

UNIFIED WORK PROGRAM

OF

TRANSPORTATION AND RELATED PLANNING ACTIVITIES

FOR

JULY 1, 1974 – JUNE 30, 1975



Miami Urban Area Transportation Study

September 23, 1974

UNIFIED WORK PROGRAM
of
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MIAMI URBAN AREA TRANSPORTATION STUDY

September 23, 1974

This document reflects suggested changes by the Federal Intermodal Planning Group to a May 1, 1974 draft submitted for their review by the Miami Urban Area Transportation Study Policy and Technical Planning Committees.

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INTRODUCTION

This work program is a cooperative venture of all agencies having responsibility for the planning and implementation of multi-modal transportation facilities and services serving Metropolitan Dade County. Responsible participants include the following:

- Metropolitan Dade County
- United States Department of Transportation
- State of Florida Department of Transportation
- Dade County Legislative Delegation
- Dade County League of Women Voters
- Air Transport Association of America
- South Florida Regional Planning Council
- Cities of Miami, Miami Beach, Coral Gables and Hialeah
- Dade League of Municipalities

Transportation planning activities in Dade County have been the responsibility of many diverse agencies and groups in the past years. Recently, the need to coordinate these efforts has become critical as needed transportation improvements far outweigh available financial resources. There arises a hierarchy of priorities which develops in accordance with present program funding levels and which may or may not be responsive to need. Many diverse needs under inadequate funding constraints led, in part, to the development of this report.

It is in this context that a number of organizational and structural changes have been made for fiscal year 1975. The intent and purpose of the changes is to move the planning process closer to the policy making process and insure the former is brought directly to bear on the latter. Further, an objective of the changes is to insure that planning is carried out primarily for the purpose of policy development and policy implementation. Moreover, simplification of the structural relations between various bodies which have a substantial role to play in the continuing planning process has been achieved to some degree.

The first effort towards the development of a program of multi-modal transportation needs was taken in 1964 and initially completed in 1969. This is the Miami Urban Area Transportation Study which is now certified and well into the continuing phase in accordance with an approved continuing operations plan. Beyond the development of multi-modal transportation needs, the federal government has seen fit to move in the direction of a unified development agency at the local level to receive funds from many federal agencies and administer them locally to meet

the transportation needs of Dade County. Toward this end, the federal agencies; Urban Mass Transportation Administration (UMTA), Federal Aviation Administration (FAA), and the Federal Highway Administration (FHWA), under U.S. Department of Transportation Order 1130.2 have required that a unified work program be jointly prepared by those agencies having responsibility for urban transportation planning and, as a minimum, should contain all highway, transit, aviation, port and railway activities as well as all of the transportation support activities (i.e. land use, socioeconomic, population, etc.).

This requirement is made in support of the belief that if multi-modal planning is to be achieved, it is essential that all modal funding be coordinated in a single document. The purpose of this work program is to provide, in a single document, an overview of all transportation planning and transportation-related planning activities in Metropolitan Dade County. The document will serve as the basis for all Federal DOT funding assistance and will assist in providing an understanding of the total transportation effort to those who are unfamiliar with the area of metropolitan form of government.

In the past year the Dade County Planning Department has been actively pursuing the completion of the new Comprehensive Development Master Plan. This document, with its heavy emphasis on policies and guidelines, is intended to be used as a guide by all agencies involved in the planning and programming of public facilities within Dade County. In this manner, public development policies can be effectively coordinated when dealing with the provision of roads, schools, sewers, etc. The Comprehensive Development Master Plan will contain detailed guidelines indicating where and when transportation facilities and/or services should be provided in order to help implement the development patterns called for by the Plan.

The preparation and completion of the Comprehensive Development Master Plan places Dade County in the fortunate position of preparing its overall development strategy first and then using all the functional elements under public control to carry it out. Thus, the preparation of a recommended Transportation Plan for Dade County, to be completed in the next year, will be directly based on the development pattern proposed in the Comprehensive Plan, thus providing a direct link between transportation and land use planning. For example, the Dade County Transit Improvement Program, currently in the preliminary engineering phase, has been devised to incorporate urban development considerations in the evaluation of transit improve-

ment corridors. Also, Dade County is presently attempting to acquire a site in the northwest section of the county for possible development as a commercial jetport facility. The planning for this facility, currently underway, will also detail the airport's impact on the development patterns in the surrounding area.

It should be noted that the process of achieving regional integration of transportation planning activities in the southeast Florida region is well underway. The South Florida Regional Planning Council, the Florida Department of Transportation, County Commissioners and staff from Dade, Broward and Palm Beach Counties are currently working to define transportation issues of a regional nature, with the objective of implementing a regional structure to coordinate regional transportation policies and decisions. It is anticipated that an agreement will be reached on these issues in the near future.

In the approved 1973-74 Unified Work Program, the Interama People Mover was included as a planning element. Partially as a result of the planning activities accomplished during the past year, the Inter-American Center Authority requested proposals and has received design-construction bids which have been evaluated. Although Dade's ongoing preliminary engineering activities include recognition of collection-distribution systems such as Interama's, this Unified Work Program does not include the Interama People Mover project because it is beyond the planning stage and can no longer be considered as a transportation planning activity.

This third annual unified work program has been prepared with the intention of describing in an integrated fashion the coming year's total transportation planning process. It has been necessary to modify the integrated descriptions in those cases where major tasks of operating agencies can be better delineated in a prescribed format that lends itself to individual federal program funding and budgeting.

The MUATS organization and management of the transportation planning program are first described, followed by a description of specific transportation planning and related planning projects that will be underway by the MUATS organization or others which will affect transportation planning in Metropolitan Dade County. The projects described in this report are organized broadly into administrative functions, continuing planning activities, and coordinated support activities.

The work activities reflected throughout this document are those for the federal fiscal year July 1, 1974 through June 30, 1975. However, where a project exceeds this time duration, the total project characterization and cost are given as well as an estimate of the subject year cost alone.

ORGANIZATION AND PROGRAM MANAGEMENT

This chapter deals with the policy and management control processes and structures necessary to carry out the work described in this document. For fiscal year 1975 a number of changes in structure and process are advanced for the purpose of substantially improving the output products of the continuing study during the fiscal year and in succeeding ones. Along with these changes in the area of responsibility of the formally established Miami Urban Area Transportation Study (MUATS) committees, the actual composition of the committees, and the broad areas of committee responsibility are identified in the following paragraphs.

Policy Control: The MUATS Policy Committee

The MUATS Policy Committee constitutes the highest level of the transportation study. This committee has the overall responsibility for the conduct of the study. The responsibilities of the Policy Committee are to make the basic policy decisions and to expedite the implementation of the approved transportation plan by:

1. Giving the necessary guidance to the transportation planning process;
2. Adopting a multi-jurisdictional, short-range implementation program;
3. Insuring optimum cooperation and coordination of all governmental units associated with the implementation process; and
4. Insuring that the developed plan effects the goals and objectives of the state, county and municipalities.

Other responsibilities of the Policy Committee include the monitoring, review, and approval of the results of work performed by the Technical Planning Committee, the presentation of progress and results of the study to their respective agencies, and the establishment of other committees. Figure 1 on the following page describes this process and structure.

It is important that transportation policy be made by officials responsive to a broadly based electorate. For this reason, local County Commissioners and representatives from Dade County's delegation to the Florida legislature are included among the voting members of the Policy Committee.

MEMORANDUM

107.07-17 A

TO MUATS Committee Members

DATE May 1, 1974

SUBJECT MUATS Unified Work Program

FROM



Eugene L. Simm, Director
Department of Traffic and Transportation

The enclosed draft of the 1974-1975 MUATS Unified Work Program reflects all changes to an earlier draft that were recommended by the MUATS Policy, Technical Planning and Executive Committees. Because the enclosure documents all MUATS and other transportation planning activities envisioned through June 30, 1975, it is felt important that all MUATS Committee members retain a copy in their files for ready reference.

This document has been forwarded to the United States Department of Transportation's Intermodal Planning Group in Atlanta, for their review. As one element of the four-part "certification package" required by U.S. D.O.T., the draft is also being transmitted through normal channels to the Federal Highway Administration by the Florida Department of Transportation.

ELS:DCR:ibh
encl.

RESOLUTION OF THE MIAMI URBAN AREA TRANSPORTATION
STUDY TECHNICAL PLANNING COMMITTEE APPROVING THE
FISCAL YEAR 1975 UNIFIED WORK PROGRAM

WHEREAS, a draft Unified Work Program was approved by the Technical Planning Committee and by the Policy Committee for submission to the Federal Department of Transportation, Intermodal Planning Group; and

WHEREAS, specific comments were received from the Intermodal Planning Group; and

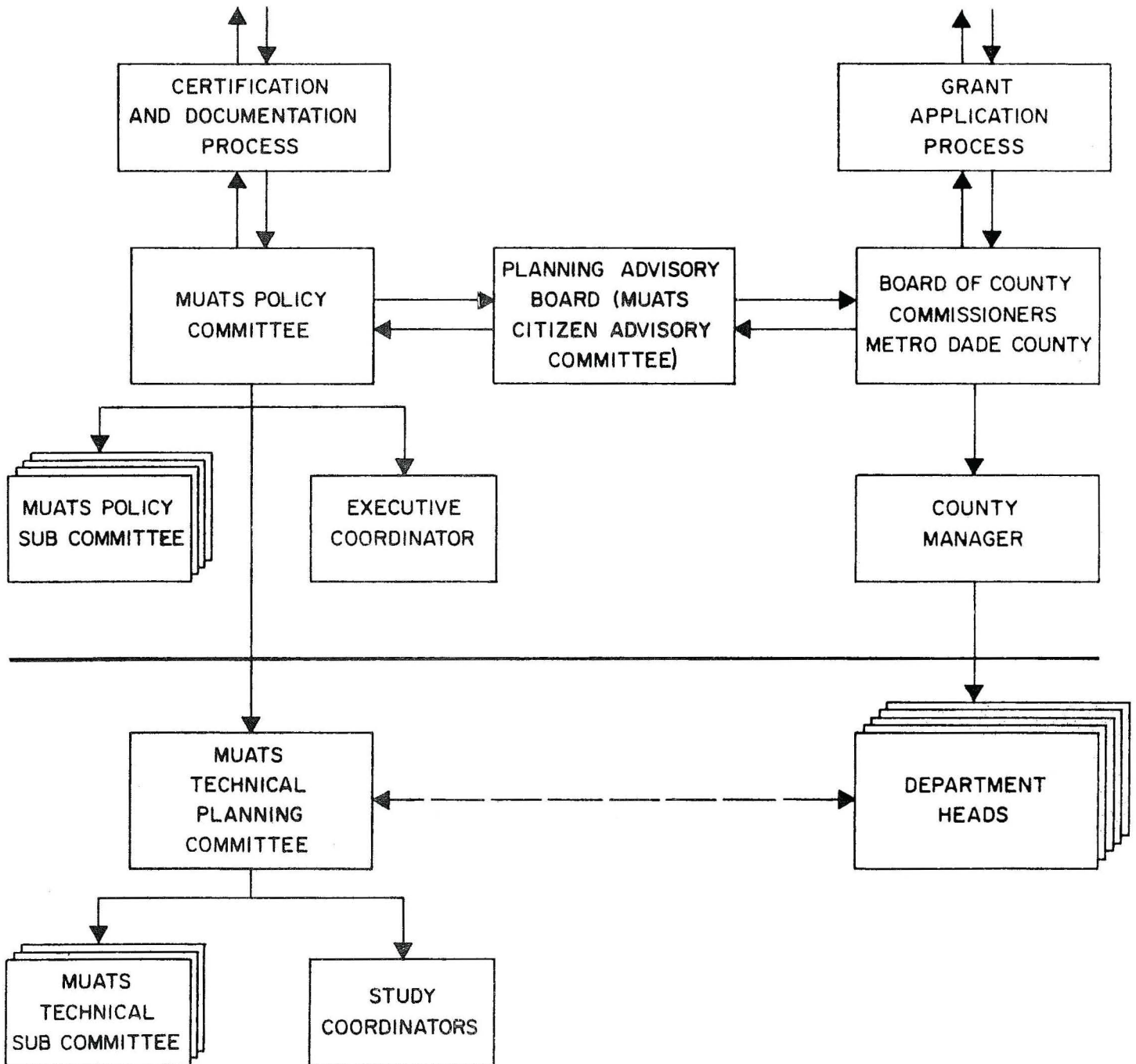
WHEREAS, the draft Unified Work Program, dated May 1, 1974, has been modified in accordance with the comments from the Intermodal Planning Group; and

WHEREAS, an approved Unified Work Program is a requirement for Federal certification of the transportation planning process;

NOW, THEREFORE, BE IT RESOLVED that the Miami Urban Area Study Technical Planning Committee approves the revised Unified Work Program, dated September 23, 1974, with minor modifications, and recommends adoption of the Unified Work Program by the Miami Urban Area Transportation Study Policy Committee.

FIGURE 1

MIAMI URBAN AREA TRANSPORTATION STUDY
STUDY POLICY ORGANIZATION
FOR CONTINUING PLANNING



To insure that this Committee receives the best possible advice, and that all aspects of transportation planning are integrated at the highest decision-making level, professional staff from local, state and national transportation planning agencies are on the Policy Committee, though not in a voting capacity. In addition to offering advice and insuring coordination of transportation planning efforts, the professional staff will also receive the policy direction from the voting members of the Policy Committee.

The monitoring and evaluation efforts of this committee and the Planning Advisory Board along with the staff of the executive coordinator will be the source for input into the policy and decision making process. Local staff will be advised of these decisions by the County Manager who, as chief administrative officer of Dade County, serves on the Policy Committee in a voting capacity. Only the Manager may direct planning and programming efforts of local staff. In turn, policy proposals from local staff to the Policy Committee are made by the County Manager. Figure 2 below shows the monitoring and evaluation structure for continuing planning.

The Policy Committee will meet whenever necessary, but no less than six times a year. The composition of the revised MUATS Policy Committee is as follows:

Local Voting Members

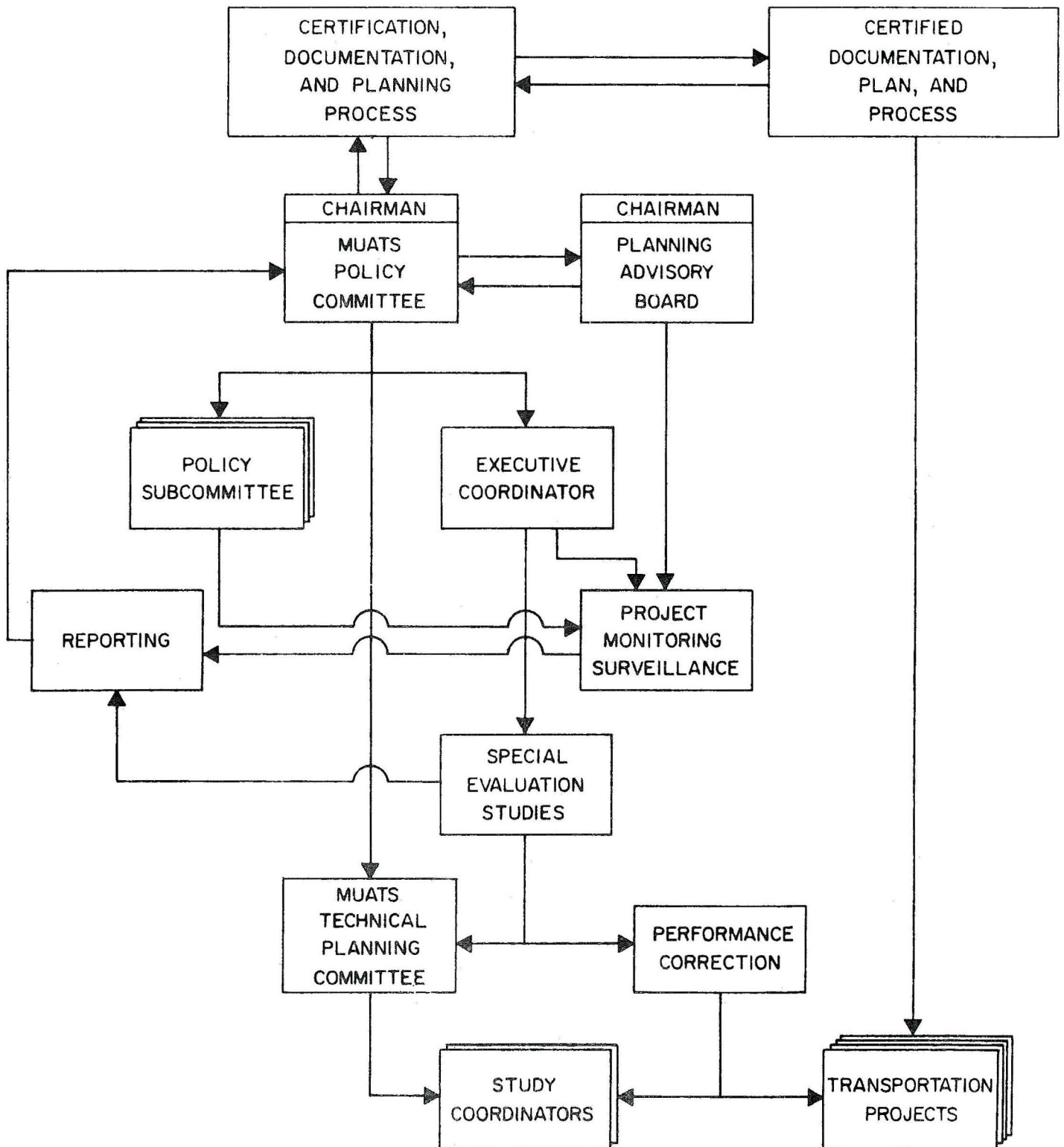
1. Three Metropolitan Dade County Commissioners
2. Manager, Metropolitan Dade County
3. Two Representatives, Dade County Legislative Delegation
4. One Representative from the Dade League of Municipalities
5. Chairperson, Mass Transit Study Committee, Dade County League of Women Voters
6. Chairperson, Dade County Planning Advisory Board
7. Public Affairs Representative, Air Transport Association of America

State Voting Members

1. Fourth District Engineer, Florida Department of Transportation
2. Director, Division of Planning and Programming, Florida Department of Transportation

