. A report will be produced for each route studied (e.g., one report for each route on which a satisfaction survey is conducted).
2. Specific projects incorporating the results of the market research studies. A major report will be prepared on the demographics, attitudes, and behavior of tourists in Dade County. Other projects will result in similar "final" reports.

MANAGERS:

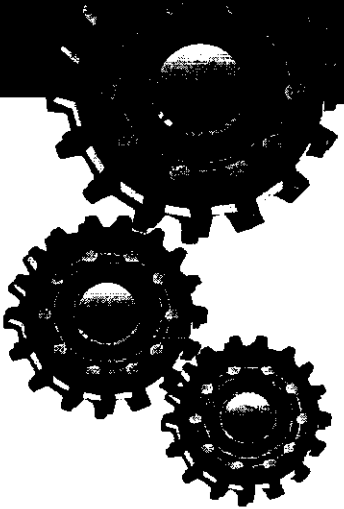
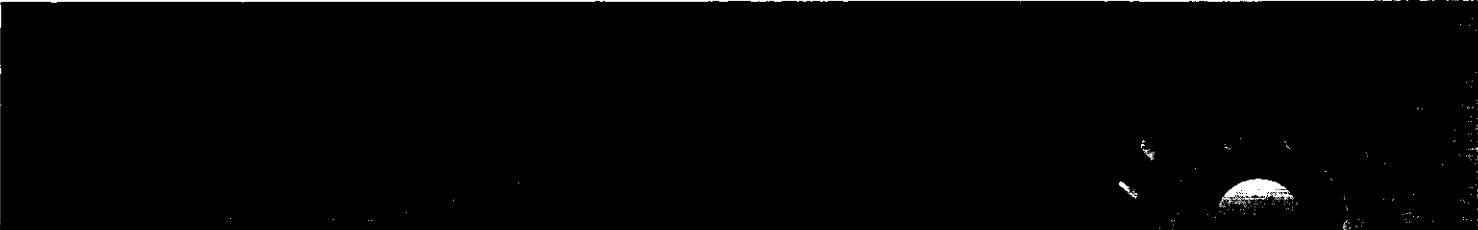
Mario G. Garcia
Terrence Taylor

PARTICIPATING AGENCY:

Metro-Dade Transit Agency

FUNDING:

\$190,000 SSD (\$95,000 State, \$95,000 Transit Local Match)



Objective C

Intermodal Transportation Planning





OBJECTIVE C: INTERMODAL TRANSPORTATION PLANNING

TASK NUMBER AND TITLE:

3.01 TRANSPORTATION/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 1997-2001 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. Coordinate with the Metro-Dade Department of Environmental Resource Management (DERM) and the FDOT - District 6 Office the implementation of activities that follow the redesignation of the Southeast Florida airshed from ozone non-attainment to maintenance area. Ensure appropriate contingency actions are taken and implemented if, once under maintenance status there is a air quality exceedance or any violations.

PREVIOUS WORK:

A Conformity Report was carried out during FY 1995 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 1994 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 1997-2001 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 1996-1997 TIP.
4. Conformity Air Quality Assessment on the Year 2015 Long Range Plan.
5. Documentation in support of Inter-MPO Technical Coordination committee meetings.

1996 UNIFIED PLANNING WORK PROGRAM

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:

\$25,000	Section 8	(\$20,000 Federal, \$2,500 State, \$2,500 Local)
<u>\$50,000</u>	PL 112	(\$40,965 Federal, \$9,035 Local)
\$75,000		



OBJECTIVE C: INTERMODAL TRANSPORTATION PLANNING

TASK NUMBER AND TITLE:

FUNDING FROM FY95 UPWP

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 intrip-making 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 off-peak 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 setting. 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 scenario 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:

- I. 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 Scenario
 - 1. Alternatives proposed
 - 2. Analysis methodologies
 - 3. Results
 - c. Recommendations Developed
- II. Final Report

PROJECT MANAGER:

Jesus Guerra

PARTICIPATING AGENCIES:

Metropolitan Planning Organization
Florida Department of Transportation - District 6

FUNDING:

\$150,000	STP (FY95)	(\$120,000 Federal, \$15,000 State, \$15,000 Local)
<u>\$90,000</u>	Section 8 (FY 95)	(\$72,000 Federal, \$9,000 State, \$9,000 Local)
\$240,000		



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 three 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.

END PRODUCT (S):

1. Transit Service Performance Analysis and Monitoring Process

The purpose of this work order is to evaluate the collection and usage of route-level ridership data at MDTA, specifically in the Service Planning and Scheduling Division. The primary focus of this study will be the Metrobus system. Other transit systems will be contacted to determine the state-of-the-art methods of collecting and analyzing service performance data. The end result of this study will be a report documenting recommended improvements to all phases of the performance analysis and monitoring process, from data collection to the implementation of route changes. These recommendations will allow MDTA to make better decisions on allocating bus service resources. This is particularly important during times of tight budgets, when resources must be used as efficiently as possible.

2. MDTA Large Bus Cleaning Procedures

The purpose of this work order is to evaluate the current procedures for cleaning large buses at MDTA. CUTR will perform a literature search and contact other transit properties to identify what methods, equipment or supplies are providing the best results in the industry. MDTA's current practices will be reviewed, including site visits and discussions with maintenance personnel. The end result of this study will be to recommend changes to present practices that will result in the best appearance possible for MDTA's bus fleet, within existing budget constraints.

3. Evaluation of the Role of the MDTA Metrobus Operations Supervisor

The purpose of this work order is to evaluate the current responsibilities of Metrobus operations supervisors at MDTA, project how those responsibilities might change with the installation of the Automated Vehicle Location system, and compare the numbers of field supervisors at MDTA to peer transit systems. The result of the project will be to determine the appropriate number of road supervisors for MDTA, and identify other functions the road supervisor might perform when they are relieved of the majority of schedule checking responsibilities.

4. Metrobus Availability and the Transit Operating System Program

The purpose of this work order is to examine and evaluate the interface between bus operations and bus maintenance at MDTA, specifically in terms of getting buses into service every day. MDTA's Transit Operating System (TOS), the major communications tool between operations and maintenance and operations, will be reviewed to determine whether it should be improved or replaced with a different system.

5. Communications and Coordination

The purpose of this work order is to perform the necessary resources for CUTR to provide the project management and on-site presence necessary to carry out project communications and administration, including handling the administrative aspects of all work orders; compiling materials and information necessary to support this and other work orders; communicating with Dade County personnel relative to subsequent work orders; attending appropriate meeting of the Dade County Commission, Transportation Council and Committee, MPO etc.; administering the overall contract including the preparation of progress reports, invoices, and related documents; and performing special project research on behalf of the Project Manager on short notice when necessary.

PROJECT MANAGER(S):

Chester E. Colby
Oscar Camejo

PARTICIPATING AGENCIES:

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

FUNDING:

\$200,000 FTA Section 9 (\$160,000 Federal, \$20,000 CUTR, \$20,000 Local)



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 Facilities 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. Adopted a Bicycle Facilities Plan to establish a Level-of-Service (LOS) standard for bicycling; evaluate the LOS provided by the existing roadway and bikeway system; and identify a list of improvements necessary to achieve adequate provision of bicycle facilities within Dade County.
2. On-going inventory using geographic information system (GIS) database of roadway/off-road facilities and bicycle/pedestrian crash occurrences within the County.
3. Assisted with the development of bicycle/pedestrian facilities for the County, State, local municipalities, private developers, and community groups. This includes US-1 Express Bus/Bikeway designs, and the South Dade Greenways Network.
4. Staff support for the Bicycle/Pedestrian Advisory Committee (BPAC).
5. Assisted the media, various organizations and the general public concerning bicycle/pedestrian transportation/recreation within the County.
6. Provided equipment/training for the Dade County Public Schools' Traffic Safety Program. Held one-day bicycle/pedestrian safety rodeos at various schools/community centers.
7. Ongoing administration of the Metrorail bicycle locker and Bikes-On-Trains programs, and distribution of route maps, path maps, the *Bike Miami* suitability map.

METHODOLOGY:

TASK 1 - BICYCLE PLANNING

- a. Implementation of the Bicycle Facilities Plan by assisting with the coordination of projects with Dade County Works Dept., FDOT, local municipalities, and private developers.
- b. 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. Development of a pedestrian plan, based upon pedestrian trip generators, accident statistics, ADA data, and CDMP goals and objectives.
- b. Solicit the BPAC to provide public input into the planning process.

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 projects.

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 without 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. Continue 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, and making recommendations to enhance these existing programs.
- b. Assist local group races in applying for road closing permits. 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.

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.

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- 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: Projects providing bicycle accommodations to those corridors identified in the Bicycle Facilities Plan to enhance bicycle mobility. BPAC resolutions regarding future plans and proposals.

PEDESTRIAN PLANNING: A Pedestrian 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.

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 regional bicycle registration restructuring study, 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.

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

PROJECT MANAGER:

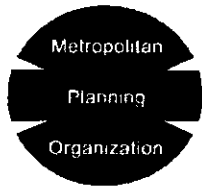
Jeffrey Hunter

PARTICIPATING AGENCIES:

Metropolitan Planning Organization Secretariat
Florida Department of Transportation - District 6
Metropolitan Planning Organization

FUNDING:

\$41,000	Section 8	(\$32,800 Federal, \$4,100 State, \$4,100 Local)
<u>\$79,000</u>	STP	(\$63,200 Federal, \$7,900 State, \$7,900 Local)
\$120,000		



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 Environmental Land Management Study (ELMS) legislation, the Council will develop a Strategic Regional Policy Plan to guide the future development of the region. SRPP 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 MANAGERS:

Carolyn Dekle
Terrence Taylor

PARTICIPATING AGENCIES:

South Florida Regional Planning Council
Florida Department of Transportation

FUNDING: (Dade County's Portion)

\$25,000 PL 112 (\$20,482.50 Federal, \$4,517.50 Local)



OBJECTIVE C: INTERMODAL TRANSPORTATION PLANNING

TASK NUMBER AND TITLE:

3.06 DEVELOPMENT OF A SUPERARTERIAL ROADWAY NETWORK

OBJECTIVE(S):

The objective of this study is to develop an arterial network, which can help to alleviate the existing traffic congestion along the congested corridors by providing some TSM treatments to the arterial network.

PREVIOUS WORK:

The Florida Department of Transportation (FDOT) and the Metro Dade Public Works Department have conducted separate studies regarding traffic corridors and intersection analysis.

METHODOLOGY:

I. Search of Literature

This task will include a search for previous studies conducted by state and local agencies to improve traffic flow along arterials and intersections. New ideas and techniques developed to improve persons and goods mobility will be also investigated.

II. System Definition

The proposed superarterial network must be parallel and accessible to those congested corridors. A set of parameters shall be developed to determine those potential corridors to be included in the proposed network. These parameters will include, but not be limited to an analysis and review of the existing traffic conditions, evaluation of the physical characteristics and travel patterns, as well as, connectivity to major trip generators and intermodal facilities. Also, in this task a set of standards shall be established to qualify the corridors, as part of the superarterial network.

III. Data Collection

Based on previous task, available data can be obtained from state and local agencies. The required data not available in the existing sources, should be collected through field inspections.

IV. Identify Strategies

A menu of possible physical and operational strategies shall be prepared in this task to improve mobility along corridors recommended through the Dade County Mobility Management Process (DCMMP). Some of these strategies include, but may not be limited to, widening, pavement marking, improvements to pedestrian movements and traffic flow, signage, vehicular control measures, prohibiting or restricting left and U-turns, development of exclusive or contraflow lanes for transit, design of overpasses and parking enforcement, among others. Other innovative and creative investment and operating strategies should be analyzed to improve mobility.

V. Evaluate Corridors

This task is directed to analyze the selected corridors to determine the improvements needed to comply with the adopted standards. An evaluation program shall be developed to quantify the impacts of the recommended strategies along the corridor.

VI. Develop a Superarterial Network

A set of selected strategies will be recommended for each corridor within the proposed superarterial network. However, detailed analysis shall be made in two corridors, that will be used as a demonstration project. The evaluation program developed in Task V will be used to make a before and after analysis to quantify the improvements along the corridor.

VII. Recommendations

An action plan shall be prepared to establish priorities, costs and funding sources for the implementation of the proposed superarterial network.

END PRODUCT:

- a. Technical Memorandum #1: What is a Superarterial Network?
- b. Technical Memorandum #2: Evaluation Program for Superarterials
- c. Final Report

PROJECT MANAGER:

Frank Baron

PARTICIPATING AGENCIES:

Metropolitan Planning Organization
Metro-Dade Transit Agency
Florida Department of Transportation - District 6
Dade County Public Works Department.

FUNDING:

\$90,000 STP (\$72,000 Federal, \$9,000 State, \$9,000 Local)



OBJECTIVE C: INTERMODAL TRANSPORTATION PLANNING

TASK NUMBER AND TITLE:

FUNDING FROM FY95 UPWP

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

7. 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

FUNDING:

\$100,000 FY 94 STP (\$80,000 Federal, \$10,000 State, \$10,000 Local)



OBJECTIVE C: INTERMODAL TRANSPORTATION PLANNING

TASK NUMBER AND TITLE:

FUNDING FROM FY 1994 UPWP

3.08

NORTH DADE GREENWAYS PLAN

OBJECTIVE(S)

Develop a cost-feasible plan for the development of a system of greenways in central and north Dade County. Greenways include but are not limited to: off-road bike paths, on-road bike lanes, and paved and unpaved trails. Emphasis shall be given to routes which can function as non-motorized transportation corridors, serving employment and retail centers, schools and universities, recreational areas, other transportation and intermodal facilities, and non-motorized connections into Broward County. Because a high-quality greenways system can attract tourists and other visitors, attention shall be given to features and amenities which would be of special interest to them.

PREVIOUS WORK:

Draft Metro-Dade Bicycle Facilities Plan. This is a general plan which does not identify specific projects or needed corridor improvements. It does include an analysis of existing roadway conditions based on a Roadway Conditions Index (RCI). The RCI includes an extensive database including width of outside travel lane, speed limit, and auto traffic volumes which will be useful in evaluating potential on-road greenways routes.

South Dade Greenways Network Master Plan. This plan will be used as a model for this project, however, the background conditions and opportunities that exist in north and central Dade County are markedly different from those found in south Dade.

METHODOLOGY:

1. Develop a public involvement plan based on the MPO's Public Involvement Process. At a minimum the PIP should: a. describe a strategy for developing goals and objectives for the study based upon input from relevant municipalities, neighborhood organizations, schools and universities, and bicycle and walking clubs; b. Include a milestone schedule which identifies points in the study when these groups will be revisited, updated with the project status, and solicited for new input.
2. Identify origins and destinations which generate or have the potential for generating the greatest number of non-motorized trips.
3. Evaluate existing bicycle facilities, their current condition and the extent to which they connect existing or potential non-motorized trip generators. review data collected through the Dade County Roadway Conditions Index project.

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4. Identify barriers to **non-motorized** transportation (canals, railroad lines, utility easements, etc.
5. Identify "natural" greenways alignments (e.g. canal banks, abandoned railroad lines, utility easements, etc.)
6. Using the collected data identify connections between origins and destinations which could feasibly be served by greenways.
7. Develop an interim report which outlined preliminary project options. Have interim report reviewed through the public involvement plan process.
8. Develop a final report based on the review in task 7. The final report should include design proposals, cost estimates and potential fund sources.
9. Have the final draft report reviewed through the public involvement plan process.

END PRODUCTS:

1. Public involvement plan and documentation of coordination efforts with affected stakeholders.
2. Interim report outlining preliminary project options.
3. Final report and design proposals.

PROJECT MANAGERS:

Jeff Hunter
David Henderson

PARTICIPATING AGENCIES:

The Metropolitan Planning Organization will manage the study
Metro-Dade Public Works
Dade County Expressway Authority
Florida Department of Transportation - District 6

FUNDING:

\$100,000 STP Funds (FY95) (\$80,000 Federal, \$10,000 State, \$10,000 Local)



OBJECTIVE C: INTERMODAL TRANSPORTATION PLANNING

TASK NUMBER AND TITLE:

3.09 ALTERNATIVES FOR INTERMODAL IMPROVEMENTS IN DADE COUNTY

OBJECTIVE:

The objective of this study is to identify physical locations that may be developed as intermodal facilities, as well as to improve transfer conditions between the different transportation modes.

