

UNIFIED PLANNING WORK PROGRAM for TRANSPORTATION

1997



METROPOLITAN PLANNING ORGANIZATION



FY 1997 Unified Planning Work Program for Transportation

Adopted June 18, 1996

Metropolitan
Planning
Organization

DADE
COUNTY

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 Development and Regulation, Dade County Aviation Department, Dade County Seaport Department, and the Tri-County Commuter Rail Authority.

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MPO Secretariat

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EXECUTIVE SUMMARY

The 1997 Unified Planning Work Program (UPWP) describes transportation planning activities for the Miami Urbanized Area to be completed during the fiscal period beginning July, 1 1996 and ending on June 30, 1997. 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 Year 2015 Metro-Dade Long Range Transportation Plan. The MPO's Year 2015 Metro-Dade Long Range Transportation Plan was adopted by the Governing Board on December 7, 1995, after considerable official and public review activities were conducted throughout the metropolitan area. The Plan addresses the multimodal transportation system needs for the period 1995-2015.

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. The public involvement process is accomplished primarily through tasks 3.11, 4.05 and 4.14; Effects of Transportation Projects on Minority Communities, Citizen and Private Sector Involvement and Public Information Program, respectively. 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 1997 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 1997 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 1997 UPWP which respond

to new transportation planning requirements and priorities. These priorities include but are not limited to: ISTEA planning factors, the Planning Emphasis Areas, the improvements outlined in the 2015 Long Range Plan, public transportation and ridesharing, Intelligent Transportation Systems (ITS), employer-based measures to promote use of carpooling and public transit, the six management systems as required by ISTEA, exclusive right-of-way priority service, limits of right-of-way build out and funding availability, Transportation Demand Management (TDM) alternatives and air quality. Among these are the following:

- #2.12 Congested Intersection Improvements
- #2.14 Transit Headway Policy
- #2.16 NW/SW 1st Avenue Extension Project
- #3.02 Interactive Public Involvement Transportation Stations
- #3.07 Vanpool Marketing Program
- #3.11 Effects of Transportation Projects on Minority Communities

In addition, increased funding (more than 10% and \$10,000) 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:

- #1.02 Long Range Transportation Plan Update
- #1.03 Transportation/Land Use Coordination
- #2.01 Short-Range Intermodal Planning
- #2.07 Transit Route-Level Monitoring
- #4.05 Citizen and Private Sector Involvement
- #4.09 FTA Civil Rights Requirements
- #4.13 Municipal Grant Program

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 make the defined planning efforts critical priorities for 1997.

1997 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 State 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
DCMMP	Dade County Mobility Management Process
DDA	Downtown Development Authority
DDR	District Dedicated Revenue
DERM	Department of Environmental Resources Management
DI	State-Inter/Intrastate Highway
DIC	Development Impact Committee
DIOH	State In-House Overhead
DRI	Development of Regional Impact
DS	State Primary-Highways & PTO
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
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
LRTP	Long Range Transportation Plan
MDTA	Metro Dade Transit Agency
MMP	Mobility Management Process
MPO	Metropolitan Planning Organization
NAAQS	National Ambient Air Quality Standards
NOx	Oxides of Nitrogen
O-D	Origin Destination
PD&E	Planning Development and Engineering
PDR	Planning Development and Regulation
PEA	Planning Emphasis Areas
PL112	FHWA Planning Funds Section 112
PTO	Public Transportation Office
RCI	Roadway Condition Index
RTA	Regional Transit Authority
SERPM	Southeast Regional Planning Model
SIP	State Implementation Plan
SOV	Single Occupancy Vehicle
SPR	State Planning and Research
SRPP	Strategic Regional Policy Plan
SSD	State Service Development
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
TMS	Transportation Management System
TMS/H	Traffic Monitoring Systems for Highways
TPC	Transportation Planning Council
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
WPI	Work Program Item

MPO RESOLUTION # 42-96

RESOLUTION APPROVING THE FY 1997 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 1997 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 1997 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 1997 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.

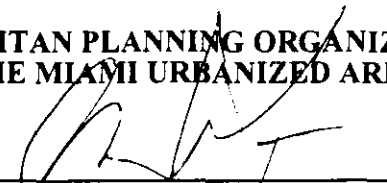
The foregoing resolution was offered by Board Member Burke Kaplan, who moved its adoption. The motion was seconded by Board Member Javier Souto, and upon being put to vote, the vote was as follows:

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 Bruce Kaplan	-aye
Board Member Gwen Margolis	-aye
Board Member Natacha S. Millan	-aye
Board Member Dennis C. Moss	-aye
Board Member Alexander Penelas	-aye
Board Member Pedro Reboredo	-aye
Board Member Robert Renick	-aye
Board Member Katy Sorenson	-aye
Board Member Javier Souto	-aye
Board Member Raul Valdes-Fauli	-aye
Chairperson Arthur E. Teele, Jr.	-nay

The Chairman thereupon declared the resolution duly passed and adopted this 18th day of June, 1996.

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

By



Jose-Luis Mesa
MPO Secretariat

CERTIFICATION
OF
RESTRICTIONS ON LOBBYING

I, Armando Vidal, P.E., County Manager, hereby certify on
(name and title of grantee official)

behalf of Miami Metropolitan Planning Organization that:
(name of grantee)

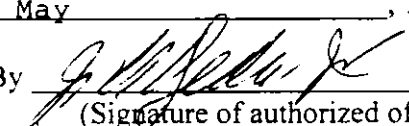
(1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

(3) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance is placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U. S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

Executed this 14th day of May, 1996.

By 
(Signature of authorized official)

County Manager
(title of authorized official)

APPLICATION FOR
FEDERAL ASSISTANCE

1. TYPE OF SUBMISSION Application ☐ Construction ☐ Non-Construction ☒ Preapplication ☐ Construction ☐ Non-Construction ☐		2. DATE SUBMITTED 	Applicant Identifier
3. DATE RECEIVED BY STATE 		State Application Identifier 	
4. DATE RECEIVED BY FEDERAL AGENCY 		Federal Identifier 	

5. APPLICANT INFORMATION	
Legal Name MPO for the Miami Urbanized Area Address (give city, county, state and zip code) 111 NW 1 Street Suite 910 Miami, FL 33128	Organizational Unit Office of the Secretariat Name and telephone number of person to be contacted in matters regarding this application (give area code) Jose-Luis Mesa, Director (305) 375-4507

6. EMPLOYER IDENTIFICATION NUMBER (EIN): 59-6000573	7. TYPE OF APPLICANT: (enter appropriate letter in box) A. State B. County C. Municipal D. Township E. Interstate F. Intermunicipal G. Special District H. Independent School Dist. I. State Controlled Institution of Higher Learning J. Private University K. Indian Tribe L. Individual M. Profit Organization N. Other (Specify <u>MPO</u>)
8. TYPE OF APPLICATION: ☒ New ☐ Continuation ☐ Revision If Revision, enter appropriate letter(s) in box(es): ☐ ☐ A. Increase Award B. Decrease Award C. Increase Duration D. Decrease Duration Other (specify)	9. NAME OF FEDERAL AGENCY: FTA, Region IV

10. CATALOG OF FEDERAL DOMESTIC ASSISTANCE NUMBER: 20-505 TITLE 12. AREAS AFFECTED BY PROJECT (cities, counties, states etc.) Metropolitan Dade County, Florida	11. DESCRIPTIVE TITLE OF APPLICANT'S PROJECT Miami Urbanized Area FY 1997 Unified Planning Work Program
---	---

13. PROPOSED PROJECT Start Date 10/1/96 Ending Date 9/30/97	14. CONGRESSIONAL DISTRICTS OF a. Applicant 13, 14, 15 b. Project 13, 14, 15
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15. ESTIMATED FUNDING <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 20%;">a. Federal</td> <td style="width: 80%;">\$ 601,791</td> </tr> <tr> <td>b. Applicant</td> <td>\$ N/A</td> </tr> <tr> <td>c. State</td> <td>\$ 75,224</td> </tr> <tr> <td>d. Local</td> <td>\$ 75,224</td> </tr> <tr> <td>e. Other</td> <td>\$</td> </tr> <tr> <td>f. Program Income</td> <td>\$</td> </tr> <tr> <td>g. TOTAL</td> <td>\$ 752,239</td> </tr> </table>	a. Federal	\$ 601,791	b. Applicant	\$ N/A	c. State	\$ 75,224	d. Local	\$ 75,224	e. Other	\$	f. Program Income	\$	g. TOTAL	\$ 752,239	16. IS APPLICATION SUBJECT TO REVIEW BY STATE EXECUTIVE ORDER 12372 PROCESS? a. YES THIS PERAPPLICATION, APPLICATION WAS MADE AVAILABLE TO THE STATE EXECUTIVE ORDER 12372 PROCESS FOR REVIEW ON Date _____ b. NO ☐ PROGRAM IS NOT COVERED BY E.O. 12372 ☐ OR PROGRAM HAS NOT BEEN SELECTED BY STATE FOR REVIEW
a. Federal	\$ 601,791														
b. Applicant	\$ N/A														
c. State	\$ 75,224														
d. Local	\$ 75,224														
e. Other	\$														
f. Program Income	\$														
g. TOTAL	\$ 752,239														
17. IS THE APPLICANT DELINQUENT ON ANY FEDERAL DEBT? ☐ Yes If 'Yes' attach an explanation ☒ No															

18. TO THE BEST OF MY KNOWLEDGE AND BELIEF ALL DATA IN THIS APPLICATION PREAPPLICATION ARE TRUE AND CORRECT. THE DOCUMENT HAS BEEN DULY AUTHORIZED BY THE GOVERNING BODY OF THE APPLICANT AND THE APPLICANT WILL COMPLY WITH THE ATTACHED ASSURANCES IF THE ASSISTANCE IS AWARDED		
a. Typed Name of Authorized Representative Armando Vidal, P.E.	b. Title County Manager	c. Telephone Number (305) 375-5311
d. Signature of Authorized Representative 	e. Date Signed 5/14/96	

Previous Editions Not Usable

Standard Form 424 REV 4-86
Prescribed by GSA FPMR (41 CFR) 101-11.6

Authorized for Local Reproduction

Appendix A

FEDERAL FY 1996 CERTIFICATIONS AND ASSURANCES FOR FTA ASSISTANCE

Name of Applicant: Miami urbanized area MPO

The Applicant agrees to comply with applicable requirements of Categories I - XIII. X
(The Applicant may make this selection in lieu of individual selections below.)

OR

The Applicant agrees to comply with the applicable requirements of the following categories it has selected:

- | | | |
|-------|---|-------|
| I. | Certifications and Assurances Required of Each Applicant.
(Previous Category II, <u>Procurement</u> , is now Category I, paragraph H.) | _____ |
| II. | Lobbying Certification. | _____ |
| III. | Public Hearing Certification for Major Projects with Substantial Impacts | _____ |
| IV. | Certification for the Purchase of Rolling Stock | _____ |
| V. | Bus Testing Certification | _____ |
| VI. | Charter Bus Agreement | _____ |
| VII. | School Bus Agreement. | _____ |
| VIII. | Certification for Demand Responsive Service. | _____ |
| IX. | Substance Abuse Certifications Required by January 1, 1996. | _____ |
| X. | Assurances Projects Involving Real Property. | _____ |
| XI. | Certifications for the Urbanized Area Formula Program | _____ |
| XII. | Certifications for the Elderly and Persons with Disabilities Program | _____ |
| XIII. | Certifications for the Nonurbanized Area Formula Program | _____ |

(Both sides of this Signature Page must be appropriately completed and signed where indicated)

Appendix A

FTA CERTIFICATIONS AND ASSURANCES FOR FEDERAL FISCAL YEAR 1996Name of Applicant: Miami urbanized area MPOName and Relationship of Authorized Representative: Armando Vidal, P.E., County Manager

BY SIGNING BELOW I, Armando Vidal (name), declare that I the Applicant has duly authorized me to make these certifications and assurances on the Applicant's behalf and bind the Applicant's compliance. Thus, the Applicant agrees to comply with all Federal statutes, regulations, executive orders, and administrative guidance required for each application it makes to the Federal Transit Administration (FTA) in Federal Fiscal Year 1996.

FTA intends that the certifications and assurances the Applicant selects on the other side of this form, as representative of the certifications and assurances in Appendix A, should apply, as required, to each project for which the Applicant seeks now, or may later, seek FTA assistance during Federal Fiscal Year 1996.

The Applicant affirms the truthfulness and accuracy of the certifications and assurances it has made in the statements submitted herein with this document and any other submission made to FTA, and acknowledges that the provisions of the Program Fraud Civil Remedies Act of 1986, 31 U.S.C. 3801 *et seq.*, as implemented by U.S. DOT regulations, "Program Fraud Civil Remedies," 49 CFR part 31 apply to any certification, assurance or submission made to FTA. The criminal fraud provisions of 18 U.S.C. 1001 apply to any certification, assurance, or submission made in connection with the Urbanized Area Formula Program, 49 U.S.C. 5307, and may apply to any other certification, assurance, or submission made in connection with any other program administered by FTA.

In signing this document, I declare under penalties of perjury that the foregoing certifications and assurances, and any other statements made by me on behalf of the Applicant are true and correct.

Date 5/14/96

a.

Armando Vidal, P.E.
Authorized Representative of Applicant

AFFIRMATION OF APPLICANT'S ATTORNEY

for Miami MPO (Name of Applicant)

As the undersigned legal counsel for the above named Applicant I hereby affirm that the Applicant has authority under state and local law to make and comply with the certifications and assurances as indicated on the foregoing pages. I further affirm that, in my opinion, the certifications and assurances have been legally made and constitute legal and binding obligations on the Applicant.

I further affirm that, to the best of my knowledge, there is no legislation or litigation pending or threatened that might adversely affect the validity of these certifications and assurances, or of the performance of the project. Furthermore, if I become aware of circumstances that change the accuracy of the foregoing statements, I will notify the Applicant and FTA.

Date _____

b.

5/9/96
Applicant's Attorney

Date _____

c.

The Applicant's legal counsel is required to affirm the legal capacity of the Applicant, except that an Applicant seeking only an FTA university and research training grant authorized by 49 U.S.C. 5312(h) need not submit an Attorney's Affirmation. The Attorney's Affirmation used for a previous FTA project generally may be used in Fiscal Year 1996, provided the Applicant's circumstances have not changed in a way that makes the certifications invalid and the Attorney's Affirmation remains on file in the Applicant's offices readily available to FTA. In that case, line "b" should remain blank, and the same Authorized Representative sign "a" and "c". See Procedures in introduction section. Note: FTA, however, reserves the right to require an Attorney's signature on line "b".

FTA Certifications and Assurances for Fiscal Year 1996

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**METROPOLITAN PLANNING ORGANIZATION FOR THE MIAMI
URBANIZED AREA
1997 UNIFIED PLANNING WORK PROGRAM**

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**METROPOLITAN PLANNING ORGANIZATION FOR THE MIAMI
URBANIZED AREA
1997 UNIFIED PLANNING WORK PROGRAM**

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

<u>PROJECT NO.</u>	<u>PROJECT DESCRIPTIONS</u>	<u>FY 1997 FUNDING</u>	<u>PAGE</u>
1.01	Urban Travel Modeling and Forecasting	\$145,000	A-1
1.02	Long Range Transportation Plan Update	\$100,000	A-4
1.03	Transportation/Land Use Coordination	\$194,000	A-7
1.04	Socio-Economic Data	<u>\$120,000</u>	A-9
	(Objective A subtotal)	\$559,000	

**METROPOLITAN PLANNING ORGANIZATION FOR THE MIAMI
URBANIZED AREA
1997 UNIFIED PLANNING WORK PROGRAM**

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

<u>PROJECT NO.</u>	<u>PROJECT DESCRIPTIONS</u>	<u>FY 1997 FUNDING</u>	<u>PAGE</u>
2.01	Short-Range Intermodal Planning	\$206,000	B-1
2.02	Short-Range Transit Planning	\$58,000	B-3
2.03	Highway Traffic Counting Program	\$50,000	B-4
2.04	Development of Integrated Trans. Management Systems*	\$150,000	B-5
2.05	Cont. Develop. of Dade County Mobility Mgt. Process*	\$100,000	B-8
2.06	Implementation of Transportation Management Associations*	\$30,000	B-10
2.07	Transit Route-Level Monitoring	\$518,000	B-12
2.08	Transit Financial Capacity Assessment	\$18,000	B-13
2.09	Transit Reporting	\$95,000	B-14
2.10	Tri-Rail Coordination	\$197,717	B-15
2.11	Transit Ridership Forecasting	\$19,000	B-17
2.12	Congested Intersection Improvements	\$85,000	B-18
2.13	Private Sector/Public Transportation Service Study*	\$114,000	B-20
2.14	Transit Headway Policy	\$25,000	B-24
2.15	Specific Area Planning and Design for Improved Mobility	\$70,000	B-26
2.16	NW/SW 1st Avenue Extension Project	\$45,000	B-28
2.17	Transit Market Research	<u>\$65,000</u>	B-30
2.18	Regional Transit Authority Study**		B-33
(Objective B subtotal)		\$1,845,717	

*Project carried forward from FY 1996 UPWP

** \$60,000 of PL funding given to Broward as part of Tri-County study.

**METROPOLITAN PLANNING ORGANIZATION FOR THE MIAMI
URBANIZED AREA
1997 UNIFIED PLANNING WORK PROGRAM**

OBJECTIVE C: INTERMODAL TRANSPORTATION PLANNING

<u>PROJECT NO.</u>	<u>PROJECT DESCRIPTIONS</u>	<u>FY 1997 FUNDING</u>	<u>PAGE</u>
3.01	Transportation/Air Quality Conformity Determination Assessment	\$80,000	C-1
3.02	Interactive Public Involvement Transportation Stations	\$50,000	C-3
3.03	Center for Urban Transportation Research Support	\$100,000	C-6
3.04	Comprehensive Bicycle/Pedestrian Planning Programs	\$126,000	C-8
3.05	Improving Regional Transportation Planning	\$25,000	C12
3.06	Development of a Superarterial Roadway Network*	\$100,000	C-14
3.07	Vanpool Marketing Program	\$75,000	C-16
3.08	North Dade Greenways Plan*	\$100,000	C-18
3.09	Alternatives for Intermodal Improvements in Dade County*	\$95,500	C-20
3.10	South Beach Electric Shuttle Study*	\$75,000	C-22
3.11	Effects of Transportation Projects on Minority Communities	<u>\$135,000</u>	C-25
	(Objective C subtotal)	\$961,500	

*Project carried forward from FY 1996 UPWP.

**METROPOLITAN PLANNING ORGANIZATION FOR THE MIAMI
URBANIZED AREA
1997 UNIFIED PLANNING WORK PROGRAM**

OBJECTIVE D: TRANSPORTATION PLANNING DECISION-MAKING AND FUNDING

<u>PROJECT NO.</u>	<u>PROJECT DESCRIPTIONS</u>	<u>FY 1997 FUNDING</u>	<u>PAGE</u>
4.01	UPWP Administration	70,000	D-1
4.02	MPO Board Staff Support	214,000	D-3
4.03	UPWP Development	\$60,000	D-5
4.04	Transportation Improvement Program	\$168,000	D-7
4.05	Citizen and Private Sector Involvement	\$120,000	D-9
4.06	Technical Committees Support	\$90,000	D-11
4.07	Transportation Disadvantaged (TD) Planning	\$63,068	D-13
4.08	American with Disabilities Act (ADA) Planning for Compliance	\$70,000	D-15
4.09	FTA Civil Rights Requirements	\$28,000	D-16
4.10	Legislative Assessments	\$10,000	D-17
4.11	MPO Program Support Services	\$155,000	D-18
4.12	ADA Required Infrastructure Improvements	\$10,000	D-19
4.13	Municipal Grant Program	\$283,130	D-21
4.14	Public Information Program	<u>\$193,000</u>	D-22
(Objective D subtotal)		\$1,534,198	

**METROPOLITAN PLANNING ORGANIZATION FOR THE MIAMI
URBANIZED AREA
1997 UNIFIED PLANNING WORK PROGRAM**

OBJECTIVE E: STATE PLANNING PROGRAM

<u>PROJECT NO.</u>	<u>PROJECT DESCRIPTIONS</u>	<u>FY 1997 FUNDING</u>	<u>PAGE</u>
5.01	State Planning Project Summary		E-1
5.02	State Support to the MPO Planning Program*	\$207,121	E-30
5.03	Major Investment Studies (MIS) and Corridor Studies		E-33
5.04	Management Systems Progress Report		E-35
	(Objective E subtotal)	\$207,121	

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

<i>TOTAL PROGRAM FUNDING</i>	\$4,900,415
State Soft Match*	<u>\$207,121</u>
Total	\$5,107,536

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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.

In performing its major functions, the MPO :

- Develops a Transportation Plan for the urban area that specifies transportation improvements for a twenty-year period.
- Compiles an annually updated Transportation Improvement Program (TIP). The TIP lists projects selected from the adopted Transportation Plan to be implemented during a five-year cycle.
- Maintains a Citizens' Transportation Advisory Committee (CTAC) 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.

- Provides a review process of MPO programs by Dade County municipalities.
- Coordinates the activities of the Transportation Planning Council (TPC). The TPC advises the MPO governing Board on technical matters. The TPC includes directors of County departments participating in the transportation planning process, senior staff of the FDOT, the Florida Department of Environmental Protection, Tri-County Commuter Rail Authority and representatives of the Dade League of Cities and the Dade County Public Schools.
- Assesses visual impacts of transportation projects through the Transportation Aesthetics Review Committee (TARC). The TARC reviews high visibility transportation projects to assure that aesthetic considerations are an integral and early part of the planning, design and construction process.
- Facilitates public involvement at all levels of the MPO process. Transportation issues are submitted routinely to the CTAC for review and plans are available for public comment prior to their adoption.
- Maintains a bicycle/pedestrian program to ensure that transportation plans provide for the use of non-motorized alternatives recommended by the Bicycle/Pedestrian Advisory Committee (BPAC).
- Ensures that access to transportation is provided to disadvantaged persons. The Transportation Disadvantaged Local Coordinating Board monitors opportunities for children at-risk, the elderly, the poor, and the disabled.

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

2.0 LEGAL BASIS AND STRUCTURE OF THE METROPOLITAN PLANNING ORGANIZATION

2.1 Legal Basis: Federal Laws

Section 134 of Title 23 of the U.S. Code states that it is in the national interest to encourage and promote the development of transportation systems embracing various modes of transportation in a manner that will serve the states and local communities efficiently and effectively. To this end, it empowers the U.S. Secretary of Transportation to cooperate with the state and local officials in the development of transportation plans and programs, formulated on the basis of transportation needs with due consideration to comprehensive long-range land use plans and overall social,

economic, environmental, system performance, and energy conservation goals and objectives. It also indicates that the transportation planning process must include an analysis of alternative transportation system management and investment strategies to make more efficient use of existing facilities. The process is to consider all modes of transportation and needs to be continuing, cooperative, and comprehensive, to the degree appropriate and based on the complexity of the transportation problems being assessed.

