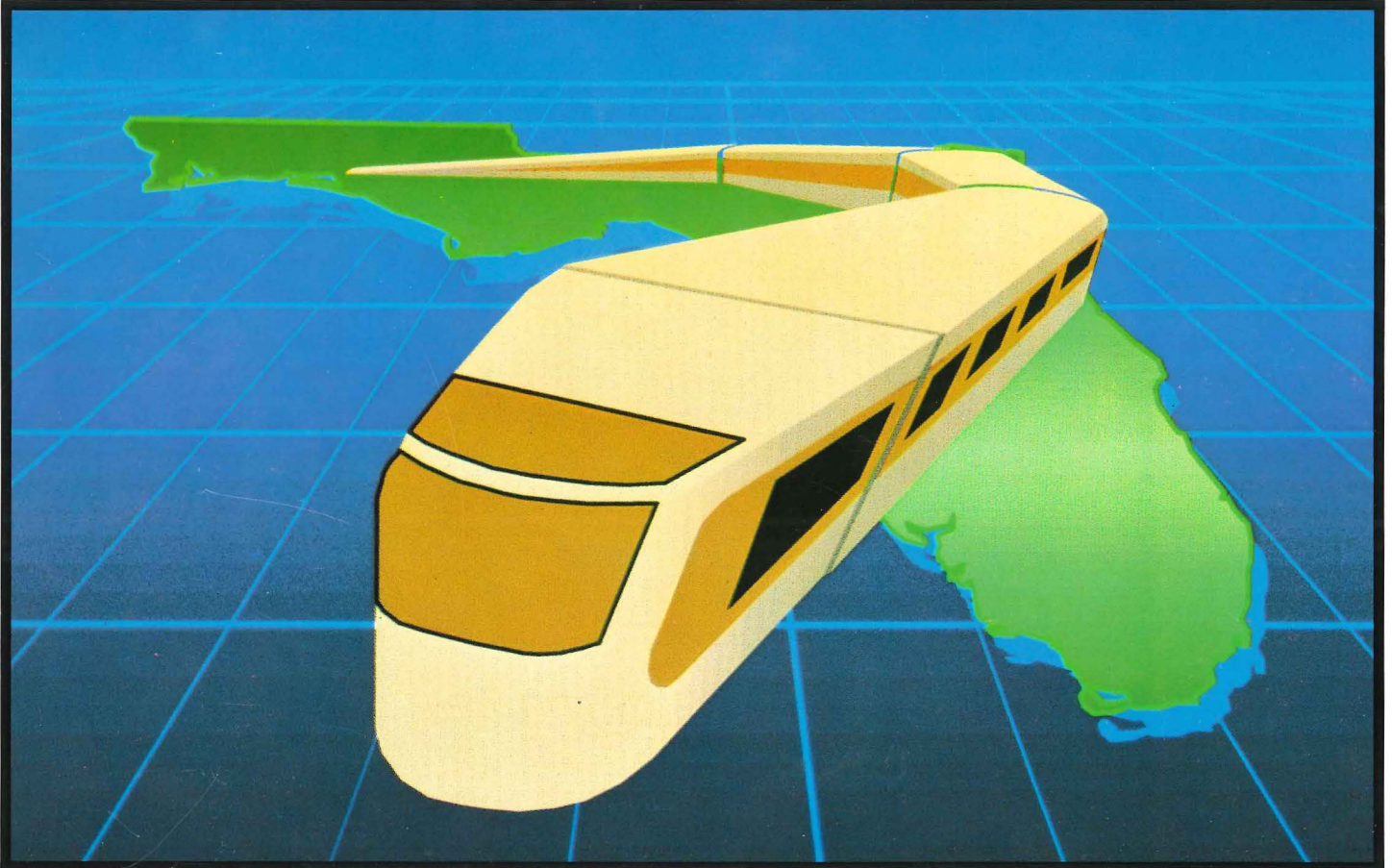


FLORIDA HIGH SPEED RAIL TRANSPORTATION COMMISSION



HIGH SPEED RAIL TASK FORCE REPORT





November 7, 1986

Mr. David Blumberg, Chairman
Florida High Speed Rail Transportation
Commission
226 West Jefferson Street
Tallahassee, Florida 32301

Dear Mr. Blumberg,

The High Speed Rail Task Force of the Greater Miami Chamber of Commerce is pleased to submit the following report in support of Dade County's interest and willingness to participate in the Florida High Speed Rail project.

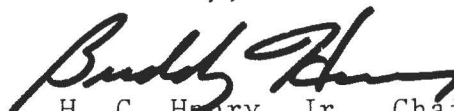
As you can see from the enclosed package, this project has generated tremendous enthusiasm from Dade County's public and private areas. Every public agency which has responsibility for review of the necessary corridor and terminal alternatives has expressed strong support for the concept and willingness to work with potential franchisees.

Furthermore, numerous property owners who own sites expressed interest in working with potential franchise applicants.

Please include this report in the Florida High Speed Rail Transportation Commission Request For Proposals for the development and operation of a Florida High Speed Rail line.

The High Speed Rail Task Force and the Greater Miami Chamber of Commerce stand ready to provide any additional assistance which might be requested by either the Commission or prospective franchise applicants to make the High Speed Rail a reality for Dade County and the State of Florida.

Sincerely,



H. C. Henry, Jr., Chairman
High Speed Rail Task Force

MPO SECRETARIAT
APR - 1 1987
REC'D: _____

GREATER MIAMI CHAMBER OF COMMERCE

Omni International Complex • 1601 Biscayne Boulevard • Miami, Florida 33132 • (305) 350-7700

GREATER MIAMI CHAMBER OF COMMERCE
HIGH SPEED RAIL TASK FORCE REPORT

This assessment of resources was prepared by the Greater Miami Chamber of Commerce High Speed Rail Task Force in cooperation with Metropolitan Dade County and the City of Miami.

November 1986

EXECUTIVE SUMMARY

The Greater Miami Chamber of Commerce High Speed Rail Task Force was formed under the auspices of the Chamber's New World Center Action Committee. The task force, chaired by H. C. Henry, Jr., represents a cross section of Dade County's private and public sector leadership. With the support and cooperation of Metropolitan Dade County and the City of Miami the task force met over a period of months and analyzed the data that resulted in the identification of the following sites.

Downtown Miami Site

The area under consideration is generally in the northwest quadrant of the Central Business District adjacent to the existing Government Center and Overtown Metrorail stations. The Southeast Overtown/Park West development is envisioned to have the capability of supporting over 9,000 new residential units, over 1,000,000 square feet of commercial development, and offers rail applicants viable development potential.