FIGURE 2

MIAMI URBAN AREA TRANSPORTATION STUDY
MONITORING AND EVALUATION STRUCTURE
FOR CONTINUING PLANNING



Ex-Officio Non-Voting Members

Local

1. Director, Metropolitan Dade County Planning Department (Study Director for Metropolitan Dade County.)
2. Director, Metropolitan Dade County Department of Traffic and Transportation
3. Director, Metropolitan Dade County Public Works Department
4. Director, Metropolitan Dade County Seaport Department
5. Director, Metropolitan Dade County Aviation Department
6. Executive Director, Metropolitan Transit Authority
7. Director, Metropolitan Dade County Department of Housing and Urban Development
8. Director, South Florida Regional Planning Council
9. Director, Metropolitan Dade County Pollution Control Department
10. Dade County Transportation Coordinator (Executive Coordinator for MUATS Policy Committee)

State

1. Chief, Bureau of Planning, Florida Department of Transportation
2. Director, Division of Mass Transit Operations, Florida Department of Transportation

Federal

1. Chief, Airports District Office, Federal Aviation Administration
2. Florida Division Engineer, Federal Highway Administration
3. Southeastern Field Representative, Urban Mass Transportation Administration

MUATS Technical Planning Committee

This committee is responsible for the formulation of the comprehensive area-wide transportation plans for the review and approval of the Policy Committee. The MUATS Technical Planning Committee is composed of the professional staff personnel from County, State and Federal agencies who are responsible for transportation planning within their respective jurisdictions. The Committee also includes staff representatives from the larger municipalities in Metropolitan Dade County that have professional

staff related to transportation planning. This Committee shall meet whenever necessary, but no less than 12 times a year. The members of this Committee are:

1. Director, Metropolitan Dade County Planning Department (Chairman)
2. Director, Metropolitan Dade County Department of Traffic and Transportation
3. Director, Metropolitan Dade County Public Works Department
4. Director, Metropolitan Dade County Aviation Department
5. Director, Metropolitan Dade County Seaport Department
6. Executive Director, Metropolitan Transit Authority
7. Director, Metropolitan Dade County Department of Housing and Urban Development
8. Fourth District Engineer, Florida Department of Transportation
9. Director, Division of Planning and Programming, Florida Department of Transportation
10. Director, Division of Mass Transit Operations, Florida Department of Transportation
11. Chief, Airports District Office, Federal Aviation Administration
12. Division Engineer, Federal Highway Administration, Tallahassee
13. Director, South Florida Regional Planning Council
14. Chief of Metropolitan Planning, Metropolitan Dade County Planning Department
15. Transportation Planning Engineer, Metropolitan Dade County Department of Traffic & Transportation
16. Highway Engineer, Metropolitan Dade County Public Works Department
17. Chief Engineer, Dade County Aviation Department
18. Transit Manager, Metropolitan Transit Authority
19. Deputy Director, Metropolitan Dade County Department of Housing and Urban Development
20. Chief of Project Planning, Metropolitan Dade County Planning Department
21. Right-of-Way Engineer, Metropolitan Dade County Public Works Department
22. Chief, Bureau of Planning, Florida Department of Transportation
23. Fourth District Transportation Planning Engineer, Florida Department of Transportation
24. Chief of Research and Development, Division of Mass Transit Operations, Florida Department of Transportation
25. Regional Planning Engineer, Federal Aviation Administration
26. Regional Planning Engineer, U.S. Corps of Engineers

27. Representative, Dade County Pollution Control Department
28. Director, City of Miami Planning Department
29. Director, City of Miami Beach Planning Department
30. Director, City of Miami Public Works Department
31. Director, City of Miami Beach Public Works Department
32. Director, City of Coral Gables Public Works Department
33. Director, City of Hialeah Public Works Department
34. Director, Metropolitan Dade County Pollution Control Department

In addition, there will be ex-officio members representing industry groups with special interests in transportation planning. They will advise the MUATS Technical Planning Committee in the preparation of its plans. Among these representatives will be:

1. Representative from the Florida East Coast Railroad
2. Representative from the Seaboard Coast Line Railroad
3. Representative from the Greater Miami Traffic Association
4. Representative from the inter-city bus industry (Greyhound, Trailways)
5. Planning and Research Engineer, U.S. Department of Transportation, Federal Highway Administration
6. Fourth District Mass Transit Operations Engineer, Florida Department of Transportation
7. District Engineer, Florida Division, Federal Highway Administration, Tallahassee

Metropolitan Dade County Planning Advisory Board

The Metropolitan Dade County Planning Advisory Board, whose members are appointed by the County Commission, has specific responsibility for reviewing and advising the Commission on all area-wide metropolitan plans, including transportation. This "citizen" board is therefore the logical coordinator or focal point for all citizen input (whether organized or individual) to the transportation planning process. The Planning Advisory Board has been recognized locally for quite some time as the citizen participation link and coordinator for the continuing MUATS transportation planning process. The Planning Advisory Board was officially designated as the Citizen Advisory Committee for transportation planning by resolution adopted by the Dade County Board of County Commissioners in July 1973. Current Board membership is as follows:

Joseph A. Turturici, Chairman

Richard M. Jones, Vice Chairman	B. Boyd Benjamin
Mrs. Harold Kendall	Dr. Sandra J. Clark
Jay Morton	Mr. George W. DuBreuil
Thomas H. Riggins	Mr. Albert Richard Veri
	Mr. Ronald Young

Any amendments to the master plan must be approved by the Planning Advisory Board after a public hearing and consideration of the advice of the Metropolitan Dade County Planning Director. Action taken by the Board shall be final upon approval of the County Commission.

Management Control

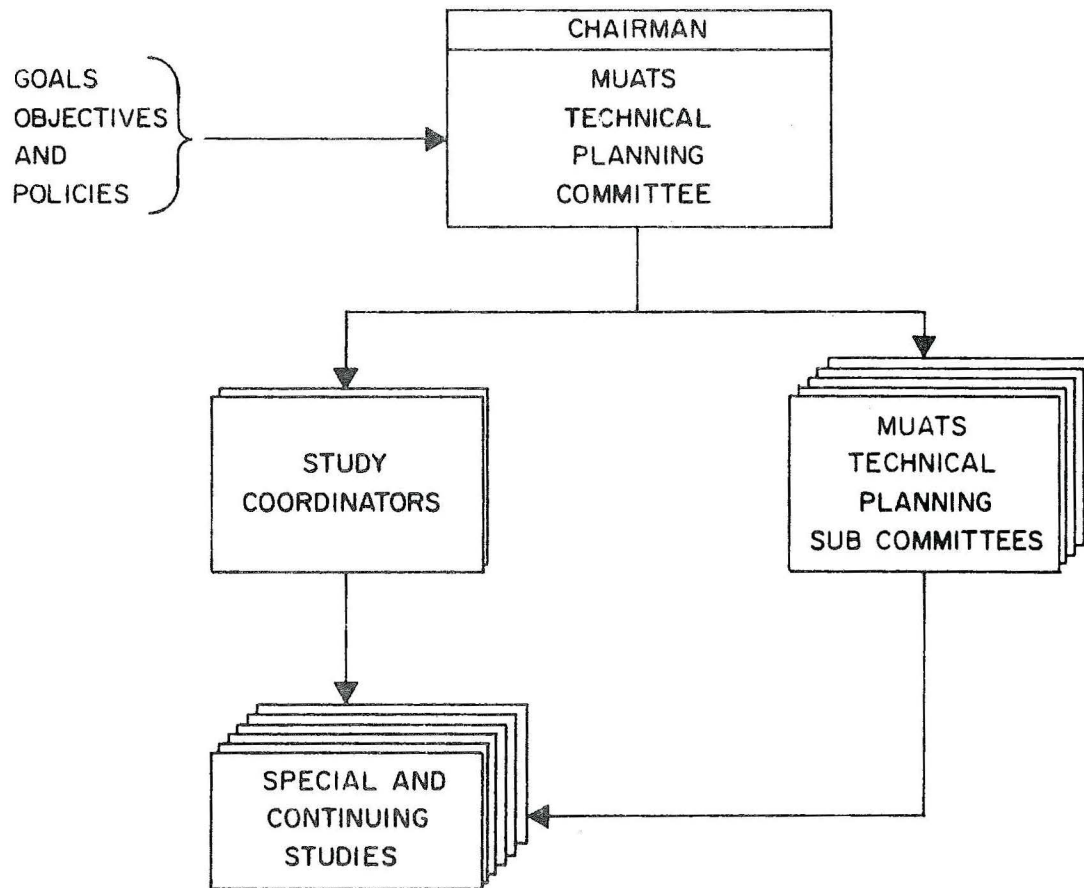
Management Control of all tasks in the program will be the immediate concern of the responsible agency for each individual task. Overall, it will be the responsibility of the two study coordinators to determine that the necessary tasks are performed satisfactorily to meet the objectives of this program. This process will be made workable through utilization of the study committees to assign responsibilities and reporting requirements for specific work elements. Constructive monitoring of the product of the work effort outside of the organized committee reviews, is expected to come primarily from the MUATS Policy Subcommittee for monitoring through the provision for citizen participation and from those individual local, State, and federal agencies involved in the technical, policy, and decision making process for directing, controlling, reviewing, and acting on the MUATS work product.

The general Organizational and Management structure for continuing multi-modal transportation planning in Metropolitan Dade County is detailed in a report entitled: Continuing Operations Planning, Miami Urban Area Transportation Study, 1972 (pgs. 4-14). This report has been published by the Florida Department of Transportation as required by the Federal Highway Administration. The structure for planning contained therein has been approved by the FHWA. The MUATS Policy Committee has recently made several revisions since the publication of the report.

Figure 3 below depicts the management organization of the cooperative comprehensive MUATS program, while much of the following text describes the responsibilities and planning involvement of each of the management positions noted on the figure.

FIGURE 3

MIAMI URBAN AREA TRANSPORTATION STUDY
TECHNICAL ORGANIZATION
FOR CONTINUING PLANNING



MUATS Agreement

The agreement between the Florida Department of Transportation (formerly the State Road Department) and Metropolitan Dade County established the study organization which will function in the continuing phase. Under the terms of this agreement, three committees were established, along with several positions, to carry out the multi-modal transportation planning process in Metropolitan Dade County. Since personnel on these committees might change by virtue of elective office or other attrition, membership was designated by office rather than by individual. This agreement also defined the responsibilities of these committees and the various positions.

Study Coordinators

The two study coordinators are appointed by their respective agencies and approved by the MUATS Policy Committee. These study coordinators are:

1. Chief, Bureau of Planning, Florida Department of Transportation
2. Director, Planning Department, Metropolitan Dade County

The coordinators are responsible for direction of the study within their respective governmental jurisdictions, as well as for the administration of the decisions made by the MUATS Policy Committee. The study coordinators serve as an administrative and management link between the MUATS Technical Planning Committee (TPC) and the MUATS Policy Committee to assure that within their respective governmental jurisdictions that the desires and directives of the Policy Committee are efficiently accomplished by the Technical Planning Committee.

Transportation Planner

The Transportation Planner is appointed by the Florida Department of Transportation and is approved by the MUATS Policy Committee. Within the departmental organization he is designated as the Supervisor of Plans Analysis or his designated Regional Transportation Planning Engineer. The Transportation Planner is responsible for coordination and surveillance activities of the continuing study in Metropolitan Dade County and the South Florida region. Assistance to the Transportation Planner will be provided by the District IV Transportation Planning Engineer, Florida Department of Transportation.

Land Use Planner

The Land Use Planner for the continuing study will be appointed by the Metropolitan Dade County Board of County Commissioners and approved by the Policy Committee. The Land Use Planner will be responsible for the land use and socioeconomic planning elements of the transportation plan. The Land Use Planner is designated as Chief of Comprehensive Planning of the Metropolitan Dade County Planning Department. He is assisted in this task by the planning and research staff of the Planning Department.

General Functions and Financing

The general functions of the several committees and key personnel involved in transportation planning in Metropolitan Dade County have been outlined above. In view of the staff limitations at the various levels of government directly responsible for the conduct of the study, it is necessary at this time to designate a full-time staff exclusively for the MUATS continuing program. Specifically, Section 112 funds as described in Chapter III will be utilized by Executive Coordinator of the MUATS Policy Committee and Study Director for Metropolitan Dade County to employ the necessary technical staff to carry out policy and management tasks described in that action. The workload for the Florida Department of Transportation will be assumed by the Plans Analysis Section of the Bureau of Planning, Division of Planning and Programming. The majority of local work to be performed by Metropolitan Dade County will continue to be a part of the staff duties of the Planning Department, Department of Traffic and Transportation, and the Pollution Control Department. These three departments will not be restricted in their utilization of the services of other governmental agencies or consultants. A-95 reviews are handled by the Dade County Planning Department at the metropolitan level. The Planning Department requests input from various county departments (including the Pollution Control Department on all matters relating to air, noise, or water impacts) and other agencies in the A-95 review process. With State of Florida Department of Transportation participation at the Tallahassee and District level on all MUATS committees together with Dade County Planning and Pollution Control Department participation, Policy Committee determination of the consistency of the current transportation plan with the State Implementation Plan is facilitated. (For example, see work items 2.4.1 and 2.4.2.)

The Florida Action Plan identifies responsibilities and procedures for not only the identification of social, environmental, and economic effects, but for providing

information on alternative courses of action in systems planning. The Plan describes four fundamentals which should be addressed in the development of transportation programs:

1. Identification of economic, social and environmental impacts of transportation systems;
2. Utilization of an interdisciplinary approach to transportation projects;
3. Involvement of other agencies and the public; and
4. Consideration of possible alternatives.

The Miami Urban Area Transportation Study (MUATS) is compatible with and takes into account the above four fundamentals of the Florida Action Plan. Through the MUATS continuing surveillance program economic, social, and environmental impacts can be identified. The MUATS committees provide the expertise, knowledge, and know-how of many disciplines to assist in the investigation of both transportation and non-transportation aspects. The formally established Metropolitan Dade County Planning Advisory Board provides the mechanism for public involvement. Consideration of alternatives is accomplished in the analysis of both alternative transportation systems and alternative land use projections. In sum, the requirements for consideration of economic, social and environmental effects infuse all phases of the transportation planning process including the surveillance effort, the comprehensive planning process and the data bases generated in conjunction with these efforts.

There is to be no single, exclusive source of funding for the MUATS continuing study. The contributing agencies expect to assume some costs within their regular annual budgets. However, no agency is restricted from seeking and acquiring financial assistance from other agencies at any level of government.

As mentioned in the introduction, the federal government encourages a unified development agency at the local level to receive funds from many federal agencies and administer programs locally to meet local transportation needs. Dade County has taken this cue and reorganized a portion of its administrative functions to establish an arrangement that reflects federal desires and which will best function within the existing metropolitan government. The Office of the County Manager was recently reorganized and an Office of Transportation Administration created. The Office of Transportation Administration is headed by the Transportation Coordinator, responsible directly to the County Manager. The following are among the responsibilities of the Transportation Coordinator:

1. Coordination, monitoring, and evaluation of the various ground-transportation activities in the county;
2. Review, analysis, and evaluation of state fund allocation procedures and funds received directly from federal sources; and
3. The filing of appropriate applications and the receipt of federal and state transportation funds.

Thus, for federal funding of the MUATS continuing program elements presented later in this document, it is the intent to file one application for planning assistance to each of the concerned federal agencies rather than each federal agency receiving numerous applications for planning activities that will be conducted in one metropolitan area. These applications will be filed promptly by the Office of Transportation Administration through the Dade County Manager's Office following federal Intermodal Planning Group review and approval of this document or revisions hereto which may be deemed necessary or desirable in the review process.

PROGRAM DESCRIPTION

The specific elements of the annual unified work program for transportation and related planning in Metropolitan Dade County are organized into the three following general categories:

1. Administration
2. Continuing Transportation and Related Planning Activities
3. Coordinated Support Program

Administration includes those functions necessary for proper program management on a continuing basis such as the preparation of annual work programs, review of programs, priorities, accomplishments, and general community and agency information reports.

Continuing transportation and related planning activities include activities which are area-wide in scope, repetitive in nature, and require continued or periodic updating.

Coordinated Support Program elements include those that are executed but once, are non-continuing in nature, and require no update. Examples include special projects to prepare detail plans based on system-wide plans for specific corridors or sub-areas.

Many of the program elements may be eligible for federal funding assistance administered by the various operating agencies within the United States Department of Transportation or other federal departments. Thus, each program element description contains a federal grant status code. This code is as follows:

Federal Grant Status Code

- A - Approved
- B - Application for federal funding submitted and awaiting approval
- C1 - Application in process awaiting local approval
- C2 - Application currently being developed
- C3 - Application to be developed
- D - No federal funding desired or element will not qualify for federal funding.

1.0 ADMINISTRATION

1.1 Program Management

Various administrative tasks are needed to properly carry out the work elements of the Miami Urban Area Continuous Transportation Planning Process. These duties - personnel administration, attendance at meetings, preparation of meeting agendas and minutes - are not always chargeable to any one work element but are an integral part of the overall Program Management effort. All of these tasks are required in order to ensure the efficient operation of and interaction between the MUATS Policy and Technical Committees and other governmental agencies and citizens organizations. These tasks have been carried out in the past, but the costs involved were not specifically budgeted.

Responsible Agency . .	Florida Dept. of Transportation
Staff Cost	.\$20,000
Consultant Cost	--
Total Cost	Continuing
Program Year Cost . .	.\$20,000
Federal Grant Status .	C3

1.2 Program Development

One of the most important tasks in the continuing phase of the MUATS program involves the formulation of annual work programs for both planning and implementation. In order to facilitate this process, several written documents and reports have to be prepared each year in order to properly coordinate the work carried out by all the agencies involved in transportation planning and implementation in Dade County. These reports contain descriptive information on the status of transportation planning within the county. The reports are part of a continuous re-evaluation of transportation objectives and the necessary programs or facilities needed to reach these objectives.

The major task under this work element involves the preparation of an annual "certification package" consisting of four reports. The first report contains a summary of past year MUATS committee activities while the second report is a review of surveillance activities related to transportation planning. The third report - a short range multimodal improvement program - identifies those proposals and projects which will be implemented within the next five year period for all transportation modes. Finally, the fourth report - the Unified Work Program - contains

all transportation planning activities which will be undertaken during the coming year. These tasks have been completed over the past several years at the full expense of Dade County and the Florida Department of Transportation.

