



METROPOLITAN PLANNING ORGANIZATION  
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October 11, 2013

Ms. Rita Carbonell  
City of Doral  
8401 NW 3<sup>rd</sup> Terrace, 2<sup>nd</sup> Floor  
Doral, FL 33166

SUBJECT: Notice to Proceed for Transit Mobility Plan

Dear Ms. Carbonell:

Please find enclosed one executed copy of the Interlocal Agreement awarding the City of Doral up to \$43,000 to conduct the Transit Mobility Plan. The agreement expires on July 8, 2014. I look forward in working with you and your staff on this very important project. Call me at (305) 375-1837 or by email at [osc@miamidade.gov](mailto:osc@miamidade.gov) if you have any questions.

Sincerely,

A handwritten signature in blue ink, appearing to read "Oscar Camejo".

Oscar Camejo  
Finance Manager  
Miami-Dade MPO

Enclosure

# INTERLOCAL AGREEMENT

THIS AGREEMENT, made and entered into this 9th day of October, 2013, 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 *Transit Mobility 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 *Transit Mobility 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." In addition, the E-Verify Certification provided in Exhibit "D" must be signed by the recipient. The referenced exhibits are attached hereto and made 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, Exhibit "C" Project Cost and Exhibit "D" E-Verify Certification. 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 *Transit Mobility 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 *twelve (12) 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.

**SUB-ARTICLE 9.10:** On January 4, 2011, Governor Rick Scott signed Executive Order Number 11-02 relating to verification of employment status (the "Order"). The Order directs all agencies under the direction of the Governor to include as a condition of all state contracts a requirement that the contracting party utilize the U.S. E-Verify system to "verify the employment of: (a) all persons employed during the contract term by the contractor to perform work pursuant to the contract with the state agency". *Doral* agrees to comply with the requirements of the Order and execute Exhibit "D".

**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** 80% of such Project Costs. **Doral** shall be responsible for the remaining 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 **\$43,000**.

**SUB-ARTICLE 16.10:** By executing this agreement **Doral** commits to fund the **\$27,000** local share minimum 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

Exhibit "D", E-Verify Certification

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 9th day of October, 2013.

**ATTEST: MIAMI-DADE COUNTY FLORIDA**

**By The Governing Board of  
Metropolitan Planning Organization (MPO)**

By: [Signature] Print Name JANA SAN ROMAN  
**Director, MPO Secretariat**

Approved as to form  
and Legal Sufficiency

[Signature]  
**Assistant County Attorney**

10/6/13  
**Date**

**ATTEST: CITY OF DORAL**

By: [Signature] Print Name Albert P. Childress  
**Doral Authorized Representative**  
Asst. City Manager

By:   
Doral Project Manager

Print Name Jose Oliva  
Interim P.W. Director.



## **Doral Transit Mobility Plan**

### **Scope of Services**

#### **Introduction**

Doral is seeking to play an extremely progressive role in the development of multimodal mobility in Miami Dade County. Out of necessity the City is focusing on providing an advantage to transit as a form of capacity on its roadway network. This is being done because the City understands that little if any more space can be dedicated to the single occupancy automobile. The capacity that exists on our roads can be enhanced and expanded without building significant new lane miles. By using the roadways differently thereby incentivizing transit, bicycle and pedestrian mobility, the city can minimize congestion and enhance the quality of life for its residents and businesses. Doral understands the critical nature of focusing future investments in the transportation system on transit, as opposed to single occupancy vehicular projects.

Since Doral was incorporated in 2003, the City has focused on working to improve mobility within its boundaries. This once largely undeveloped agricultural land with a variety of light industrial occupants in close proximity to the Miami International Airport, is built on a very large grid of streets. This grid has little access inside the ½ section line roads, limiting roadway capacity. Therefore, Doral has focused on providing capacity in a multi modal manner. This Transit Mobility Plan will be, and it is focused on further linking all modes of transportation together by looking to insure that roadways have the multimodal capacity for modes in addition to the automobile, like pedestrian, bicycle and transit. In doing so each mode will be examined to determine their level of service on each street and projects will be developed to enhance mobility and connect the modes.