In 1991, the Intermodal Surface Transportation Efficiency Act (ISTEA) amended title 23 U.S.C., and the Federal Transit Act (FTA) by revising sections 134 of title 23 and 8 of the FTA. The new legislation recognized that the nation's transportation systems are intricately tied to our economy, public health and quality of life. ISTEA dictates intermodal and multimodal approaches to transportation planning to meet mobility needs. This approach includes a significantly enhanced role for the MPO, as the urban area forum for establishing transportation policy and for implementing this policy through the metropolitan TIP and the project selection process. ISTEA calls for the TIP to present a priority list of projects to be carried out and for inclusion of a project only if full funding can be available within the time period contemplated for completion of the project.

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

Federal legislation also authorizes the Secretary of Transportation to make grants or loans to assist states and local public bodies and agencies in financing transportation projects which enhance the effectiveness of public transportation. Planning funds are apportioned to states in accordance with a fair and equitable formula. The formula is approved by the Secretary and considers, but is not necessarily limited to, population, status of planning, and metropolitan area transportation needs. In addition to the guidelines for the distribution of transportation planning funds contained in U.S.C. Title 23, Title 49 of the Code of Federal Regulations details the nature and distribution formulas for transit planning funds as authorized by the Urban Mass Transportation Act of 1964 and the more recent ISTEA.

2.2 Legal Basis: State Statutes

The Metropolitan Planning Organization for the Miami Urbanized Area was created March 23, 1977 under the authority of Chapter 163 of the Florida Statutes. Section 163.01 of the Statute provides that governmental agencies may enter into Interlocal

Agreements permitting the joint exercise of such powers or authority that the agencies share in common or that each might exercise separately.

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

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

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

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

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

2.3 Management Services Contract

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

- The County shall furnish the MPO with the professional, technical, administrative and clerical service, the supplies, the equipment, the office and other space, and such other incidental items as may be required and necessary to manage the business and affairs of the MPO and to carry on the transportation planning and programming process.
- The County Manager of Dade County shall be responsible to the MPO Board for the conduct of the transportation planning process as well as the appointment, assignment, direction and control of all personnel necessary thereto; the development of an appropriate organizational structure and the development of procedures to monitor and coordinate the planning process.
- The County Manager shall prepare annually a detailed listing of all tasks necessary and incidental to carrying out the planning process.
- The head of each County department or agency participating in the transportation planning process shall be deemed a technical advisor in the field of his competency and shall be expected to provide the MPO with expert advice or perform such duties incidental hereto as the County Manager shall assign.
- The County Attorney shall be the legal advisor to the MPO and shall represent the MPO in all legal matters, provided that, with the concurrence of the County Attorney, the MPO may employ special council for specific needs.
- A Secretariat Staff Office is to be designated by the County Manager and serve at his pleasure.
- The County Manager shall prepare an annual budget on an October 1 to September 30 fiscal year basis. The budget shall identify funding sources, participating agencies and the level of participation by the various agencies.

2.4 Organization Structure

The organizational structure of the MPO is designed for the administration, coordination and monitoring of a cooperative venture of participating agencies. These

agencies perform interdependent functions supporting development of an integrated transportation plan and programs to implement it. The work of the organization is carried out within the structure and process. 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 appointments are made at the Board's discretion and may be based on recommendations by the County Manager. The members are appointed from both the general public and from civic organizations, in order to provide citizens with the opportunity to become involved in the transportation planning process either by geographic area or because of a special interest.

The CTAC evaluates the recommendations generated during the development of the MPO's transportation plan, and serves as a forum to raise issues pertinent to the process. One of the CTAC's main responsibilities 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 the program's technical work products prior to their submission to the MPO Governing Board for approval; monitoring the public involvement process and recommending improvements to increase its effectiveness or overcome 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 voting 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). TIP's are required to be prioritized and financially constrained. The TIP must include transportation management system strategies proposed for implementation during the time frame of the TIP. In air quality nonattainment areas, such as Dade County, priority must be given to transportation control measures (TCMs).

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

are subsequently implemented by the Board of County Commissioners and, when required, by federal and/or state agencies.

3.2 The Transportation Plan: Amendments

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

3.2.1 General Plan Amendment Process

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

3.2.2 Timing of Plan Amendments

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

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

3.2.3 Initiation of Amendments

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

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

3.3 Impact Fee Process

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

3.4 Unified Planning Work Program (UPWP)

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

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

3.5 Annual Cycle of MPO Documents

The 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 ENHANCEMENT**

TASK NUMBER AND TITLE:

1.01 URBAN TRAVEL MODELING AND FORECASTING

OBJECTIVE(S):

1. Database: To obtain updated regional (Tri-County) networks and to maintain updated Dade County highway and transit networks in automated formats to apply state-of-the-art techniques in the evaluation of proposed transportation improvements and to provide a basis for evaluating proposed service and proposed capital improvements. To increase database 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), 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. Previous work under this element has included, but was not limited to, installation and maintenance of new travel model programs and datasets on the MPO's RS6000 computer, and the routine updating of networks (highway and transit) as well as the model-related files.

METHODOLOGY:

1. Database
 - a. update and maintain highway networks, as necessary, to reflect changes in existing conditions.

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PRESERVATION, DEVELOPMENT AND ENHANCEMENT**

- b. 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.
 - c. hold network workshops and meetings, as needed, to solicit input from applicable departments, and to review non-FSUTMS methodologies and applications.
 - d. provide model support to other Dade County departments requiring travel demand forecasts or related assistance.
 - e. assist in the development of ridership and operational forecast for various transit related projects.
 - f. 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 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 highway and transit networks, reflecting interim year and future year 2015 conditions, in addition to other year/alternative datasets prepared as needed.
 - b. Series of memos documenting model review comments, ridership and operational analysis.

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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 any needed air quality conformity-related programs, in addition to Windows-compatibility software to facilitate work effort documentation.

3. Analytical Support and Presentation.

An assemblage of texts, software, files, maps and presentation materials for documentation and publication.

4. Developmental.

Evaluations and possible implementation of planning related applications.

PROJECT MANAGER(S):

Michael Moore

PARTICIPATING AGENCIES:

Metropolitan Planning Organization
Metro-Dade Transit Agency

END PRODUCTS:

FUNDING:

\$85,000 Section 8 (\$68,000 Federal, \$8,500 State, \$8,500 Local)
\$60,000 PL112 (\$49,158 Federal, \$10,842 Local)
\$145,000

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

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 December, 1995. The year 2015 update began in FY 93-94. Basically, the 16 actions listed below were carried out though the 3 previous UPWP cycles in order to complete the 2015 Plan.

BACKGROUND:

The Long Range Transportation Plan must undergo a major update process every three years to assure consistency with the rapidly changing travel patterns and demands in Dade County. This process is required by Federal and State regulations.¹

METHODOLOGY:

The following major actions must be completed as a part of the Plan Update effort. Items 1 through 4 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. Coordinate with UPWP Work Element 1.04.
3. Plan District Structure - Review the Traffic District structure used in the 1990 Plan Update and develop a new district (TAD) structure, if necessary.
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.

¹ 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 was November 29, 1993.)

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DEVELOPMENT**

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 1995 Plan Update must be reviewed. Revisions to the criteria will reflect changes in Federal, State and County policy.
11. Review 1995 Project Status - The 1995 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 1995 Project list will be used to develop a revised priority listing of projects for the new horizon.
13. Develop New Projects - The new facilities (including non-highway) required by the forecasted increases in travel simulations.
14. Identify Travel Service Corridors - A list of major "high-volume" service corridors will be produced based upon the results of the travel simulations.
- 15.a) Citizen Participation Process - The County's current citizen participation mechanisms will be employed.
- b) Technical Review Process - The technical review process will use a committee of technical representatives from County agencies to evaluate and assess the major Plan assumptions and deadline.
- c) Review and Comment - A detailed review and evaluation process will be conducted prior to the Plan adoption.
16. Plan Adoption - The final draft Long Range Plan Update will be submitted to the Metropolitan Planning Organization Policy Board for formal adoption.

END PRODUCTS:

1. Model development and validation.
2. New travel demand simulations for 2018.²
3. Adopted district structure for plan development.³
4. Updated screenline data.
5. Review and evaluation of existing project lists; identification of project status.
6. New prioritization criteria for future projects.
7. Revised listing of transportation projects by District and priority level.
8. List of high-volume travel corridors and modal combinations for detailed study.

² The new horizon year (2018 or 2020) will be determined during this cycle.

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 finalized during 1995.

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

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

PROJECT MANAGER:

Michael Moore

PARTICIPATING AGENCIES:

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

FUNDING:

\$50,000 Section 8 (\$40,000 Federal, \$5,000 State, \$5,000 Local)
\$50,000 STP (\$40,000 Federal, \$5,000 State, \$5,000 Local)
\$100,000

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

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. Alternative land use scenarios will continue to be analyzed using the travel demand in this work element.
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.
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).

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

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

FUNDING:

\$85,000 Section 8 (\$68,000 Federal \$8,500 State, \$8,500 Local)
\$90,000 PL112 (\$73,737 Federal, \$16,263 Local)
\$19,000 Section 5307 (formerly Section 9) (\$15,200 Federal, \$3,800 Local)
\$194,000

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

TASK NUMBER AND TITLE

1.04 SOCIO-ECONOMIC DATA

OBJECTIVES:

During FY 1997 the following objectives will be pursued:

- Complete the transition to the use of Level II GIS methods for the production of the FSUTMS cross-classification variables.
- Complete a 1995 base year FSUTMS data set by the third quarter of the fiscal year, summer, 1997 (Under current funding allocation only production variables will be completed).
- Initiate work on the projections of the FSUTMS variables in the fourth quarter of the fiscal year, September, 1997 (Under current funding allocation this work will shift to first quarter of 1998).
- Respond to special requests for data and/or map products from FDOT and MPO staff and consultants as appropriate.

PREVIOUS WORK:

The effort to transition from reliance on paper maps, PC spreadsheets and PC database management in order to produce FSUTMS data-sets was motivated by the desire to reduce the time and resources required while also improving quality. Research staff had extensive knowledge in processing source data for the FSUTMS variables using both automated and non-automated files. Independently, staff had acquired knowledge and capability in the use of GIS technology. Thus, it was logical to marry the two for the purpose of socio-economic data-set development and maintenance. This effort was launched in FY 1995 and intended as a two year project which had to be extended to three years due to funding constraints.

METHODOLOGY:

The final transition from reliance on paper maps, PC spreadsheets and database files to GIS technology for the development and maintenance of socio/economic data for transportation applications will continue. Previous work involved the conversion of demographic and housing variables to GIS format. Now, the remaining variables --household vehicles and several employment variables will be estimated for 1995 using a parallel approach essentially PC based but with conversion to GIS as allowed by time and resources.

It should be noted that aggregated data from the ES-202 file will not suffice for the development of a GIS-based employment dataset which is folio specific. Unless individual employment records are

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

obtainable, an alternative methodology must be employed. In either case, the development of employment data is extremely laborious and will require the deployment of temporary staff during the fiscal year, (pending additional funding).

Present indications are that a Long Range Plan update will be required in three years (December, 1998). Assuming that, it implies that an updated socio/economic dataset be available no later than 12/97, with 1995 base year available at least six months earlier (6/97). To accomplish these tasks a concerted effort must be undertaken in the latter half of 1996. Additional resources required in order to meet this schedule are presently not available and thus base year development will move to first quarter 1998.

Should these resources be forthcoming or if the schedule is relaxed then the base year development will occur on schedule for Long Range Plan update.

Our methodology in this effort will follow the procedures established with the development of previous data sets: obtaining source data, cleaning and formatting this raw data, geocoding records, and verifying the results. With a base year dataset in place, we then proceed to create projections by examining land use consumption, estimate remaining vacant land capacity, check CDMP policies and establish small area control totals from growth trends.

END PRODUCTS:

New 1995 base year data-set for FSUTMS variables (partial dataset only pending added funding) plus initiation of work on year 2020 projections (reduced resource availability will move all projection work to FY 1998).

PROJECT MANAGERS:

C. W. Blowers

PARTICIPATING AGENCIES:

Metro-Dade Planning Department

FUNDING:

\$ 50,000	Section 8	(\$40,000 Federal, \$5,000 State, \$5,000 Local)
<u>\$ 70,000</u>	PL112	(\$57,351 Federal, \$12,649 Local)
\$120,000		

Objective B

Short-Range Transportation
System Planning and
Management



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

TASK AND NUMBER TITLE:

2.01 SHORT-RANGE INTERMODAL PLANNING

OBJECTIVE(S):

To address mobility needs in targeted areas of the county through performance of arterial investment studies and by focusing multi-modal transportation improvements and intermodal connectivity enhancements in congested area, subareas, and corridors. Also to coordinate the Dade County Intelligent Transportation Systems it's Plan advancement for the development of it's application within the County.

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 1996/97, Short Range Planning activities will continue to address areas, subareas, and corridors 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 investment, 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 and to incorporate non-motorized elements, such as bicycle and pedestrian plans. The Intelligent Transportation Systems Plan short-term coordination with all included agencies and participating entities
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, Intelligent Transportation Systems (ITS) applications and development coordination.

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:

\$60,000	Section 8	(\$48,00 Federal, \$6,000 State, \$6,000 Local)
\$115,000	PL 112	(\$94,220 Federal, \$20,780 Local)
<u>\$31,000</u>	Section 5307 (formerly Section 9)	(\$24,800 Federal, \$6,200 Local)
\$206,000		

1997 UNIFIED PLANNING WORK PROGRAM

OBJECTIVE B: SHORT-RANGE TRANSPORTATION SYSTEM PLANNING AND MANAGEMENT

TASK NUMBER AND TITLE:

2.02 **SHORT RANGE TRANSIT PLANNING**

OBJECTIVES):

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. Minor update of the 1997-2002 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:

\$58,000 Section 5307 (formerly Section 9) (\$46,400 Federal, \$11,600 Local)

1997 UNIFIED PLANNING WORK PROGRAM

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.

METHODOLOGY:

1. Collect traffic counts in raw data form at selected sites along County, City, and State highways.
2. Convert raw data to Average Weekday Daily Traffic Counts (AWDT) and incorporate County records into a master data file.
3. Catalog Metro-Dade County 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.
5. Maintain station number and station location description lists and station number map for Metro-Dade County traffic count stations.
6. Complete the needed tasks for system programming.

END PRODUCT:

Traffic count list (AWDT) and station map for past calendar year published annually.

PROJECT MANGER:

Harvey Bernstein

PARTICIPATING AGENCIES:

Metro-Dade Public Works

FUNDING:

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

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

TASK NUMBER AND TITLE:

FUNDING FROM FY 1996 UPWP

2.04 **DEVELOPMENT OF INTEGRATED TRANSPORTATION MANAGEMENT
SYSTEMS**

OBJECTIVE:

The objective of this study is to develop and implement a metropolitan transportation information system that is functionally integrated with the work done by the Florida Department of Transportation (FDOT) regarding the implementation of the management systems, as requested by ISTEa.

PREVIOUS WORK:

The selection process to hire a consultant to develop this study was completed during FY 1996. The Joint Participation Agreement between FDOT and the MPO was finalized on March 29, 1996

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.

IV. Develop the Dade County Management Systems

The county's management systems shall be developed according to the work already done by FDOT. The MPO will use the same GIS and database systems used by FDOT for compatibility and integration purposes. The Pavement Management System (PMS) shall provide, analyze and

**OBJECTIVE B: SHORT-RANGE TRANSPORTATION SYSTEM PLANNING AND
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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 and others as needed. 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.

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MANAGEMENT**

END PRODUCTS:

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 FY 96 (\$120,000 Federal, \$15,000 State, \$15,000 Local)
(A contract ceiling of \$130,000 has been allocated for the consultant, of which \$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:

FUNDING FROM FY 1996 UPWP

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", "Mobility Management Process/Congestion Management System (MMP/CMS) Final Report", "MMP/CMS Monitoring and Evaluation Manual".

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 performed and the appropriate data shall be collected and assembled in a corridor format.

III. DCMMP Review

Using the process established in the DCMMP, the congested corridors previously identified must be coordinated in terms of the following categories; deficiencies identified, existing conditions, projects underway, additional potential improvements/strategies, and recommendations. The Federal regulations mandate that all projects to be implemented within a congested corridor which provide additional capacity to the roadway, must pass through the MMP/CMS process. TIP projects within these boundaries shall be investigated. Based on the performance measures established, an analysis of the impacts of said projects that may increase the capacity of the roadway or the daily traffic volumes shall be performed. Then, from the strategies recommended in the DCMMP, an evaluation of those strategies that will improve mobility along these corridors shall be made.

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 within selected corridors to develop and implement said strategies including candidates for future Arterial Investment Studies.

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 FY 96 Section 8 (\$80,000 Federal, \$10,000 State, \$10,000 Local)

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MANAGEMENT**

TASK NUMBER AND TITLE:

**2.06 IMPLEMENTATION OF TRANSPORTATION MANAGEMENT
ASSOCIATIONS**

OBJECTIVE:

To provide MPO's staff technical support to the incorporated TMAs in Dade County, as outlined in the Congestion Management Plan.

PREVIOUS WORK:

In Dade County, there are two incorporated TMAs, as follow: the Civic Center Transportation Management Organization (CCTMO) and the Miami Beach Transportation Management Association (MBTMA). The Metropolitan Planning Organization (MPO) and the Florida department of Transportation (FDOT) District VI, have been providing funds to TMAs for developing programs and studies to improve mobility and alleviate traffic congestion within their respective boundaries. A Pedestrian Amenities and Safety Study was conducted for the CCTMO and a Bicycle and Pedestrian Study for the MBTMA.

As part of this effort, Gold Coast Commuter Services (GCCS) and the MPO have been working with the TMAs in developing the scope of work for a Commuter Demographic Study for the CCTMO and a Miami Beach Electric Shuttle Identity and marketing Study for the MBTMA.

METHODOLOGY:

1. Request of funds:

TMAs will submit for consideration proposed studies or programs to be funded under this element. These studies and programs shall be oriented for planning, development and implementation of strategies focused in alleviating traffic congestion and promote public transportation. The MPO and FDOT, will evaluate these proposals for approval. The proposal format should contain the following sections: purpose or objective, background, scope of work, estimated cost and a timetable. Only TMAs already approved by the FDOT's Regional Commuter Assistance Program (RCAP) may qualify for this task.

2. Development of the Study

The proposals will include the process to be used in developing the study in-house, by a consultant or by any other alternative, as appropriate. Preparation of any multiparty agreement will be done in this task, as needed.

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3. Approval

Once the proposals are evaluated and accepted by the MPO and FDOT, a Notice to Proceed will be issued to the TMA to initiate the study.

END PRODUCTS:

1. Reports as indicated in the approved proposals.
2. Any other planning documents as mutually agreed upon by the MPO, FDOT, and TMAs.

PROJECT MANAGER:

Jesus Guerra

PARTICIPATING AGENCIES:

Metropolitan Planning Organization
Florida Department of Transportation - District 6

FUNDING:

\$30,000 PL112 (\$24,579 Federal, \$5,421 Local)

**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

PARTICIPATING AGENCY:

Metro-Dade Transit Agency

FUNDING:

\$518,000 Section 5307 (formerly Section 9) (\$414,400 Federal, \$103,600 Local)

**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 1996 conditions based on Section 15 data.
2. Updated the models to reflect change in funding sources and the 1997 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

PARTICIPATING AGENCY:

Metro-Dade Transit Agency

FUNDING:

\$18,000 Section 5307 (formerly Section 9) (\$14,400 Federal, \$3,600 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

PARTICIPATING AGENCY:

Metro-Dade Transit Agency

FUNDING:

\$95,000 Section 5307 (formerly Section 9) (\$76,000 Federal, \$19,000 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/National Transit Database 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/National Transit Database;
- * 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;
- * Developed TCRA's Transit Development Plan (TDP), 1995-1999; 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 and TDP, 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;
- 5) Long Range Transportation Planning-Project Level Planning;

**OBJECTIVE B: SHORT-RANGE TRANSPORTATION SYSTEM PLANNING AND
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- 6) Corridor capacity modeling study;
- 7) Hialeah maintenance yard master plan.

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/National Transit Database;
- * Equal Employment Opportunity (EEO) Program; and
- * Grant Quarterly Reports.
- * Standardized design components resulting from corridor double tracking phases 4 thru 8;
and
- * Master plan of maintenance yard in Hialeah.

PROJECT MANAGER:

Jeffrey D. Jackson

PARTICIPATING AGENCIES:

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

FUNDING:

*\$197,917 Section 5307 (formerly Section 9) (\$158,333 Federal, \$39,583 State)

*The funds shown for this task is Dade County's share. Tri-Rail Commuter Authority consists of Dade, Broward and Palm Beach Counties.

**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

PARTICIPATING AGENCY:

Metro-Dade Transit Agency

FUNDING:

\$19,000 Section 5307 (formerly Section 9) (\$15,200 Federal, \$3,800 Local)

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

TASK NUMBER AND TITLE:

FUNDING FROM FY 1995 UPWP

2.12 CONGESTED INTERSECTION IMPROVEMENTS

OBJECTIVES:

The purpose of this study is to evaluate congested intersections identified in the Dade County Mobility Management Process (DCMMP/Congestion Management system) and recommend short term traffic improvement projects to alleviate congestion and improve mobility. additionally, this study may include recommendations to reduce the number of accidents in the intersection.

Due to budget limitations and the number of intersections contained in the DCMMP, it's recommended that this study be a continuous and on-going element of the UPWP.

PREVIOUS WORK:

The Florida Department of Transportation (FDOT) District 6 and the Dade County Public Works Department have divisions that analyze traffic flow within their respective roadway networks. However, the intention of this study is expedite this process by analyzing specifically, those intersections or short corridors already identified in the DCMMP.

METHODOLOGY:

I. Coordination

In this Task, detailed goals and objectives will be established for the development of the study. In order to organize the study, close coordination shall be established between the Metropolitan Planning Organization (MPO), Public Works Department and the FDOT District 6 planning and traffic operations office. During this process, other related agencies will be incorporated as needed.

II. Formation of a Task Force Team

Based on the results of Task I, a Task Force Team will be formed with representatives of the agencies involved in the study. The purpose of this item is to expedite and facilitate the implementation of the recommended intersection improvements.

III. Selection of Intersections

The Task Force Team will review the congested intersections and spots identified in the DCMMP. After this review, a priority list will be determine as appropriate, to define and limit the extension of this study. This priority list will be obtained using the criteria already established in the DCMMP and the number of intersections for evaluation will be selected.

OBJECTIVE B: SHORT-RANGE TRANSPORTATION SYSTEM PLANNING AND
MANAGEMENT

IV. Data Collection and Analysis

The consultant will collect the required data from the existing sources or from the field as needed. This data will be analyzed to identify potential conflict points or any other problems within the influence of the intersection, that cause the level of congestion determined in the DCMMP. As part of this data collection process, considerations shall be given to future projects that may affect the recommended improvements.

V. Determination of Needs

Based on the findings obtained in the previous task, a set of alternatives will be evaluated to improve mobility and alleviate congestion along the intersection. These alternatives should be mainly focused on short term improvements, but not necessarily limited to them. Other medium and/or long range improvements could be recommended after the evaluation. When appropriate, the positive impacts of these strategies should be quantified.