In order to properly prepare the multimodal improvement program and the Unified Work Program, it will be first necessary to modify, wherever applicable, the program goals and objectives of the MUATS program. Dade County is presently in the process of adopting a Comprehensive Development Master Plan which will contain development proposals for the years 1985 and 2000. This Master Plan, which has received wide citizen input, will contain policies and guidelines dealing with all aspects of urban development, including transportation. These policies and guidelines, when adopted as official by the County Commission, should form the new set of program objectives for future transportation activities in Dade County for MUATS projects as well as the Transit Improvement Program. These guidelines should be used as the basis for judging project priorities in the county, both short-range and long-range.

Responsible Agency . .	Florida DOT and Dade County Manager's Office
Staff Cost	\$.60,000
Consultant Cost	--
Total Cost	Continuing
Program Year Cost . . .	\$.60,000
Federal Grant Status .	C3

1.3 Monitoring and Evaluation

The adoption of goals and objectives mentioned in the previous paragraphs, will necessitate setting up a continuous monitoring and evaluation procedure which will be used to review transportation planning activities and projects. This procedure, culminating in the preparation of the short-range multimodal improvement program and the Unified Work Program will ensure that transportation projects or activities proposed for Dade County will be designed to attain overall transportation and urban development objectives.

1.3.1 Planning Activity Monitoring and Evaluation

In a systematic planning process, stating objectives is an essential step since the objectives become the criteria against which all plans are measured. An explicit statement is made and formal processes are created to connect plans with adopted goals and objectives.

The objectives may fall into several groups. Some are quantifiable; others have to be related to the plan subjectively. Some objectives can be measured in the same units as others, and consequently the trade-offs between opposing objectives can be estimated. Some objectives relate to factors at the regional scale in the transportation planning process, while others relate to items which can only be accomplished through detailed individual programs.

The planning activity monitoring and evaluation work element would thus judge the necessity and subsequently the effectiveness of the planning studies which would be required both at the county-wide level and at the program level to maximize the number of transportation and urban development objectives. The above described monitoring and evaluation work is a new element of MUATS.

Responsible Agency . .	Dade County Manager's Office and Planning Department
Staff Cost	\$.25,000
Consultant Cost	--
Total Cost	Continuing
Program Year Cost . .	\$.25,000
Federal Grant Status .	C3

1.3.2 Implementation Activity Monitoring and Evaluation

Transportation system planning has to be followed by engineering, and engineering considerations have to be fed back into the system planning operations if there are any problems which could not be anticipated at the systems planning level. In turn, planning and engineering have to be brought together with governmental financing, so that long-range and short-range programs can be developed. At this point, coordination has to be attained with the many other programs of local, state and federal government which interact with transportation activities. Coordination needs continue through all the succeeding stages of design, consultation with neighborhood groups, preparation of public hearings on the project, construction, and evaluation of program objectives.

The evaluation procedure would necessarily be a continuous one starting with system objectives all the way to program or project objectives. Extensive monitoring and evaluation is required as the project is designed or the program is implemented in order to ensure that, based on the observed results, the intended objectives are being reached. This is a new MUATS activity, not previously defined.

Responsible Agency . .Dade County Manager's Office
 Staff Cost \$25,000
 Consultant Cost --
 Total Cost Continuing
 Program Year Cost . . \$25,000
 Federal Grant Status .C3

1.4 Programs Review

A continuing administrative responsibility will be to review and comment on all programs and projects related to the overall effort of the Transportation Planning Process. This review and comment responsibility will center around the A-95 Clearinghouse review process, but will not necessarily be limited to it. At the urban level, this function is the responsibility of the Dade County Planning Department, with staff time contributions mainly from the County Public Works, Aviation, and Traffic and Transportation Departments, as well as the County Manager's Office. The South Florida Regional Planning Council will serve as the regional clearinghouse for A-95 review. The budget shown below reflects only the reviews specifically related to transportation projects. This work has been done in the past by the appropriate agencies, but never before specifically budgeted by all.

Responsible Agency . .Florida DOT and Dade County
 Planning Department
 Staff Cost \$15,000
 Consultant Cost --
 Total Cost Continuing
 Program Year Cost . . \$15,000
 Federal Grant Status .C3

1.5 Organization Re-structuring

Since the preparation of the MUATS Continuing Operations Plan various changes which have occurred in the role and functions of different agencies participating in MUATS now requires re-structuring of the MUATS organization. The proposed changes, which are discussed in the MUATS organization section of the Unified Work Program, are intended to provide a better link between technical staff and policy makers. This is a new task and preliminary work is underway.

Responsible Agency . .Dade County Manager's Office
 and Florida DOT
 Staff Cost \$5,000
 Consultant Cost --
 Total Cost \$5,000
 Program Year Cost . . \$5,000
 Federal Grant Status .C3

1.6 Regional Role Identification Study

Dade County, in an expanded effort towards identifying responsibilities in policy and decision making on a regional basis, will initiate a study examining the regional coordination effort in South Florida. The purpose of this study will be to identify possible regional structures and alternative systems and analyze regional issues while identifying the roles of local elected officials in policy formulation.

Responsible Agency . .	Dade County Manager's Office
Staff Cost	\$.59,017
Consultant Cost	--
Total Cost	\$.59,017
Program Year Cost . .	\$.59,017
Federal Grant Status .	E

(Total cost estimated to be less than originally anticipated. Budget will be modified according to UMTA application submitted by Dade County.)

2.0 CONTINUING TRANSPORTATION AND RELATED PLANNING ACTIVITIES

In general, this phase of the work program consists of the Miami Urban Area Transportation Study (MUATS) continuing effort and associated area-wide studies or those which require updating in some periodic basis. Other continuing activities are those related to the review of local land-use development plans, improved bus operations, and the annual update and preparation of five-year transportation implementation programs.

2.1 MUATS Continuing Program

Certain transportation planning activities are of a continuous nature in order to maintain and validate the MUATS plan. Certain portions of the current plan require continual updating so the plan best reflects current and expected future conditions. These activities which are continuous in nature are detailed in the approved MUATS "Continuing Operations Plan", published and distributed in 1972.

Aside from the auxilliary by-products of MUATS, most of the planning activities of the MUATS program are now of a continuous nature and deal with surveillance, plan updating, re-evaluation of the plan, service, and reporting. The measurement of existing transportation supply and quality of that supply must be monitored. Likewise, existing demand and the cause of that demand must be surveyed to note significant changes that may effect the total plan. The plan must be continuously updated through an iterative procedure utilizing the latest forecasts of land development and geographic allocation of land use intensity and their resultant demands upon transportation facilities and services; the ability of the total transport system to satisfy these future demands then becomes an input to land use planning that may lessen demands for future transportation facilities in certain corridors where the demand for new facilities and services could not realistically be provided due to economic, physical, social, environmental or other real-world constraints. An example of this work is that conducted by the MUATS Controversial Corridors Review Subcommittee together with that of the Dade County Planning Department in updating the General Land Use Master Plan for the County.

2.1.1 Surveillance

As mentioned above, this aspect of the total program is one of inventorying the transportation demand and

the cause of that demand, as well as one of assessing the supply and quality of that supply of transport facilities and services being offered.

2.1.1.1 Socioeconomic Data Surveillance

The Dade County Planning Department annually reviews all major changes in social and economic conditions for use in the MUATS continuing program. This data review confirms total quantities contained in all projections which are used in the trip generation models.

The Planning Department prepares annual population estimates which are based upon school enrollment figures, the increase or decrease in residential electric power customers, and data from authorities in the Cuban Refugee Center. These population projections are done at the census tract level. Trends in migration and natural increases are analyzed in these projections. Tourist population is forecast from samplings of hotels, motels, rooming houses, and apartments registered with the State Hotel and Restaurant Commission.

The following social and economic variables are monitored by the Dade County Planning Department.

1. Total population (including tourists)
2. Total autos available
3. Total dwelling units
4. Hotel and motel units
5. Resident labor force
6. Total employment
7. Total commercial employment
8. School enrollment (public and private)
 - grades 1-9
 - grades 10-12 and college

The previous social and economic data is aggregated by traffic zones only when required for a major review and update. Since this was last done in 1973, the process of estimating traffic zone data for the entire county will not be repeated in 1974. However, the demographic data will be updated and necessary changes caused by new developments incorporated in new traffic zone figures for this year.

Responsible Agency . .	Dade County Planning Department
Staff Cost	\$5,000
Consultant Cost . . .	Continuing
Program Year Cost . .	\$5,000
Federal Grant Status .	C3

2.1.1.2 Land Use Activity Surveillance

As a part of its continuous monitoring of development changes in Dade County, the Dade County Planning Department maintains a constantly updated list of new construction projects. This list, which is available in map form, identifies the location, size, proposed number of units or building area, and implementation schedule for large scale residential, commercial, and industrial projects in the county. These changes and modifications in land use are then evaluated by the Network Revision Subcommittee in relation to their effect on the MUATS transportation program.

The Dade County Planning Department undertakes this review of land use changes in conjunction with the continuous updating of social and economic data. The actual construction of new developments resulting in increased population in an area is monitored by reviewing information made available by the Tax Assessor's office. This tax information is used as a check to determine which projects received zoning approval have actually been built and occupied, and are thus taxable.

A major review of land use acreages was undertaken in 1973. Thus, a less intensive effort will be required to update land use data for the year 1974. Areal distribution of major changes will first be made for the census tracts and then for the traffic zones. By using the results of previous work efforts of the Dade County Planning and Traffic & Transportation Departments in conjunction with County staff of the Community Improvement Program and the U.S. Census Bureau, the conversion of data from census tracts to traffic zones will be facilitated because there now exists an IBM tape of conversions.

Responsible Agency . .	Dade County Planning Department
Staff Cost	\$.6,000
Consultant Cost	--
Total Cost	Continuing
Program Year Cost . .	\$.6,000
Federal Grant Status .	C3

2.1.1.3 Environmental Impact Surveillance

At the present time air is routinely monitored for particulates at seventeen permanent air sampling sites in strategic locations in the County. In addition, Pollution Control has one permanent centrally located air sampling site for particulates and gaseous pollutants at 864 NW 23 Street. Besides nine special traffic-related

test programs in 1973 and 1974, Pollution Control started in January 1974 with 14-day monitoring programs for gaseous pollutants at all seventeen permanent particulate sites. The majority of these sites are located near traffic arteries. Following completion of this program, Pollution Control will concentrate on special air monitoring studies for gaseous pollutants near major traffic arteries and centers to determine concentrations and patterns of air pollution developed by motor vehicle traffic. This work will continue during the coming fiscal year and changes in air quality will be noted from the previous year. Another use from these activities in addition to monitoring year-to-year changes in air quality, will be that the data can be used in conjunction with various computerized air quality models (that have been developed elsewhere). These will be used to evaluate future transportation plans and system wide plans. (See Section 2.4.)

Responsible Agency . .	Dade County Pollution Control Dept.
Staff Cost	\$25,000
Consultant Cost	--
Total Cost	Continuing
Program Year Cost . .	\$25,000
Federal Grant Status .	C3

2.1.1.4 Traffic Volume Surveillance

The continuing Florida Department of Transportation and Dade County Department of Traffic and Transportation traffic counting program is capable of providing estimates of vehicle miles of travel. Traffic count data and gasoline consumption figures allow comparisons with MUATS design year forecasts and, consequently, determination of the rate of travel growth. In addition, any shifts in the percentage of total vehicle miles being carried by the various functional classifications of streets can be noted and evaluated.

Traffic counts taken as a routine part of the Dade County Department of Traffic and Transportation counting program, supplemented by Florida Department of Transportation counts, will be used in the preparation by the Florida Department of Transportation of vehicle miles of travel and screenline crossings analyses. This information may be presented as a part of the annual report and will be included in the coming year's certification document. Similar work has been accomplished in the past, but never specifically budgeted by the participating agencies.

Responsible Agency . .	Florida Dept. of Transportation and Dade County Dept. of Traffic & Transportation
Staff Cost	\$12,300
Consultant Cost	--
Total Cost	Continuing
Program Year Cost . .	\$12,300
Federal Grant Status .	C3

2.1.1.5 Traffic Flow Surveillance

In addition to the surveillance of traffic volumes, it is desirable to observe changes in travel time and levels of service to properly assess the effect of increasing volumes. Annual observations of travel times between selected major traffic generators will be made by the Department of Traffic and Transportation in the event gas shortages lessen. This work will concentrate mainly in the South Dixie and I-95 corridors of the county. By properly using information currently collected of signal maintenance repairmen as they traverse the County from one trouble call to the next, zone to zone travel time data can be collected without the use of additional field personnel and vehicle deployment. Some computer programming will be required.

Responsible Agency . .	Dade County Dept. of Traffic and Transportation
Staff Cost	\$5,500
Consultant Cost	--
Total Cost	Continuing
Program Year Cost . .	\$5,500
Federal Grant Status .	C3

2.1.1.6 Accident Surveillance

Accident records are maintained by the Administrative Division of the Public Safety Department of Dade County. Records are summarized monthly on the "Standard Summary of Motor Vehicle Accidents" form published by the National Safety Council. The Metropolitan Dade County Summary includes all reported accidents occurring in Dade County.

All motor vehicle accidents occurring within the total County are coded and key punched in a manner suggested by the Department of Traffic and Transportation many years ago. Each accident is coded to one of over 35,000 existing intersections within Dade County. The computerized records are computer sorted and the print-out result used extensively by the Department of Traffic

and Transportation as one of several ways to monitor on a routine basis the specific locations within the County where traffic engineering studies should be conducted. Also, the D.O.T.T. maintains a complete inventory of all accident records filed by location.

Upon request, the traffic accident situation in Dade County will be presented to the MUATS Technical Planning Committee for review and determination of the resultant impact on transportation planning policies and practices. A listing and display of high accident locations, for example, has been included in the MUATS certification package.

The basic reporting of accidents and preparation of the monthly reports is a regular function of the Metropolitan Dade County Public Safety Department. However, the report to the Technical Planning Committee will require additional expenditure of time and money.

Responsible Agency . .	Dade County Dept. of Traffic and Transportation
Staff Cost	\$.800
Consultant Cost	--
Total Cost	Continuing
Program Year Cost . . .	\$.800
Federal Grant Status .	C3

2.1.1.7 Transit Usage Surveillance

Public transportation in Metropolitan Dade County is provided primarily by the Metropolitan Transit Authority (MTA). It provides service for 93 percent of the area's bus riders. The Coral Gables Municipal Bus System also provides transit service in limited areas of the County. The MTA maintains detailed records of transit riders on each of its routes. This information is collected to aid in the operation of the MTA system; however, it is available to the MUATS organization and will be available for analysis whenever required. Primary surveillance responsibilities will be handled by the MTA personnel.

Information collected and maintained by the MTA for each of its routes includes: daily revenue by route; detailed information on cost of operation by route; travel time by route; vehicle miles operated by route; headways by route. This information will be reviewed annually and at shorter intervals if there is some indication that conditions are changing at a rapid rate. The review will consist of comparing current operating data to data from previous years and determining percent change in the statistics. These observed increments of change will be

related to the expected amount of change in operating characteristics to determine the accuracy of the original projections and the need for revised projections. The overall effect of any required changes in projections on the total transportation plan will be assessed by the MUATS Technical Planning Committee.

The cost associated with preparation of varied tabulations and presentation of it to the Technical Planning Committee that would be in addition to MTA's normal cost to carry out their routine surveillance is noted below:

Responsible Agency . .	Metropolitan Dade County Transit Authority
Staff Cost	\$.900
Consultant Cost	--
Total Cost	Continuing
Program Year Cost . .	\$.900
Federal Grant Status .	C3

2.1.1.8 System Inventory Surveillance

The Public Works Department of Dade County maintains a Road Inventory of all arterial roadways in Dade County. This inventory is maintained through construction review and field surveys. Data such as right-of-way width, condition, pavement width, and type of surface is recorded for each section of roadway. This information is coded and placed on IBM cards for easiest updating and readily available up-to-date printouts.

The Florida Department of Transportation also maintains a similar roadway inventory to aid in its state-wide highway program responsibilities.

Summaries from the above data files, by roadway functional classification will result in a sufficient amount of data being accumulated to indicate the extent to changing roadway characteristics. A yearly report on changing roadway characteristics will be prepared jointly by the Florida Department of Transportation and the Dade County Public Works Department. Comparison of the data in these reports with the schedule of needed roadway projects from MUATS will indicate the degree to which the implementation phase of the study is keeping pace with travel demands.

Responsible Agency . .	Florida Dept. of Transportation and Dade County Public Works Dept.
Staff Cost	\$.2,600
Consultant Cost	--
Total Cost	Continuing
Program Year Cost . .	\$.2,600
Federal Grant Status .	C3

2.1.2 Socioeconomic Data Forecasts

Several major acts of land use and socioeconomic data will be generated by the Dade County Planning Department during the 1974-75 fiscal year. This data falls into the following three major categories:

- Set 1 - 2000 Zonal Land Use and Demographic Data for the Southeast Florida Regional Transportation Study (See work element 2.1.4 for further details regarding the Southeast Florida Regional Transportation Study)
 - Net Residential Acres
 - Net Industrial Acres
 - Commercial Acres
 - Institution Acres
 - Special Attraction Acres
 - Other Land Use Acres
 - Total Acres
 - Total Dwelling Units
 - Resident Population
 - Tourist Population
 - Total Population
 - Total Employment
 - Resident Autos Available
 - Tourist Autos Available
 - Hotel/Motel Units

- Set 2 - 1985 Zonal Demographic Data based on the Comprehensive Development Master Plan
 - Total Population
 - Total Dwelling Units
 - Total Autos Available
 - Commercial Employment
 - Total Retail Employment
 - Total Employment
 - Hotel/Motel Units
 - Resident Labor Force
 - School Enrollment Grades 1-9
 - School Enrollment Grades 10-12 and college

- Set 3 - 2000 Zonal Demographic Data based on the Comprehensive Development Master Plan
 - Same variables as Set 2 above.

The first set of data will consist of the same variables already estimated for 1973 which were used in the development of the trip generation and attraction equations for the Southeast Florida Transportation Study. The new data will be used to generate traffic volumes for the year 2000. This traffic will then be loaded onto the proposed year 2000 network in order to evaluate and review any possible deficiencies in this network.

The second set of data will contain the zonal information based on the 1985 Comprehensive Development Master Plan. It is this data which should be used to evaluate the proposed 1985 transportation network. This information should help to coordinate transportation planning with land use planning by leading to the preparation of a transportation network based on the objectives embodied in the land use plan.

The third set of data will contain the zonal information developed from the year 2000 Comprehensive Development Master Plan. This data should help ensure the long range type of coordination mentioned for data set two. Some of the data variables generated for this set will be similar to those generated as part of the Southeast Florida Transportation Study, thus simplifying the effort involved.

