



CITY OF DORAL RECORD (MASTER) COPY TRANSMITTAL FORM

OFFICE OF THE CITY CLERK

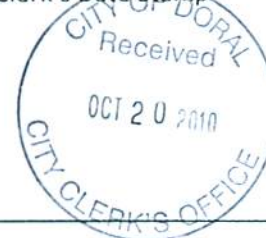
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Transmittal From: Public Works
Department

Delivered by: Seida Feliu
Name

Date of Transmittal: 10/20/2010

City Clerk's Date Stamp



The following record (master) copy is being transmitted to the Office of the City Clerk:

☐ Contract
☒ Agreement

☐ Lease
☐ Deed

☐ Bond Documentation

Vehicle Title

Special Magistrate Order

Other:

Is this record (master) copy to be recorded with the County Clerk?

☐ Yes ☒ No

Description of Record Copy:

MD MPO and COD Interlocal Agreement

Office of the City Clerk Administrative Use Only

Received by: Kristha Gomez

Reviewed for completion by Kristha Gomez

Returned to originating Department for the following corrections on N/A
Date

Archived in the Office of the City Clerk on 10/22/10 (Date)

Copy provided in electronic format to originating Department on 10/22/10 (Date)

INTERLOCAL AGREEMENT

THIS AGREEMENT, made and entered into this 25th day of February, 2010, by and between the Miami-Dade Metropolitan Planning Organization (MPO), hereinafter called the MPO and the *City of Doral*, hereinafter called **DORAL**.

That the MPO and **DORAL** have determined to jointly fund the Update to the 2005 Transportation Master Plan and that **DORAL** has determined to provide the services for such study and its share of the costs thereof as provided below.

WITNESSETH:

ARTICLE 1.00: The MPO does hereby retain **DORAL** to provide the services for the Update to the 2005 Transportation Master Plan, which services are described in Exhibit "A": "Scope of Services", and Exhibit "B": "Tentative Project Schedule". The parties further agree that the project costs are provided in Exhibit "C": "Project Cost." The referenced exhibits are attached hereto and made a part hereof as though fully recited herein. Article 16.00 governs each party's obligations for its portion of the Project Cost.

ARTICLE 2.00: The MPO and **DORAL** mutually agree to furnish, each to the other, the respective services, information and items as described in Exhibit "A" Scope of Services, Exhibit "B" Tentative Project Schedule, and Exhibit "C" Project Cost. The MPO agrees to furnish

DORAL and its duly designated representatives information including, but not limited to, existing data and projects related to the study area which may be available in other governmental offices. *DORAL* agrees to perform or cause to be performed, in a timely and professional manner, the work elements set forth in the above-enumerated Exhibits, in accordance with the Schedule set forth in Exhibit "B".

Before initiating the work described in Exhibits "A", "B", and "C", the MPO Director or his designee shall execute and issue *DORAL* a Notice-to-Proceed with the work described in said Exhibits, such work to constitute performance of the Update to the 2005 Transportation Master Plan as set forth in said Exhibits.

ARTICLE 3.00: The services to be rendered by *DORAL* shall be commenced subsequent to the execution and issuance of the Notice-to-Proceed and shall be completed within six (6) months from the date of execution and issuance of the Notice-to-Proceed.

ARTICLE 4.00: *DORAL* agrees to provide Project Schedule progress reports on a monthly basis and in a format acceptable to the MPO Director. The MPO Director shall be entitled at all times to be advised, at his request, as to the status of work being done by *DORAL* and of the details thereof. Coordination shall be maintained by *DORAL* with representatives of the MPO. Either parties to the agreement may request and be granted a conference.

ARTICLE 5.00: In the event there are delays on the part of the MPO as to the approval of any of the materials submitted by *DORAL* or if there are delays occasioned by circumstances beyond

the control of **DORAL** which delay the Project Schedule completion date, the MPO Director or his designee may grant **DORAL**, by a letter an extension of the contract time, equal to the aforementioned delays, provided there are no changes in compensation or scope of work.