All recommendations should be fully documented to support final design.

VI. Establish an Improvements Evaluation Program

An evaluation program will be developed to determine the effectiveness of the recommended improvements before and after their implementation.

VII Preparation of an Implementation Plan

An implementation plan will be developed to determine in detail the actions to be taken. This plan will include, estimated costs and time schedule for implementing the recommended improvements. Additionally, this task should include recommendations to incorporate and support these improvements into the TIP.

Additionally, this may require the acquisition of hardware and software to fulfill this responsibility

END PRODUCT:

1. Final Report by Intersection.

PROJECT MANAGER:

Jesus Guerra

FUNDING: A contract ceiling of \$75,000 has been allocated for the consultant.

\$10,000	PL	(\$8,193 Federal, \$1,807 Local)
<u>\$75,000</u>	STP	(\$60,000 Federal, \$7,500 State, \$7,500 Local)
\$85,000		

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

TASK NUMBER AND TITLE

FUNDING FROM FY 1996 UPWP

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. During the FY 1996 program, a consultant was selected.

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 as 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>\$54,000</u>	PL 112	(\$44,242 Federal, \$9,758 Local)
\$114,000		

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

TASK NUMBER AND TITLE

2.14 TRANSIT HEADWAY POLICY STUDY

OBJECTIVE:

To investigate the feasibility of establishing and implementing a transit level-of-service standard countywide.

(During the development of the Long Range Transportation Plan, it was suggested that a policy study be performed on the implications of establishing a countywide "20-minute or better headway policy.")

PREVIOUS WORK:

Work was done in the early 1980's to develop Agency Service Guidelines. Those guidelines are still in effect and are being revisited under a separate effort underway by CUTR.

METHODOLOGY:

1. Assess deficient areas for current transit services under policy headway scenarios of 30- and 20-minutes. Evaluate corridors for additional transit service through either extension of the route or modifying frequency of service.
2. Develop service improvement scenarios to address 20- and 30-minute policy headway transit-deficient service areas, maintaining consistency with the Year 2015 Cost Feasible Plan.
3. Develop cost estimates for each of these scenarios.
4. Assess impacts on the County of providing service under each of the scenarios. Include in the assessment the implications for development (concurrency) outside of the Urban Infill Area.
5. Create composite headway GIS database using existing route coverage databases for ArcInfo analysis purposes.
6. Model the effect of route changes assessed above, using the MPO's most recent versions of the Miami model and input datasets, as appropriate.
7. Develop funding sources (i.e., impact fees) for the Transit Agency, as well as the overall benefit to the County in establishing such a Headway Policy.
8. Draft report(s).

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

END PRODUCTS:

Feasibility report on establishing/implementing a countywide
20-minute or 30-minute headway policy.

PROJECT MANAGER(S):

Wilson Fernandez
Mike Moore

PARTICIPATING AGENCIES:

MDTA
MPO

FUNDING:

\$25,000 Section 8 (\$20,000 Federal, \$2,500 State, \$2,500 Local)

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

TASK NUMBER AND TITLE

2.15 SPECIFIC AREA PLANNING AND DESIGN FOR IMPROVING MOBILITY

OBJECTIVE

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

PREVIOUS WORK

The preparation of the first specific area land use/urban design plan for the Dadeland Activity Center area to help reduce congestion, enhance the use of transit, and improve pedestrian mobility and comfort in Dade County was initiated by the Planning Department in Fiscal Year 1996. A plan containing proposed land use, urban design, and pedestrian-attractive solutions will be formulated with implementation recommendations. This project focuses only on the Dadeland Activity Center area, but will seek to maximize demonstration value and transferability to other locations.

METHODOLOGY

Procedure and Plan of Study

During fiscal year 1996, The Metro-Dade Department of Planning, Development and Regulation developed in consultation with MDTA, MPO, FDOT and Public Works Department, guidelines for the preparation of a specific area plan and criteria for selection of a specific area to be studied. The Metro-Dade Department of Planning, Development, and Regulation will revisit these guidelines and criteria for the next specific area to be studied. The Department will then determine if certain guidelines or criteria should be deleted or amended or new ones included. These guidelines and criteria consider existing and future conditions and near-term opportunities for development or redevelopment in the area.

Selection of Plan Location

The Department of Planning, Development and Regulation will select the area to be planned in consultation with the Metro-Dade Transit Agency, MPO, FDOT and Public Works Department. The study area will be selected from among A) Planned Activity Centers delineated in the County's Comprehensive Development Master Plan; B) Metrorail Station Areas (up to one quarter-mile radius); C) Transit Corridors heavily served by Metrobus. Additional strategic locations could be subsequently addressed.

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

Evaluation of Existing Conditions

The Metro-Dade Department of Planning, Development, and Regulation will evaluate existing land use, zoning, transportation, and urban design conditions to identify problems and opportunities.

Proposed Plan and Implementation Actions

Based on the identified problems and opportunities, 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

- Proposed plan for selected area.
- Proposed implementation actions, projects, and/or regulations.

PROJECT MANAGER

Walter Geiger

PARTICIPATING AGENCIES:

Metropolitan Dade County Department of Planning, Development and Regulation
Metropolitan Planning Organization
Florida Department of Transportation
Metro-Dade Transit Agency
Metro-Dade Public Works

FUNDING

\$20,000	Section 8 (\$16,000 Federal, \$2,000 State, \$2,000 Local)
<u>\$50,000</u>	PL 112 (\$40,965 Federal, \$9,035 Local)
\$70,000	

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

TASK NUMBER AND TITLE:

2.16 NW/SW 1ST AVENUE EXTENSION PROJECT

PROJECT OBJECTIVE:

1. Determine the feasibility and impacts of extending and widening NW/SW 1 St. Avenue from the Miami River to NW 14th Street as a component of the Downtown Traffic Loop.

PREVIOUS WORK

1. I-95 Dupont Plaza Ramps Alternative Analysis (1994)
2. Downtown Miami Transportation Study (1985)

METHODOLOGY:

The Downtown Development Authority (DDA) with their transportation planning consultants shall provide the following

1. Develop alignment Alternatives
Mapping and identification of right-of- way corridors, property easements and physical constraints.
2. Prepare Preliminary Designs
Development of cross sections, intersection locations and design requirements.
3. Determine Feasibility
Preliminary assessment of cost, right-of-way needs, impacts and constructability.
4. Determine Traffic Flow compatibility
Impacts on traffic circulation, access and egress to new developments and the proposed Downtown Traffic Loop. Determine consistency with current transportation plans and projects.

PRODUCTS:

1. Study Report, Executive Summary and Technical Appendix; and
2. Preliminary Design Plans.

PROJECT MANAGER:

Adam Paul Lukin, Downtown Development Authority

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

PARTICIPATING AGENCIES:

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

FUNDING:

\$45,000 PL112 (\$36,869 Federal, \$8,131 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.

PREVIOUS WORK:

Work products for the period beginning January 1995 to the present include the following market research studies: the Route W Study, the 27 Avenue Max Study, the Kendall Corridor Study, the Study of South Dade Commuters Travel Patterns, the Route 1 Study, the Route 38 Study, and the South Dade Jitney Personal Interviews.

METHODOLOGY:

1. Conduct a county wide study to track the transit rider and non-rider population on a number of key issues including usage patterns, demographics, perceptions of the system, and measure the results against similar data collected in 1986, 1988, 1991, and 1994. The major project for FY 97 is the 1997 Tracking Study to be conducted by consultants with the assistance of MDTA staff.
2. Systematic surveys where MDTA passengers are surveyed as needed. Key objectives are to determine passenger satisfaction with service, identify key problems, and determine opportunities for improved performance and service. In FY 97, surveys of various MDTA routes will be conducted to test rider preference/satisfaction with proposed/implemented service changes.
3. 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 origin-destination research, focus groups, telephone studies, and personal interviews to a targeted population sample. In FY 97, research projects will include surveying the employees of the major employers in the Airport West area. Other projects include a study of the demographics and the transportation needs of tourists in Dade County and of the Dade County college student population.
4. Other similar related projects on an as needed basis, subject to approval of reprogramming of funds by the state.

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).

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

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

PARTICIPATING AGENCY:

Metro-Dade Transit Agency

FUNDING:

\$65,000 Section 8 (\$52,000 Federal \$6,500 State, \$6,500 Local)

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

TASK NUMBER AND TITLE

2.18 REGIONAL TRANSIT AUTHORITY STUDY

OBJECTIVE:

To investigate the feasibility of implementing a mechanism for funding and/or delivery of transit services throughout the Southeast Florida region.

PREVIOUS WORK:

Regional studies and activities such as Tri-County Commuter Transit Study, Tri-County Alternatives Transit Technology Study (TCATTS), Tri-County Commuter Rail Authority (TCRA), Inter MPO Air Quality Technical Coordinating Committee, draft Scope of Services for RTA Feasibility Study, Interlocal Agreement for funding.

METHODOLOGY:

A study will be performed to determine the feasibility of implementing a regional transit authority for rail and rubber-tired transit service in the Southeast Florida region. A consultant will be retained to conduct the study. The study will include research of existing transit authorities for organization, powers and duties with emphasis on similar areas of recent experience in formation of a regional authority. The investigation will identify roles of transportation planning, operating and administrative agencies in delivery of regional services. Funding and financing mechanisms used by these organizations will be addressed. The organizational structure and relationships will be provided. A summary of the research will be prepared. An evaluation of current agencies and organizational structures and similar information for transit service in the three-county area will be prepared for comparison with the results of the initial research. Interviews will be conducted with local officials and staff to determine current and future plans for transit service. Using the results of the evaluation and comparisons for the three-county area, the study will develop a series of approaches for development of a regional transit authority. Each scenario will include a technical and policy analysis of advantages and disadvantages, relationship and roles with existing agencies and funding mechanisms. The study will recommend an approach for creation of the RTA and the accompanying requirements for changes to legislation, organization, responsibilities and operations for transit service in Southeast Florida. The Public involvement Process will be used to present the study results to the various interests and general public in the three-county area for comment and direction. The three MPOs will serve as the project management team for administration of the study. A Study Advisory Committee composed of the three MPOs, four transit operators, two FDOT districts and two Regional Planning Councils will review the results of the study tasks and provide direction to the consultant. The study will be presented to the MPOs and County Commissions in Palm, Broward and Dade counties.

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

END PRODUCT:

Feasibility Study for a Southeast Florida Regional Transit Authority.

PARTICIPATING AGENCIES: FHWA, FDOT, PBC, BC, DC, TCRA

Responsible Agency: BCMPO as lead with MPO's for Palm Beach and Dade counties.

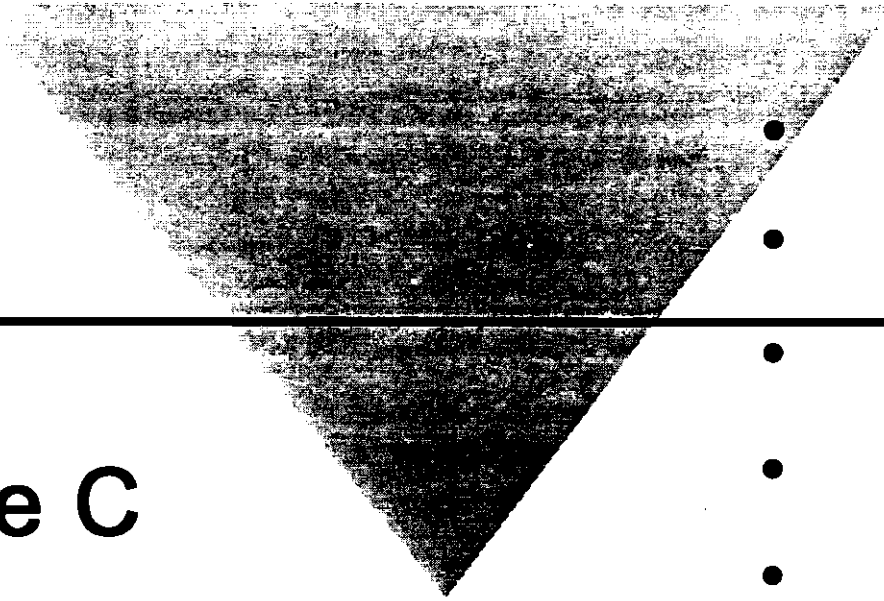
PROJECT MANAGER:

MPOs for Palm Beach, Broward and Dade counties.

FUNDING :

* \$180,000 PL 112 (100% Federal)

* Includes equal contributions from Palm Beach, Broward and Dade MPOs.



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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 the requirements of the 1990 Clean Air Act Amendments (CAAA) and the Federal Conformity Regulations (40 CFR Parts 51 and 93) and the State Implementation Plan (SIP). Ensure that the Long Range Transportation Plan and Transportation Improvement Program are consistent and conform with the CAAA, the conformity regulations and the SIP. Ensure that transportation and air quality plans and programs are developed in coordination with the other Southeast Florida airshed MPOs, state and local air programs and FDOT districts. Coordinate with the Metro-Dade Department of Environmental Management (DERM) and FDOT District Six to implement the activities required by the redesignation of the Southeast maintenance area. Ensure that appropriate contingency actions are taken if there is an exceedance of the national Ambient Air Quality Standards (NAAQS) in the Southeast Florida airshed.

PREVIOUS WORK:

The Southeast Florida airshed was redesignated from moderate non-attainment for ozone to maintenance area on April 25, 1995. The Miami MPO has developed a Year 2015 Long Range Transportation Plan and Transportation Improvement Plan for Fiscal Years 1995/96 - 1999/2000 which have been found to conform to the requirements of the CAAA, the Federal Conformity Regulations, and the State Implementation Plan. The Air Quality and the TIP were developed in consultation with the MPOs, local air programs and FDOT districts through the regional Inter-MPO Air Quality Technical Committee.

METHODOLOGY:

Continue participation in the inter-MPO Air Quality Technical Committee.

Develop an Air Quality Conformity Determination report for the Transportation Improvement Program for Fiscal Years 1996/97 - 2000/01 consistent with the CAAA Conformity Regulations and SIP as summarized in FDOT Procedure #525-010-014 ("District Review of Conformity Determinations in Air Quality Maintenance Areas").

Consider strategies for the air quality analysis of the 2018 Long Range Transportation Plan to be developed in 1997.

END PRODUCTS:

On-going participation in the Inter-MPO Air Quality Technical Committee.

Air Quality Conformity Determination Report for the 1996-97 Transportation Improvement Program.

END PRODUCTS:

1. Fully updated highway and transit networks Vehicle Miles Traveled (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.

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:

\$40,000	Section 8	(\$32,000 Federal, \$4,000 State, \$4,000 Local)
<u>\$40,000</u>	PL 112	(\$32,772 Federal, \$7,228 Local)
\$80,000		

OBJECTIVE C: INTERMODAL TRANSPORTATION PLANNING

TASK NUMBER AND TITLE:**3.02 INTERACTIVE PUBLIC INVOLVEMENT TRANSPORTATION STATIONS****OBJECTIVE:**

The objective is to provide a study for the implementation of an interactive media within which the public including the tourist population could receive and transmit transportation and related information. The computerized system would provide timely information about congestion and transportation related issues and processes.

PREVIOUS WORK:

None.

METHODOLOGY:**I. Coordination**

This task shall foster closer coordination between local and state agencies. A study steering committee will be created. Membership is to include the MPO, and representatives of other pertinent agencies, including the Florida Department of Transportation, the Citizen's Transportation Advisory Committee, the Metro-Dade Transit Agency, the Seaport, and the Airport.

II. Conduct Research / Data Gathering

Information will be collected on kiosk displays and deployment around the country as well as data on Miami's specific needs. This will include a site visit to the most successful kiosk deployment site in the U.S. such as: Atlanta (Travelink), Los Angeles (Smart Traveler Program), and Minneapolis (Travlink).

III. Data Analysis and Traveler Information Needs

The information needs of the traveler in Miami will be examined. This will be done through information gathering from various resources, most importantly the Greater Miami Convention and Visitors Bureau. This work shall be specifically directed to the collection of data related to the transportation information needs of Dade County tourists. Conclusions will be drawn regarding the approaches utilized or indeed not used in developing similar systems, and how these are incorporated into the respective proposed system efforts.

IV. Interactive Screen Concept and RFP Development

A layout for the screen menu system will be developed. Also, the hardware required to run the system will be examined. The cost will be examined in depth, including obtaining several estimates

OBJECTIVE C: INTERMODAL TRANSPORTATION PLANNING

from kiosk vendors. The specifications for a stand alone working demo of the system will be developed.

Additionally, potential installation sites will be investigated. These sites will be selected depending on the amount of pedestrian (especially tourist) traffic at the site, advertising restrictions at the sites, payments by the property owner for placement of the kiosk at their site, and suggestions by tourism and transportation experts both in Miami and in the selected city site visit.

V. Advertising Opportunities and Logo Development Plan

The rules and regulations, and implications of advertising in the selected locations of the kiosks will be examined. Also, initial contact with several key advertisers will be explored to determine the level of interest in participating in a cost sharing agreement. Research shall be conducted of local area art and advertising styles resulting in a recommended exterior identity / logo design for the system.

VI. Recommendations

Recommendations will be developed and presented in an oral and published format regarding the plans/program which will best serve the needs of the MPO. This process will encompass meetings and presentations as appropriate. All information and data gathering shall be coordinated with the MPO project manager with respect to information needs and budget, and scheduling restraints.

END PRODUCTS:

The following reports and end products shall be prepared and submitted in draft form (15 copies) for review and comments by the project manager prior to final printing. The Executive Summary of the final report will be written to serve as a synopsis of the study as well as a stand-alone document for general public distribution. All end product/documents will include one unbound copy for further reproduction and distribution.

1. Technical Memorandums:
 - a. Technical Memorandum 1: Background Research
 - b. Technical Memorandum 2: Data Analysis and needs
 - c. Technical Memorandum 3: Interactive Transportation Stations RFP
2. Products:
 - a. Kiosk Identity / Logo Design
3. Final Report (15 copies)
Executive Summary (35 copies)

PROJECT MANAGER

Maria Crowley

OBJECTIVE C: INTERMODAL TRANSPORTATION PLANNING

PARTICIPATING AGENCIES

Metropolitan Planning Organization
Florida Department of Transportation
Metro-Dade Transit Agency
Planning Department
Seaport Department
Airport Department
Center for Urban Transportation Renewal

FUNDING

\$50,000 PL112 (\$40,965 Federal, \$9,035 Local)

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 the past four years. CUTR projects have included: preparation of a bus operations manual; joint development project development; design, administration, and analysis of an on-board survey; analysis of fare policies; updating the agency's Strategic Management Plan; bikes-on-buses feasibility analysis; bus cleaning procedures recommendations; evaluating the role and priorities of bus field supervisors transit service performance analysis and monitoring process, metrobus availability, the transit operating system program, etc. Some 20 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 PRODUCTS:

1. **MDTA Service Standards**

The purpose of this work order is to review the current MDTA service planning guidelines (July 1988) to determine if more formal guidelines or standards should be adopted by the County, develop an updated set of standards, test the standards against existing service, and recommends a final set of standards and an implementation process. During these times of shrinking operating budgets, service standards can provide the means by which limited resources are best allocated or reallocated.

2. **Metrorail/Metromover Community Impact Study**

This work order is intended to identify indicators that will demonstrate the impact Metrorail/Metromover is having on the development of Dade County. CUTR will develop a system that will allow MDTA to track the positive impact rail's presence on factors such as property values, rental rates, occupancy rates, mixes and densities of land use, etc. These indicators will be updatable on a regular basis and will help MDTA explain the significance

OBJECTIVE C: INTERMODAL TRANSPORTATION PLANNING

of transit in Dade County in a way that should help gain community support and developer's interest for more joint development at rail stations.

3. Automated Operator Bidding Process

This work order will research the possibility of automating the current manual process in which MDTA's 1000 bus operators select their work assignments at each of the three "line-ups". The current process is done with long hand sheets requiring each operator to review and select the remaining available runs while being assisted by both union and management representatives. The current process is labor intensive, somewhat expensive and reduces MDTA's flexibility to quickly respond to changing market process from five weeks to one week. CUTR will research how (and if) this is being done in other transit agencies, and located examples from other industries if necessary.

4. Communications and Coordination

The purpose of this work order is 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; communicating with Dade County Commission, MPO, etc., preparing progress reports, invoices, and related documents. This work order also allows CUTR to perform special project research on behalf of the Project Manager on short notice when necessary.

PROJECT MANAGERS:

Joel Volinski
Mario G. Garcia

PARTICIPATING AGENCIES:

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

FUNDING:

\$100,000 FTA Section 5307 (formerly Section 9) (\$80,000 Federal \$20,000 CUTR)

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: 1) implementation of the Bicycle Facilities Plan; 2) further development of Pedestrian Mobility Studies; 3) encouraging and coordinating citizen and municipal involvement; and 4) continuing Engineering, Education, Enforcement and Encouragement ("4-E") activities.

PREVIOUS WORK:

1. Inventory/catalog using geographic information system (GIS) database of existing roadway and off-road non-motorized facilities, as well as bicycle and pedestrian crash occurrences within Dade County.
2. Adopted a *Bicycle Facilities Plan* which established a Level-of-Service (LOS) standard for bicycling; evaluated the LOS provided by the existing roadway and bikeway system; and identified lists of improvements necessary to achieve adequate provision of bicycle facilities within Dade County.
3. Initiated a greenways study for the north-Dade area to assist with non-motorized transportation/recreation needs.
4. Assisted with the development of bicycle/pedestrian facilities for the County, State, local municipalities, private developers, and community groups. This includes the US-1 Express Bus/Bikeway, and the South Dade Greenways Network, as well as the review of roadway and transit projects planned for development.
5. Staff support for the Bicycle/Pedestrian Advisory Committee (BPAC).
6. Assisted the media, various organizations and the general public concerning bicycle/pedestrian transportation/recreation within the County.
7. Provided equipment/training for the Dade County Public Schools' Traffic Safety Program, as well as providing support for Broward and Monroe Counties to initiate such a program. Held one-day bicycle/pedestrian safety rodeos at various schools/community centers.
8. Ongoing administration duties for the Metrorail bicycle locker and Bikes-On-Trains programs, including preparation to transfer some duties to MDTA and Team Metro.
9. Assisted with the preparation of Bikes-On-Bus demonstration program.
10. Distribution of route maps, path maps, the Bike Miami suitability map.
11. Developed Bicycle Parking Plan as per request by County Commission.
12. Received approval of a policy to allocate 1.5% ground transportation funding towards non-motorized projects within the Long-Range Transportation Plan.
13. Revised Transportation Improvement Plan document to better indicate non-motorized transportation projects in conjunction with programmed roadway/transit projects.

OBJECTIVE C: INTERMODAL TRANSPORTATION PLANNING

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 review.

