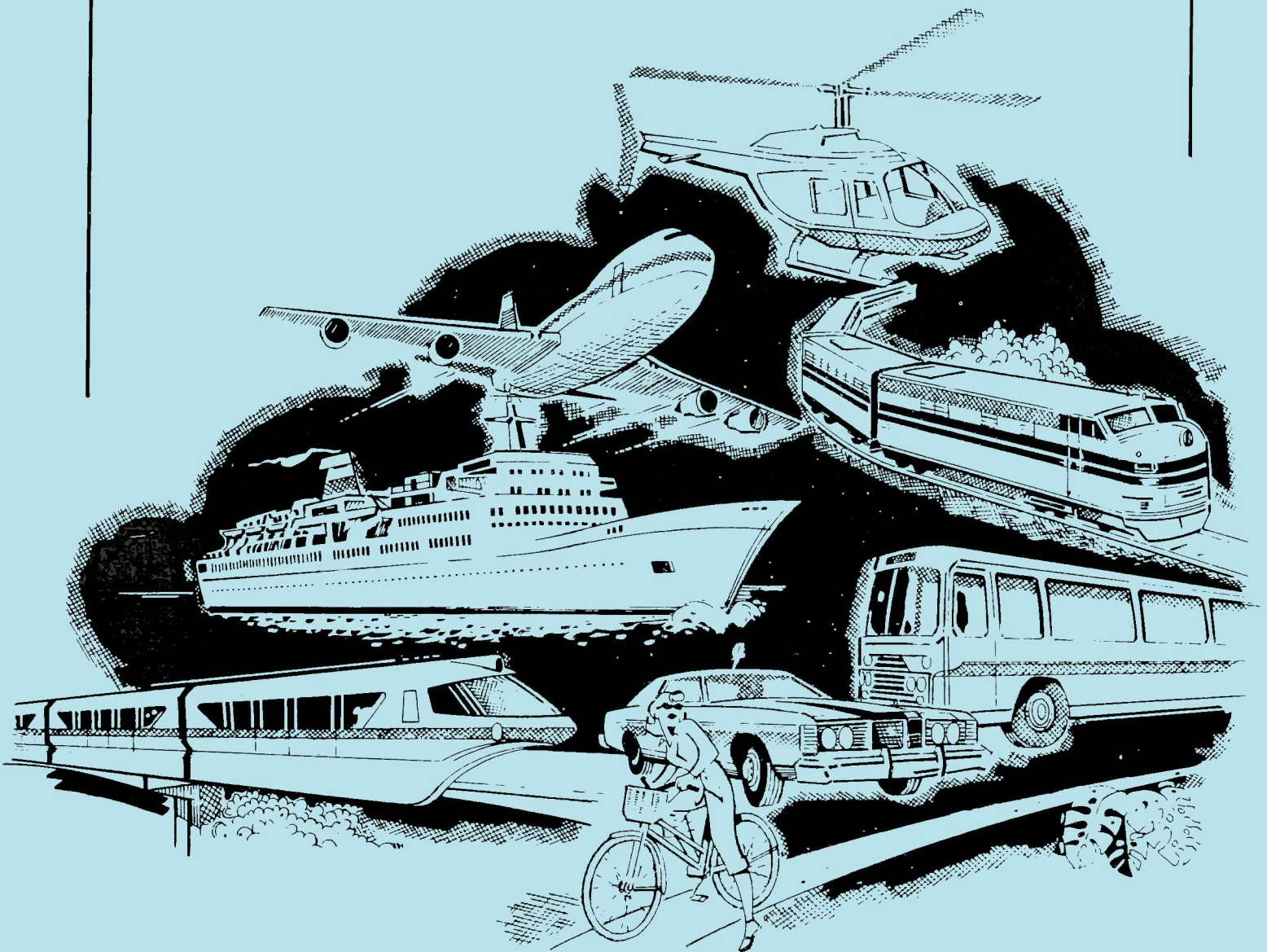


REVISED

UNIFIED PLANNING WORK PROGRAM TRANSPORTATION PLANNING AND RELATED PLANNING ACTIVITIES.

FOR THE PERIOD JULY 1, 1977 / JUNE 30, 1978



**METROPOLITAN PLANNING ORGANIZATION
JUNE 1977**

DRAFT

1977-78

UNIFIED PLANNING WORK PROGRAM

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INTRODUCTION

The Unified Planning Work Program has been prepared under requirements by the U.S. Department of Transportation (U.S.C. Title 23, Chapter 1, Part 4501145c) as the basis and a condition for all future Federal funding assistance for transportation planning by U.S. DOT modal agencies. It contains in an integrated manner all current and anticipated transportation planning activities, as well as transportation planning support activities in Metropolitan Dade County during FY 1978. The overall objective of this document is to provide a framework for the effective coordination of continuing and comprehensive multimodal transportation planning activities in the Miami urban area as defined within the policy and management framework of the Metropolitan Planning Organization.

The preparation of this sixth annual Unified Planning Work Program represents a cooperative venture of various public agencies concerned with multimodal transportation planning to include special transportation services for the elderly and handicapped. This document has been prepared in conformance with the guidelines of the Region IV Intermodal Planning Group. Accordingly, a brief description of the status of comprehensive planning and transportation planning, as well as a discussion of the level of effort called for in this year's program is presented.

Status of Comprehensive Planning

The Comprehensive Development Master Plan (CDMP) was adopted by ordinance of the Dade County Board of County Commissioners on March 31, 1975. This Plan consists of three parts: Metropolitan Development Policies, Environmental Protection Guide, and the Metropolitan Development Guide. The Plan places heavy emphasis on policies and guidelines, and is used as a guide by all agencies involved in the planning and programming of both public and private facilities within Dade County. In this manner, public and private development policies can be coordinated effectively when dealing with the provision of roads, schools, sewers, housing, transportation facilities, etc.

The CDMP's land use and development guidelines have become the basis for both long range and short range transportation planning efforts. Revisions to the CDMP, proposed in 1976 and 1977, were examined for transportation impacts. Although

no official revisions have been made to the plan since its adoption, any changes would be incorporated into the transportation planning process. The CDMP's demographic projections for the County, as well as other socio-economic indicators are used in the long range planning effort. The Transportation Improvement Program, Transit Development Plan, Transportation Systems Management Element and all other aspects of the transportation planning program are evaluated for consistency with the Plan.

Status of Transportation Planning

An approved and continually updated CDMP provides land use and development staging ideally suited to strategic and tactical urban transportation planning, while certain surveillance activities provide the primary framework for operational planning. Conversely, the area's past and current transportation planning efforts have provided objective information in the analysis and evaluation of optional developmental strategies at the project, neighborhood-community, and metropolitan levels.

Using CDMP adopted policies and guidelines for transportation as well as year 2000 socio-economic and land use development forecasts, the highway and transit elements of the 1985 Transportation Plan are being updated to the year 2000. Goals, objectives and evaluation criteria have been defined, existing conditions analyzed, travel forecasting models validated, future constraints and opportunities defined and, with the assistance of a citizen-based interdisciplinary team, two future transit/highway alternatives have been developed and tested. Additional alternatives are in the development stage. Future phases of the update process will integrate the ground transportation systems with airports, seaports, and other terminals. Full evaluation, plan selection, staging and adoption have a March, 1978, completion schedule.

The area's effort in updating the Long Range Element of the Transportation Plan is complimented by an existing Transportation Systems Management Element (TSME). The TSME is composed of certain activities to be planned and implemented as a means to reduce highway congestion, travel demand and energy consumption through low capital intensive improvements

to include better management and utilization of capital facilities. Modifications to the existing TSME are currently under investigation.

The Transit Development Program (TDP), completed in the early 1970's, is currently being updated to 1983. The County initiated the Short-Range Transit Improvement Program during 1976, with extensive citizen involvement to develop the programs and policies necessary for surface transit improvements. Several reports examining the current transit network, operations, management, finances and proposed capital improvements have been prepared. A revised TDP will be the product of this planning effort.

Many of the facilities proposed for implementation in the areas original 3-C planning process (composed of major elements for highways, seaports, airports, terminals and transit) have already been implemented and many others scheduled for implementation in the Transportation Improvement Program (TIP). As a result, a backlog of highway, transit, safety, and operational improvements have been identified. The current gas taxes which are used to defray transit operating expenses and to pay for bridge and highway maintenance and construction, have been supplemented in a catch-up effort through transit, highway and safety projects funded through "Decade of Progress" general obligation bonds approved by Dade County's electorate. These projects are also included in the TIP.

Conversely, Dade County's efforts in transportation planning, programming and implementation have influenced decisions regarding land development patterns. On a daily basis, site development proposals are reviewed and compared to existing roadway capacities, transit services, and other planned improvements. Site plans are often altered to incorporate proposed transportation improvements and to better conform with existing roadway and transit operating conditions. Neighborhood-community land use planning studies rely heavily upon existing and proposed transportation conditions in the areas under investigation to determine transportation implications in the development of proposed land use changes.

In summary, the varied short and long range transportation planning activities underway are all geared towards implementation, with recognition given to the dynamics of land use change.

Programmatic Effort

A Prospectus describing the overall policy and management framework for the Miami urban area's transportation planning

program has been developed. The programmatic effort proposed in this FY'78 Unified Planning Work Program has been developed to be compatible with the Prospectus for the Metropolitan Planning Organization.

- (a) Review the transportation planning process to improve the coordination among the Transportation Plan elements, the Prospectus, and the work elements of the Unified Planning Work Program.
- (b) Continue efforts directed toward the planning, development, and implementation of new Transportation Systems Management techniques in addition to those already in effect. These techniques are designed to reduce auto use in congested areas, improve the utilization of street space, improve mass transit services, and improve internal management of transit operations.
- (c) Review the Transportation Improvement Program in view of changing trends and issues in transportation demands and the constraints of energy, social, economic and environmental factors.
- (d) Review transportation demand modeling techniques, transportation and land use planning variables, data maintenance needs, socio-economic data forecasting techniques, and alternative system analysis techniques for improved planning and programming.
- (e) Develop strategies and techniques for analyzing the impact of the current and projected energy conservation measures upon land development and the transportation systems that will serve that development.
- (f) Coordinate between the Metropolitan Planning Organization's work program and the South Florida Regional Planning Council's planning efforts in order to effectively relate the development and implementation of these various plans and programs that will have an impact upon the Southeast Florida region.
- (g) Develop and implement an active citizen participation structure designed to ensure continuing feedback from those persons or groups directly or indirectly affected by short range operational programs and long range transportation plans.

- (h) Continue and expand special studies designed to examine the needs of elderly and handicapped residents along with examining the potential of paratransit services.
- (i) Continue technical studies designed to augment the development of the Miami urban area's rapid transit system.
- (j) Collect all data and descriptive information necessary to perform planning and programming activities supportive of the policies of the Metropolitan Planning Organization.
- (k) Maintain the administrative capabilities necessary to operate and conduct the policy, technical, fiscal and informational aspects of this Unified Planning Work Program.

ORGANIZATION AND MANAGEMENT

The operational and developmental aspects of the transportation system in the Miami urban area is the joint responsibility of the Florida Department of Transportation and Metropolitan Dade County. The functions and activities of the agencies involved in the planning and implementation of transportation facilities serving Metropolitan Dade County are being reorganized under a new structure. An organization and management structure has been created to provide an integrated transportation planning process for Metropolitan Dade County on a continuous, coordinated and comprehensive basis. This process encompasses all modes of transportation including highway, public transit, seaports, railroads, airports, pedestrian needs and goods movements.

This framework has been fully described in the Prospectus in accordance with the Inter-Local and Joint Participation Agreements. The draft Prospectus has been submitted to the MPO Governing Board for their approval (June, 1977).

WORK PROGRAM

ABBREVIATIONS AND SYMBOLS

MPO Agencies

DCAD	- Dade County Aviation Department
DCDOTT	- Dade County Department of Traffic and Transportation
DCERM	- Dade County Environmental Resources Management Department
DCGSA	- Dade County General Services Agency
DCMO	- Dade County Manager's Office
DCPD	- Dade County Planning Department
DCPR	- Dade County Parks and Recreation Department
DCPSD	- Dade County Public Safety Department
DCPW	- Dade County Public Works Department
DCSD	- Dade County Seaport Department
FDOT	- Florida Department of Transportation
MPO	- Metropolitan Planning Organization
MTA	- Metropolitan Transit Agency
SFRPC	- South Florida Regional Planning Council

Others

FHWA	- Federal Highway Administration
UMTA	- Urban Mass Transportation Administration
BATS	- Broward Area Transportation Study

Source of Funds

UMTA	- Section 9 planning funds - 80% federal/20% local
112	- FHWA planning funds passed through to the urban area 80% federal/10% local/10% state.
HPR	- FHWA planning funds used by the State to support the program 70% federal/30% state.

1.0 ADMINISTRATION

This Phase of the Unified Planning Work Program consists of the following activities:

- 1.1 MPO Secretariat
- 1.2 Program Monitoring and Management
- 1.3 Program and Project Review

1977 - 78 UNIFIED PLANNING WORK PROGRAM

Work Element: 1.1 MPO Secretariat

Description :

PURPOSE: This work element is to provide for a Secretariat to manage the administrative business of the Metropolitan Planning Organization (MPO) and to carry out the duties of the Secretary of the Governing Board.

PREVIOUS WORK: This work element is an expansion and continuation of the activities formerly conducted by the Secretariat under the Miami Urban Area Transportation Study (MUATS) structure which has been replaced by the MPO.

PROGRAM YEAR ACTIVITIES: The MPO is a new organization in the formative stages requiring increased staffing to complete the necessary advance work assuring future effective management by the MPO Secretariat and the fulfillment of federal requirements. The change from the MUATS structure to the MPO resulted in centralized records and management for transportation planning and increased the coordination between agencies and decision-makers. The MPO is a more structured organization than the previous MUATS structures with increased attention and activity for coordination, review and monitoring. This has required that the Secretariat be a full-time position with an administrative officer as an assistant. Meetings are held on a regularly scheduled basis requiring more detailed preparation, additional printing costs, a small but full time staff, and additional resources over previous program years.

Coordination of the administrative activities of each of the committees responsible for the development of the Unified Planning Work Program, the Transportation Systems Management Element, the Long Range Element, the Prospectus and the Transportation Improvement Program are described individually in Section 2.0. Other activities of the MPO Secretariat include reviewing transportation regulations, coordinating and recording transactions

Principal Agency : DCMO
Participating Agencies : All MPO Agencies

<u>Cost Estimates</u>		<u>Source of Funds</u>	
Salaries	\$ 43,500	Federal : UMTA	\$ 41,600
Fringes & Benefits	8,543	112	6,400
Travel	1,500	HPR	
Equipment		OTHER	
Supplies	1,237		
Contractual			
Indirect Cost	5,200	State:	800
Other and/or Computer Services		Local:	11,200
F.Y. 78 Cost:	\$ 60,000	Total:	\$ 60,000
F.Y. 77 Cost:	\$ 40,000		
Total Program Cost	Continuing		

Comments:

1977-78 UNIFIED PLANNING WORK PROGRAM

Work Element: 1.1 MPO Secretariat

Description: (Continued)

of the MPO and coordinating all administrative activities of the various participants of the MPO to insure adequacy of the technical aspects of the 3-C planning process and consistency with the comprehensive planning programs of the County.

ANTICIPATED RESULTS: Effective direction, control and coordination of a transportation planning and programming process which is in conformance with adopted policies and procedures as identified in the Prospectus.

RELATIONSHIP TO OTHER PROGRAMS: The Office of the Secretariat is responsible for the administrative activities related to the development of the Unified Planning Work Program, the Prospectus, the Transportation Plan, and the Transportation Improvement Program for FY 77-78.