Doral has established itself as one of the nation's largest centers for international trade along with a major center of office, retail, industrial and residential uses. It is a major employment and residential center in Miami Dade County, drawing tens of thousands of people each and every day. Having grown immensely since incorporation, it has been listed as one of the top 25 places to live, one of the best places to retire, as well as of one of the top locations to launch a business in the nation. Due to its location at the confluence of major transportation facilities, as well as the rapid development of the surrounding area, Doral contends with an array of multimodal transportation concerns that require immediate and significant attention.

The following proposed scope of work and budget incorporates extensive data collection and analysis, an assessment of existing projects and future needs, development of projects, and an implementation plan. Further, it addresses the spatial requirements of elements necessary for effective, safe and secure multi-modal transportation solutions integrated into normal roadway operations.

#### **Background**

The City is bounded by SR-826 (Palmetto Expressway) to the east, SR-836 (Dolphin Expressway) to the south, SR-821 (Florida's Turnpike) to the west and NW 90<sup>th</sup> St/NW 58<sup>th</sup> St to the north.

Since its creation, City leaders have worked closely with planners from both the public and private sectors to become a world class city and one of the County's primary business and residential centers.

The near build out of the northern half of the county, the foresight of local leaders, the continuing population growth, and the renewed focus on infill development along transportation corridors have made the area one of the most heavily travelled areas in South Florida. The City is poised to continue being one of the County's premiere business and residential centers in coming years. The issue relative to transportation continues to be the lack of roadway capacity. While thousands of drivers converge on the city each day the roadway system lacks the capacity to maintain an adequate level of service. Leaders believe the way to solve this is to add capacity into the system by using alternative modes of transportation. By assessing transit, bicycle and pedestrian usage and linking the modes together multimodal transportation can be addressed, greater mobility can be achieved, and the quality of life for the citizens and businesses in Doral will be improved. The consequences of not supporting multimodal mobility are dire. As the economy rebounds and businesses are seeking greater efficiencies, having employees spend hours of their day in a commute is seen as wasteful. Other locations without a severe traffic congestion may look more attractive.

The study will result in a plan that is both visionary and strategic. It will balance the community aspirations within the physical and fiscal constraints of Doral. The plan will integrate existing bicycle, pedestrian and transit infrastructure to identify and recommend improvements to pedestrian and bicycle infrastructure to develop interconnectivity to public transit.

The plan will evaluate approximately 60 miles of existing roadways within approximately 15 square miles of Doral. The goals of the project are to:

- Preserve and maintain the transportation system in Doral
- Promote safe and secure multi-modal transportation
- Support intermodal access and connectivity
- Support economic growth
- Preserve quality of life in Doral

### **Scope of Services**

The following is a detailed scope of services, schedule, and cost estimate of the project.

Eight tasks are proposed including:

Task I:	Public Involvement
Task II:	Review of Background Information and Previous Studies
Task III:	Data Collection
Task IV:	Analysis
Task V:	Project Development
Task VI:	Implementation Strategy
Task VII:	Education and Awareness Program
Task VIII:	Reporting

## **Task I - Public Involvement**

**Cost:** \$10,000

**Duration:** Day 1 – Day 270

In this task an outreach will be scheduled, including internal meetings, interaction with the public in workshops and public hearings, as well as meetings with local transportation funding agencies. Both, engaging the public and incorporating public input is a multi-level process that takes place consistently throughout the duration of the plan development. In doing so, ensuring the participation of the public will facilitate the implementation of the proposed projects, and result in a plan that is uniquely tailored to the specific needs of the city. This task will be ongoing throughout the project.

### **Task I.1 Project Kickoff**

Corradino will meet with City's project management team to formalize the scope of services, schedule, and deliverables.

### **Task I.2 Workshop #1**

After the initial data collection is completed, the first of three interactive workshops will be held to introduce the project to the community and solicit information that can be researched as part of the data gathering effort. This workshop will introduce the project and explain the basics of capacity, mobility, and urban design, so that a common understanding of the direction is held. Past experience has proven that this is an invaluable exercise in moving the process forward. At this workshop formal project goals will be determined.