It shall be the responsibility of **DORAL** to ensure at all times that sufficient contract time remains within which to complete services on the project and each major Task Group as designated with roman numerals on the Exhibits. In the event there have been delays which would affect the project completion date or the completion date of any major Task Group, **DORAL** shall submit a written request to the MPO Director or his designee *twenty (20) days* prior to the schedule completion date which identifies the reason(s) for the delay and the amount of time related to each reason. The MPO Director or his designee will review the request and make a determination as to granting all or part of the requested extension. Scheduled completion dates shall be determined by the elapsed times shown in Exhibit "B" and the issue date of the Notice-to-Proceed.

In the event contract time expires and **DORAL** has not requested, or if the MPO Director or his designee has denied an extension of the completion date, partial progress payments will be stopped on the date time expires. No further payment for the project will be made until a time extension is granted or all work has been completed and accepted by the MPO Director or his designee.

ARTICLE 6.00: **DORAL** shall maintain an adequate and competent professional staff and may associate with it, for the purpose of its services hereunder, without additional cost to the MPO,

other than those costs negotiated within the limits and terms of this Agreement and upon approval by the MPO Director, such specialists as **DORAL** may consider necessary.

ARTICLE 7.00: The MPO shall not be liable for use by the **DORAL** of plans, documents, studies or other data for any purpose other than intended by the terms of this Agreement.

ARTICLE 8.00: All tracings, plans, specifications, maps, and/or reports prepared or obtained under this Agreement shall be considered research and shall become the property of the MPO without restriction or limitation on their use; and shall be made available, upon request, to the MPO at any time. Copies of these documents and records shall be furnished to the MPO upon request, verbal or written, allowing reasonable time for the production of such copies.

SUB-ARTICLE 8.10: Records of costs incurred by **DORAL** and all subconsultants performing work on the project, and all other records of **DORAL** and subconsultants considered necessary by the MPO for proper audit of project costs, shall be furnished to the MPO upon request.

Whenever travel costs are included in the performance of services set forth in Exhibits "A", "B" and "C", the provisions of Metropolitan Miami-Dade County Administrative Order 6-1, shall govern *or Florida Statutes, whichever is more restrictive.*

DORAL shall allow public access to all documents, papers, letters, or other material subject to the provisions of Chapter 119, Florida Statutes, and made or received by

DORAL in conjunction with this Agreement. Failure by **DORAL** to grant such public access shall be grounds for immediate unilateral cancellation of this Agreement by the MPO Director.

ARTICLE 9.00: **DORAL** shall comply with all federal, state, and local laws and ordinances applicable to the work or payment for work thereof, and shall not discriminate on the grounds of race, color, religion, sex, or national origin in the performance or work under this contract.

ARTICLE 10.00: The MPO agrees to pay **DORAL** compensation as per Article 16.00 of this Agreement and Exhibits "A", "B", and "C", attached hereto and made a part hereof.

ARTICLE 11.00: The MPO Director may terminate this Agreement in whole or in part at any time the interest of the MPO requires such termination.

SUB-ARTICLE 11.10: If the MPO Director determines that the performance of **DORAL** is not satisfactory, the MPO Director shall have the option of (a) immediately terminating the Agreement or (b) notifying **DORAL** of the deficiency with a requirement that the deficiency be corrected within a specified time, otherwise the Agreement will be terminated at the end of such time.

SUB-ARTICLE 11.20: If the MPO Director requires termination of the Agreement for reasons other than unsatisfactory performance of **DORAL**, the MPO Director shall notify

DORAL of such termination, with instructions as to the effective date of termination or specify the stage of work at which the Agreement is to be terminated.

SUB-ARTICLE 11.30: If the Agreement is terminated before performance is completed, **DORAL** shall be paid for the work satisfactorily performed. Payment is not to exceed the prorated amount of the total share of the project costs to be paid by MPO as provided in Article 16.00 agreement amount based on work satisfactorily completed. Such determination shall be based and calculated upon a percentage allocation of total project cost, by major Task Group.

ARTICLE 12.00: All words used herein in the singular form shall extend to and include the plural. All words used in the plural form shall extend to and include the singular. All words used in any gender shall extend to and include all genders.