1977-78 UNIFIED PLANNING WORK PROGRAM

Work Element: 1.2 Program Monitoring and Management

Description:

PURPOSE: This element is principally designed to allow the Office of Transportation Administration as well as other participating agencies to perform their functions regarding fiscal and programmatic review, coordination, and monitoring responsibilities that effect the management of the overall planning work program.

PREVIOUS WORK: This element principally assists in providing for expenditures incurred by OTA's Finance and Administration, Equal Opportunity, Transportation Planning and Programming and other participating agencies in management of their planning programs. These work efforts and expenditures are summarized in the quarterly progress and financial reports submitted to FHWA and UMTA and cover necessary activities to manage the overall program.

PROGRAM YEAR ACTIVITIES:

- A. Preparation and maintenance of financial data and accounting records;
- B. Provision of sufficient management control over the expenditure of funds and the use of real and personal property;
- C. Development and maintenance of an adequate system of internal controls to safeguard grant funds and properties;
- D. Preparation and submission of periodic financial reports to Federal, County and State agencies;
- E. Provision of continuous monitoring and technical assistance regarding contractual responsibilities and obligations regarding Equal Opportunity, Affirmative Action and Minority Business Enterprise Programs associated with carrying out the planning program;
- F. Provision of continuous financial administration and coordination of all local, state and federal planning activities;

Principal Agency: DCMO
Participating Agencies: All MPO Agencies

<u>Cost Estimates</u>		<u>Source of Funds</u>	
Salaries	\$ 102,000	Federal : UMTA	\$ 87,400
Fringes & Benefits	19,630	II2	19,800
Travel	2,370	HPR	1,400
Equipment		OTHER	
Supplies			
Contractual			
Indirect Cost	12,000	State:	3,075
Other and/or Computer Services		Local:	24,325
F.Y. 78 Cost:	\$ 136,000	Total:	\$ 136,000
F.Y. 77 Cost:	\$ 75,000		
Total Program Cost	Continuing		

Comments:

1977 -78 UNIFIED PLANNING WORK PROGRAM

Work Element: 1.2 Program Monitoring and Management

Description :

PROGRAM YEAR ACTIVITIES (Cont'd)

- G. Provision of continuous technical support program monitoring to ensure the effective, efficient, and timely progress of planning program activities; and the
- H. Preparation and submission of contracts, related documents and quarterly technical progress reports to appropriate federal agencies.

ANTICIPATED RESULTS: The maintenance of quantitative financial records and the timely submission of federally required quarterly status reports, contracts, required documents and other program mamangement support materials.

1977 - 78 UNIFIED PLANNING WORK PROGRAM

Work Element: 1.3 Program and Project Review

Description:

PURPOSE: To monitor transportation and transportation related programs and project proposals to insure consistency with the comprehensive planning programs and transportation plans relevant to Dade County.

PREVIOUS WORK: Continuing program.

PROGRAM YEAR ACTIVITIES: Operation of the Metropolitan A-95 Clearinghouse for transportation plan review, as well as allowing all agencies to participate in the review of various transportation programs and projects to evaluate their conformance with other local plans and programmed activities.

ANTICIPATED RESULTS: Compliance with Federal A-95 review requirements and project implementation consistent with Dade County's transportation planning goals and objectives.

RELATIONSHIP TO OTHER PROGRAMS: Allows participating agencies to review all relevant transportation and related projects for details and conformance with other planning activities on a project basis.

Principal Agency: DCPD

Participating Agencies: All MPO Agencies

<u>Cost Estimates</u>		<u>Source of Funds</u>	
Salaries	\$ 16,000	Federal : UMTA	\$ 9,600
Fringes & Benefits	2,748	112	6,400
Travel	572	HPR	1,400
Equipment		OTHER	
Supplies	1,000		
Contractual			
Indirect Cost	1,680	State:	1,400
Other and/or Computer Services		Local:	3,200
F.Y. 78 Cost:	\$ 22,000	Total:	\$ 22,000
F.Y. 77 Cost:	\$ 15,000		
Total Program Cost	Continuing		

Comments:

2.0 COMPREHENSIVE TRANSPORTATION PLANNING PROGRAM

This phase of the Unified Planning Work Program consists of the following activities:

2.1 Surveillance

- 2.1.1 Urban Transportation Data Requirements
- 2.1.2 Traffic Volume
- 2.1.3 Highway Accident
- 2.1.4 Transit Service
- 2.1.5 Transportation Attitudinal Survey
- 2.1.6 Environmental Impact
- 2.1.7 Land-Use and Socio-Economic (See 2.2.2.)

2.2 Long-Range Element

- 2.2.1 Long-Range Plan Review
- 2.2.2 Land-Use and Socio-Economic Data
Maintenance and Forecasting
- 2.2.3 Travel Demand Forecasting

2.3 Transportation System Management Element

- 2.3.1 Traffic Sign Management System
- 2.3.2 Bikeway Plan
- 2.3.3 Transit System Management Element
 - 2.3.3.1 Transit Scheduling Management
Studies
 - 2.3.3.2 Elderly and Handicapped Needs
Study
 - 2.3.3.3 Para-Transit System Development

2.4 Transportation Improvement Program

2.5 Prospectus, Annual Report, UPWP, and Service Description Manual

2.6 Public Involvement and Information

- 2.6.1 Public Involvement
- 2.6.2 Public Information

1977 -78 UNIFIED PLANNING WORK PROGRAM

Work Element: 2.1.1 Urban Transportation Data Reporting Requirements

Description :

PURPOSE: A National Urban Transportation reporting system is being designed to generate and periodically collect data on a uniform basis that partially attempts to describe characteristics and performance of urban transportation systems, both highways and transit. It is the intent that the data set to be specified will capture information necessary for urban transportation policy analysis and yet minimize as much as possible the data compilation time and cost at the local level. The performance measures generated will be used to monitor progress in meeting program goals in specific metropolitan areas and nationwide, as well as to indicate the effects of Federal, State and local investment in urban transportation. The public transit portion of the data set is to complement information provided by transit and para-transit operators under reporting systems such as project FARE. The primary objective of this program in terms of the MPO is to comply with forthcoming federal directives that will specify a discrete data set. Section 15(a) of the Urban Mass Transportation Act of 1964, as amended, requires that the Secretary of DOT develop, test, and prescribe by January 10, 1977, a public mass transportation reporting system and a uniform system of accounted records. In addition, Federal regulations (Federal regulations 450.120) now require that the urban transportation planning process shall include monitoring and reporting of urban development and transportation indicators. Also, the data reporting system is to provide some information required by FHWA to administer the Federal Aid Highway Program (23 CFR 1.5).

PREVIOUS WORK: MUATS has monitored various data elements in the past that may, in part, contribute to this national program. The extent to which MUATS prior monitoring activities have been able to achieve the intent of this particular program can be assessed only after a discrete data set and reporting cycle is prescribed by the U.S. Dept. of Transportation. However, no official directives have been forwarded to the local level on this project.

Principal Agency : DCMO

Participating Agencies : DCDOTT, FDOT, DCPD

<u>Cost Estimates</u>		<u>Source of Funds</u>	
Salaries	\$15,000	Federal :	UMTA \$8,000
Fringes & Benefits	2,944		112
Travel			HPR
Equipment			OTHER
Supplies	256		
Contractual			
Indirect Cost	1,800	State:	
Other and/or Computer Services		Local:	12,000
F.Y. 78 Cost:	\$20,000	Total:	\$20,000
F.Y. 77 Cost:			
Total Program Cost	Continuing		

Comments:

1977-78 UNIFIED PLANNING WORK PROGRAM

Work Element: 2.1.1 Urban Transportation Data Reporting Requirements

Description:

PROGRAM YEAR ACTIVITIES: This program consists of the collection and reduction of highway, transit, and certain related geographic and demographic data into a uniform reporting set to be presented by the Secretary of the U.S. Department of Transportation prior to January 10, 1977, as required by Federal law. Certain activities can be anticipated that are in addition to the routine surveillance program of the MPO described later. Examples of additional data items likely will be 1.) the computation of the VMT by functional type from traffic count data for the central city and remainder of the urbanized area, 2.) vehicle classification and vehicle occupancy data by various functional classes of highway. Because the full extent of the data to be reported and the amount to be collected are unknown, the extent of these activities during this year cannot be determined. It is likely that soon after an official data set requirement is finally determined by the U.S. Department of Transportation, required reporting dates of such data will be substantially shorter than needed by the urban area to relay reasonably accurate statistics.

RELATIONSHIP TO OTHER PROGRAMS: This program, once required, will likely be closely related to numerous ongoing surveillance activities of the MPO and the UMTA sponsored FARE project. This program will be conducted in accordance with the Prospectus.

1977 -78 UNIFIED PLANNING WORK PROGRAM

Work Element: 2.1.2 Traffic Volume Surveillance

Description :

PURPOSE: To measure fluctuations in traffic over various periods, to assist in updating the MPO's Transportation Improvement Program, to provide data for other surveillance activities, and to assist in the evaluation of various short-range improvement.

PREVIOUS WORKS: Approximately three hundred quarterly count stations are maintained by the Florida Department of Transportation (131) and the Dade County Department of Traffic and Transportation (215). The number of the County's quarterly count stations were recently increased 27% from 169 locations with little increase in manpower requirements each quarter. (See program element 2.1.1 Traffic Count Program Revision Study in the 1976-77 UPWP.) Additionally, at nine permanent count locations, traffic is monitored continuously throughout the year and recorded hourly. This information, together with that gathered at toll plazas and short-term spot counts throughout the area, provides the basis for development of AWDT maps, generalized volume/capacity ratios, screenline information, and input to annual modifications to the short-range Transportation Improvement Program.

PROGRAM YEAR ACTIVITIES: Each quarter a minimum of five weeks are required of the three men assigned by the County. FDOT crews to cover the entire Fourth District likely will not complete full coverage of the state's 131 quarterly stations in Dade County during the year. Count scheduling, machine maintenance, obtaining supplemental count data from other sources (such as that derived from the computerized signal control system), and analyzing and posting results must be added to the field work. Overall, about 1.8 man-years of effort are required of County personnel. The County's three men are mobilized in two vans and a station wagon, each with an appropriate number of operating machines and roughly 50 lengths of tubing of varying lengths. Equipment consists of 47 RC counters, 16 punched tape recorders, and 22 juniors. Of the 47 RC counters 21 are over 15 years old

Principal Agency: DCDOTT

Participating Agencies: FDOT

Cost Estimates

Salaries	\$ 30,529
Fringes & Benefits	2,552
Travel	3,054
Equipment	15,695
Supplies	305
Contractual	
Indirect Cost	1,560
Other and/or Computer Services	
F.Y. 78 Cost:	\$ 53,695
F.Y. 77 Cost:	\$ 30,000
Total Program Cost	Continuing

Source of Funds

Federal :	UMTA	
	112	\$ 22,400
	HPR	7,000
	OTHER	
State:		5,800
Local:		18,495
Total:		\$ 53,695

Comments: Travel costs above only for County quarterly count crews. Supplies/equipment costs shown are for replacement of 13 RC counters @ \$815, five additional and six replacement junior counters @ \$115, eight batteries @ \$25, punch and paper tape @ \$105, spare and miscellaneous parts and repairs @\$250, and loops at six locations on four lane roadways @ \$115/loop installed by County crews; replacement tubes excluded. Equipment is locally funded.

1977-78 UNIFIED PLANNING WORK PROGRAM

Work Element: 2.1.2 Traffic Volume Surveillance

Description: (Cont'd)

and in desperate need of replacement in the next two years; 13 range in age from 17 to 21 years and should be replaced in the 1977-78 State fiscal year. To allow more efficient manpower allocation to count the 27% increase in the number of stations 5 additional counters are required, and 6 of the 22 currently on hand are approximately 15 years old and should be replaced immediately. There are certain key locations where count data is required, but either the counts cannot be made or the occupancy would be highly suspect by using road tubes. At these locations (6 this year) loops will be installed by County forces.

ANTICIPATED RESULTS: With the information gathered, AWDT maps will be prepared, generalized volume to capacity ratios calculated, and this information used in the development of the area's Annual Report modifications to the short-range Transportation Improvement Program, and screenline trend surveillance.

RELATIONSHIP TO OTHER PROGRAMS: Program Development, preparation of TSME, annual element TIP, the Prospectus, annual report, and urban data reporting requirements.

1977 -78 UNIFIED PLANNING WORK PROGRAM

Work Element: 2.1.3 Highway Accident Surveillance

Description:

PURPOSE: To determine on a system-wide basis 1.) critical intersections with abnormally high accident rates compared to others in their class, 2.) those locations having the highest accident rate, 3.) those locations regarded as having highest accident reduction potential by change of traffic control device, and 4.) system-wide before and after reports of increases or decreases in accidents where operational changes have been made so as to partially indicate the effectiveness of control or other operational changes.

PREVIOUS WORK: All reported motor vehicle accidents occurring within the County are coded, key punched, and various statistical parameters used to test and report upon the high-accident locations near Dade's 60,000+ intersections. These reports keyed those locations where comprehensive traffic engineering studies were undertaken, with appropriate recommendations for safety improvements. This resulted in safety improvements implemented on a County-wide basis, within budgetary constraints. Displays of high accident locations have been presented to MPO committees and included in annual reports. In the recent past the Public Safety Department was awarded a Section 402 grant from the Governor's Highway Safety Commission to substantially upgrade the accident data base and reporting system to make it, among other things, a more responsive, accurate, and flexible tool in achieving a higher degree of safety on the roadways in Dade County. Much of the activity included updating of the intersection code file and development of new analysis programs. Many of the programs desired by the Dade County Department of Traffic and Transportation were incorporated in the work performed or administered by PSD, some were not completed.

PROGRAM YEAR ACTIVITIES: Two programs will be developed to complement the previous work effort. The output of these programs will be utilized in better transportation system management and system-wide evaluation. Program year activities for this task exclude the

Principal Agency: DCDOTT

Participating Agencies: DCPSD, FDOT

Cost Estimates

Salaries	\$ 5,000
Fringes & Benefits	588
Travel	
Equipment	
Supplies	360
Contractual	
Indirect Cost	360
Other and/or Computer Services	1,892
<u>F.Y. 78 Cost:</u>	<u>\$ 8,200</u>
<u>F.Y. 77 Cost:</u>	<u>\$ 7,500</u>
Total Program Cost	Continuing

Source of Funds

Federal:	UMTA	
	112	\$ 4,960
	HPR	1,400
	OTHER	
State:		1,220
Local:		620
Total:		\$ 8,200

Comments:

1977 - 78 UNIFIED PLANNING WORK PROGRAM

Work Element: 2.1.3 Highway Accident Surveillance

Description: (Cont.)

use of the programs, their results, and any other associated activities of the Dade County Public Safety Department. Obviously, these other activities are closely associated with the development of the programs, but are operations-oriented, not necessarily a planning function. The two programs are 1.) Critical Intersections, and 2.) Non-Signal Traffic Control Upgrading. The first produces a list each quarter of those intersections having an accident rate greater than two standard deviation units of the mean rate associated with those intersections exhibiting similar control, geometric, and volume characteristics. The control upgrading program will identify and rank each quarter those locations with stop control which have five or more correctable accidents each year, those locations with YIELD control having three or more correctable accidents, and those locations with YIELD to right control with two or more correctable accidents. Other activities during the year will include the preparation of displays of high accident locations for presentation to MPO committees and inclusion in the annual report.

ANTICIPATED RESULTS: This planning task will produce at a system wide level, those results which can be used as a traffic engineering tool in better management of the transportation system.

RELATIONSHIP TO OTHER PROGRAMS: Annual report, TSME planning and implementation, Transportation Improvement Program, Prospectus.