PREVIOUS WORK:

Different studies have been developed by Metro Dade Transit Agency (MDTA), the Metropolitan Planning Organization (MPO) and the Florida Department of Transportation (FDOT) in this area.

METHODOLOGY:

1. Establish close coordination between state and local agencies, as well as with private transit operators.
2. Define and develop an evaluation program to determine possible intermodal and transfer locations that integrate the service provided by public and private transportation carriers. This program shall consider physical, operational and attitudinal aspects of transfers. It should establish measures to evaluate: security and attractiveness of the physical facilities, performance standards, service reliability and determine user's satisfaction.
3. Based on the established program, determine the data necessary and collect them from the existing available sources. If required, the data shall be obtained as needed.
4. Identify potential transfer locations. This shall consider the different transportation modes, including automobile, that could be integrated in one specific location.
5. Conduct a survey to obtain users' opinion regarding their travel and transfer characteristics, satisfaction with the service provided and their recommendations to improve the service. The survey should be concentrated in those users that actually transferring in the transit system and determines those potential candidates willing to transfer if appropriate. Also, the survey should measure the public acceptance of the actual and proposed transfer locations.
6. Analyze the data collected to determine: coordination efforts to be established between public and private operators, physical and operational characteristics of recommended locations, estimated costs and the priority of the proposed facilities.
7. Evaluate land use opportunity in the surroundings of the selected locations. In this aspect, considerations should be given to land use impacts and modifications, acquisition of properties, type

of facilities required and future potential use and benefits of said facilities.

8. Develop an action plan to implement the recommended intermodal and/or transfer locations that provides accessibility, convenience and comfort to the users. This plan shall consider physical and operational improvements, as well as educational measures and procedures to improve connectivity and accessibility between the different transit service providers.

END PRODUCT:

- a. Technical Memorandum #1: Guidelines to Develop Intermodal Facilities
- b. Technical Memorandum #2: Perception and Acceptance of Transfer by Users
- c. Final Report

PROJECT MANAGER:

Carlos Roa

PARTICIPATING AGENCIES:

Metropolitan Planning Organization
Metro-Dade Transit Agency
Seaport Department
Aviation Department
Florida Department of Transportation - District 6, and private operators.

FUNDING:

\$40,000	Section 8	(\$32,000 Federal, \$4,000 State, \$4,000 Local)
<u>\$50,000</u>	PL 112	(\$40,965 Federal, \$9,035 Local)
\$90,000		



OBJECTIVE C: INTERMODAL TRANSPORTATION PLANNING

TASK NUMBER AND TITLE:

3.10 CITY OF MIAMI BEACH/SOUTH BEACH BUSWAY SYSTEM

OBJECTIVES:

Study the feasibility of and develop preliminary concepts for the implementation of a South Beach Busway Demonstration Project: a two-way circulator system running on dedicated right-of-way in the loop proposed for future rail service, with one line serving the busway loop and extending (with regular traffic) to downtown Miami. The basic loop is 1st Street, Washington Avenue, 17th Street, and Alton Road.

PREVIOUS WORK: This is a new project.

METHODOLOGY:

Miami Beach is an urban community where mobility needs are effectively handled only by automobiles. Traffic congestion is already evident on South Beach, particularly on Collins Avenue, Ocean Drive, Alton Road, and in the Alton Road flyover area. These congestion and mobility problems will intensify as approved high-rise developments are constructed and the urban environment becomes progressively denser.

The busway feasibility study will provide options for the establishment of transit services specifically tailored to Miami Beach needs and which will entice new sections of the population to use public transit instead of the private automobile, attract tourist riders, establish ridership for a future rail line, and possibly provide improved evacuation capability should a hurricane once again threaten coastal areas. The study will also provide options to interconnect present and planned parking garages and open parking lots to support the park and ride concept.

END PRODUCTS:

1) Establish Work Groups

Meet with elected local officials, city manager and specified staff to identify municipal needs and receive the City's directives. Establish a Technical Advisory Committee which will include the South Beach Transportation Management Association (SoBe TMA) and representatives of the Metro-Dade Transit Agency's (MDTA) and the Metropolitan Planning Organization's (MPO) Congestion Management Office. Meet with the Miami Design Preservation League, the Historic Preservation Board, the Washington Avenue Merchants Association, and other civic groups as needed.

The consultant performing this study will work closely with consultants performing interrelated transit planning studies for other City, Miami's Downtown Development Association, County, and State projects.

The consultant, in cooperation with TMA, will conduct most of the technical and community relations portions of the project.

2) Perform Data Collection/Conduct Research

Perform field surveys of the proposed study areas. Obtain/generate information regarding street and alley right-of-way, sidewalk width, on and off-street parking availability, proposed parking garages, loading zone needs, traffic signal locations and types, main intersections, pedestrian patterns, and other information pertinent to right-of-way within the study areas. The data will aid the survey of available right-of-way to provide the needed facilities and the identification of potential conflict points. Obtain or generate information regarding potential demands on the right-of-way by adjacent businesses, approved developments, and ADA compliance which may impact or constrain the study areas.

Survey other busway systems established/proposed around the Country to collect ideas, especially for ways to handle right-of-way constraints.

Obtain the latest traffic studies and traffic volume data and projections. Obtain socioeconomic and population characteristics data available. Determine seasonal impacts on transportation. Conduct travel time studies. Collect ridership and origin-destination data for existing transit services. Obtain results of the employee, resident, and visitor/tourist transportation surveys conducted by TMA to aid in demand forecasts for proposed transit systems.

Prepare *Technical Memorandum 1: Data Collection/Research*, which will document the work performed and findings.

3) Analyze the Data and Information Collected

The methodology to be used to develop the busway will be traditional route planning using state of the art Geographical Information Systems (GIS) and CADD capabilities. Conclusions to be drawn from the analyses will aid evaluation of the following elements of the busway proposal:

Ways of using the available right-of-way to provide the needed facilities and identification of potential deficiencies: dedicated right-of-way vs. mixed use lane(s), two-way vs. one-way service plus street coupling, best-suited streets to handle busway services; location of passenger loading facilities, potential transit/vehicular traffic/pedestrian conflicts, handicapped accessibility, and options beyond on-street parking and loading. Route alignments and traffic engineering improvements to reduce travel times, especially transit travel times.

Document the analyses in *Technical Memorandum 2: Data Analyses*. Present the document to the Technical Advisory Committee, City elected officials/ administrative staff, and other groups, as needed, for input.

4) Develop Recommendations

Recommendations will include busway alignments and options. Specific recommendations will address services implementation and ridership forecasting and interconnection of parking

garages/lots to support the park and ride. The proposed alignments will be presented in map format, generated by CADD, using the City's GIS capabilities to the maximum extent possible. The maps' graphical nature will facilitate the evaluation of alignments, their cross-sections, and transit systems interconnections. It will also facilitate decision making by the work groups involved.

Document the technical analysis in *Technical Memorandum 3: Evaluation and Recommendations*.

Present the document to the Technical Advisory Committee, City elected officials/ administrative staff, and other groups, as needed, for input. Public hearings may be required if controversial policy decisions are recommended for consideration by the City Commission.

5) Produce Final Report

The Final Report will include the technical memoranda previously developed and reformatted into chapters. An introduction will be produced to preface to 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.

Hurricane Impacts: Hurricane Andrew severely impacted many facets of life in Dade County. Although Miami Beach was not severely impacted by the storm and the dislocations in the aftermath, most likely there are identifiable, temporary impacts that would have affected this proposed busway. As part of this report, the consultant is to identify those impacts and make appropriate short-range recommendations to overcome the impacts. All tasks are to be performed for both the temporary hurricane impacts and the permanent problems that need to be addressed.

PROJECT MANAGERS:

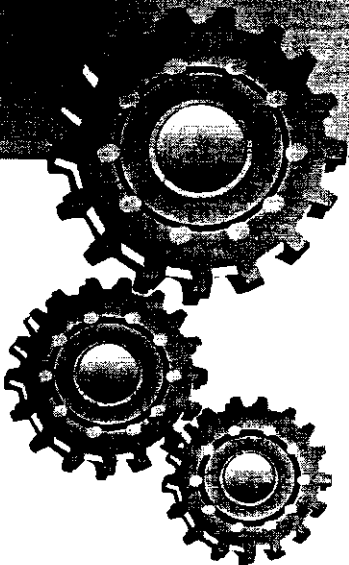
Amelia Johnson
Frank Baron

PARTICIPATING AGENCIES:

City of Miami Beach
Metropolitan Planning Organization
Metro Dade Transit Agency
Metro Dade Public Works Department
Florida Department of Transportation - District 6
South Beach Transportation Management Association (SoBe TMA)

FUNDING:

\$75,000 PL 112 (\$61,448 Federal, \$13,552 Local)



Objective D

Transportation Planning
Decision-Making and Funding





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OBJECTIVE D: TRANSPORTATION PLANNING DECISION 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'96) planning activities.
 1. Ensure the effectiveness of the on-going (FY'96) 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.

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- 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
- 10. Departmental Audit

PROJECT MANAGER:

Oscar Camejo

PARTICIPATING AGENCY:

Metropolitan Planning Organization
Florida Department of Transportation - District 6

FUNDING:

\$20,000	Section 8 Funds	(\$16,000 F, \$2,000 State, \$2,000 Local)
<u>\$55,000</u>	PL 112 Funds	(\$45,061.50 Federal, \$9,838.50 Local)
\$75,000		



OBJECTIVE D: TRANSPORTATION PLANNING DECISION AND FUNDING

TASK NUMBER AND TITLE:

4.02 MPO BOARD STAFF SUPPORT

OBJECTIVE(S):

Ensure proper resolution of critical transportation issues by the MPO Board.

PREVIOUS WORK:

MPO Board support is a continuing activity. Updating Commissioners and municipalities on transportation related issues and their impact.

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.

- c. Provide staff support for the MPO Committees and Task Forces.
 - 1. Identify critical transportation planning issues.
 - 2. Support intergovernmental review activities.

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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.

HARDWARE AND SOFTWARE REQUIREMENTS:

The addition of three positions has created a need to purchase three 486DX Personal Computers in order to expedite their work and reporting to respective agencies.

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

PARTICIPATING AGENCY:

Metropolitan Planning Organization
Florida Department of Transportation - District 6

FUNDING:

\$30,000	Section 8	(\$24,000 Federal, \$3,000 State, \$3,000)
\$47,800	PL112	(\$34,410.60 Federal, \$7,589.40 Local)
<u>\$200,000</u>	Section 9	(\$160,000 Federal, \$20,000 State, \$20,000 Local)
\$277,800		(Approximately \$5,000 of Section 9 will be used for computer equipment purchase)



OBJECTIVE D: TRANSPORTATION PLANNING DECISION 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 1997 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 1997 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.
- g. Solicit comments from the Citizens Transportation Advisory Committee (CTAC) and other key private and civic organizations.
- h. Working with the UPWP Committee, revise the draft program in response to comments submitted by all parties, the status of FY'96 activities, and revised funding estimates.
- i. 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.

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END PRODUCTS:

1. Revisions to the FY 1996 UPWP
2. Update of the issue list and program objectives to be considered in preparing the FY 1997 UPWP
3. Review Draft of the FY 1997 UPWP
4. Final Draft of the FY 1997 UPWP
5. Memos transmitting the UPWP document

PROJECT MANAGER:

Oscar Camejo

PARTICIPATING AGENCY:

Metropolitan Planning Organization
Florida Department of Transportation - District 6

FUNDING:

\$65,000 PL 112 (\$53,254.50 Federal, \$11,745.50 Local)



OBJECTIVE D: TRANSPORTATION PLANNING DECISION 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 involvement 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 1997, with forecasts of needs through 2001.

PROJECT MANAGER:

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

FUNDING:

\$30,000	Section 8	(\$24,000 Federal, \$3,000 State, \$3,000 Local)
\$85,000	PL112	(\$69,640.50 Federal, \$15,359.50 Local)
\$75,000	Section 9	(\$60,000 Federal, \$7,500 State, \$7,500 Local)
\$190,000		



OBJECTIVE D: TRANSPORTATION PLANNING DECISION AND FUNDING

TASK NUMBER AND TITLE:

4.05 CITIZEN AND PRIVATE SECTOR INVOLVEMENT

OBJECTIVE(S):

Provide the Citizens Transportation Advisory Committee (CTAC) and community 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. Ensure architectural and aesthetic review of major bridges and transportation projects, via the Transportation Aesthetics Review Committee (TARC). Implement a public involvement plan as required by 23 CFR Part 450.316 (b).

PREVIOUS WORK:

This is a continuing activity.

METHODOLOGY:

- a. Provide coordination and staff support to CTAC and its five subcommittees.
 1. Identify transportation planning issues for CTAC review
 2. Organize meetings. Prepare agendas and back-up materials/documentation
 3. Prepare CTAC Resolutions
 4. Prepare minutes, follow-up as necessary
 5. Respond to day to day concerns of CTAC members
 6. Perform administrative functions related to committee structure, rules, member appointments, attendance, vacancies etc.
- b. Provide coordination and staff support to the TARC.
 1. With Chairperson and staff, identify transportation projects with potential visual and aesthetic impacts for inclusion in agendas
 2. Organize meetings. Prepare agendas and back-up materials/documentation
 3. Prepare recommending, resolutions as necessary
 4. Prepare minutes, follow-up as necessary
 5. Respond to concerns of TARC members
 6. Perform administrative functions related to committee structure, rules, attendance vacancies etc.

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- c. Respond to CTAC, TARC 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.
- d. Provide a mechanism for community input, via CTAC, that will allow a detailed consideration of the various issues. Follow-up reports on CTAC requests will be prepared and submitted to appropriate parties.
- e. Advise the BCC and the MPO on specific policy issues and products as well as provide an independent and broad-based monitoring of on-going planning and implementation activities.

END PRODUCTS:

- 1. CTAC agendas, minutes, and back-up materials
- 2. Subcommittees agendas, minutes, and back-up materials
- 3. TARC agenda, minutes, and backup materials; status report as requested
- 4. Minutes of special hearings and public meetings
- 5. Correspondence and resolutions documenting citizen input on various planning proposals; administrative documentation and correspondence regarding committee structure appointments, attendance, vacancies etc.
- 6. Meetings and correspondence with County and State Agencies, as necessary to maintain effective citizen involvement in the MPO process.

PROJECT MANAGER:

Susan Schreiber

PARTICIPATING AGENCY:

Metropolitan Planning Organization
Florida Department of Transportation - District 6

FUNDING:

\$40,000 Section 8
~~\$45,000~~ PL 112
\$85,000



OBJECTIVE D: TRANSPORTATION PLANNING DECISION 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.

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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

FUNDING:

\$40,000	Section 8
<u>\$40,000</u>	PL112
\$85,000	



OBJECTIVE D: TRANSPORTATION PLANNING DECISION AND FUNDING

TASK NUMBER AND TITLE:

4.07 TRANSPORTATION DISADVANTAGED (TD) PLANNING

OBJECTIVES:

- A. To achieve compliance with State and Federal requirements for TD planning.
- B. To comply with Federal requirements to make the public transit system accessible to people who are physically and mentally challenged and currently are unable to use the public transit system.
- C. To encourage individuals eligible for ADA or Medicaid paratransit trips to use conventional public transit by offering them a free Monthly Discount Metropass.
- D. To staff the Transportation Disadvantaged Local Coordinating Board. To create and/or provide the programs, documents and data requested by the Board.

PREVIOUS WORK:

The Memorandum of Agreement, Trip Grant and Annual Operating Report have been completed and funded FY 94/95. This is an annual requirement of the TD Commission. There has been a substantial increase in funds based on the data provided in these documents.

The Medicaid Metropass Program, instituted in May, 1993 resulted in a savings of almost \$200,000 to the State Medicaid Office in the first eight (8) months of implementation.