TASK 2 - PEDESTRIAN PLANNING

- a. Further development of pedestrian studies, based upon pedestrian trip generators, accident statistics, ADA data, and CDMP goals and objectives, as requests arise.
- 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 amendments to the Bicycle Facilities Plan (e.g. North-Dade Greenways Plan).
- c. Provide the Bicycle/Pedestrian Advisory Committee with the opportunity to review local plan proposals and submit projects for TIP consideration..
- 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.
- e. Oversee implementation of North-Dade Greenways Plan, South-Dade Greenways Plan and Bicycle Facilities Plan development.

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 develop a proposed Non-Motorized Transportation Center.

OBJECTIVE C: INTERMODAL TRANSPORTATION PLANNING

Enforcement

- a. Assist law enforcement agencies with strategies to improve bicycle and pedestrian law enforcement, and activities leading to improved bicyclist/pedestrian behavior.

Encouragement

- a. Assist with the development of programs to encourage the use of bicycles or walking for both transportation and recreation. This includes transfer of administration and maintenance of the Bikes-On-Trains & Metrorail locker programs to MDTA, as well as monitoring 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/periodicals on cycling and walking routes/health paths and the Bike Miami bicycle suitability map.

Administration

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

END PRODUCTS:

BICYCLE PLANNING: Projects providing bicycle accommodations to those corridors identified in the Bicycle Facilities Plan to enhance bicycle mobility in Dade County. BPAC resolutions regarding future plans, projects and proposals.

PEDESTRIAN PLANNING: Pedestrian studies for various safety projects throughout Dade County.

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 - Activities leading to improved compliance to traffic laws.

OBJECTIVE C: INTERMODAL TRANSPORTATION PLANNING

Encouragement - On-going assistance for special events for the public. Metrorail Bikes-On-Trains and bicycle locker monitoring. Bicycle/walking/health/touring route and facility maps .

Administration: Staff support for the Bicycle/Pedestrian Advisory Committee.

PROJECT MANAGER:

Jeffrey Hunter

PARTICIPATING AGENCIES:

Florida Department of Transportation - District VI
Metropolitan Planning Organization

FUNDING:

\$25,000	Section 8	(\$20,000 Federal, \$2,500 State, \$2,500 Local)
\$73,000	STP	(\$58,400 Federal, \$7,300 State, \$7,300 Local)
<u>\$28,000</u>	PL	(\$22,940 Federal, \$5,060 Local)
\$126,000		

OBJECTIVE C: INTERMODAL TRANSPORTATION PLANNING

TASK NUMBER AND TITLE

3.05 IMPROVING REGIONAL TRANSPORTATION PLANNING

OBJECTIVE(S):

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

PREVIOUS WORK:

This project undertaken by the South Florida Regional Planning Council started in FY 1990 and has been continuing through FY 1995. During 1990-91, the Council organized a transportation technical work group to study multi-jurisdictional issues focusing Northwest Dade/Southwest Broward area. Since 1992, the Council organized a Multi-modal Regional Transportation Systems Committee to discuss regional transportation issues. During 1994-95, the Committee worked with representatives of transportation agencies to develop the transportation component of the *Strategic Regional Policy Plan for South Florida*. During the months of October and December, 1995, the Committee sponsored two Regional Forums on the proposed High Speed Rail System development with more than 100 participants.

METHODOLOGY:

The Regional Planning Council will 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.

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

The Multi-modal Regional Transportation Systems Committee was formed in February 1992. 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.

Active Committee participants include representatives from Dade and Broward MPO's, State DOT, and DEP, County's Planning Department, air quality agencies, transit agency, transportation consultant and universities. A list of the participants in recent Regional Forums on high Speed Rail sponsored by the Committee is included here as an example of Committee composition (see Attachment). The Committee has also been operating as 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.

OBJECTIVE C: INTERMODAL TRANSPORTATION PLANNING

The continuation of the Multi-modal Regional forum to be supportive of effective regional transportation planning. An important initiative is to coordinate and facilitate the implementation of the Transportation component of the *Strategic Regional Policy Plan (SRPP) for South Florida*.

Five implementation themes will be discussed and explored by the Committee during FY96-97. They include the following:

- * Information system support and coordination, especially the GIS system for regional transportation planning;
- * Approach for a Long Range Regional Transit Plan;
- * Transportation planning to encourage redevelopment along the eastern corridor (located generally between the FEC and South Florida Rail/I-95;
- * Coordinating regional transportation policy/planning research.

Additional implementation themes may also be suggested by the Dade and Broward MPOs and the Transportation Committee participants to include the recently adopted Regional Transit Authority study.

END PRODUCTS:

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

PROJECT MANAGER:

Ping Chang
Oscar Camejo

PARTICIPATING AGENCIES:

South Florida Regional Planning Council
Florida Department of Transportation

FUNDING: (Dade County's Portion of a Tri-County effort)

\$25,000 PL112 (\$20,483 Federal, \$4,517 Local)

TASK NUMBER AND TITLE:

FUNDING FROM FY 1996 UPWP

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 Transportation System Management (TSM) treatments and potential Intelligent Transportation System (ITS) and limited physical capacity improvements to the arterial network.

PREVIOUS WORK:

During the FY 1996 program, the consultant was selected and contract negotiated.

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 congested major travel 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 and projected 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 FY 1996 STP	(\$72,000 Federal, \$9,000 State, \$9,000 Local)
<u>\$10,000</u> PL112	(\$8,193 Federal, \$1,807 Local)
\$100,000	

OBJECTIVE C: INTERMODAL TRANSPORTATION PLANNING

TASK NUMBER AND TITLE:**3.07 VANPOOL MARKETING PROGRAM****OBJECTIVE:**

In conjunction with the Florida Department of Transportation (FDOT), the Metropolitan Planning Organization (MPO) is responsible for the management of the Vanpool Demonstration Project. The objective of this task is to provide the additional marketing efforts needed to the success of the project and to support the MPO staff assigned to manage the project.

PREVIOUS WORK:

The Vanpool Demonstration Project is the result of the Congestion Mitigation Public-Private Partnership Study conducted for the MPO in 1994. A Request for Proposal was developed in-house and the project is expected to start during the second quarter of 1996. This funds will be available by Summer 1996, which is the appropriate timing to reinforce the marketing efforts made by the parties involved in the project.

METHODOLOGY:**I. Analysis of the Project**

The MPO and FDOT will analyze the operation of the Vanpool Demonstration Project to identify what areas need additional marketing and technical support.

II. Determination of Needs

Based on the findings made in the previous task, an implementation plan shall be developed to determine in details the actions to be taken. These actions could be focused in promoting the use of the vanpool, reinforcing the maintenance and service areas for the users, establishing innovative ideas in attract more participants, and obtaining additional benefits for participants, among other.

III. Preparation of an Implementation Plan

To address the needs of the project, some of the actions that could be considered are: Conduct surveys, Prepare brochures, Establish communications with the media (radio, newspaper or TV), Meetings with employers, Interview users, Look for additional revenues sources, and Encourage the participation of the private sector, among others. It's important to mention that this plan include the implementation of the recommended actions.

IV. Administrative Support

The MPO will have staff personnel assigned to this project. Therefore, all administrative responsibilities for running the project fall under the MPO. Reports and documents will be generated in the office to

OBJECTIVE C: INTERMODAL TRANSPORTATION PLANNING

keep account of the progress and success of the project. The funds requested in this task will be dedicated to the MPO's staff assigned to the project. Additionally, this task may require the acquisition of hardware and software to fulfill this responsibility.

END PRODUCT:

1. Annual Report: Operation of the Vanpool Project
2. Reports regarding plans and actions taken in Task III.
3. Brochures, Bulletins, News Letters or any other document generated as part of this program.

PROJECT MANAGER:

Jesus Guerra

FUNDING:

\$10,000	PL112 (\$8,193 Federal, \$1,807 Local)
<u>\$65,000</u>	STP (\$52,000 Federal \$6,500 State, \$6,500 Local)
\$75,000	

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 multi-use paths, on-road bike lanes, and other 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:

1. Adopted Metro-Dade Bicycle Facilities Plan. This is a general bicycle plan which analyzed Dade County's 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 is useful in evaluating potential on-road greenways routes.
2. South Dade Greenways Network Master Plan. This plan will be used as a model for the North-Dade project. However, those background conditions and opportunities that exist in north and central Dade County are markedly different from those found in south Dade.
3. Selection of USF-CUTR and FIU-School of Design & Engineering as consultant team, and defined task responsibilities for each consulting group.
4. Mailed-out requests for the development of Steering Committee.
5. Gathering of previous studies information and related information from various agencies.

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.

OBJECTIVE C: INTERMODAL TRANSPORTATION PLANNING

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.
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

PARTICIPATING AGENCIES:

The Metropolitan Planning Organization

FUNDING:

\$100,000 STP Funds (FY94) (\$80,000 Federal, \$10,000 State, \$10,000 Local)

OBJECTIVE C: INTERMODAL TRANSPORTATION PLANNING

TASK NUMBER AND TITLE:

FUNDING FROM 1996 UPWP

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. During the FY 1996 program a consultant was selected and contract negotiated.

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	FY96 Section 8	(\$32,000 Federal, \$4,000 State, \$4,000 Local)
<u>\$55,500</u>	PL 112	(\$45,471 Federal, \$10,029 Local)
\$95,500		

OBJECTIVE C: INTERMODAL TRANSPORTATION PLANNING

TASK NUMBER AND TITLE:

FUNDING FROM 1996 UPWP

3.10

SOUTH BEACH ELECTRIC SHUTTLE STUDY**OBJECTIVES:**

Study the feasibility of and develop preliminary concepts for the implementation of a South Beach Electric Shuttle Demonstration Project: a two-way circulator system running in part along the aligned proposed for future rail service. The basic loop envisioned is 1st Street, Washington Avenue, 17th Street, and Alton Road.

PREVIOUS WORK: During the FY 1996 program, the City of Miami Beach selected a consultant and negotiated the contract.

METHODOLOGY:

Miami Beach is an urban community where mobility needs are currently handled effectively 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 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.

OBJECTIVE C: INTERMODAL TRANSPORTATION PLANNING

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 shuttle alignments and options. Specific recommendations will address service(s) 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'

OBJECTIVE C: INTERMODAL TRANSPORTATION PLANNING

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 affected by the storm and the dislocations in the aftermath, most likely there are identifiable, temporary impacts that would have affected this proposed shuttle. 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 may need to be addressed.

PROJECT MANAGERS:

Amelia Johnson

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 C: INTERMODAL TRANSPORTATION PLANNING

TASK NUMBER AND TITLE**3.11 EFFECTS OF TRANSPORTATION PROJECTS ON MINORITY COMMUNITIES****OBJECTIVE:**

Transportation plan development in the Miami urbanized area has traditionally occurred with little regard for, and to the detriment of, minority communities in the Miami urbanized area. This study will survey and develop a report on the effects of transportation plan development on minority and impoverished communities as well as other stakeholders that traditionally have not been represented in the decision-making process. A plan of action will be developed to prevent further detrimental effects on ethnic and minority neighborhoods resulting from the construction of additional transportation facilities.

METHODOLOGY:

By Executive Order 12898, dated February 11, 1994, the President of the United States ordered several cabinet level departments to develop environmental justice strategies to protect minority and low-income populations. In Section 2-2 of this executive order, the President directed that agencies responsible for federal programs, including the U.S. Department of Transportation, shall conduct their activities in ways that "...do not have the effect of excluding persons (including populations) from participation in, denying persons (including populations) the benefits of, or subjecting persons (including populations) to discrimination under such programs, policies, and activities, because of their race, color, or national origin." Section 6-602 provides that this particular executive order is a supplement to Executive Order 12250 requiring consistent and effective implementation of various laws prohibiting discriminatory practices in programs receiving Federal financial assistance.

This study will supplement the Conference of Minority Transportation Officials' (COMTO) livable community initiative entitled "COME OUT". Federal Planning Regulation 23 CFR 450.300 provides for an outreach and community involve mechanism to ensure that central city issues are appropriately addressed. In the spirit of these executive actions and COMTO's initiative, this study will address the following:

1. Community outreach to non-traditional stakeholders and developing liaisons with hard to reach communities. Community surveys will be administered which will sociologically profile respondents and establish transportation patterns.
2. Identification of community issues and goals that are important to inner city residents, assisting them in prioritizing these goals, and developing a mechanism to have these issues addressed. Federal planning regulations 23 CFR Part 450.300 specifically provides for such outreach and public involvement.
3. Surveying the communities on attitudes surrounding environmental justice issues and the effects that various transportation projects have visited upon certain communities. The MPO will help minority residents determine the impact of transportation on their quality of life.

OBJECTIVE C: INTERMODAL TRANSPORTATION PLANNING

Communities will identify multiple environmental impacts, collect ideas and data on prevention.

4. The implementation of the Fair Division game called "Adjusted Winner" as developed by mathematician Alan Taylor and political scientist Steven Braum and adapted for use in transportation planning. The game procedures will yield:
 - a) an orchestrated interaction between planners and community stake holders;
 - b) joint identification of relative planning and community issues
 - c) valuation and prioritization of important issues
 - d) agreement on the basis for working cooperatively
5. Comparisons with other major metropolitan areas that have dealt with these issues effectively.

END PRODUCTS:

1. Development and implementation of an administrative process for developing an environmental justice strategy for future transportation plans.
2. Training for staff in collecting and processing data received from minority and non-traditional stakeholders.
3. An investigative report with recommendations for relating to minority communities will be developed as a supplement to the public involvement program.
4. Training and related materials for use by minorities and other stakeholders to educate the public at-large about the environmental justice as it relates to transportation planning.
5. An environmental report in the form of either a newsletter or bound annual bulletin will be developed dealing with transportation-related planning issues in minority communities.
6. An environmental mitigation plan for the locally preferred alternative for the East-West corridor study to include the impact of a tunnel beginning at the Orange Bowl. This rail alignment enters a tunnel at N.W. 12th Avenue passing under the Miami River into downtown Miami, Bayfront Park, and under the Intracoastal Waterway to the Port of Miami, where it surfaces.

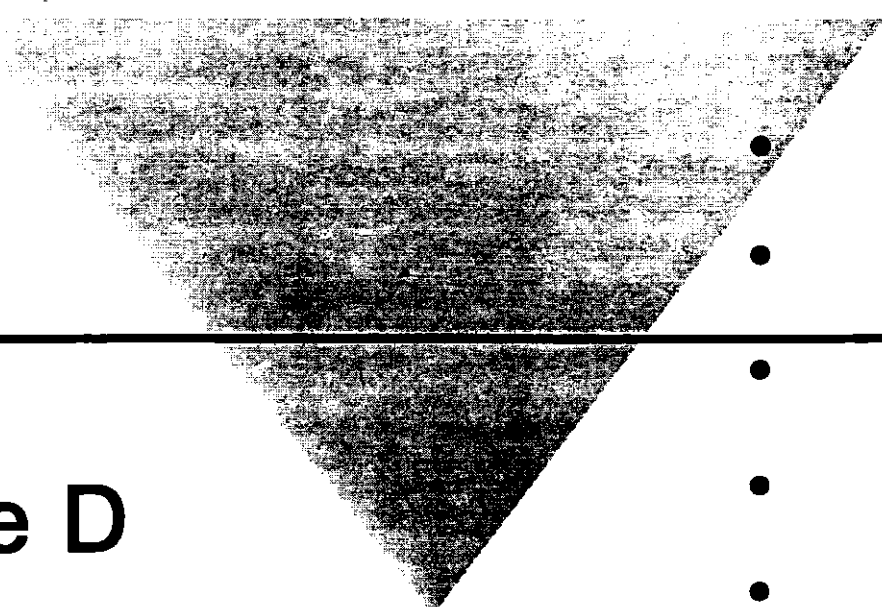
PROJECT MANAGER: Terrence Taylor

PARTICIPATING AGENCIES:

Metropolitan Planning Organization
Florida Department of Transportation

FUNDING:

\$ 5,000	PL112	(\$4,097 Federal, \$903 Local)
\$ 30,000	STP	(\$24,000 Federal, \$3,000 State, \$3,000 Local) (End products 1 thru 5)
<u>\$100,000</u>	"D"	(\$100,000 State) (Exclusively allocated for end product number 6)
\$135,000		



Objective D

Transportation Planning
Decision-Making and Funding



**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 (FY97) planning activities.
 - 1. Ensure the effectiveness of the on-going (FY97) 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/departments heads, prepare draft Work Order Requests and process, as necessary, to validate charge accounts and financial procedures.
 - 2. Review Work Order Requests to insure consistency with the approved UPWP and grant budgets.
 - 3. Obtain concurrence of the Finance divisions involved.
 - 4. Issue Work Orders.
 - 5. Review and process requests for Work Order revisions, as appropriate.
 - 6. Revise Work Orders in accordance with approved grant budgets and the procedures approved by the TPC and MPO Board. Issue revised Work Orders.

- c. Administer grants supporting the UPWP.
 - 1. Prepare work scope(s) for planning grants and process grant applications and awards, as necessary.
 - 2. Prepare grant revision requests in response to UPWP Revisions and other budget adjustments approved by the TPC/MPO Board.
 - 3. Review the status of grants with funding agencies on a periodic basis.

- d. Prepare progress reports.
 - 1. Prepare monthly fiscal reports describing the status of Work Orders, budget authorizations, estimated expenditures, and requested Work Order revisions.
 - 2. Request deliverables from Projects Managers as they become due and summarize and prepare for submission to funding agencies.
 - 3. Prepare Quarterly Progress Reports. Submit to the TPC and funding agencies.
- e. Process Reimbursement Requests to funding agencies.
 - 1. Review requests and back-up fiscal information prepared by the Finance Department.
 - 2. Transmit requests to funding agencies.
- g. Close-out grants.
 - 1. Initiate close-out proceedings.
 - 2. Prepare and transmit final budgets and other supporting fiscal information.
 - 3. Prepare and transmit Project Completion Report.
 - 4. Facilitate the performance of audits, as necessary.
- h. Maintain and update Long Range Transportation Plan and MPO approved documents. Insure adequate public distribution of documents and graphic materials.

END PRODUCTS:

- 1. Work Order Requests
- 2. Work Orders
- 3. Expenditure records
- 4. Long-Range Transportation Plan and other MPO approved documents for distribution
- 5. Grant Revision Requests
- 6. Monthly Fiscal Reports
- 7. Quarterly Progress Reports
- 8. Reimbursement Requests
- 9. Project Completion Reports
- 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 Federal, \$2,000 State, \$2,000 Local)
<u>\$50,000</u>	PL 112 Funds	(\$40,965 Federal, \$9,035 Local)
\$70,000		

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.
 - 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.

OBJECTIVE D: TRANSPORTATION PLANNING DECISION AND FUNDING

6. Participate in deliberations and meetings held by the statewide MPO Advisory Committee and other Federal, State and Local Committees that deal with legislative and policy-related questions.
7. Act as liaison between MPO and County Legislative Coordinator during annual State Legislative session.

END PRODUCTS:

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

PROJECT MANAGER:

Irma San Roman

PARTICIPATING AGENCY:

Metropolitan Planning Organization
Florida Department of Transportation - District 6

FUNDING:

\$37,000	Section 8	(\$29,600 Federal, \$3,700 State, \$3700)
\$77,000	PL112	(\$63,086 Federal, \$13,914 Local)
\$100,000	Section 5307 (formerly Section 9)	(\$80,000 Federal, \$20,000 Local)
\$214,000		

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 1998 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 1998 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 FY97 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.

END PRODUCTS:

1. Revisions to the FY 1997 UPWP
2. Update of the issue list and program objectives to be considered in preparing the FY 1998 UPWP
3. Review Draft of the FY 1998 UPWP
4. Final Draft of the FY 1998 UPWP
5. Memos transmitting the UPWP document

PROJECT MANAGER:

Oscar Camejo

PARTICIPATING AGENCY:

Metropolitan Planning Organization
Florida Department of Transportation - District 6

FUNDING:

\$60,000 PL 112 (\$49,158 Federal, \$10,842 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 1998, with forecasts of needs through 2002.

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:

\$50,000	Section 8	(\$40,000 Federal, \$5,000 State, \$5000 Local)
\$70,000	PL112	(\$57,352 Federal, \$12,648 Local)
<u>\$48,000</u>	Section 5307 (formerly Section 9)	(\$38,400 Federal, \$9,600 Local)
\$168,000		

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 under 4.14.

PREVIOUS WORK:

This is a continuing activity.

METHODOLOGY:

- a. Provide coordination and staff support to CTAC and its six 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. Coordinate with all relevant agencies for project review and follow up
 - 3. Organize meetings. Prepare agendas, and back-up materials, and documentation
 - 4. Prepare recommendations, resolutions and minutes
 - 5. Respond to concerns of TARC members
 - 6. Perform administrative functions related to committee structure, rules, attendance vacancies etc.
 - 7. Develop committee policy and procedure for TARC review
- c. Respond to CTAC, and community concerns as plans and programs are developed as part of the update of the Transportation Plan, the Transportation Improvement

OBJECTIVE D: TRANSPORTATION PLANNING DECISION AND FUNDING

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:

Clinton Forbes

PARTICIPATING AGENCY:

Metropolitan Planning Organization
Florida Department of Transportation - District 6

FUNDING:

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

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.

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. Compilation and distribution of information, as appropriate.

PROJECT MANAGER:

Irma San Roman

OBJECTIVE D: TRANSPORTATION PLANNING DECISION AND FUNDING

PARTICIPATING AGENCIES:

Metropolitan Planning Organization
Florida Department of Transportation

FUNDING:

\$55,000	Section 8	(\$44,000 Federal, \$5,500 State, \$5,500 Local)
<u>\$35,000</u>	PL 112	(\$28,676 Federal, \$6,324 Local)
\$90,000		

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.
- E. To provide cost-efficient coordinated transportation programs that contain a monitoring component to ensure the integrity of the program.

PREVIOUS WORK:

The Memorandum of Agreement, Trip Grant and Annual Operating Report have been completed and funded FY 95/96. 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. The program is in the 3rd year of operation, and has generated a savings of more than \$6 million for Medicaid transportation.

Special Transportation Services (STS) options was instituted in October 1994. It offers disabled individuals the opportunity to receive a free Metropass for unlimited travel on the conventional transit system. Participants have the option of returning to the door to door paratransit system if they find that they can no longer access the bus or rail due to physical or logistic problems. The program has generated a savings to the County of half a million dollars.

METHODOLOGY:

- a. Expand the Medicaid Metropass Program providing "travel training" programs at agencies with large populations of clients still utilizing the door to door paratransit system.
- b. Continue to provide the planning and administration of FDOT Section 16 funds through the Community Transportation Coordinator's (CTC) office.
- d. Continue to encourage Section 16 grant recipients to participate in the coordination of the transportation disadvantaged by becoming part of the new paratransit brokerage system.
- e. Complete the TD Commission reporting requirements by submitting a Service Plan, Memorandum of Agreement, and Annual Operating Report.

OBJECTIVE D: TRANSPORTATION PLANNING DECISION AND FUNDING

- f. 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.
- g. Staff the Local Coordinating Board; set the agenda; produce the minutes and documents as requested.
- h. Facilitate an annual transportation disadvantaged sponsored public hearing.
- i. Continue the Alternative Transportation Options for Medicaid (ATOM), and the Medicaid early intervention programs which are two new projects begun in 1995/96. They will continue to be the responsibility of the CTC to administer and monitor for FY 1996/97.