ARTICLE 13.00: **DORAL** warrants that it has not employed or retained any company or person, other than a bona fide employee working solely for **DORAL**, to solicit or secure this Agreement, and that it has not paid or agreed to pay any person, company, corporation, individual or firm any fee, commission, percentage, gift or any other consideration, contingent upon or resulting from the award or making of this Agreement. It is understood and agreed that the term "fee" shall also include brokerage fee, however denoted.

SUB-ARTICLE 13.10: For the breach or violation of Article 13.00, the MPO Director shall have the right to terminate this Agreement without liability, and, at its discretion, to

deduct from the contract price, or otherwise recover, the full amount of such fee, commission, percentage, gift or consideration.

ARTICLE 14.00: *DORAL* agrees that it shall make no statements, press releases or publicity releases concerning this Agreement or its subject matter or otherwise disclose or permit to be disclosed any of the data or other information obtained or furnished in compliance with this Agreement, or any particulars thereof, during the period of this Agreement, without first notifying the MPO Director or his designee and securing its consent. *DORAL* also agrees that it shall not copyright or patent any of the data and/or information furnished in compliance with this Agreement, it being understood that, under Article 8.00 hereof, such data or information is the property of the MPO. This Section shall not be construed to limit or restrict public access to documents, papers, letters or other material pursuant to Article 8.10 of this Agreement.

ARTICLE 15.00: The MPO shall not expend money, incur any liability, or enter into any contract which, by its terms, involves the expenditure of money in excess of the amounts budgeted as available for expenditure. Any contract, verbal or written, made in violation of this subsection shall be null and void, and no money shall be paid on such contract.

ARTICLE 16.00: Payment of project costs - It is mutually agreed and understood that the Project Costs shall be as provided in Exhibit C . MPO shall pay *DORAL* 37.7% of such Project Costs. *DORAL* shall be responsible for the remaining 62.3% of such Costs. *DORAL* shall invoice MPO monthly for MPO's share of Project Costs in a format acceptable to the MPO Director or his designee and shall be paid therefore on a percentage of completion basis for each

Task described in the Notice-to-Proceed executed in accordance with Article 2.00. *DORAL* shall invoice 100% of the MPO's share of the Project Cost upon completion of all Task Orders, as indicated under Exhibit "A". The total compensation to be paid by the MPO to *DORAL* hereunder shall not exceed ~~\$40,000 or 80% of total project costs, whichever is less.~~ *Up*

SUB-ARTICLE 16.10: By executing this agreement *Doral* commits to fund the \$66,000 local share of this agreement as specified in Exhibit C.

SUB-ARTICLE 16.20: It is agreed that said compensation provided in Article 16.00 hereof shall be adjusted to exclude any significant sums where the MPO Director shall determine that reported costs by *DORAL* reflect inaccurate, incomplete or non-current costs. All such adjustments shall be made within 60 days following the end of the Agreement. For purpose of this Agreement, the end of the Agreement shall be deemed to be the date of final billing or acceptance of the work by the MPO Director or his designee, whichever is later.

ARTICLE 17.00: Standards of Conduct - Conflict of Interest - *DORAL* covenants and agrees that it and its employees shall be bound by the standards of conduct provided in Florida Statutes 112.313 as it relates to work performed under this Agreement, which standards will be referred and made a part of this Agreement as though set forth in full. *DORAL* agrees to incorporate the provisions of this article in any subcontract into which it might enter with reference to the work performed.

ARTICLE 18.00: The MPO Director reserves the right to cancel and terminate this Agreement in the event **DORAL** or any employee, servant, or agent of **DORAL** is indicted or has direct information issued against him for any crime arising out of or in conjunction with any work being performed by **DORAL** for or on behalf of the MPO, without penalty. It is understood and agreed that in the event of such termination, all tracings, plans, specifications, maps, and data prepared or obtained under this Agreement shall immediately be turned over to the MPO Director in conformity with the provisions of Article 8.00 hereof. **DORAL** shall be compensated for its services rendered up to the time of any such termination in accordance with Article 11.00 hereof.

ARTICLE 19.00: To the extent permitted by law, and subject to the limitations included within Florida Statutes Section 768.28, **DORAL** shall indemnify and save harmless the MPO from any and all claims, liability, losses and causes of action arising out of **DORAL'S** negligence or other wrongful acts in the performance of this agreement. However, nothing herein shall be deemed to indemnify the MPO for any liability or claims arising out of the negligence, performance, or lack of performance of the MPO.