METHODOLOGY:

- a. Expand the Medicaid Metropass Program by targeting major agencies servicing Medicaid eligible clients (i.e., Epilepsy Foundation, Cure Aids Now, etc.).
- b. Encourage HMOs to purchase Discount Metropasses to provide transportation to their medical facility.
- c. Develop an STS Options program which would offer STS/ADA eligible individuals a free monthly Discount Metropass if they volunteer to use conventional public transit instead of using door-to-door Paratransit.
- d. Continue to provide the planning and administration of FDOT Section 16 funds through the Community Transportation Coordinator's (CTC) office.
- e. Encourage Section 16 grant recipients to participate in the coordination of the transportation disadvantaged by becoming part of the new paratransit brokerage system.
- f. Expand the travel training programs to incorporate all the agencies and HMOs participating in the free HMO Discount Metropass, Medicaid Metropass, and the STS Options Metropass programs.

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Alternative Transportation Options for Medicaid (ATOM) is being developed to include a Medicaid Gas Voucher which will be administered through the CTC. Service monitoring has been added to the Medicaid Metropass program, and will be an integral part of the Medicaid gas voucher project.

- g. Complete the TD Commission reporting requirements by submitting a Service Plan, Memorandum of Agreement, and Annual Operating Report.
- h. Conduct several training sessions for the members of the Local Coordinating Board (LCB), to assist them in fulfilling their responsibilities as appointees to the Board.
- i. Staff the Local Coordinating Board; set the agenda; produce the minutes and documents as requested.
- j. The Annual Budget Estimate is another document that is now the responsibility of the CTC FY 95-96.

END PRODUCTS:

- 1. Minutes from Local Coordinating Board meetings
- 2. STS Brochure and application, complete with acceptance letters.
- 3. Memorandum of Agreement/Service Plan
- 4. Annual Operating Report
- 5. Trip/Equipment Grant
- 6. A package of materials describing "How to develop a Medicaid Metropass Program." Annual Budget Estimate

PROJECT MANAGERS:

David Fialkoff
Irma San Roman

PARTICIPATING AGENCIES

Metro-Dade Transit Agency
Metropolitan Planning Organization -

FUNDING:

\$64,511 Transportation Disadvantaged (100% State Funds)



1996 UNIFIED PLANNING WORK PROGRAM

OBJECTIVE D: TRANSPORTATION PLANNING DECISION AND FUNDING

TASK NUMBER AND TITLE:

4.08 **AMERICANS WITH DISABILITIES ACT (ADA) PLANNING FOR COMPLIANCE**

OBJECTIVE(S):

- a. To achieve compliance with State and Federal requirements for ADA planning.
- b. To comply with Federal requirements to make the public transit system accessible to people who are physically and 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 Third Update of the Complementary Paratransit Service Plan was completed in FY'95.

ACTIVITIES FOR FY 95-96:

- 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 FY'96.
- d. Provide staff support for various TD and ADA related advisory groups.
- e. Follow up on compliance of Key Station Plan for Metrorail and the voluntary compliance agreement with FTA.

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 FY'96.

PROJECT MANAGERS: Mario G. Garcia
 Susan Schreiber

PARTICIPATING AGENCY:

Metro-Dade Transit Agency
Metropolitan Planning Organization

FUNDING:

\$140,000 Section 9 (\$112,000 Federal, \$14,000 State, \$14,000 Local)



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OBJECTIVE D: TRANSPORTATION PLANNING DECISION AND FUNDING

TASK NUMBER AND TITLE:

4.09 ETA CIVIL RIGHTS REQUIREMENTS

OBJECTIVE(S):

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 every three years. Last major update was in FY95. During this fiscal year, a minor submission is required. This update will require updating some of the required tables where significant changes have occurred during FY95-96.

METHODOLOGY:

1. Run Minority/Non-Minority accessibility models for proposed service changes to monitor accessibility using 1990 Census data and the new Transportation Analysis Zones (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. Partial Update of the Minority Accessibility/Title VI Report. Update of tables as required.

PROJECT MANAGERS:

Mario G. Garcia
Oscar Camejo

PARTICIPATING AGENCY:

Metro-Dade Transit Agency
Metropolitan Planning Organization
Florida Department of Transportation - District 6

FUNDING:

\$10,000 Section 8 (\$8,000 Federal, \$1,000 State, \$1,000 Local)



**OBJECTIVE D: TRANSPORTATION PLANNING DECISION AND
FUNDING**

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.
3. Link all existing office computers to allow sharing of printer, and information using E-mail.

END PRODUCTS:

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

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PROJECT MANAGER:

Terrence Taylor

PARTICIPATING AGENCIES:

Metropolitan Planning Organization
Florida Department of Transportation - District 6

FUNDING:

\$10,000	Section 8	(\$8,000 Federal, \$1,000 State, \$1,000 Local)
<u>\$20,000</u>	Section 9	(\$16,000 Federal, \$2,000 State, \$2,000 Local)
\$30,000		



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OBJECTIVE D: TRANSPORTATION PLANNING DECISION 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 paid accordingly. Quarterly accounting reports of federally granted monies are submitted to funding agencies to be processed.
3. The increase in reproduction of documents, due to augmented dissemination of information to the public and the fact that the existing copy machine has outlived its usefulness, has created a need to lease a more efficient copy machine.

END PRODUCTS:

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

PROJECT MANAGER:

Irma San Roman

PARTICIPATING AGENCY

Metropolitan Planning Organization
Florida Department of Transportation - District 6

FUNDING:

\$55,000	Section 8 (\$44,000 Federal, \$5,500 State, \$5,500 Local)
<u>\$120,000</u>	PL 112 (\$98,316 Federal, \$21,684 Local)
\$175,000	



OBJECTIVE D: TRANSPORTATION PLANNING DECISION AND FUNDING

TASK NUMBER AND TITLE:

4.12 AMERICANS WITH DISABILITIES ACT (ADA) 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.

1996 UNIFIED PLANNING WORK PROGRAM

PROJECT MANAGERS:

Walter Jageman
Terrence Taylor

PARTICIPATING AGENCIES:

Florida Department of Transportation
Metropolitan Planning Organization
Metro-Dade Transit Agency
Metro-Dade Public Works Department - District 6

FUNDING:

\$10,000 PL 112 (\$8,193 Federal, \$1,807 Local)



OBJECTIVE D: TRANSPORTATION PLANNING DECISION AND FUNDING

TASK NUMBER AND TITLE:

4.13 MUNICIPAL GRANT PROGRAM

OBJECTIVE(S):

1. To encourage Dade County municipalities to participate in a competitive program for the performance of relevant transportation planning studies.

PREVIOUS WORK:

In previous years, available funding was allocated to municipalities based on a population formula. The program has been changed to a competitive format to encourage innovative local approaches to transportation planning.

METHODOLOGY:

Approaches proposed by municipalities to plan for transportation improvements stressing community-based methods and cost-effective solutions.

Quarterly progress reports will be required before any allocation reimbursement can be approved. A formal presentation of the end-product and findings of the study will be required before CTAC, TPTAC and the TPC.

END PRODUCTS:

Selected studies from cities.

PROJECT MANAGER:

Oscar Camejo

PARTICIPATING AGENCIES:

Metropolitan Planning Organization
Selected Municipalities
Florida Department of Transportation - District 6

FUNDING:

\$150,000	PL 112	(\$122,895 Federal, \$27,105 Local)
\$37,500	Municipal match	(20%)
\$187,500		



OBJECTIVE D: TRANSPORTATION PLANNING DECISION AND FUNDING

TASK NUMBER AND TITLE:

4.14 PUBLIC INFORMATION PROGRAM

OBJECTIVE:

The purpose of this element is to prepare informational materials and conduct activities to meet MPO public involvement program requirements and to inform the citizenry of Dade County about the transportation planning process and the development of transportation projects and programs within the County.

PREVIOUS WORK:

This is a continuing activity that required the use of consultant assistance to enhance public information and public awareness program. Previously, these activities were developed independently by each element within the UPWP. This is the first time a comprehensive effort will be made in this direction. This action does not limit the use of individual project funds for development of their particular public involvement processes.

METHODOLOGY:

Upon the request of the MPO Governing Board or the MPO Staff, the consulting firm engaged in this effort will be asked to conduct any or all of the following relating to either the overall operations and procedures of the MPO, specific MPO policies or topic areas, or individual planning or development projects:

1. The development of newsletters, brochures, issue papers, or other written products from preexisting MPO technical documents, written or recorded transcripts of meetings, or oral briefings by staff or members of the board. Such work will include preparation of text, preparation of photographic or rendered graphics, lay-out and supervision of printing for documents featuring up to four-color separation.
2. The development of visual presentation materials for meetings or briefings, including display boards, flip charts, overheads, slides, all of which may include charts, spreadsheets, maps, text, or combinations of these. The consulting firm engaged in this effort should be prepared to utilize personal-computer based graphics display mediums (such as Microsoft Excel's "Slideshow" feature or equivalent), and to provide the equipment necessary to present such information to individuals or large groups through the use of active-matrix overhead projector couplers or projection-screen displays.

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3. The development of audiotape and/or videotape projects, including recording, editing, mastering, and reproduction. Videotape projects must be of studio quality and prepared, if requested, on 3/4 inch video master tapes.
4. The organization, scheduling, and supervision of meetings and conferences for the general public and specific user, neighborhood, or professional groups, including room scheduling, preparation of presentations, graphics, publicity, and recordkeeping, the latter to include audio and/or video recording if necessary.

All works to be performed under this element shall be approved by the MPO Director. Once a request is made, appropriate coordination shall be established with the MPO, as well as project managers or any other official to develop the requested action. The projects or actions request shall be based on partial work orders. Prices shall be negotiated according to factors such as: amount and complexity of work to be done, quality of the end product, delivery time and number of copies, among other.

END PRODUCTS:

Different end products will be generated according to the type of job requested.

PROJECT MANAGERS

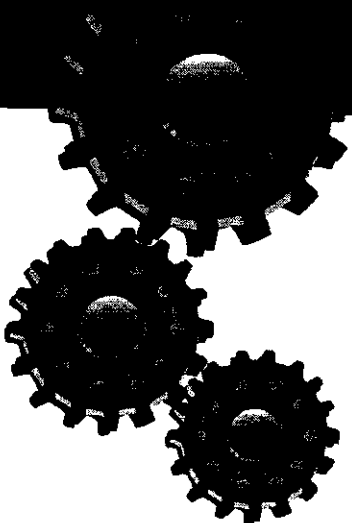
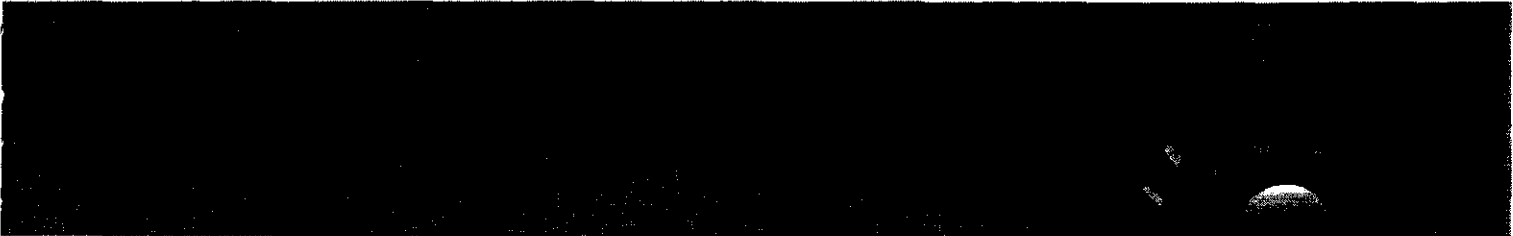
Jose-Luis Mesa
Carlos Roa

PARTICIPATING AGENCY:

Metropolitan Planning Organization
Florida Department of Transportation

FUNDING:

\$125,000	PL 112	(\$102,412.50 Federal, \$22,587.50)
<u>\$110,000</u>	Section 8 (FY 95)	(\$88,000 Federal, \$1,100 State, \$1,100 Local)
\$235,000		



Objective E

State Planning Program





OBJECTIVE E: STATE PLANNING PROGRAM

TASK NUMBER AND TITLE:

5.01 MAJOR INVESTMENT STUDIES (MIS)

OBJECTIVE(S):

Meet Federal requirements of ISTEA contained in the Metropolitan Planning Regulations (23 CFR 450 Subpart C). The intent of the requirement is to provide the MPO, the State DOT, transit operators, and other local decisionmakers with more comprehensive corridor and/or subarea technical analysis early in the transportation decision making process. The MIS is a planning tool to inform the regional multimodal transportation planning effort with more in depth technical analyses of various subarea or corridor options.

PREVIOUS WORK:

None.

METHODOLOGY:

The purpose of a MIS is to develop information about the likely impacts and consequences of alternative transportation investment strategies at the corridor or subarea level.

Prior to the completion of a study, the MPO's plan may identify an assumed designed concept and scope for a major investment.

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
Metro-Dade Public Works Department
Dade County Aviation Department
Dade County Seaport Department

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FUNDING:

Major Investment Studies are eligible for funds authorized under Sections 8, 9 and 26 of the Federal Transit Act (49 U.S.C. app. 1607, 1607a, and 1622) and planning and capital funds apportioned under the 23 USC.

WPI #	PROJECT TITLE	PROJECT OBJECTIVES	\$ FUNDING	
6114094	SR 836 Multi-Modal Corridor	Identify future improvements for the SR 836 Corridor.	200,000	(CM)
			3,389,406	(CM)
			1,555,400	(DDR)
			718,000	(DS)
			435,000	(LF)
			22,000	(DIOH)
6114114	Miami Intermodal Center	Environmental Impact Study	2,432,000	(CM)
			815,000	(LF)
			13,631	(DIOH)
6141901	Interstate Routes Master Plans	Identify future improvements	<u>731,283</u>	(DI)
			10,311,720	



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OBJECTIVE E: STATE PLANNING PROGRAM

TASK NUMBER AND TITLE:

5.02 DISTRICT 6 - HIGHWAY PLANNING RESEARCH (HPR) PROGRAM

The District Six (6) Office of the Florida Department of Transportation conducts a series of studies and supporting projects for the highway planning and research program which are to be performed by FDOT personnel and/or FDOT consultants. An updated list of all HPR Program information to be included for the fiscal year 1995-1996 beginning July 1, 1995 and ending June 30, 1996 follows:

HIGHWAY PLANNING AND RESEARCH (HPR) STUDIES LIST

HPR-PR-PL-1 (33) PART 1 PROGRAM PLAN UPDATE JULY 1, 1995 - JUNE 30, 1996

_____oOo_____

In reference to the following studies, Participating dollars refer to Federal HP funds and Non-participating dollars refer to State D funds, unless otherwise noted.

HPR PROGRAM STUDY #1:

District Reporting:	Six
Project Title:	FIHS Planning
Job Number:	Unassigned (Phase 13)
WPI Number:	6590020
Manager:	R. Fox

Objectives of Project:

Provide a "BOX" item to hold funds for Action/Master Plans and major investment studies.
Monies will be transferred to appropriate WPIs to accomplish work on specific corridors.

Proposed Activities:

See specific corridor WPI. Examples of work are as follows:

Collect and analyze transportation planning and engineering data needed to evaluate conditions and develop recommendations for improvements.
Coordinate with local governments, transportation providers, business and property owners, and interested citizens, as necessary to obtain information and to develop sufficient levels of public participation and consensus on proposed improvements.

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Estimated Costs:

	<u>Participating</u>	<u>Non-particip.</u>	<u>Total</u>
Salaries & Benefits	\$ _____	\$ _____	\$ _____
Travel & Supplies	\$ _____	\$ _____	\$ _____
Consultant Fees	\$ _____	\$ 464,000	\$ 464,000
New Equipment	\$ _____	\$ _____	\$ _____
Total	\$ _____	\$ 464,000	\$ 464,000

_____ oOo _____

HPR PROGRAM STUDY #2

District Reporting	Six
Project Title:	Data Collection and Travel Time/Delay Studies (Traffic Counts)
Job Number:	99040-7062 (Phase 10)
WPI Number:	6590022
Manager:	R. Jimenez

Objectives of Project:

Collect routine traffic data to determine AADT along roadways.
Assist in updating the Miami Urbanized Area travel demand model.
Ensure maximum coordination between MPO Long Range Plan and the Department's data collection efforts.