1977 --78 UNIFIED PLANNING WORK PROGRAM

Work Element: 2.1.4 Transit Services

Description:

PURPOSE: As required by the Federal Urban Transportation Data Reporting Requirements, this work element is designed to provide data relating to the many facets of transit operations and thus provide the operator, MPO and other agencies with a current overview of the transit program.

PREVIOUS WORK: In previous years, operational information has been collected for all MTA routes on a monthly basis, including farebox revenues, vehicle miles and headways. The last County-wide on-board transit survey was conducted in 1974. Additional survey work has been performed as a part of certain special projects. In response to greatly increased informational needs, the existing data collection procedures and future requirements were reviewed during the past year and the data collection program described in this work element was developed.

PROGRAM YEAR ACTIVITIES: The following activities will be conducted during the program year:

A. System Service Delivery

1. Calculate land area within $\frac{1}{4}$ mile of transit stops, stratified by number of boardable vehicles in the peak/off-peak periods. (When 1980 Census data becomes available, this element would be extended to include the calculation of dwelling units and population within the $\frac{1}{4}$ mile band.) This element will be used as a measure of walk-on accessibility.
2. Conduct special subarea transit surveys to update the 1974 on-board transit

Principal Agency:

Participating Agencies:

Cost Estimates		Source of Funds	
Salaries	\$ 47,280	Federal : UMTA	\$ 60,000
Fringes & Benefits	9,282	II2	
Travel	1,766	HPR	
Equipment		OTHER	
Supplies	2,000		
Contractual			
Indirect Cost	5,672		
Other and/or Computer Services	9,000		
F.Y. 78 Cost:	\$ 75,000	State:	
F.Y. 77 Cost:	\$ 10,000	Local:	15,000
Total Program Cost	Continuing	Total:	\$ 75,000

Comments: The increase in this element is in accord with UMTA's directives regarding the FY'77 UPWP.

1977 - 78 UNIFIED PLANNING WORK PROGRAM

Work Element: 2.1.4 Transit Services (Continued)

Description:

survey data in areas that have experienced significant developmental changes over the past three years as well as those areas not being served by transit in 1974. The two major study areas include northeastern (North Miami, North Miami Beach) and northwestern (Hialeah, Miami Springs, Opa-Locka, Medley) Dade County. Much of the data collected will involve an update of the 1974 survey data in areas such as origin/destination, modes of access and egress, trip purpose and frequency, boarding time, transferring, sex, ethnic background, age, resident/tourist status, vehicle ownership and availability, and family income.

Other specialized information to be collected relates to the perceptions of Dade County residents in terms of trading off service frequency versus service coverage, expanding information distribution versus actual services, and other related questions. This information will provide the basis for making routing and scheduling decisions, for monitoring the system performance in relation to established service objectives, and for use in travel demand models. Special subarea surveys, conducted on a staggered basis during the normal four year cycle of County-wide surveys are considered to be essential in a rapidly changing urban area such as Dade County.

3. Collect and process general operating data including:
 - a. annual unlinked trips (passenger trips on a single transit vehicle);
 - b. annual revenue passengers (total revenue divided by average fare);
 - c. annual vehicle miles (total miles traveled by revenue vehicles);
 - d. annual revenue vehicle miles (total miles traveled by revenue vehicles while in revenue service);
 - e. number of revenue vehicles (total number of vehicles available for passenger service);
 - f. age distribution of revenue vehicles (frequency distribution of vehicle ages using the year of manufacture as a base);
 - g. average age of revenue vehicles (arithmetic mean of vehicle ages based on distribution described in item (f)).

These descriptive data items will provide information for continuous monitoring of system quality and performance in relation to system objectives established in the Transit Development Program. They are presently being collected by the Metro Transit Agency.

4. Collect and process the following transit system performance data:
 - a. time/distance contours from the CBD and other selected areas (based on travel time observations taken from an accompanying automobile on approximately 8 routes radiating outward from the CBD);
 - b. Schedule reliability data including schedule checks and breakdown monitoring (based on schedule conformance measurements taken at roadside observation stations and compilation of trouble calls);

1977 -78 UNIFIED PLANNING WORK PROGRAM

Work Element: 2.1.4 Transit Services (Continued)

Description :

c. route loading profiles (based on driver administered farebox counts).

These data items, which are presently not collected by the Metro Transit Agency on a continuing basis, will provide valuable information concerning system performance in terms of the existence of excessive delays, unreliable routes and/or overloaded runs. This would provide a basis for making operational/management decisions as well as providing another set of indicators of system performance to be compared against established system objectives.

B. Data Collection Methodology

A number of areas have been identified in which methodological improvements would provide reduced data collection costs as well as improved information utilization. The following three phase process will be utilized:

1. Review the existing data collection and processing methodologies;
2. Develop a standardized methodology to be used in collecting the following information:
 - a. route profiles;
 - b. special subarea transit survey data; and
 - c. any other data items identified in phase 1.
3. Develop a standardized methodology to be used for data processing activities particularly in the area of survey data processing (methodologies to be investigated include software systems such as an interactive computerized graphics system).

In summary, the products of this work element will consist of the data items described in Section A and the documentation of the methodologies to be developed under Section B.

The data described within Section A will provide system information to be used as measures of system performance in relation to objectives and associated criteria which are currently being revised as a part of the Transit Development Program.

RELATIONSHIP TO OTHER PROGRAMS: The product of this work element will provide input for a number of sub-elements of the TSME, including route planning, marketing, and a management study. Also, the data collected under this element will be structured so as to complement, rather than duplicate, the data obtained in response to Section 15 requirements. All work will be conducted in accordance with the Prospectus developed for the Miami urban area.

1977 - 78 UNIFIED PLANNING WORK PROGRAM

Work Element: 2.1.5 Transportation Attitudinal Survey

Description :

PURPOSE: To initiate a surveillance program of public attitudes in a large urban area that can be used to support the programs and activities of the MPO and as a tool in evaluating overall transportation program effectiveness.

PREVIOUS WORK: New Program.

PROGRAM YEAR ACTIVITIES: Creation of a methodology and data collection program to obtain transportation attitudinal information through interface with other continuing and special attitudinal survey efforts usually conducted within the urban area.

RELATIONSHIP TO OTHER PROGRAMS: All MPO activities, the Prospectus and transportation related programs. This element also supports elements 2.6.1 (Public Involvement) and 2.6.2 (Public Information) by providing survey results to more accurately direct both programs to specific areas of the population who lack and need information. Information gathered will be integrated with data obtained from other "Surveillance" activities to form a complete overview of the transportation system.

Principal Agency: DCMO

Participating Agencies: DCMO

<u>Cost Estimates</u>		<u>Source of Funds</u>	
Salaries	\$ 5,500	Federal :	UMTA \$6400
Fringes & Benefits	1,079		112
Travel			HPR
Equipment			OTHER
Supplies	761		
Contractual			
Indirect Cost	660	State:	
Other and/or Computer Services		Local:	\$1600
F.Y. 78 Cost:	\$ 8,000	Total:	\$8000
F.Y. 77 Cost:			
Total Program Cost	Continuing		

Comments:

1977 -78 UNIFIED PLANNING WORK PROGRAM

Work Element: 2.1.6 Environmental Impact Surveillance
(Continuous Permanent Air Monitoring)

Description :

PURPOSE: To provide monitoring of the air for motor vehicle related air pollutants at strategic locations throughout Dade County.

PREVIOUS WORK: This program has been part of the MUATS continuing surveillance activity. The Dade County Environmental Resource Management Department (DCERM) maintains a permanent ambient air sampling and recording system for analytical data from seventeen (17) strategically located air sampling sites.

PROGRAM YEAR ACTIVITIES: All air quality data from permanent and special air sampling programs are recorded and compiled into statistics for proper evaluation, and prepared for input in D.O.T. countywide computer diffusion model for the better understanding of existing traffic related pollution conditions and the prediction of future conditions. Included in the ambient air quality data are: haze, carbon monoxide, nitric oxides, sulfur dioxide, hydrocarbons, oxidants, particulates and lead.

ANTICIPATED RESULTS: Determination and evaluation of existing and future traffic related air pollution conditions for consideration in the MPO's short and long-range planning process.

RELATIONSHIP TO OTHER PROGRAMS: The results of this program, in conjunction with other state air quality programs, will be used in obtaining a more accurate overview of travel related air quality, and to allow for long-range comparisons for future planning needs (State implementation plan, transit impact studies, EPA requirements).

Principal Agency : DCERM

Participating Agencies : FDOT

<u>Cost Estimates</u>	
Salaries	\$ 33,000
Fringes & Benefits	6,477
Travel	563
Equipment	
Supplies	2,500
Contractual	
Indirect Cost	3,960
Other and/or Computer Services	
F.Y. 78 Cost:	\$ 46,500
F.Y. 77 Cost:	\$ 55,000
Total Program Cost	Continuing

<u>Source of Funds</u>		
Federal :	UMTA	\$ 18,600
	112	18,600
	HPR	
	OTHER	
State:		2,325
Local:		6,975
Total:		\$ 46,500

Comments: A study design will be submitted to FHWA for approval before work begins.

1977 - 78 UNIFIED PLANNING WORK PROGRAM

Work Element: 2.1.7 Land Use and Socio-Economic
(See 2.2.2)

Description:

PURPOSE: This element is combined with work element 2.2.2 "Land Use and Socio-Economic Maintenance and Forecasting" where surveillance activities are incorporated into projection methodologies.

PREVIOUS WORK: Continuing activity

PROGRAM YEAR ACTIVITY: An effort will be made during this fiscal year to separate surveillance activities from long-range planning activities.

ANTICIPATED RESULTS: A more refined and responsive program for land use and socio-economic data needs.

RELATIONSHIP TO OTHER PROGRAMS: Surveillance, Long Range Element, Prospectus.

Principal Agency: DCPD
Participating Agencies: All MPO Agencies

Cost Estimates

Salaries
Fringes & Benefits
Travel
Equipment
Supplies
Contractual
Indirect Cost
Other and/or Computer Services
F.Y. 78 Cost: See 2.2.2
F.Y. 77 Cost:
Total Program Cost

Source of Funds

Federal: UMTA
112
HPR
OTHER

State:

Local:

Total: See 2.2.2

Comments:

1977-78 UNIFIED PLANNING WORK PROGRAM

Work Element: 2.2.1 Long-Range Transportation Plan Development and Adoption

Description:

PURPOSE: To develop, adopt and maintain a long-range multi-modal Year 2000 Transportation Plan, such that it remains valid and consistent with changing transportation policy decision

PREVIOUS WORK: All products as defined in previous MUATS transportation planning programs and documented in Interim Reports 1-5, and in accordance with the current study design for this program.

PROGRAM YEAR ACTIVITIES: Work will be required during the first and perhaps the second quarter of fiscal year 1977-78, that will entail presenting the plan at various meetings and hearings and preparing appropriate responses. As a result of the Comprehensive Development Master Plan annual review process and the MPO's Year 2000 Plan adoption cycle, as well as annual review requirement of the transportation plan, the MPO long-range plan will be re-examined in light of any policy changes directly affecting transportation system requirements.

ANTICIPATED RESULTS: Adoption of the multi-modal long-range element of the urban area's transportation plan.

RELATIONSHIP TO OTHER PROGRAMS: The long-range element of the urban area's transportation plan is related to most transportation planning activities of the MPO.

Principal Agency: DCMO
Participating Agencies: All MPO Agencies

<u>Cost Estimates</u>		<u>Source of Funds</u>	
Salaries	\$ 67,530	Federal: UMTA	\$ 64,000
Fringes & Benefits	13,256	II2	15,600
Travel	610	HPR	
Equipment		OTHER	
Supplies	3,500		
Contractual			
Indirect Cost	8,104	State:	1,950
Other and/or Computer Services	7,000	Local:	18,050
F.Y. 78 Cost:	\$ 100,000	Total:	\$ 100,000
F.Y. 77 Cost:	\$ 40,000		
Total Program Cost	Continuing		

Comments:

1977 - 78 UNIFIED PLANNING WORK PROGRAM

Work Element: 2.2.2 Land Use and Socio-Economic Data Maintenance and Forecasting

Description:

PURPOSE: To identify and update short and long range modeling needs in conjunction with the development of a more diversified transportation planning support program focusing on the surveillance and forecasting of economic, demographic, and other variables relevant for transportation planning.

PREVIOUS WORK: This has been a continuing activity of the MUATS program. During FY'77 forecasting involved three separate areas of effort. Documentation of forecasting methods was refined for several of the variables. Preliminary estimates and projections of income for traffic zones was completed. Finally, following revisions of population distribution in the CDMP, the 1985 and 2000 MUATS data set was completely revised. Small adjustments were made in some of the totals, a new forecast of autos available was done and individual zonal values were reconciled with new data on special generators.

PROGRAM YEAR ACTIVITIES: The FY '78 program element covers two distinct but interrelated activities:

- A. Key economic, demographic, and other variables which are monitored and for which short and long range forecasts prepared.

The socio-economic variables currently estimated and forecast include the following:

- Total population
- Total dwelling units
- Total autos available
- Hotel and motel units
- Resident labor force
- Total employment

Principal Agency: DCPD

Participating Agencies: DCDOTT, DCMO, FDOT

Cost Estimates

Salaries	\$ 42,000
Fringes & Benefits	8,245
Travel	715
Equipment	
Supplies	1,000
Contractual	
Indirect Cost	5,040
Other and/or Computer Services	4,000
FY. 78 Cost:	\$ 61,000
F.Y. 77 Cost:	\$ 65,000
Total Program Cost	Continuing

Source of Funds

Federal:	UMTA	\$ 33,200
	II2	15,600
	HPR	
	OTHER	
State:		1,950
Local:		10,250
Total:		\$ 61,000

Comments:

1977-78 UNIFIED PLANNING WORK PROGRAM

Work Element: 2.2.2 Land Use and Socio-Economic Data Maintenance and Forecasting

Description :

Retail employment
Commercial employment
School enrollment

In FY 1977/78 traffic zone income estimates will be added, as will residential, and non-residential land use.

- B. As in previous years, certain critical variables in the data sets require additional work this year in the light of recent changes, and emerging trends. The population variable will be refined by designating an elderly (over 65) component. Methods will be explored for systematically distributing non-resident population to TAZ's. An analysis of the "autos available" variable will be done to assess the need for redefining it to include "all vehicles", or other appropriate measure. Work will be undertaken to link the ES-202 employment data with the Real Property file at the TAZ level. This will improve the reliability of the employment variables and allow special emphasis on selected activity centers.

ANTICIPATED RESULTS: A set of updated land use and socio-economic estimates and forecasts, and development of an ongoing comprehensive program for review and refinement of all MUATS modeling techniques.

RELATIONSHIP TO OTHER PROGRAMS: Long range plan development, short range program development.

1977 -78 UNIFIED PLANNING WORK PROGRAM

Work Element: 2.2.3 Travel Demand Forecasting

Description :

PURPOSE: The purpose of this activity is to refine the travel demand modeling techniques which are currently being used in the MPO's technical planning process. This represents a continuation of sub-element (B) of Work Element 2.2 of the FY 1976-77 UPWP. The continuation of this activity is considered essential for a number of reasons:

- (1) significant advancement of the state-of-the-art has occurred since most of the current models were developed in the 1960's;
- (2) many of the models need to be more responsive to policy issues such as the cost and availability of parking, fare structures, gas taxes, extent and type of transit service, and other travel restraint/incentive mechanisms;
- (3) all of the models need to be more flexible in structure and level of detail (particularly in the area of transportation supply variables), so as to be more responsive to the different needs of regional, subarea, corridor, and small area analyses, as well as the different requirements of long-versus short-range planning.

PREVIOUS WORK: Some initial model reviews have been made under sub-element (B) of Work Element 2.2 of the FY 1976-77 UPWP. The auto occupancy model which is used by the Washington Council of Governments was initially tested during the model validation portion of the MPO's 2000 Update (Work Element 2.3 of the FY 1975-76 UPWP). Additionally, significant work has been performed on the modal split model as a part of the Rapid Transit Preliminary Engineering Study.