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:

Sheila Winitzer
Oscar Camejo

PARTICIPATING AGENCIES

Metro-Dade Transit Agency
Metropolitan Planning Organization

FUNDING:

\$63,068 Transportation Disadvantaged (100% State Funds)

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 fourth update of the Complementary Paratransit Service Plan was completed in FY96.

ACTIVITIES FOR FY 96-97:

- a. Review the deployment plan established 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 FY97.
- 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. Revised vehicle deployment plan
- 2. Bus stop accessibility report and work orders to construct passenger landing pads, etc.
- 3. Updated ADA Compliance Plan for FY97.

PROJECT MANAGER:

Mario G. Garcia

PARTICIPATING AGENCY:

Metro-Dade Transit Agency
Metropolitan Planning Organization

FUNDING:

\$70,000 Section 5307 (formerly Section 9) (\$56,000 Federal, \$14,000 Local)

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. Monitor discrimination complaints for bus, rail and administration. Review and revise as necessary demographic and service profile maps and tables.
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)
<u>\$18,000</u>	Section 5307 (formerly Section 9)(\$14,400 Federal, \$3,600 Local)
\$28,000	

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.

PROJECT MANAGER: Henry Sori

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)

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 citizen involvement and electronic communication within the agencies and with those entities outside the agency has created a need to connect our stand-alone personal computers and printers together and to an outside line for communication purposes.

END PRODUCTS:

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

PROJECT MANAGER:

Oscar Camejo

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)
\$100,000	*PL 112 (\$81,930 Federal, \$18,070 Local)
\$155,000	

*\$27,000 of these funds will be used to have the MPO office personal computers and printers networked together and connected to an outside line. These charges include all hardware, software, labor and training.

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

END PRODUCTS:

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

PROJECT MANAGERS:

Bob Cincotta

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):

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

PREVIOUS WORK:

City of Coral Gables city trolley service. City of North Miami Beach mini bus service. City of Miami Coconut Grove planning study. The City of Miami Beach selected and negotiated a contract to begin this year for a Municipal Mobility Plan.

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 through a competitive process.
Miami Beach Municipal Mobility Plan. This study was selected under the FY 1996 Municipal Grant Program, but due to a lengthy consultant selection process, the work will begin in FY 1997.

PROJECT MANAGER: Oscar Camejo

PARTICIPATING AGENCIES:

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

FUNDING: (Funding for the Miami Beach Municipal Mobility Plan was carried over from the FY 1996 program for \$68,500 PL and their municipal match).

\$78,500	PL 112 (\$64,315 Federal, \$14,185 Local)
\$54,630	Municipal match
<u>\$150,000</u>	STP (\$120,000 Federal, \$15,000 State, \$15,000 Local)
\$283,130	

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 second time a comprehensive effort will be made in this direction. During the FY 1996 program, unforeseen problems delayed this task. 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.

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

Clinton Forbes

PARTICIPATING AGENCY:

Metropolitan Planning Organization
Florida Department of Transportation - District 6

FUNDING:

\$ 55,000	PL	(\$45,062 Federal, \$9,938 Local)
\$ 65,000	STP	(\$52,000 Federal, \$6,500 State, \$6,500 Local)
<u>\$ 73,000</u>	Section 8	(FY 1995) (\$58,400 Federal, 7,300 state, 7,300 Local)
\$193,000		



Objective E

State Planning Program



1997 UNIFIED PLANNING WORK PROGRAM

OBJECTIVE E: STATE PLANNING PROGRAM

TASK NUMBER AND TITLE:

5.01 STATE PLANNING and RESEARCH (SPR) PROGRAM PLAN

The District Six (6) Office of the Florida Department of Transportation conducts a series of studies and supporting projects for the State Planning and Research Program which are to be performed by FDOT personnel and/or FDOT consultants. An updated list of all SPR Program information to be included for the fiscal year 1996-1997 beginning July 1, 1996 and ending June 30, 1997 follows:

OBJECTIVE(S):

See individual program sheets after summary table.

PREVIOUS WORK:

See individual program sheets after summary table.

METHODOLOGY:

See individual program sheets after summary table.

PROJECT MANAGER:

FDOT District Six SPR Coordinator Todd Leachman

PARTICIPATING AGENCIES:

See individual program sheets after summary table.

FUNDING

See individual program sheets after summary table.

STATE PLANNING PROGRAM - PROJECTS SUMMARY

TERMS: WPI = FDOT 5-YEAR WORK PROGRAM "WORK PROGRAM ITEM"
 HP = FEDERAL HIGHWAY PLANNING FUNDS
 STP = FEDERAL SURFACE TRANSPORTATION PROGRAM FUNDS
 PL = FEDERAL "PL" FUNDS
 D = STATE "D" FUNDS
 LF, LFF = LOCAL FUNDS

1997 UPWP TASK 5.01 (STATE PLANNING AND RESEARCH (SPR) PROGRAM PLAN - SUMMARY TABLE)

WPI No.	JOB No.	FUND TYPE	TITLE	PROJECT MANAGER	CONSULTANT or FDOT IN-HOUSE
6590020		D	FIHS PLANNING CONSULTANT (CORDR. STUDIES)	FOX	CONSULTANT PENDING
6590022	----	--	DATA COLLECTION/TRAVEL TIME-DELAY STUDIES	JIMENEZ	FDOT
	99040-7063	HP	TRAFFIC COUNTS	"	
	99040-7063	D	DIRECT COSTS (HP INELIGIBLE)/BACK-UP	"	FDOT
	99086-1618	D	CONSULTANT	"	TRANSP. ANALYS. PROF.
6590024	----	--	GROWTH MGT. / COMPLAN and DRI REVIEWS	STEINMILLER	FDOT
	99006-7563	HP	COMPLAN REVIEWS	"	FDOT
	99080-7563	HP	DRI REVIEWS	"	FDOT
	99080-7563	HP	DEVELOPMENT REVIEW (NON-DRI / ICAR)	NOBEL	FDOT
	99080-7563	HP	GROWTH MANAGEMENT	STEINMILLER	FDOT
		D	DIRECT COSTS (HP INELIGIBLE)/BACK-UP	"	FDOT
	99006-1513	D	GROWTH MANAGEMENT CONSULTANT	"	W. KELLER
6590025	----	--	CORRIDOR STUDIES / ACCESS MANAGEMENT	RIVERA	FDOT
	99090-7162	HP	ACCESS MANAGEMENT	"	FDOT
	99090-7162	HP	CORRIDOR STUDIES	"	FDOT
	99090-7162	HP	INTERSTATE HIGHWAY SYSTEM	"	FDOT
		D	DIRECT COSTS (HP INELIGIBLE)/BACK-UP	"	FDOT
	99006-1506	D	CORRIDOR STUDIES / ACCESS MGT. CONSLT	"	F. R. HARRIS
6590031	99906-1589	D	ISTEA REQUIREMENTS CONSULTANT	DOMINGUEZ	PAB CONSULTANTS
	99906-1589	STP	ISTEA REQUIREMENTS CONSULTANT		CONSULTANT PENDING
6590042	----	--	FLORIDA TRANSPORTATION PLAN	LEACHMAN	FDOT
	99010-7063	HP	FTP	"	FDOT
	99010-7063	HP	NEEDS ANALYSIS	"	FDOT
	99010-7063	HP	STATE COMPLAN/REGIONAL POLICY PLAN	"	FDOT
		D	DIRECT COSTS (HP INELIGIBLE)/BACK-UP	"	FDOT
6590045	----	--	WORK PRGM/TIP DEVELOPMENT & ADMIN.	HENDERSON	FDOT
	99080-7564	HP	MIAMI MPO LRP	"	
	99080-7564	HP	WORK PROGRAM	"	
		D	DIRECT COSTS (HP INELIGIBLE)/BACK-UP	"	
		D	WORK PRGM/TIP DEVEL AND ADMIN.	"	URS CONSULTANTS
6590046	----	--	PLANNING SUPPORT	KORROS	FDOT
	99906-1512	D	ADMINISTRATIVE DUTIES	"	FDOT
	99906-1512	D	ADA	"	FDOT
	99906-1512	D	CLERICAL DUTIES	"	FDOT
	99906-1512	D	COMPUTER SYSTEMS ANALYSIS	"	FDOT
	99906-1512	D	COMPUTER SYSTEMS IMPLEMENTATION	"	FDOT
	99906-1512	D	LEGISLATIVE BUDGET PREPARATION	"	FDOT
	99906-1512	D	PLANNING PRGM ADMIN/MGT	"	FDOT
	99906-1512	D	QUALITY ASSURANCE	"	FDOT
6590051	----	--	LOS/SPEED STUDIES (TRAVEL TIME AND DELAY)	JIMENEZ	FDOT
	99060-7061	HP	LOS	"	FDOT
	99060-7061	HP	TRAVEL TIME AND DELAY	"	FDOT
		D	DIRECT COSTS (HP INELIGIBLE)/BACK-UP	"	FDOT

6590053	----	--	PEDESTRIAN/BICYCLE (MIAMI)	HENDERSON	FDOT
	99010-7064	HP	BICYCLE/PEDESTRIAN	"	FDOT
		D	DIRECT COSTS (HP INELIGIBLE)/BACK-UP	"	FDOT
6590055	----	--	ISTEA REQUIREMENTS	DOMINGUEZ	FDOT
	99010-7066	HP	ISTEA REQUIREMENTS/INTERMODAL	"	FDOT
		D	DIRECT COSTS (HP INELIGIBLE)/BACK-UP	"	FDOT
	ALSO SEE 6590031 FOR CONSULTANT FUNDS FOR THIS PROJECT				
6590057	----	--	RAIL-HIGHWAY CROSSING INVENTORY	JIMENEZ	FDOT
	99020-7562	HP	RAIL CROSSING INVENTORY	"	FDOT
		D	DIRECT COSTS (HP INELIGIBLE)/BACK-UP	"	FDOT
6590058	----	--	MAPPING	DOMINGUEZ	FDOT
	99030-7062	HP	MAPPING	"	FDOT
		D		"	FDOT
6590059	----	--	ROUTINE CLASSIFICATION (VEHICLE CLASSIFIC.)	JIMENEZ	FDOT
	99040-7562	HP	VEHICLE CLASSIFICATION	"	FDOT
		D		"	FDOT
6590060	----	--	HIGHWAY CLASSIFICATION	DOMINGUEZ	FDOT
	99050-7064	HP	HIGHWAY CLASSIFICATION	"	FDOT
		D		"	FDOT
6590061	----	--	DESIGN TRAFFIC FORECAST	JIMENEZ	
	99050-7065	HP	DESIGN TRAFFIC FORECAST	"	
		D		"	
6590062	----	--	SYSTEMS PLANNING	STEINMILLER	
	99050-7266	HP	SYSTEMS PLANNING	"	
		D		"	
6590063	----	--	MPO SUPPORT - STATE PLNG AND RESEARCH PGM	LEACHMAN	
	99080-7062		MIAMI MPO SUPPORT - PLANNING	"	
	99080-7062		MIAMI MPO SUPPORT - PROJECT MNGMNT	"	
	99080-7062		MIAMI MPO SUPPORT -CLERICAL	"	
6590065	----	--	PAVEMENT CONDITIONS SURVEY	DOMINGUEZ	
	99020-7162	HP	PAVEMENT CONDITIONS SURVEY	"	
		D		"	
6592888		D	GEOGRAPHIC INFORMATION SYSTEM	DOMINGUEZ	CONSULTANT PENDING
		STP		"	CONSULTANT PENDING

1997 UNIFIED PLANNING WORK PROGRAM

OBJECTIVE E: STATE PLANNING PROGRAM

ITEM (11) - SPECIAL STUDIES

Classification: State

Subject: FIHS Master Plans and Action Plans

Responsible Office: District Six

Job Number: Unassigned

Work Program Item Number: 6590020 phase 13

Objectives

- ▶ Prepare Master Plans and Action Plans for the Florida Intrastate Highway System (FIHS).

Proposed Activities for 1996-97

Corridor Studies:

- ▶ Collect and analyze transportation planning and engineering data needed to evaluate conditions and develop recommendations for multimodal 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.

ESTIMATED COSTS FOR 1996-97 ACTIVITIES

	<u>Part I Participating</u>	<u>Part III-A Non-Participating</u>
Balance from FY' 96 (unencumbered and will roll-forward)		364,000

1997 UNIFIED PLANNING WORK PROGRAM

OBJECTIVE E: STATE PLANNING PROGRAM

ITEM (4) - TRAFFIC CHARACTERISTICS

Classification: Volume Counts

Subject: Data Collection/Travel Time & Delay Studies

Responsible Office: District Six

Job Number: 99040-7063-119

Work Program Item Number: 6590022 phase 10

Objectives

- ▶ Collect traffic data for determining AADTs and existing highway and arterial operating speeds during peak hours. These data will be used to populate the databases of different GIS software applications in order to determine the location and level of congestion, the cause and frequency of delays in the system as an aid in programming short range improvements.

Proposed Activities for 1996-97

- ▶ Collect traffic volumes, vehicle classification, and highway data inventories on State maintained arterials and expressways.
- ▶ Perform in-office quality and accuracy checks on collected data from highway inventory
- ▶ Conduct field quality assurance checks of existing highway characteristics
- ▶ Re-inventory State Highways after notices of completion are received
- ▶ Perform Contract Administration duties for Phase 13 funds

ESTIMATED COSTS FOR 1996-97 ACTIVITIES

	<u>Part I Participating</u>	<u>Part III-A Non-Participating</u>
99040-7063	118,000	80,000

1997 UNIFIED PLANNING WORK PROGRAM

OBJECTIVE E: STATE PLANNING PROGRAM

ITEM (4) - TRAFFIC CHARACTERISTICS

Classification: Volume Counts

Subject: Data Collection/Travel Time & Delay Studies

Responsible Office: District Six

Job Number: 99006-1624-010

Work Program Item Number: 6590022 phase 13

Objectives

- ▶ Collect traffic data for determining AADTs and existing highway and arterial operating speeds during peak hours. These data will be used to populate the databases of different GIS software applications in order to determine the location and level of congestion, the cause and frequency of delays in the system as an aid in programming short range improvements.
- ▶

Proposed Activities for 1996-97

- ▶ Collect traffic volumes, vehicle classification, and highway data inventories on State maintained arterials and expressways.
- ▶ Perform in-office quality and accuracy checks on collected data from highway inventory
- ▶ Conduct field quality assurance checks of existing highway characteristics
- ▶ Re-inventory State Highways after notices of completion are received
- ▶ Perform Contract Administration duties for Phase 13 funds

ESTIMATED COSTS FOR 1996-97 ACTIVITIES

	<u>Part I Participating</u>	<u>Part III-A Non-Participating</u>
99006-1624		390,000
Encumbrance balance		60,000

1997 UNIFIED PLANNING WORK PROGRAM

OBJECTIVE E: STATE PLANNING PROGRAM

ITEM (9) - URBAN TRANSPORTATION PLANNING

Classification: Urban Transportation Planning - Other

Subject: Growth Management/Complan and DRI Review

Responsible Office: District Six

Job Number: 99006-1513-010

Work Program Item Number: 6590024 phase 13

Objectives

- ▶ Fulfill legally mandated growth management responsibilities.
- ▶ Review growth management projects (i.e. local government comprehensive plans and Developments of Regional Impact) for impact on State Transportation System.

Proposed Activities for 1996-97

- ▶ Renew consultant contract which provides technical assistance to the Florida Department of Transportation, Planning Office, in reviewing Local Government Comprehensive Plans and Developments of Regional Impact.

ESTIMATED COSTS FOR 1996-97 ACTIVITIES

	<u>Part I Participating</u>	<u>Part III-A Non-Participating</u>
99006-1513		\$ 200,000
Encumbrance balance		115,000

1997 UNIFIED PLANNING WORK PROGRAM

OBJECTIVE E: STATE PLANNING PROGRAM

ITEM (9) - URBAN TRANSPORTATION PLANNING

Classification: Urban Transportation Planning

Subject: Growth Management/Complan and DRI Review

Responsible Office: District Six

Job Number: 99080-7563-119

Work Program Item Number: 6590024 phase 10

Objectives

- Fulfill legally mandated growth management responsibilities.
- Review growth management projects (i.e. local government comprehensive plans and Developments of Regional Impact) for impact on State Transportation System.
- Provide other growth management related functions as needed.
- Administer Intergovernmental Coordination And Review (ICAR) process.

Proposed Activities for 1996-97

- Coordinate with other offices in the Florida Department of Transportation regarding the review of Local Government Comprehensive Plans and Developments of Regional Impact.
- 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 project management activities including: technical review of consultant's project reviews; invoice processing/project budget management; and any contract administration activities.

ESTIMATED COSTS FOR 1996-97 ACTIVITIES

	<u>Part I Participating</u>	<u>Part III-A Non-Participating</u>
99080-7513	50,000	
Unassigned		30,000

1997 UNIFIED PLANNING WORK PROGRAM

OBJECTIVE E: STATE PLANNING PROGRAM

ITEM (11) - SPECIAL STUDIES

Classification: State

Subject: Corridor Studies/FL Intrastate Action Plans

Responsible Office: District Six

Job Number: 99006-1506-010

Work Program Item Number: 6590025 phase 13

Objectives

- Prepare corridor studies including access management plans and multimodal planning studies.

Proposed Activities for 1996-97

Corridor Studies:

- Evaluate transportation needs based on demand, perform studies to recommend/analyze improvement alternatives for corridors, deliver necessary pre-PD&E documents and make recommendations to environmental management staff for further evaluations.
- Develop plans for managing/protecting critical corridors in cooperation with local governments, identify both interim and ultimate improvements needed to the FIHS, review constrained corridors for potential planning and evaluation consistent with Long Range Transportation Plans.

ESTIMATED COSTS FOR 1996-97 ACTIVITIES

	<u>Part I Participating</u>	<u>Part III-A Non-Participating</u>
Balance from Previous Years (unencumbered and will roll-forward)		50,000
Encumbrance balance		62,000
99006-1506		500,000

1997 UNIFIED PLANNING WORK PROGRAM

OBJECTIVE E: STATE PLANNING PROGRAM

TEM (11) - SPECIAL STUDIES

Classification: State

Subject: Corridor Studies/FL Interstate Action Plans

Responsible Office: District Six

Job Number: 99090-7162-119

Work Program Item Number: 6590025 phase 10

Objectives

- ▶ Direct consultant activities in the preparation of corridor studies including access management plans and multimodal planning studies.

Proposed Activities for 1996-97

Corridor Studies:

- ▶ 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, budget, funding sources and other administrative activities as necessary to initiate corridor studies. Provide guidance, data and technical assistance to consultants.

ESTIMATED COSTS FOR 1996-97 ACTIVITIES

	<u>Part I Participating</u>	<u>Part III-A Non-Participating</u>
99090-7162	120,000	
Unassigned		56,000

1997 UNIFIED PLANNING WORK PROGRAM

OBJECTIVE E: STATE PLANNING PROGRAM

ITEM (9) - URBAN TRANSPORTATION PLANNING

Classification: Other

Subject: Bicycle/Pedestrian

Responsible Office: District Six

Job Number: 99006-3523 **Work Program Item Number:** 6590028, phase 50

Objectives

- Provide assistance to Dade and Monroe County's bicycle/pedestrian programs.

Proposed Activities for 1996-97

Bicycle/Pedestrian Program Support

- Work with the Dade and Monroe County bicycle/pedestrian programs to identify bike/ped planning needs. Execute Joint Participation Agreements as necessary to provide funds to fulfill identified needs.

ESTIMATED COSTS FOR 1996-97 ACTIVITIES

	<u>Part I Participating</u>	<u>Part III-A Non-Participating</u>
State Project #99006-3523	\$80,000	

1997 UNIFIED PLANNING WORK PROGRAM

OBJECTIVE E: STATE PLANNING PROGRAM

ITEM (12) - OTHER

Classification: Other

Subject: ISTE A Requirements

Responsible Office: District Six

Job Number: 99906-1646-010

Work Program Item Number: 6590031 phase 13

Objectives

- ▶ Continue to coordinate District Six planning activities with local agencies to implement ISTE A requirements.

Proposed Activities for 1996-97

- ▶ Implementation of Management Systems:
 - Congestion Management System
 - Pavement Management System
 - Traffic Monitoring System
 - Intermodal Management System
 - Public Transportation Facilities and Equipment Management System
- ▶ Consultant assistance in performing data collection, analysis, systems support and development, and report preparation.

ESTIMATED COSTS FOR 1996-97 ACTIVITIES

	<u>Part I Participating</u>	<u>Part III-A Non-Participating</u>
Unassigned	127,000	
99906-1646		248,000
Encumbrance balance (87000-1589)		69,000
(Unassigned)		117,000

1997 UNIFIED PLANNING WORK PROGRAM

OBJECTIVE E: STATE PLANNING PROGRAM

ITEM (12) - OTHER

Classification: Other

Subject: 2020 Florida Transportation Plan

Responsible Office: District Six

Job Number: 99010-7063-119

Work Program Item Number: 6590042 phase 10

Objectives

- ▶ Support statewide planning and public involvement programs.
- ▶ Develop District continuing public involvement program.

Proposed Activities for 1996-97

Other:

- ▶ Coordinate intergovernmental and public involvement mailings.
- ▶ Coordinate staff review of FTP short range component and performance measures.

ESTIMATED COSTS FOR 1996-97 ACTIVITIES

	<u>Part I Participating</u>	<u>Part III-A Non-Participating</u>
99010-7063	\$ 120,000	
Unassigned		\$ 10,000

1997 UNIFIED PLANNING WORK PROGRAM

OBJECTIVE E: STATE PLANNING PROGRAM

ITEM (9) - URBAN TRANSPORTATION PLANNING

Classification: Urban Transportation Planning - Other

Subject: MPO Support/Long Range Transportation Plan

Responsible Office: District Six

Job Number: 99080-7564-119

Work Program Item Number: 6590045 phase 10

Objectives

- ▶ Ensure coordination between the Miami MPO's Long Range Plan and Transportation Improvement Program and the district's work program by providing support to the MPO, the District Work Program Office and District Project Managers.

Proposed Activities for 1996-97

Work Program/TIP Development

- ▶ Participate in the development of the 1997/98 work program and 1997/98 TIP. Ensure consistency between the work program and the long range plan. Maintain the current TIP by processing necessary amendments through the MPO.

Long Range Plan Administration/Modelling

- ▶ Provide long range plan and model-related technical assistance to the MPO and FDOT project managers. Develop OS/2 and DOS versions of the Miami MPO FSUTMS model process for use on PC.
- ▶ Conduct consultant management activities.