Similar activities have been undertaken successfully by the Planning Department in the past: twice with the original MUATS study, again with the 1969 Transit Technical Study, and numerous forecasts of many zonal variables in conjunction with the MUATS Controversial Corridors Review activities.

Responsible Agency . .	Dade County Planning Dept.
Staff Cost	\$20,000
Consultant Cost	--
Total Cost	\$20,000
Program Year Cost . .	\$20,000
Federal Grant Status .	C3

2.1.3 Major Review and Update

A subcommittee of the MUATS Technical Planning Committee has been organized to carry out network analysis in a systematic manner. This Network Revision Subcommittee is composed of representatives from each of the agencies participating in MUATS system planning. During the 1973-74 fiscal year, the Network Revision Subcommittee completed the controversial expressway corridor analysis, as charged by the MUATS Policy Committee.

Once a policy committee decision has been reached concerning the Controversial Expressway Corridors, the Network Revision Subcommittee will proceed with a Major Review and Update of the MUATS long range plan.

The main objectives of the Major Review and Update are to extend the target year to 2000 and to increase the validity and usability of data generated by Dade County's transportation planning process.

The major review and update activities consist of four (4) basic work elements.

1. Modify existing Recommended Plan
2. Develop year 2000 Trip Table
3. Evaluate Modified Network based on year 2000 Trip Table
4. Seek adoption of Modified plan by MUATS Policy Committee.

Work on the first element, modification of the Recommended MUATS Plan, is currently underway. Letters soliciting modifications to the recommended MUATS Plan will be sent to responsible agencies within the county. The Network Revision Subcommittee will then evaluate all changes to the original approved plan as they are submitted.

Work will proceed concurrently on the second element, development of an updated trip table for the year 2000. When projections of land use and demographic data for the 723 traffic analysis zones have been completed by the Dade County Planning Department, the Florida Department of Transportation will apply the MUATS regression equations to yield revised trip ends for distribution on the updated network. Close coordination with the ongoing Dade County Transit Improvement Program will be essential at this point in the analysis. The most current transit corridor demand and patronage forecasts must be used to identify future demand levels for each mode.

The 2000 trip table will then be assigned to the revised network and the resulting assignment will be analyzed in detail. An acceptable, balanced network will be developed and submitted to the MUATS Policy Committee for approval. This revised MUATS Recommended Plan will be documented and distributed to all agencies involved in the continuing planning process. Subsequent in-house updating of the Recommended Plan is scheduled to commence in mid-1975 when the final results of the Southeast Florida Regional Transportation Study become available.

Responsible Agency .	Florida Dept. of Transportation, Dade County Planning Dept., Dade County D.O.T.T., Dade County Public Works Dept.
Staff Cost	\$26,000
Consultant Cost	--
Total Cost	\$26,000
Program Year Cost	\$26,000
Federal Grant Status .	C3

2.1.4 Plan Re-Evaluation: Southeast Florida Regional Transportation Study

When significant changes in technology, growth assumptions or distribution policy of public funds occur a full re-evaluation of the transportation and land use plans should be made.

Re-evaluation of the plan will include all the elements of the major review process plus a reconsideration of the planning goals and objectives; a review of the population, employment, and economic forecasts; a full network reanalysis including a re-examination of relationships between parking and land use densities; and a re-study of the financial resources available to finance the needed improvements and an extension of the priority program of projects. This re-evaluation of system and program should include the examination and updating of the Travel Modes and the technical procedures being used in light of the continually evolving transportation and land use planning technology.

The Dade County Comprehensive Development Master Plan Update has addressed the re-evaluation needs of the land use plan. In a similar manner, the Southeast Florida Regional Transportation Study will serve as the vehicle for re-evaluation of the MUATS Plan and Process.

Based on the developing regional nature of the three southeast Florida Urban Area Transportation Studies of Palm Beach, Broward and Dade Counties, a Southeast Florida Regional Transportation Study was initiated in mid-1972. This study is intended to develop a single set of tri-county models for subsequent update of the three studies simultaneously. Beyond the obvious benefits of a regional approach to transportation systems planning, the regional study will evaluate the use of more streamline procedures to facilitate corridor analysis and increase the flexibility in developing new alternatives for study and simplify the forecasting process.

During the Southeast Florida Regional Transportation Study, several new transportation planning procedures will be implemented in the area of trip generation. First, the cross-classification trip generation techniques will be developed for the tri-county area using daily trip rates based on new field data collected in 1973. A second new modeling procedure called PRECROSS will be developed to satisfy the cross-classification trip generation input variables. The PRECROSS Models will, for example, provide the percentage of single family and multi-family dwelling units in a zone as a function of net residential acreage. Several other techniques such as network manipulation

and trip matrix conversion will also be implemented.

This study is currently completing travel accuracy comparisons using household and trip data gathered in the 1973 base year. Trip rate analysis is being completed using the 1973 base year data and the 1964 base year data gathered in the original studies in the three county areas. Both the production and attraction ends of the person trip equations are being developed using cross-classification techniques for trip forecasting. Other major activities underway at this time are the development of a principal street system map and a link node map using updated base maps of the three county area. A map has been completed in the past year showing the average week-day traffic on all links of the existing system; this map along with a complete analysis of traffic volumes and traffic flow will be included in the next published technical report.

It is anticipated that the Department will complete various household and travel accuracy comparisons during 1974-75. These comparisons will be utilized in the development of cross-classification models at the dwelling unit level. Trip distribution models will be calibrated for both regional and corridor evaluations. Utilization of existing modal split models to divide person trips into public and private modes is contemplated. An auto occupancy model will be developed to determine the number of vehicle trips to be assigned to a street and highway system. It is anticipated that the 2000 land use and demographic data supplied by the various planning agencies in the counties will be utilized in the initial investigation of alternative transportation schemes. The specific Dade County land use and demographic data to be supplied are detailed under work element 2.1.2.

Responsible Agency . .	Florida Dept. of Transportation
Staff Cost	\$50,000*
Consultant Cost	--
Total Cost	\$50,000*
Program Year Cost . .	\$50,000*
Federal Grant Status .	A

*Dade County prorated portion of the total \$170,000 programmed for Dade, Broward and Palm Beach Counties for 1974-75.

2.1.5 Service

A major product of the MUATS transportation study to date has been the Transportation Plan for the urbanized area of Metropolitan Dade County. This plan is based on

the land use and supporting planning data which were generated for the study. In the continuing phase, the major plan review will carry the land use plan forward to 2000 and will provide planning of additional transportation facilities and services to support the added growth in travel demand.

The information developed in the base study and that generated in the continuing phase was and will continue to be of considerable interest and use to the various governmental levels which are charged with the daily operations and the implementation of the various aspects of the plan. In addition, this information is available to the Dade County legislative delegation which serves an important part in developing the Florida statutes related to transportation and general development. The information developed in the base study as well as in the continuing phase has been and will continue to be of interest and use to those private parties involved in the development of Dade County. Through service to these governmental and private interests, the Plan has greater exposure, and opportunity for the implementation of the Plan is increased under the principle of a self-fulfilling prophecy.

Requests for information that has been developed by the participants in the MUATS program comes from a variety of sources. These varied requests usually are directed to one of the operating County Departments or the Florida Department of Transportation rather than to one of the MUATS Committees. Adequate yet prompt response to a request is one service goal. Thus, it has been the practice for the participating agency that receives the request to be responsible for preparing the appropriate and prompt response if pertinent MUATS information is on hand in that agency. Otherwise the agency receiving the request contacts other MUATS participants before the agency prepares the response.

For example, as a continuing function of service to governmental, private groups and individuals, the Dade County Planning Department will make available to private individuals and groups all mapping and other documents at established rates that are in line with the existing policy of the Department.

The Department of Transportation will provide services in the form of traffic counts, vehicle classifications, street and highway inventories, and various Department mapping. In general, there is a fee associated with the Department mapping.

Routine requests may be handled directly by the agency as a part of their regular administrative procedures with informational copies to the Committee. Requests not of a routine nature will be referred to the Executive Committee for consideration. Generally, the classification of a request as routine or not will depend on the source i.e., a request within the Committee and the supporting governmental agencies would normally be considered routine while private requests would normally be considered not to be routine.

Due to costs and staff limitation, requests for special, non-published information will generally be on a "no expense to the agency" basis.

Data and information which is gathered or generated by the disseminating agency will be made available. Data secured from other agencies may or may not be distributed, depending upon the policy of the supplying agency or agencies. The Dade County Planning Department, the Dade County Department of Traffic and Transportation, or other participating agencies will not jeopardize their position with cooperating agencies and will continue to respect the confidentiality of all records entrusted to it by another agency.

Since it is difficult to account for the variety of MUATS information requests that are processed, no federal funds are being sought for this activity.

Responsible Agency	. . Florida Dept. of Transportation and Dade County Planning Dept.
Staff Cost	 \$5,000
Consultant Cost	 --
Total Cost	 Continuing
Program Year Cost	. . \$5,000
Federal Grant Status	. D

2.1.6 Reporting

Two basic documents will be prepared late in the 1974-75 fiscal year. One for in-house use; the other for widespread public dissemination.

2.1.6.1 Certification Document

The Technical Planning Committee will publish a Unified Work Program and three other elements of the broader Certification report describing the planning activities of the year. This report is so timed as to be available for the preparation of the annual budgets

by the several governmental agencies involved. Compilation of the report will be the joint responsibility of the Dade County Planning Department, the Dade County Department of Traffic and Transportation, and the Florida Department of Transportation with the cooperation of the other members of the Technical Planning Committee and input by a subcommittee of the MUATS Policy Committee.

A significant portion of the report will deal with summarizing the work accomplished. Those items under surveillance which reflect the growth of the study area will be documented. A compilation will be made of the street and highway project and expenditures within the study area by the several levels of government. Projects will be listed as to their conformance to the MUATS plan. Conforming projects and non-conforming projects will be discussed with regards to their relevance to the plan and/or other development. The Surveillance Program will furnish data needed to reassess the priorities and/or changes to the network to provide the level of service necessary for efficient operation of the system. A short-range improvement program will be outlined in the report. Any other significant items which affect the study such as legislative action (Federal, State or local) or policy changes will be noted in the report. Changes in the organizational structure will also be noted in the Unified Work Program and Certification document.

The work which is anticipated to be undertaken with regard to the study during the coming year will be discussed. This annual work program developed by the Technical Planning Committee shall be subject to approval by the MUATS Policy Committee. The preparation of this report is expected to cost an additional \$2,000 in printing, postage and staff costs beyond those costs associated with the relevant administrative functions of the MUATS committees previously described in section 1.2.

Responsible Agency .	. Florida Dept. of Transportation, Dade County Planning Dept., Dade County D.O.T.T.
Staff Cost	.\$2,000
Consultant Cost	--
Total Cost	.Continuing
Program Year Cost . .	.\$2,000
Federal Grant Status	.C3

2.1.6.2 Annual Report

A popularized version of the MUATS past activities and those activities of the coming year will be prepared and disseminated to the Dade County populace. The overall purpose is to describe in layman's terms what transportation planning has been done, arrangement created to carry out the activities. The vehicle proposed for this dissemination is the printed news media rather than direct mailing. The "report" will be one or two full pages with a substantial number of easily comprehensible charts and figures, utilizing a format patterned after the news releases of the successful Dade County Decade of Progress information pieces in the fall of 1972 and/or the format utilized by other study groups that have used newspaper supplements as the disseminating vehicle.

Responsible Agency . .	Florida Dept. of Transportation
Staff Cost	.\$4,000
Consultant Cost . . .	.\$5,000
Other Costs	.\$38,000
Total Cost	.Continuing
Program Year Cost . .	.\$47,000
Federal Grant Status .	C3

2.2 Aviation Systems Planning

The Florida Department of Transportation has initiated an aviation systems study for the six-county southeast Florida region during the 1974-75 Fiscal Year. This item is included in Phase 2 of the State's Urban System Plan for Region C. Studies in other regions of the state were initiated during the current fiscal year leaving the southeast region until a more definite location was determined for the Regional Jetport.

This system study will identify short (5 year), medium (10 year), and long range (20 year) aviation system needs of the area. The corresponding major facility requirements to meet these needs will then be determined.

The Florida Department of Transportation will be the responsible agency with the Dade County Planning Department providing local coordination. Florida Department of Transportation will fund the total non-federal contribution.

Responsible Agency	Florida Dept. of Transportation
Staff Cost	\$18,091
Consultant Cost	\$350,000
Total Cost	\$368,091 (Regional)
Program Year Cost	\$368,091*
Federal Grant Status	A

*The program cost includes six counties (St. Lucie, Martin, Broward, Dade, Palm Beach and Monroe County.)

2.3 Continuing Transit Planning

Transit planning within Dade County is short-range and long-range in nature. The short-range aspects are continuous in nature, and therefore reported below. The long-range transit planning activities are described under the next chapter, Coordinated Support Activities.

The short-range transit planning activities are conducted by the Metropolitan Dade County Transit Authority (MTA) and fall into two major categories:

1. Transit Improvement Activities - Aimed primarily at improving the mobility of those dependent on public transportation, and
2. Transit Development Activities - Aimed primarily at making public transportation a more attractive travel alternative for the automobile user.

There are obvious cross benefits between these activities. Programs implemented under Transit Development Activities will reap benefits for the transit dependent (e.g., improved information systems). The underlying goal for both categories is to improve public transportation for all and to thereby encourage the increased use of transit as a means of achieving mobility.

During the course of the upcoming year, it is estimated that the MTA Planning and Marketing Department will spend 40% of its time on Transit Improvement Activities and 60% on Transit Development Activities.

2.3.1 Transit Improvement Activities

Efforts in this area are aimed at improving the basic MTA route network. Specifically, these improvements consist of the following:

1. Modifications of existing routes.
2. Extensions of existing routes.
3. Implementation of new routes.

4. Implementation of special services.
5. Improved service levels on existing routes.

These improvements are designed in response to changing travel and development patterns. They are developed using data collected through any one or more of the following means:

1. Community-based public hearings.
2. Questionnaires and surveys.
3. Reports prepared by other governmental agencies on demographic, socioeconomic and travel patterns.
4. Field surveys.

Responsible Agency . .	Metropolitan Dade County Transit Authority
Staff Cost	\$29,520
Data Collection Cost .	\$2,000
Consultant Cost . . .	--
Total Cost	Continuing
Program Year Cost . .	\$31,520
Federal Grant Status .	C3

2.3.2 Transit Development Activities

Efforts in this area are aimed at making transit a more attractive alternative in an effort to attract automobile users and increase ridership. The activities include:

- A. Various service development patterns including:
 1. Design of new and improved express services
 2. Design of special services (e.g. activity center circulation systems).
- B. Facilities development programs such as:
 1. Bus shelters
 2. Bus preferential treatment (e.g. exclusive lanes)
 3. Bus stop signs
- C. Formulation of promotional/informational programs to inform the public of service changes and improvements (e.g. purchase of TV and radio time and newspaper space).

Responsible Agency . .	Metropolitan Dade County Transit Authority
Staff Cost	\$44,280
Data Collection/Processing Cost	\$3,000
Consultant Cost . . .	--
Total Cost	Continuing
Program Year Cost . .	\$47,280
Federal Grant Status .	C3

2.4 Environmental Studies

During the year two types of air quality planning investigations will be undertaken in addition to the air quality surveillance activities mentioned in section 2.1.1.3 - Environmental Impact Surveillance. The first of these in a continuing nature and project oriented, is an evaluation of the air quality from a traffic generating development. The other is a system-wide study which will be closely coordinated with various modeling to be done in cooperation with the Florida Department of Transportation

2.4.1 Complex Air Sources Project Evaluations

Effective December 15, 1973, in accordance with requirements established by the Environmental Protection Agency and the State of Florida Air Implementation Plan, the Dade County Pollution Control Department was delegated responsibility for the review of complex air sources. A Complex Air Source is a traffic generating development, such as a large shopping center, highway, public works development, etc., capable of causing significant increases in carbon monoxide levels. The State of Florida Department of Pollution Control has estimated that approximately 125 complex air sources during the federal fiscal year will be involved and will require review, evaluation and comment by the Dade County Pollution Control Department.

Responsible Agency . .	Dade County Pollution Control Department
Staff Cost	.\$40,000
Consultant Cost	--
Total Cost	Continuing
Program Year Cost . .	.\$40,000
Federal Grant Status .	C3

2.4.2 Complex Air Sources System Level Evaluation

During the 1974-75 fiscal year the Florida Department of Transportation and the Dade County Pollution Control Department will develop procedures for analyzing transport systems with respect to air pollution. The SRI, SAPOLLUTE, and CALAIR models will be evaluated based on air quality data that have been gathered throughout the County in the past and that which will be gathered in the 1974-75 fiscal year through the environmental impact surveillance activities stated in section 2.1.1.3. Subsequently, these models will be used to determine distinct problem areas in the MUATS long-range plans.

It is not anticipated that other future environmental factors will be modeled on a system-wide basis due to the lack of readily available techniques.

Responsible Agency .	.Florida Dept. of Transportation and Dade County Pollution Control
Staff Cost	.\$10,000
Consultant Cost	--
Total Cost	.Continuing
Program Year Cost . .	.\$10,000
Federal Grant Status .	.C3

3.0 COORDINATED SUPPORT PROGRAM

Within the realm of the coordinated support program lie those activities that are either (1) regional in scope but of a one-time nature, or (2) of a continuous nature but project oriented, or (3) one-time planning activities that evolve from the overall long-range and short-range implementation plan and must precede final design and implementation of a project.

The third element of the Coordinated Support Program is usually referred to as those activities associated with project planning, and should be understood to include all project-oriented activities through preliminary engineering and environmental analyses and impact statements for individual projects.

The preliminary engineering of numerous specific projects during the 1973-74 fiscal year are detailed in "State Transportation Programs Proposed for Dade County 1973-1974", prepared by the Dade County Public Works Department in cooperation with numerous local agencies. This booklet describes all project activities for the next five years from preliminary engineering through final design, right-of-way acquisition, start of construction and completion of total project implementation. The voluminous detailed project-by-project roadway preliminary engineering activities are not duplicated in this document for practical reason. Only rapid transit preliminary engineering activities which will have regional impact are described herein.