The Miami Parking System and Florida East Coast Railway Company own parcels of land in the area that could potentially incorporate office, hotel, and residential uses with a multi-modal transportation center.

The potential station location and development sites in the Central Business District are accessible with several corridor alignments as well as providing access to the Dade County Metrorail and Metromover systems.

Miami International Airport Site

This site, a triangular area bounded on the west by LeJeune Road and the Airport, on the south by the Tamiami Canal and on the northwest by the Miami River, contains some 475 acres of mostly underdeveloped land. The site has several main roadway links to the Airport, including frontage on the Miami River which would be suitable for a water-way transportation connection.

The area contains several existing rail corridors and provides various alternatives for connection to the Dade County Metrorail system. In addition, the area is of sufficient size to support large and substantial induced development.

West Dade Site

The Western area of Dade County, with its vast undeveloped acreage is the focal point for a large share of office and industrial development. The site generally consists of a twelve square mile area bounded on the north by N. W. 58 Street, on the east by S.R. 826, on the south by S.R. 836 and on the west by the Homestead Extension of the Florida Turnpike.

The area contains several corridor options and is strategically located with respect to the regional roadway network as well as immediate access to carriers including rail, air, and sea.

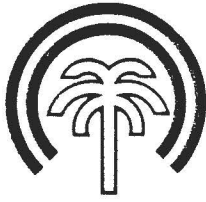
Multiple Site Combinations

The combination of sites includes West Dade/Downtown, Miami International Airport/Downtown, and West Dade/Miami International Airport. The combining of sites offers unique potential for development and access to major roadways and rail corridors.

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- I. Downtown Miami
- II. Miami International Airport
- III. West Dade
- IV. Multiple Site Combination
- V. Endorsements
- VI. Local Agency Contacts
- VII. Greater Miami Chamber of Commerce Task Force Members

PROPOSAL FOR
DOWNTOWN MIAMI
HIGH SPEED RAIL TERMINAL LOCATION



Miami Parking System

Roger M. Carlton
Director

October 28, 1986

Mr. H.C. Henry Jr., Chairman
New World Center High Speed Rail Task Force
Greater Miami Chamber of Commerce
1601 Biscayne Boulevard
Miami, Florida 33132

Dear Mr. Henry:

Attached please find materials which highlight the potential of Downtown Miami to serve as the terminus of Florida's High Speed Rail System. This package represents the efforts of the Department of Off-Street Parking, City Manager's Office, Downtown Development Authority, Departments of Planning and Development, W. Allen Morris, and Leslie Pantin, Sr.

It has been a pleasure to work toward the integration of high speed rail with Downtown Miami's plans for the future. Please contact me if I may be of further assistance.

Sincerely,

Karen P. Wilson
Assistant Director for On-Street Operations
Department of Off-Street Parking

Att.

cc: Allen Harper, Chairman
High Speed Rail Site Selection Subcommittee

As the Florida High Speed Rail Transportation Commission (FHSRTC) moves forward in its effort to bring a successful project to the State, it is incumbent upon units of government and other interested parties to recommend corridor and station location alternatives which are consistent with local development and planning activities. In this regard, the following prospectus is provided for a terminal station location in the Central Business District (CBD) of the City of Miami.

Downtown Miami is a highly desirable location for the southern terminus of the high speed rail. It serves as the focal point of commercial, tourism, cultural, and transportation activity in the region. This synergism provides the exact environment for a truly successful high speed rail project.

The area under consideration is generally in the northwest quadrant of the Central Business District, adjacent to the existing Government Center and Overtown Metrorail stations (see attached map). A downtown terminal location has been formally endorsed by the Commission of the City of Miami. The City Manager has designated Assistant City Manager Walter L. Pierce as the coordinator fo high speed rail efforts for the City.

The properties herein designated as potential station or ancillary development location sinclude those owned by the City of Miami, the Miami Parking System (the City's parking authority), Florida East Coast Railway Company, and miscellaneous private interests. Letters of interest are attached.

SOUTHEAST OVERTOWN/PARK WEST

The City of Miami has expressed interest in working with applicants to determine development potential for properties included in the Southeast Overtown/Park West (SEOPW) Redevelopment Program. This plan entails the redevelopment of 200 acres of prime real estate adjacent to the Central Business District for new residential and commercial activity. The general redevelopment concept for the project area is directed toward the provision of a wide range of housing opportunities within a downtown setting including support uses necessary to serve the area's future population.

By the end of this century, the project area is envisioned to have the capability of supporting over 9,000 new residential units, and over 1,000,000 square feet of commercial development. Phase I, consisting of a nine block area adjacent to the Overtown Metrorail Station, will produce 1,900 residential units, 30,000 square feet of accessory commercial space and a 16,000-seat sports arena. The estimated completion date for Phase I is Summer 1992.

The City of Miami, in conjunction with Dade County, has completed the land acquisition of the 30 acre Phase I Redevelopment Area. Four other parcels may be purchased at a later date if funding is available. As the City

continues its plans for the Southeast Overtown/Park West area, it is interested in discussing joint development potentials with high speed rail franchise applicants.

MIAMI PARKING SYSTEM

The Miami Parking System, the City's parking authority, owns a parcel of property at N.W. First Avenue and N.W. Fifth Street. Currently utilized as a 215-space surface parking lot, the Parking System is reviewing a number of potential uses for the site. These include a 1,300-car garage to serve the nearby State of Florida office complex with an air rights development above. This mixed-use development could potentially incorporate office, hotel, and residential uses with a multi-modal transportation center to serve auto drivers, bus passengers, Metrorail and Metromover patrons, and high speed rail travelers. The site is adjacent to the State Plaza Metromover station, one stop away from the Government Center interface of Metrorail and Metromover.

FLORIDA EAST COAST RAILWAY COMPANY

In 1982, Florida East Coast Railway Company (FEC) unveiled plans to develop a ten (10) acre, seven-block area of downtown Miami, adjacent to the Government Center and Overtown Metrorail stations. The project, dubbed "Gran Central", would occupy FEC-owned parcels along N.W. First Avenue from N.W. First Street to N.W. Eighth Street.

Gran Central's master plan calls for nine basic buildings, two major parking garages, more than 3 million square feet of office space, two 500-room hotels with 260,000 square feet each, and 100,000 square feet of commercial space. While plans for the project have not yet resulted in the anticipated development, FEC has expressed an interest in discussing the integration of the property with an applicant for the high speed rail franchise. The Gran Central site is also part of the Southeast Overtown/Park West designated redevelopment area for which tax-increment financing may be utilized.