To the extent permitted by law, and subject to the limitations included within Florida Statutes Section 768.28, the MPO shall indemnify and save harmless **DORAL** from any and all claims, liability, losses and causes of action arising out of the MPO's negligence or other wrongful acts in the performance of this agreement. However, nothing herein shall be deemed to indemnify **DORAL** for any liability or claims arising out to the negligence, performance, or lack of performance of **DORAL**.

ARTICLE 20.00: This Agreement shall be governed by and construed in accordance with the laws of the State of Florida.

ARTICLE 21.00:

Attachments:

Exhibit "A", Scope of Services

Exhibit "B", Project Schedule

Exhibit "C", Project Budget

No alteration, change or modification of the terms of this Agreement shall be valid unless made in writing, signed by both parties hereto, and approved by the Governing Board of the Metropolitan Planning Organization.


This Agreement, regardless of where executed, shall be governed by and construed according to the laws of the State of Florida and venue shall be in Miami-Dade County, Florida.

IN WITNESS WHEREOF, the parties hereto have executed these presents this _____ day of _____, 20__.

ATTEST: MIAMI-DADE COUNTY FLORIDA

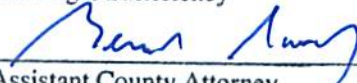
By The Governing Board of

Metropolitan Planning Organization (MPO)

By:  Print Name Jose-Luis Mesa

Director, MPO Secretariat

Approved as to form
and Legal Sufficiency


Assistant County Attorney

ATTEST: CITY OF DORAL


By:  Print Name Jimmy Morales

Date

2/16/10

DORAL City Attorney

By:  Print Name Yvonne Solor McKinley
DORAL City Manager (Authorized Representative)

By:  Print Name Barbara Herron

DORAL City Clerk

By:  Print Name Eric Carpenter
DORAL Public Works Director (Project Manager)

Exhibit “A” – Scope of Services

Doral 2009 Transportation Master Plan Update

It is understood that the 2009 Transportation Master Plan will be an integrated element of the City's 2009 Comprehensive Plan Update. The Plan is intended to meet the intent and requirements of the Florida Growth Management Act, and will provide guidance for the future of the City's transportation system. This plan will update the existing transportation master plan and include a capital improvement plan as required by state statute. In projecting traffic conditions for the future it shall update the existing traffic counts and forecast traffic conditions to the horizon year 2030. As projects are recommended it shall update those cost estimates for currently planned capital facilities. It will consider all other City plans, particularly those associated with land use, parks and recreation, and capital improvements as they relate to the future City Center commercial area, and its potential impacts on the transportation system. In addition it will consider existing and potential private sector plans for development in the City.

It is anticipated that this project will take 8 months to complete. It will be undertaken in three main phases:

- Data Gathering and Analysis
- Plan Development
- Plan Adoption

With individual tasks within these phases:

- Data Collection
- Analysis
- Public Involvement
- Financing
- Final Reporting.

Public involvement will stem the entire project and be utilized in each task until project completion.

The following represents the proposed scope of services for this project. It addresses each point in the request for proposals. Time frame and cost has been provided on a task by task basis.

This project can be completed in a period of Nine (9) Months for a cost of \$106,000. This proposal contains data collection costs for traffic counts. An additional cost option is listed in the second task, related to the method of forecasting future traffic.

Phase 1: Information Gathering and Analysis

This phase of the project will undertake the data collection and analysis, as well as the first half of the public involvement including the focus groups. It is anticipated that it can be complete in three months culminating with a technical report on the desires of the public, and the needs of the transportation system projected to 2030.

Task 1: Data Collection

- **Cost \$33,000**
- **Time Frame: Day 1 through Day 45**

This task will entail the collection of data relative to the transportation system as necessary to assess the existing and future condition of the system to 2015 and 2030.