3.1 Rapid Transit Preliminary Engineering

This UMTA approved study is the last step before final design and implementation of an improved system of public transportation for Dade County that received voter approval in November 1972. There are three major work elements that are described below. It has been necessary to expand these work elements to reflect UMTA's desire that the scope of alternatives and alignments reviewed for the "core system" be broadened further than initially approved, and to provide staff to monitor the contractor as anticipated by UMTA. This \$500,000 grant addition is included in the amounts shown. The total project cost is now estimated at \$2.9 million.

3.1.1 An Environmental Impact Analysis is the first work element. This analysis is to be conducted concurrent with the preliminary engineering and design of the

second work element. Within the "Environmental Impact Analysis" are recognized and analyzed the various development forces applied by the institution and application of a major new, and effective means of public transportation. The objective of the environmental work will be an evaluation, in qualitative and quantitative terms, of the impact of the entire transit system in Dade County. The work will include, but not be limited to, consideration of:

- a.) The economic impact of such a system on land values, tax assessments, personal incomes, employment, and similar general economic phenomena.
- b.) The opportunities for savings by coordinating the construction of mass transit facilities with other public and private facilities, such as urban renewal and housing projects, highways, high-speed ground transportation facilities, general public works, and private construction projects.
- c.) The aesthetic impact on the area surrounding the project proposed facilities, including not only landscaping and architectural design, but also noise level, vibration, air pollution, lighting and general urban design. The extent to which the system construction could be used as a positive tool of re-vitalization and re-design of the urban area will be thoroughly considered.
- d.) The social impact of the system on all elements of society within the County, with attention to the extent to which construction scheduling, station location, availability of transit services can help ameliorate unemployment, underemployment, and general conditions which serve to depress social and economic opportunities within the County.

Where the impacts are reasoned to be adverse in the extreme, offsetting the overall transportation advantages, provisions for adjustment in route or station location will be provided. Conversely, where the impacts of the system are reasoned to be beneficial in meeting associated community objectives, this too can call for consequent adjustment in the plan. A special endeavor in this work element deals with the impact of minimal right-of-way taking and the resulting need for relocation of households and businesses.

Responsible Agency . .	Dade County Manager's Office
Staff Cost	\$112,274
Consultant Cost	\$598,381
Total Cost	\$710,655
Program Year Cost . . .	\$594,745
Federal Grant Status .	(Being Amended)

3.1.2 Preliminary Engineering and Design is the second and major element of the proposed work. The bulk of this work produces preliminary engineering plans of rapid transit stations, guideways, vehicles, control tower, maintenance facilities, vehicle storage areas, related facilities, and typical structural designs of the guideway, its superstructure, support, and foundation. Alignment plans and station site plans are developed here, and firm estimates of construction and right-of-way costs are prepared.

The objectives of this program task are refinement in engineering detail sufficient to provide:

- a.) Cost estimates of such accuracy as to establish firm cost figures in preparation for financial feasibility analysis and program funding.
- b.) Accurate route alignment, both vertical and horizontal, together with details on stations, parking, utility and facility relocation, pedestrian, and bus facilities needed.
- c.) Adequate and current information to permit final design engineering to proceed after financing without delay.

Responsible Agency . .	Dade County Manager's Office
Staff Cost	\$237,919
Consultant Cost	\$1,334,337
Total Cost	\$1,572,256
Program Year Cost . . .	\$1,161,655
Federal Grant Status .	(Being Amended)

3.1.3 A Public Information Program, the third and final work element provides for (1) the vital dissemination of public information, (2) maintenance of interagency liason during this technical program, (3) administrative procedures by which citizen participation and community involvement are implemented, and (4) a design of the more formal public information program associated with the implementation of the rapid transit plan.

Responsible Agency . .	Dade County Manager's Office
Staff Cost	\$207,778
Consultant Cost . . .	\$409,311
Total Cost	\$617,089
Program Year Cost . .	\$423,574
Federal Grant Status .	(Being Amended)

3.2 Rapid Transit Station Impact Analyses

One of the most important tasks involved in the Preliminary Engineering for Dade County's Transit Improvement Program involves the environmental impact analysis regarding the proposed rapid transit system. Part of this effort will include the preparation of detailed land use plans for each of the station influence zones. These plans will include recommendations for different types of land uses and suggested urban design opportunities within each of the defined influence zones. Conflicts with existing zoning or other regulatory measures will be identified and recommendations made for modifying existing control measures in recognition of new land use opportunities.

In cooperation with the consultants involved in the Transit Improvement Program, the Dade County Planning Department will also prepare detailed prototype land use plans for a limited number of station influence zones. These specific land use plans will include a block by block recommendation of land uses, densities, circulation patterns, urban design criteria, and all other factors required to fully exploit the development opportunities created by the construction of the transit system.

The work carried out in the formulation of the transit station area plans will be closely integrated into the activities of the Neighborhood Planning Division of the Dade County Planning Department. The station area plans will be formulated so as to provide the type of development which will be compatible with the surrounding neighborhood. At the same time, neighborhood plans will be prepared incorporating the impact due to any transit stations which might fall within the neighborhood's boundaries.

Responsible Agency . .	Dade County Planning Dept.
Staff Cost	\$90,000
Consultant Cost . . .	\$70,000
Total Cost	\$160,000
Program Year Cost . .	\$160,000
Federal Grant Status .	C3

3.3 US-1/FEC Railroad Geometric Study

This phase of the study is limited to performing the necessary engineering evaluations to determine the physical capabilities and constraints in the US-1/FEC railroad rights-of-way between the southern terminus of I-95 and the southern terminus of the Palmetto Expressway. The end result will include at least three alternate long-range conceptual plans based on the engineering evaluation of the physical and geometric constraints within the combined US-1/FEC right-of-way limits. Issues determined by this study to be common with the Dade County Transit Improvement Program will be addressed at meetings held jointly with the Dade County Transit Improvement Program as this controversial corridor is evaluated in later phases.

Other public involvement and requirements responsive to Florida's Action Plan will be the focus of an accelerated workshop series conducted by the Florida Department of Transportation. This series of workshops should develop a viable, publicly-acceptable plan for a balanced transportation system in this vital transportation corridor.

Responsible Agency . .	Florida Dept. of Transportation
Staff Cost	\$10,000
Consultant Cost . . .	\$58,000
Total Cost	\$68,000
Program Year Cost . .	\$12,000
Federal Grant Status .	D

3.4 Transit System Unification Advance Planning Study

The Coral Gables Municipal Bus System, one of the oldest publicly operated bus services in the nation, provides a high level of public transit service to the citizens of the City of Coral Gables. With this high level of transit service there is an associated high cost of operation. These costs in excess of CGMBS revenues place a significant burden upon the citizens of Coral Gables.

The MTA and CGMBS services have been coordinated for many years. Facing increasing deficits associated with CGMBS operations, the City of Coral Gables has requested that system unification be investigated. Such an investigation is now underway by staff of the Dade County Manager's Office. This initial investigation will explore such matters as equitable CGMBS employee integration into MTA or other operations, route modification and integration into a unified system operation,

vehicle re-deployment under a unified operation, equitable cost allocation for transit services that may be desired by the City of Coral Gables that would be in excess of base-system operations that meet approved MTA service standards, and other financial, operational, and legal matters associated with the unification.

It is anticipated that the initial investigation will be completed prior to the beginning of the federal 1974-75 fiscal year. However, certain elements of the advance planning will require considerable dialogue among the parties involved if system unification is to be achieved and system operations modified in a manner that will not lessen but hopefully improve system patronage and operating efficiency. It is anticipated that some work associated with resolution of this matter will be underway in the early part of the 1974-75 federal fiscal year.

Responsible Agency . .	Dade County Manager's Office
Staff Cost	.\$3,000
Consultant Cost	--
Total Cost	.\$3,000
Program Year Cost . .	.\$800
Federal Grant Status .	D

3.5 Miami Comprehensive Neighborhood Development Plan

The City of Miami is proposing a comprehensive planning program encompassing the entire city. This plan will be closely attuned to short-range citizens' needs in the various neighborhoods of the City through citizen participation. End-products will include a full range of functional plans, a capital improvement program, revisions to the comprehensive zoning ordinance and recommendations for implementation, including both public and private actions. The specific planning proposals will be entirely consistent with metropolitan-wide planning, including the Miami Urban Area Transportation Study, Dade County Rapid Transit System preliminary engineering and the Metropolitan Comprehensive Development Master Plan. Consultants to be engaged for this planning program will be expected to possess transportation expertise sufficient to review, evaluate and respond to:

- a.) The impact of the recommended rapid transit alignments and stations on the neighborhoods of the City of Miami; and
- b.) Specific transportation engineering recommendations for freeways and arterials proposed by County agencies.

Funding for the consultant will come from federal general revenue-sharing funds. Department staff time will be from ordinary department budgets.

Responsible Agency . .	City of Miami Planning Dept.
Staff Cost	\$.100,000
Consultant Cost . . .	\$.391,000
Total Cost	\$.491,000
Program Year Cost . .	\$.491,000
Federal Grant Status .	D

3.6 Airport Master Plan Development

3.6.1 Miami International Airport Master Plan

Develop a plan which will maximize the growth potential of Miami International Airport through the period 1985-1990. This task will be comprised of the following activities:

1. Inventory landside, terminal, and airside resources.
2. Forecast aircraft operations, passenger arrivals and departures, and ground transportation requirements.
3. Establish concepts for enlarging MIA to meet forecasted levels of activity.
4. Evaluate the environmental impact on MIA and the general area of the various concepts.
5. Select the one general concept providing the best opportunity for meeting forecasted levels of activity.
6. Evaluate variations to the general concept which would provide the greatest long term benefit to MIA and the environment.
7. Prepare documents showing proposed courses of action and growth for land use, terminal, maintenance and operation, with provision for financing the proposed plan.

Responsible Agency . .	Dade County Aviation Dept.
Staff Cost	\$.22,000
Consultant Cost . . .	\$.441,000
Total Cost	\$.463,000
Program Year Cost . .	\$.350,000
Federal Grant Status .	C2

3.6.2 Opa-Locka Airport Master Plan

Develop a plan which will specify the role of Opa-Locka Airport as it relates to the overall Dade County Airport System. This plan will identify operational objectives, schedules for making significant operational changes, and specify facility requirements. The study will also analyze and specify funding.

Responsible Agency	. .Dade County Aviation Department
Staff Cost	 \$15,000
Consultant Cost	. . . \$45,000
Total Cost	 \$60,000
Program Year Cost	. . \$5,000
Federal Grant Status	.C3

3.6.3 Tamiami Airport Master Plan

Develop a plan which will specify the role of Tamiami Airport as it relates to the overall Dade County Airport system. The plan will identify operational objectives, schedules for making significant operational changes, and specify facility requirements. The study will also analyze and specify funding.

Responsible Agency	. .Dade County Aviation Department
Staff Cost	 \$15,000
Consultant Cost	. . . \$45,000
Total Cost	 \$60,000
Program Year Cost	. . \$5,000
Federal Grant Status	.C3

3.6.4 Site 14 Airport Master Plan

Develop a plan which will allow an orderly start-up and growth of the Site 14 Airport. This plan will be comprised of two steps, as follows:

1. Determine the location, orientation, and construction schedule for the first training runway.
2. Provide plans for phasing together Site 14 and MIA operations and activities by developing cost estimates, operational phases, and construction time-tables for general aviation, commercial aviation, and other uses.

Responsible Agency . .Dade County Aviation
 Department
 Staff Cost \$20,000
 Consultant Cost . . . \$230,000
 Total Cost \$250,000
 Program Year Cost . . \$50,000
 Federal Grant Status .C3

3.7 Airport Access/Internal Circulation Planning

3.7.1 Miami International Airport - 36 Street Connector Access Improvement Planning

Develop preliminary planning and environmental impact study for designing an access road connecting the Airport Expressway with Airport Access Road. This study will determine optimum route through the interlying industrial area and the connector points, develop an implementation schedule, and analyze funding requirements.

Responsible Agency . .Dade County Aviation
 Department
 Staff Cost \$25,000
 Consultant Cost . . . \$575,000
 Total Cost \$600,000
 Program Year Cost . . \$75,000
 Federal Grant Status .C3

3.7.2 Miami International Airport Internal Circulation Improvement Planning

Plan for the movement of people from key points adjacent to and in the terminal to other key points. Key points include parking lots and garages, central plaza, loading/unloading curb, and the various ticket counters, piers, and departure lounges. Factors to be established include equipment types, routes, volume requirements and flow rates, and pick-up and delivery points.

Responsible Agency . .	Dade County Aviation Dept.
Staff Cost	\$.5,000
Consultant Cost . . .	\$.15,000
Total Cost	\$.20,000
Program Year Cost . .	\$.10,000
Federal Grant Status .	C3

3.8 Large Scale Developments/Developments of Regional Impact Transportation Reviews

All plans for large scale developments are brought before a multi-agency county committee for review as to their conformance with the many County rules and regulations for this type of development. Specific transportation requirements, including access for emergency equipment, are identified and the necessary provisions to meet these requirements are determined. Within the administrative branch of Dade County government it is likely that during the 1974-75 federal fiscal year the multi-agency committee will be transformed into an operative branch of the County Manager's office and that role, responsibilities, and jurisdiction of the current committee will be vastly expanded. This effort is coordinated with local access planning activities. The budget reflects only the amount of staff time of various appropriate Dade County Departments in the development of specific transportation requirements of these developments.

Responsible Agency . .	Dade County Building & Zoning Dept.
Staff Cost	\$.27,000
Consultant Cost . . .	--
Total Cost	Continuing
Program Year Cost . .	\$.27,000
Federal Grant Status .	C3

3.9 Neighborhood Plans/Moratoria Studies

The effects of transportation facilities and services are being given increasing attention in the preparation of neighborhood plans and moratoria studies. Both types of studies are prepared by the Dade County Planning Department with input from County and State agencies. These studies contain evaluations of existing transportation facilities and services leading up to the recommendations for improvements within the objectives of the County-wide Comprehensive Development Master Plan. The budget below reflects staff effort for neighborhood plans/moratoria studies that are only associated with the transportation aspects of these studies.

Responsible Agency . .	Dade County Planning Dept.
Staff Cost	\$25,000
Consultant Cost	--
Total Cost	Continuing
Program Year Cost . . .	\$25,000
Federal Grant Status .	C3

3.10 Local Access Planning

To insure satisfactory functioning of the planned transportation system, it is necessary to give proper attention to the details of access and egress associated with new land-use developments. In this regard, Dade County has instituted a review procedure whereby all development plans are checked for conformance with good design principles and standards. This process assures that developers become aware of probable future transportation access facilities in their respective areas in order that accommodations and allowances can be made at the earliest period in time to avoid unnecessary re-development. This is a continuous day-to-day function with continually heavier work load.

Responsible Agency . .	Dade County Public Works Dept.
Staff Cost	\$20,000
Consultant Cost	--
Total Cost	Continuing
Program Year Cost . . .	\$20,000
Federal Grant Status .	C3

3.11 Trip Generation Studies

Each year several special studies are undertaken to provide basic information relating to the production and attraction of person and vehicular trips by type

of land use. This information is found to be useful in localized rather than regional transportation analyses. This activity has been conducted in the past on a limited basis by the Dade County Department of Traffic and Transportation where there seemed to exist rather large gaps in MUATS data, outdated MUATS data, or difficulty in properly manipulating MUATS data so that it could be useful for localized analyses. The budget reflected below has been estimated with recognition of the potential use during the year of information developed in work item 2.1.4, Southeast Florida Regional Transportation Study.

Responsible Agency . .	Dade County D.O.T.T.
Staff Cost	\$.5,500
Consultant Cost	--
Total Cost	Continuing
Program Year Cost . .	\$.5,500
Federal Grant Status .	C3

3.12 Low-Capital Intensive Solutions

This element is composed of two general work tasks. First, is the continuing search and evaluation of non-capital or low-capital intensive means by which to reduce existing traffic congestion. Secondly, the quantification and qualification of those means actually implemented.

3.12.1 Inventory and Evaluation

To properly demonstrate the current use of and to develop proposals for adoption of non-capital or low-capital intensive means by which to reduce existing traffic congestion, reduce the magnitude of future facilities to adequately satisfy future travel demands, or reduce demands while providing a similar quality of life for the urban resident, those policies, procedures and strategies used in other urban areas throughout the country and abroad will be inventoried and cataloged into a growing library. The actual ability of the solutions to reduce the above three items will be analyzed and the applicability of each to the Metropolitan Dade County situation or subareas within the County will be evaluated.

Presuming some methods show high potential for applicability and benefit to Dade County, implementation strategy of the new method or methods will be developed in a manner that enables coordination of the activity with ongoing projects with a similar goal or subgoal. Examples include coordination with the I-95/NW 7 Avenue Bus/Carpool demonstration project, the para-transportation

taxicab planning study, and activities of the Dade County Planning Department in the synthesis of the Metropolitan Dade County Comprehensive Development Plan, with one of the numerous objectives being the optimization of the usefulness of public facilities at minimum cost through proper development strategies and land use activity allocation.

Responsible Agency	Dade County D.O.T.T.
Staff Cost	\$4,500
Consultant Cost	--
Total Cost	\$4,500
Program Year Cost	\$4,500
Federal Grant Status	D

3.12.2 I-95/NW 7 Avenue Bus/Carpool Demonstration Evaluation

A low-capital intensive solution to improve traffic flow in the heavily travelled I-95/NW 7 Avenue corridor north of downtown Miami to the Golden Glades interchange complex is underway. The approved demonstration project has been developed beyond the planning stage and is again this year awaiting full implementation.

This demonstration project will provide opportunities for more efficient utilization of highway facilities in the I-95 travel corridor by substantially reducing transit travel times along NW 7 Avenue through the use of preferential traffic signal control by specially equipped transit vehicles. The traffic signal upgrading is being carefully coordinated with the ongoing preliminary design activities associated with the central computerized traffic signal system for the County.

Later, two additional median lanes on Interstate 95 will be opened to use by high-occupancy vehicles - buses and carpools, or other vehicles having three or more occupants.

This particular unified work program element is for the evaluation phase of the demonstration project to determine, among other things, the component reliability of the traffic signal preemption equipment along NW 7 Avenue, the actual effect of the preferential treatment upon transit and other travel in the corridor, variation in transit use through variation in transit and carpool marketing, etc. Not included are construction costs nor costs associated with conducting the I-95/NW 7 Avenue transit and County-wide carpool marketing programs.

The demonstration project evaluation will be the prime responsibility of the Florida Department of Transportation with support and coordination through the Metro Transit Authority, D.O.T.T., and various technical aspects handled by staff of the University of Florida and local higher educational institutes. Evaluation costs approximate 4.5% of the total project cost.