CORRIDORS

The potential station location and development sites in the Central Business District are accessible with several corridor alignments. Exhibit 1 depicts both the Florida East Coast Railroad (FEC) right-of-way and the Seaboard Coast Line/Municipal Railway (SCL) right-of-way.

The FEC right-of-way roughly parallels U.S. 1 from the Dade County line to Downtown Miami. It passes by a large tract of vacant property owned by FEC called the Buena Vista Yards. This site, located just north of the Central Business District between N.E. 29th - 36th Streets, may also be considered as a station development area or as a maintenance yard for the high speed rail system.

The Seaboard Coast Line right-of-way takes a more westerly route, entering Dade County roughly parallel to I-95, turning southwest to parallel N.W.

37th Avenue, then east to the Central Business District. This corridor may potentially incorporate airport and downtown station sites, as it also runs adjacent to the northeast corner of Miami International Airport. Interestingly, the SCL track travels on the City of Miami Municipal Railway property from N.W. Sixth to N.W. First Avenue, where it joins with the FEC line to terminate in the Central Business District. The Municipal Railway corridor may also continue eastward between N.E. 10th - 11th Streets to terminate at Biscayne Boulevard. This location is adjacent to the City owned 35-acre Bicentennial Park and is one block from a station of the proposed Metromover extension to the Omni area.

DOWNTOWN MIAMI

Downtown Miami is the vibrant center of South Florida. As the commercial hub of a large metropolitan area, Downtown Miami currently contains over 21,000,000 square feet of commercial/government office space, over 5,000,000 square feet of retail/service space, 6,200 hotel rooms, 7,800 residential units, and 109,000 employees. In the next 20 years, growth is expected to bring these totals to over 36,000,000 square feet of office space, over 7,000,000 square feet of retail/service space, 8,800 hotel rooms, and 16,800 residential units.

Adjacent to Downtown is the Port of Miami, serving over 2.4 million cruise passengers each year. Six million tourists currently visit the Greater Miami area per year. This figure will certainly increase with the opening of the \$93.0 million Bayside development in April, 1987. This festival marketplace, developed by Rouse and Company, is just six blocks or two Metromover stops from the downtown site proposed here as the high speed rail terminus.

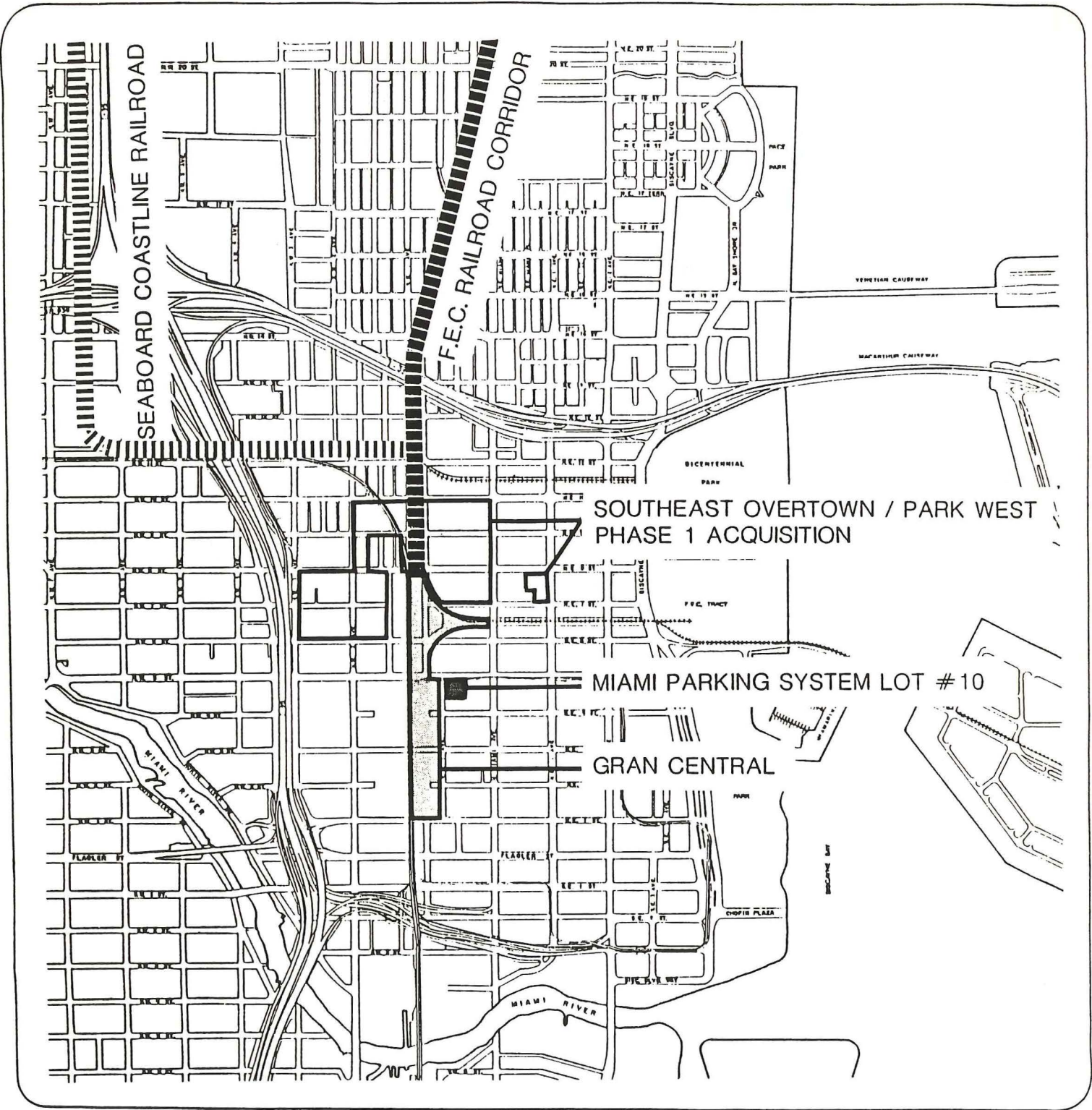
Another exciting development to the Downtown Miami landscape is the \$50.0 million, 16,590-seat Sports Arena, now under construction adjacent to the Overtown Metrorail station. This project is in the heart of the area proposed for the high speed rail station, and is anticipated to attract thousands of visitors each year to a variety of events, including National Basketball Association (NBA) games.

Downtown Miami serves as the focal point of mass transportation systems in Dade County. The Downtown high speed rail site would be served by two stations of the 21-mile Metrorail system. In addition, the current Metromover circulation system in Downtown is easily accessed from the Metrorail or directly from the State Plaza station adjacent to the Miami Parking System property described earlier.