### **Task I.3 Workshop #2**

Subsequent to the initial introduction and explanation, the existing and future conditions resulting from the data collection and analysis will be discussed. A photographic inventory of issues and opportunities will be presented. The second workshop will occur after the data has been collected and the analysis has been performed. This will show what the existing and future conditions of the community are. It will directly point to specific needs. At this meeting opportunities to focus on specific areas of the community will be provided through "breakout" sessions, where citizens may visit various tables and provide detailed input. The workshop will be held within three weeks of the completion of the data collection to provide time for the existing and future conditions analysis to occur. As a result of this meeting a list of projects both *needed as determined* by the analysis and *wanted as gathered* from the public will be listed from the public input and future conditions analysis. This list of projects will be tested in the Project Development task.

### **Task I.4 Workshop #3**

The final workshop will be held once the list of projects has been tested and the results of the analysis are known. These will be presented and initially prioritized in the third workshop. This

will focus on a discussion of the projects and prioritization criteria. Each project will then be ranked and prioritized into the most appropriate time horizon.

#### Task I.5 Doral Public Hearings

The public involvement portion of the project will culminate by presenting the draft report to the project management team for edits, then taking the final report to the City Council for approval. The Implementation Strategy task will then be completed, and a report submitted detailing the prioritized recommendations. Once approved by the city, two public hearings will be held. One with a desired committee or board (Planning and Zoning, Transportation Committee, Etc.) and finally seeking formal approval from the City Council.

#### Task I.6 Agency Presentations

Once completed a final report will be submitted to the MPO. Two meetings will be held there, including one with the MPO Transportation Planning Council, and one with the Citizens Transportation Advisory Committee, (CTAC).

**Task II: Review Background Information and Previous Studies**

**Cost: \$5,000**

**Duration: Day 1 - Day 30**

This task will consist of a thorough review of all transportation studies impacting Doral over the last 20 years. It will assess the regional policy toward multi-modal transportation in this part of the county. All of this will be placed into context through an analysis of local, regional and national trends in the field, including what other communities are doing, what the federal government is incentivizing through the new transportation authorization (MAP 21), and it will provide an unvarnished assessment of our local adherence and performance relative to these benchmarks.

**Task II.1: Research**

- Previous Transportation Plans (2006, 2010)
  - Master Plans
  - Bikeway Plans
  - Trolley Plans
- Doral's Comprehensive Plans Land Use Element, and Transportation Elements (Goals, Objectives, Policies)
- City ROW Data
- Utilities Data
- MPO UPWP Studies for the Area
- FDOT Projects for the Area
- Long Range Transportation Plan (LRTP) Projects
- Transportation Improvement Plan (TIP) Projects
- City of Doral Capital Improvement Plan (CIP) Projects
- Local, Regional and National Trends and Perspective.

**Task III: Data Collection**

**Cost: \$11,000**

**Duration: Day 1 – Day 90**

This task will consist of formal collection of traditional data such as the location, condition and level of service of existing facilities, including roads, bike and pedestrian facilities and transit routes. It shall gain an understanding of geographic placement and context through an examination of origins and destinations of traffic. Level of Service is calculated differently for vehicles than it is for other modes. Vehicular or roadway level of service is a quantitative

measure, assessed on how many vehicles can pass a certain point in a certain period of time. Bicycle and pedestrian level of service is qualitative, focused on if, how and to what quality facilities are provided. Traffic Counts are used to collect vehicular level of service, while personal assessment of facilities is used to collect bicycle, pedestrian and transit level of service. This project will use existing MPO South East Regional Planning Model Data, supplemented with FDOT and Miami Dade County traffic data to assess vehicular LOS. This effort will focus on collecting the bicycle, pedestrian and transit data through a thorough review of all facilities and routes in the City. All data will be mapped via Geographic Information System (GIS). Data Collection will include:

**Task III.1: Land Use**

Existing and Future land use maps will be examined and areas conducive to multi-modal use will be marked. This will be supplemented with the location of major generators like schools, parks, retail centers, churches, business centers, etc.

**Task III.2: Transit**

Supply and demand in the form of ridership, adjusted service frequency (vehicles/hour), headways and hours of service data will be collected from Miami Dade Transit and the City of Doral. Boarding and alighting counts and transfer activity will be reviewed. This will be supplemented with data collected in the field (existing infrastructure: visual analysis of the location of transit stops, transit shelters, signs, route information, bus bays, etc.)