Proposed Activities:

Continue collecting traffic volume on State maintained expressways and arterials.
Coordinate simulation modeling refinements with central office and implement at the district level.
Support the 2015 update process for the Miami Metropolitan Planning Organization's Long Range Plan.
Provide consultant management and technical support for all the District's data collection consultant contracts.



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Estimated Costs:

	<u>Participating</u>	<u>Non-particip.</u>	<u>Total</u>
Salaries & Benefits	<u>\$ 83,000</u>	<u>\$ 10,000</u>	<u>\$ 93,000</u>
Travel & Supplie	<u>\$ _____</u>	<u>\$ _____</u>	<u>\$ _____</u>
Consultant Fees	<u>\$ _____</u>	<u>\$ _____</u>	<u>\$ _____</u>
New Equipment	<u>\$ _____</u>	<u>\$ _____</u>	<u>\$ _____</u>
Total	<u>\$ 83,000</u>	<u>\$ 10,000</u>	<u>\$ 93,000</u>

oOo

HPR PROGRAM STUDY #3:

District Reporting:	Six
Project Title:	Data Collection and Travel Time/Delay Studies
Job Number:	99006-1618 (Phase 13)
WPI Number:	6590022
Manager:	R. Jimenez

Objectives of Project:

Collect routine data to determine AADT and existing operating speed of highways and arterials during peak hours. This data will be used to validate the Level of Service (LOS) obtained from the Department's LOS software, and to determine the cause and frequency of delays in the system as an aid in programming short range improvements.

Proposed Activities:

- Collect traffic volumes, vehicle classification, rail-highway crossing data and highway inventory data on State maintained expressways and arterials.
- Conduct travel time and delay runs during the AM and PM peak periods.
- Determine overall operating speed.
- Determine average travel speed.
- Identify location and causes of delay.

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Estimated Costs:

	<u>Participating</u>	<u>Non-particip.</u>	<u>Total</u>
Salaries & Benefits	\$ _____	\$ _____	\$ _____
Travel & Supplies	\$ _____	\$ _____	\$ _____
Consultant Fees	\$ _____	\$ 300,000	\$ 300,000
New Equipment	\$ _____	\$ _____	\$ _____
Balance from Prior Years	\$ _____	\$ 216,000	\$ 216,000

Total	\$ _____	\$ 516,000	\$ 516,000

_____ oOo _____

HPR PROGRAM STUDY #4:

District Reporting:	Six
Project Title:	Growth Management/Comprehensive Plan and DRI Review
Job Number:	99080-7563 (Phase 10)
WPI Number:	6590024
Manager:	P. Steinmiller

Objectives of Project:

Fulfill legally mandated growth management responsibilities.
Review growth management projects (i.e. LGCP's and DRI's) for impact on State Transportation System.

Proposed Activities:

Provide technical assistance to the Florida Department of Community Affairs and the Regional Planning Council in reviewing Local Government Comprehensive Plans and Developments of Regional Impact.

Provide consultant management activities including:

- Technical review of consultant's project reviews
- Invoice processing/project budget management

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Estimated Costs:

	<u>Participating</u>	<u>Non-particip.</u>	<u>Total</u>
Salaries & Benefits	<u>\$ 25,000</u>	<u>\$ 20,000</u>	<u>\$ 45,000</u>
Travel & Supplies	<u>\$ _____</u>	<u>\$ _____</u>	<u>\$ _____</u>
Consultant Fees	<u>\$ _____</u>	<u>\$ _____</u>	<u>\$ _____</u>
New Equipment	<u>\$ _____</u>	<u>\$ _____</u>	<u>\$ _____</u>
Total	<u>\$ 25,000</u>	<u>\$ 20,000</u>	<u>\$ 45,000</u>

_____oOo_____

HPR PROGRAM STUDY #5:

District Reporting:	Six
Project Title:	Growth Management
Job Number:	99006-1513 (Phase 13)
WPI Number:	6590024
Manager:	P. Steinmiller

Objectives of Project:

Fulfill legally mandated growth management responsibilities.
Review growth management projects (i.e. LGCP's and DRI's) for impact on State Transportation System.

Proposed Activities:

Provide technical assistance to the Florida Department of Transportation, Planning Office in reviewing Local Government Comprehensive Plans and Developments of Regional Impact.
Provide data collection, planning and analysis activities in support of the Growth Management Program.

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Estimated Costs:

	<u>Participating</u>	<u>Non-particip.</u>	<u>Total</u>
Salaries & Benefits	\$ _____	\$ _____	\$ _____
Travel & Supplies	\$ _____	\$ _____	\$ _____
Consultant Fees	\$ _____	\$ 100,000	\$ 100,000
New Equipment	\$ _____	\$ _____	\$ _____
Balance from Prior Year	\$ _____	\$ 55,000	\$ 55,000
Total	\$ _____	\$ 155,000	\$ 155,000

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HPR PROGRAM STUDY #6:

District Reporting:	Six
Project Title	Corridor Studies and Access Management Planning
Job Number:	99006-1506 (Phase 10)
WPI Number:	6590025
Manager:	R. Fox

Objectives of Project:

Direct consultant activities in the preparation of action plans, master plans, corridor studies and access management plans which address state and federal planning requirements and support District production activities.
Support Central Office in FIHS planning requirements.

Proposed Activities:

Coordinate with department and MPO staff to identify appropriate candidate projects for major investment corridor studies and access management improvements.
Develop scopes of services, schedules, budgets, funding sources and other administrative activities, as necessary to initiate corridor studies.
Provide technical assistance and data to consultants.

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Perform consultant management activities including: invoice processing, project budget and schedule management, coordination and direction for the FDOT/Local Agencies and review of plans and reports provided by the consultants.

Provide technical assistance and data to consultants.

Identify and define new projects.

Conduct system inventories, perform cost estimates, and stage development of the FIHS.

Estimated Costs:

	<u>Participating</u>	<u>Non-particip.</u>	<u>Total</u>
Salaries & Benefits	<u>\$155,000</u>	<u>\$ 65,000</u>	<u>\$220,000</u>
Travel & Supplies	<u>\$ _____</u>	<u>\$ _____</u>	<u>\$ _____</u>
Consultant Fees	<u>\$ _____</u>	<u>\$ _____</u>	<u>\$ _____</u>
New Equipmen	<u>\$ _____</u>	<u>\$ _____</u>	<u>\$ _____</u>
Total	<u>\$155,000</u>	<u>\$ 65,000</u>	<u>\$220,000</u>

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HPR PROGRAM STUDY #7:

District Reporting:	Six
Project Title:	Corridor Studies and Access Management Planning
Job Number:	99006-1506 (Phase 13)
WPI Number:	6590025
Manager:	R. Fox

Objectives of Project:

Prepare corridor studies and access management plans which address state and federal planning requirements and support District production activities.

Proposed Activities:

Collect and analyze transportation planning and engineering data needed to evaluate conditions and develop recommendations for improvements.

Coordinate with local governments, transportation providers, business and property owners, and interested citizens, as necessary to obtain information and to develop sufficient levels of public participation and consensus on proposed improvements.

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Estimated Costs:

	<u>Participating</u>	<u>Non-particip.</u>	<u>Total</u>
Salaries & Benefits	\$ _____	\$ _____	\$ _____
Travel & Supplies	\$ _____	\$ _____	\$ _____
Consultant Fees	\$ _____	\$ 50,000	\$ 50,000
New Equipment	\$ _____	\$ _____	\$ _____
Balance from prior years*	\$ _____	\$ 143,421	\$ 143,000

Tota	\$ _____	\$ 193,421	\$ 193,421

*Of this amount, \$100,000 is un-encumbered and will roll forward to FY 1995-96.

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HPR PROGRAM STUDY #8:

District Reporting:	Six
Project Title:	Roadway Characteristics Inventory
Job Number:	99020-7062 (Phase 10)
WPI Number:	6590027
Manager:	A. Dominguez

Objectives of Project:

Collect and input the necessary descriptive data for maintaining the Department's computer-based inventory of State highways.

Proposed Activities:

Project Management Activities including:
In-office quality check all existing highway segments for data accuracy.
Field quality check for accuracy of existing highway inventory data.
Field inventory of added sections to the state highway system.
Input the field collected data of added highway segments.
Re-inventory state highways after reconstruction has been performed.

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Develop and assign work order and task for Consultant
Quality Review of Consultants Inventory
Invoice Processing
Project Budget Management

Estimated Costs:

	<u>Participating</u>	<u>Non-particip.</u>	<u>Total</u>
Salaries & Benefits	\$ 87,000	\$ 8,000	\$ 95,000
Travel & Supplies	\$	\$	\$
Consultant Fees	\$	\$	\$
New Equipment	\$	\$	\$
Total	\$ 87,000	\$ 8,000	\$ 95,000

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HPR PROGRAM STUDY #9:

District Reporting:	Six
Project Title:	RCI Update
Job Number	Unassigned (Phase 13)
WPI Number:	6590027
Manager:	R. Jimenez

Objectives of Project:

Collected & input necessary descriptive data for maintaining the Department's computer based inventory of State and Federal Aid Highways.

Proposed Activities:

In-office quality check all existing highway segments for data accuracy.
Field quality check for accuracy of existing highway inventory data.
Field inventory of added sections to the state highway system.
Input the field collected data of added highway segments.
Re-inventory state highways after reconstruction has been performed.

Estimated Costs:

<u>Participating</u>	<u>Non-particip.</u>	<u>Total</u>
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1996 UNIFIED PLANNING WORK PROGRAM

Salaries & Benefits	\$ _____	\$ _____	\$ _____
Travel & Supplies	\$ _____	\$ _____	\$ _____
Consultant Fees	\$ _____	<u>\$ 50,000</u>	<u>\$ 50,000</u>
New Equipment	\$ _____	\$ _____	\$ _____
Balance from Previous Years*	\$ _____	<u>\$100,000</u>	<u>\$100,000</u>
Total	\$ _____	<u>\$150,000</u>	<u>\$150,000</u>

*This amount is un-encumbered and will roll forward to 1996.

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HPR PROGRAM STUDY #10:

District Reporting	Six
Project Title:	Bicycle/Pedestrian
Job Number:	99006-3523 (Phase 50)
WPI Number:	6590028
Manager:	D. Henderson

Objectives of Project:

To grant funds to the Monroe County Planning Department for the purpose of developing a comprehensive bicycle/pedestrian master plan for Monroe County.

Proposed Activities:

Execute a Joint Participation Agreement between Monroe County Planning Department and the Department.
Prepare the comprehensive bicycle/pedestrian master plan for Monroe County.

1996 UNIFIED PLANNING WORK PROGRAM

Estimated Costs:

	<u>Participating</u>	<u>Non-particip.</u>	<u>Total</u>
Salaries & Benefits	\$ _____	\$ _____	\$ _____
Travel & Supplies	\$ _____	\$ _____	\$ _____
Consultant Fees	\$ _____	\$ 80,000	\$ 80,000
New Equipment	\$ _____	\$ _____	\$ _____
Total	\$ _____	\$ 80,000	\$ 80,000

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HPR PROGRAM STUDY #11:

District Reporting:	Six
Project Title:	ISTEA Requirements
Job Number:	99906-1646 (Phase 13)
WPI Number:	6590031
Manager:	A. Dominguez

Objectives of Project:

Ensure that district planning procedures, policies and practices are consistent with Federal Law.

Proposed Activities:

Review all district programs for consistency with ISTEA and recommend changes where appropriate. Coordinate activities with local agencies for continued to implementation of ISTEA, requirements such as:

- Congestion Management System,
- Pavement Management System,
- Traffic Monitoring System,
- Intermodal Management System,
- Public Transportation Facilities and Equipment Management System,
- Assist FDOT staff in meeting project objective, and in data collection, analysis, and preparation of reports and recommendations.

1996 UNIFIED PLANNING WORK PROGRAM

Estimated Costs:

	<u>Participating</u>	<u>Non-particip.</u>	<u>Total</u>
Salaries & Benefits	\$ _____	\$ _____	\$ _____
Travel & Supplies	\$ _____	\$ _____	\$ _____
Consultant Fees	\$ _____	\$ 233,000	\$ 233,000
New Equipmen	\$ _____	\$ _____	\$ _____
Balance from Previous Years*	\$ _____	\$ 486,000	\$ 486,000

Total	\$ _____	\$ 719,000	\$ 719,000
STP Funds (1996)	\$ _____	\$ _____	\$ 403,233
STP Funds (from previous years)	\$ _____	\$ _____	\$ 477,000

*Of this amount \$334,758 are un-encumbered and will roll forward to 1996.

Per Program Development Office, the Surface Transportation Planning (STP) funds shown for this job will not be reported in the Statewide HPR Program Plan.

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HPR PROGRAM STUDY #12:

District Reporting:	Six
Project Title:	Florida Transportation Plan/Short Range Component
Job Number:	99010-7063 (Phase 10)
WPI Number:	6590042
Manager:	T. Leachman

Objectives of Project:

Support statewide planning and public involvement programs.
Assist Central Office in developing the Florida Transportation Plan's Short Range Component.

Proposed Activities:

Prepare public hearing notices.
Coordinate intergovernmental and public involvement mailings.
Coordinate logistical arrangements for public meetings and hearings.
Conduct staff review of FTP Short Range Component and performance measures.

1996 UNIFIED PLANNING WORK PROGRAM

Estimated Costs:

	<u>Participating</u>	<u>Non-particip.</u>	<u>Total</u>
Salaries & Benefits	<u>\$ 65,000</u>	<u>\$ 20,000</u>	<u>\$ 85,000</u>
Travel & Supplies	<u>\$ _____</u>	<u>\$ _____</u>	<u>\$ _____</u>
Consultant Fees	<u>\$ _____</u>	<u>\$ _____</u>	<u>\$ _____</u>
New Equipment	<u>\$ _____</u>	<u>\$ _____</u>	<u>\$ _____</u>
Total	<u>\$ 65,000</u>	<u>\$ 20,000</u>	<u>\$ 85,000</u>

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HPR PROGRAM STUDY #13:

District Reporting:	Six
Project Title:	Special Projects
Job Number:	99906-1509 (Phase 10)
WPI Number:	6590043
Manager:	C. Garcia

Objectives of Project:

Provide technical support to local, state and federal agencies and elected officials in cases where the work does not fall within other programmed work activities.
Intradepartmental coordination of planning work activities.

Proposed Activities:

Respond to requests for information, data and analysis.
Prepare presentations on the planning process and technical issues.
Assist other FDOT units by participation in and input to Environmental Management, Design, etc.

1996 UNIFIED PLANNING WORK PROGRAM

Estimated Costs:

	<u>Participating</u>	<u>Non-particip.</u>	<u>Total</u>
Salaries & Benefits	<u>\$ 30,000</u>	<u>\$ 25,000</u>	<u>\$ 55,000</u>
Travel & Supplies	<u>\$ _____</u>	<u>\$ _____</u>	<u>\$ _____</u>
Consultant Fees	<u>\$ _____</u>	<u>\$ _____</u>	<u>\$ _____</u>
New Equipment	<u>\$ _____</u>	<u>\$ _____</u>	<u>\$ _____</u>
Total	<u>\$ 30,000</u>	<u>\$ 25,000</u>	<u>\$ 55,000</u>
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HPR PROGRAM STUDY #14:

District Reporting:	Six
Project Title:	Work Program/TIP Development and Administration
Job Number:	99080-7560 (Phase 10)
WPI Number:	6590045
Manager:	D. Henderson

Objectives of Project:

Ensure maximum coordination between MPO Long Range Plan and the Department's Work Program.

Assist in performing required air quality analyses of MPO plans, projects and programs.

Provide administrative and fiscal activities to support the Department's Work Program and FHWA's HPR Program.

Proposed Activities:

Conduct annual review of coordination between the LRP and Work Program in the Urbanized Area.

Assist in air quality analyses of the Long Range Plan, TIP, CMAQ-funded projects, etc., as needed.

Conduct MPO support activities and project management including JPA preparation, invoice processing and technical review of MPO work and products.