CONCLUSION

Downtown Miami offers a great number of advantages as the terminus of Florida's high speed rail system. It has a great potential to attract rail riders with its existing commercial development, tourist attractions, and high accessibility. The location is supported by local policy makers and

is consistent with local land use and development plans. A total of more than 40 acres has been initially identified as having potential for joint development associated with the high speed rail project. The combination of these and other factors clearly indicate the potential of Downtown Miami to best serve as the terminal site for the Florida high speed rail system.



PROPOSED HIGH SPEED RAIL
STATION LOCATION SITES AND CORRIDORS

City of Miami

CESAR H. ODIO
CITY MANAGER



P. O. BOX 330708
MIAMI, FLORIDA 33233-0708
305-579-6040

October 24, 1986

Mr. David Blumberg, Chairman
Florida High Speed Rail Transportation Commission
226 West Jefferson Street
Tallahassee, FL. 32301

Dear Mr. Blumberg:

The City of Miami is aware that Florida High Speed Rail Transportation Commission (FHSRTC) is seeking letters of interest from land holders and land developers who could possibly enter into joint development agreements with and High Speed Rail (HSR) franchisee. Among the properties within the City of Miami under City ownership and development control is the Phase I Area of the Southeast Overtown/Park West Redevelopment Project. The rail corridor that has been identified as the most feasible location for an HSR system alignment passes through this area.

While developers have been selected for land leased development in all nine development sites within this Phase I area, it may be possible for a franchisee to establish joint development arrangements with one or more of the selected developers, allowing these developers to add to the construction programs in a way that is acceptable to the plans and development controls established for this area and pending City Commission approval.

Also, the balance of the 230-acre Southeast Overtown/Park West Redevelopment Project, surrounding the Phase I Area, has been approved for redevelopment actions under Chapter 163 of the Florida State Statutes, which includes tax increment financing and eminent domain acquisition provisions. The long range plans call for the entire area to be redeveloped over the next twenty years into a "new town intown" of residential and commercial uses. The Gran Central Project, proposed by Florida East Coast Railway Company on land owned by that company adjacent to Government Center, was included in the Southeast Overtown/Park West Project in 1985.

David Blumberg
October 24, 1986
Page 2

Basically, the City of Miami stands ready to discuss any and all possible joint development opportunities in as much detail as possible with HSRTC and candidate franchisees at any point in the HSR development process. As you are aware, the City Commission has endorsed HSR and officially favors a downtown site for an HSR terminal.

Sincerely,



Cesar H. Odio
City Manager

cc: Mr. H. C. Henry, Chairman
Greater Miami Chamber of Commerce
High Speed Rail Task Force
1400 West Flagler Street
Miami, FL 33135



Miami Parking System

Roger M. Carlton
Director

October 14, 1986

Mr. Buddy Henry
Vice President - Florida
Southern Bell
666 NW 79th Avenue, Room 666
Miami, Florida 33126

Dear Buddy:

Pursuant to the request of the Greater Miami Chamber of Commerce High Speed Rail Committee and previous discussions of the Off-Street Parking Board, this is to clarify the relationship of the proposed Municipal Lot No. 10 (1300 space) parking facility to a southern terminus for the high speed rail effort.

Municipal Lot No. 10 is located at 70 N.W. 5th Street immediately southeast of the State Plaza Metromover station. The Off-Street Parking Board has determined that a joint venture parking structure with the State of Florida is appropriate for the site. The Legislature has committed \$2.635 million for planning, land acquisition and design of a parking garage with approximately 1300 spaces in the environs of the two State office buildings in the northeast quadrant of the Downtown Government Center. Negotiations are underway with the State of Florida Department of General Services to locate the garage on the Municipal Lot No. 10 site.

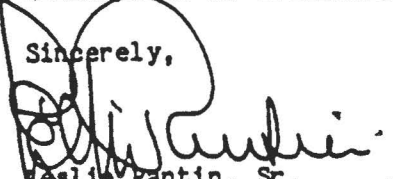
Both City Manager Cesar Odio and County Manager Sergio Pereira are supportive of this project. The Off-Street Parking Board is in the process of reviewing retail and commercial uses for the street frontage and air rights over the garage. A number of uses have been proposed including a hotel, an intercity bus terminal, and air rights office building.

The Municipal Lot No. 10 site is located 900 feet from the Arena to be constructed by the Sports and Exhibition Authority and the Decoma Venture. It appears that a synergistic potential exists for linking the Metromover station, the 1300 space garage and the Arena through the construction of an elevated walkway which could also serve as the station for the high speed rail trains assuming utilization of the Florida East Coast Railroad right-of-way.

Mr. Buddy Henry
October 14, 1986
Page two

While this potential has not been investigated in detail, it is requested that the site be reviewed in the deliberative process of the Greater Miami Chamber of Commerce High Speed Rail Committee. Executive Director Roger Carlton will be in Africa until October 31, 1986. In his absence Karen Wilson will be available to assist you.

Sincerely,



Leslie Pantin, Sr.
Chairman
Off-Street Parking Board

cc: Roger Carlton
Karen Wilson

PROPOSAL FOR
MIAMI INTERNATIONAL AIRPORT
HIGH SPEED RAIL TERMINAL LOCATION

Miami International Airport Site
Florida High Speed Rail Terminal

The land area east of Miami International Airport is an ideal location for the development of the southern terminal of the Florida High Speed Rail line. This site, a triangular area bounded on the west by LeJeune Road and the Airport, on the south by the Tamiami Canal and on the northeast by the Miami River, contains some 475 acres of mostly underdeveloped land. With the notable exceptions of the Sheraton River House, the Ramada, the Days Inn and the Embassy Suites Hotels, the area is populated with older single-story structures housing warehouses, light industry, car rental agencies, and similar uses. There is also considerable acreage that remains undeveloped.

This site straddles Central Boulevard, the main roadway leading into the airport terminal complex from the east, and is connected directly to the Airport Expressway (State Road 112) on the north, and to the Dolphin Expressway (State Road 836) by LeJeune and Douglas Roads to the south. It has 7,600 lineal feet of frontage on the Miami River which would be suitable for development into a waterway transportation connection.