1.1 Base Map and System identification

Here a GIS base map of the City will be developed and on it each component of the multimodal transportation network will be identified. This will include:

- Roadways by functional classification / number of lanes
- Pedestrian/bicycle facilities
- Water bodies
- Existing Regional Connections
 - Expressways
 - Rail
 - Air
- Major generator of traffic
 - Residential Areas
 - Commercial Areas
 - Parks and Recreation Areas
- Transportation infrastructure (bridges, culverts)

1.2 Regional Facilities

Applicable plans from FDOT, the MPO, MDT and Miami Dade County Public Works will be evaluated and potential future facilities and improvements will be located and described.

1.3 Evaluation of Local Policy

Existing policy documents such as the Comprehensive Plan and the Traffic Impact Review Guidelines will be reviewed. Recommendations will be made for their improvement if necessary.

1.4 Issues Identification

Transportation Issues
Faced by the City

1.4.1 Meeting with individual City staff and elected officials will be held to determine the current transportation issues faced by the City.

1.4.2 Additionally high crash locations for the past 3 years will be obtained from the police department or Miami Dade County databases, if available. *Accident Analysis*

1.4.3 Bicycle/Pedestrian/Bus Level of Service will be evaluated on all major streets.

201

1.5 Traffic Data Collection

The traffic counts examined in the previous Transportation Master Plan will be recollected. Additional counts recommended by staff will be counted. The counts will consist of 48 hour link counts at 60 locations. Intersection a.m. and p.m. peak hour turning movement counts will be collected as recommended. This proposal calls for 20 intersection counts. Additionally high crash locations for the past 3 years will be obtained from the police department or Miami Dade County databases, if available. Bicycle/Pedestrian Level of Service will be evaluated on all major streets. GIS maps will be made of all count locations. Corradino possesses a GIS camera which will enable a photograph to be taken of the count location and this will be linked with the GIS map. When the count location is "clicked" on a photo and relevant data such as described in the next sub task will be displayed. *The cost for this task is \$26,000. It entails traffic counting, a task which The Corradino Group will hire a sub consultant to perform)*

Task 2: Analysis

- **Cost: \$45,000**
- **Time Frame: Day 46 through Day 165**

Using the data collected in the previous task, traffic conditions will be projected to 2015 and 2030 using a combination of MPO and local growth factors, derived from an understanding of existing and planned future development. This will provide an assessment of future conditions in order to determine project needs.

2.1 Existing Conditions Analysis

Traffic counts will be displayed in tabular form by facility. This will serve as a hand book to detail the condition of each facility in the City. Detail will be given in a table form to:

- Specific Link
- Number of Lanes
- Existence of a Median
- Road Jurisdiction
- Functional Classification
- Number of Traffic Signals

- Segment Length
- Signals per Mile
- Speed Limit
- Roadway Class
- Existing Level of Service Standard
- Service Volume at LOS C, D, E
- Average Annual Daily Traffic
- Peak Hour Volume
- Existing Level of Service
- Remaining Capacity
- Projected MPO Growth Rate (from latest MPO LRTP Model)

CURRENT CONDITIONS														ADOPTED STANDARD			2005 EXISTING			
#	ROAD	FROM	TO	No. OF LANES	MEDIAN TYPE	ROAD TYPE	No. of SIGNALS	LENGTH (MILE)	SIGNAL S/MILE	SPEED LIMIT (MPH)	CLASS	LOS	C VOLUME	D VOLUME	E VOLUME	GROWTH RATE	AADT	VOLUME	LOS	Available Capacity
1	ST 104 ST	ST 107 AVE	US 1	4	TWTL	COUNTRY/URBAN MINOR ARTERIAL	1	1.0	2.0	35	III	E	1120	1620	1720	1.34	1974	942	C	118
2		US 1	Palmer Rd	4	TWTL					35	III	D	1120	1620	1720	1.34	2093	1015	D	115
3		Palmer Rd	ST 92 AVE	2	UNDIVIDED					40	II	E	480	740	810	1.34	1414	832	D	128
4		ST 92 AVE	ST 87 AVE	2	UNDIVIDED					40	II	E	480	740	810	1.34	1445	774	D	136
5		ST 87 AVE	Old Cutler Rd	2	UNDIVIDED					40	II	E	480	740	810	1.34	819	491	D	117

From this point a firm understanding of the issues will be available. Roadway constraints will be examined. GIS maps will be made of bidirectional Vehicular LOS, Bicycle Pedestrian and Bus LOS, as well as critical crash locations. (AD will work on the maps)

2.2 Future Conditions Analysis (Traditional Forecasting Using Growth Factors)

Once an understanding of local land use and growth management policies are obtained, the Miami Dade MPO Model (developed by the Corradino Group) will be examined. If growth scenarios need to be refined, this will be done to more accurately reflect Doral's land use policies. In doing so local and regional growth trends will be evaluated to assure the growth factors to be utilized are conservative in nature.