ESTIMATED COSTS FOR 1996-97 ACTIVITIES

	Part I Participating	Part III-A Non-Participating
99080-7564	70,000	
Unassigned		30,000

1997 UNIFIED PLANNING WORK PROGRAM

OBJECTIVE E: STATE PLANNING PROGRAM

ITEM (9) - URBAN TRANSPORTATION PLANNING

Classification: Urban Transportation Planning - Other

Subject: MPO Support/Long Range Transportation Plan

Responsible Office: District Six

Job Number: Unassigned

Work Program Item Number: 6590045 phase 13

Objectives

- Support district staff in the scoping of project proposals, calculating LOS, meeting state and federal air quality planning regulations, coordinating development of the district's work program and Miami MPO TIP and supporting the bicycle/pedestrian program.

Proposed Activities for 1996-97

Project Proposals Scoping

Review project proposals, including Transportation Enhancement project applications, received from local governments.

Air Quality Program Support

Provide support to the district in meeting state and federal air quality planning regulations, including those related to the federal Congestion Mitigation and Air Quality (CMAQ) funds.

Work Program/TIP/Long Range Plan Coordination

Assist the department in the development of the district work program and its coordination with the Miami MPO's TIP and long range plan.

Bicycle/Pedestrian Program Support

Provide support to the department's bicycle/pedestrian program by reviewing plans and projects for bicycle and pedestrian facilities and amenities.

1997 UNIFIED PLANNING WORK PROGRAM

OBJECTIVE E: STATE PLANNING PROGRAM

ITEM (9) - URBAN TRANSPORTATION PLANNING

Classification: In-House Support

Subject: Planning Support/Planning Models/Data

Responsible Office: District Six

Job Number: 99060-1512-010

Work Program Item Number: 6590046 phase 13

Objectives

- Provide In-House support for District Planning Program

Proposed Activities for 1996-97

- Program management
- Project support and budgeting
- Clerical support to planning program

ESTIMATED COSTS FOR 1996-97 ACTIVITIES

	<u>Part I Participating</u>	<u>Part III-A Non-Participating</u>
99906-1512		60,000

1997 UNIFIED PLANNING WORK PROGRAM

OBJECTIVE E: STATE PLANNING PROGRAM

ITEM (6) - SPEED AND TRAFFIC SERVICE STUDIES

Classification: Traffic Service Studies

Subject: Level of Service/Speed Studies

Responsible Office: District Six

Job Number: 99060-7061-119

Work Program Item Number: 6590051 phase 10

Objectives

- ▶ Refine and improve the Roadway System Software application for the District's Level of Service (LOS) and Duration of Congestion calculations, and prepare updated maps of LOS for the State Highway System through Atlas GIS applications.

Proposed Activities for 1996-97

- ▶ Complete the development of the 1995 LOS Map and work on future maps
- ▶ Continue to provide LOS analysis support to the Dade County Development Impact Committee and to the FDOT Central Office LOS research project
- ▶ Perform in-office quality reviews of LOS maps, reports and database spreadsheets produced by GIS consultant.
- ▶ Provide LOS maps and reports to Department and other government offices.
- ▶ Conduct speed studies as required

ESTIMATED COSTS FOR 1996-97 ACTIVITIES

	<u>Part I Participating</u>	<u>Part III-A Non-Participating</u>
99060-7061	75,000	
Unassigned		26,000

1997 UNIFIED PLANNING WORK PROGRAM

OBJECTIVE E: STATE PLANNING PROGRAM

ITEM (12) - OTHER

Classification: Other

Subject: Bicycle/Pedestrian

Responsible Office: District Six

Job Number: 99010-7064-119

Work Program Item Number: 6590053 phase 10

Objectives

- ▶ Coordinate the district's bicycle and pedestrian program.

Proposed Activities for 1996-97

Local Government Support

- ▶ Provide technical assistance, training, and funding to local government bicycle-pedestrian programs.

Support to FDOT Project Managers

- ▶ Provide information on existing and planned bicycle/pedestrian facilities to FDOT project managers for use in on-going projects.

Transportation Enhancement Project Coordination

- ▶ Receive, review and program funds for the development of transportation enhancement projects. This includes coordinating the efforts of local government and FDOT staff to advance feasible projects through the production phases.

ESTIMATED COSTS FOR 1996-97 ACTIVITIES

	<u>Part I Participating</u>	<u>Part III-A Non-Participating</u>
99010-7064	50,000	
Unassigned		10,000

1997 UNIFIED PLANNING WORK PROGRAM

OBJECTIVE E: STATE PLANNING PROGRAM

ITEM (12) - OTHER

Classification: Other

Subject: ISTE A Requirements

Responsible Office: District Six

Job Number: 99010-7066-119

Work Program Item Number: 6590055 phase 10

Objectives

- ▶ Ensure that District Six planning procedures, policies and practices are consistent with Federal Law.

Proposed Activities for 1996-97

- ▶ Provide all necessary data to consultant
- ▶ Coordinate with local governments regarding intermodal systems, clean air requirements, congestion management, mobility, level of service and other related activities.
- ▶ Project management activities, including:
 - technical review of consultant's progress reports,
 - invoice processing, and
 - project budget management

ESTIMATED COSTS FOR 1996-97 ACTIVITIES

	<u>Part I Participating</u>	<u>Part III-A Non-Participating</u>
99010-7066	65,000	
Unassigned		10,000

1997 UNIFIED PLANNING WORK PROGRAM

OBJECTIVE E: STATE PLANNING PROGRAM

ITEM (2) - SYSTEMS INVENTORY

Classification: Railroad Crossing Hazard Rating

Subject: Rail Crossing Inventory

Responsible Office: District Six

Job Number: 99020-7562-119

Work Program Item Number: 6590057 phase 10

Objectives

- ▶ Collect data and conduct field and office quality reviews of Rail-Highway Crossing Inventory (RHCI).

Proposed Activities for 1996-97

- ▶ Collect data at rail-highway crossings.
- ▶ Perform in-office quality and accuracy checks on at least 10% of collected data
- ▶ Conduct field quality assurance checks of existing rail-highway crossings
- ▶ Revise rail-highway crossings location map
- ▶ Update FDOT's mainframe database
- ▶ Perform consultant contract administration duties

ESTIMATED COSTS FOR 1996-97 ACTIVITIES

	<u>Part I Participating</u>	<u>Part III-A Non-Participating</u>
99020-7562	51,000	
Unassigned		10,000

1997 UNIFIED PLANNING WORK PROGRAM

OBJECTIVE E: STATE PLANNING PROGRAM

ITEM (3) - MAPPING

Classification: Mapping

Subject: Mapping

Responsible Office: District Six

Job Number: 99030-7062-119 **Work Program Item Number:** 6590058 phase 10

Objectives

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

Proposed Activities for 1996-97

Production of CADD/GIS-generated maps and graphics to support general planning and statistics activities, including:

- | | |
|-----------------------------------|---|
| ▶ Florida Transportation Plan | ▶ Traffic Projections and Counts |
| ▶ Rail-Highway Crossing Inventory | ▶ Highway Performance Monitoring System |
| ▶ Straight Line Diagrams | ▶ Access Management |
| ▶ Functional Classification | ▶ Transportation Boundaries |
| ▶ Pavement Deficiency Analysis | ▶ National highway System |
| ▶ Level of Service | |

ESTIMATED COSTS FOR 1996-97 ACTIVITIES

	Part I Participating	Part III-A Non-Participating
99030-7062	40,000	
Unassigned		10,000

1997 UNIFIED PLANNING WORK PROGRAM

OBJECTIVE E: STATE PLANNING PROGRAM

ITEM (4) - TRAFFIC CHARACTERISTICS

Classification: Vehicle Classification

Subject: Vehicle Classification

Responsible Office: District Six

Job Number: 99040-7562-119

Work Program Item Number: 6590059 phase 10

Objectives

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

Proposed Activities for 1996-97

- ▶ Provide necessary data and training to consultant
- ▶ Conduct vehicle classification activities by consultant at sixty seven sites located in Dade and Monroe Counties
- ▶ Perform quality control checks on collected data and SPS processing into mainframe database.
- ▶ Other activities include technical review of consultant's monthly reports, project budget management, invoice processing and quality reviews.

ESTIMATED COSTS FOR 1996-97 ACTIVITIES

	<u>Part I Participating</u>	<u>Part III-A Non-Participating</u>
99040-7562	45,000	
Unassigned		10,000

1997 UNIFIED PLANNING WORK PROGRAM

OBJECTIVE E: STATE PLANNING PROGRAM

ITEM (5) - SYSTEMS AND PROGRAMMING

Classification: Highway Classification and Systems

Subject: Functional Classification

Responsible Office: District Six

Job Number: 99050-7064-119

Work Program Item Number: 6590060 phase 10

Objectives

- ▶ Analyze and assign appropriate Functional Classification to all public roads in District Six according to State and Federal criteria.

Proposed Activities for 1996-97

- ▶ Conduct office inventory of all Federally classified roads, including maps and spreadsheet outputs.
- ▶ Process jurisdictional roadway transfers to and from the State Highway System.
- ▶ Structure the District data information systems in order to facilitate Federal reporting requirements.
- ▶ Coordinate work efforts with local authorities and the Miami Metropolitan Planning Organization.
- ▶ Provide Functional Classification designation data and maps to Department offices, public and private groups, and other government offices.

ESTIMATED COSTS FOR 1996-97 ACTIVITIES

	<u>Part I Participating</u>	<u>Part III-A Non-Participating</u>
99050-7064	50,000	
Unassigned		10,000

1997 UNIFIED PLANNING WORK PROGRAM

OBJECTIVE E: STATE PLANNING PROGRAM

ITEM (5) - SYSTEMS AND PROGRAMMING

Classification: Highway Classification and Systems

Subject: Design Traffic Forecast

Responsible Office: District Six

Job Number: 99050-7065-119

Work Program Item Number: 6590061 phase 10

Objectives

- Study existing traffic patterns and conditions to determine future traffic volumes for system planning forecasts and to support design and environmental requirements.

Proposed Activities for 1996-97

- Develop design traffic forecasts and 18 kip equivalent wheel loadings for roadway and pavement design of highway projects.
- Perform traffic projections for project development and environmental (PD&E) studies.

ESTIMATED COSTS FOR 1996-97 ACTIVITIES

	<u>Part I Participating</u>	<u>Part III-A Non-Participating</u>
99050-7065	80,000	10,000

1997 UNIFIED PLANNING WORK PROGRAM

OBJECTIVE E: STATE PLANNING PROGRAM

ITEM (5) - SYSTEMS AND PROGRAMMING

Classification: Highway Classification & Systems

Subject: Systems Planning

Responsible Office: District Six

Job Number: 99050-7266-119

Work Program Item Number: 6590062 phase 10

Objectives

- ▶ Provide technical support to the Department, outside Agencies, and consultants regarding the Dade and Monroe County models and the long range transportation plans.
- ▶ Provide model data and analysis to the above referenced users on an as needed basis.
- ▶ Participate in the model development activities.

Proposed Activities for 1996-97

- ▶ Provide in-house data and technical support for the Planning Office, the Environmental Management Office, and other FDOT offices as necessary.
- ▶ Continue to provide model data and information to consultants, the general public, and outside agencies.
- ▶ Continue participation in the statewide Model Task Force which supports model development activities and improvements to the long range transportation planning process.

ESTIMATED COSTS FOR 1996-97 ACTIVITIES

	<u>Part I</u> <u>Participating</u>	<u>Part III-A</u> <u>Non-Participating</u>
99050-7266	57,000	10,000

1997 UNIFIED PLANNING WORK PROGRAM

OBJECTIVE E: STATE PLANNING PROGRAM

ITEM (9) - URBAN TRANSPORTATION PLANNING

Classification: In-House Support

Subject: In-House MPO Support

Responsible Office: District Six

Job Number: 99080-7062-119

Work Program Item Number: 6590063 phase 10

Objectives

- Provide In-House support for MPOs Planning Program

Proposed Activities for 1996-97

- Technical support to MPO UPWP tasks
- Assist in UPWP development and review
- Review MPO progress reports and process invoices
- Participate in MPO governing board and technical committees

ESTIMATED COSTS FOR 1996-97 ACTIVITIES

	<u>Part I Participating</u>	<u>Part III-A Non-Participating</u>
99080-7062	122,000	
Unassigned		10,000

1997 UNIFIED PLANNING WORK PROGRAM

OBJECTIVE E: STATE PLANNING PROGRAM

ITEM (2) - SYSTEMS INVENTORY

Classification: Pavement Condition

Subject: Pavement Management System

Responsible Office: District Six

Job Number: 99020-7162-119

Work Program Item Number: 6590065 phase 10

Objectives

- ▶ Support the District Pavement Management System by providing technical pavement information and results of field observations to aid in the identification of roadway sections in need of resurfacing and/or reconstruction.

Proposed Activities for 1996-97

- ▶ Analyze the Pavement Condition Report as distributed by the State Materials Office.
- ▶ Compare deficient sections with sections previously programmed for resurfacing and/or reconstruction in the adopted Work Program.
- ▶ Compile a listing of non-programmed deficient sections for field inspection by District pavement unit.
- ▶ Report programing recommendations to District Scoping Committee for future programming needs.

ESTIMATED COSTS FOR 1996-97 ACTIVITIES

	<u>Part I Participating</u>	<u>Part III-A Non-Participating</u>
99020-7162	71,000	
Unassigned		10,000

1997 UNIFIED PLANNING WORK PROGRAM

OBJECTIVE E: STATE PLANNING PROGRAM

ITEM (3) - MAPPING

Classification: Mapping

Subject: Geographic Information System (GIS)

Responsible Office: District Six

Job Number: Unassigned

Work Program Item Number: 6592888 phase 13

Objectives

- ▶ Application of GIS and development of relational database to produce maps and reports in support of District Six planning and programming activities.

Proposed Activities for 1996-97

Perform queries and produce all necessary maps and reports to support general planning decision support system activities, including:

- ▶ Pavement Deficiency Analysis
- ▶ Functional Classification
- ▶ Level of Service
- ▶ Location and attributes of Public Transportation and Intermodal Facilities
- ▶ Traffic Projections and Counts
- ▶ Highway Performance Monitoring System
- ▶ Access Management
- ▶ Transportation Boundaries
- ▶ National Highway System

ESTIMATED COSTS FOR 1996-97 ACTIVITIES

	<u>Part I Participating</u>	<u>Part III-A Non-Participating</u>
Unassigned		200,000

1997 UNIFIED PLANNING WORK PROGRAM

OBJECTIVE E: STATE PLANNING PROGRAM

ITEM (9) - URBAN TRANSPORTATION PLANNING

Classification: Validation, Plan Updates, Consultant & Contracts, MPO Grants

Subject: Monroe County Long Range Transportation Plan

Responsible Office: District Six

Job Number: Unassigned

Work Program Item Number: 6596618 phase 10

Objectives

- ▶ Provide funding to the County for the purpose of maintaining the long range transportation plan by hiring a consultant to provide the necessary technical support and to review and make recommendations regarding the transportation impacts of development proposals.
- ▶ Maintain the long range transportation plan utilizing the Florida Standard Urban Transportation Model Structure (FSUTMS) and improve LRP Data Base with on-going data collection activities.

Proposed Activities for 1996-97

- ▶ Provide funding to Monroe County by continuing the annual joint participation agreement which allows the County to contract with a transportation planning consultant.
- ▶ Carry out project management and contract administration activities including review of products and invoice processing.
- ▶ Support Monroe County's ongoing transportation planning process, and provide in-house data and analysis to the planning office and to the Department.

ESTIMATED COSTS FOR 1996-97 ACTIVITIES

	<u>Part I Participating</u>	<u>Part III-A Non-Participating</u>
Unassigned	30,000	10,000

1997 UNIFIED PLANNING WORK PROGRAM

OBJECTIVE E: STATE PLANNING PROGRAM

TASK NUMBER AND TITLE:

5.02 STATE SUPPORT TO 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.

1997 UNIFIED PLANNING WORK PROGRAM

OBJECTIVE E: STATE PLANNING PROGRAM

6. Assist in the development and implementation of the Congestion Management System.
7. Support and assist the MPO's Bicycle/Pedestrian 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.

PROJECT MANAGER:

Todd Leachman

PARTICIPATING AGENCY:

Florida Department of Transportation

FUNDING:

See following table.

1997 UPWP TASK 5.02 (FEDERAL PL AND STP SUPPORT TO MPO AND MATCH)

WPI NO.	JOB No.	FUND TYPE	TITLE	PROJECT MANAGER	FUNDING
6592877		PL	MIAMI MPO - PL112 FEDERAL	LEACHMAN	1,068,000
		D	STATE MATCH		207,000
		LF	LOCAL MATCH		236,000
6592884	87098-3503	STP	MIAMI MPO - STP FUNDED TASKS	LEACHMAN	406,000
		D	STATE MATCH		51,000
		LFF	LOCAL MATCH		51,000

1997 UNIFIED PLANNING WORK PROGRAM

OBJECTIVE E: STATE PLANNING PROGRAM

TASK NUMBER AND TITLE:

5.03 **MAJOR INVESTMENT STUDIES (MIS) and CORRIDOR STUDIES**

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:

6114094 (SR 836 MULTIMODAL CORRIDOR) - Draft EIS is near final stage and almost complete.

6114114 (Miami Intermodal Center) - Draft EIS is near final stage and almost complete.

6113791 (Krome Avenue Corridor Management Plan/Action Plan) - Will begin in June 1996 and be complete in 18 months.

SR 826 (Palmetto Expressway Master Plan/MIS) - East West Sector from Golden Glades to NW 154 Street started in March 1995 and will be completed in 18 months.

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.

1997 UNIFIED PLANNING WORK PROGRAM

OBJECTIVE E: STATE PLANNING PROGRAM

PROJECT MANAGERS:

Assistant Planning Manager (Corridors) Debora Rivera (305) 377- 5888

FDOT District Six Coordinator Randy Fox (305) 377-5895

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

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.

1997 UNIFIED PLANNING WORK PROGRAM

OBJECTIVE E: STATE PLANNING PROGRAM

TASK NUMBER AND TITLE:

5.04 MANAGEMENT SYSTEMS PROGRESS REPORT

INTRODUCTION:

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), national transportation policy, increases the importance transportation planning and recommends that six management and a monitoring systems be developed to provide better information for decision making. Considering the role that management and monitoring systems should play in the transportation planning process, the following seven guiding principles have been adopted:

- ◆ Provide feedback into long-range policy planning
- ◆ Provide input into programming and budgeting decisions
- ◆ Support resource allocation decisions
- ◆ Link performance measures to decision support (information)
- ◆ Utilize existing information technologies and databases
- ◆ Integrate all systems
- ◆ Increase public input and awareness

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 investment* in, the nation's transportation infrastructure."

FOR MORE INFORMATION:

FDOT Statewide Management Systems Coordinator Melanie Carr (904) 488-8006

FDOT District Six M.S. Coordinator Albert Dominguez, P.E. (305) 377-5893

1997 UNIFIED PLANNING WORK PROGRAM

OBJECTIVE E: STATE PLANNING PROGRAM

SAFETY MANAGEMENT SYSTEM

PURPOSE:

To provide 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.

FOR MORE INFORMATION:

FDOT Statewide Coordinator Ed Rice (904) 488-3546

District Six Safety Engineer Messler Gilchrist (305) 470-6735

1997 UNIFIED PLANNING WORK PROGRAM

OBJECTIVE E: STATE PLANNING PROGRAM

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.

FOR MORE INFORMATION:

FDOT Statewide Coordinator Larry Davis (904) 488-8814

1997 UNIFIED PLANNING WORK PROGRAM

OBJECTIVE E: STATE PLANNING PROGRAM

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.

FOR MORE INFORMATION:

FDOT Statewide Coordinator Bruce Dietrich (904) 487-3945

1997 UNIFIED PLANNING WORK PROGRAM

OBJECTIVE E: STATE PLANNING PROGRAM

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.

FOR MORE INFORMATION:

FDOT Statewide Coordinator Rob Hebert (904) 488-5704

District Six Coordinator Jose Gonzalez (305) 377-5804

1997 UNIFIED PLANNING WORK PROGRAM

OBJECTIVE E: STATE PLANNING PROGRAM

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.

FOR MORE INFORMATION:

FDOT Statewide Coordinator (Congestion Management System/Mobility Management Process)
Doug McLeod (904) 487-0628

1997 UNIFIED PLANNING WORK PROGRAM

OBJECTIVE E: STATE PLANNING PROGRAM

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.

FOR MORE INFORMATION:

FDOT Statewide Coordinator Tara Bartee (904) 488-7774

1997 UNIFIED PLANNING WORK PROGRAM

OBJECTIVE E: STATE PLANNING PROGRAM

TRAFFIC MONITORING SYSTEM/HIGHWAYS

PURPOSE:

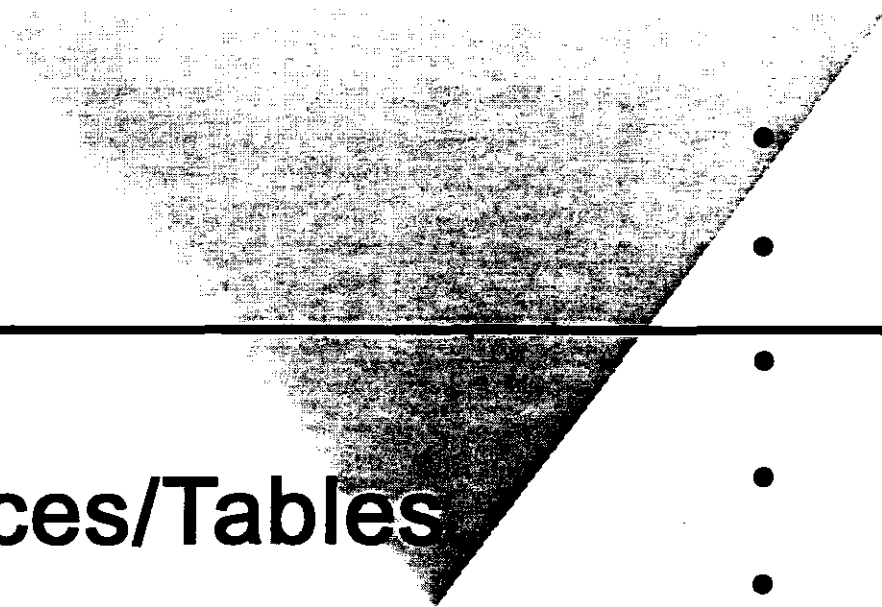
To provide highway and traffic data and to support each of the six management systems.