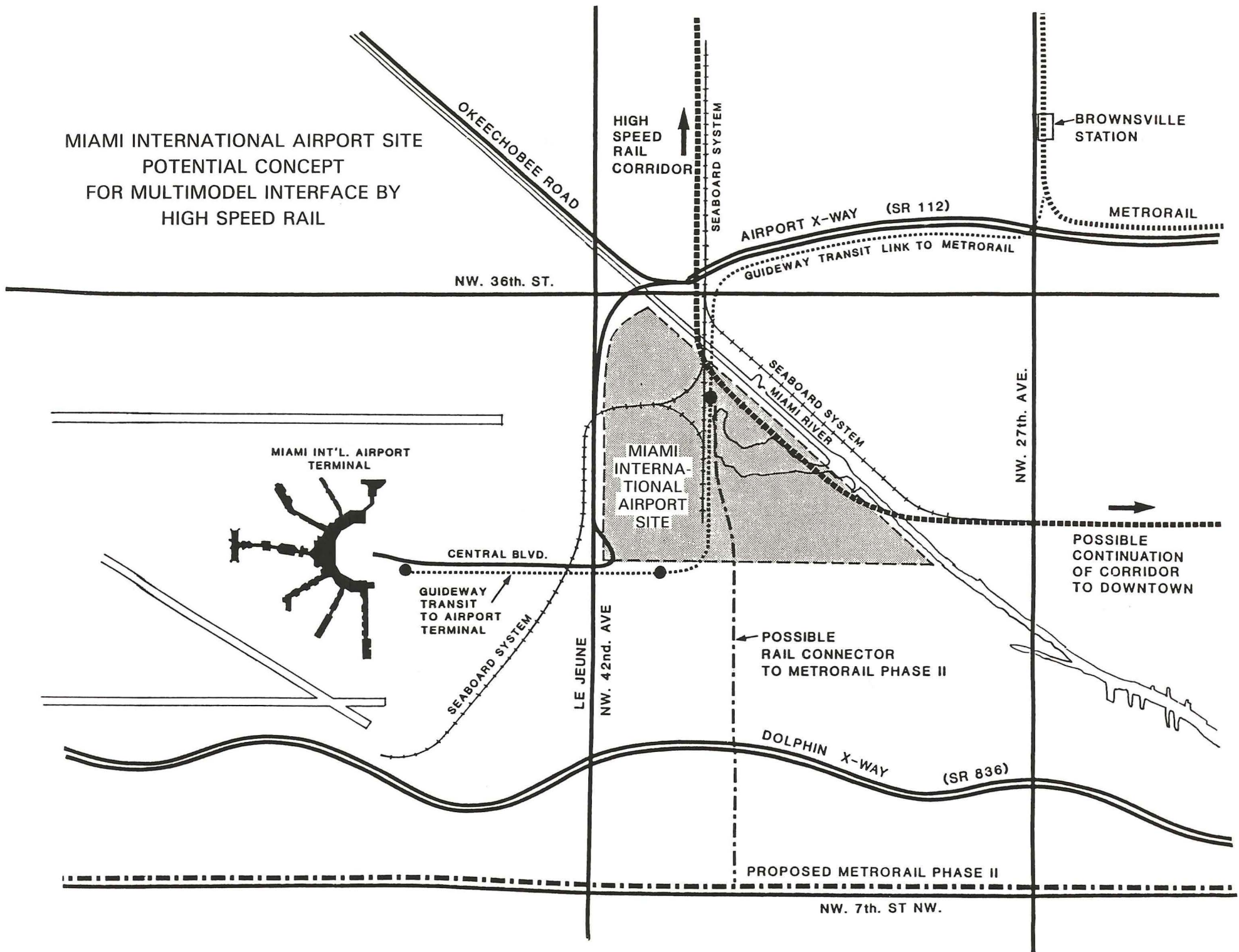
The CSX (Seaboard System Railroad) rail lines enter the site from the north and also have rail tracks exiting to the west, south of the airport. The rail line from the north is an extension from the Amtrak rail station and is an existing rail line corridor which can be used by the High Speed Rail system and as a connector to the Metrorail station near 79th Street. A Metrorail connection to this high speed rail terminal location and to the airport also can be made by extending to the north and east along the Airport Expressway to the Brownsville station on N.W. 27th Avenue. Another

Metrorail connection possibility is to the south to the proposed Metrorail Phase II. A Metrorail connection to the airport is in the transportation planning of the County and it would doubly serve if the High Speed Rail terminal is located adjacent to the airport. This site thus becomes the focus for a true multi-modal transportation center in the heart of Dade County.

The location east of Miami International Airport is of sufficient size to support large and substantial induced development. As noted earlier, the area is presently under-utilized by economically obsolete development and is ready for redevelopment into an economically viable district. There is myriad and fragmented ownership of property throughout this site; however, when the owners of several major holdings in the area were contacted, all indicated either a willingness to participate in subsequent redevelopment, or to sell their property to the rail terminal developer.

The attached exhibits depict the general site location and the rail and roadway corridors. Also shown is a list of the owners of the property who were contacted and an exhibit depicting the general location of their holdings. Mr. Richard H. Judy, Director of the Dade County Aviation Department, has expressed an interest in associating the facilities of Miami International Airport with the High Speed Rail terminal and has pledged the cooperation of the Aviation Department in the development of the terminal and connecting infrastructure. His statements are supported further by the resolution of the Board of County Commissioners of Metropolitan Dade County fully endorsing the Florida High Speed Rail project.

MIAMI INTERNATIONAL AIRPORT SITE
POTENTIAL CONCEPT
FOR MULTIMODEL INTERFACE BY
HIGH SPEED RAIL



HIGH
SPEED
RAIL
CORRIDOR

SEABOARD SYSTEM

BROWNSVILLE
STATION

METRORAIL

AIRPORT X-WAY (SR 112)

GUIDEWAY TRANSIT LINK TO METRORAIL

NW. 36th. ST.

MIAMI INT'L. AIRPORT
TERMINAL

MIAMI
INTERNATIONAL
AIRPORT
SITE

SEABOARD SYSTEM
MIAMI RIVER

NW. 27th. AVE.

POSSIBLE
CONTINUATION
OF CORRIDOR
TO DOWNTOWN

CENTRAL BLVD.