PROGRAM YEAR ACTIVITIES: The following four activities will be conducted during the program year:

- (1) identify alternative modeling systems including various model structures, variable

Principal Agency : DCMO

Participating Agencies : DCDOTT, DCPD, FDOT

Cost Estimates

Salaries	\$17,000
Fringes & Benefits	3,337
Travel	800
Equipment	
Supplies	523
Contractual	
Indirect Cost	2,040
Other and/or Computer Services	8,800
<u>F.Y. 78 Cost:</u>	<u>\$32,500</u>
F.Y. 77 Cost:	45,000
Total Program Cost	Continuing

Source of Funds

Federal :	UMTA	\$ 15,400
	112	10,600
	HPR	
	OTHER	
State:		1,325
Local:		5,175
Total:		\$ 32,500

Comments:

1977 -78 UNIFIED PLANNING WORK PROGRAM

Work Element: 2.2.3 Travel Demand Forecasting

Description :

types, and computational methods;

- (2) analyze the systems identified in Activity (1) with respect to accuracy, sensitivity, reliability, and flexibility;
- (3) identify those particular model components with the greatest potential for improvement in the areas cited in Activity (2);
- (4) prepare a comprehensive set of modeling system improvements.

RELATIONSHIP TO OTHER PROGRAMS: The revised set of modeling techniques will be used directly in the development of the TSME and the Long Range Element of Transportation Plan, as well as any other special projects which require the estimation of travel demand/supply impacts. The analysis of variable types to be conducted in this element must be closely integrated with Work Element 2.2.2, Land Use and Socio-economic Data Maintenance and Forecasting.

1977 - 78 UNIFIED PLANNING WORK PROGRAM

Work Element: 2.3.1 Traffic Sign Inventory Management System

Description:

PURPOSE: The traffic sign inventory and work analysis system will provide data required to manage and analyze all of the aspects of traffic control sign projects, including records of official installation, planned maintenance and projections of need. Having a complete and comprehensive traffic sign inventory of Dade County including all 27 municipalities will provide an important tool to manage our transportation system in terms of evaluating safety and improvement programs. The effect that sign installations have on traffic safety could be easily seen, if this technique was implemented. For example, the beneficial effects of installing school pedestrian crossing signs could be determined.

This inventory would provide a complete system of analysis of substandard signs in need of replacement. It would provide a list by type and quantity to provide for the planning of an effective fabrication schedule. This would reduce the time required for replacement of installation. This inventory would be used as a budgetary tool in determining the expected life of signs, and the time needed to fabricate or install or repair these signs.

PREVIOUS WORK: It is estimated that there exists 320,000 traffic signs in Dade County. Attempts have been made to gain financial support and funding to inventory these signs for approximately four years. Initial attempts were through the State of Florida's Governor's Highway Safety Commission. In 1975, funding was requested through the Federal Aid Highway Program Section 230 Federal Aid Safer Roads Demonstration Program. The inventory was approved under this program, but funds were never allocated for conducting it.

Recently, a request was submitted to the State of Florida, Dept. of Administration,

Principal Agency: DCDOTT

Participating Agencies: FDOT

Cost Estimates		Source of Funds	
Salaries	\$ 80,000	Federal: UMTA	\$ 20,000
Fringes & Benefits	14,526	112	48,000 ¹
Travel	4,898	HPR	
Equipment	6,696	OTHER	30,000 ²
Supplies			
Contractual			
Indirect Cost	8,880	State:	6,000
Other and/or Computer Services		Local:	11,000
F.Y. 78 Cost:	\$115,000	Total:	\$ 115,000
F.Y. 77 Cost:			
Total Program Cost	\$466,000		

Comments: ¹ Funds subject to change due to carry-over and FY'78 allocation

² \$30,000 through the Governor's Highway Safety Committee

³ A more detailed description of this program will be submitted to FHWA Division office for approval before initiation of this effort.

1977-78 UNIFIED PLANNING WORK PROGRAM

Work Element: 2.3.1 Traffic Sign Inventory Management System

Description: (Cont'd)

Division of State Planning, Governor's Highway Safety Commission. This grant request was for \$15,000 to inventory the City of North Miami Beach, one of the 27 cities within Dade County. This grant was approved, funds released and inventory is currently underway. Approximately 12,000 signs (3%) have been inventoried. The County has recently entered into a contract to provide \$20,000 estimated worth of keypunching for this inventory of 320,000 signs. Computer programs to be used in this inventory are being prepared.

PROGRAM YEAR ACTIVITIES: It is proposed in the first year to inventory approximately 20,000 signs in Dade County. This would involve the use of 14 traffic technicians working full time performing this inventory and coding the information recorded. These 14 men would work as seven teams of two members each, one as the driver, one as the recorder of information.

ANTICIPATED RESULTS: It is proposed that the inventory be conducted in an orderly, logical procedure, beginning in the southern most portion of Dade County and proceeding north. One-fourth (1/4) of a complete County-wide inventory will be realized after the first year.

RELATIONSHIP TO OTHER PROGRAMS: This activity is related to other Transportation System Management elements, and traffic and accident surveillance activities. In addition, the following three categories of uses can be made of the results of this management system:

- (1) The traffic sign inventory management system will be programmed to interface with the accident information system (AIS) data base maintained by the Dade County Public Safety Department. When the AIS data base indicated high accident rates an automatic cross check with the sign inventory would take place to show any significant deviation from anticipated experience based on established controls. Conversely, an entry into the sign inventory would trigger an automatic entry into the Public Safety's data base. The effect that certain types of sign installations might have on the incidence of accidents could then be determined.
- (2) The computerized results of the Sign Survey will be interrelated with an existing computer program, SEMOIS-Sign Erection and Maintenance Operations Information System. SEMOIS is a management program which controls all new traffic sign installations and sign repair work, and schedules this work to the various sign installation crews. The data obtained is filed and used for inventory purposes and further data analysis.
- (3) The following County and Municipality Governmental Agencies have indicated that they would directly or indirectly benefit and utilize a sign inventory system:

1977 - 78 UNIFIED PLANNING WORK PROGRAM

Work Element: 2.3.1 Traffic Sign Inventory Management System

Description: (Cont'd)

DADE COUNTY

Building & Zoning
County Attorney's Office
Finance Department
Metro Transit Agency
Parks & Recreation
Planning Department
Public Safety Department
Public Works Department and Transportation
Administration Office
Office of Transportation Administration

27 MUNICIPALITY AGENCIES

Building & Zoning Offices
City Attorney's Offices
Planning Departments
City Police Departments
City Public Works Departments

1977 -78 UNIFIED PLANNING WORK PROGRAM

Work Element: 2.3.2 1977-1978 Bikeway Planning Program

Description :

PURPOSE: The purpose of this program is to provide a continuous bikeway planning effort that is a coordinated work element of the overall multimodal MPO planning activities and which is consistent with the goals and policies of the Comprehensive Development Master Plan, the Open Space and Recreation Plan, and the Bikeways Plan for Metropolitan Dade County, Florida. This work element is a continuous planning program in order to effectively supplement the Dade County transportation network and keep pace with its expansions.

PREVIOUS WORK: The Bikeways Plan for Metropolitan Dade County, Florida was adopted by the Board of County Commissioners in 1975. A citizens Bikeway Advisory Committee was then formed and a Bikeway Task Force was established with representation from several County departments. Together, the citizen's committee and the professional staff task force created a priority system for the implementation of bikeways and initiated detailed bikeway corridor planning. Through the 1976-1977 Miami Urban Area Transportation Study, measures designed to reduce bicycle accidents were initiated. General bicycling promotion was initiated, as were planning programs designed to maximize the use of bicycles and bikeway facilities for transportation. Financial measures for bikeway programs and facilities were also initiated.

PROGRAM YEAR ACTIVITIES: Bikeways are an integral part of the urban transportation system in Dade County and, as such, the Bikeway Planning Program must be continually expanded and updated to keep pace with the planned transit and roadway system improvements. In conjunction with a continuous assessment of bicycle/pedestrian path needs in established and expanding population centers of the County, a number of related activities are planned for this program year. These activities are designed to both continue bikeway transportation planning efforts begun previously and to initiate new planning measures which will help broaden the role of bikeways in serving the transportation needs of

Principal Agency : DCPR

Participating Agencies: DCDOTT, DCGSA, DCPD, DCPW, Dade County Public Safety

<u>Cost Estimates</u>		<u>Source of Funds</u>	
Salaries	\$ 9,715	Federal :	UMTA \$12,000
Fringes & Benefits	1,907		II2
Travel	500		HPR
Equipment	856		OTHER
Supplies	856		
Contractual			
Indirect Cost	1,166	State:	
Other and/or Computer Services		Local:	3,000
F.Y. 78 Cost:	\$ 15,000	Total:	\$ 15,000
F.Y. 77 Cost:	\$ 20,000		
Total Program Cost	Continuing		

Comments:

1977-78 UNIFIED PLANNING WORK PROGRAM

Work Element: 2.3.2 1977-1978 Bikeway Planning Program

Description:

local citizens. These planning activities are summarized as follows:

1. Continuation of Long-Range Planning Efforts: Through this program activity the need for specific short-range bikeway plans will be discovered and defined. These necessary bikeway planning measures will then be prioritized and scheduled for actual study initiation. Each of these measures will be structured to maximize the use of bikeways for Dade County's many commuters.
2. Continuation of Bikeway Route Planning: The officials of Dade County will continue to plan specific bikeway routes which form an integrated County-wide network. Cooperative planning will also continue with the increasing number of local municipalities who are planning city-wide bikeway networks. Efforts will be made to jointly plan a coordinated city-county bikeway system to aid transportation movement within the Miami urban area.
3. Continuation of Financial Planning: Information will continue to be collected about the monetary supplies required to meet the bikeway facility and program needs of the Miami Standard Metropolitan Statistical Area. Various financial organizations and assistance programs will be researched, as will innovative uses of local fiscal sources. A plan will be prepared to effectively utilize the available finances to help meet Dade County's bikeway transportation needs.
4. Continuation of Bikeway Promotion Planning: Information will continue to be gathered and organized concerning various methods of promoting bikeways as a viable transportation mode in Dade County's highly developed urban area. The promotion plan will describe the advantages to both bicyclists and the general public of utilizing bikeways for transportation needs.
5. Preparation of a Safety Education Program: Data will be gathered on bicycle accidents by location, date, time, cause, vehicles involved, persons involved, age, injuries. Information will be assembled on a variety of accident prevention programs which presently exist. A coordinated, well organized safety education program will be planned to reduce bikeway transportation accidents.
6. Initiation of a Legislation Study: Both existing and proposed laws which affect bicyclists, bicycles, and bikeways will be investigated. Legislation and the accompanying regulations which either reduce or have the potential for improving the effectiveness of bikeways as an important mode of transportation in Dade County will be identified.
7. Revision of The Bikeways Plan for Metropolitan Dade County, Florida: A general evaluation of the plan will be conducted during this program year. An update will be prepared which includes new and/or revised information gathered and analyzed by local citizens, bicycle enthusiasts, and professional staff members.

PROGRAM YEAR ANTICIPATED RESULTS: It is anticipated that the long-range planning, bikeway route planning, financial planning, bikeway promotion planning, safety education program planning, legislation planning, legislation planning program, and bikeway plan update activities of this Work Element will result in a broad based approach to increasing the role of bikeways in helping to meet the transportation demands of a major urban area.

RELATION TO OTHER PROGRAMS: CDMP, MPO, long-range element, TIP, TSME

1977 - 78 UNIFIED PLANNING WORK PROGRAM

Work Element: 2.3.3 Transit System Management
Sub-Element: 2.3.3.1 Transit Scheduling Management Studies

Description :

PURPOSE: The recent focus and orientation of public transportation services has introduced new complexities and demands for the business of transit management. The need exists, therefore, to plan management systems which offer increased flexibility and efficiency as well as a set of computer programs which improve the scheduling of drivers and vehicles, can provide savings in driver assignments, speed of re-scheduling, accuracy of cost estimating for evaluation of alternative transit improvements, printing of passenger schedules, and the like.

PREVIOUS WORK: No previous efforts have been made.

PROGRAM YEAR ACTIVITIES: Four steps will be undertaken to initiate planned installation of this management system for transit scheduling:

1. Building the data bases which define the Dade County transit system.
2. Modifying the existing software to conform with labor agreement clauses and format requirements.
3. Initiate the modified software on a local computer system.
4. Training proper personnel in the system's use and application.

Principal Agency : DCMO

Participating Agencies : DCMO

Cost Estimates

Salaries	\$ 5,000
Fringes & Benefits	982
Travel	418
Equipment	
Supplies	
Contractual	29,800
Indirect Cost	600
Other and/or Computer Services	8,200
F.Y. 78 Cost:	\$ 45,000
F.Y. 77 Cost:	
Total Program Cost	Continuing

Source of Funds

Federal :	UMTA	\$36,000
	112	
	HPR	
	OTHER	

State:

Local:	9,000
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Total:	\$45,000
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Comments:

1977 -78 UNIFIED PLANNING WORK PROGRAM

Work Element: 2.3.3 Transit System Management
Sub-Element 2.3.3.2 Elderly and Handicapped Needs Study

Description :

PURPOSE: For the past two fiscal years the transportation planning program for the Miami urbanized area has been engaged in developing an Overall Work Program to orient the development of a transportation program that will provide service to meet the transportation demands of the elderly and handicapped community. The transportation needs of wheelchair and semiambulatory persons has received special attention. Efforts to identify this group and determine their travel needs has been foremost in the County's transportation planning program. The County's Special Transportation Service (STS) program was developed using private for-hire vehicles to transport self-identified, semiambulatory, and wheelchair-bound functionally handicapped residents. In addition, a large number of non-functionally handicapped persons who are capable of riding the bus have been identified and included in the MTA half-fare program for the elderly and ambulatory handicapped. These programs have shown positive results in Dade County's elderly and handicapped community and need to build on accomplishments to date that will ensure the continuance of the program as an element of TSM efforts, in accordance with an earlier UMTA approved study design (FY'76 UPWP-3.10), and provide continuing input to the Elderly and Handicapped Needs Study.

PREVIOUS WORK: A considerable amount of data and basic information regarding transportation disabilities and travel characteristics of the handicapped has been obtained under the UMTA approved study design for FY'76. In cooperation with the Dade County Advisory Board on the Physically Disabled, a consumer group composed of handicapped residents, the Office of Transportation Administration developed the Special Transportation Service. STS is a system of private for-hire taxis and lift-equipped vans providing curb-to-curb service to approved users anywhere in the County, for any trip purpose, seven days a week, for one dollar per trip. The STS program utilized self-identification techniques to locate persons eligible for STS and the MTA half-fare program. Data collection activities are an on-going effort in order to help determine the target population size, location,

Principal Agency : DCMO

Participating Agencies: DCMO, FDOT, Florida Dept. of Health and Rehab. Services, Dade County Dept. of Human Resources

Cost Estimates		Source of Funds	
Salaries	\$70,000	Federal : UMTA	\$.84,000
Fringes & Benefits	13,741	112	
Travel	3,700	HPR	
Equipment		OTHER	
Supplies	3,159		
Contractual			
Indirect Cost	8,400	State:	
Other and/or Computer Services	6,000	Local:	21,000
F.Y. 78 Cost:	\$105,000	Total:	\$ 105,000
F.Y. 77 Cost:			
Total Program Cost	Continuing		

Comments:

1977-78 UNIFIED PLANNING WORK PROGRAM

Work Element: 2.3.3 Transit System Management
Sub-Element 2.3.3.2 Elderly and Handicapped Needs Study

Description :

travel needs and other user characteristics. A monitoring report was completed evaluating the first six months of STS service and also MTA half-fare service operations, cost factors, user characteristics, travel patterns and user satisfaction with both programs. Also included in the monitoring report were a brief study of other private for-hire elderly and handicapped transportation programs around the country, conclusions from the information gathered and recommendations for future STS service.