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:

FDOT Statewide Coordinator Bruce Gordon (904) 488-4111



Appendices/Tables

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APPENDIX I

FY 1997 UNIFIED PLANNING WORK PROGRAM

FUNDING SOURCES (\$000)

I.	FHWA FUNDS	FUNDING	SUBTOTALS
	FHWA FY '97 - Regular PL Funds (81.93%)	939.1	
	Local Match (18.07%)	207.1	1,146.2
	Carry over FY '94 - Regular PL Funds (81.93%)	251.1	
	Local Match (18.07%)	55.4	306.5
	State Soft Match (18.07%)*	207.1	207.1
		TOTAL:	1,659.8
		* 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 95 Regular STP Funds (80%)	406.2	
	State Match (10%)	50.8	
	Local Match (10%)	50.8	507.8
		TOTAL:	507.8
III.	FTA SECTION 8 FUNDS	FUNDING	SUBTOTALS
	Section 8 (Regular) (80%)	601.8	
	State Match (10%)	75.2	
	Local Match (10%)	75.2	752.2
		TOTAL	752.2
IV.	FTA SECTION 9 FUNDS	FUNDING	SUBTOTALS
	Project No. 2.10 Tri-Rail Coordination	158.2	
	State Match (20%)	39.5	197.7
	Project No. 3.03 Center for Urban Transportation Research	80.0	
	Transit Local Match (10%)	10.0	
	CUTR Match (10%)	10.0	100.0
	Other Section 9 Funds (See Appendix II for Project Allocations)	847.2	
	Transit Local Match (10%)	105.9	
	State Match (10%)	105.9	1,059.0
		TOTAL	1,356.7

APPENDIX I

FY 1997 UNIFIED PLANNING WORK PROGRAM

FUNDING SOURCES (\$000)

V.	OTHER/STATE FUNDS AND LOCAL MATCH	FUNDING	SUBTOTALS
	Project No. 3.11: Effects of Trans. Projects on Minority ("D" 100% State)	100.0	100.0
	Project No. 4.13: Municipal Grant Program (Municipal Match)	54.6	54.6
	Project No. 4.07: Transportation Disadvantaged Planning (100% State)	63.1	63.1
	TOTAL		217.7

FY 1997 NEW FUNDING TOTAL

4,494.3

VI.	PREVIOUS YEARS FUNDING CONTINUED	FUNDING	SUBTOTALS
	STP Funds: Element Nos. 2.04, 3.06 and 3.08 (80%)	272.0	340.0
	State Match (10%)	34.0	
	Local Match (10%)	34.0	
	Section 8 Funds: Element Nos. 2.05, 3.09, 2.13 and 4.14	218.4	273.0
	State Match (10%)	27.3	
	Local Match (10%)	27.3	
	TOTAL		613.0

FY 1997 UPWP GRAND TOTAL

5,107

APPENDIX II

FY 1997 UNIFIED PLANNING WORK PROGRAM

PROJECT FUNDING BY SOURCE
(\$000)

OBJECTIVE A: LONG RANGE TRANSPORTATION PLANNING SYSTEM PRESERVATION, DEVELOPMENT & ENHANCEMENT	TDC	FTA SECT. 8	FTA 5307 (Sec. 9)	FHWA PL	STP	OTHER	TOTAL
1.01 URBAN TRAVEL MODELING AND FORECASTING		85		60			145
1.02 LONG RANGE TRANSPORTATION PLAN UPDATE		50			50		100
1.03 TRANSPORTATION/LAND USE COORDINATION		85	19	90			194
1.04 SOCIO-ECONOMIC DATABASE		50		70			120
TOTAL - OBJECTIVE A	0	270	19	220	50	0	559

OBJECTIVE B: SHORT RANGE TRANSPORTATION SYSTEM PLANNING AND MANAGEMENT	TDC	FTA SECT. 8	FTA 5307 (Sec. 9)	FHWA PL	STP	OTHER	TOTAL
2.01 SHORT-RANGE INTERMODAL PLANNING ACTIVITIES		60	31	115			206
2.02 SHORT-RANGE TRANSIT PLANNING			58				58
2.03 HIGHWAY TRAFFIC COUNTING PROGRAM				50			50
2.04 DEV. OF AN INTEGRATED TRANS. MGMT. PROCESS					*		
2.05 CONT. DEV. OF DADE COUNTY MOBILITY MGMT. PROCESS		*					
2.06 IMPLEMENTATION OF TRANSPORTATION MANAGEMENT ASSOCIATIONS				30			30
2.07 TRANSIT ROUTE-LEVEL MONITORING			518				518
2.08 TRANSIT FINANCIAL CAPACITY ASSESSMENT			18				18
2.09 TRANSIT REPORTING			95				95
2.10 TRI-RAIL COORDINATION			198				198
2.11 TRANSIT RIDERSHIP FORECASTING			19				19
2.12 CONGESTED INTERSECTION IMPROVEMENTS				10	75		85
2.13 PRIVATE SECTOR/PUBLIC TRANS. SERVICE STUDY		*		54			54
2.14 TRANSIT HEADWAY POLICY		25					25
2.15 SPECIFIC AREA PLAN. & DESIGN FOR IMPROVED MOBILITY		20		50			70
2.16 NW/SW 1st AVENUE EXTENSION PROJECT				45			45
2.17 TRANSIT MARKET RESEARCH			65				65
2.18 REGIONAL TRANSIT AUTHORITY STUDY**							0
TOTAL - OBJECTIVE B	0	105	1002	354	75	0	1535.7

* See Appendix IIA for additional funding from previous years.

** \$60,000 of FY 1996 PL funds as part of a Tri-County effort given to Broward.

APPENDIX II

FY 1997 UNIFIED PLANNING WORK PROGRAM

PROJECT FUNDING BY SOURCE

(\$000)

OBJECTIVE C: INTERMODAL TRANSPORTATION SYSTEM	TDC	FTA SECT. 8	FTA 5307 (Sec. 9)	FHWA PL	STP	OTHER	TOTAL
3.01 AIR QUALITY CONFORMITY DETERMINATION ASSESSMENT		40		40			80
3.02 INTERACTIVE PUBLIC INVOLVEMENT TRANS. SYSTEMS				50			50
3.03 CENTER FOR URBAN TRANS. RESEARCH SUPPORT			100				100
3.04 COMPREHENSIVE BICYCLE/PEDESTRIAN PLANNING		25		28	73		126
3.05 REGIONAL COUNCIL TRANS. PLANNING SUPPORT				25			25
3.06 DEV. OF A SUPERARTERIAL ROADWAY NETWORK				10	*		10
3.07 VANPOOL MARKETING PROGRAM				10	65		75
3.08 NORTH DADE GREENWAYS PLAN					*		
3.09 ALTERNATIVES FOR INTERMODAL IMPROVE. IN DADE		*		55.5			55.5
3.10 MIAMI BEACH ELECTRIC SHUTTLE STUDY				75			75
3.11 EFFECTS OF TRANS. PROJECTS ON MINORITY COM.**				5	30	100	135
TOTAL - OBJECTIVE C	0	65	100	298.5	168	100	732

* See Appendix IIA for additional funding from previous years.

** \$100,000 are "D" Funds

OBJECTIVE D: TRANSPORTATION PLANNING DECISION-MAKING AND FUNDING	TDC	FTA SECT. 8	FTA 5307 (Sec. 9)	FHWA PL	STP	OTHER	TOTAL
4.01 UPWP ADMINISTRATION		35		35			70
4.02 MPO BOARD STAFF SUPPORT		37	100	77			214
4.03 UPWP DEVELOPMENT				60			60
4.04 TIP DEVELOPMENT		50	48	70			168
4.05 CITIZEN AND PRIVATE SECTOR INVOLVEMENT		60		80			120
4.06 TECHNICAL COMMITTEES SUPPORT		55		35			90
4.07 TRANSPORTATION DISADVANTAGED PLANNING	63						63
4.08 AMERICANS W/ DISABILITIES PLANNING FOR COMPLIANCE			70				70
4.09 FTA CIVIL RIGHTS REQUIREMENTS		10	18				28
4.10 LEGISLATIVE ASSESSMENT	10						10
4.11 MPO PROGRAM SUPPORT SERVICES (\$27,000 of PL funds to be used for MPO internet network)		55		100			155
4.12 ADA INFRASTRUCTURE IMPROVEMENTS PLANNING				10			10
4.13 MUNICIPAL GRANT PROGRAM				78.5	150	54.6	283
4.14 PUBLIC INFORMATION PROGRAM		*		55	65		120
SUBTOTAL - OBJECTIVE D	73	302	238	581	215	55	1461

* See Appendix IIA for additional funding from previous years.

APPENDIX II

FY 1997 UNIFIED PLANNING WORK PROGRAM

PROJECT FUNDING BY SOURCE

(\$000)

OBJECTIVE E: STATE PLANNING PROGRAM	TDC	FTA SECT. 8	FTA 5307 (Sec. 9)	FHWA PL	STP	OTHER	TOTAL
5.01 STATE PLANNING PROJECT SUMMARY							
5.02 STATE SUPPORT TO THE MPO PLANNING PROGRAM#				207.1			207
5.03 MAJOR INVESTMENT STUDIES (MIS) and CORRIDOR STUDIES							
5.04 MANAGEMENT SYSTEMS PROGRESS REPORT							
TOTAL - OBJECTIVE E	0	0	0	207.1	0	0	207

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

PROJECT FUNDING BY SOURCE	TDC	FTA SECT. 8	FTA SECT. 9	FHWA PL	STP	OTHER	TOTAL
1997 UNIFIED PLANNING WORK PROGRAM	73	742	1,357	1453.0	508	155	4,495

PREVIOUS YEARS FUNDING (See Appendix IIA)	613
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1997 UNIFIED PLANNING WORK PROGRAM GRAND TOTAL	5,108
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APPENDIX IIA

FY 1997 UNIFIED PLANNING WORK PROGRAM

PREVIOUS YEARS FUNDING BY SOURCE (\$000)

OBJECTIVE A: LONG RANGE TRANSPORTATION PLANNING SYSTEM PRESERVATION, DEVELOPMENT & ENHANCEMENT	FY95 SECT. 8	FY96 SECT. 8	FY94 STP	FY96 STP	TOTAL
TOTAL - OBJECTIVE A	0	0	0	0	0
OBJECTIVE B: SHORT RANGE TRANSPORTATION SYSTEM PLANNING AND MANAGEMENT	FY95 SECT. 8	FY96 SECT. 8	FY94 STP	FY96 STP	TOTAL
2.04 DEV. OF AN INTEGRATED TRANS. MGMT. PROCESS				150	150
2.05 CONT. DEV. OF DADE COUNTY MOBILITY MGMT. PROCESS		100			100
2.13 PRIVATE SECTOR/PUBLIC TRANS. SERVICE STUDY		60			60
TOTAL - OBJECTIVE B	0	160	0	150	310
OBJECTIVE C: INTERMODAL TRANSPORTATION SYSTEM	FY95 SECT. 8	FY96 SECT. 8	FY94 STP	FY96 STP	TOTAL
3.06 DEV. OF A SUPERARTERIAL ROADWAY NETWORK				90	90
3.08 NORTH DADE GREENWAYS PLAN			100		100
3.09 ALTERNATIVES FOR INTERMODAL IMPROVE. IN DADE		40			40
TOTAL - OBJECTIVE C	0	40	100	90	230
OBJECTIVE D: TRANSPORTATION PLANNING DECISION-MAKING AND FUNDING	FY95 SECT. 8	FY96 SECT. 8	FY94 STP	FY96 STP	TOTAL
4.14 PUBLIC INFORMATION PROGRAM	73				73
SUBTOTAL - OBJECTIVE D	73	0	0	0	73
OBJECTIVE E: STATE PLANNING PROGRAM	FY95 SECT. 8	FY96 SECT. 8	FY94 STP	FY96 STP	TOTAL
TOTAL - OBJECTIVE E	0	0	0	0	0
PREVIOUS YEARS FUNDING BY SOURCE	FY95 SECT. 8	FY96 SECT. 8	FY94 STP	FY96 STP	TOTAL
1997 UNIFIED PLANNING WORK PROGRAM	73	200.0	100	240	613.0

APPENDIX III

FY 1997 UNIFIED PLANNING WORK PROGRAM

LOCAL AGENCY PARTICIPATION
(\$000)

OBJECTIVE A: LONG RANGE TRANSPORTATION PLANNING SYSTEM PRESERVATION, DEVELOPMENT & ENHANCEMENT	MPO	MDTA	PDR	DCPW	Consult- tant	OTHER	TOTAL
1.01 URBAN TRAVEL MODELING AND FORECASTING	120	25					145
1.02 LONG RANGE TRANSPORTATION PLAN UPDATE	50				50		100
1.03 TRANSPORTATION/LAND USE COORDINATION	80	54	40	20			194
1.04 SOCIO-ECONOMIC DATABASE			120				120
TOTAL - OBJECTIVE A	250	79	160	20	50	0	559

OBJECTIVE B: SHORT RANGE TRANSPORTATION SYSTEM PLANNING AND MANAGEMENT	MPO	MDTA	PDR	DCPW	Consult- tant	OTHER	TOTAL
2.01 SHORT-RANGE INTERMODAL PLANNING ACTIVITIES	165	31		10			206
2.02 SHORT-RANGE TRANSIT PLANNING		58					58
2.03 HIGHWAY TRAFFIC COUNTING PROGRAM				50			50
2.04 DEV. OF AN INTEGRATED TRANS. MGMT. PROCESS					150		150
2.05 CONT. DEV. OF DADE COUNTY MOBILITY MGMT. PROCESS					100		100
2.06 IMPLEMENTATION OF TRANSPORTATION MANAGEMENT ASSOCIATIONS	30						30
2.07 TRANSIT ROUTE-LEVEL MONITORING		518					518
2.08 TRANSIT FINANCIAL CAPACITY ASSESSMENT		18					18
2.09 TRANSIT REPORTING		95					95
2.10 TRI-RAIL COORDINATION (TRCA)						198	198
2.11 TRANSIT RIDERSHIP FORECASTING		19					19
2.12 CONGESTED INTERSECTION IMPROVEMENTS	10				75		85
2.13 PRIVATE SECTOR/PUBLIC TRANS. SERVICE STUDY	14				100		114
2.14 TRANSIT HEADWAY POLICY		25					25
2.15 SPECIFIC AREA PLAN. & DESIGN FOR IMPROVED MOBILITY			70				70
2.16 NW/SW 1st AVENUE EXTENSION PROJECT (DDA)						45	45
2.17 TRANSIT MARKET RESEARCH		65					65
2.18 REGIONAL TRANSIT AUTHORITY STUDY*							0
TOTAL - OBJECTIVE B	219	829	70	60	425	242.7	1845.7

* \$60,000 of FY 1996 PL funds as part of a Tri-County effort given to Broward.

APPENDIX III

FY 1997 UNIFIED PLANNING WORK PROGRAM

LOCAL AGENCY PARTICIPATION

(\$000)

OBJECTIVE C: INTERMODAL TRANSPORTATION SYSTEM	MPO	MDTA	PDR	DCPW	Consult- tant	OTHER	TOTAL
3.01 AIR QUALITY CONFORMITY DETERMINATION ASSESSMENT	80						80
3.02 INTERACTIVE PUBLIC INVOLVEMENT TRANS. SYSTEMS	10				40		50
3.03 CENTER FOR URBAN TRANS. RESEARCH SUPPORT		100					100
3.04 COMPREHENSIVE BICYCLE/PEDESTRIAN PLANNING	126						126
3.05 REGIONAL COUNCIL TRANS. PLANNING SUPPORT (SFRPC)						25	25
3.06 DEV. OF A SUPERARTERIAL ROADWAY NETWORK	10				90		100
3.07 VANPOOL MARKETING PROGRAM	10				65		75
3.08 NORTH DADE GREENWAYS PLAN					100		100
3.09 ALTERNATIVES FOR INTERMODAL IMPROVE. IN DADE	14				81.5		95.5
3.10 SOUTH BEACH ELECTRIC SHUTTLE STUDY						75	75
3.11 EFFECTS OF TRANS. PROJECTS ON MINORITY COM.	5				130		135
TOTAL - OBJECTIVE C	255	100	0	0	506.5	100	962

* See Appendix IIA for additional funding from previous years.

OBJECTIVE D: TRANSPORTATION PLANNING DECISION-MAKING AND FUNDING	MPO	MDTA	PDR	DCPW	Consult- tant	OTHER	TOTAL
4.01 UPWP ADMINISTRATION	70						70
4.02 MPO BOARD STAFF SUPPORT	214						214
4.03 UPWP DEVELOPMENT	60						60
4.04 TIP DEVELOPMENT	85	63		20			168
4.05 CITIZEN AND PRIVATE SECTOR INVOLVEMENT	120						120
4.06 TECHNICAL COMMITTEES SUPPORT	90						90
4.07 TRANSPORTATION DISADVANTAGED PLANNING	3	60					63
4.08 AMERICANS W/ DISABILITIES PLANNING FOR COMPLIANCE		70					70
4.09 FTA CIVIL RIGHTS REQUIREMENTS		28					28
4.10 LEGISLATIVE ASSESSMENT	10						10
4.11 MPO PROGRAM SUPPORT SERVICES (\$27,000 of PL funds to be used for MPO internet network)						155	155
4.12 ADA INFRASTRUCTURE IMPROVEMENTS PLANNING				10			10
4.13 MUNICIPAL GRANT PROGRAM	10					273.0	283
4.14 PUBLIC INFORMATION PROGRAM	55					138	193
SUBTOTAL - OBJECTIVE D	717	221	0	30	0	566	1534

APPENDIX III

FY 1997 UNIFIED PLANNING WORK PROGRAM

LOCAL AGENCY PARTICIPATION
(\$000)

OBJECTIVE E: STATE PLANNING PROGRAM	MPO	MDTA	PDR	DCPW	Consultant	OTHER	TOTAL
5.01 STATE PLANNING PROJECT SUMMARY							
5.02 STATE SUPPORT TO THE MPO PLANNING PROGRAM#						207.1	207
5.03 MAJOR INVESTMENT STUDIES (MIS) and CORRIDOR STUDIES							
5.04 MANAGEMENT SYSTEMS PROGRESS REPORT							
TOTAL - OBJECTIVE E	0	0	0	0	0	207.1	207

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

PROJECT FUNDING BY SOURCE	MPO	MDTA	PDR	DCPW	Consultant	OTHER	TOTAL
1997 UNIFIED PLANNING WORK PROGRAM	1,441	1,229	230	110	982	909	5,107

APPENDIX IV
FY 1997 UNIFIED PLANNING WORK PROGRAM
PROJECT FEDERAL FUNDING AND STATE AND LOCAL MATCHING (\$000)

	FTA					FHWA					STATE										LOCAL										4/11/96
OBJECTIVE A: LONG RANGE TRANS. PLANNING SYSTEM PRESERVATION, DEV. ENHANCEMENT	FY95 S.B.	FY96 S.B.	FY97 S.B.	Sect. 5307	FTA Total	97 PL	94 STP	96 STP	97 STP	FHWA TOTAL	FY95 S.B.	FY96 S.B.	FY97 S.B.	PL Soft Match	Sect. 5307	94 STP	96 STP	97 STP	State TOTAL	FY95 S.B.	FY96 S.B.	FY97 S.B.	Sect. 5307	97 PL	94 STP	96 STP	97 STP	Other Local	Total Local	TOTAL	
1.01 URBAN TRAVEL MODELING AND FORECASTING	0	0	66	0	66	49.2	0	0	0	49.2	0	0	8.5	0	0	0	0	0	8.5	0	0	8.5	0	10.8	0	0	0	0	19.3	145	
1.02 LONG RANGE TRANSPORTATION PLAN UPDATE	0	0	40	0	40	0	0	0	0	40	0	0	5	0	0	0	0	5	10	0	0	5	0	0	0	5	0	10	100		
1.03 TRANSPORTATION/LAND USE COORDINATION	0	0	68	15.2	83.2	73.7	0	0	0	73.7	0	0	8.5	0	0	0	0	0	8.5	0	0	8.5	3.8	16.3	0	0	0	0	28.6	194	
1.04 SOCIO-ECONOMIC DATABASE	0	0	40	0	40	57.4	0	0	0	57.4	0	0	5	0	0	0	0	0	5	0	0	5	0	12.6	0	0	0	0	17.6	120	
TOTAL OBJECTIVE A	0	0	216	15.2	231	180	0	0	0	220	0	0	27	0	0	0	0	5	32	0	0	27	3.8	38.8	0	0	5	0	75.8	559	
OBJECTIVE B: SHORT RANGE TRANSPORTATION SYSTEM PLANNING AND MANAGEMENT	FY95 S.B.	FY96 S.B.	FY97 S.B.	Sect. 5307	FTA Total	97 PL	94 STP	96 STP	97 STP	FHWA TOTAL	FY95 S.B.	FY96 S.B.	FY97 S.B.	PL Soft Match	Sect. 5307	94 STP	96 STP	97 STP	State TOTAL	FY95 S.B.	FY96 S.B.	FY97 S.B.	Sect. 5307	97 PL	94 STP	96 STP	97 STP	Other Local	Total Local	TOTAL	
2.01 S-R INTERMODAL PLANNING ACTIVITIES	0	0	48	24.8	72.8	94.2	0	0	0	94.2	0	0	6	0	0	0	0	0	6	0	0	6	6.2	20.8	0	0	0	0	33	206	
2.02 SHORT-RANGE TRANSIT PLANNING	0	0	0	46.4	46.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11.6	0	0	0	0	0	11.6	58	
2.03 HIGHWAY TRAFFIC COUNTING PROGRAM	0	0	0	0	0	41	0	0	0	41	0	0	0	0	0	0	0	0	0	0	0	0	9.04	0	0	0	0	0	9.04	50	
2.04 DEV. OF AN INT. TRANS. MGMT. PROCESS	0	0	0	0	0	0	0	120	0	120	0	0	0	0	0	0	15	0	15	0	0	0	0	0	0	15	0	0	15	150	
2.05 CONT. DEV. OF DADE COUNTY MOBILITY MGMT.	0	80	0	0	80	0	0	0	0	0	0	10	0	0	0	0	0	0	10	0	10	0	0	0	0	0	0	0	10	100	
2.06 IMPLEMENTATION OF TMA's	0	0	0	0	0	24.6	0	0	0	24.6	0	0	0	0	0	0	0	0	0	0	0	0	5.42	0	0	0	0	0	5.42	30	
2.07 TRANSIT ROUTE-LEVEL MONITORING	0	0	0	414	414	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	104	0	0	0	0	0	104	518	
2.08 TRANSIT FINANCIAL CAPACITY ASSESSMENT	0	0	0	14.4	14.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3.6	0	0	0	0	0	3.6	18	
2.09 TRANSIT REPORTING	0	0	0	76	76	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	0	0	0	0	0	19	95	
2.10 TRI-RAIL COORDINATION	0	0	0	158	158	0	0	0	0	0	0	0	0	39.5	0	0	0	0	39.5	0	0	0	0	0	0	0	0	0	0	198	
2.11 TRANSIT RIDERSHIP FORECASTING	0	0	0	15.2	15.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3.8	0	0	0	0	0	3.8	19	
2.12 CONGESTED INTERSECTION IMPROVEMENTS	0	0	0	0	0	8.19	0	0	80	88.2	0	0	0	0	0	0	0	7.5	7.5	0	0	0	1.81	0	0	7.5	0	9.31	85		
2.13 PRIVATE SECTOR/PUBLIC TRANS. SERVICE	0	48	0	0	48	44.2	0	0	0	44.2	0	8	0	0	0	0	0	0	8	0	8	0	9.76	0	0	0	0	15.8	114		
2.14 TRANSIT HEADWAY POLICY	0	0	20	0	20	0	0	0	0	0	0	0	2.5	0	0	0	0	0	2.5	0	0	2.5	0	0	0	0	0	2.5	25		
2.15 SPECIFIC AREA PLANNING AND DESIGN	0	0	16	0	16	41	0	0	0	41	0	0	2	0	0	0	0	0	2	0	0	2	9.04	0	0	0	0	11	70		
2.16 NW/SW 1st AVENUE EXTENSION PROJECT	0	0	0	0	0	36.9	0	0	0	36.9	0	0	0	0	0	0	0	0	0	0	0	0	8.13	0	0	0	0	8.13	45		
2.17 TRANSIT MARKET RESEARCH	0	0	0	52	52	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	13	65		
2.18 REGIONAL TRANSIT AUTHORITY STUDY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
TOTAL OBJECTIVE B	0	128	84	801	1013	280	0	120	80	470	0	16	10.6	0	39.5	0	15	7.5	88.5	0	16	10.6	161	64	0	15	7.5	0	274	1845.7	