GUIDEWAY
TRANSIT
TO AIRPORT
TERMINAL

SEABOARD SYSTEM

LE JEUNE

NW. 42nd. AVE

POSSIBLE
RAIL CONNECTOR
TO METRORAIL PHASE II

DOLPHIN X-WAY (SR 836)

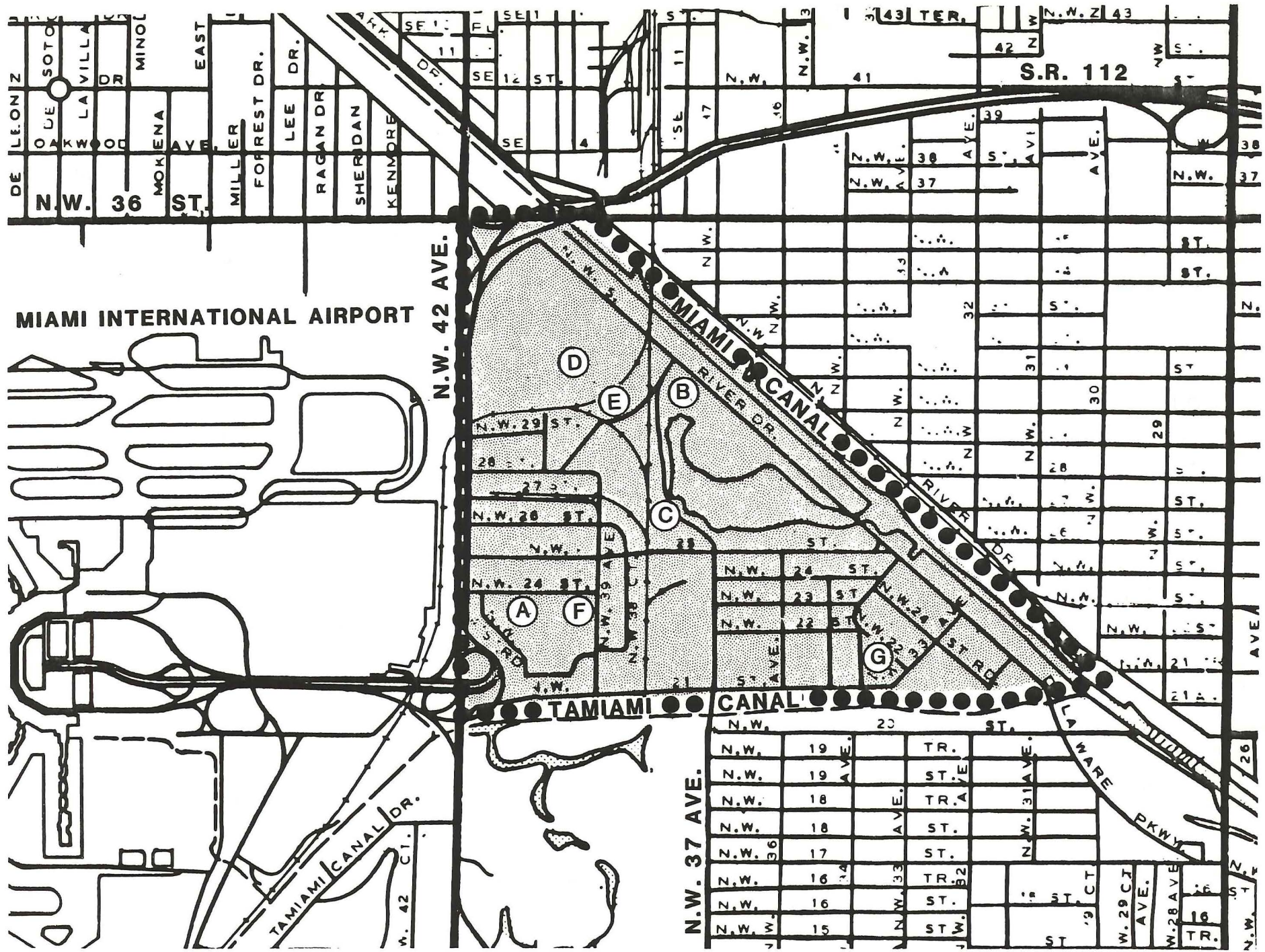
PROPOSED METRORAIL PHASE II

NW. 7th. ST NW.

Attachment to Map: MIAMI INTERNATIONAL AIRPORT
HIGH SPEED RAIL TERMINAL
LOCATION MAP

As the owner of property in the area known as Miami Airport East, in Dade County, Florida, I would be interested in participating in or selling the property for the development of a terminal and ancillary improvements to be constructed in the Greater Miami Area for the proposed Florida High Speed Rail Line.

Parcel	Name & Address
A	Michael J. Freeman 153 Sevilla Avenue Coral Gables, Florida 33134
B	Landy Toledo Crandon Realty 260 Crandon Boulevard Key Biscayne, Florida 33149
C	Mark Besoner Tarmac of Florida 455 Fairway Drive Deerfield Beach, Florida 3344
D	Anthony Abraham 6600 S.W. 57 Avenue Miami, Florida 33143
E	Seaboard Coast Line Railroad 3600 West Broad Street Richmond, Virginia 23261
F	William L. Noriega Amerifirst Building 1 S.E. 3 Avenue Miami, Florida 33131
G	Rich Electronics 3300 N.W. 21 Street Miami, Florida 33142



MIAMI INTERNATIONAL AIRPORT - HIGH SPEED RAIL TERMINAL LOCATION MAP

PROPOSAL FOR
WEST DADE
HIGH SPEED RAIL TERMINAL LOCATION

PROPOSAL FOR WEST DADE HIGH SPEED RAIL TERMINAL LOCATION

The Western area of Dade County, with its vast undeveloped acreage is the focal point for a large share of office and industrial development activity. This area continues to boast the lion's share of industrial/office/warehouse development activity. Most recently a total of 27 individual development proposals, totaling approximately 44 million square feet, were identified by the South Florida Regional Planning Council in the West Dade area (Attachment A). This total includes the combination of uses summarized below:

Office	17,411,000 square feet
Industrial	24,952,800 square feet
Retail	1,458,000 square feet
Residential Units	11,995 units
Hotel Units	1,500 units

While the preceding overview covered a much broader area, a study conducted by Metropolitan Dade County in January of 1985 concentrated on a twelve square mile area bounded on the north by N.W. 58th Street, on the east by S.R. 826, on the south by S.R. 836 and on the west by the Homestead Extension of the Florida Turnpike (H.E.F.T.).

The West Dade terminal site identified in C. William Ockert's September 4, 1986 memorandum falls within this twelve square mile area.

The following information highlights the many attributes that should be considered in the selection of the West Dade site for Dade County's High Speed Rail terminal.

- Major expressways comprise ten miles of the total twelve square mile boundary for this area (Attachment B).
- \$26.2 million in public funds have been earmarked to roadway improvements within the area over the next five years (Attachment C).
- Recent growth of office and industrial activities have been influenced by the location of this area with relationship to the regional transportation network. Its proximity to these corridors as well as to major destinations is represented by the following distance.