Prior to the close of FY'77, an Overall Work Program addressing continuing activities and programs for the elderly and handicapped will be prepared to guide FY'78 efforts.

PROGRAM YEAR ACTIVITIES:

1. Continued data base information maintenance, with emphasis on elderly transportation materials, and refinement of travel characteristics for elderly and handicapped persons.
2. Maintenance of liaison with the Dade County Advisory Board on the Physically Disabled, formation, coordination and maintenance of planning activities of a consumer and provider-based advisory committee for the Elderly and Handicapped Needs Study to guide the overall planning effort and the formulation of a five-year plan.
3. Increase technical support and program analysis services to social service and other non-transportation agencies.
4. Review and evaluation of transportation planning activities and programs for sensitivity to elderly and handicapped needs.
5. Coordination of elderly and handicapped planning program and needs analysis with MTA programs and expansion activities to promote maximum accessibility by elderly and handicapped residents.
6. Coordination with other programs and new program development to promote servicing elderly and handicapped transportation needs.
7. Continue coordination with State elderly and handicapped programs.
8. Maintenance of Overall Work Program activities and program development.

RELATIONSHIP TO OTHER PROGRAMS: This program will provide partial data and analysis support to sub-element 2.3.3.4, Paratransit Program Development, as well as support to activities that are undertaken to satisfy the area's elderly and handicapped transportation programs including citizen involvement programs and capital acquisition programs. The findings from this work program will be used in shaping long-range and short-range transit improvements.

1977 - 78 UNIFIED PLANNING WORK PROGRAM

Work Element: 2.3.3 Transit System Management
Sub- Element: 2.3.3.3 Para Transit Program Development

Description :

PURPOSE: In conjunction with the continuing assessment of unmet community transportation needs, review and analyze current public and private para-transit services and develop and implement a multi-year improvement program. Assess the operational, technological, political, regulatory, social and funding factors that impede para-transit development in South Florida. Special emphasis will be devoted to para transit potentials to:

- a) Supplement elderly and handicapped transportation services;
- b) Provide alternatives for social service agency transportation needs;
- c) Serve as alternative to fixed route transit service;
- d) Attract a larger share of person trips.

PREVIOUS WORK: A 1974 study on the characteristics of the taxicab industry, and an FY '77 study on the needs of the elderly and handicapped has identified some para-transit potential.

PROGRAM YEAR ACTIVITIES:

- (1) Inventory existing public and private para-transit services by type of service, clientele, operating characteristics, funding source(s), origins and destinations and short term future plans for a continuing data base.
- (2) Analyze public and private transit systems for strengths and weaknesses.
- (3) Develop as an integral part of the planning process, a consultative process involving private service deliverers, consumers, governmental agencies and related interested groups.

RELATIONSHIP TO OTHER PROGRAMS: This endeavor is a continuation of efforts identified in the TSME of March, 1976 and is in conformance with identified Federal guidelines and transit service improvements, as well as in support of current service innovations for handicapped and elderly residents.

Principal Agency : DCMO

Participating Agencies : DCMO

<u>Cost Estimates</u>		<u>Source of Funds</u>	
Salaries	\$ 30,000	Federal : UMTA	\$ 37,000
Fringes & Benefits	5,889		
Travel	2,850		
Equipment			
Supplies	1,911		
Contractual		HPR	
Indirect Cost	3,600		
Other and/or Computer Services	2,000		
FY. 78 Cost:	\$ 46,250	State:	
F.Y. 77 Cost:		Local:	9,250
Total Program Cost	Continuing	Total:	\$ 46,250

Comments: The above work element description represents the first year of multi-year planning effort designed to develop and implement effective and efficient County-wide para-transit service improvements.

1977 - 78 UNIFIED PLANNING WORK PROGRAM

Work Element: 2.4 Transportation Improvement Program

Description:

PURPOSE: To maintain a current 5-year Short-Range Transportation Improvement program consistent with long range planning activities.

PREVIOUS WORK: This is a continuing element of the MPO program.

PROGRAM YEAR ACTIVITIES:

- A. Examination of current year and 5-year proposals for capital expenditures for all modes (roads, mass transit improvements, airport, seaport) as well as transit operating needs.
- B. Review of scope of projects, priorities and schedules.
- C. Coordination of Transportation Improvement Program (TIP) with long range plan and programmatic goals.
- D. Identification of requirements to provide elderly and physically disabled persons with mass transit services.
- E. Establishment of a Service Delivery element as required for UMTA programs.
- F. Coordination of public planning processes and programs with private transportation services.
- G. Coordination of Short Range Transit Improvement Program (SRTIP) with the Transportation Improvement Program (TIP).

ANTICIPATED RESULTS: Development of a multi-modal Transportation Improvement Program (TIP) for FY'79, with forecasts of needs until FY'83, as well as related elements of the TIP required by Federal guidelines.

Principal Agency: DCMO
Participating Agencies: All MPO Agencies

Cost Estimates

Salaries	\$ 27,493
Fringes & Benefits	3,430
Travel	710
Equipment	
Supplies	1,267
Contractual	
Indirect Cost	2,100
Other and/or Computer Services	
<u>F.Y. 78 Cost:</u>	<u>\$ 35,000</u>
<u>F.Y. 77 Cost:</u>	<u>\$ 25,000</u>
Total Program Cost	Continuing

Source of Funds

Federal:	UMTA	\$ 20,000
	II2	
	HPR	7,000
	OTHER	
State:		3,000
Local:		5,000
Total:		\$ 35,000

Comments:

1977 - 78 UNIFIED PLANNING WORK PROGRAM

Work Element: 2.5 Annual Report, Prospectus, Unified Planning Work Program, and Service Description Manual

Description :

PURPOSE: To establish a multi-year framework within which the development of detailed annual elements of the overall work program can be developed to insure administrative compliance with federal regulations guiding the overall transportation planning process. This work element will allow the MPO, its staff and member agencies to better formulate the development of transportation planning program and the preparation of any materials necessary to effectuate the annual endorsement of the Transportation Plan by the MPO.

PREVIOUS WORK: This is a continuing element of the MPO activities for the Miami area.

PROGRAM YEAR ACTIVITIES:

- A. Preparation and annual updating of the Prospectus - a five (5) year framework which summarizes descriptions of planning activities and programs.
- B. Preparation of the Unified Planning Work Program (UPWP) - delineates the annual metropolitan transportation planning and support activities.
- C. Preparation of an Annual Report which summarizes the MPO's previous year activities. The report will be printed in several local newspapers utilizing bilingual formats.
- D. Preparation of any materials necessary to effectuate the annual endorsement of the transportation plan.

ANTICIPATED RESULTS: MPO Prospectus (FY 1979-83)
 MPO Unified Planning Work Program (FY 1979)
 Annual Report (FY 1977 activities)
 Service Description Manual (FY '78)

RELATIONSHIP TO OTHER PROGRAMS: TIP, TSME, long-range element and element 2.6.2

Principal Agency : DCMO
Participating Agencies : All MPO Agencies

<u>Cost Estimates</u>		<u>Source of Funds</u>	
Salaries	\$19,740	Federal :	UMTA \$ 46,400
Fringes & Benefits	3,885		112
Travel	846		HPR
Equipment			OTHER
Supplies	31,174		
Contractual			
Indirect Cost	2,355	State:	
Other and/or Computer Services		Local:	11,600
F.Y. 78 Cost:	\$58,000	Total:	\$ 58,000
F.Y. 77 Cost:	\$58,000		
Total Program Cost	Continuing		

Comments:

1977 - 78 UNIFIED PLANNING WORK PROGRAM

Work Element: 2.6.1 Public Involvement Effort

Description:

PURPOSE: To further develop and maintain the existing countywide citizen participation program in support of all transportation planning efforts of the Metropolitan Planning Organization (MPO), and in conformance with FHWA-UMTA requirements relative to the Transportation System Management (TSM) element and the long range element.

PREVIOUS WORK: A continuing program.

PROGRAM YEAR ACTIVITIES: The citizen participation program will continue to provide an organizational structure through which citizens and public officials will be well informed of all significant aspects of long and short-range transportation planning and development. The program provides the vehicle by which citizens can participate in the planning and decision-making process for the development of special transportation facilities and services for the elderly and handicapped persons. The public involvement program is the mechanism by which the citizens of Dade County interact with public officials and project designers on transportation issues, review alternative transportation concepts, and express their preferences. The program also provides a means by which citizens identify transit needs and priorities, participate in timely resolution of conflicting views, and influence the decision-making process to a degree that will provide solutions which best serve the transportation needs of the greatest number of people.

ANTICIPATED RESULTS: The citizen participation program will insure input by the public at-large into the many different and ongoing activities covered by the Metropolitan Planning Organization (MPO).

RELATIONSHIP TO OTHER PROGRAMS: Principal activities in this coming year are support of all MPO activities, particularly the long-range element.

Principal Agency: DCMO
Participating Agencies: All MPO Agencies

<u>Cost Estimates</u>		<u>Source of Funds</u>	
Salaries	\$ 26,612	Federal:	UMTA \$28,800
Fringes & Benefits	5,223		112
Travel			HPR
Equipment			OTHER
Supplies	972		
Contractual			
Indirect Cost	3,193	State:	
Other and/or Computer Services		Local:	\$7,200
F.Y. 78 Cost:	\$ 36,000	Total:	\$36,000
F.Y. 77 Cost:	\$100,000		
Total Program Cost	Continuing		

Comments:

1977 - 78 UNIFIED PLANNING WORK PROGRAM

Work Element: 2.6.2 Public Information Program

Description :

PURPOSE: Create a countywide public information program to keep the public informed of activities and programs in support of the Metropolitan Planning Organization and activities of the Urban Area Transportation Planning Program.

PREVIOUS WORK: New Program.

PROGRAM YEAR ACTIVITIES: Planning and creating the study design necessary to create a countywide public information program designed to support the goals of the countywide public involvement program in order to keep the public informed of transportation planning activities and opportunities to participate in those activities. This would include audio visual and public information needs programs to effectuate public awareness of the overall transportation planning program.

ANTICIPATED RESULTS: Continuing activity.

RELATIONSHIP TO OTHER PROGRAMS: All MPO activities especially elements 2.1.5, and 2.5 programs.

Principal Agency : DCMO
Participating Agencies : All MPO agencies

<u>Cost Estimates</u>		<u>Source of Funds</u>	
Salaries	\$ 14,000	Federal :	UMTA \$ 19,200
Fringes & Benefits	2,748		112
Travel			HPR
Equipment			OTHER
Supplies	572		
Contractual	5,000		
Indirect Cost	1,680	State :	
Other and/or Computer Services		Local :	4,800
F.Y. 78 Cost:	\$ 24,000	Total :	\$ 24,000
F.Y. 77 Cost:			
Total Program Cost	Continuing		

Comments:

3.0 SPECIAL AND SUPPORT ACTIVITIES

This phase of the Unified Planning Work Program consists of the following activities:

3.1 Local Area

- 3.1.1 Aviation Master Plan Development Program
- 3.1.2 Station Area Design and Development Studies
- 3.1.3 Technical Assistance and Information Dissemination
- 3.1.4 Specialized Trip Generation Studies
- 3.1.5 Energy Conservation Planning Program

3.2 Regional Activities

- 3.2.1 South Florida Transit Impact Study
- 3.2.2 Communication and Liaison
- 3.2.3 Coordination and Review
- 3.2.4 Policy Development

3.3 Statewide Plan

- 3.3.1 Florida Waterports System Study
- 3.3.2 Florida Rail Plan

1977 - 78 UNIFIED PLANNING WORK PROGRAM

Work Element: 3.1.1 Aviation Master Plan Development Program

Description:

PURPOSE: Development of a plan to specify the roles of the airports in the Dade County system and maximize their growth potential.

PREVIOUS WORK: Past work includes an inventory of landside, terminal, and airside resources and forecast of aircraft operations, passenger arrivals and departures, and ground transportation requirements.

PROGRAM YEAR ACTIVITIES: Activities and estimated costs for programs in this year's effort are:

<u>Program Element</u>	<u>Cost</u>
a. Miami International Airport Master Plan	\$200,000
b. Tamiami Airport Master Plan	60,000
c. Opa-Locka Airport Master Plan	60,000
d. Airport Expressway Connection Planning	50,000
e. Site 14 Corridor Study	50,000

A. Miami International Airport Master Plan

PROGRAM YEAR ACTIVITIES: This task will be comprised of the following activities:

a. Establish the environmental impact on MIA to meet forecasted levels of activity.

Principal Agency: DCAD
Participating Agencies: All MPO Agencies

<u>Cost Estimates</u>		<u>Source of Funds</u>	
Salaries		Federal :	UMTA
Fringes & Benefits	\$ 33,600		112
Travel	6,596		HPR
Equipment	2,000		OTHER
Supplies			FAA \$315,000
Contractual	374,804		
Indirect Cost	3,000	State:	52,500
Other and/or Computer Services		Local:	52,500
F.Y. 78 Cost:	\$ 420,000	Total:	\$420,000
F.Y. 77 Cost:	\$ 235,000		
Total Program Cost			

Comments:

1977-78 UNIFIED PLANNING WORK PROGRAM

Work Element: 3.1.1 Aviation Master Plan Development Program

Description: (Cont'd)

- b. Evaluate the environmental impact on MIA and the general area of the basic airport plan for both intermediate and long term growth.
- c. Develop the one best general concept providing the opportunity for meeting forecasted levels of activity.
- d. Evaluate variations of the general concept which would provide the greatest long-term benefit to MIA and the environment.
- e. Prepare documents showing proposed courses of action and growth for lane use, terminal, maintenance and operation, with provision for financing the proposed plan.

PROGRAM YEAR ANTICIPATED RESULTS: Completed master plan for MIA which specifies the ultimate airport concept for maximum capacity at MIA.

B. Tamiami Airport Master Plan

PROGRAM YEAR ACTIVITIES: The plan will identify operational objectives, schedules for making significant operational changes, and specify facility requirements. The study will also analyze and specify funding.

PROGRAM YEAR ANTICIPATED RESULTS: A comprehensive documented plan which specifies facilities, costs, necessary revenues and timing to develop Tamiami Airport to its ultimate capacity.

C. Opa-locka Airport Master Plan

PROGRAM YEAR ACTIVITIES: This plan will identify operational changes, schedules for making significant operational changes, and specify facility requirements. The study will also analyze and specify funding required to implement the plan.

PROGRAM YEAR ANTICIPATED RESULT: A comprehensive documented plan which specifies facilities, costs, necessary revenues and timing to develop Opa-locka Airport to its ultimate capacity.

D. Airport Expressway Connector Planning*

PURPOSE: Study the airport ground systems and be assured that we have sufficient access to match the growth plans of Miami International Airport.

PREVIOUS WORK: A feasibility study has been completed by Howard, Needles, Tammen & Bergendoff (November, 1974) entitled "Preliminary Locations Study-Miami Intermodal Transportation Inter-face Facility."

PROGRAM YEAR ACTIVITIES: The importance of planning for, and implementation of improved airport access has been recognized for many years. The current primary road program officially proposed by Dade County for consideration by the Florida Department of Transportation includes the planning of a limited access facility connecting the Airport Access Road (in the vicinity of LeJeune Road & NW 21st Street), with emphasis on this connector, to the existing Airport Expressway (in the vicinity of NW 37th Avenue). Additional roadway improvements and connector systems need to be studied also.