**Task III.3: Bicycle and Pedestrian Level of Service**

Roadway characteristics of all major arterials and collectors will be collected from FDOT and Miami-Dade County, supplemented by field visits to obtain typical sections, and a qualitative assessment of the presence and scale of bicycle and pedestrian facilities, lateral separation of facilities from motorized vehicles, spacing of driveways and side streets, signal spacing, pavement conditions, widths of outside through lane, median openings, control devices, speed limits, and main deficiencies that can be addressed by the study. Pedestrian movement, bicycle travel and bus transfer activity will be observed and documented at key locations. Crash and fatality data will be collected. Information on the economic vitality of bicycle and pedestrian communities will be researched.

**Data will be collected in several areas including:**

- **Transit Ridership/Headways**
- **Bicycle and Pedestrian LOS**
- **MPO Model Data**

**Task III.4: Traffic**

While the primary focus of this effort is a transit mobility study, it is still important to understand what the vehicular LOS is on the roadway network. In doing so the MPO LRTP Model Data will be evaluated to determine volumes and capacities on study area links.



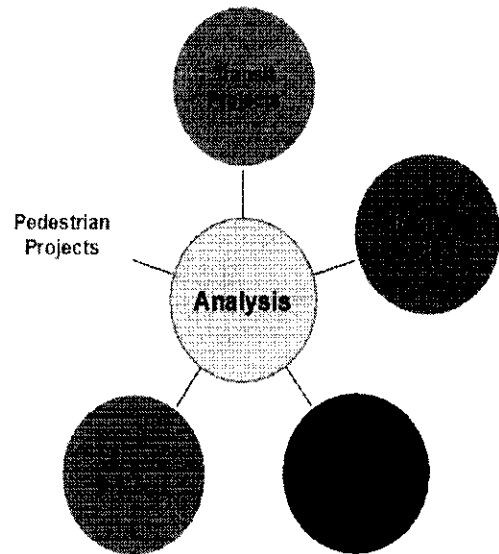
**Task IV: Analysis**

**Cost: \$ 16,000**

**Duration: Day 90 - Day 150**

The analysis task will use all the collected data to assess the multimodal level of service.

Connectivity between modes will be assessed and rated. During this phase of the project the analysis of transit, remaining physical roadway capacity, and pedestrian/bicycle level of service usage will be undertaken. Existing and future conditions will be evaluated here. This will be done by determining the system performance as stated by the Level of Service for the selected roadways and intersections in the existing condition, and the future condition in 2020, and in 2035, in the morning and afternoon peak hours of travel. All will be determined at a planning level analysis from the FDOT LOS Handbook, Capacity Tables, and by a review of MPO LRTP Model results.



The bicycle and pedestrian analysis will focus on supportiveness of the area towards those modes in terms of safety measures, density, mix of uses, street connectivity, proximity to transit and other essential destinations like grocery stores, schools, senior housing and services, social services, major employment areas, colleges, hospitals, libraries and parks. The first step analysis allows the project to identify areas where pedestrian and bicycle improvements would likely have the highest impact on the largest number of existing and potential users. System deficiencies will be identified, specifically missing sidewalks and bike lanes. These will be mapped, and each corridor assigned a bicycle and pedestrian LOS. Level of Service will emphasize reducing the number of obstacles that prohibit the greatest number of users from walking and cycling. Alternative improvement types will be evaluated based on their ability to reduce conflict and attract the greatest number of users. A discussion of why this is important will be initiated. Missing links in the bicycle and pedestrian network will be input into a spread sheet detailing the exact location, side of the street and missing linear feet. Costs to improve these

**During this phase of the project the analysis of transit, roadway capacity, and pedestrian/bicycle level of service will be undertaken. Existing and future conditions will be evaluated, determining the systems Level of Service for the selected roadways and intersections in the existing condition future conditions.**

links will be tallied, providing an easily understood spreadsheet as to the location and cost of this infrastructure improvement.