<u>Corridors/Destination</u>	<u>Distance From Study Area (miles)</u>
Central Business District	7.0
Miami International Airport	1.0
Port of Miami	9.0
I-95	7.0
U.S. #27	2.0
U.S. #41	1.5
I-75	8.0
U.S. #1	7.0
Metrorail	2.5

- The Tri-County Commuter Rail is located five miles due east of the study area at the 79th Street Metrorail Station. This will be the southerly terminal of the Commuter Rail System. Operational by October, 1989, this service will connect Dade, Broward and Palm Beach Counties. With thirteen station stops, this system is projected to carry 7000 persons with sixteen peak-hour trips daily. Connection to the West Dade area, Airport, Downtown or Seaport will be available by either the Metrorail or Metrobus.

- The CSX Transportation (formerly Seaboard Systems Railroad) track extends through the study area parallel to S.R. 836 near N.W. 12th Street. The Lehigh or N.W. 12th Street spur presently serves three industries located in the southeastern portion of the area along S.R. 836. This service operates Monday through Friday with one train per day. This service can be expanded as demand warrants. Spur tracks could be extended to serve new industrial parks. The Florida East Coast Railroad does not have facilities within this study area, however, access is readily available at the Florida East Coast Railroad (FEC) Hialeah yard located east of N.W. 69th Avenue between N.W. 25th and 72nd Streets. The FEC has twenty scheduled trains each day operating between Miami and Jacksonville, together with a number of local switchers. An average of approximately 5000 units a month move between these two points as either imported or exported goods. In July, 1986 a total of 26,000 units including boxcar, piggyback, aggregate, etc. moved between Miami and Jacksonville.

Located only one mile east of the study area, the Hialeah yard provides a full line of service to the West Dade County area. FEC provides pick-up and delivery of container shipments at the customer's location. Transfers are available between rail, air and sea carriers. Boxcar sidings are available for spotting cars along N.W. 72nd Avenue at approximately N.W. 12th Street.

In summary, the West Dade area is strategically located with respect to the regional roadway network as well as immediate access to carriers including rail, air and sea to worldwide destinations for cargo as well as potential passenger traffic.

The attached letters convey the interest and support of the West Dade business community for the location of Dade County's High Speed Rail Terminal within the West Dade area (Attachment D).

ATTACHMENT A

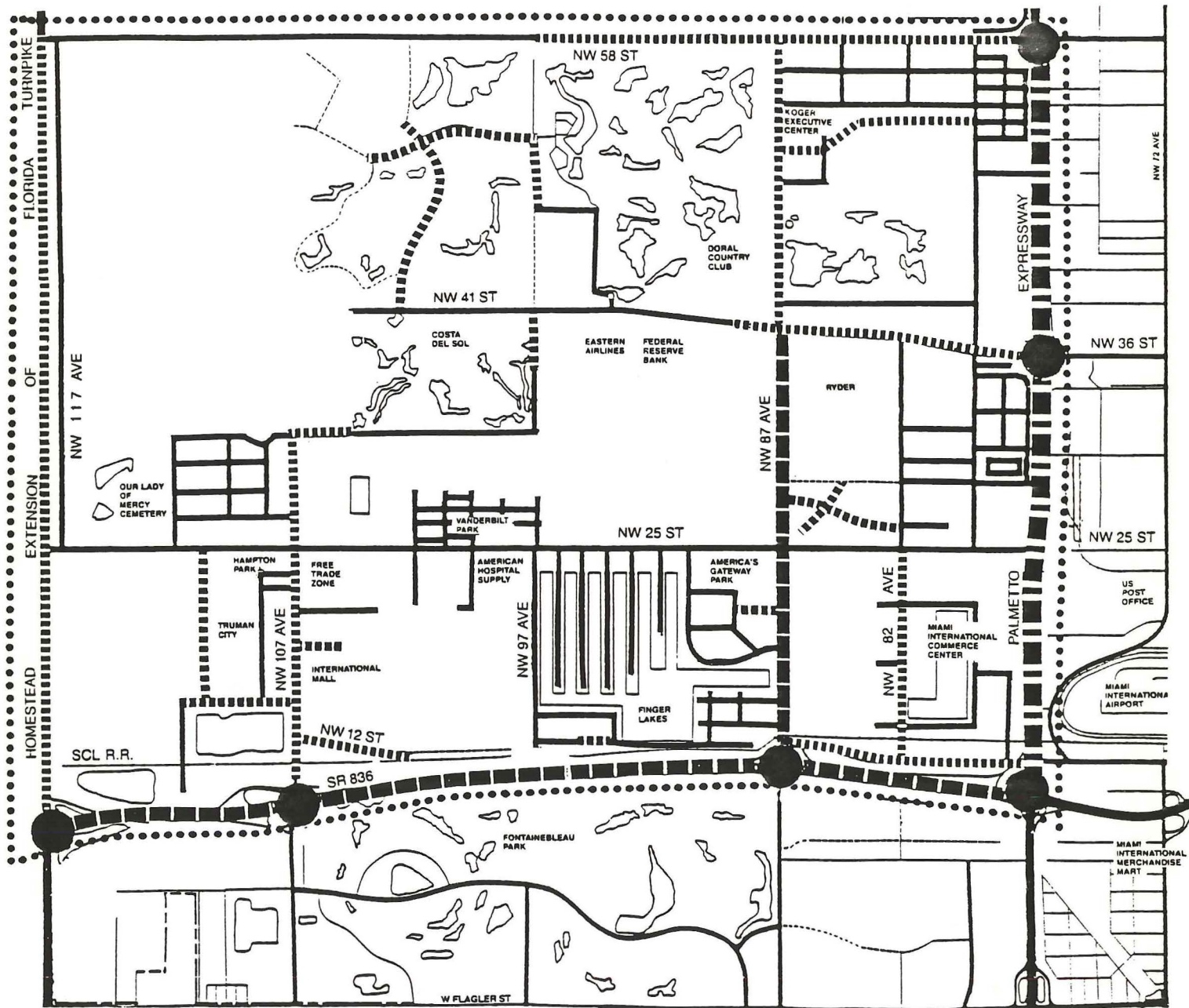
TABLE 1 Major Development in West Dade County