Provide consultant management and technical support for Enhancement Projects review and Scoping Committee support.

1996 UNIFIED PLANNING WORK PROGRAM

Estimated Costs:

	<u>Participating</u>	<u>Non-particip.</u>	<u>Total</u>
Salaries & Benefits	<u>\$ 30,000</u>	<u>\$ 20,000</u>	<u>\$ 50,000</u>
Travel & Supplies	<u>\$ _____</u>	<u>\$ _____</u>	<u>\$ _____</u>
Consultant Fees	<u>\$ _____</u>	<u>\$ _____</u>	<u>\$ _____</u>
New Equipment	<u>\$ _____</u>	<u>\$ _____</u>	<u>\$ _____</u>
Total	<u>\$ 30,000</u>	<u>\$ 20,000</u>	<u>\$ 50,000</u>

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HPR PROGRAM STUDY #15:

District Reporting:	Six
Project Title:	Work Program/TIP Development and Administration
Job Number:	Unassigned (Phase 13)
WPI Number:	6590045
Manager:	D. Henderson

Objectives of Project:

Hire a consultant to evaluate new projects, including projects funded with Transportation Enhancement funds, and provide support to the District Scoping Committee.

Proposed Activities:

Assist in the development of transportation projects proposed by local governments, or through the District's Scoping Committee. Depending on the type of project the scope of work may include: data collection, planning study, environmental review, preliminary design or final design.

Estimated Costs:

	<u>Participating</u>	<u>Non-particip</u>	<u>Total</u>
Salaries & Benefits	<u>\$ _____</u>	<u>\$ _____</u>	<u>\$ _____</u>

1996 UNIFIED PLANNING WORK PROGRAM

Travel & Supplies	\$ _____	\$ _____	\$ _____
Consultant Fees	\$ _____	<u>\$ 240,000</u>	<u>\$ 240,000*</u>
New Equipment	\$ _____	\$ _____	\$ _____
Total	\$ _____	<u>\$ 240,000</u>	<u>\$ 240,000*</u>

Per Program Development Office, the Surface Transportation Planning (STP) funds shown for this job will not be reported in the Statewide HPR Program Plan.

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HPR PROGRAM STUDY #16:

District Reporting:	Six
Project Title:	LOS/Speed Studies (Travel Time/Delay Studies)
Job Number:	99060-7061 (Phase 10)
WPI Number:	6590051
Manager:	Steinmiller

Objectives of Project:

Refine and improve the accuracy of the District's Level Of Service calculations and prepare updated versions of the Level Of Service map for the State Highway System.

Proposed Activities:

Update District LOS Map using calculations based on new FDOT LOS manual, software and latest traffic count data.

Compare District LOS map with LOS data based on actual travel times, analyze results and determine whether adjustments are necessary to the calculations for future map updates.

Staff to Manage consultant contract including technical reviews of LOS analysis and processing of invoices/management of project budget.

1996 UNIFIED PLANNING WORK PROGRAM

Estimated Costs:

	<u>Participating</u>	<u>Non-particip.</u>	<u>Total</u>
Salaries & Benefits	<u>\$ 35,000</u>	<u>\$ 16,000</u>	<u>\$ 51,000</u>
Travel & Supplies	<u>\$ _____</u>	<u>\$ _____</u>	<u>\$ _____</u>
Consultant Fees	<u>\$ _____</u>	<u>\$ _____</u>	<u>\$ _____</u>
New Equipment	<u>\$ _____</u>	<u>\$ _____</u>	<u>\$ _____</u>
Total	<u>\$ 35,000</u>	<u>\$ 16,000</u>	<u>\$ 51,000</u>

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HPR PROGRAM STUDY #17:

District Reporting:	Six
Project Title:	Pedestrian/Bicycle
Job Number:	99010-7064 (Phase 10)
WPI Number:	6590053
Manager:	D. Henderson

Objectives of Project:

Coordinate bicycle and pedestrian projects within the District.

Proposed Activities:

Provide support to local government bicycle-pedestrian programs.
Provide bicycle and pedestrian planning support to the District's Environmental and Design sections.
Administer funds for the development of local bicycle and pedestrian projects.

1996 UNIFIED PLANNING WORK PROGRAM

Estimated Costs:

	<u>Participating</u>	<u>Non-particip.</u>	<u>Total</u>
Salaries & Benefits	<u>\$ 40,000</u>	<u>\$ 10,000</u>	<u>\$ 50,000</u>
Travel & Supplies	<u>\$ _____</u>	<u>\$ _____</u>	<u>\$ _____</u>
Consultant Fees	<u>\$ _____</u>	<u>\$ _____</u>	<u>\$ _____</u>
New Equipment	<u>\$ _____</u>	<u>\$ _____</u>	<u>\$ _____</u>
Total	<u>\$ 40,000</u>	<u>\$ 10,000</u>	<u>\$ 50,000</u>

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HPR PROGRAM STUDY #18:

District Reporting:	Six
Project Title:	ISTEA Requirements
Job Number:	99010-7066 (Phase 10)
WPI Number:	6590055
Manager:	A. Dominguez

Objectives of Project:

Ensure that district planning procedures, policies and practices are consistent with Federal Law.

Proposed Activities:

Provide data to consultant.
Coordinate with local governments.

Project Management Activities including:
-technical review of consultant's progress reports,
-invoice processing, and
-project budget management.

1996 UNIFIED PLANNING WORK PROGRAM

Estimated Costs:

	<u>Participating</u>	<u>Non-particip.</u>	<u>Total</u>
Salaries & Benefits	<u>\$ 75,000</u>	<u>\$ 10,000</u>	<u>\$ 85,000</u>
Travel & Supplies	<u>\$ _____</u>	<u>\$ _____</u>	<u>\$ _____</u>
Consultant Fees	<u>\$ _____</u>	<u>\$ _____</u>	<u>\$ _____</u>
New Equipment	<u>\$ _____</u>	<u>\$ _____</u>	<u>\$ _____</u>
Total	<u>\$ 75,000</u>	<u>\$ 10,000</u>	<u>\$ 85,000</u>

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HPR PROGRAM STUDY #19:

District Reporting:	Six
Project Title:	Rail-Highway Crossing Inventory
Job Number:	99020-7562 (Phase 10)
WPI Number:	6590057
Manager:	R. Jimenez

Objectives of Project:

To provide accurate inventory records of all rail crossings within District Six. Continue updating the grade crossing inventory, which will reflect protection device improvements, railway movements and any changes in train movements. Grade crossings opened to the public in the past year will be inventoried. Traffic counts at non-state maintained crossings will be scheduled.

Proposed Activities:

Provide data and training to consultant as necessary
Input consultant data into FDOT's mainframe data base
Project management activities including: technical review of consultant's monthly progress reports, project budget management, invoice processing and quality assurance checking.
Update rail-crossing Master Locator Map to include all public and private crossings.

1996 UNIFIED PLANNING WORK PROGRAM

Estimated Costs:

	<u>Participating</u>	<u>Non-particip.</u>	<u>Total</u>
Salaries & Benefits	<u>\$ 20,000</u>	<u>\$ 5,000</u>	<u>\$ 25,000</u>
Travel & Supplies	<u>\$ _____</u>	<u>\$ _____</u>	<u>\$ _____</u>
Consultant Fees	<u>_____</u>	<u>\$ _____</u>	<u>\$ _____</u>
New Equipment	<u>\$ _____</u>	<u>\$ _____</u>	<u>\$ _____</u>
Total	<u>\$ 20,000</u>	<u>\$ 5,000</u>	<u>\$ 25,000</u>

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HPR PROGRAM STUDY #20:

District Reporting:	Six
Project Title:	Mapping
Job Number:	99030-7062 (Phase 10)
WPI Number:	6590058
Manager:	A. Dominguez

Objectives of Project:

Provide maps and graphics in support of all District Six planning and programming activities.

Proposed Activities:

Mapping activities include the production of CAD-generated maps or support graphics as follows:

- Straight Line Diagrams,
- Functional Classification Maps,
- Pavement Deficiency Analysis,
- Level Of Service Map,
- Rail-Highway Crossing Inventory,
- Traffic Projections and Counts map,
- Highway Performance Monitoring System Segments Map,
- Access Management Maps,
- Transportation Boundaries, and
- National Highway System Maps.

1996 UNIFIED PLANNING WORK PROGRAM

Estimated Costs:

	<u>Participating</u>	<u>Non-particip.</u>	<u>Total</u>
Salaries & Benefits	<u>\$ 75,000</u>	<u>\$ 10,000</u>	<u>\$ 85,000</u>
Travel & Supplies	<u>\$ _____</u>	<u>\$ _____</u>	<u>\$ _____</u>
Consultant Fees	<u>\$ _____</u>	<u>\$ _____</u>	<u>\$ _____</u>
New Equipment	<u>\$ _____</u>	<u>\$ _____</u>	<u>\$ _____</u>
Total	<u>\$ 75,000</u>	<u>\$ 10,000</u>	<u>\$ 85,000</u>

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HPR PROGRAM STUDY #21:

District Reporting:	Six
Project Title:	Routine Classification (Vehicle Classification)
Job Number:	99040-7562 (Phase 10)
WPI Number:	6590059
Manager:	R. Jimenez

Objectives of Project:

Collect and analyze vehicle classification data for the purpose of highway planning and design.

Proposed Activities:

Continue vehicle classification activities at forty-four sites located in Dade and Monroe Counties.

Provide data and training to consultant as necessary.

Input consultant data into FDOT's mainframe data base.

Project management activities including: technical review of consultant's monthly progress reports, project budget management, invoice processing and quality assurance checking.

1996 UNIFIED PLANNING WORK PROGRAM

Estimated Costs:

	<u>Participating</u>	<u>Non-particip.</u>	<u>Total</u>
Salaries & Benefits	<u>\$ 20,000</u>	<u>\$ 10,000</u>	<u>\$ 30,000</u>
Travel & Supplies	<u>\$ _____</u>	<u>\$ _____</u>	<u>\$ _____</u>
Consultant Fees	<u>\$ _____</u>	<u>\$ _____</u>	<u>\$ _____</u>
New Equipment	<u>\$ _____</u>	<u>\$ _____</u>	<u>\$ _____</u>
Total	<u>\$ 20,000</u>	<u>\$ 10,000</u>	<u>\$ 30,000</u>

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HPR PROGRAM STUDY #22:

District Reporting:	Six
Project Title:	Highway Classification
Job Number:	99050-7064 (Phase 10)
WPI Number	6590060
Manager:	A. Dominguez

Objectives of Project:

Analyze and assign the Functional Classification for all public roads in the district according to state and federal criteria.

Proposed Activities:

Coordination with local authorities and the Miami Metropolitan Planning Organization.
Perform functional analysis or functional re-evaluation as directed or requested by State and/or Local officials.

1996 UNIFIED PLANNING WORK PROGRAM

Estimated Costs:

	<u>Participating</u>	<u>Non-particip.</u>	<u>Total</u>
Salaries & Benefits	<u>\$ 50,000</u>	<u>\$ 15,000</u>	<u>\$ 65,000</u>
Travel & Supplies	<u>\$ _____</u>	<u>\$ _____</u>	<u>\$ _____</u>
Consultant Fees	<u>\$ _____</u>	<u>\$ _____</u>	<u>\$ _____</u>
New Equipment	<u>\$ _____</u>	<u>\$ _____</u>	<u>\$ _____</u>
Total	<u>\$ 50,000</u>	<u>\$ 15,000</u>	<u>\$ 65,000</u>

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HPR PROGRAM STUDY #23:

District Reporting:	Six
Project Title:	Design Traffic Forecast
Job Number:	99050-7065 (Phase 10)
WPI Number:	6590061
Manager:	R. Jimenez

Objectives of Project:

Study existing traffic patterns and conditions, and system planning forecasts to forecast future traffic volumes for design and environmental requirements. Develop design traffic forecast data and 18 KIP equivalent wheel load forecast data for use in the roadway and pavement design phase of highway construction projects.

Proposed Activities:

The District Planning Office will continue to maintain district-wide estimate files and to comply with requests for traffic design data required for the roadway and pavement design of highway construction projects. An analysis and review will be performed to determine compatibility of proposed facilities in the recommended transportation plan, as compared to the forecasted traffic volumes.

1996 UNIFIED PLANNING WORK PROGRAM

Estimated Costs:

	<u>Participating</u>	<u>Non-particip.</u>	<u>Total</u>
Salaries & Benefits	<u>\$ 50,000</u>	<u>\$ 35,000</u>	<u>\$ 85,000</u>
Travel & Supplies	<u>\$ _____</u>	<u>\$ _____</u>	<u>\$ _____</u>
Consultant Fees	<u>_____</u>	<u>\$ _____</u>	<u>\$ _____</u>
New Equipment	<u>\$ _____</u>	<u>\$ _____</u>	<u>\$ _____</u>
Total	<u>\$ 50,000</u>	<u>\$ 35,000</u>	<u>\$ 85,000</u>

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HPR PROGRAM STUDY #24:

District Reporting:	Six
Project Title:	System Planning
Job Number:	Unassigned (Phase 10)
WPI Number:	6590062
Manager:	P. Steinmiller

Objectives of Project:

Provide technical support and data/information regarding the Dade and Monroe County models and the long-range transportation plans.

Provide support and assistance to the Miami MPO long-range plan update.

Participate in the model update and maintenance process for Monroe County.

Proposed Activities:

Continue to provide model data and information to consultants and the general public.

Continue working with MPO and Monroe County staff on the update of the long-range transportation plan.

Continue to provide in-house data and analysis to planning office and other FDOT offices.

1996 UNIFIED PLANNING WORK PROGRAM

Estimated Costs:

	<u>Participating</u>	<u>Non-particip.</u>	<u>Total</u>
Salaries & Benefits	<u>\$ 30,000</u>	<u>\$ 15,000</u>	<u>\$ 45,000</u>
Travel & Supplies	<u>\$ _____</u>	<u>\$ _____</u>	<u>\$ _____</u>
Consultant Fees	<u>\$ _____</u>	<u>\$ _____</u>	<u>\$ _____</u>
New Equipment	<u>\$ _____</u>	<u>\$ _____</u>	<u>\$ _____</u>
Total	<u>\$ 30,000</u>	<u>\$ 15,000</u>	<u>\$ 45,000</u>

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HPR PROGRAM STUDY #24:

District Reporting:	Six
Project Title:	Pavement Conditions Survey
Job Number:	99020-7162 (Phase 10)
WPI Number:	6590065
Manager:	A. Dominguez

Objectives of Project:

Assist in programming paving projects based on pavement conditions and the need for improvement.

Proposed Activities:

Analysis of the Pavement Condition Report as distributed by the Gainesville Materials and Testing Laboratory;
Comparison of deficient sections with sections programmed for reconstruction and/or resurfacing in the adopted work program;
Compile listing of non-programmed deficient sections for field inspection by District pavement unit.
Report recommendations to District Scoping Committee for future programming needs.

1996 UNIFIED PLANNING WORK PROGRAM

Estimated Costs:

	<u>Participating</u>	<u>Non-particip.</u>	<u>Total</u>
Salaries & Benefits	<u>\$ 40,000</u>	<u>\$ 15,000</u>	<u>\$ 55,000</u>
Travel & Supplies	<u>\$ _____</u>	<u>\$ _____</u>	<u>\$ _____</u>
Consultant Fees	<u>\$ _____</u>	<u>\$ _____</u>	<u>\$ _____</u>
New Equipment	<u>\$ _____</u>	<u>\$ _____</u>	<u>\$ _____</u>
Total	<u>\$ 40,000</u>	<u>\$ 15,000</u>	<u>\$ 55,000</u>

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LONG RANGE PLAN/MODELS LISTING

<u>WPI#</u>	<u>JOB#</u>	<u>PROJ. DESCRIPTION</u>	<u>PHASE</u>	<u>\$HP</u>	<u>\$ D</u>
6590046	99906-1512	Planning support	10	30,000	
6590062	99050-7266	System Planning: Update and apply models to traffic analyses	10	30,000	15,000
6590063	99080-7062	Support of MPO'S long range plan update activities	10	184,000	10,000
6596618	90000-3534	Monroe County LRTP	50	*	*
6596620	99080-7063	Monroe County LRTP	10	30,000	10,000

*This project will be funded with \$100,000 of STP money plus local match.