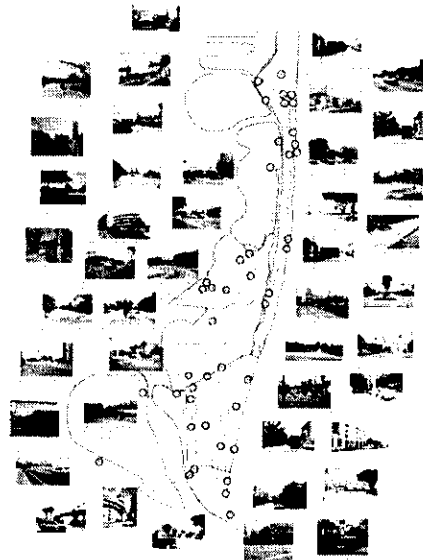
The transit analysis will focus on understanding transit from an operational perspective. The routes, and the ridership will be assessed. The route performance and individual bus stop performance within each route will be ranked relative to ridership, and on-time performance. The ridership data will be used to suggest improvements to the existing stops and stops either by eliminating or combining stops, or rearranging or consolidating routes.

From the results of the analysis and the input obtained from the initial workshop, an initial set of short, mid, and long term multimodal alternatives will be developed. Many of the needs will be gleaned from ideas received in the public involvement portion of the project. This task will develop and recommend a list of future transportation needs, identify concepts to address the needs, and analyze the feasibility of transportation concepts.

Several categories of projects will be developed. These include:

**Task IV.1: Transit**

This will focus on areas of transit level of service (TLOS, from FDOT's Q/LOS Handbook), as it interacts with areas of existing and planned activity. As well as major trip generators. Focus for transit projects will be at points of concentration like transit stops, adjacent to trip generators – e.g. schools, civic organizations, hospitals, etc. This will focus on the evaluation on the necessity and potential effectiveness of a municipal trolley system, circulator or shuttle. Corradino has implemented many of these in the past several years. A potential route or routes will be developed linking residential/commercial areas and major trip generators. Service characteristics such as capital costs, operating costs, system capacity and headways will be explored. Necessary elimination or consolidation of stops or the rearrangement or modification of routes will be recommended as necessary.



**Task IV.2: Pedestrian**

This will focus on pedestrian amenities and their levels of service (PLOS, from FDOT's Q/LOS Handbook), particularly as they interface with major trip generators, major intersections, and locations that have level of service issues. Pedestrian and bicycle projects will focus on projects that are interconnected with existing bicycle or pedestrian segments, connect to existing major trip generators, and that improve the level of service for pedestrians and bicyclists. By gaining an understanding of how pedestrian connectivity between origins and destinations can be beneficial to the community on many levels, the city can change both driver and pedestrian

behavior to prioritize the pedestrian. As such a program for the incentivization of these facilities will be provided focusing on evaluation, education, enforcement, and engineering. Design guidelines for pedestrian facilities will be provided.

#### Task IV.3: **Bicycle**

This will focus on bicycle amenities and their levels of service (BLOS, from FDOT's Q/LOS Handbook), particularly as they interface with major trip generators, major intersections, and locations that have level of service issues. Bicycle projects will focus on projects that are interconnected with existing bicycle segments, connect to existing major trip generators, and that improve the level of service for pedestrians and bicyclists. A detailed examination of potential projects will be undertaken focused on the improvement on the level of service, the removal of impediments, or the filling of gaps in the system and the ease of implementation. Design guidelines for bicycle facilities will be provided.

#### Task IV.4: **Policy**

This will focus on transportation policy issues as a means of enhancing mobility. As suggested in previous master plans, policy initiatives like transportation systems management or transportation demand management can be incrementally impactful in diminishing congestion. These techniques such as flexible work hours, zip cars, shared bicycles, congestion pricing, car pools and telecommuting will move travel out of the peak hours, therefore immediately impacting congestion. Bicycle, pedestrian and transit policies and programs will be recommended. An examination of creative policy initiatives across the nation which incentivize the desired travel behavior will be undertaken. A listing and explanation of the positive and negative aspects of these policies will be provided.

#### Task IV.5: **Roadway**

Projects will be developed to address capacity needs for transit vehicles on the roadway network. The focus will be to evaluate the roadways to determine if methods of aiding transit mobility exist. Examples would be queue jumpers, signal priority, managed lanes, bus rapid transit, bus pull out bays, etc.

