



DEPARTMENT OF TRANSPORTATION  
URBAN MASS TRANSPORTATION ADMINISTRATION  
WASHINGTON, D.C. 20590

THE ADMINISTRATOR

DEC 22 1976

Honorable Stephen Clark  
Mayor  
Metropolitan Dade County  
242 Courthouse  
Miami, Florida 33130

Dear Mayor Clark:

I am writing to inform you of the results of our evaluation of materials submitted by Dade County in response to my March 4, 1976 letter regarding your proposed rapid transit line, and of our decision on the County's proposal for a Downtown People Mover (DPM). As is consistently the case, the technical work carried out by your staff has been of high quality and has facilitated our analysis of these significant, interrelated transportation improvements for the County.

It is our judgement that the County has adequately justified implementation of a heavy rail grade-separated rapid transit line, with an initial segment running between Dadeland and 65th Street, N.W. Further, the County has made a strong case for significantly improved downtown distribution as a means of encouraging greater rapid transit useage and alleviating current and projected downtown circulation problems. However I regret to inform you that your DPM proposal was not successful, during the intense competition with the other applicants, in surviving this final round of the evaluation process. I would like to elaborate on each of these decisions.

With respect to the rapid transit line, subject to successful completion of engineering for the Dadeland to 65th Street, N.W. segment and to the satisfaction of all statutory requirements, UMTA is prepared to commit between \$500 and \$600 million for project implementation. Accordingly, we believe that an initial operable rapid transit segment, including necessary parking facilities, feeder buses, and other support equipment and facilities, should be defined within the \$500 to \$600 million Federal funding level, plus any available Federal-aid highway funding and non-Federal matching funds.

This level of proposed Federal funding is somewhat lower than that projected in your responses to my March 4 letter. I believe that several possible cost saving approaches may be possible and should be examined in detail in the engineering phase. The ridership forecast for either alternatives A-7 or A-8 north of 65th Street N.W. were substantially lower than the rest of system and, based on our analysis, do not warrant inclusion in the rail system at this time. We believe that storage and maintenance of rolling stock at a single yard location are not critical to system operations and safety. It may well be that storage and maintenance functions can be separated, as is the case with numerous other rapid transit systems, so that smaller parcels of available land along the proposed right-of-way can be used.

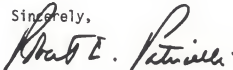
With regard to your Downtown People Mover proposal, we found your plan to be justified and highly supportive of your rapid transit and urban development programs. We regret that superior aspects of other competing proposals and our own funding limitations make it impossible for us to offer you additional funding to implement that project. However, given the importance of improved downtown circulation to your efforts, we would be prepared to permit you to use funds within our \$500 to \$600 million reservation to implement your proposed DPM if adequate cost savings or reprogramming from rapid transit construction can be achieved.

Regarding other issues of significance, I want to encourage you to move ahead with interim and long-term solutions to bringing buses and carpools directly into downtown, using the I-95 busway. We understand that certain transportation system management techniques can be used which would result in alleviating close-in bottlenecks affecting this important transit facility.

With respect to overall transit system operating costs, we continue to seek a firm indication from the County as to a specific source (or sources) of non-Federal operating funds. I am sure that you share this concern and will continue to seek agreement as to a source at the State and local levels. Naturally, we shall take progress in reaching a consensus on -- or preferably in actually identifying through legislation, local referenda or other appropriate means -- non-Federal operating funding as we move toward actual system construction grants.

As you proceed with engineering, UMTA's staff will be happy to assist whenever necessary. Upon completion of initial segment engineering, environmental reviews, and other statutory requirements, it is UMTA's intention to offer a multi-year, fixed-dollar grant contract to the County.

Sincerely,

A handwritten signature in cursive script that reads "Robert E. Patricelli". The signature is written in dark ink and is positioned above the printed name.

Robert E. Patricelli

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