Traffic volumes are more simply projected on a link by link basis to arrive at future traffic volumes.

From here three levels of projections can be produced if desired. These will evaluate future growth in "heavy", "moderate", and "light" scenarios, so that a range of potential impact is evaluated. Traffic will then be projected to the years 2015 and 2030. Projections will be shown in similar tabular form, and mapped for each horizon year. The result of this analysis will be multi-modal projects to be considered for inclusion Capital Improvements Program. This is explained in a subsequent task.

2.3 Alternative Mode Analysis

An understanding of the existing transit system will enable Doral to develop applicable criteria for determining optimal, existing and future, circulatory transit routes to complement Miami-Dade County's transit system per the City's Transportation Master Plan. Furthermore, the study will identify proposed project infrastructure and equipment

needs to facilitate present and future operations to meet user needs, such as expansion of circulatory transit routes.

①

The Transportation Improvement Plan (TIP), Long Range Transportation Plan (LRTP), as well as Miami Dade Transit (MDT) and other recent documents will be reviewed to determine potential routing and connections of circular routes.

②

Existing surveys conducted, comments/complaints, ridership, facilities, route structure, public demand, headway, speed of service, signage/markings, passenger loading, connectivity and schedules will be reviewed to gauge its satisfaction with the service, desirers for the services and usage of the service.

③

Additionally, the demographic profile and ridership characteristics of potential routes will be examined. Future growth trends internal and external to the City shall be examined and reported.

④

Given resource constraints, transit service will focus where there is the greatest overall need. Demographic information and land use patterns will be used to address the various segments of the transit market. These will be mapped in a Geographic Information System (GIS) environment for clear presentation of the household and employment sites for Doral residents and Doral employees.

⑤

An understanding of the existing MDT service is imperative. The idea of this circulator is to enhance existing service, not to duplicate it. MDT would be invited to participate in the planning effort to ensure coordination.

⑥

Examine a number of circulator options including, but not limited to: a fixed route service linking residential areas with schools, parks, shopping, the planned downtown areas, and employment centers; peak hour oriented services from park-and-ride lots at major entry points to Doral; lunch time express services; and a service bringing in travelers from existing and future Metrorail sites, a future route servicing its downtown and connecting existing and future Metrorail sites, as well as external regional circulators to mitigate the root cause of congestion which is the daily influx of commuters.

⑦

A matrix will be prepared and included in the project bank presenting features of each project, including type and capacity of service, capital and operations costs, planning level cost, length of route, size of facility, proposed routes, infrastructure and facility needs such as potential locations for park and ride or intermodal stations will be listed, proposed spans of service. Additionally, potential transit supportive policies, financial strategies and funding source(s) will be listed.

2.4 Data and Analysis Report

All of the information in this task will be presented in a technical memorandum which explains in great detail the findings.

Task 3 Public Involvement

- **Cost: \$14,000**
- **Time Frame: Day 20 through Day 240**

Successful transportation planning is both an *art* and a *science*. Purely understanding the technical deficiencies of a transportation system is never enough to develop a successful plan. Implementation of just those projects, without consideration of the desires of the community is a sure method of causing discomfort for staff and elected officials. It is prudent to understand from the public what is wanted from the transportation system. Often this leads to ground breaking ideas in the use of the system, either by the development of alternative modes or alternative technologies. From a practical perspective, if a list of projects is made which are both wanted and needed, consensus is instantly obtained, and implementation comes with minimal opposition. This task will assure that the public, the staff, the elected officials, and even those from other agencies and governments are participating in the development of the plan. The process of public involvement will be like a pyramid, building a basis of support to carry the plan to implementation. At first people will be met with individually, then in focus groups at multiple occasions during the project. Next a City wide workshop will be held. Then the project will culminate with approval at the City Council.