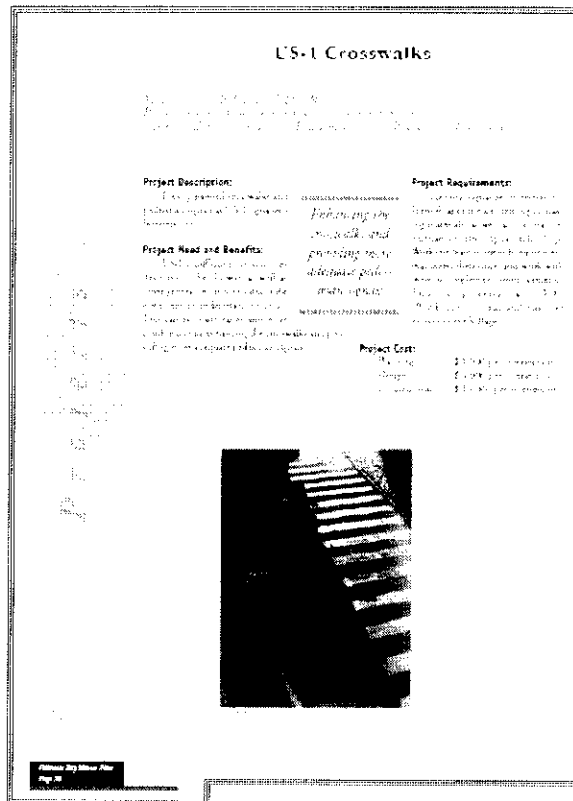
**Task V: Project Development**

**Cost: \$10,000**

**Duration: Day 150 – Day 195**

Projects that arise from the needs assessment resulting from the analysis and the public ideas will be placed in the "Project Bank". Each project in each of the four categories will be described on a project sheet that includes the following:

- Description of the project
- Purpose and Need
- Location
  - Existing conditions assessment summary
- Cost
  - Planning, Design, and Construction
  - Possible funding sources

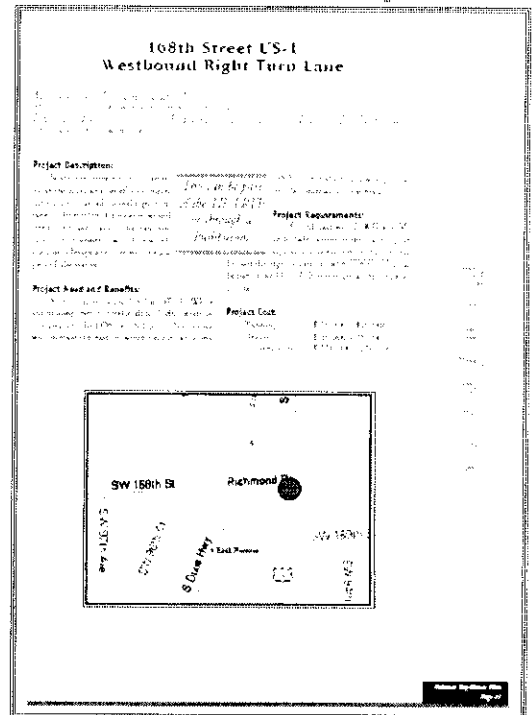


All projects will be cataloged by type in the Project Bank report. During this phase the Corradino will work with the S project management team to present the Project Bank and schedule the set of meetings that will follow to serve the consensus building phase. The Project Bank shall be completed by the end of the 5<sup>th</sup> month of the project.

During this task a second round of stakeholders meetings and a second public workshop will be held.

Task V.1 Projects will be developed in multiple categories including:

- Roadway
- Bicycle/Pedestrian
- Transit
- Policy



**Task VI: Implementation Strategy**

**Cost: \$6,000**

**Duration: Day 195 – Day 240**

The formal implementation plan will prioritize the projects into short, mid and long term efforts and organize them in the Project Bank. Funding sources and strategies will be developed.

All recommended ordinances and resolutions, manuals, comprehensive plan amendments, plans, etc. necessary or recommended for implementation of the proposed projects or plans will be mapped out during this phase.

Prioritized projects will be placed into implementation phases and listed.

After this phase, all final public approval hearings, final reports, and presentations to the agencies will be performed.