1977 -78 UNIFIED PLANNING WORK PROGRAM

Work Element: 3.1.1. Aviation Master Plan Development Program

Description: (Cont'd)

PROGRAM YEAR ANTICIPATED RESULT: This study will specify the route, right of way acquisition requirement, the design elevations, costs and revenues required to specify to a design engineer sufficient information to design this highway.

RELATIONSHIP TO OTHER PROGRAMS: This program is related to all other aviation plan activities, comprehensive planning programs, and the Transportation Improvement Program.

E. Site 14 Corridor Study

PROGRAM YEAR ACTIVITIES: This task will be comprised of the development of a scenario which reflects accelerated use of Site 14 as a training and possibly as a commercial airport due to increasing volumes of traffic and from possible restriction of volumes at MIA due to noise abatement requirements. This study will analyze the effects of resultant ground transportation to determine modes, volumes, corridor number and spatial requirements.

PROGRAM YEAR ANTICIPATED RESULT: A comprehensive documented plan which specifies the number, spatial requirements, location, cost, and timing providing necessary ground transportation corridors to Site 14.

*Airport ground and access systems are eligible under FAA's Airport Development Aid (ADAP) Program.

1977 -78 UNIFIED PLANNING WORK PROGRAM

Work Element: 3.1.2 Station Area Design and Development Studies

Description:

PURPOSE: A rapid transit system is a major urban investment having far reaching and relatively permanent consequences for the form and structure of the metropolitan area. The construction of the rapid transit in Dade County will not only alter and improve major modes of access, but will have considerable effects on its land use patterns, social and economic conditions, and the environment in general.

Vital to the implementation of the rapid transit is the complementary development surrounding transit stations. This work element is necessary to assure that the development surrounding transit stations is carried out in an orderly manner, with proper controls and incentives to assure desirable development.

PREVIOUS WORK: Phase I of the Station Area Planning Study was completed in September 1976, at a cost of \$145,000.

Phase I consisted of five main tasks carried out by the Dade County Planning Department staff which will input into Phase II of Station Area Planning.

- Development of Stage I Corridor existing market data, review of the Environmental Impact Assessment, and preparation of related bibliographies.
- Development of station inventory data on past, present and future conditions regarding land use, environment, transportation, zoning, design and similar factors; review of station access facility plans in Milestone 8; and, preparation of preliminary station area goals and objectives.
- Development, together with the Office of Transportation Administration, of a citizen participation structure for Phase II of this project.

Principal Agency: DCMO

Participating Agencies: DCPD/DCDOTT/DCPW

Cost Estimates

Salaries	\$ 60,000
Fringes & Benefits	11,778
Travel	5,000
Equipment	1,000
Supplies	2,022
Contractual	117,750
Indirect Cost	7,200
Other and/or Computer Services	
F.Y. 78 Cost:	\$ 204,750
F.Y. 77 Cost:	\$ 300,000
Total Program Cost	

Source of Funds ¹

Federal : UMTA
 II2
 HPR
 OTHER

State:

Local:

Total:

Comments: ¹ UMTA Sec. 9 funds will be requested during FY'78 to fund Phase III of this program above the proposed funding level for this fiscal year.

1977-78 UNIFIED PLANNING WORK PROGRAM

Work Element:

3.1.2 Station Area Design and Development Studies

Description:

- Research on implementation techniques, and
- Development of base data and methodologies for cost/revenue analysis.

Phase II of the Station Area Planning Study is due to begin by March, 1977. Included in FY 76/77 Phase II activities are:

Part 1. Planning Input

Final development of station area goals and objectives and collection of additional data;

Economic analysis resulting in station development specific projection; and Access & Circulation Analysis.

Part 2. Development of Concept Plans

Through a series of steps beginning with Space Allocation, alternative land use, transportation and urban design plans will be developed for each station for review by citizens and committees.

PROGRAM YEAR ACTIVITIES: Two major task areas will be undertaken during FY 77/78. First is the continuation of the development of Concept Plans (Phase II, Part 2.0), and the second is the evaluation and review of the Concept Plans (Phase II, Part 3.0). A summary of each of these tasks follows.

Phase II, Part 2.0, DEVELOPMENT OF CONCEPT PLANS (Cont'd)

The purpose of this task is to prepare concept plans for each station influence area incorporating land use, transportation and design elements. For some of the stations only one concept plan will be necessary. For others, a number of alternatives may be developed, which, after evaluation may be modified resulting in a composite plan or new alternative.

Factors which will "control" a reasonable set of alternatives include the practical necessity to limit the number to be investigated for any given station (generally no more than 3 alternatives), and station area characteristics such as availability of developable and redevelopable sites.

Concept plans will be developed consisting of the following individual plans:

- Land Use Plan expressing the integration of future land use mixes with existing development.
- Transportation Plans integrating station access facilities, bus circulation, bikeways and road network with the land use plan.
- Urban Design Plan presenting 2- and 3- dimensional description of land use and transportation plans together with pedestrian circulation and landscape features for selected station areas.

1977-78 UNIFIED PLANNING WORK PROGRAM

Work Element:

3.1.2

Station Area Design and Development Studies

Description: (Cont'd)

Phase II, Part 3.0 EVALUATION & REVIEW

Using qualitative and quantitative criteria such as Cost Revenue Analysis, Implementation Feasibility, and Capital Investment Requirements, evaluate for selected stations. The feasibility and impacts of the concept plan(s) developed in Task 2.0.

Subsequent to evaluation, conduct a final citizens review to achieve the final version of the concept plan for each station area.

1977 -78 UNIFIED PLANNING WORK PROGRAM

Work Element: 3.1.3 Technical Assistance and Information Dissemination

Description:

PURPOSE: Information developed for transportation planning activities (2.0 programs) has continued to be of considerable interest and use to various levels of government and the private development sector in Dade County. Dade County's transportation planning program, neighborhood and municipal plans, and private and public development activities can be more effectively operated and promoted by timely and cooperative responses to requests for information and technical assistance to the public and private sector.

PREVIOUS WORK: This has been an on-going activity accomplished in the past much in the manner described below in Program Year Activities.

PROGRAM YEAR ACTIVITIES: Requests for information will come 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 MPO committees. Quality, prompt response to a request is one service goal. Thus, the participating agency that receives the request will be responsible for preparing the appropriate and prompt response if pertinent information is on hand in that agency. Otherwise, the agency receiving the request will contact other MPO participants before the agency prepares the response.

Routine requests may be handled directly by the agency as a part of their regular administrative procedures with informational copies to the appropriate MPO committee chairman. Requests not of a routine nature will be referred to the appropriate MPO 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 with far reaching ramifications would normally be considered not to be routine.

Principal Agency : DCDOTT/DCPW
Participating Agencies: DCAD, DCERM, DCPD

<u>Cost Estimates</u>		<u>Source of Funds</u>	
Salaries	\$ 3,000	Federal :	UMTA
Fringes & Benefits	590		II2
Travel			HPR
Equipment			OTHER
Supplies	50		
Contractual			
Indirect Cost	360	State:	
Other and/or Computer Services		Local:	\$ 4,000
F.Y. 78 Cost:	\$ 4,000	Total:	\$ 4,000
F.Y. 77 Cost:			
Total Program Cost	Continuing		

Comments:

1977-78 UNIFIED PLANNING WORK PROGRAM

Work Element: 3.1.3 Technical Assistance and Information Dissemination

Description:

ANTICIPATED RESULTS: Better information exchange between private enterprise and governmental agencies, better information exchange among governmental agencies, and additional secondary uses of MPO generated information are anticipated.

RELATIONSHIP TO OTHER PROGRAMS: CDMP update, neighborhood and municipal plan development, 2.0 programs.

1977 -78 UNIFIED PLANNING WORK PROGRAM

Work Element: 3.1.4 Specialized Trip Generation Studies

Description :

PURPOSE: To evaluate the traffic impact of proposed land use developments, one element is the calculation of vehicular and transit use during peak periods of arterial street and land use activity. MPO generation equations are cumbersome, non-inclusive and not applicable for peak periods. Other sources of peak hour and directional generation rates such as those published by ITE and FDOT are used. However, often these sources are found to be incomplete or insufficient to develop desired estimates. The purpose of this activity is to supplement generation rates available from other sources for local application and to provide these external sources with the local results so that voids in their work can be reduced.

PREVIOUS WORK: In the past few years, a limited number of observations and analyses have been conducted locally on peak directional generation at shopping centers, condominiums and single family and townhouse residential developments where it was decided that the rates from external sources should be either supplemented or substantiated with local conditions.

PROGRAM YEAR ACTIVITIES: The scope of this year's activities will be to supplement that of available external sources and previous analyses conducted locally. It is not the intent to allocate sufficient manpower necessary to collect and analyze in the current year sufficient quantities of data that alone would provide statistically significant results. However, data grouped from other years, the current year, and future year activities should provide such results, as well as an indication of trends.

This year's activities will concentrate on retirement and non-retirement condominiums, townhouses, and partially self-contained residential/commercial developments. Contact with development management will be made and maintained as necessary to obtain occupancy

Principal Agency : DCDOTT

Participating Agencies : DCDOTT

<u>Cost Estimates</u>		<u>Source of Funds</u>	
Salaries	\$ 3,200	Federal :	UMTA
Fringes & Benefits	628		112
Travel			HPR
Equipment			OTHER
Supplies	88		
Contractual			
Indirect Cost	384	State :	
Other and/or Computer Services		Local :	\$ 4,300
F.Y. 78 Cost:	\$ 4,300	Total :	\$ 4,300
F.Y. 77 Cost:			
Total Program Cost	Continuing		

Comments:

1977 -78 UNIFIED PLANNING WORK PROGRAM

Work Element: 3.1.4 Specialized Trip Generation Studies

Description: (Cont'd)

and other information. Peak hour directional counts will be taken manually on weekdays, supplemented with 24-hour machine counts at a minimum of three times during the year for each sampled use. For each class of land use, approximately three to five locations will be selected. This selection will be based on geographic area, size of development, ease of obtaining and accuracy of necessary supplemental information, and minimization of manpower and equipment required to perform sampling measurement.

As local conditions may dictate during the year, alternate land use forms may be substituted for those discussed above, with no overall expansion to the scope of this element during the program year.

ANTICIPATED RESULTS: The peak hour directional vehicular and person generation for the selective land uses studies will be shared with others interested locally, at the state level, and national associations, and daily vehicular rates obtained.

RELATIONSHIP TO OTHER PROGRAMS: Traffic Analysis and Impact of Proposed Developments, neighborhood plans, and Florida section and national (ITE) studies should benefit from this activity.

1977 -78 UNIFIED PLANNING WORK PROGRAM

Work Element: 3.1.5 Energy Conservation Planning Program

Description :

PURPOSE: To incorporate energy conservation aspects into the ongoing comprehensive planning program of Dade County consistent with the Federal and State policy requirements.

PREVIOUS WORK: An investigation of the state-of-the-art in current approaches towards energy conservation analysis in land use and transportation planning was initiated during the FY '77 program year. The primary focus of this effort was to collect and review all available information, prior to developing a study design framework for a comprehensive energy conservation planning program, relative to: (a) analyzing the energy consequences of alternative land use and transportation plans and policies, (b) formulating energy conservation strategies to meet specified goals and objectives. This basic investigatory effort is near completion. A preliminary study design framework delineating the study methodology and a generalized scope of work of the overall Energy Conservation Planning Program is outlined below. This work element is subject to refinement subsequent to finalizing this generalized work program for Phase II activities for FY '78.

PROGRAM YEAR ACTIVITIES: The specific tasks of this project would relate to the three distinct phases of the Energy Conservation Planning Program as outlined below. Phase I of the program: Development of the Energy Related Goals, Policies and Guidelines for Areawide Land Use Planning and Development as an Element of the CDMF is expected to be completed during FY '77. Work on Phase II: Land Use/Transportation Management Planning Program and Phase III: Energy Consumption Monitoring Program will be limited essentially in detailing and defining the specific aspects of these phases to be actually carried out in subsequent years.

I. **PHASE II PROGRAM ANALYSIS:** This will involve the synthesis of the background material and information gathered during the past year in Phase I. The information must be analyzed

Principal Agency : DCPD
Participating Agencies : DCDOTT, DCMO

<u>Cost Estimates</u>	
Salaries	\$ 14,000
Fringes & Benefits	2,748
Travel	667
Equipment	238
Supplies	667
Contractual	
Indirect Cost	1,680
Other and/or Computer Services	
F.Y. 78 Cost:	\$ 20,000
F.Y. 77 Cost:	\$ 20,000
Total Program Cost	Continuing

<u>Source of Funds</u>		
Federal :	UMTA 112 HPR OTHER	\$16,000
State:		
Local:		4,000
Total:		\$20,000

Comments:

1977-78 UNIFIED PLANNING WORK PROGRAM

Work Element: 3.1.5 Energy Conservation Planning Program

Description: (Continued)

with respect to its implications for formulating and evaluating energy conservation plans and programs in Dade County. The underlying issue of this study is to identify and provide for areawide development patterns which are consistent with the social, economic and environmental objectives of the area, and which exhibit lower travel demands while preserving urban mobility.

In context with the developmental planning process, proposals for reduction in energy consumption will aim at: (1) reduction in areawide transportation demand, particularly of automobile use; and (2) encouragement of the use of energy efficient modes of transportation, in particular, mass transit, bicycle and walking. A concerted effort for incorporating energy conservation aspects into the areawide development planning process would require integration of transportation considerations into the land use planning and development process, as well as, provisions for the impact of proposed transportation improvements into land use planning practices. This study effort will deal with the interrelated aspects of land use transportation development as they relate to the areawide development patterns.

II. PROJECT REPORT AND DOCUMENTATION: A project report will be prepared presenting a comprehensive treatment of energy conservation analysis in Dade County. This effort will be directed at providing the general public and the decision-makers with the necessary information concerning trade-offs in considering alternative land use/transportation related energy conservation policies and strategies.

III. PHASE III ENERGY CONSUMPTION MONITORING PROGRAM: Activities will be undertaken to initiate development of this final product of the energy conservation planning program which will consist of two elements: (a) development and incorporation of policies and guidelines (mid-to-long range) setting forth County policy regarding energy conservation as an element of the Comprehensive Development Master Plan (CDMP), and (b) adoption and implementation of short to medium range energy conservation strategies.

This program will involve the establishment of a citizen participation program to be utilized throughout the entire course of the project development. In addition, this effort must be coordinated with the State which is currently developing State-wide energy conservation policies as required by the Federal Energy Policy and Conservation Act, and which will also require that energy be considered in local comprehensive planning as mandated by the State Comprehensive Planning Act.

RELATIONSHIP TO OTHER PROGRAMS: This will be a continuing element of the ongoing comprehensive planning program of Dade County.

1977 -78 UNIFIED PLANNING WORK PROGRAM

Work Element: 3.2.1 South Florida Transit Impact Study

Description:

PURPOSE: The South Florida Regional Planning Council will continue to develop a comprehensive and coordinated approach for the identification of a set of meaningful and measurable changes that the Dade County Transit Improvement Program might be expected to produce or induce in land use, land values, transportation system performance, travel behavior, the economy, the social environment, fiscal conditions, institutions, and public and private policy. The Council will develop and implement analytical methods and procedures to determine and measure as accurately as possible the causal relationships between transit improvements and their hypothesized impacts on the urban regional system. All information and findings arising from the Study will be made available for use in local, regional, state, and national transit planning and decision-making processes, as well as for use by other transit planning, implementation, and evaluation programs in the nation.

PREVIOUS WORK: In FY 76, the Council developed the South Florida Transit Impact Research Design and will implement a detailed set of research and analysis activities during FY 77, including consultant selection, secondary data assembly and evaluation, development of alternative data sources, design and testing of surveys and questionnaires for primary data collection, computer programming, development or modification of statistical packages for data analysis, and preliminary baseline data analyses for selected hypotheses. FY 78 activities will be a continuation of this research.