3.1 Steering Committee

The steering committee should consist of the City's Project Manager as a representative of staff, and members of the general public with established knowledge and experience with issues and processes involved. The committee will be consulted at the outset of the planning process and at the culmination of each task to review the previous efforts and to strategize for the next task. The committee will also assist in the identification prominent stakeholders.

3.2 Community Focus Groups

Subsequent to the stakeholders meetings, four separate focus groups will be held after the analysis of the existing and future transportation system is complete. These groups will coincide with the categories of projects to be developed and will include:

- Roadway
 - Roads, vehicles, physical capacity of the transportation system
- Alternative Modes
 - All non motorized transportation like bicycle and pedestrian travel
- Policy
 - These are other issues that do not easily fit into other categories because they are not physical. They will deal much with growth management,

transportation demand management, transportation systems management, and intelligent transportation systems.

- **Traffic Control / Traffic Calming**
 - This category is integral to any transportation master plan because of the desire of most communities to protect the residential neighborhoods from traffic intrusion either by through traffic or freight traffic.

3.3 Intergovernmental Coordination

Plans from other governments and agencies will be examined. These include surrounding municipalities, Miami Dade County, FDOT, MDT, the Turnpike Authority, MDX and the MPO.

3.4 Public Workshop

As the project is winding down and the projects have been recommended, costed and evaluated, a public workshop will be held to discuss the entire effort. Comments will be taken and final edits will be made to the report prior to it being presented to the City Council for approval

3.5 Pubic Hearings

At the culmination of plan development process first and second public hearings will be held with the City Council, giving the public further opportunity to participate.

Phase 2: Plan Development

This phase is anticipated to last three months. It will be the formative process of the plan where projects are developed, described and costed. The public will have the opportunity to participate in additional focus groups as the individual tasks are undertaken and completed.

Task 4: Project Bank

- **Cost: \$6,000**
- **Time Frame: Day 101 through Day 160**

This task will consist of the identification of multimodal projects, description of those projects and an opinion of likely costs for those projects.

4.1 Projects

The result of the first three tasks will be enough information to make educated decisions on projects that can be developed to improve the transportation system. The desires of the community will have been expressed by the public involvement process and the needs will have been expressed through the analysis and projected over time. The resulting deficiencies will be converted into projects. Project development can take many forms. Traditionally in South Florida, only roadway projects are developed. This lack of consideration for other modes of transportation has left the traveling public with few options for mobility. Projects in this master plan shall be developed in a multimodal manner all the while considering the proposed future land use plan. Of course care must be taken to assure that the recommend projects selected fit the character of the community, while fulfilling the requirements of the existing growth management regulations from the State. Three project categories will be developed. These include:

- Roadway
 - This includes the physical capacity of the transportation network. It accounts primarily for the movement of automobiles, and will consist of road widenings, intersections improvements, traffic calming and other operational projects
- Alternative Modes
 - This will consist of projects not focused on the automobile, including mass transit, bicycle and pedestrian mobility. These provide options, either by carrying more people in smaller spaces creating more space on the road, or by using other aspects of the right of way to remove people from the road. This will be useful in encouraging community access and promoting healthy lifestyles.
- Policy
 - This will consist of issues that are less than physical, such as growth management policies, reclassification of the system, various concurrency measurement techniques, transportation demand management techniques,

transportation systems management techniques, and intelligent transportation systems techniques. Projects of this type can begin to change the way the traditional facilities are used.

The tables produced in the first task will ultimately show a level of service, and subsequent roadway surplus or deficient capacity.

PEAK HOUR/PEAK DIRECTION		
VOLUME (vph)	LOS	Available Capacity
1123	D	597
1210	D	510
761	E	49
772	E	38
540	D	270
1052	F	-522
1830	F	-690

Surplus Capacity

Negative Capacity

These numbers equate to a need or lack of need. If a facility is out of capacity new capacity needs to be provided in order for development to continue to occur in the area, as dictated by Concurrency. To provide a multi-modal set of projects, each deficiency will be developed into a roadway project and a transit project. Every deficiency can be converted to a required number of lanes to be added. Subsequently it can be converted, (using a person trip methodology) into a number of buses to be added. This concept is advanced and used in the most progressive cities. It acknowledges that the movement of people is preferred as a measurement tool over the movement of cars. It provides a choice. The City can select which type of project it wants to implement, but it is provided with an alternative. Generally a deficiency of 880 trips per hour would equal the need for one lane of travel. Based on general vehicle occupancy rates, 880 trips would equal the movement of 1056 people. So the project options would be to either add one lane or provide equivalent transit service.