For additional information on these projects, refer to FDOT's HPR FY96 Program Plan Update.



OBJECTIVE E: STATE PLANNING PROGRAM

TASK NUMBER AND TITLE:

5.03 MANAGEMENT SYSTEMS

PROGRAM COORDINATOR:

ALBERT DOMINGUEZ

**PROVIDING BETTER INFORMATION FOR
TRANSPORTATION DECISION-MAKING**

INTRODUCTION

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) is considered by many to be one of the most important benchmarks in national transportation policy. The impact on transportation planning as a result of ISTEA will be substantial. One of the more challenging aspects of ISTEA is the requirement that six management and monitoring systems be developed to provide better information for decision making. This brochure contains a brief information to the ISTEA management and monitoring systems.

Considering the role that management and monitoring systems should play in the transportation planning process, the following seven guiding principles have been adopted to describe what the systems should do:

- ♦ Support resource allocation decisions
- ♦ Providing input to programming and budgeting decisions
- ♦ Provide input into long-range planning and policy development
- ♦ Capitalize on existing systems
- ♦ Tie performance measures to decision support needs
- ♦ Be integrated with each other
- ♦ Solicit public input and awareness during development

MANAGEMENT SYSTEM DEFINITION

"A systematic process designed to assist decision-makers in selecting cost-effective strategies/actions to improve the efficiency and safety of, and protect the investment in, the nation's transportation infrastructure."



SAFETY MANAGEMENT SYSTEM

Purpose: To purpose the safest roadway system possible through the combined efforts of engineering, enforcement, emergency services, and education.

Potential Benefits:

- ♦ Reduce number and severity of traffic crashes
- ♦ Reduce frequency and impact of litigation
- ♦ More effective use of highway resources by combining efforts to identify, analyze, and evaluate highway safety problems and develop solutions.
- ♦ Increase awareness of highway safety at the local level through community involvement programs.
- ♦ Improve analytical tools and develop enhanced decision support systems for all highway safety professionals.

BRIDGE MANAGEMENT SYSTEM

Purpose: To manage and preserve the statewide bridge network and provide safe and efficient transportation to the traveling public.

Potential Benefits:

- ♦ Improve accuracy of bridge needs analysis, rehabilitation strategy, and cost estimating.
- ♦ Increase knowledge of effectiveness of bridge rehabilitation strategies.
- ♦ Support of bridge rehabilitation funding needs.

PAVEMENT MANAGEMENT SYSTEM

Purpose: To develop a process which systematically provides analyzes, and summarizes pavement information for use in selecting and implementing cost-effective pavement construction, rehabilitation and maintenance programs.

Potential Benefit:

- ♦ To provide the public with safe, comfortable roads at the least cost.

INTERMODAL MANAGEMENT SYSTEM

Purpose: To identify current connections between highway, aviation, transit, rail, water, and bicycle/pedestrian systems and to determine if deficiencies exist.

Potential Benefits

- ♦ Better strategies for improving intermodal efficiency
- ♦ Better integration of all transportation modes.

CONGESTION MANAGEMENT SYSTEM

Purpose: To improve the mobility of people and goods throughout the State.

Potential Benefits:

- ♦ A more efficient and cost effective multimodal transportation system.
- ♦ An improved planning and project selection process through the use of better information.

PUBLIC TRANSPORTATION MANAGEMENT SYSTEM

Purpose: To help ensure that transit vehicles, facilities, and equipment are maintained in a serviceable condition.

Potential Benefit:

- ♦ Enable decision-makers to select cost-effective strategies for providing and maintaining transit assets in a serviceable condition.

TRAFFIC MONITORING SYSTEM/HIGHWAYS

Purpose: To provide highway and traffic data and to support each of the six management systems.

Potential Benefits:

- ♦ Increase availability of accurate and reliable traffic data.
- ♦ Improve ability to track highway travel patterns and trends to assist in designing better roadways.
- ♦ Improve support for other management systems.
- ♦ Improve transportation decision-making overall

FOR MORE INFORMATION

Please contact us if you are interested in helping to provide better information for decision-making through the development of management and monitoring systems.

Pavement Management System
Bruce Dietrich
(904) 487-3945; Mail Station 32

Safety Management System
Ed Rice
(904) 488-3546; Mail Station 53

Bridge Management System
Larry Davis
(904) 488-8814; Mail Station 52

Congestion Management System/Mobility Management Process
Doug McLeod
(904) 487-0628; Mail Station 19

Intermodal Management System
Rob Hebert
(904) 488-5704; Mail Station 25

Public Transportation Management System
Tara Bartee
(904) 488-7774; Mail Station 26

Traffic Monitoring System/Highways
Bruce Gordon
(904) 488-4111; Mail Station 27

Statewide Management Systems Coordinator
Melanie Carr
(904) 488-8006; Mail Station 28

Correspondence to any of the above should be sent to the noted mail station at the following address:

Florida Department of Transportation
605 Suwannee Street
Tallahassee, Florida 32399-0450



OBJECTIVE E: STATE PLANNING PROGRAM

TASK NUMBER AND TITLE:

5.04 STATE SUPPORT TO THE MPO PLANNING PROGRAM

OBJECTIVE:

This activity provides administrative and technical support, by the Florida Department of Transportation, of the MPO's annual program. As a partner in the Miami Urbanized Area transportation planning process, the Department devotes considerable effort in ensuring that the MPO remains certified as the area's transportation planning agency, that State and Federal grants are available and that quality technical products are produced.

PREVIOUS WORK:

This is a continuing activity that the Department performs each year in support of the MPO's planning program.

METHODOLOGY:

The work performed by the Department under this task is as follows:

1. Assist in the development of the UPWP and help ensure that the document meets Federal and State requirements.
2. Carry out administrative and fiscal duties in order to secure Federal and State funds for MPO projects, including: administration of the Department's Work Program, preparation of Joint Participation Agreements, progress report reviews and invoice processing.
3. Assist in TIP development and ensure coordination of the TIP with the Department's Work Program and the State TIP.
4. Assist in travel demand forecast modeling and long range plan development.
5. Assist in air quality forecast modeling and conformity determination of the TIP and long range plan.
6. Assist in the development and implementation of the Congestion management System.
7. Support and assist the MPO's Bicycle/Pedestrian.

1996 UNIFIED PLANNING WORK PROGRAM

8. Participate as members of technical steering committees for various MPO projects.
9. Attend MPO committee meetings, Board meetings and MPOAC meetings.
10. Conduct the MPO Certification review in accordance with Federal and State requirements.
11. Coordinate Department plans, programs and procedures with the MPO, including: data collection, roadway level of service determination, the Florida Intrastate Highway System, Access Management, the Florida Transportation Plan, and others.

END PRODUCTS:

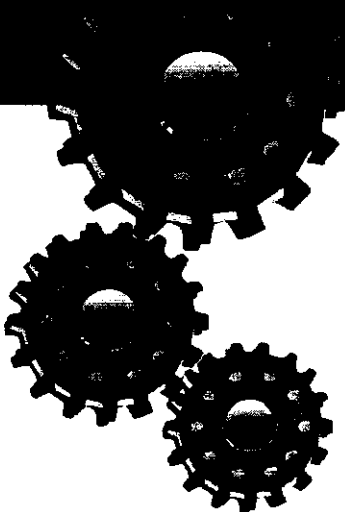
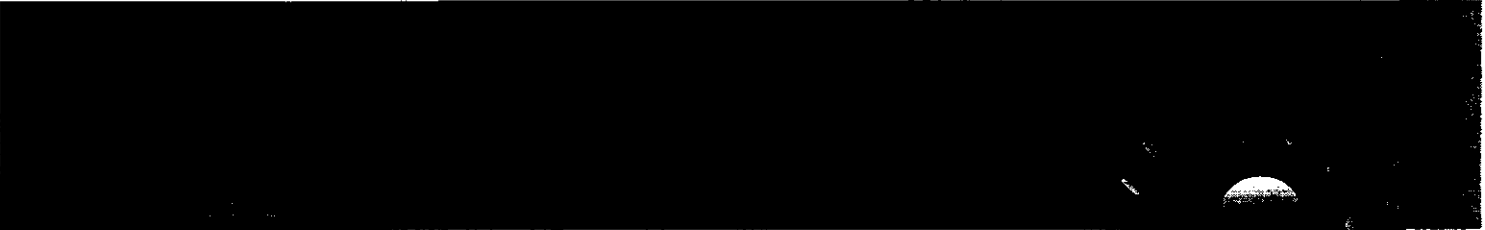
Various end products are produced in conjunction with the MPO. In addition, the Department is responsible for producing executed Joint Participation Agreements, MPO Certification Statement, and Dade County Level of Service Map.

PARTICIPATING AGENCY:

Florida Department of Transportation

FUNDING:

\$271,558 FDOT will soft match PL funds using toll revenue expenditures as a credit toward non-Federal matching share.



Appendices/Table



APPENDIX I

06/23/95

FY 1996 UNIFIED PLANNING WORK PROGRAM

FUNDING SOURCES (\$000)

I. PL SECTION 112 FUNDS	FUNDING	SUBTOTALS
FY 1996 - Regular PL Funds (81.93%)	840.4	
Local Funds	185.4	1,025.8
Deobligated FY 1995 - PL Funds (81.93%)	311.3	
Local Funds	88.7	380.0
PL unspent from years prior to FY 1995 (81.93%)	79.5	
Local Funds	17.5	97.0
State Soft Match* (18.07%)	271.6	271.6
TOTAL:		1,774.4

*For FY96 FDOT will soft match PL funds using toll revenue expenditures as a credit toward the non-Federal matching share.

II. STP FUNDS	FUNDING	SUBTOTALS
FY 1996 Regular STP Funds (80%)	320.0	
State Match (10%)	40.0	
Local Match (10%)	40.0	400.0
STP not encumbered from years prior to FY 1995 (80%)	15.6	
State Match (10%)	1.9	
Local Match (10%)	1.9	19.4
TOTAL:		419.4

III. FTA SECTION 8 FUNDS **	FUNDING	SUBTOTALS
Section 8 Regular (80%)	632.8	
Local Match (20%)	158.2	791.0
TOTAL		791.0

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

IV. FTA SECTION 9 FUNDS	FUNDING	SUBTOTALS
Project No. 2.10 Tri-Rail Coordination (Tri-County Area)	420.0	
State Match (20%)	105.0	525.0
Project No. 3.03 Center for Urban Transport. Research	160.0	
Local Match (10%) ***	20.0	
CUTR Match (10%)	20.0	200.0
Other Section 9 Funds (See Appendix II for Project Allocations)	716.0	
Local Match (10%) ***	89.5	
State Match (10%)	89.5	895.0
Project No. 4.02 MPO Board Staff Support	160.0	
Local Match (10%) ***	20.0	
State Match (10%)	20.0	200.0
TOTAL		1,820.0

*** Local Match Funds provided through Transit Section 9 Block Grant Program

APPENDIX I

06/23/95

FY 1996 UNIFIED PLANNING WORK PROGRAM

FUNDING SOURCES (\$000)

V. OTHER/STATE FUNDS AND LOCAL MATCH	FUNDING	SUBTOTALS
Project No. 1.02: 2015 LRTP Update (D Funds)	40.0	40.0
Project No. 2.06: Implementation of TMA's (DS Funds) Local Match (50% for Project 2.06)	90.0 90.0	180.0
Project No. 2.17 Conduct Market Research State Service Development (SSD) Transit Local Match	95.0 95.0	190.0
Project No. 4.13: Municipal Grant Program (Municipal Match)	37.5	37.5
Project No. 4.05: Transportation Disadvantaged Planning	64.5	64.5
Project No. 5.02 Major Investments Studies# (\$11,305,720)		
#This amount is shown for informational purposes only and is not included in the final program total.	TOTAL	512.0

FY 1996 FUNDING UPWP TOTAL	\$5,317
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VI. PREVIOUS YEARS FUNDING CONTINUED	FUNDING	SUBTOTALS
STP Funds: Element no.s 2.12, 3.02, 3.07 and 3.08 (80%) State Match (10%) Local Match (10%)	420.0 52.5 52.5	525.0
Project No. 3.02 Countywide Parking Policy Study Increase to existing contract using FY 1995 Section 8 funds (80%) Local Match (20%)**	72.0 18.0	90.0
Project No. 4.14 Public Information Program Increase to existing contract using FY 1995 Section 8 funds. (80%) Local Match (20%)**	88.0 22.0	110.0
TOTAL:		725.0

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

FY 1996 UPWP GRAND TOTAL	\$6,042
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APPENDIX II

FY 1996 UNIFIED PLANNING WORK PROGRAM

8/23/95

PROJECT FUNDING BY SOURCE (\$000)

OBJECTIVE A: LONG RANGE TRANSPORTATION PLANNING SYSTEM PRESERVATION, DEVELOPMENT & ENHANCEMENT	PL Deobligated	FTA SECT. 8	FTA SECT. 9	FHWA PL	STP	STATE/ LOCAL	TOTAL
1.01 URBAN TRAVEL MODELING AND FORECASTING		95	20	65			180
1.02 LONG RANGE TRANSPORTATION PLAN UPDATE		20		60		40	120
1.03 TRANSPORTATION/LAND USE COORDINATION		60	10	90			160
1.04 SOCIO-ECONOMIC DATABASE		50		70			120
1.05 DEVELOPMENT OF A PRIORITY SETTING MODEL					50		50
TOTAL - OBJECTIVE A	0	225	30	285	50	40	630
OBJECTIVE B: SHORT RANGE TRANSPORTATION SYSTEM PLANNING AND MANAGEMENT	PL Deobligated	FTA SECT. 8	FTA SECT. 9	FHWA PL	STP	STATE/ LOCAL	TOTAL
2.01 SHORT-RANGE INTERMODAL PLANNING		50	30	60			140
2.02 SHORT-RANGE TRANSIT PLANNING			75				75
2.03 HIGHWAY TRAFFIC COUNTING PROGRAM				50			50
2.04 DEV. OF INTEGRATED TRANSPORTATION MGT. SYSTEMS					150		150
2.05 CONT. DEV. OF DADE COUNTY MOBILITY MGT. PROCESS		100					100
2.06 IMPLEMENTATION OF TRANS. MGT. ASSOCIATIONS						180	180
2.07 TRANSIT ROUTE-LEVEL MONITORING			400				400
2.08 TRANSIT FINANCIAL CAPACITY ASSESSMENT			15				15
2.09 TRANSIT REPORTING			100				100
2.10 TRI-RAIL COORDINATION			525				525
2.11 TRANSIT RIDERSHIP FORECASTING			10				10
2.12 TRANS. PROGRAM FINANCIAL ANALYSES AND ASSESS.*							
2.13 PRIVATE SECTOR/PUBLIC TRANS. SERVICE STUDY		60		60			120
2.14 PREPARATION OF THE DADE COUNTY INTELLIGENT TRANSPORTATION SYSTEMS (ITS) PLAN				50			50
2.15 SPECIFIC AREA PLAN. & DESIGN FOR IMPROVED MOBILITY		15		55			70
2.16 I-95/DUPONT PLAZA RAMPS LAND AND DEVELOPMENT ASSESSMENT STUDY					50		50
2.17 TRANSIT MARKET RESEARCH						190	190
TOTAL - OBJECTIVE B	0	225	1155	275	200	370	2225

*See Appendix IIA.