PROGRAM YEAR ACTIVITIES: The South Florida Transit Impact Study is a long-term program of research into selected impacts of the proposed Dade County rapid transit system. Its overall goal is the development of a clear, precise understanding of the relationships between a major transportation facility improvement, specifically express bus and rail rapid transit, and other elements of the urban system. This study is one of only five in the nation; it is also the first such study to be initiated well in advance of the beginning of transit operations. For this reason the Urban Mass Transportation Administration is providing 100 percent funding.

Principal Agency: SFRPC

Participating Agencies: DCMO

Cost Estimates

Salaries	\$165,000
Fringes & Benefits	16,500
Travel	10,000
Equipment	
Supplies	38,000
Contractual	389,820
Indirect Cost	130,680
Other and/or Computer Services	
F.Y. 78 Cost:	
F.Y. 77 Cost:	
Total Program Cost	\$750,000

Source of Funds

Federal:	UMTA	\$750,000
	112	
	HPR	
	OTHER	
State:		
Local:		
Total:		\$750,000

Comments: 100% UMTA funds

1977 - 78 UNIFIED PLANNING WORK PROGRAM

Work Element: 3.2.1 South Florida Transit Impact Study

Description:

PROGRAM YEAR ACTIVITIES CONT'D: for the study.

In FY 76, the Council developed a Transit Impact Research Design in consultation with a local research design team, a National Review Board, the FAU-FIU Joint Center for Environmental and Urban Problems, and the Regional Science Research Institute. The intent of the research design is to define impacts in the four areas of analysis summarized below.

Transportation Impacts -

A carefully selected group of variables are being analyzed to provide a basic understanding of system and user behavior and to establish causal links for other hypothesized indirect impacts to be studied:

1. Travel Savings - Time and cost differentials among modes will be analyzed in terms of overall system performance as well as in relation to specific system attributes, such as station spacing, grade separation, and fare structure. Indices of travel savings by traffic zones will be used as independent variables in the testing of indirect impacts hypothesized in the Developmental and Social Impact Areas.
2. Ridership and Modal Choice - Changes in transit ridership and diversions of trip-makers from local bus and autos to rapid transit will be investigated. Correlary effects of such diversions on local bus service will also be analyzed.
3. Trip Frequency and Length - Changes in frequency and length of work trips and shopping and recreational trips will be analyzed in terms of travel savings accruing to users as a function of their zone of origin. This analysis will provide a cross validation of the analysis of changes in residential patterns hypothesized in the Development Impact area.
4. Auto Ownership - Changes in auto ownership will be correlated with the level and mode of access to rapid transit service by traffic zone.

Developmental Impacts -

The indirect effects of a major change in an urban transportation system on developmental patterns and distribution, including economic activity, will be the primary focus of this study area. Significant variables for analysis include:

1. Areawide Residential Development - Changes in the rate, distribution, and intensity of residential development by socio-economic profiles of households and changes in residential property value will be analyzed and related to travel savings accruing to households as a function of their residential location.
2. Station Area Development - Changes in land value and in the level and density of commercial and residential development both in transit stations areas and in activity centers with transit stations relative to those without stations will be analyzed.
3. Regional Economy - The direct, indirect, and induced employment effects of the construction and operation of a rapid transit system will be investigated.
4. Subregional Growth Rates - Competitive advantage in terms of economic gains of subareas within the Region attributable to the Transit Improvement Program may reflect a diversion of economic activity from other counties or localities. An analysis of economic growth rates will be undertaken to study these effects.

1977 - 78 UNIFIED PLANNING WORK PROGRAM

Work Element: 3.2.1 South Florida Transit Impact Study

Description:

Social Impacts -

The primary focus of the Social analysis is the manner in which the rapid transit system affects distribution of resources to the less-advantaged. Selected variables for analysis include:

1. Public Facility Accessibility and Use - Changes in accessibility to selected public and quasi-public facilities based on travel saving indices will be analyzed in relation to user volume and clientele composition.
2. Dislocation - Small businesses and families dislocated by right-of-way acquisition will be identified and tracked over time to determine the differential economic and social effects of such dislocations. Social costs of households not actually displaced but located close enough to the transit right-of-way to experience the noise and disruption associated with construction and operation of the transit system will be analyzed.
3. Employment - Changes in employment rates and labor force participation by socio-economic profiles and sex will be analyzed to determine the relationship of transit access to job placement. The participation of women in the labor force will be given special attention in this analysis.

Institutional Impacts -

This major area of analysis includes a comprehensive analysis of the effects of public and private institutional policies and actions on the design, financing, construction and operation of the rapid transit system. This analysis will also address the effect of the system itself and specific system attributes on future institutional behavior and decisions.

1. Implementation Policies - The role of various institutions in the key decisions on design, financing, construction, and operation of the transit system.
2. Fiscal Policies - The relationship between the methods used to finance the capital and operating costs of the rapid transit system and the ability of local government to provide other governmental services will be investigated.
3. Mediating Policies - New policies, decision, or actions of institutions in response to the transportation, developmental, social, and fiscal impacts of the transit system will be analyzed.

The onset of impacts, their size, and their duration will vary during a period of time starting before acquisition of right-of-way begins and extending long after the start of operations. To capture the temporal dimension of transit impacts, the Impact Study will have four phases. The time span for each phase is approximate and relates only to Stage I of the Dade County Transit Improvement Program. The incremental implementation of the Dade system will allow feedback from the Stage I impact analysis to be incorporated into subsequent stages of the System.

1. Pre-system Phase

This phase corresponds to the time period preceding the start of acquisition (1977-78).

1977-78 UNIFIED PLANNING WORK PROGRAM

Work Element: 3.2.1 South Florida Transit Impact Study

Description:

2. Acquisition Phase

This phase relates to the right-of-way acquisition period (1978-79).

3. Construction Phase

This phase begins with the start of construction and ends with the initiation of transit service (1979-83).

4. Operations Phase

This phase extends from the start of transit operations to conclusion of the Impact Study (1983-90).

The FY 78 Work Program continues a detailed set of research and analysis activities implemented in 1977, including consultant selection, secondary data assembly and evaluation, development of alternative data sources, design and testing of surveys and questionnaires for primary data collection, computer programming, development or modification of statistical packages for data analysis, and preliminary baseline data analyses for selected hypothesis.

PROGRAM YEAR ANTICIPATED RESULTS: The results of the analyses conducted during FY 77-79 will focus on the establishment of baseline rates/trends and on developing an understanding of the regional urban system in relation to those other forces operating on variables expected to be impacted either directly or indirectly by transit improvements. Products will include technical reports on analyses of baseline data, results of hypothesis testing, and refinement of hypotheses, methodological procedures and instrumentation. Update of South Florida Transit Impact Research Design.

RELATIONSHIP TO OTHER PROGRAMS: UMTA, BART IMPACT ANALYSIS, WASHCOG BEFORE AND AFTER STUDY, MPO, BATS, FDOT, COUNCIL

1977 -78 UNIFIED PLANNING WORK PROGRAM

Work Element: 3.2.2 Regional Transportation Communication and Liaison

Description :

PURPOSE: To increase communication among the various federal, state, and local transportation planning agencies within the Region and to work with State and metropolitan planning officials to insure the successful implementation of transportation planning program for the contiguous urbanized and likely to be urbanized portion of the South Florida Region.

PREVIOUS WORK: Transportation communication and liaison has been a continuing element of the Council's Work Program since FY'75.

PROGRAM YEAR ACTIVITIES: In recognition of the contiguous urbanization of the South Florida Region where transportation decisions in one county increasingly effect adjacent counties, it is important that the Council increase involvement in and communication among the ongoing transportation planning processes. Continuous cooperation and communication will insure that State and metropolitan transportation planning programs are coordinated with the regional comprehensive planning process, especially the Coastal Zone Management program and the land use and housing elements of the 701 Comprehensive Planning Assistance Program, and will provide a mechanism to solicit input from metropolitan planning agencies into the definition of regional transportation planning issues and policy development.

Specific activities will include:

- Council participation in Urban Area Transportation Study meetings and other State-sponsored transportation planning mechanisms.
- Council cooperation with the counties and the Florida Department of Transportation in joint development of a unified work program and certification documentation.

Principal Agency :

SFRPC

Participating Agencies :

Dade and Broward Counties MPO's

Cost Estimates

Salaries	\$ 7,000
Fringes & Benefits	700
Travel	1,500
Equipment	
Supplies	270
Contractual	
Indirect Cost	5,530
Other and/or Computer Services	
F.Y. 78 Cost:	\$15,000
F.Y. 77 Cost:	
Total Program Cost	

Source of Funds

Federal :	UMTA	\$12,000
	II2	
	HPR	
	OTHER	
State:		
Council:		3,000
Total:		\$15,000

Comments:

1977 -78 UNIFIED PLANNING WORK PROGRAM

Work Element: 3.2.2 Regional Transportation Communication and Liaison

Description: (Cont'd)

- Council cooperation with Broward and Dade counties in development of a process for regional coordination of rapid transit planning.
- Administrative activities necessary to fulfill grant management requirements of the Urban Mass Transportation Administration.

PROGRAM YEAR ANTICIPATED RESULTS: Quarterly reports summarizing the status of regional communication and liaison activities; appropriate memoranda, correspondence, and minutes; Unified Work Program submission.

RELATIONSHIP TO OTHER PROGRAMS:

MPO, BATS, FDOT, and Council.

1977 - 78 UNIFIED PLANNING WORK PROGRAM

Work Element: 3.2.3 Regional Transportation Coordination and Review

Description :

PURPOSE: To provide a forum for cooperative decision making by principal elected officials of general purpose government to define and resolve regional issues and to review those transportation plans and programs which have regional scale impacts.

PREVIOUS WORK: Coordination and review has been a continuing element of the Council's work program since FY'75. The development of the transportation element of the Council's fiscal impact model was begun in FY'77.

PROGRAM YEAR ACTIVITIES: The Council will continue to use its role as the comprehensive areawide planning organization (APO) to provide a forum for cooperative decision-making by principal elected officials of general purpose local government to discuss regional transportation issues. This forum will provide the opportunity for policies, conflicts, problems, and decisions that affect two or more counties, and/or two or more major agencies, to be identified in a timely manner.

The Council will review transportation plans and projects for consistency with other ongoing transportation planning activities, and will assess possible regional impacts. In addition, the Council will identify regional problems, analyze issues relating to those problems, and provide recommendations for resolution of these issues.

To assist in the review process, the Council, continuing its FY'77 efforts, will complete the development of a methodology to include transportation costs in the Council's fiscal impact model. The final report will provide a methodology suitable to South Florida to aid in the analysis of transportation improvements in relation to existing capital facilities programming by evaluating improvements costs and anticipated revenues on a time phased basis. This report will be distributed to local and state planning agencies

Principal Agency : SFRPC
Participating Agencies : MPO, BATS

<u>Cost Estimates</u>		<u>Source of Funds</u>	
Salaries	10,000	Federal :	UMTA 16,000
Fringes & Benefits	1,000		II2
Travel	800		HPR
Equipment			OTHER
Supplies	300		
Contractual			
Indirect Cost	7,900	State :	
Other and/or Computer Services		Council :	4,000
F.Y. 78 Cost:		Total :	20,000
F.Y. 77 Cost:			
Total Program Cost	\$20,000		

Comments:

1977 -78 UNIFIED PLANNING WORK PROGRAM

Work Element: 3.2.3 Regional Transportation Coordination and Review

Description: (Cont'd)

within the Regional.

PROGRAM YEAR ANTICIPATED RESULTS: Agenda items of staff analyses of and recommendations on regional transportation problems and issues, with indications of Council action. A final report on a fiscal impact methodology for evaluating transportation costs and distribution of those costs.

RELATIONSHIP TO OTHER PROGRAMS: MPO, BATS, FDOT, COUNCIL

1977 - 78 UNIFIED PLANNING WORK PROGRAM

Work Element: 3.2.4 Regional Transportation Policy Development

Description:

PURPOSE: To develop policy statements, goals, and objectives to provide a consistent framework for use by decision-makers within the Region.

PREVIOUS WORK: This two year project was begun in FY '77 and will result in the development of a Regional Transportation Policy Guide Chapter at the completion of FY '78.

PROGRAM YEAR ACTIVITIES: In FY '77, the Council initiated the development of a Regional Transportation Policy Guide Chapter to provide direction for, delineate the parameters of, and indicate criteria for evaluation of transportation plans and projects with regional scale impacts. The Guide Chapter will inform implementing agencies of the basis for Council decisions when it reviews various plans and projects submitted to the Council under federal and state law.

The Council will use the adopted Guide Chapter in performing its review and coordination activities pursuant to OMB Circular A-95, the Florida Land and Water Management Act, and the Local Government Comprehensive Planning Act. In addition, this Policy Chapter will serve to guide other local, regional and State officials in their review of and decisions on transportation and transportation related plans and projects.

FY'78 activities will include:

1. Continued research for the development of technical reports in support of proposed policies.
2. Final drafting of policy statements based on the working papers and technical reports developed in FY '77.

Principal Agency: SFRPC
Participating Agencies: MPO, BATS

<u>Cost Estimates</u>		<u>Source of Funds</u>	
Salaries	\$ 5,000	Federal: UMTA	\$ 8,000
Fringes & Benefits	500	112	
Travel	300	HPR	
Equipment	250	OTHER	
Supplies			
Contractual			
Indirect Cost	3,950	State:	
Other and/or Computer Services		xxxxx Council	2,000
F.Y. 78 Cost:		Total:	\$10,000
F.Y. 77 Cost:			
Total Program Cost	\$10,000		

Comments:

1977 - 78 UNIFIED PLANNING WORK PROGRAM

Work Element: 3.2.4 Regional Transportation Policy Development

Description: (Cont'd)

3. Preparation of graphics and report format.
4. Review and comment by local governments and State and federal agencies.
5. Revisions incorporating input from other agencies, officials and groups.
6. Final Council adoption.
7. Printing and distribution.

PROGRAM YEAR ANTICIPATED RESULTS: Adopted Regional Transportation Policy Guide Chapter.

RELATIONSHIP TO OTHER PROGRAMS: MPO, BATS, FDOT, COUNCIL

1977 -78 UNIFIED PLANNING WORK PROGRAM

Work Element: 3.3.1 Florida Waterports System Study

Description:

PURPOSE: To identify and assess problems and needs associated with the development of Florida's waterport system; recommend solutions to waterport and related problems; and formulate policies, programs, general plans and specific recommendations for state and local governmental action.

PREVIOUS WORK: Pertinent data was collected from all Florida ports. All previous reports or studies were reviewed for useful information. The ports were visited and data was collected relative to: port management, operations, performance records, rates, fees and charges, vessel types, rail and highway links, berth utilization, competitive factors, and development plans.

Information collected will be used to develop the characteristics of the current system, current commodity movements through Florida ports, organizational analysis, community relationship assessment, environmental analysis, market analysis and a forecast of future port demands.

PROGRAM YEAR ACTIVITIES: Continuation of all activities underway and in addition a reevaluation of port forecasts, an identification of physical needs, a financial analysis, implementation requirements, a capacity forecast, and a development of overall system plans.

ANTICIPATED RESULTS: A comprehensive port development program for the State of Florida.

RELATIONSHIP TO OTHER PROGRAMS: Overall; MPO's Long Range Plan.

Principal Agency: FDOT
Participating Agencies: DCSD

<u>Cost Estimates</u>		<u>Source of Funds</u>	
Salaries	\$ 40,000	Federal:	UMTA
Fringes & Benefits			112
Travel			HPR
Equipment			OTHER U.S. MARAD 75,000
Supplies			
Contractual	110,000		
Indirect Cost		State:	52,333 ²
Other and/or Computer Services		Local:	22,667 ¹
F.Y. 78 Cost:	\$ 150,000	Total:	150,000 ²
F.Y. 77 Cost:			
Total Program Cost	\$ 150,000		

Comments: Federal funds are provided by the U.S. Maritime Administration (MARAD) to be designated as other Federal.