The recommended projects will be compared with the city's existing CIP to determine if any new projects are to be added.

DAILY LOS	AVAIL TRIPS	Avail Trips (Pers.)	Transit
			40' Bus (40 Pers.)
D	2,620		
F	-1940	-2328	58
F	10970	15104	329

Cars
People

4.2 Project Descriptions

For each project a purpose, need, description and location will be provided, so that it is understood why the project is being considered. This will be coupled with a potential cost so the each may be evaluated. The purpose and need will be derived from the technical analysis and the existing level of service or remaining capacity.

4.3 Project Costs

Based on strong engineering principles, an opinion of likely costs will be provided for each project.

#	PROJECT NAME	PURPOSE AND NEED	COST			
			PLANNING	DESIGN	CONSTRUCTION	TOTAL
20	87 Ave @ Old Cutler Road. Add Left Turn Lane (prior to circle implementation)	OCR has sever LOS problems. Capacity can only be gained at intersections	\$ 15,000	\$ 25,000	\$ 210,000	\$ 250,000
21	Marlin/OCR Traffic Circle in front of Potato Field	Both roads have level of service problems in all horizons. This proposes to undertake a study of the situation.	\$ 21,000	\$ 35,000	\$ 294,000	\$ 350,000
32	Roundabouts on Old Cutler Road	Several Level of service problems will exist. No ability to widen, so capacity can only be gained at intersections.	\$ 15,000	\$ 25,000	\$ 210,000	\$ 250,000
33	Caribbean Capacity Improvements, Between 117 Ave and 97th Avenue	Deficient 0.8 lanes in 2008, (- 0.8 lanes in 2015) (-1 and 2 lanes in 2030)	\$ 15,000	\$ 25,000	\$ 210,000	\$ 250,000

Phase 3: Approval Process

This phase of the project is anticipated to take two months. It will culminate in the approval of the plan. Financing will be evaluated and a general public workshop will be held. Once the plan is refined, the effort will be presented for formal approval from the City Council.

Task 5: Financing

- **Cost: \$3,000**
- **Time Frame: Day 140 through Day 190**

In this task an evaluation of the City's Capital Improvement Element and annual budget will be undertaken. This will set a baseline of expected funds. When measured against updated project costs an additional amount of funding need will be determined. A three year financial plan will be established. This will entail the examination of repricing the impact fees for transportation to cover the costs of the planned infrastructure, where possible. The result will be that the projects in the new Capital Improvements Element will be Financially Feasible, meaning that they can be covered by expected revenues.

5.1 Capital Improvement Program Review

This will review all projects in the existing CIP. Each will have its cost estimates reexamined. Funding opportunities such as, grants, local, state and federal partnerships, and potential stimulus package coordination will be examined. Opportunities will be recommended.

5.2 Financing Report

All information in this task will be presented in a technical memorandum detailing its findings and making recommendations.

Task 6: Final Report and Executive Summary

- **Cost: \$5,000**
- **Time Frame: Day 190 through Day 220**

All the work in the previous tasks will be delivered in a final report which details the process. The final report will be summarized in an executive summary, which will be a brochure type document, which is highly graphic, easily read, and can be used as a marketing tool by which to explain the process to citizens, other elected officials, and funding agencies. The reporting of this transportation master plan will be state of the art and of the highest quality. This report will be in accordance with all existing Growth Management Policies, and it will be approvable by the Department of Community Affairs and FDOT.

Exhibit "B": "Project Cost"

[illegible]

Exhibit "C": "Project Cost"

Task	Description	Cost
1.0	Data Collection	33,000
2.0	Analysis	45,000
3.0	Public Involvement	14,000
4.0	Project Bank	6,000
5.0	Financing	3,000
6.0	Final Report	5,000
Total		\$ 106,000