APPENDIX II

FY 1996 UNIFIED PLANNING WORK PROGRAM

6/23/95

PROJECT FUNDING BY SOURCE (\$000)

OBJECTIVE C: INTERMODAL TRANSPORTATION SYSTEM	PL Deobligated	FTA SECT. 8	FTA SECT. 9	FHWA PL	STP	STATE/ LOCAL	TOTAL
3.01 TRANS/AIR QUALITY CONFORMITY DETERMINATION ASSESS.		25		50			75
3.02 COUNTYWIDE PARKING POLICY STUDY*							
3.03 CENTER FOR URBAN TRANS. RESEARCH SUPPORT			200				200
3.04 COMPREHENSIVE BICYCLE/PEDESTRIAN PLANNING		41			79		120
3.05 REGIONAL COUNCIL TRANSPORTATION PLANNING SUPPORT				25			25
3.06 DEVELOPMENT OF A SUPERARTERIAL ROADWAY NETWORK					90		90
3.07 FREIGHT MOVEMENT STUDY FOR DADE COUNTY*							
3.08 NORTH DADE GREENWAYS PLAN*							
3.09 ALT. FOR INTERMODAL IMPROVEMENTS IN DADE COUNTY		40		50			90
3.10 CITY OF MIAMI BEACH/SOUTH BEACH BUSWAY SYSTEM				75			75
TOTAL - OBJECTIVE C	0	106	200	200	169	0	675

*See Appendix IIA.

OBJECTIVE D: TRANSPORTATION PLANNING DECISION-MAKING AND FUNDING	PL Deobligated	FTA SECT. 8	FTA SECT. 9	FHWA PL	STP	STATE/ LOCAL	TOTAL
4.01 UPWP ADMINISTRATION		20		55			75
4.02 MPO BOARD STAFF SUPPORT		30	200	48			278
4.03 UPWP DEVELOPMENT	65						65
4.04 TIP DEVELOPMENT		30	75	85			190
4.05 CITIZEN AND PRIVATE SECTOR INVOLVEMENT		40		45			85
4.06 TECHNICAL COMMITTEES SUPPORT	40	40					80
4.07 TRANSPORTATION DISADVANTAGED PLANNING						64.5	64.5
4.08 AMERICANS WITH DISABILITIES PLANNING FOR COMPLIANCE			140				140
4.09 FTA CIVIL RIGHTS REQUIREMENTS		10					10
4.10 LEGISLATIVE ASSESSMENT		10	20				30
4.11 MPO PROGRAM SUPPORT SERVICES		55		120			175
4.12 ADA REQUIRED INFRASTRUCTURE IMPROVEMENTS				10			10
4.13 MUNICIPAL GRANT PROGRAM	150					37.5	188
4.14 PUBLIC INFORMATION PROGRAM*	125						125
SUBTOTAL - OBJECTIVE D	380	235	435	383	0	102	1515

*See Appendix IIA.

OBJECTIVE E STATE PLANNING PROGRAMS	PL Deobligated	FTA SECT. 8	FTA SECT. 9	FHWA PL	STP	STATE/ LOCAL	TOTAL
5.01 MAJOR INVESTMENT STUDIES**							
5.02 DISTRICT VI - HIGHWAY PLANNING RESEARCH**							
5.03 MANAGEMENT SYSTEMS**							
5.04 STATE SUPPORT TO THE MPO PLANNING PROGRAM***				271.6			271.6
TOTAL - OBJECTIVE E	0	0	0	271.6	0	0	271.6

**For informational purposes only, not included in program total. See individual task for funding.

***FDOT soft match using toll revenue expenditures as a credit toward non-Federal matching share.

1996 UNIFIED PLANNING WORK PROGRAM	380	791	1,820	1,394.4	419	512	6,316.4
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APPENDIX IIA

6/23/95

FY 1996 UNIFIED PLANNING WORK PROGRAM

PREVIOUS YEARS FUNDING BY SOURCE (\$000)

OBJECTIVE A: LONG RANGE TRANSPORTATION PLANNING SYSTEM PRESERVATION, DEVELOPMENT & ENHANCEMENT	FTA SECT. 8	FY94 STP	FY95 STP	TOTAL
TOTAL - OBJECTIVE A	0	0	0	0
OBJECTIVE B: SHORT RANGE TRANSPORTATION SYSTEM PLANNING AND MANAGEMENT	FTA SECT. 8	FY94 STP	FY95 STP	TOTAL
2.12 TRANS. PROGRAM FINANCIAL ANALYSES AND ASSESS.			175	175
TOTAL - OBJECTIVE B	0	0	175	175
OBJECTIVE C: INTERMODAL TRANSPORTATION SYSTEM	FTA SECT. 8	FY94 STP	FY95 STP	TOTAL
3.02 COUNTYWIDE PARKING POLICY STUDY	90		150	240
3.07 FREIGHT MOVEMENT STUDY FOR DADE COUNTY		100		100
3.08 NORTH DADE GREENWAYS PLAN		100		100
TOTAL - OBJECTIVE C	90	200	150	440
OBJECTIVE D: TRANSPORTATION PLANNING DECISION-MAKING AND FUNDING	FTA SECT. 8	FY94 STP	FY95 STP	TOTAL
4.14 PUBLIC INFORMATION PROGRAM	110			110
SUBTOTAL - OBJECTIVE D	110	0	0	110
OBJECTIVE E: STATE PLANNING PROGRAMS	FTA SECT. 8	FY94 STP	FY95 STP	TOTAL
				0
SUBTOTAL - OBJECTIVE E	0	0	0	0
PREVIOUS YEARS FUNDING BY SOURCE	FTA SECT. 8	FY94 STP	FY95 STP	TOTAL
1996 UNIFIED PLANNING WORK PROGRAM	200	200.0	325	725.0

APPENDIX III

FY 1996 UNIFIED PLANNING WORK PROGRAM

8/23/95

LOCAL AGENCY PARTICIPATION (\$000)

OBJECTIVE A: LONG RANGE TRANSPORTATION PLANNING FOR SYSTEM PRESERVATION, DEVELOPMENT AND ENHANCEMENT	MPO	MDTA	DCPD	DCPW	CONSUL- TANT	OTHER	TOTAL
1.01 URBAN TRAVEL MODELING AND FORECASTING	130	50					180
1.02 LONG RANGE TRANSPORTATION PLAN UPDATE	120						120
1.03 TRANSPORTATION/LAND USE COORDINATION	60	40	40	20			160
1.04 SOCIO-ECONOMIC DATABASE			120				120
1.05 DEVELOPMENT OF A PRIORITY SETTING MODEL (FIU)						50	50
TOTAL - OBJECTIVE A	310	90	160	20	0	50	630

OBJECTIVE B: SHORT RANGE TRANSPORTATION SYSTEM PLANNING AND MANAGEMENT	MPO	MDTA	DCPD	DCPW	CONSUL- TANT	OTHER	TOTAL
2.01 SHORT-RANGE INTERMODAL PLANNING ACTIVITIES	100	30		10			140
2.02 SHORT-RANGE TRANSIT PLANNING		75					75
2.03 HIGHWAY TRAFFIC COUNTING PROGRAM				50			50
2.04 DEV OF INTEGRATED TRANSPORTATION MGT SYSTEMS					150		150
2.05 CONTINUING DEV OF DADE COUNTY MOBILITY PROCESS					100		100
2.06 IMPLEMENTATION OF TRANS 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 (TRI-COUNTY AREA)						525	525
2.11 TRANSIT RIDERSHIP FORECASTING		10					10
2.12 TRANS. PROGRAM FINANCIAL ANALYSIS AND ASSESSMENTS					175		175
2.13 PRIVATE SECTOR/PUBLIC TRANSPORTATION SERVICE STUDY					120		120
2.14 PREP. OF THE DADE COUNTY INTELLIGENT TRANS SYSTEMS (ITS)	50						50
2.15 SPECIFIC AREA PLANNING AND DESIGN FOR IMPROVED MOBILITY			70				70
2.16 I-95/DUPONT PLAZA RAMPS LAND AND DEV ASSESS. STUDY (DDA)						50	50
2.17 TRANSIT MARKET RESEARCH		190					190
TOTAL - OBJECTIVE B	150	820	70	80	725	575	2400

APPENDIX III

8/23/95

FY 1996 UNIFIED PLANNING WORK PROGRAM

LOCAL AGENCY PARTICIPATION (\$000)

OBJECTIVE C: INTERMODAL TRANSPORTATION SYSTEM	MPO	MDTA	DCPD	DCPW	CONSULTANT	OTHER	TOTAL
3.01 TRANS./AIR QUALITY CONFORMITY DETERMINATION ASSESS	75						75
3.02 COUNTYWIDE PARKING POLICY STUDY					240		240
3.03 CENTER FOR URBAN TRANSPORT. RESEARCH SUPPORT		200					200
3.04 COMPREHENSIVE BICYCLE/PEDESTRIAN PLAN. & PROGRAMS	120						120
3.05 REGIONAL COUNCIL TRANSPORTATION PLANNING SUPPORT (SFRPC)						25	25
3.06 DEVELOPMENT OF A SUPERARTERIAL ROADWAY NETWORK					90		90
3.07 FREIGHT MOVEMENT STUDY FOR DADE COUNTY					100		100
3.08 NORTH DADE GREENWAYS PLAN					100		100
3.09 ALTERNATIVES FOR INTERMODAL IMPROVEMENTS IN DADE COUNTY					90		90
3.10 CITY OF MIAMI BEACH/SOUTH BEACH BUSWAY SYSTEM						75	75
TOTAL - OBJECTIVE C	195	200	0	0	620	100	1115
OBJECTIVE D: TRANSPORTATION PLANNING DECISION-MAKING AND FUNDING	MPO	MDTA	DCPD	DCPW	CONSULTANT	OTHER	TOTAL
4.01 UPWP ADMINISTRATION	75						75
4.02 MPO BOARD STAFF SUPPORT	278						278
4.03 UPWP DEVELOPMENT	65						65
4.04 TIP DEVELOPMENT	80	90		20			190
4.05 CITIZEN AND PRIVATE SECTOR INVOLVEMENT	85						85
4.06 TECHNICAL COMMITTEES SUPPORT	80						80
4.07 TRANSPORTATION DISADVANTAGED PLANNING	4.5	60					65
4.08 AMERICANS WITH DISABILITIES PLANNING FOR COMPLIANCE		140					140
4.09 FTA CIVIL RIGHTS REQUIREMENTS		10					10
4.10 LEGISLATIVE ASSESSMENT	10	20					30
4.11 MPO PROGRAM SUPPORT SERVICES					175		175
4.12 ADA REQUIRED INFRASTRUCTURE IMPROVEMENTS		10					10
4.13 MUNICIPAL GRANT PROGRAM						187.5	188
4.14 PUBLIC INFORMATION PROGRAM					235		235
SUBTOTAL - TRANSPORTATION PLANNING PROCESS	677.5	330	0	20	410	187.5	1625
OBJECTIVE E STATE PLANNING PROGRAMS	MPO	MDTA	DCPD	DCPW	CONSULTANT	OTHER	TOTAL
5.01 MAJOR INVESTMENT STUDIES *							
5.02 DISTRICT VI - HIGHWAY PLANNING RESEARCH *							
5.03 MANAGEMENT SYSTEMS*							
5.04 STATE SUPPORT TO THE MPO PLANNING PROGRAM**						271.6	271.6
TOTAL - OBJECTIVE E	0	0	0	0	0	271.6	271.6
*For informational purposes only, not included in program total. See individual task for funding. **FDOT soft match using toll revenue expenditures as a credit toward non-Federal matching share.							
LOCAL AGENCY PARTICIPATION GRAND TOTAL 1996 UNIFIED PLANNING WORK PROGRAM	1333	1440	230.0	100.0	1765.0	913	6041.6

APPENDIX IV

FY 1996 UNIFIED PLANNING WORK PROGRAM

6/23/95

PROJECT FEDERAL, STATE AND LOCAL FUNDING (\$000)

OBJECTIVE A: LONG RANGE TRANSPORT. PLANNING SYSTEM PRESERVATION, DEVELOPMENT ENHANCEMENT	FTA			FHWA			STATE								LOCAL								TOTAL
	Sect. 8	Sect. 9	FTA Total	96 PL	96 STP	FHWA Total	TDC	Sect. 8	Sect. 9	PL Soft Match	96 STP	96 "DS"	96 "D"	State Total	Sect. 8	Sect. 9	96 PL	96 STP	96 "DS"	"SSD"	Municipal Match	Total Local	
1.01 URBAN TRAVEL MODELING AND FORECASTING	76	16	92	53.3	0	53.3	0	9.5	2	0	0	0	0	11.5	9.5	2	11.7	0	0	0	0	23.2	180
1.02 LONG RANGE TRANSPORTATION PLAN UPDATE	16	0	16	49.2	0	49.2	0	2	0	0	0	0	40	42	2	0	10.8	0	0	0	0	12.8	120
1.03 TRANSPORTATION/LAND USE COORDINATION	48	8	56	73.7	0	73.7	0	8	1	0	0	0	0	7	6	1	18.3	0	0	0	0	23.3	160
1.04 SOCIO-ECONOMIC DATABASE	40	0	40	57.35	0	57.4	0	5	0	0	0	0	0	5	5	0	12.6	0	0	0	0	17.6	120
1.05 DEVELOPMENT OF A PRIORITY SETTING MODEL	0	0	0	0.0	40	40	0	0	0	0	5	0	0	5	0	0	0	5	0	0	0	5	50
TOTAL - OBJECTIVE A	180	24	204	234	40	274	0	22.5	3	0	5	0	40	70.5	22.5	3	51.5	5	0	0	0	82	630
OBJECTIVE B: SHORT RANGE TRANSPORTATION SYSTEM PLANNING AND MANAGEMENT	Sect. 8	Sect. 9	FTA Total	96 PL	96 STP	FHWA Total	TDC	Sect. 8	Sect. 9	PL Soft Match	96 STP	96 "DS"	96 "D"	State Total	Sect. 8	Sect. 9	96 PL	96 STP	96 "DS"	"SSD"	Municipal Match	Total Local	TOTAL
	Sect. 8	Sect. 9	FTA Total	96 PL	96 STP	FHWA Total	TDC	Sect. 8	Sect. 9	PL Soft Match	96 STP	96 "DS"	96 "D"	State Total	Sect. 8	Sect. 9	96 PL	96 STP	96 "DS"	"SSD"	Municipal Match	Total Local	
2.01 SHORT-RANGE INTERMODAL PLANNING ACTIVITIES	40	24	64	49.2	0	49.2	0	5	3	0	0	0	0	8	5	3	10.8	0	0	0	0	18.8	140
2.02 SHORT-RANGE TRANSIT PLANNING	0	60	60	0	0	0	0	0	7.5	0	0	0	0	7.5	0	7.5	0	0	0	0	0	7.5	75
2.03 HIGHWAY TRAFFIC COUNTING PROGRAM	0	0	0	0	40	40	0	0	0	0	5	0	0	5	0	0	0	5	0	0	0	5	50
2.04 DEV. OF INTEGRATED TRANSPORTATION MGT. SYSTEMS	0	0	0	0	120	120	0	0	0	0	15	0	0	15	0	0	0	15	0	0	0	15	150
2.05 CONT. DEV. OF DADE COUNTY MOBILITY MANAGEMENT	80	0	80	0	0	0	0	10	0	0	0	0	0	10	10	0	0	0	0	0	0	10	100
2.06 IMPLEMENTATION OF TMA's	0	0	0	0	0	0	0	0	0	0	0	90	0	90	0	0	0	0	90	0	0	90	180
2.07 TRANSIT ROUTE-LEVEL MONITORING	0	320	320	0	0	0	0	0	40	0	0	0	0	40	0	40	0	0	0	0	0	40	400
2.08 TRANSIT FINANCIAL CAPACITY ASSESSMENT	0	12	12	0	0	0	0	0	1.5	0	0	0	0	1.5	0	1.5	0	0	0	0	0	1.5	15
2.09 TRANSIT REPORTING	0	80	80	0	0	0	0	0	10	0	0	0	0	10	0	10	0	0	0	0	0	10	100
2.10 TRI-RAIL COORDINATION	0	420	420	0	0	0	0	0	105	0	0	0	0	105	0	0	0	0	0	0	0	0	525
2.11 TRANSIT RIDERSHIP FORECASTING	0	8	8	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	10
2.12 TRANS. PROGRAM FINANCIAL ANALYSIS AND ASSESSMENT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2.13 PRIVATE SECTOR PUBLIC TRANS. SERVICE STUDY	48	0	48	49.2	0	49.2	0	6	0	0	0	0	0	6	6	0	10.8	0	0	0	0	18.8	120
2.14 PREPARATION OF THE DADE COUNTY ITS PLAN	0	0	0	41	0	41	0	0	0	0	0	0	0	0	0	0	9.04	0	0	0	0	9.04	50
2.15 SPECIFIC AREA PLAN. & DESIGN FOR IMPROVED MOBILITY	12	0	12	45.1	0	45.1	0	1.5	0	0	0	0	0	1.5	1.5	0	9.94	0	0	0	0	11.4	70
2.16 1-95/DUPONT PLAZA RAMPS ASSESSMENT STUDY	0	0	0	41	0	41	0	0	0	0	0	0	0	0	0	0	9.04	0	0	0	0	9.04	50
2.17 TRANSIT MARKET RESEARCH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	190	0	190	190
TOTAL - OBJECTIVE B	180	924	1104	225	160	385	0	22.5	169	0	20	90	0	302	22.5	82	49.7	20	90	190	0	434	2225