Responsible Agency . .	Fla. Dept. of Transportation
Staff Cost	--
Consultant Cost	\$.252,932
Total Cost	\$.802,000
Program Year Cost . . .	\$.252,932
Federal Grant Status .	A

3.12.3 South Dixie Highway Contra Flow/Priority Lane Evaluation

Prompted to some degree by the energy shortage, various departments in Dade County working with the Transportation Coordinator's Office and the Mass Transit Operations and Road Operations Divisions of the Florida Department of Transportation, have seriously evaluated numerous ways in which to ease traffic congestion, driver stress and total transportation operating costs (mainly fuel consumption) along a corridor in South Dade County. South Dixie Highway, a six lane divided arterial highway presently carries substantially greater daily traffic loads than the average urban expressway in the State of Florida. After considerable evaluation the joint County-State team concluded that implementation of a contra-flow bus lane along a portion of this highway is feasible and also that the operation of a priority lane for carpools and other high occupancy vehicles should be implemented. A demonstration is scheduled to begin full operation in mid-July 1974 and run for a minimum of one year - conditions warranting. Utilizing data collected prior to opening of the operation and comparing it with that collected when the demonstration is in progress, total passenger through-put will be evaluated to determine whether the project should be continued and to provide information that can be used elsewhere in the State and possibly the nation as to the likelihood of success of similar projects that may be proposed in the future. Increases in vehicle occupancy will be measured as well as the corresponding decreases in fuel consumption per passenger. Also travel time studies will be conducted in both directions along the highway. Relationship of bus travel time savings over the automobile and its effect on bus ridership will be evaluated.

Of the evaluation costs shown below, half are attributable to time and effort of County staff and half for staff of the Florida Department of Transportation.

Responsible Agency . .	Dade County Office of the Transportation Coordinator
Staff Cost	\$.30,000
Consultant Cost	--
Total Cost	\$.30,000
Program Year Cost . .	\$.30,000
Federal Grant Status .	D

3.12.4 County-wide Carpool Program Evaluation

Prior to the enactment of the Emergency Transportation Assistance Act of early 1974, Dade County was seriously considering the implementation of a county-wide carpooling program. Alternative means to implement such a program and the anticipated benefits have been analyzed and a specific carpool program for implementation has been formulated. The program has three basic aspects: (1) provide an information service to the general public in the formation of carpools, (2) provide specialized information and offer alternative incentives in areas of concentrated employment, and (3) provide over 500 free parking spaces in downtown Miami for carpools with the possible inclusion of approximately the same number of spaces in downtown Miami to be provided by others. This program has a cost of approximately \$636,000 and is partially a continuation of an independent attempt by the private sector that has been undertaken locally in Dade County. The evaluation costs of this program-determining the program effectiveness - were not detailed in the grant application that was submitted to the Federal Government over half a year ago. However, it is not anticipated that the evaluation cost will exceed that which is shown below.

Responsible Agency . .	Dade County Office of the Transportation Coordinator
Staff Cost	\$.30,000
Consultant Cost	--
Total Cost	\$.30,000
Program Year Cost . .	\$.30,000
Federal Grant Status .	B

3.13 Florida East Coast Railroad Relocation Study

The Florida Department of Transportation has initiated a feasibility study for the utilization of part of the existing Florida East Coast Railroad rights-of-way

by a high-speed transportation system in the Southeast Florida region.

In Phase I, the study will include: locating a viable westerly route for through rail freight service; cost analysis of the westerly route, available FEC right-of-way and a parallel corridor; developing short and long range patronage in the FEC corridor as well as general station location(s) to serve short term commuter type service and the cross traffic effects of the service.

Phase II will be the Department's evaluation as to whether to continue the study.

Phases III and IV will include: development of system criteria to create system characteristics; comprehensive evaluation including all tangible and intangible factors and impacts.

Responsible Agency . .	Florida Dept. of Transportation
Staff Cost	\$.24,000
Consultant Cost . . .	\$.210,000
Total Cost	\$.234,000*
Program Year Cost . .	\$.234,000
Federal Grant Status .	D

*The cost covers the counties of Palm Beach, Broward and Dade.

3.14 Central-South Florida High Speed Transit Demonstration

The Mass Transit Operations Division of the Florida Department of Transportation previously investigated the potential of providing high-speed transit service from the Orlando area to Miami. As a result of this investigation a two-year demonstration costing approximately \$4.2 million has been proposed. The high-speed transit service, if implemented, would be expected to serve approximately 2,000 daily passengers of the total travel market between Miami and the Orlando area.

The likelihood of such a demonstration is unknown at this time. However, if the demonstration service is implemented, it is logical to assume that it will be evaluated. The extent and cost of such an evaluation are unknown at this time.

Responsible Agency	Fla. Dept. of Transportation Division of Mass Transit Operations
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3.15 The Regional Transportation Planning Process

During fiscal year 1974, the South Florida Regional Planning Council has sought to determine what was needed in the way of regional transportation planning coordination. The Council has met formally, and the staff has met informally, with a broad spectrum of federal, state, and local government officials and interested citizen groups. The outcome of these deliberations is that, while there is a long history of transportation analysis and planning in this region, there is little capability for raising issues of regional scale and for developing policy alternatives for decision-makers in a timely and coherent manner. As a result of these discussions, a statement of regional transportation needs has been drawn up which has been set forth below. On the basis of these perceived needs, a work program for Fiscal Year 1975 follows.

The regional planning process should:

- Use the most sophisticated tools to provide a synoptic view of regional development dynamics in a timely fashion.
- Provide our policy-makers with a capability to monitor and evaluate regional scale changes in land uses as they happen.
- Assist policy makers in identifying issues of regional scale.
- Provide policy analysis and develop policy alternatives for regional decision makers.
- Assist the policy-maker in communicating regional issues to the public through modern media techniques.
- Use telecommunications capabilities in the conduct of policy and technical deliberations throughout the Region.
- Provide a means of resolving conflicts between diverse interest groups as a part of the policy making process before irreconcilable positions are taken.
- Provide our policy makers with an adequate analysis of modal alternatives in their decision-making processes.

3.15.1 Regional Problem Identification and Issue Development

In cooperation with other governmental agencies (particularly Dade County and the Florida Department of Transportation), the Council, with staff assistance, will identify regional-scale transportation problems, devise alternative problem solutions and draw out the regional issues relating to those solutions. This element

is obviously related to work elements 1.6, 2.2, 3.13, and 3.14 previously described - related, but not duplicating work effort.

Responsible Agency	.South Florida Regional Planning Council
Staff Cost	 \$20,000
Consultant Cost	. . . \$5,000
Total Cost	 Continuing
Program Year Cost	. . \$25,000
Federal Grant Status	.B

(Scope of work to be modified from that submitted with UMTA application by Dade County.)

3.15.2 Coordination of Regional Planning Process with State and Metropolitan Transportation Planning Process

The regional comprehensive planning process focusses on the definition of regional scale issues and the development of decision guides or policies for the resolution of regional problems. The Council will coordinate overall regional planning policy process with metropolitan and state transportation plans and policies. Again, this element is related to activities to be undertaken in sections 1.6 and 2.1.4 previously described.

Responsible Agency	South Florida Regional Planning Council
Staff Cost	\$3,000
Consultant Cost	--
Total Cost	Continuing
Program Year Cost	\$3,000
Federal Grant Status	B

(Scope of Work to be modified from that submitted with UMTA application by Dade County.)

3.15.3 Regional Transportation Planning

Regional transportation planning is an important element of the Council's overall regional planning program as specified in the interlocal agreement establishing the Council under Chapter 163, Florida Statutes. Work tasks for this element of the Council's annual work program are as follows:

1. Analyze State, Regional, and Metropolitan transportation policies for modal balance.

2. Coordinate the Regional Policy Planning Process with the Southeast Florida Regional Transportation Study.
3. Identify supportive linkages between regional management processes (e.g., Developments of Regional Impact), and State and Metropolitan transportation policy decisions.
4. Analyze national models for cooperative transportation planning among Federal, State, Regional and Metropolitan agencies; including legal, financial, and administrative features.

This element is to be coordinated with activities described under Sections 1.6, 2.1.4, 2.2, 2.3, 2.4, 3.13, and 3.14.

Responsible Agency	South Florida Regional Planning Council
Staff Cost	\$35,000
Consultant Cost	\$30,000
Total Cost	Continuing
Program Year Cost	\$65,000
Federal Grant Status	B

(Scope of Work to be modified from that submitted with UMTA application by Dade County.)

3.15.4 Regional Communication Processes

The Council will establish a varied set of regional communication processes regarding transportation and transportation-related issues between Federal and State modal agencies, ad-hoc groups, and general purpose governments at the staff and elected official level. This activity will be coordinated with that described under Section 1.1.

Responsible Agency	South Florida Regional Planning Council
Staff Cost	\$3,000
Consultant Cost	--
Total Cost	Continuing
Program Year Cost	\$3,000
Federal Grant Status	B

(Scope of Work to be modified from that submitted with UMTA application by Dade County.)

3.15.5 Regional Program Development Assistance

The Council will cooperate with metropolitan agencies and the State Department of Transportation in preparing the unified work program and the certification documentation in a timely, regionally-coordinated manner, in accordance with U.S. Department of Transportation and OMB guidelines and requirements, and Federal grant management processes. The costs shown below are not those associated with the development of work elements of the South Florida Regional Planning Council that are incorporated into the Unified Work Programs of each designated SMSA, rather they are those additional costs to be incurred by the South Florida Regional Planning Council in consulting with the metropolitan agencies as they develop their work programs so that each can be coordinated with all others along Florida's Gold Coast. This element is related to, but not a duplication of, activities described under element 1.2.

Responsible Agency	South Florida Regional Planning Council
Staff Cost	\$2,000
Consultant Cost	--
Total Cost	Continuing
Program Year Cost	\$2,000
Federal Grant Status	B

(Scope of Work to be modified from that submitted with UMTA application by Dade County.)

3.16 1980 Functional Classification Development

During the 1974-75 fiscal year, a 1980 functional classification of all highways and streets within Dade County will be developed by County staff in conjunction with the Florida Department of Transportation. This functional classification will be based in part on those that exist for 1970 and that which is proposed for 1990. Also, Federal Highway Administration procedures will be followed if they are developed in the near future. At the present time, a preliminary 1980 functional classification has been developed by the Dade County Department of Traffic and Transportation. This preliminary classification has received limited review. Most of the costs associated with this project as listed below are not as much for the actual development of 1980 classification as they are for the conduct of the various reviews and revisions and coordination with the Florida Department of Transportation District IV and Tallahassee office and making what modifications may be necessary when and if federal regulations are

promulgated on this federal requirement as stipulated in August 1973 in the Federal-Aid Highway Act of 1973.

Responsible Agency . .	Dade County D.O.T.T.
Staff Cost	.\$2,000
Consultant Cost	--
Total Cost	.\$2,000
Program Year Cost . . .	.\$2,000
Federal Grant Status .	.C3

3.17 Federal Aid Urban System Update

The Federal Aid Highway Act of 1973 required that a Federal-Aid Urban System be developed within all urbanized areas by 1976. Most urban areas, including Miami, currently have such systems. The Miami Urban Area Federal Aid Urban System has been approved and has already gone through several minor modifications. The 1973 Federal Aid Highway Act did not unnecessarily restrict the streets and highways that could be added to the federal aid urban system. Prior regulations restricted only those highways classified as expressways or other major arterials for potential inclusion in the federal aid urban system.

At present a revised federal aid urban system has been drafted in preliminary form by County staff which was a subsequent step to the preliminary development of the proposed 1980 Functional Classification System. (See Item 3.16.) At present, this preliminary federal aid urban system has received limited review by county and Florida Department of Transportation staff.

Much of the work associated with this task will not necessarily be in the development of a revised federal aid urban system but will entail the staff time, reproduction and other costs that will be associated in coordinating this activity within Dade County government, the Florida Department of Transportation, and the Federal Highway Administration. Due to the lack of any federal guidance, work on the development of an acceptable updated Federal Aid Urban System map has been curtailed since May 1974.

An Opinion rendered by the County Attorney on September 3, 1974, ruling that Metropolitan Dade County, under its Home Rule Charter, has exclusive local responsibility for the planning, implementation, and operation of transportation activities in the incorporated and unincorporated areas of Dade County. The work necessary to obtain approval of the revised network by the Florida Department of Transportation and Federal Highway Administration will account for a substantial portion of the following costs.

Responsible Agency . .	Dade County D.O.T.T.
Staff Cost	.\$2,000
Consultant Cost	--
Total Cost	.\$2,000
Program Year Cost . .	.\$2,000
Federal Grant Status .	C3

3.18 Bikeways Planning Update

A Comprehensive Bikeways Plan for Dade County was first proposed in April, 1972. In May, 1972, the proposed plan was submitted to the County Commission. Since that time, comments have been received and evaluated by staff of the County Planning, Public Works, and Parks and Recreation Departments with the intent of refining the original plan. Based on the original plan, partial funding for implementation has been obtained through Dade's Decade of Progress bond issue. \$1.5 million in Dade County funds has been tentatively earmarked for bicycle path construction.

One of the major changes which will have to be carried out in a new Bikeways Plan is in regard to the intent of such a plan. The original Plan was drawn up with the bikeway routes intended mainly for recreation. However, it has become apparent that greater emphasis should have been given to laying out bikeway routes which can be used for commuting to work trips as well, thus increasing the attractiveness of the bicycle as an alternative transportation mode. The new Bikeways Plan will thus be more transportation-oriented and will seek to coordinate any bikeways proposed by the municipalities into a county-wide network.

Responsible Agency . .	Dade County Planning Dept.
Staff Cost	.\$10,000
Consultant Costs	--
Total Cost	.\$10,000
Program Year Cost . .	.\$10,000
Federal Grant Status .	C3

3.19 Bicycle Path Proposal Development

In conjunction with item 3.18 above, specialized studies will be undertaken in the City of Coral Gables to investigate numerous proposals for bicycle paths to facilitate implementation.

Responsible Agency	. City of Coral Gables Public Works Department
Staff Cost	 \$800
Consultant Cost	 --
Total Cost	 Continuing
Program Year Cost	. . \$800
Federal Grant Status	. D

3.20 Terminals/Goods Movement Planning Update

In December 1968 through Planning assistance from the Department of Housing and Urban Development, the MUATS program completed a terminal facilities master plan which was one of five master plan elements of the original Miami Urban Area Transportation Study. The master plan examined goals for truck, rail, bus and automobile parking facilities development to 1985, and four specific objectives were prepared for the study based upon the general goals of the General Land Use Master Plan.

At the present time the General Land Use Master Plan is being updated with considerable citizen input and forecast of future conditions have been advanced to the year 2000. It is felt that the MUATS terminals master plan element should be updated with work beginning in the 1974-75 fiscal year. There is little doubt that trucking terminals should be doubled in the next 15 to 20 years and zoning controls adopted to encourage the best location of these new facilities. Various plans including the terminals plan indicated that inter-city bus operations should be relocated to a more central point within the Miami CBD, to provide better interchange with other modes of transportation.

During the past year a cursory review of inter-city trucking terminals has indicated that since the completion of the December 1968 terminals report nearly 80% of all existing terminals have relocated. Similarly, between 1964 and 1968 five of the nine common carrier truck terminals also relocated. There has been a dramatic outward move of these facilities from the core area of the City of Miami to the west and northwest sections of Dade County.

During the past year an investigation of the problems and potentials associates with intra-urban movement of goods via a mass transportation system was conducted by students in the University of Miami's Ryder Program in Transportation. This undertaking centered on the potentials of the Dade County Rapid Transit System to handle urban goods movement. It is felt that a more in-depth analysis should be undertaken in the very near future so that goods movement can be given proper consideration during the preliminary engineering phase of the proposed rapid transit system.

The importance of efficient goods movement is often overlooked by the consumer. The cost of moving goods to its point of purchase is not often stated on the price tag of the article being purchased, yet nearly 10% of the item's cost, on the average, can be attributed to the goods movement cost.

A dramatic increase in freight movement by airlines is anticipated in the coming years - a continuation of past trends. With the site 14 Airport Master Plan Study (see item 3.4.6), and the constricted transportation facilities that have been conceived to service the new airport, the ground side aspects of freight movement and consolidation of air freight shipping should be investigated. Possibly a new air freight truck terminal will result in a thorough investigation of the efficiencies to be attained in air freight movement - similar to an existing and publicly operated air freight trucking terminal in Japan.

It is felt that considerable input into such an in-depth investigation for the improvement of terminal facilities master plan can be attained from those in the area who are not in the field on a day-to-day basis but do have knowledge from their investigations in the past. Thus, the consultant costs shown below originate from numerous sources and include all costs other than strictly staff costs.

Responsible Agency . .	Dade County Manager's Office
Staff Cost	\$5,000
Consultant Cost . . .	\$45,000
Total Cost	\$50,000
Program Year Cost . .	\$50,000
Federal Grant Status .	C3

3.21 Waterways and Channel Marker Studies

Each year considerable sums are expended on the installation of markers and maintenance of waterways and

channels for the safety of the boating public of Dade. The high use of water-oriented recreational facilities - one in seven households are registered boat owners - combined with a considerable extent of shallow water justify the worthiness of and account for the expenditure of relatively large sums of money on this activity.

The proper planning of markers is imperative to improved safety, and with proper planning, total maintenance costs may be simultaneously reduced.

At present, the United States Coast Guard of the U.S. Department of Transportation, Metropolitan Dade County, numerous municipalities, and the private sector are involved with such activities. Unfortunately, this Unified Work Program deals only with specialized programs prescribed by the U.S. Department of Transportation and is limited to FHWA, UMTA and the FAA. Thus, only an example is listed below of the transportation planning expenditure associated with a \$10,000.00 total implementation program by the City of Coral Gables.

Responsible Agency . .	City of Coral Gables Public Works Department
Staff Cost	\$.1,000
Consultant Cost	--
Total Cost	\$.1,000
Program Year Cost . .	\$.1,000
Federal Grant Status .	D

3.22 Arterial/Collector Street Proposals and Mapping

This activity is concerned with the review of state and county arterial street proposals as they are being developed and the municipal input that is desirable in this master planning phase. Also the municipalities themselves develop various collector street plans and proposals for improvement that lie within existing or proposed subdivisions. This activity also entails the associated vehicular and pedestrian mapping that is prepared in conjunction with the development of arterials as collector street proposals in review of these proposals. This activity is carried out on a somewhat sporadic basis as is necessary and the associated activity time and cost would be difficult to ascertain. The City of Coral Gables for instance estimates that this activity would cost approximately \$1,500 per year. Other municipal reviews are not included in the cost listed below.