APPENDIX IV
FY 1997 UNIFIED PLANNING WORK PROGRAM
PROJECT FEDERAL FUNDING AND STATE AND LOCAL MATCHING (\$000)

	FTA										FHWA										STATE										LOCAL										4/11/96
OBJECTIVE C: INTERMODAL TRANSPORTATION SYSTEM	FY95 S.B	FY96 S.B	FY97 S.B	Sect. 6307	FTA Total	97 PL	94 STP	96 STP	97 STP	FHWA TOTAL	FY95 S.B	FY96 S.B	FY97 S.B	PL Soft Match	Sect. 5307	94 STP	96 STP	97 STP	State TOTAL	FY95 S.B	FY96 S.B	FY97 S.B	Sect. 5307	97 PL	94 STP	96 STP	97 STP	Other Local	Total Local	TOTAL											
3.01 A/Q CONFORMITY DETERMINATION ASSESS.	0	0	32	0	32	32.8	0	0	0	32.8	0	0	4	0	0	0	0	0	4	0	0	4	0	7.23	0	0	0	0	11.2	80											
3.02 INTERACTIVE PUBLIC INV.. TRANS. SYSTEMS	0	0	0	0	0	41	0	0	0	41	0	0	0	0	0	0	0	0	0	0	0	0	0	9.04	0	0	0	0	9.04	50											
3.03 CENTER URBAN TRANS. RES. SUPPORT	0	0	0	80	80	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	10	20	100												
3.04 COMP. BICYCLE/PEDESTRIAN PLANNING	0	0	20	0	20	22.9	0	0	58.4	81.3	0	0	2.5	0	0	0	0	7.3	9.8	0	0	2.5	0	5.06	0	0	7.3	0	14.9	126											
3.05 REGIONAL COUNCIL TRANS. PLANNING	0	0	0	0	0	20.5	0	0	0	20.5	0	0	0	0	0	0	0	0	0	0	0	0	4.52	0	0	0	0	4.52	25												
3.06 DEV. OF A SUPERARTERIAL ROADWAY NET.	0	0	0	0	0	8.19	0	72	0	80.2	0	0	0	0	0	0	9	0	9	0	0	0	1.81	0	9	0	0	10.8	100												
3.07 VANPOOL MARKETING PROGRAM	0	0	0	0	0	8.19	0	0	52	60.2	0	0	0	0	0	0	0	6.5	6.5	0	0	0	1.81	0	0	6.5	0	8.31	75												
3.08 NORTH DADE GREENWAYS PLAN	0	0	0	0	0	0	80	0	0	80	0	0	0	0	0	10	0	0	10	0	0	0	0	10	0	0	0	10	100												
3.09 ALT. INTERMODAL IMPROVE. IN DADE	0	32	0	0	32	45.5	0	0	0	45.5	0	4	0	0	0	0	0	0	4	0	4	0	10	0	0	0	0	14	95.5												
3.10 SOUTH BEACH ELECTRIC SHUTTLE STUDY	0	0	0	0	0	61.4	0	0	0	61.4	0	0	0	0	0	0	0	0	0	0	0	0	13.6	0	0	0	0	13.6	75												
3.11 EFFECTS OF TRANSPORTATION PROJECTS*	0	0	0	0	0	4.1	0	0	24	28.1	0	0	0	0	0	0	0	3	103	0	0	0	0	0.9	0	0	3	0	3.9	135											
TOTAL OBJECTIVE C	0	32	52	80	164	245	80	72	134	531	0	4	6.5	0	0	10	9	18.8	146	0	4	6.5	10	53.9	10	9	18.8	10	120	961.5											

* \$100,000 are in "D" Funds

APPENDIX IV
FY 1997 UNIFIED PLANNING WORK PROGRAM
PROJECT FEDERAL FUNDING AND STATE AND LOCAL MATCHING (\$000)

	FTA										FHWA										STATE										LOCAL										4/11/96
OBJECTIVE D: TRANSPORTATION PLANNING DECISION-MAKING AND FUNDING	FY95 S.S.	FY96 S.S.	FY97 S.S.	Sect. 5307	FTA Total	97 PL	94 STP	96 STP	97 STP	FHWA TOTAL	FY95 S.S.	FY96 S.S.	FY97 S.S.	PL Soft Match	Sect. 5307	94 STP	96 STP	97 STP	State TOTAL	FY95 S.S.	FY96 S.S.	FY97 S.S.	Sect. 5307	97 PL	94 STP	96 STP	97 STP	Other Local	Total Local	TOTAL											
4.01 UPWP ADMINISTRATION	0	0	28	0	28	28.7	0	0	0	28.7	0	0	3.5	0	0	0	0	0	3.5	0	0	3.5	0	6.32	0	0	0	0	9.82	70											
4.02 MPO BOARD STAFF SUPPORT	0	0	29.8	80	110	63.1	0	0	0	63.1	0	0	3.7	0	0	0	0	0	3.7	0	0	3.7	20	13.9	0	0	0	0	37.6	214											
4.03 UPWP DEVELOPMENT	0	0	0	0	0	49.2	0	0	0	49.2	0	0	0	0	0	0	0	0	0	0	0	0	10.8	0	0	0	0	10.8	60												
4.04 TIP DEVELOPMENT	0	0	40	38.4	78.4	57.4	0	0	0	57.4	0	0	5	0	0	0	0	0	5	0	0	5	9.6	12.6	0	0	0	0	27.2	168											
4.05 CITIZEN & PRIVATE SECTOR INVOLVEMENT	0	0	48	0	48	49.2	0	0	0	49.2	0	0	6	0	0	0	0	0	6	0	0	6	0	10.8	0	0	0	0	16.8	120											
4.06 TECHNICAL COMMITTEES SUPPORT	0	0	44	0	44	28.7	0	0	0	28.7	0	0	5.5	0	0	0	0	0	5.5	0	0	5.5	0	6.32	0	0	0	0	11.8	90											
4.07 TRANS. 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	0	0	63.1	63.1	63												
4.08 ADA PLANNING FOR COMPLIANCE	0	0	0	56	56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0	0	0	0	0	14	70											
4.09 FTA CIVIL RIGHTS REQUIREMENTS	0	0	8	14.4	22.4	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	1	3.6	0	0	0	0	0	4.6	28											
4.10 LEGISLATIVE ASSESSMENT	0	0	8	0	8	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	10											
4.11 MPO PROGRAM SUPPORT SERVICES (\$27,000 of PL funds to be used for MPO network)	0	0	44	0	44	81.9	0	0	0	81.9	0	0	5.5	0	0	0	0	0	5.5	0	0	5.5	0	18.1	0	0	0	0	23.6	155											
4.12 ADA INFRASTRUCTURE IMPROVE. PLANNING	0	0	0	0	0	8.19	0	0	0	8.19	0	0	0	0	0	0	0	0	0	0	0	0	1.81	0	0	0	0	0	1.81	10											
4.13 MUNICIPAL GRANT PROGRAM	0	0	0	0	0	64.3	0	0	120	184	0	0	0	0	0	0	0	15	15	0	0	0	0	14.2	0	0	15	54.6	83.8	283											
4.14 PUBLIC INFORMATION PROGRAM	58.4	0	0	0	58.4	45.1	0	0	52	97.1	7.3	0	0	0	0	0	0	6.5	13.8	7.3	0	0	0	9.94	0	0	6.5	0	23.7	193											
TOTAL OBJECTIVE D	58	0	250	189	497	478	0	0	172	648	7	0	31	0	0	0	0	22	80	7	0	31	47	105	0	0	22	118	330	1534											
OBJECTIVE E: STATE PLANNING PROGRAM	FY95 S.S.	FY96 S.S.	FY97 S.S.	Sect. 5307	FTA Total	97 PL	94 STP	96 STP	97 STP	FHWA TOTAL	FY95 S.S.	FY96 S.S.	FY97 S.S.	PL Soft Match	Sect. 5307	94 STP	96 STP	97 STP	State TOTAL	FY95 S.S.	FY96 S.S.	FY97 S.S.	Sect. 5307	97 PL	94 STP	96 STP	97 STP	Other Local	Total Local	TOTAL											
5.01 STATE PLANNING PROJECT SUMMARY	0	0	0	0	0	0	0	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 STATE SUPPORT TO THE MPO PROGRAM	0	0	0	0	0	0	0	0	0	0	0	0	207	0	0	0	0	0	207	0	0	0	0	0	0	0	0	0	0	207											
5.03 MAJOR INVESTMENT STUDIES (MIS)	0	0	0	0	0	0	0	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 MANAGEMENT SYSTEMS PROGRESS REPORT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											
TOTAL OBJECTIVE E	0	0	0	0	0	0	0	0	0	0	0	0	207	0	0	0	0	0	207	0	0	0	0	0	0	0	0	0	0	207											
FUNDING BY AGENCY ALLOCATION	FY95 S.S.	FY96 S.S.	FY97 S.S.	Sect. 5307	FTA Total	97 PL	94 STP	96 STP	97 STP	FHWA TOTAL	FY95 S.S.	FY96 S.S.	FY97 S.S.	PL Soft Match	Sect. 5307	94 STP	96 STP	97 STP	State TOTAL	FY95 S.S.	FY96 S.S.	FY97 S.S.	Sect. 5307	97 PL	94 STP	96 STP	97 STP	Other Local	Total Local	TOTAL											
GRAND TOTAL	58	180	802	1085	1905	1190	80	192	408	1889	7	20	75	207	40	10	24	51	534	7	20	75	222	283	10	24	51	128	799	5,108											
1997 UNIFIED PLANNING WORK PROGRAM	58	180	802	1085	1905	1190	80	192	408	1889	7	20	75	207	40	10	24	51	534	7	20	75	222	283	10	24	51	128	799	5,108											

APPENDIX V

PREVIOUS YEAR FY 1996 UNIFIED PLANNING WORK PROGRAM (final amendments thru 5/96)

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

	FTA						FHWA						STATE						LOCAL								5/29/96
OBJECTIVE A: LONG RANGE TRANS. PLANNING SYSTEM PRESERVATION, DEV. ENHANCEMENT	FY96 S.B	Sect. 9	FTA Total	96 PL	96 STP	FHWA TOTAL	FY96 S.B	TDC	PL Soft Match	Sect. 9	96 "DS"	96 "D"	96 STP	State TOTAL	FY97 S.B	Sect. 9	97 PL	96 "DS"	SSD	96 STP	Other Local	Total Local	TOTAL				
1.01 URBAN TRAVEL MODELING AND FORECASTING	78	16	92	44.3	0	44.3	9.5	0	0	2	0	0	0	11.5	9.5	2	10.1	0	0	0	0	21.6	169				
1.02 LONG RANGE TRANSPORTATION PLAN UPDATE	16	0	16	49.2	0	49.2	2	0	0	0	40	0	0	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	6	0	0	1	0	0	0	7	6	1	16.3	0	0	0	0	23.3	160				
1.04 SOCIO-ECONOMIC DATABASE	40	0	40	57.4	0	57.4	5	0	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	40	40	0	0	0	0	0	0	5	5	0	0	0	0	0	5	0	5.0	50				
TOTAL OBJECTIVE A	180	24	204	225	40	265	22.5	0	0	3	40	0	5	70.5	22.5	3	49.9	0	0	5	0	80.4	619				
OBJECTIVE B: SHORT RANGE TRANSPORTATION SYSTEM PLANNING AND MANAGEMENT	FY96 S.B	Sect. 9	FTA Total	96 PL	96 STP	FHWA TOTAL	FY96 S.B	TDC	PL Soft Match	Sect. 9	96 "DS"	96 "D"	96 STP	State TOTAL	FY97 S.B	Sect. 9	97 PL	96 "DS"	SSD	96 STP	Other Local	Total Local	TOTAL				
2.01 S-R INTERMODAL PLANNING ACTIVITIES	40	24	64	49.2	0	49.2	5	0	0	3	0	0	0	8	5	3	10.8	0	0	0	0	18.8	140				
2.02 SHORT-RANGE TRANSIT PLANNING	0	80	80	0	0	0	0	0	0	7.5	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	41	0	41	0	0	0	0	0	0	0	0	0	0	9.0	0	0	0	0	9.0	50				
2.04 DEV. OF INT. TRANS. MGMT. SYSTEM	0	0	0	0	120	120	0	0	0	0	0	0	15	15	0	0	0	0	0	15	0	15.0	150				
2.05 CONT. DEV. OF DADE COUNTY MOBILITY MGMT.	80	0	80	0	0	0	10	0	0	0	0	0	0	10	10	0	0	0	0	0	0	10.0	100				
2.06 IMPLEMENTATION OF TMA's	0	0	0	0	0	0	0	0	0	0	50	0	0	50	0	0	0	50	0	0	0	50.0	100				
2.07 TRANSIT ROUTE-LEVEL MONITORING	0	320	320	0	0	0	0	0	0	40	0	0	0	40	0	40	0	0	0	0	0	40.0	400				
2.08 TRANSIT FINANCIAL CAPACITY ASSESSMENT	0	12	12	0	0	0	0	0	0	1.5	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	0	10	0	0	0	10	0	10	0	0	0	0	0	10.0	100				
2.10 TRI-RAIL COORDINATION	0	420	420	0	0	0	0	0	0	105	0	0	0	105	0	0	0	0	0	0	0	0.0	525				
2.11 TRANSIT RIDERSHIP FORECASTING	0	8	8	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	1.0	10				
2.12 TRANS. PROGRAM FIN. ANALYSIS & ASSESS.*	0	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	48	0	48	4.9	0	4.9	6	0	0	0	0	0	0	6	6	0	1.1	0	0	0	0	7.1	66				
2.14 DADE COUNTY ITS PLAN	0	0	0	41	0	41	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9.0	50				
2.15 SPECIFIC AREA PLANNING AND DESIGN	12	0	12	45.1	0	45.1	1.5	0	0	0	0	0	0	1.5	1.5	0	10	0	0	0	0	11.4	70				
2.16 I-95/DUPONT PLAZA RAMPS ASSESS. STUDY	0	0	0	0	40	40	0	0	0	0	0	0	5	5	0	0	0	0	0	5	0	5.0	50				
2.17 TRANSIT MARKET RESEARCH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	190	0	0	190.0	190				
2.18 KENDALL AREA TRANSIT STUDY	0	100	100	0	0	0	0	0	0	12.5	0	0	0	12.5	0	12.5	0	0	190	0	0	202.5	315				
TOTAL OBJECTIVE B	180	1024	1204	181	180	341	22.5	0	0	181	50	0	20	273	22.5	76.5	39.9	50	380	20	0	587.9	2406				

*Funds coming from FY 1995 UPWP.

APPENDIX V

PREVIOUS YEAR FY 1996 UNIFIED PLANNING WORK PROGRAM (final amendments thru 5/96)

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

	FTA		FHWA		STATE								LOCAL								5/29/96		
OBJECTIVE C: INTERMODAL TRANSPORTATION SYSTEM	FY96 S.B	Sect. 9	FTA Total	96 PL	96 STP	FHWA TOTAL	FY96 S.B	TDC	PL Soft Match	Sect. 9	96 "DS"	96 "D"	96 STP	State TOTAL	FY97 S.B	Sect. 9	97 PL	96 "DS"	SSD	96 STP	Other Local	Total Local	TOTAL
3.01 A/Q CONFORMITY DETERMINATION ASSESS.	20	0	20	41	0	41	2.5	0	0	0	0	0	0	2.5	2.5	0	9.04	0	0	0	0	11.5	75
3.02 COUNTYWIDE PARKING POLICY*	0	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 TRANS. RES. SUPPORT	0	160	160	0	0	0	0	0	0	20	0	0	0	20	0	20	0	0	0	0	0	20.0	200
3.04 COMP. BICYCLE/PEDESTRIAN PLANNING	11	0	11	0	63.2	63.2	4.1	0	0	0	0	0	7.9	12	4.1	0	0	0	0	7.9	0	12.0	98
3.05 REGIONAL COUNCIL TRANS. PLANNING	0	0	0	20.5	0	20.5	0	0	0	0	0	0	0	0	0	0	4.5	0	0	0	0	4.5	25
3.06 DEV. OF A SUPERARTERIAL ROADWAY NET.	0	0	0	0	72	72	0	0	0	0	0	0	9	9	0	0	0	0	0	9	0	9.0	90
3.07 FREIGHT MOVEMENT STUDY*	0	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	0
3.09 ALT. INTERMODAL IMPROVE. IN DADE	32	0	32	4.9	0	4.9	4	0	0	0	0	0	0	4	4	0	1.1	0	0	0	0	5.1	46
3.10 SOUTH BEACH ELECTRIC SHUTTLE STUDY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0
TOTAL OBJECTIVE C	63	160	223	66.4	135	202	10.6	0	0	20	0	0	16.9	47.5	10.6	20	14.6	0	0	16.9	0	62.1	534.2

*Funds coming from FY 1995 UPWP.

APPENDIX V

PREVIOUS YEAR FY 1996 UNIFIED PLANNING WORK PROGRAM (final amendments thru 5/96)

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

	FTA		FHWA		STATE								LOCAL								5/29/96		
	FY96 S.B	Sect. 9	FTA Total	96 PL	96 STP	FHWA TOTAL	FY96 S.B	TDC	PL Soft Match	Sect. 9	96 "DS"	96 "D"	96 STP	State TOTAL	FY97 S.B	Sect. 9	97 PL	96 "DS"	SSD	96 STP	Other Local	Total Local	TOTAL
OBJECTIVE D: TRANSPORTATION PLANNING DECISION-MAKING AND FUNDING																							
4.01 UPWP ADMINISTRATION	18	0	18	45.1	0	45.1	2	0	0	0	0	0	0	2	2	0	9.94	0	0	0	0	11.9	75
4.02 MPO BOARD STAFF SUPPORT	24	180	184	39.3	0	39.3	3	0	0	20	0	0	0	23	3	20	8.67	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	3	0	0	7.5	0	0	0	10.5	3	7.5	15.4	0	0	0	0	25.9	190
4.05 CITIZEN & PRIVATE SECTOR INVOLVEMENT	32	0	32	36.9	0	36.9	4	0	0	0	0	0	0	4	4	0	8.1	0	0	0	0	12.1	85
4.06 TECHNICAL COMMITTEES SUPPORT	32	0	32	32.8	0	32.8	4	0	0	0	0	0	0	4	4	0	7.2	0	0	0	0	11.2	80
4.07 TRANS. DISADVANTAGED PLANNING	0	0	0	0	0	0	0	64.5	0	0	0	0	0	64.5	0	0	0	0	0	0	0	0.0	65
4.08 ADA PLANNING FOR COMPLIANCE	0	112	112	0	0	0	0	0	0	14	0	0	0	14	0	14	0	0	0	0	0	14.0	140
4.09 FTA CIVIL RIGHTS REQUIREMENTS	8	0	8	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1.0	10
4.10 LEGISLATIVE ASSESSMENT	8	16	24	0	0	0	1	0	0	2	0	0	0	3	1	2	0	0	0	0	0	3.0	30
4.11 MPO PROGRAM SUPPORT SERVICES	44	0	44	98.3	0	98.3	5.5	0	0	0	0	0	0	5.5	5.5	0	21.7	0	0	0	0	27.2	175
4.12 ADA INFRASTRUCTURE IMPROVE. PLANNING	0	0	0	8.19	0	8.19	0	0	0	0	0	0	0	0	0	0	1.8	0	0	0	0	1.8	10
4.13 MUNICIPAL GRANT PROGRAM	0	0	0	66.8	0	66.8	0	0	0	0	0	0	0	0	0	0	14.7	0	0	0	37.5	52.2	119
4.14 PUBLIC INFORMATION PROGRAM	0	0	0	42.4	0	42.4	0	0	0	0	0	0	0	0	0	0	11.8	0	0	0	0	11.8	54.2
TOTAL OBJECTIVE D	188	348	536	493	0	493	24	65	0	44	0	0	0	132	24	44	111	0	0	0	38	215.6	1376
OBJECTIVE E: STATE PLANNING PROGRAM																							
	FY96 S.B	Sect. 9	FTA Total	96 PL	96 STP	FHWA TOTAL	FY96 S.B	TDC	PL Soft Match	Sect. 9	96 "DS"	96 "D"	96 STP	State TOTAL	FY97 S.B	Sect. 9	97 PL	96 "DS"	SSD	96 STP	Other Local	Total Local	TOTAL
5.01 STATE PLANNING PROJECT SUMMARY	0	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 MGMT. SYSTEMS PROGRESS REPORT	0	0	0	0	0	0	0	0	272	0	0	0	0	272	0	0	0	0	0	0	0	0.0	272
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	0
5.04 STATE SUPPORT TO THE MPO PROGRAM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0
TOTAL OBJECTIVE E	0	0	0	0	0	0	0	0	272	0	0	0	0	272	0	0	0	0	0	0	0	0.0	272
FUNDING BY AGENCY ALLOCATION																							
	FY96 S.B	Sect. 9	FTA Total	96 PL	96 STP	FHWA TOTAL	FY96 S.B	TDC	PL Soft Match	Sect. 9	96 "DS"	96 "D"	96 STP	State TOTAL	FY97 S.B	Sect. 9	97 PL	96 "DS"	SSD	96 STP	Other Local	Total Local	TOTAL
1996 UNIFIED PLANNING WORK PROGRAM	611	1558	2167	965	335	1300	79	65	272	247	90	0	42	794	79	142	216	50	380	42	38	948.0	5,207

TABLE 1

ISTEA 16 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 system required under the Act;
10. The preservation of right-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;
15. Capital investments that would result in increased security in transit systems;
16. Recreational travel and tourism.

TABLE 1

FY 1997 UNIFIED PLANNING WORK PROGRAM

Cross Reference of Work Tasks with ISTE A Planning Factors

Task #	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1.01																
1.02																
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TABLE 2 DESCRIPTIONS

FY 1997 UNIFIED PLANNING WORK PROGRAM

PLANNING EMPHASIS AREAS (PEA's) MATRIX WITH CURRENT PROJECTS

1. *METROPOLITAN PLAN 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. *STATEWIDE TRANSPORTATION IMPROVEMENTS PLANNING*

TABLE 2

FY 1997 UNIFIED PLANNING WORK PROGRAM

PLANNING EMPHASIS AREAS (PEA's) MATRIX WITH CURRENT PROJECTS

Numbe	1	2	3	4	5	6	7	8	9
1.01									
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