*Funds coming from previous FY 95 UPWP

APPENDIX IV

FY 1996 UNIFIED PLANNING WORK PROGRAM

6/23/95

PROJECT FEDERAL, STATE AND LOCAL FUNDING (\$000)

OBJECTIVE C: INTERMODAL TRANSPORTATION SYSTEM	FTA			FHWA			STATE								LOCAL								TOTAL
	Sect. 8	Sect. 9	FTA Total	96 PL	96 STP	FHWA Total	TDC	Sect. 8	Sect. 9	PL Soft Match	96 STP	96 "DS"	96 "D"	State Total	Sect. 8	Sect. 9	96 PL	96 STP	96 "DS"	"SSD"	Municipal Match	Total Local	
3.01 TRANS./AIR QUALITY CONFORMITY DETERMINATION	20	0	20	41	0	41	0	2.5	0	0	0	0	0	2.5	2.5	0	9.04	0	0	0	0	11.5	75
3.02 COUNTYWIDE PARKING POLICY STUDY*	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.03 CENTER URBAN TRANSPORT. RESEARCH SUPPORT	0	160	160	0	0	0	0	0	20	0	0	0	0	20	0	20	0	0	0	0	0	20	200
3.04 COMPREHENSIVE BICYCLE/PEDESTRIAN PLANNING	32.8	0	32.8	0	63.2	63.2	0	4.1	0	0	7.9	0	0	12	4.1	0	0	7.9	0	0	0	12	120
3.05 REGIONAL COUNCIL TRANSPORTATION PLANNING	0	0	0	20.5	0	20.5	0	0	0	0	0	0	0	0	0	0	4.52	0	0	0	0	4.52	25
3.06 DEVELOPMENT OF A SUPERARTERIAL ROADWAY NETWORK	0	0	0	0	72	72	0	0	0	0	9	0	0	9	0	0	0	9	0	0	0	9	90
3.07 FREIGHT MOVEMENT STUDY FOR DADE COUNTY *	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.08 NORTH DADE GREENWAYS PLAN*	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3.09 ALT. FOR INTERMODAL IMPROVE. IN DADE COUNTY	32	0	32	41	0	41	0	4	0	0	0	0	0	4	4	0	9.04	0	0	0	0	13	90
3.10 CITY OF MIAMI BEACH/SOUTH BEACH BUSWAY SYSTEM	0	0	0	61.4	0	61.4	0	0	0	0	0	0	0	0	0	0	13.6	0	0	0	0	13.6	75
TOTAL - OBJECTIVE C	84.8	160	245	164	135	299	0	10.6	20	0	18.9	0	0	47.5	10.6	20	36.1	16.9	0	0	0	83.6	675

*See Appendix IVA for funding information.

APPENDIX IV

FY 1996 UNIFIED PLANNING WORK PROGRAM

6/23/95

PROJECT FEDERAL, STATE AND LOCAL FUNDING (\$000)

OBJECTIVE D: TRANSPORTATION PLANNING DECISION-MAKING AND FUNDING	FTA			FHWA			STATE								LOCAL								TOTAL
	Sect. 8	Sect. 9	FTA Total	96 PL	96 STP	FHWA Total	TDC	Sect. 8	Sect. 9	PL Soft Match	96 STP	96 "DS"	96 "D"	State Total	Sect. 8	Sect. 9	96 PL	96 STP	96 "DS"	"SSD"	Municipal Match	Total Local	
4.01 UPWP ADMINISTRATION	16	0	16	45.1	0	45.1	0	2	0	0	0	0	0	2	2	0	9.94	0	0	0	0	11.9	75
4.02 MPO BOARD SUPPORT **	24	160	184	39.3	0	39.3	0	3	20	0	0	0	0	23	3	20	8.7	0	0	0	0	31.7	278
4.03 UPWP DEVELOPMENT	0	0	0	53.3	0	53.3	0	0	0	0	0	0	0	0	0	0	11.7	0	0	0	0	11.7	65
4.04 TIP DEVELOPMENT	24	60	84	69.6	0	69.6	0	3	7.5	0	0	0	0	10.5	3	7.5	15.4	0	0	0	0	25.9	190
4.05 CITIZEN AND PRIVATE SECTOR INVOLVEMENT	32	0	32	36.9	0	36.9	0	4	0	0	0	0	0	4	4	0	8.13	0	0	0	0	12.1	85
4.06 TECHNICAL COMMITTEES SUPPORT	32	0	32	32.8	0	32.8	0	4	0	0	0	0	0	4	4	0	7.2	0	0	0	0	11.2	80
4.07 TRANSPORTATION DISADVANTAGED PLANNING	0	0	0	0	0	0	64.5	0	0	0	0	0	0	64.5	0	0	0	0	0	0	0	0	64.5
4.08 ADA PLANNING FOR COMPLIANCE	0	126	126	0	0	0	0	0	7	0	0	0	0	7	0	7	0	0	0	0	0	7	140
4.09 FTA CIVIL RIGHTS REQUIREMENTS	8	0	8	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	1	10
4.10 LEGISLATIVE ASSESSMENT	8	16	24	0	0	0	0	1	2	0	0	0	0	3	1	2	0	0	0	0	0	3	30
4.11 MPO PROGRAM SUPPORT SERVICES	44	0	44	98.3	0	98.3	0	5.5	0	0	0	0	0	5.5	5.5	0	21.7	0	0	0	0	27.2	175
4.12 ADA INFRASTRUCTURE IMPROVEMENTS PLANNING	0	0	0	8.19	0	8.19	0	0	0	0	0	0	0	0	0	0	1.81	0	0	0	0	1.81	10
4.13 MUNICIPAL GRANT PROGRAM*	0	0	0	123	0	123	0	0	0	0	0	0	0	0	0	0	27.1	0	0	0	37.5	64.6	187.6
4.14 PUBLIC INFORMATION PROGRAM*	0	0	0	102	0	102	0	0	0	0	0	0	0	0	0	0	23	0	0	0	0	23	125
SUBTOTAL - OBJECTIVE D	188	362	550	608	0	608	65	24	37	0	0	0	0	125	24	37	135	0	0	0	38	232	1515

*See Appendix IVA for funding information.

OBJECTIVE E: STATE PLANNING PROGRAMS	FTA			FHWA			STATE								LOCAL								TOTAL
	Sect. 8	Sect. 9	FTA Total	96 PL	96 STP	FHWA Total	TDC	Sect. 8	Sect. 9	PL Soft Match	96 STP	96 "DS"	96 "D"	State Total	Sect. 8	Sect. 9	96 PL	96 STP	96 "DS"	"SSD"	Municipal Match	Total Local	
5.01 MAJOR INVESTMENT STUDIES**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5.02 DISTRICT VI - HIGHWAY PLANNING RESEARCH**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5.03 MANAGEMENT SYSTEMS**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5.04 STATE SUPPORT TO THE MPO PLANNING PROGRAM***	0	0	0	0	0	0	0	0	0	271.6	0	0	0	272	0	0	0	0	0	0	0	0	271.6
TOTAL - OBJECTIVE E	0	0	0	0	0	0	0	0	0	271.6	0	0	0	272	0	0	0	0	0	0	0	0	271.6

**For informational purposes only, not included in program total. See individual task for funding.

***FDOT soft match using toll revenue expenditures as a credit toward non-Federal matching share.

FUNDING BY AGENCY ALLOCATION	FTA			FHWA			STATE								LOCAL								TOTAL
	Sect. 8	Sect. 9	FTA Total	96 PL	96 STP	FHWA Total	TDC	Sect. 8	Sect. 9	PL Soft Match	96 STP	96 "DS"	96 "D"	State Total	Sect. 8	Sect. 9	96 PL	96 STP	96 "DS"	"SSD"	Municipal Match	Total Local	
1996 UNIFIED PLANNING WORK PROGRAM	633	1470	2103	1231	335	1566	65	79	229	272	42	90	40	544	79	122	272	42	90	190	38	832	5,317

APPENDIX IVA

FY 1996 UNIFIED PLANNING WORK PROGRAM

6/23/95

PREVIOUS YEARS PROJECT FEDERAL, STATE AND LOCAL FUNDING (\$000)

	FTA					FHWA				STATE				LOCAL				TOTAL
	Sect. #	FTA Total	94 STP	95 STP	FHWA Total	Sect. #	94 STP	95 STP	State Total	Sect. #	94 STP	95 STP	Total Local					
OBJECTIVE A: LONG RANGE TRANSPORT. PLANNING SYSTEM PRESERVATION, DEVELOPMENT ENHANCEMENT																		
TOTAL - OBJECTIVE A		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
OBJECTIVE B: SHORT RANGE TRANSPORTATION SYSTEM PLANNING AND MANAGEMENT																		
2.12 TRANS. PROGRAM FINANCIAL ANALYSIS AND ASSESSMENT		0	0	0	140	140	0	0	17.5	17.5	0	0	17.5	17.5		175		
TOTAL - OBJECTIVE B		0	0	0	140	140	0	0	17.5	17.5	0	0	17.5	17.5		175		
OBJECTIVE C: INTERMODAL TRANSPORTATION SYSTEM																		
3.02 COUNTYWIDE PARKING POLICY STUDY		72	72	0	120	120	9	0	15	24	9	0	15	24		240		
3.07 FREIGHT MOVEMENT STUDY FOR DADE COUNTY		0	0	80	0	80	0	10	0	10	0	10	0	10		100		
3.08 NORTH DADE GREENWAYS PLAN		0	0	80	0	80	0	10	0	10	0	10	0	10		100		
TOTAL - OBJECTIVE C		72	72	160	120	280	9	20	15	44	9	20	15	44		440		
OBJECTIVE D: TRANSPORTATION PLANNING DECISION-MAKING AND FUNDING																		
4.14 PUBLIC INFORMATION PROGRAM*		88	88	0	0	0	11	0	0	11	11	0	0	11		110		
SUBTOTAL - OBJECTIVE D		88	88	0	0	0	11	0	0	11	11	0	0	11		110		
*Partial funding, total project \$235,000																		
OBJECTIVE E: STATE PLANNING PROGRAMS																		
TOTAL - OBJECTIVE E		0	0	0	0	0	0	0	0	0	0	0	0	0		0		
FUNDING BY AGENCY ALLOCATION																		
1996 UNIFIED PLANNING WORK PROGRAM		160	160	160	280	420	20	20	33	73	20	20	33	73		725		

APPENDIX V

PREVIOUS YEAR FY 1995 UNIFIED PLANNING WORK PROGRAM (as amended 4/95)

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

	FTA		FHWA						STATE								LOCAL										
OBJECTIVE A: LONG RANGE TRANSPORT, PLANNING SYSTEM PRESERVATION, DEVELOPMENT ENHANCEMENT	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
1 01 URBAN TRAVEL MODELING AND FORECASTING	56	0	56	0	65.5	0	0	0	65.5	0	0	7	0	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	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	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	27.6	1	0	9	25	62.6	27.6	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	130
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 UPDATE	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
2.12 TRANS PROGRAM FINANCIAL ANALYSIS AND ASSESS	0	0	0	0	0	0	140	0	140	0	0	0	0	0	17.5	0	17.5	0	0	0	0	0	17.5	0	0	17.5	175
TOTAL OBJECTIVE B	24	1038	1060	41	65.5	0	180	100	147	0	0	3	197	0	22.5	90	313	3	62	9.04	14.5	0	22.5	90	0	201	1560

** Project and Funds coming from previous FY 94 UPWP

APPENDIX V

PREVIOUS YEAR FY 1995 UNIFIED PLANNING WORK PROGRAM (as amended 4/95)

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

	FTA		FHWA						STATE								LOCAL										
OBJECTIVE C: INTERMODAL TRANSPORTATION SYSTEM	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
3 01 AIR QUALITY CONFORMITY DETERMINATION ASSESS.	28	0	28	0	36.9	0	0	0	36.9	0	0	3.5	0	0	0	0	3.5	3.5	0	0	8.13	0	0	0	0	11.6	80
3 02 COUNTYWIDE PARKING POLICY STUDY	72	0	72	0	0	0	120	0	120	0	0	9	0	0	15	0	24	9	0	0	0	0	15	0	0	24	240
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	0	0	0	0	0	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	0	0	0	11	0	0	11	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	0	0	5.42	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	0	0	5	0	0	0	5	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	0	0	10	0	0	0	10	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	0	0	10	0	0	0	10	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	0	0	0	0	0	0	0	450
TOTAL - OBJECTIVE C	100	400	500	0	61.4	200	208	450	919	0	0	12.5	50	25	25	0	114	12.5	50	0	13.8	25	25	0	0	127	1000

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

APPENDIX V

PREVIOUS YEAR FY 1995 UNIFIED PLANNING WORK PROGRAM (as amended 4/95)

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

	FTA			FHWA					STATE								LOCAL											
OBJECTIVE D: TRANSPORTATION PLANNING DECISION-MAKING AND FUNDING	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	
4.01 UPWP ADMINISTRATION	24	0	24	0	36.9	0	0	0	36.9	0	0	3	0	0	0	0	3	3	0	0	8.13	0	0	0	0	11.1	75	
4.02 MPO BOARD AND MUNICIPAL PARTICIPATION ###	0	160	160	0	16.4	0	0	0	16.4	0	0	0	20	0	0	0	20	0	20	0	3.6	0	0	0	0	23.6	220	
4.03 UPWP DEVELOPMENT	12	0	12	0	16.4	0	0	0	16.4	0	0	1.5	0	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	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 +++	120	0	120	0	36.9	0	0	0	36.9	0	0	15	0	0	0	0	15	15	0	0	8.13	0	0	0	0	23.1	195	
4.06 TECHNICAL COMMITTEES SUPPORT	28	0	28	0	32.8	0	0	0	32.8	0	0	3.5	0	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	0	64	64		
4.08 ADA PLANNING FOR COMPLIANCE	0	126	126	0	0	0	0	0	0	0	0	0	7	0	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	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	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	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	0	2.71	0	0	0	0	2.71	15	
SUBTOTAL - OBJECTIVE D	288	348	634	0	287	0	0	0	287	0	0	36	35	0	0	0	71	36	35	0	63	0	0	0	0	64	198	1188

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	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
GRAND TOTAL																											
1995 UNIFIED PLANNING WORK PROGRAM	633	1,790	2,423	41	719	200	460	550	1,730	0	0	79	283	25	58	115	559	79	148	9	159	25	58	90	64	631	5,583.0

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 publicly 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.

TABLE 1

5/04/95

FY 1996 UNIFIED PLANNING WORK PROGRAM

Cross Reference of Work Tasks with ISTE A Planning Factors

Project Number	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		
1.05		X		X	X	X	X						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										X
2.09		X													
2.10	X	X	X										X		
2.11		X												X	
2.12	X	X		X	X							X			
2.13	X	X										X		X	
2.14	X	X	X					X							
2.15	X	X	X					X		X	X				
2.16	X	X	X	X	X	X	X					X			
2.17												X	X		
3.01		X				X							X		
3.02															
3.03														X	
3.04		X		X	X				X	X					
3.05							X								
3.06	X	X	X			X	X	X		X	X			X	
3.07							X	X	X		X				
3.08	X	X		X		X									
3.09	X	X	X	X		X	X	X	X	X	X		X	X	
3.10		X			X	X				X					
3.11	X	X	X	X		X	X			X			X	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													
4.13	X	X	X	X	X	X									
4.14		X			X										

NOTES