Responsible Agency . .City of Coral Gables Public
 Works Department
 Staff Cost \$1,500
 Consultant Cost --
 Total Cost Continuing
 Program Year Cost . . \$1,500
 Federal Grant Status .D

3.23 Short-Term Intersection Improvement Planning Reviews

Similar to the reviews that are done in 3.19 for collector and arterial streets, numerous intersections within a municipality are improved each year. Some of these are done through strictly county funds and other improvements with TOPICS-like funding through County, State, and Federal participation. This activity is only for the review by appropriate municipal staff and officials for these type intersection improvements that are proposed. The costs are approximately the same as item 3.19 since the intersection improvements are less extensive, however they are more numerous.

Responsible Agency . .City of Coral Gables Public
 Works Department
 Staff Cost \$1,500
 Consultant Cost --
 Total Cost Continuing
 Program Year Cost . . \$1,500
 Federal Grant Status .D

3.24 Building Lot Planning and Street Platting

Certain subdivisions that fall under municipalities are reviewed strictly by the municipalities and others by both the County and the municipalities. This activity entails the review of proposed subdivision plans and the revision and approval of same through the street platting phase. It also includes those studies undertaken within municipalities to improve parking conditions in already subdivided areas. Some of these activities are undertaken by municipalities. The total cost at this time is undetermined. However, the cost to the City of Coral Gables is listed below.

Responsible Agency . .City of Coral Gables Public
 Works Department
 Staff Cost \$5,000
 Consultant Cost --
 Total Cost Continuing
 Program Year Cost . . \$5,000
 Federal Grant Status .D

TABLE 1
COMPLETE AGENCY PARTICIPATION

PROJECT NAME	Responsible Agency	County Manager's Office	Seaport Dept.	Aviation Dept.	Metro Transit Auth.
1.0 ADMINISTRATION					
1.1 Program Management	FDOT	3,500	500	500	1,000
1.2 Program Development	FDOT/DCMO	8,000	1,000	2,000	1,500
1.3 Monitoring and Evaluation					
1.3.1 Planning Activity Monitoring and Evaluation	DCMO/DCPD	5,000	500	500	500
1.3.2 Implementation Activity Monitoring & Evaluation	DCMO	3,000	500	1,500	1,500
1.4 Programs Review	FDOT/DCPD	1,000			500
1.5 Organization Re-Structuring	FDOT/DCMO	2,000			
1.6 Regional Role Identification Study	DCMO	56,017			
2.0 CONTINUING TRANSPORTATION AND RELATED PLANNING ACTIVITIES					
2.1 MJATS Continuing Program					
2.1.1 Surveillance					
2.1.1.1 Socio-Economic Surveillance	DCPD				
2.1.1.2 Land Use Activity Surveillance	DCPD				
2.1.1.3 Environmental Impact Surveillance	DC Poll. Con.				
2.1.1.4 Traffic Volume Surveillance	FDOT/DOTT				
2.1.1.5 Traffic Flow Surveillance	DOTT				
2.1.1.6 Accident Surveillance	DOTT				
2.1.1.7 Transit Usage Surveillance	MTA				900
2.1.1.8 System Inventory Surveillance	FDOT/DCPM				
2.1.2 Socio-Economic Data Forecasts	DCPD				
2.1.3 Major Review & Update	FDOT/DCPD				1,000
2.1.4 Plan Re-Evaluation: South Florida Regional Transportation Study	FDOT				
2.1.5 Service	FDOT/DCPD				
2.1.6 Reporting					
2.1.6.1 Certification Document	FDOT/DCPD	100			100
2.1.6.2 Annual Report	FDOT/DCPD				
2.2 Aviation Systems Planning	FDOT				
2.3 Continuing Transit Planning					
2.3.1 Transit Improvement Activities	MTA				31,520
2.3.2 Transit Development Activities	MTA				47,280
2.4 Environmental Studies					
2.4.1 Complex Air Sources Project Evaluations	DC Poll. Con.				
2.4.2 Complex Air Sources System Level Evaluations	FDOT/DC Poll. Control				
3.0 COORDINATED SUPPORT PROGRAM					
3.1 Rapid Transit Preliminary Engineering					
3.1.1 Environmental Impact Analysis	DCMO	86,962			
3.1.2 Preliminary Engineering and Design	DCMO	166,786			1,500
3.1.3 Public Information Program	DCMO	141,120			
3.2 Rapid Transit Station Impact Analysis	DCPD	8,000			
3.3 US-1/FEC Railroad Geometric Study	FDOT				
3.4 Transit System Unification Advance Planning Studies	DCMO	400			100
3.5 Miami Comprehensive Neighborhood Development Plan	MPD				
3.6 Airport Master Plan Development					
3.6.1 Miami International Airport Master Plan	DCAD			16,600	
3.6.2 Opa-Locka Airport Master Plan	DCAD			1,300	
3.6.3 Tamiami Airport Master Plan	DCAD			1,300	
3.6.4 Site 14 Airport Master Plan	DCAD			4,000	
3.7 Airport Access/Internal Circulation Planning					
3.7.1 Miami International Airport-36 Street Connector Access Improvement Planning	DCAD			4,000	
3.7.2 Miami International Airport Internal Circulation Improvement Planning	DCAD			2,500	
3.8 Large Scale Developments/Development of Regional Transportation Reviews	DC B&Z				
3.9 Neighborhood Plans/Monitoring Studies	DCPD				
3.10 Local Access Planning	DCPM				200
3.11 Trip Generation Studies	DOTT				
3.12 Low Capital Intensive Solutions					
3.12.1 Inventory & Evaluation	DOTT				
3.12.2 I-95/NW 7 Avenue Bus/Carpool Demonstration Evaluation	FDOT				
3.12.3 South Dixie Highway Contra Flow/Priority Lane Evaluation	DCMO	11,000			2,000
3.12.4 County-wide Carpool Program Evaluation	DCMO	30,000			
3.13 Florida East Coast Railroad Relocation Study	FDOT				
3.14 Central-South Florida High Speed Transit Demonstration	FDOT				
3.15 Regional Transportation Planning Process	SFRPC				
3.15.1 Regional Problem Identification and Issue Development	SFRPC				
3.15.2 Coordination of Regional Planning Process with State and Metropolitan Transportation Planning Process	SFRPC				
3.15.3 Regional Transportation Planning	SFRPC				
3.15.4 Regional Communication Processes	SFRPC				
3.15.5 Regional Program Development Assistance	SFRPC				
3.16 1990 Functional Classification Development	DOTT				
3.17 Federal-Aid Urban System Update	DOTT				
3.18 Bikeway Planning Update	DCPD				
3.19 Bicycle Path Proposal Development	CGPMD				
3.20 Terminals/Goods Movement Planning Update	DCMO	1,000	300	1,200	500
3.21 Waterways and Channel Marker Studies	CGPMD				
3.22 Arterial/Collector Street Proposals and Mapping	CGPMD				
3.23 Short-Term Intersection Improvement Planning Reviews	CGPMD				
3.24 Building Lot Planning and Street Platting	CGPMD				
TOTAL		523,825	2,800	35,400	90,100

TABLE 1 (cont'd)
COMPLETE AGENCY PARTICIPATION

	Pollution Control	Building & Zoning	Planning Dept.	Public Works	Traffic & Trans.	Total Dade Co.	City of Miami	City of Coral Gables	South Florida Regional Planning Council	Fla. DOT	Consultant	Grand Total
	500		4,000 500 11,500 1,000 7,000 500	1,000 37,000 500 7,000 2,500	1,000 4,000 500 1,500 2,000	12,000 54,000 19,000 16,000 13,000 2,500 56,017	500 500 500	500 500	500 500 500 500 2,000	7,000 5,000 6,000 8,000 1,500 2,000 1,000		20,000 60,000 25,000 25,000 15,000 5,000 59,017
	25,000		5,000 6,000		9,300 5,500 800 1,800	5,000 6,000 25,000 9,300 5,500 800 900 1,800				3,000 800		5,000 6,000 25,000 12,300 5,500 800 500 2,600
			20,000 6,000 3,000 700 41,000	2,500 2,500 200	2,500 700	20,000 12,000 3,000 1,800 41,000	500		500	14,000 50,000 1,000 -200 1,000 18,091	5,000 350,000	20,000 26,000 50,000 5,000 2,000 47,000 368,091
	40,000 2,000					31,320 47,280 40,000 2,000				8,000		31,320 47,280 40,000 10,000
	5,000		2,000 500 1,500 82,000	6,000	1,000	93,962 175,786 142,620 90,000 500	100,000	300		2,100	500,783 985,869 280,954 70,000 9,900 391,000	594,745 1,161,655 423,574 160,000 12,000 800 491,000
						16,600 1,300 1,300 4,000 4,000 2,500 27,000					333,400 3,700 3,700 48,000 71,000 7,500	350,000 5,000 5,000 50,000 75,000 10,000 27,000
		16,000	1,000	5,500	4,500							
		600	19,000 2,200	3,000 10,600	2,000 6,200 5,500 4,500 2,000	24,000 19,800 5,500 4,500 15,000 30,000				1,000 200 15,000 24,000		25,000 20,000 5,500 4,500 252,932 30,000 30,000 234,000
									20,000 3,000 35,000 3,000 2,000		5,000 30,000	25,000 3,000 65,000 3,000 2,000 2,000 10,000
		300	800	200	700	5,000		800 1,000 1,500 1,500 5,000			45,000	800 50,000 1,000 1,500 1,500 5,000
	72,500	16,900	225,200	78,000	57,400	1,102,185	102,000	10,600	67,500	169,491	1,601,738	5,053,514

TABLE 1A
AGENCY PARTICIPATION

Includes all projects except those approved and partially federally funded.

PROJECT NAME	Agency Responsible	County Manager's Office	Seaport Dept.	Aviation Dept.	Metro Transit Auth.
1.0 ADMINISTRATION					
1.1 Program Management	FDOT	3,500	500	500	1,000
1.2 Program Development	FDOT/DCMO	8,000	1,000	2,000	1,500
1.3 Monitoring and Evaluation					
1.3.1 Planning Activity Monitoring and Evaluation	DCMO/DCPD	5,000	500	500	500
1.3.2 Implementation Activity Monitoring & Evaluation	DCMO	3,000	500	1,500	1,500
1.4 Programs Review	FDOT/DCPD	1,000			500
1.5 Organization Re-Structuring	FDOT/DCMO	2,000			
1.6 Regional Role Identification Study	DCMO	56,017			
2.0 CONTINUING TRANSPORTATION AND RELATED PLANNING ACTIVITIES					
2.1 MUATS Continuing Program					
2.1.1 Surveillance					
2.1.1.1 Socio-Economic Surveillance	DCPD				
2.1.1.2 Land Use Activity Surveillance	DCPD				
2.1.1.3 Environmental Impact Surveillance	DC Poll. Con.				
2.1.1.4 Traffic Volume Surveillance	FDOT/DOIT				
2.1.1.5 Traffic Flow Surveillance	DOIT				
2.1.1.6 Accident Surveillance	DOIT				
2.1.1.7 Transit Usage Surveillance	MTA				900
2.1.1.8 System Inventory Surveillance	FDOT/DCPD				
2.1.2 Socio-Economic Data Forecasts	DCPD				
2.1.3 Major Review & Update	FDOT/DCPD				1,000
2.1.4 Plan Re-Evaluation: South Florida Regional Transportation Study	FDOT				
2.1.5 Service	FDOT/DCPD				
2.1.6 Reporting					
2.1.6.1 Certification Document	FDOT/DCPD	100			100
2.1.6.2 Annual Report	FDOT/DCPD				
2.3 Continuing Transit Planning					
2.3.1 Transit Improvement Activities	MTA				31,520
2.3.2 Transit Development Activities	MTA				47,280
2.4 Environmental Studies					
2.4.1 Complex Air Sources Project Evaluations	DC Poll. Con.				
2.4.2 Complex Air Sources System Level Evaluations	FDOT/DC Poll. Control				
3.0 COORDINATED SUPPORT PROGRAM					
3.1 Rapid Transit Preliminary Engineering					
3.1.1 Environmental Impact Analysis	DCMO	82,652			
3.1.2 Preliminary Engineering and Design	DCMO	158,722			1,500
3.1.3 Public Information Program	DCMO	134,578			
3.2 Rapid Transit Station Impact Analysis	DCPD	8,000			
3.3 US-1/FEC Railroad Geometric Study	FDOT				
3.4 Transit System Unification Advance Planning Studies	DCMO	400			100
3.5 Miami Comprehensive Neighborhood Development Plan	MYD				
3.6 Airport Master Plan Development					
3.6.1 Miami International Airport Master Plan	DCAD			16,600	
3.6.2 Opa-Locka Airport Master Plan	DCAD			1,300	
3.6.3 Tamiami Airport Master Plan	DCAD			1,300	
3.6.4 Site 14 Airport Master Plan	DCAD			4,000	
3.7 Airport Access/Internal Circulation Planning					
3.7.1 Miami International Airport-36 Street Connector Access Improvement Planning	DCAD			4,000	
3.7.2 Miami International Airport Internal Circulation Improvement Planning	DCAD			2,500	
3.8 Large Scale Developments/Development of Regional Transportation Reviews	DC B&Z				
3.9 Neighborhood Plans/Moratoria Studies	DCPD				
3.10 Local Access Planning	DCPD				200
3.11 Trip Generation Studies	DOIT				
3.12 Low Capital Intensive Solutions					
3.12.1 Inventory & Evaluation	DOIT				
3.12.2 I-95/NW 7 Avenue Bus/Carpool Demonstration Evaluation	FDOT				
3.12.3 South Dixie Highway Contra Flow/Priority Lane Evaluation	DCMO	11,000			2,000
3.12.4 County-wide Carpool Program Evaluation	DCMO	30,000			
3.13 Florida East Coast Railroad Relocation Study	FDOT				
3.14 Central-South Florida High Speed Transit Demonstration	FDOT				
3.15 Regional Transportation Planning Process	SFRPC				
3.15.1 Regional Problem Identification and Issue Development	SFRPC				
3.15.2 Coordination of Regional Planning Process with State and Metropolitan Transportation Planning Process	SFRPC				
3.15.3 Regional Transportation Planning	SFRPC				
3.15.4 Regional Communication Processes	SFRPC				
3.15.5 Regional Program Development Assistance	SFRPC				
3.16 1990 Functional Classification Development	DOIT				
3.17 Federal-Aid Urban System Update	DOIT				
3.18 Bikeway Planning Update	DCPD				
3.19 Bicycle Path Proposal Development	CGPMD				
3.20 Terminals/Goods Movement Planning Update	DCMO	1,000	300	1,200	500
3.21 Waterways and Channel Marker Studies	CGPMD				
3.22 Arterial/Collector Street Proposals and Mapping	CGPMD				
3.23 Short-Term Intersection Improvement Planning Reviews	CGPMD				
3.24 Building Lot Planning and Street Flattening	CGPMD				
TOTAL		219,377	2,800	35,400	88,950

TABLE 1A(cont'd)
AGENCY PARTICIPATION

Pollution Control	Building & Zoning	Planning Dept.	Public Works	Traffic & Trans.	Total Dade Co.	City of Miami	City of Coral Gables	South Florida Regional Planning Council	Fla. DOT	Consultant	Grand Total
500		4,000 500 11,500 2,000 7,000 500	1,000 37,000 500 7,000 2,500	1,000 4,000 500 1,500 2,000	12,000 54,000 19,000 16,000 13,000 2,500 56,017	500 500 500	500	500 500 500 500 2,000	7,000 5,000 6,000 8,000 1,500 2,000 1,000		20,000 60,000 75,000 25,000 15,000 5,000 59,017
25,000		5,000 6,000			5,000 6,000 25,000 9,300 5,500 800 900				3,000		5,000 6,000 25,000 12,300 5,500 800 900
		20,000 6,000 3,000 700 41,000	1,800 2,500 200	2,500 700	1,800 20,000 12,000 3,000 1,800 41,000	500	500	800 14,000 14,000 1,000 200 1,000	36,000		2,600 20,000 26,000 50,000 5,000 2,000 47,000
40,000 2,000					31,520 47,280 40,000 2,000				8,000		31,520 47,280 40,000 10,000
5,000		2,000 500 1,500 82,000	6,000	1,000	89,652 167,722 136,078 90,000 500	100,000	300	2,100		477,811 940,645 268,066 70,000 9,900 391,000	567,463 1,108,357 404,144 160,000 12,000 800 491,000
					16,600 1,300 1,300 4,000 4,000 2,500 27,000					333,400 3,700 3,700 46,000 71,000 7,500	350,000 5,000 5,000 50,000 75,000 10,000 27,000
	16,000	1,000	5,500	4,500							
	600	19,000 2,200	3,000 10,600	2,000 6,200 5,500 4,500 2,000	24,000 19,800 5,500 4,500 15,000			1,000 200 15,000 24,000		25,000 20,000 5,500 4,500 252,932 210,000	25,000 20,000 5,500 4,500 252,932 30,000 734,000
								20,000 3,000 35,000 3,000 2,000		3,000 30,000	25,000 3,000 65,000 3,000 2,000 2,000 10,000
	300	800	200	700	5,000		800 1,000 1,500 1,500 5,000			45,000	800 50,000 1,000 1,500 1,500 5,000
68,700	16,900	222,170	73,450	56,650	784,397	102,000	10,600	67,500	101,400	1,636,620	2,702,517