¹ - Local funds are provided as in-kind services by all Florida Ports-this figure is state-wide.

² - FDOT funds are \$33,333 matching and \$19,000 in-kind services.

1977 -78 UNIFIED PLANNING WORK PROGRAM

Work Element: 3.3.2 Florida Rail Plan

Description :

PURPOSE: To develop the rail component of the state-wide multi-modal transportation plan that addresses three areas: the overall state-wide rail network, branch lines analysis and existing and potential passenger lines.

PREVIOUS WORK: Activities during FY 1976-77 include the identification of rail related issues by the Department, the consultant and local agencies dealing with rail related issues; and inventory of the state-wide rail system and data collection; a general state-wide system analysis; a branch line inventory and analysis, and a passenger line analysis.

PROGRAM YEAR ACTIVITY: Continuation and completion of all on-going activities to develop the components of the Florida Rail Plan which include: State-wide Rail System; Branch Line Analysis; Passenger Line Analysis; Development of Preliminary Rail Plan; Development of On-going Process; and the preparation of the Final Report - Florida Rail Plan.

ANTICIPATED RESULTS: A final document entitled the Florida Rail Plan to be used as a guide for implementing state-wide recommendations and as support data for Federal Rail Assistance grant applications in the following fields: Rail Planning; Rail Service Continuation; Acquisition; Rehabilitation or Improvement; and Substitute Service.

RELATIONSHIP TO OTHER PROGRAMS: Overall; MPO's Long Range Plan.

Principal Agency : FDOT
Participating Agencies : All MUATS Agencies

<u>Cost Estimates</u>		<u>Source of Funds</u>	
Salaries		Federal :	UMTA
Fringes & Benefits			112
Travel			HPR
Equipment			OTHER
Supplies			\$72,000 ¹
Contractual	\$ 72,000		
Indirect Cost		State:	
Other and/or Computer Services		Local:	
F.Y. 78 Cost:	\$ 72,000	Total:	\$72,000 ¹
F.Y. 77 Cost:			
Total Program Cost	\$192,000		

Comments: ¹ Monies made available by the Federal Railroad Administration (100%)
Part I of the study - \$48,000; Part II of the study - \$144,000 -
Part I and 50% of Part II completed in FY 1976-77.
This represents a statewide level of effort.

TABLE 1
AGENCY PARTICIPATION

TABLE 1 AGENCY PARTICIPATION																							
WORK ELEMENT		PRINCIPAL AGENCY	DCMO	DCAD	DCERM	DCPD	DCPR	DCPW	DCSD	DCDOTT	DCGSA	SFRPC	FDOT	OTHER	SALARIES	FRINGES	TRAVEL	EQUIPMENT	SUPPLIES	CONTRACTUAL	INDIRECT ¹	OTHER & OR COMPUTER SERVICES	GRAND TOTAL
1.0 ADMINISTRATION																							
1.1	MPO Secretariat	DCMO	52,368	132	332	5,572		332	132	332			800		43,500	8,543	1,500		1,237		5,220		60,000
1.2	Program Monitoring and Management	DCMO	94,667	2,633	2,633	9,214	1,317	9,214	2,633	9,214			4,475		102,000	19,630	2,370				12,000		136,000
1.3	Project and Program Review	DCPD	2,466	2,705	730	6,429	730	2,705	730	2,705			2,800		16,000	2,748	572		1,000		1,680		22,000
SUBTOTAL			149,501	5,470	3,695	21,215	2,047	12,251	3,495	12,251			8,075		161,500	30,921	4,442		2,237		18,900		218,000
2.0 COMPREHENSIVE TRANSPORTATION PLANNING PROGRAM																							
2.1. Surveillance																							
1.	Urban Transportation Data Requirements	DCMO	10,000			5,000				5,000					15,000	2,944			256		1,800		20,000
2.	Traffic Volume	DCDOTT								40,895			12,800		30,529	2,552	3,054	15,695	305		1,560		53,695
3.	Highway Accident	DCDOTT								5,580			2,620		5,000	588			360		360	1,892	8,200
4.	Transit Service	DCMO	75,000												47,280	9,282	1,766		2,000		5,672		75,000
5.	Transportation Attitudinal Survey	DCMO	8,000												5,500	1,079					761		8,000
6.	Environmental Impact	DCERM			44,175								2,325		33,000	6,477	563		2,500		3,960		46,500
7.	Land-Use and Socio-Economic (See Element 2.2.2)	DCPD				N/A									Included with 2.2.2							N/A	
2.2. Long-Range Element																							
1.	Long-Range Plan Review	DCMO	30,950		4,000	30,700		4,000		28,400			1,950		67,530	13,256	610		3,500		8,104	7,000	100,000
2.	Land-Use & Socio Economic Data Maintenance & Forecasting	DCPD				59,050							1,950		42,000	8,245	715		1,000		5,040	4,000	61,000
3.	Travel Demand Forecasting	DCMO	24,825							6,350			1,325		17,000	3,337	800		523		2,040	8,800	32,500
2.3. Transportation System Management Element																							
1.	Traffic Sign Management System	DCDOTT								109,000			6,000		80,000	14,526	4,898		6,696		8,880		115,000
2.	Bikeway Plan	DCPR				2,000	11,000	2,000							9,715	1,907	500	856	856		1,166		15,000
3.	Transit Management	DCMO																					
1.	Transit Scheduling Management Studies	DCMO	45,000												5,000	982	418			29,800	600	8,200	45,000
2.	Elderly and Handicapped Needs Studies	DCMO	105,000												70,000	13,741	3,700		3,159		8,400	6,000	105,000
3.	Para-Transit Program Development	DCMO	46,250												30,000	5,889	2,850		1,911		3,600	2,000	46,250
2.4 Transportation Improvement Program			DCMO	9,000	1,000	4,833		4,834	500	4,833			10,000		27,493	3,430	710		1,267		2,100		35,000
2.5 Prospectus, Annual Report, UPWP, Service Description Manual			DCMO	45,950	550	550	6,200		2,100	550					19,740	3,885	846		31,174		2,355		58,000
2.6. Public Involvement and Information																							
1.	Public Information	DCMO	36,000												26,612	5,223			972		3,193		36,000
2.	Public Involvement	DCMO	24,000												14,000	2,748			572	5,000	1,680		24,000
SUBTOTAL			459,975	1,550	48,725	107,783	11,000	12,934	1,050	202,158			38,970		545,399	100,091	21,430	16,551	57,812	34,800	61,170	46,892	884,145
3.0 SPECIAL AND SUPPORT ACTIVITIES																							
3.1. Local Activities																							
1.	Aviation Master Plan Development Program	DCAD	N/A	420,000											33,600	6,596	2,000			374,804	3,000	N/A	420,000
2.	Station Area Design and Development Studies	DCMO													N/A	N/A	N/A			N/A	N/A	N/A	N/A
3.	Technical Assistance and Information Dissemination	DCDOTT/DCPW		800	800	N/A		N/A		800					3,000	590			50		360		4,000
4.	Specialized Trip Generation Studies	DCDOTT				800				4,300					3,200	628			88		384		4,300
5.	Energy Conservation Planning Program	DCPD				20,000									14,000	2,748	667	238	667		1,680		20,000
3.2. Regional Activities																							
1.	South Florida Transit Impact Study	SFRPC										750,000			165,000	16,500	10,000		38,000	389,820	130,680		750,000
2.	Communication and Liaison	SFRPC										15,000			7,000	700	1,500		270		5,530		15,000
3.	Coordination and Review	SFRPC										20,000			10,000	1,000	800		300		7,900		20,000
4.	Policy Development	SFRPC										10,000			5,000	500	300	250			3,950		10,000
3.3. Statewide Activities																							
1.	Florida Waterports Systems	FDOT							22,667				127,333 ²		40,000					110,000			150,000
2.	Florida Rail Plan	FDOT											72,000 ²							72,000			72,000
SUBTOTAL				420,800	800	20,800		800	22,667	5,100		795,000	199,333 ²		280,800	29,262	15,267	488	39,375	946,624	153,484		1,465,300
TOTAL			609,476	427,820	53,220	149,798	13,047	25,985	27,212	219,509		795,000	246,378		987,699	160,274	41,139	17,039	99,424	981,424	233,554	46,892	2,567,445

1 - Indirect Rate Computed at 12% For All Metro Dade Agencies - Subject to Revision
2 - Statewide Expenditure

TABLE 2
PROPOSED FUNDING SOURCES

PROPOSED FUNDING SOURCES		FEDERAL FUND SOURCES					STATE FUND SOURCES			LOCAL FUND SOURCES			GRAND TOTAL
WORK ELEMENT	PRINCIPAL AGENCY	UMTA	FHWA		OTHER	TOTAL FEDERAL	STATE MATCH	STATE UNMATCHED	STATE TOTAL	LOCAL MATCH	LOCAL UNMATCHED	LOCAL TOTAL	
			HPR	112 ¹									
1.0 ADMINISTRATION													
1.1 MPO Secretariat	DCMO	41,600		6,400		48,000	800		800	11,200		11,200	60,000
1.2 Program Monitoring and Management	DCMO	87,400	1,400	19,800		108,600	3,075		3,075	24,325		24,325	136,000
1.3 Project and Program Review	DCPD	9,600	1,400	6,400		17,400	1,400		1,400	3,200		3,200	22,000
SUBTOTAL		138,600	2,800	32,600		174,000	5,275		5,275	38,725		38,725	218,000
2.0 COMPREHENSIVE TRANSPORTATION PLANNING PROGRAM													
2.1. Surveillance													
1. Urban Transportation Data Requirements	DCMO	8,000				8,000				2,000	10,000	12,000	20,000
2. Traffic Volume	DCDOTT		7,000	22,400		29,400	5,800		5,800	2,800	15,695	18,495	53,695
3. Highway Accident	DCDOTT		1,400	4,960		6,360	1,220		1,220	620		620	8,200
4. Transit Service	DCMO	60,000				60,000				15,000		15,000	75,000
5. Transportation Attitudinal Survey	DCMO	6,400				6,400				1,600		1,600	8,000
6. Environmental Impact	DCERM	18,600		18,600		37,200	2,325		2,325	6,975		6,975	46,500
7. Land-Use and Socio Economic (See Element 2.2.2)	DCPD					N/A			N/A			N/A	N/A
2.2. Long-Range Element													
1. Long-Range Plan Review	DCMO	64,400		15,600		80,000	1,950		1,950	18,050		18,050	100,000
2. Land-Use & Socio Economic Data Maintenance & Forecasting	DCPD	33,200		15,600		48,800	1,950		1,950	10,250		10,250	61,000
3. Travel Demand Forecasting	DCMO	15,400		10,600		26,000	1,325		1,325	5,175		5,175	32,500
2.3. Transportation System Management Element													
1. Traffic Sign Inventory Management System	DCDOTT	20,000		48,000	30,000	98,000	6,000		6,000	11,000		11,000	115,000
2. Bikeway Planning Program	DCPR	12,000				12,000				3,000		3,000	15,000
3. Transit Management													
1. Transit Scheduling Management Studies	DCMO	36,000				36,000				9,000		9,000	45,000
2. Elderly and Handicapped Needs Studies	DCMO	84,000				84,000				21,000		21,000	105,000
3. Para-Transit Program Development	DCMO	37,000				37,000				9,250		9,250	46,250
2.4 Transportation Improvement Program													
2.5 Prospectus, Annual Report, UPWP, Service Description Manual	DCMO	46,400	7,000			27,000	3,000		3,000	5,000		5,000	35,000
2.6. Public Involvement and Information													
1. Public Involvement Effort	DCMO	28,800				28,800				7,200		7,200	36,000
2. Public Information Program	DCMO	19,200				19,200				4,800		4,800	24,000
SUBTOTAL		509,400	15,400	135,760	30,000	690,560	23,570		23,570	144,320	25,695	170,015	884,145
3.0 SPECIAL AND SUPPORT ACTIVITIES													
3.1. Local Activities													
1. Aviation Master Plan Development Program	DCAD				315,000	315,000	52,500		52,500	52,500		52,500	420,000
2. Station Area Design and Development Studies	DCMO	N/A				N/A			N/A	N/A		N/A	N/A
3. Technical Assistance and Information Dissemination	DCDOTT/DCPW									4,000		4,000	4,000
4. Specialized Trip Generation Studies	DCDOTT									4,300		4,300	4,300
5. Energy Conservation Planning Program	DCPD	16,000				16,000				4,000		4,000	20,000
3.2. Regional Activities													
1. South Florida Transit Impact Study	SFRPC	750,000				750,000							750,000
2. Regional Transportation Communication and Liaison	SFRPC	12,000				12,000				3,000 ²		3,000 ²	15,000
3. Coordination and Review	SFRPC	16,000				16,000				4,000 ²		4,000 ²	20,000
4. Policy Development	SFRPC	8,000				8,000				2,000 ²		2,000 ²	10,000
3.3. Statewide Activities													
1. Florida Waterports Systems	FDOT				75,000	75,000	52,333		52,333	22,667 ²		22,667 ²	150,000
2. Florida Rail Plan	FDOT				72,000	72,000							72,000
SUBTOTAL		802,000			462,000	1,264,000	104,833		104,833	96,467		96,467	1,465,300
TOTAL		1,450,000	18,200	168,360	492,000	2,128,560	133,678		133,678	279,512	25,695	305,207	2,567,445

1.- Funds subject to change due to carry-over and FY'78 allocation (See Table 3)

2.- Local funding not from Metro - Dade Sources

Table 3

FHWA SECTION 112 CARRY-OVER FUNDS

	FY '77 ¹ UPWP ALLOCATION	ACTUAL ACCUMULATED EXPENSES 3-31-77	ESTIMATE OF TOTAL EXPENSES 6-30-77	BALANCE CARRIED FORWARD
7.1.1 Process Organization and Administration	\$ 15,500	\$ 10,486	\$ 15,500	\$ 0
1.2 Program Management	20,000	12,699	20,000	0
1.3 Programs Review	6,000	6,000	6,000	0
2.1.1 Traffic Count Revision Study	8,000	6,038	8,000	0
2.1.2 Traffic Volume Surveillance	24,000	7,095	14,190	9,810
2.1.3 Highway Accident Surveillance	7,500	67	1,567	5,933
2.1.6 Environmental Impact Surveillance	34,000	4,973	9,946	24,054
2.2 Transportation Planning Variable and Demand Forecasting	25,000	10,342	20,684	4,316
2.3 Transportation Plan Development	10,000	3,236	6,472	3,528
2.5 Transportation System Management Planning	6,500	1,728	3,456	3,044
2.6 Transportation Improvement Program Development	10,000	2,390	4,780	5,220
2.7 Preparation of Annual Report Prospectus and Unified Planning Work Program	22,500	3,906	7,812	14,688
2.8 Citizen Participation Program	15,000	12,397	15,000	
2.9 Development Impact Review Program	30,000	13,394	19,394	10,606
3.3 Land Use/Transportation Policy Planning	175,000	1,232	3,696	13,804
SUB - TOTAL:	\$ 251,500	\$ 95,983	\$ 156,497	\$ 95,003
Adjusted FY'77 112 Funding Allocation	\$183,256			
Previous 112 carry-over funds for re-allocation to FY'77	42,392			
SUB - TOTAL	\$225,648	\$ 95,983	\$156,497	\$ 69,151
ACTUAL BALANCE FOR FY'78 CARRY-OVER				\$ 69,151

¹ Federal funds, plus state and local match.