**Prioritization Matrix**

Project/Plan	Short Term	Mid Term	Long Term	Other
1. In the Planning/Advisory/Target Table				
2. In the Planning/Advisory/Target Table				
3. In the Planning/Advisory/Target Table				
4. In the Planning/Advisory/Target Table				
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19. In the Planning/Advisory/Target Table				
20. In the Planning/Advisory/Target Table				

Project/Plan	Short Term	Mid Term	Long Term	Other
1. In the Planning/Advisory/Target Table				
2. In the Planning/Advisory/Target Table				
3. In the Planning/Advisory/Target Table				
4. In the Planning/Advisory/Target Table				
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20. In the Planning/Advisory/Target Table				

Project/Plan	Short Term	Mid Term	Long Term	Other
1. In the Planning/Advisory/Target Table				
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19. In the Planning/Advisory/Target Table				
20. In the Planning/Advisory/Target Table				

Approved By: [Signature] Page 17

**Task VII: Education and Awareness Program**

**Cost: \$5,000**

**Duration: Day 215 – Day 255**

The education and awareness program will consist of an electronic brochure which outlines Doral's multimodal efforts, the existing and future bicycle and pedestrian facilities as well as transit routes and schedules. It will be focused on educating potential users of the system as well as making them familiar with the resources the City has made available.

**Task VII: Final Report and Executive Summary**

**Cost: \$7,000**

**Time Frame: Day 240 through Day 270**

A final report and highly graphic executive summary will be produced as a PowerPoint presentation for purposes of Public Hearings and/or Workshops/Presentations as necessary in the implementation phase. Drafts will be delivered to the project manager for review. After the final presentation, 20 bound copies will be made available at the city and a digital copy of the executive summary to be available on the city's website for the Public's availability.

This study will serve as a component of the required Capital Improvement Element which needs to be updated annually and will be integral in framing solutions for land use and transportation in the City and proactively managing the impending growth of the community. An implementation plan of the "next steps" will be framed out in the plan. This will be a project the City will be proud of for years to come. You will be able to see its success in the constructed projects that follow immediately afterwards.

# Doral Transit Mobility Plan Tentative Project Schedule

City of Doral

## Transit Mobility Plan

Task	Cost	Month 1	Month 2	Month 3	Month 4	Month 5	Month 6	Month 7	Month 8	Month 9
<b>I Public Involvement</b>	\$ 10,000									
Project Kickoff										
Workshop #1										
Workshop #2										
Workshop #3										
Public Hearings										
Agency Presentations										
<b>II Background</b>	\$ 5,000									
Research / Reporting										
<b>III Data Collection</b>	\$ 11,000									
Land Use										
Roadway										
Bicycle / Pedestrian										
Transit										
<b>IV Analysis</b>	\$ 16,000									
Roadway										
Transit										
Bicycle										
Pedestrian										
Policy										
<b>V Project Development</b>	\$ 10,000									
Roadway										
Bicycle/Pedestrian										
Transit										
Policy										
<b>VI Implementation Strategy</b>	\$ 6,000									
<b>VII Education and Awareness Program</b>	\$ 5,000									
<b>VIII Final Report</b>	\$ 7,000									
	\$ 70,000									

**Doral Transit Mobility Plan  
Project Cost**

The following is a breakdown of the cost estimate of the project for the eight tasks:

<b>Task</b>	<b>Cost</b>
I- Public Involvement	\$10,000
II- Review of Background Information and Previous Studies	\$5,000
III- Data Collection	\$11,000
IV- Analysis	\$16,000
V- Project Development	\$10,000
VI- Implementation Strategy	\$6,000
VII- Education and Awareness Program	\$5,000
VIII- Reporting	\$7,000
<b>Total</b>	<b>\$70,000</b>



Exhibit "D": "E-Verify"

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

E-VERIFY

375-040-68  
PROCUREMENT  
01/11

Contract No: A5117

Financial Project No(s): 4239151, 2522051

Project Description: FY 2014 Unified Planning Work Program Task 8.6 Municipal Grant Program

Vendor/Consultant Doral acknowledges and agrees to the following:

Vendor/Consultant Doral shall utilize the U.S. Department of Homeland Security's E-Verify system, in accordance with the terms governing use of the system, to confirm the employment eligibility of;

1. all persons employed by the Vendor/Consultant Doral during the term of the Contract to perform employment duties within Florida; and
2. all persons, including subcontractors, assigned by the Vendor/Consultant Doral to perform work pursuant to the contract with the Department.

Company/Firm: Doral

Authorized Signature: 

Title: Assistant City Manager

Date: June 17, 2013