PROJECT NAME	Responsible Agency	Federal	FAA FDOT	Local	Federal	FHWA FDOT	Local
1.0 ADMINISTRATION							
1.1 Program Management	FDOT				4,444	4,444	
1.2 Program Development	FDOT/DCMO				13,333	13,333	
1.3 Monitoring and Evaluation							
1.3.1 Planning Activity Monitoring and Evaluation	DCMO/LCPD				5,556	5,556	
1.3.2 Implementation Activity Monitoring & Evaluation	DCMO				5,556	5,556	
1.4 Programs Review	FDOT/DCPD						
1.5 Organization Re-Structuring	FDOT/DCMO						
1.6 Regional Role Identification Study	DCMO						
2.0 CONTINUING TRANSPORTATION AND RELATED PLANNING ACTIVITIES							
2.1 MUATS Continuing Program							
2.1.1 Surveillance							
2.1.1.1 Socio-Economic Surveillance	DCPD						
2.1.1.2 Land Use Activity Surveillance	DCPD						
2.1.1.3 Environmental Impact Surveillance	DC Poll. Con.				7,692	7,692	
2.1.1.4 Traffic Volume Surveillance	FDOT/DOIT						
2.1.1.5 Traffic Flow Surveillance	DOIT						
2.1.1.6 Accident Surveillance	DOIT						
2.1.1.7 Transit Usage Surveillance	MTA						
2.1.1.8 System Inventory Surveillance	FDOT/DCPD				800	800	
2.1.2 Socio-Economic Data Forecasts	DCPD						
2.1.3 Major Review & Update	FDOT/DCPD				8,000	8,000	
2.1.4 Plan Re-Evaluation: South Florida Regional Transportation Study*	FDOT				25,000	25,000	
2.1.5 Service	FDOT/DCPD						
2.1.6 Reporting							
2.1.6.1 Certification Document	FDOT/DCPD				615	615	
2.1.6.2 Annual Report	FDOT/DCPD				14,462	14,462	
2.2 Aviation Systems Planning**	FDOT	245,394	122,697				
2.3 Continuing Transit Planning							
2.3.1 Transit Improvement Activities	MTA						
2.3.2 Transit Development Activities	MTA						
2.4 Environmental Studies	MTA						
2.4.1 Complex Air Sources Project Evaluations	DC Poll. Con.				3,077	3,077	
2.4.2 Complex Air Sources System Level Evaluations	FDOT/DC Poll. Control						
3.0 COORDINATED SUPPORT PROGRAM							
3.1 Rapid Transit Preliminary Engineering							
3.1.1 Environmental Impact Analysis***	DCMO						
3.1.2 Preliminary Engineering and Design***	DCMO						
3.1.3 Public Information Program***	DCMO						
3.2 Rapid Transit Station Impact Analysis	DCPD						
3.3 US-1/FEC Railroad Geometric Study	FDOT						
3.4 Transit System Unification Advance Planning Studies	DCMO						
3.5 Miami Comprehensive Neighborhood Development Plan	MPD						
3.6 Airport Master Plan Development							
3.6.1 Miami International Airport Master Plan	DCAD	233,333	58,334	58,333			
3.6.2 Opa-Locka Airport Master Plan	DCAD	3,333	834	833			
3.6.3 Tamiami Airport Master Plan	DCAD	3,333	834	833			
3.6.4 Site 14 Airport Master Plan	DCAD	33,333	8,334	8,333			
3.7 Airport Access/Internal Circulation Planning							
3.7.1 Miami International Airport-36 Street Connector Access Improvement Planning	DCAD	50,000	12,500	12,500			
3.7.2 Miami International Airport Internal Circulation Improvement Planning	DCAD	6,666	1,667	1,667			
3.8 Large Scale Developments/Development of Regional Transportation Reviews	DC B&Z						
3.9 Neighborhood Plans/Moratoria Studies	DCPD						
3.10 Local Access Planning	DCPD						
3.11 Trip Generation Studies	DOIT						
3.12 Low Capital Intensive Solutions							
3.12.1 Inventory & Evaluation	DOIT						
3.12.2 I-95/RW 7 Avenue Bus/Carpool Demonstration Evaluation	FDOT						
3.12.3 South Dixie Highway Contra Flow/Priority Lane Evaluation	DCMO						
3.12.4 County-wide Carpool Program Evaluation****	DCMO				24,300	2,850	2,850
3.13 Florida East Coast Railroad Relocation Study	FDOT						
3.14 Central-South Florida High Speed Transit Demonstration	FDOT						
3.15 Regional Transportation Planning Process							
3.15.1 Regional Problem Identification and Issue Development	SFRPC						
3.15.2 Coordination of Regional Planning Process with State and Metropolitan Transportation Planning Process	SFRPC						
3.15.3 Regional Transportation Planning	SFRPC						
3.15.4 Regional Communication Processes	SFRPC						
3.15.5 Regional Program Development Assistance	SFRPC						
3.16 1980 Functional Classification Development	DOIT						
3.17 Federal-Aid Urban System Update	DOIT						
3.18 Bikeway Planning Update	DCPD						
3.19 Bicycle Path Proposal Development	CGPMD						
3.20 Terminals/Goods Movement Planning Update	DCMO				11,111	11,111	
3.21 Waterways and Channel Marker Studies	CGPMD						
3.22 Arterial/Collector Street Proposals and Mapping	CGPMD						
3.23 Short-Term Intersection Improvement Planning Reviews	CGPMD						
3.24 Building Lot Planning and Street Platting	CGPMD						
New Federal Funding Desired		329,998	82,503	82,499	98,946	77,496	2,850
Previously Federally Approved and Funded		245,394	122,697		25,000	25,000	
No Federal Funding Desired							
TOTAL		575,392	205,200	82,499	123,946	102,496	2,850

* Currently federally funded.

** Total Project costs reflected. MUATS proportionate share of total unknown

*** Partially funded at 2/3-1/6-1/6 ratio. Proposed additional amount at 80-10-10.

**** Funding distribution for evaluation based on proposed total project funding percentages - 81% federal.

***** \$156,472 from 1973-74 fiscal year plus MUATS proportion set at \$113,921 for 1974-75

	UMTA			Section 112 Funds*****			U.S. Treasury Dept.		State	Local	Sub-Totals			Grand
	Federal	FDOT	Local	Federal	FDOT	Local	Office of Fed.	Revenue Sharing			Federal	FDOT	Local	
	4,444	556	556	4,444	556	556					13,332	5,556	1,112	20,000
	13,333	1,667	1,667	13,333	1,667	1,667					39,999	16,667	3,334	60,000
	5,555	694	694	5,555	694	694					16,668	6,944	1,388	25,000
	5,555	694	694	5,555	694	694					16,668	6,944	1,388	25,000
				12,000	1,500	1,500					12,000	1,500	1,500	15,000
				4,000	500	500					4,000	500	500	5,000
	47,206	5,905	5,906								47,206	5,905	5,906	59,017
				4,000	500	500					4,000	500	500	5,000
				4,800	600	600					4,800	600	600	6,000
				7,692	962	962					15,384	8,654	962	25,000
				9,840	1,230	1,230					9,840	1,230	1,230	12,300
				4,400	550	550					4,400	550	550	5,500
				640	80	80					640	80	80	800
	360	45	45	360	45	45					720	90	90	900
				800	100	100					1,600	900	100	2,600
	8,000	1,000	1,000	16,000	2,000	2,000					16,000	2,000	2,000	20,000
											16,000	9,000	1,000	26,000
											25,000	25,000		50,000
									1,000	4,000		1,000	4,000	5,000
	616	77	77								1,231	692	77	2,000
				14,462	1,807	1,807					28,924	16,269	1,807	47,000
											245,394	122,697		368,091
	12,608	1,576	1,576	12,608	1,576	1,576					25,216	3,152	3,152	31,520
	18,912	2,364	2,364	18,912	2,364	2,364					37,824	4,728	4,728	47,280
				32,000	4,000	4,000					32,000	4,000	4,000	40,000
				3,077	383	384					6,154	3,462	384	10,000
	420,141	87,302	87,302								420,141	87,302	87,302	594,745
	820,620	170,518	170,517								820,620	170,518	170,517	1,161,655
	299,222	62,176	62,176								299,222	62,176	62,176	423,574
	116,398	14,550	14,550	11,602	1,450	1,450			12,000	800	128,000	16,000	16,000	160,000
							491,000				12,000			12,000
											491,000		800	800
														491,000
											233,333	58,334	58,333	350,000
											3,333	834	833	5,000
											3,333	834	833	5,000
											33,333	8,334	8,333	50,000
											50,000	12,500	12,500	75,000
											6,666	1,667	1,667	10,000
				21,600	2,700	2,700					21,600	2,700	2,700	27,000
				20,000	2,500	2,500					20,000	2,500	2,500	25,000
				16,000	2,000	2,000					16,000	2,000	2,000	20,000
				4,400	550	550					4,400	550	550	5,500
	202,346	50,586							4,500				4,500	4,500
									15,000	15,000	202,346	50,586	15,000	252,932
											24,300	2,850	2,850	30,000
									234,000			234,000		234,000
	20,000	2,500	2,500								20,000	2,500	2,500	25,000
	2,400	300	300								2,400	300	300	3,000
	52,000	6,500	6,500								52,000	6,500	6,500	65,000
	2,400	300	300								2,400	300	300	3,000
	1,600	200	200								1,600	200	200	2,000
				1,600	200	200					1,600	200	200	2,000
				8,000	1,000	1,000					8,000	1,000	1,000	10,000
	11,111	1,389	1,389	11,111	1,389	1,389				800	33,333	13,889	800	50,000
													2,778	3,000
													1,000	1,000
													1,500	1,500
													1,500	1,500
													5,000	5,000
	722,500	90,317	90,318	270,393	33,799	33,799					1,912,837	284,113	209,465	2,406,417
	1,342,329	320,582	269,995								1,612,723	468,279	269,995	2,350,997
											262,000	34,100		296,100
	2,064,829	410,899	360,313	270,393	33,799	33,799	491,000		262,000	34,100	3,525,560	1,014,394	513,560	5,053,514

SIMPLIFIED BUDGET
(This table excludes previous federal funded tasks.)
Table 2A

PROJECT NAME	Responsible Agency	Federal	FAA FDOT	Local	Federal	FHWA FDOT	Local
1.0 ADMINISTRATION							
1.1 Program Management	FDOT				4,444	4,444	
1.2 Program Development	FDOT/DCMO				13,333	13,333	
1.3 Monitoring and Evaluation							
1.3.1 Planning Activity Monitoring and Evaluation	DCMO/DCPD				5,556	5,556	
1.3.2 Implementation Activity Monitoring & Evaluation	DCMO				5,556	5,556	
1.4 Programs Review	FDOT/DCPD						
1.5 Organization Re-Structuring	FDOT/DCMO						
1.6 Regional Role Identification Study	DCMO						
2.0 CONTINUING TRANSPORTATION AND RELATED PLANNING ACTIVITIES							
2.1 MUATS Continuing Program							
2.1.1 Surveillance							
2.1.1.1 Socio-Economic Surveillance	DCPD						
2.1.1.2 Land Use Activity Surveillance	DCPD						
2.1.1.3 Environmental Impact Surveillance	DC Poll. Con.				7,692	7,692	
2.1.1.4 Traffic Volume Surveillance	FDOT/DOIT						
2.1.1.5 Traffic Flow Surveillance	DOIT						
2.1.1.6 Accident Surveillance	DOIT						
2.1.1.7 Transit Usage Surveillance	MTA						
2.1.1.8 System Inventory Surveillance	FDOT/DCPW				800	800	
2.1.2 Socio-Economic Data Forecasts	DCPD						
2.1.3 Major Review & Update	FDOT/DCPD				8,000	8,000	
2.1.5 Service	FDOT/DCPD						
2.1.6 Reporting							
2.1.6.1 Certification Document	FDOT/DCPD				615	615	
2.1.6.2 Annual Report	FDOT/DCPD				14,462	14,462	
2.3 Continuing Transit Planning							
2.3.1 Transit Improvement Activities	MTA						
2.3.2 Transit Development Activities	MTA						
2.4 Environmental Studies	MTA						
2.4.1 Complex Air Sources Project Evaluations	DC Poll. Con.						
2.4.2 Complex Air Sources System Level Evaluations	FDOT/DC Poll. Control				3,077	3,077	
3.0 COORDINATED SUPPORT PROGRAM							
3.1 Rapid Transit Preliminary Engineering							
3.1.1 Environmental Impact Analysis	DCMO						
3.1.2 Preliminary Engineering and Design	DCMO						
3.1.3 Public Information Program	DCMO						
3.2 Rapid Transit Station Impact Analysis	DCPD						
3.3 US-1/FEC Railroad Geometric Study	FDOT						
3.4 Transit System Unification Advance Planning Studies	DCMO						
3.5 Miami Comprehensive Neighborhood Development Plan	MPD						
3.6 Airport Master Plan Development							
3.6.1 Miami International Airport Master Plan	DCAD	233,333	58,334	58,333			
3.6.2 Opa-Locka Airport Master Plan	DCAD	3,333	834	833			
3.6.3 Tamiami Airport Master Plan	DCAD	3,333	834	833			
3.6.4 Site 14 Airport Master Plan	DCAD	33,333	8,334	8,333			
3.7 Airport Access/Internal Circulation Planning							
3.7.1 Miami International Airport-36 Street Connector Access Improvement Planning	DCAD	50,000	12,500	12,500			
3.7.2 Miami International Airport Internal Circulation Improvement Planning	DCAD	6,666	1,667	1,667			
3.8 Large Scale Developments/Development of Regional Transportation Reviews	DC B&Z						
3.9 Neighborhood Plans/Moratoria Studies	DCPD						
3.10 Local Access Planning	DCPW						
3.11 Trip Generation Studies	DOIT						
3.12 Low Capital Intensive Solutions							
3.12.1 Inventory & Evaluation	DOIT						
3.12.3 South Dixie Highway Contra Flow/Priority Lane Evaluation	DCMO						
3.12.4 County-Wide Carpool Program Evaluation ****	DCMO				24,300	2,850	2,850
3.13 Florida East Coast Railroad Relocation Study **	FDOT						
3.14 Central-South Florida High Speed Transit Demonstration	FDOT						
3.15 Regional Transportation Planning Process	SFRPC						
3.15.1 Regional Problem Identification and Issue Development	SFRPC						
3.15.2 Coordination of Regional Planning Process with State and Metropolitan Transportation Planning Process	SFRPC						
3.15.3 Regional Transportation Planning	SFRPC						
3.15.4 Regional Communication Processes	SFRPC						
3.15.5 Regional Program Development Assistance	SFRPC						
3.16 1980 Functional Classification Development	DOIT						
3.17 Federal-Aid Urban System Update	DOIT						
3.18 Bikeway Planning Update	DCPD						
3.19 Bicycle Path Proposal Development	OGPMD						
3.20 Terminals/Goods Movement Planning Update	DCMO				11,111	11,111	
3.21 Waterways and Channel Marker Studies	OGPMD						
3.22 Arterial/Collector Street Proposals and Mapping	OGPMD						
3.23 Short-Term Intersection Improvement Planning Reviews	OGPMD						
3.24 Building Lot Planning and Street Platting	OGPMD						
TOTAL		329,998	82,503	82,499	98,946	77,496	2,850

** Total Project costs reflected. MUATS proportionate share of total unknown.

**** Funding distribution for evaluation based on proposed total project funding percentages - 81% federal.

*****\$156,472 from 1973-74 fiscal year plus MUATS proportion set at \$113,921 for 1974-75 fiscal year.

SIMPLIFIED BUDGET
(This table excludes previous federal funded tasks.)

Table 2A

			U.S. Treasury Dept. Office of Fed. Revenue Sharing	Section 112 Funds*****			State Unmatched	Local Unmatched	Sub-Totals			Grand Total
Federal	UNTA FDOT	Local		Federal	FDOT	Local			Federal	FDOT	Local	
4,444	556	556		4,444	556	556			13,332	5,556	1,112	20,000
13,333	1,667	1,667		13,333	1,667	1,667			39,999	16,667	3,334	60,000
5,556	694	694		5,556	694	694			16,668	6,944	1,388	25,000
5,556	694	694		5,556	694	694			16,668	6,944	1,388	25,000
				12,000	1,500	1,500			12,000	1,500	1,500	15,000
				4,000	500	500			4,000	500	500	5,000
47,206	5,905	5,906							47,206	5,905	5,906	59,017
				4,000	500	500			4,000	500	500	5,000
				4,800	600	600			4,800	600	600	6,000
				7,692	962	962			15,384	8,654	962	25,000
				9,840	1,230	1,230			9,840	1,230	1,230	12,300
				4,440	550	550			4,400	550	550	5,500
				640	80	80			640	80	80	800
360	15	45		360	45	45			720	90	90	900
				800	100	100			1,600	900	100	2,600
-8,000	1,000	1,000		16,000	2,000	2,000			16,000	2,000	2,000	20,000
							1,000	4,000		1,000	4,000	5,000
616	77	77							1,231	692	77	2,000
				14,462	1,807	1,807			28,924	16,269	1,807	47,000
12,608	1,576	1,576		12,608	1,576	1,576			25,216	3,152	3,152	31,520
18,912	2,364	2,364		18,912	2,364	2,364			37,824	4,728	4,728	47,280
				32,000	4,000	4,000			32,000	4,000	4,000	40,000
				3,077	385	384			6,154	3,462	384	10,000
109,130	13,640	13,640							109,130	13,640	13,640	136,410
213,150	26,645	26,645							213,150	26,645	26,645	266,440
77,398	9,715	9,715							77,720	9,715	9,715	97,150
116,398	14,550	14,550		11,602	1,450	1,450	12,000	800	128,000	16,000	16,000	160,000
			491,000							12,000		12,000
											800	800
									491,000			491,000
									233,333	58,334	58,333	350,000
									3,333	834	833	5,000
									3,333	834	833	5,000
									33,333	8,334	8,333	50,000
									50,000	12,500	12,500	75,000
									6,666	1,667	1,667	10,000
				21,600	2,700	2,700			21,600	2,700	2,700	27,000
				20,000	2,500	2,500			20,000	2,500	2,500	25,000
				16,000	2,000	2,000			16,000	2,000	2,000	20,000
				4,440	550	550			4,400	550	550	5,500
								4,500			4,500	4,500
							15,000	15,000		15,000	15,000	30,000
							234,000		24,300	2,850	2,850	30,000
										234,000		234,000
20,000	2,500	2,500							20,000	2,500	2,500	25,000
2,400	300	300							2,400	300	300	3,000
52,000	6,500	6,500							52,000	6,500	6,500	65,000
2,400	300	300							2,400	300	300	3,000
1,600	200	200							1,600	200	200	2,000
				1,600	200	200			1,600	200	200	2,000
				1,600	200	200			1,600	200	200	2,000
				8,000	1,000	1,000			8,000	1,000	1,000	10,000
11,111	1,389	1,389		11,111	1,389	1,389		800	33,333	13,889	2,778	50,000
								1,000			1,000	1,000
								1,500			1,500	1,500
								1,500			1,500	1,500
								5,000			5,000	5,000
722,500	90,317	90,318	491,000	270,393	33,799	33,798	262,000	34,100	1,912,837	546,115	243,565	2,702,517