August 198





Name	Office Square Footage	Industrial Square Footage	Retail Square Footage	Dwelling Units	Other Uses	Buildout	Status
1. First Nationwide Executive Center	190,000	-	-	-	-	1984	
2. Flagship Bank	150,000	-	-	-	-	1984	Completed
3. Doral Corporate Center	148,000	-	-	-	-	1984	
4. Lennar Executive Center (DRI)	308,000	-	-	-	-	1984	Completed
5. Fountainbleau Park West	-	-	55,000	2,400	-	1985	Residential - 50% complete
6. Free Trade Zone Industrial Park (DRI)	180,000	800,000	-	-	-	1985	Under constructi
7. Miami International Mall (DRI)	-	-	1,065,000	-	-	1985	90% complete
8. Miami Int'l Mall Peripheral Development (DRI)	-	-	315,000	-	500 hotel rooms	1985	
9. Palmetto Industrial Park	-	83,800	-	-	-	1985	
10. LeJeune Center	295,000	-	-	-	-	1985	Under constructi
11. Cascilla Residential Properties	-	-	-	860	-	1986	Under constructi
12. Franklin Square	279,000	-	-	-	-	1988	20% Complete
13. Airport Corporate Center (DRI)	1,020,000	43,000	23,000	-	-	1988	40% Complete
14. America's Gateway Park (DRI)	800,000	1,200,000	-	-	-	1988	Under constructi
15. World of Industry & Commerce (DRI)	2,000,000	5,000,000	-	-	-	1990	60% under develo ment as Miami Int'l Commerce
16. MIA Expansion	?	-	-	-	terminal ex- pansion, park- ing garages	1990	
17. Cordis Corp Headquarters (DRI)	355,000	178,000	-	-	-	1991	30% Complete
18. Intercontinental Park (DRI)	1,000,000	2,200,000	-	-	-	1992	Site preparation
19. Doral Park (DRI)	-	-	-	7,805	-	1993	Under constructi
20. Ryder Corp. HQ. Office Park (DRI)	2,151,000	-	-	-	-	1994	Site preparation
21. Galloway Lakes Corporate Ctr (DRI)	1,304,000	-	-	930	-	1994	Site preparation
22. Miami Int'l Corp. Park (DRI)	4,935,000	1,565,000	-	-	-	1995	No activity
23. Miami International Park (DRI)	324,000	1,296,000	-	-	-	1995	Under constructi
24. World Wide Industrial Park (DRI)	-	-	-	-	-	1996	
25. F.E.C. Section 32 - Medley (DRI)	-	5,193,000	-	-	-	1996	
26. F.E.C. Section 6 (DRI)	-	7,394,000	-	-	-	2000	
27. Blue Lagoon (DRI)	1,972,000	-	-	-	1,000 hotel rms		Under constructi
TOTALS	17,411,000	24,952,800	1,458,000	11,995	1500 hotel rooms		
Study Area Total	11,554,000 66%	10,765,000 43%	1,380,000 95%	7,805 65%	500 33%		

ATTACHMENT B

EXISTING ROAD SYSTEM
(1986)

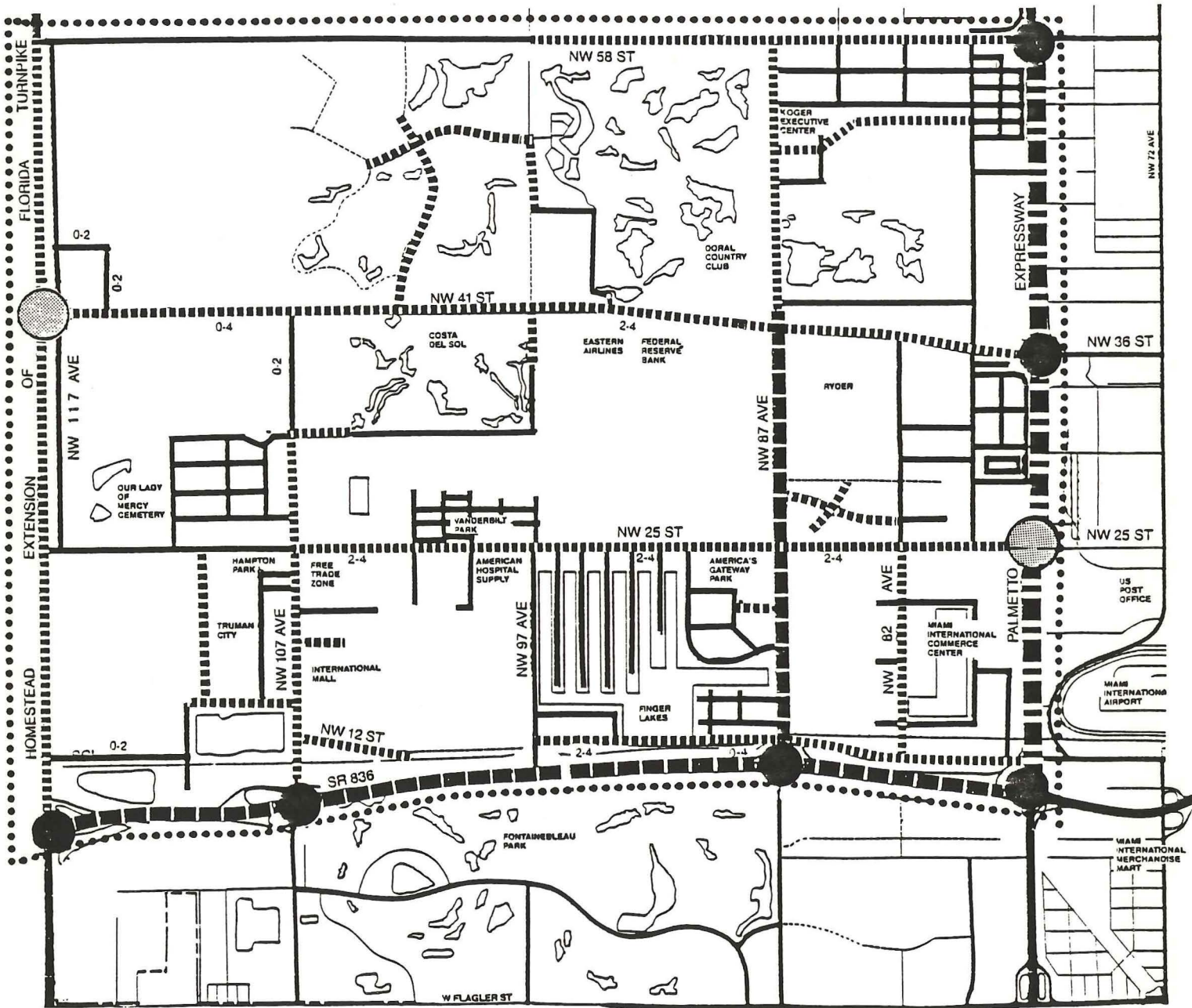


LEGEND









-  TWO LANE ROADS
-  FOUR LANE ROADS
-  SIX LANE ROADS
-  EIGHT LANE ROADS

-  EXISTING INTERCHANGE
-  WEST DADE INFRASTRUCTURE IMPROVEMENT AREA

PROGRAMMED ROADWAY
IMPROVEMENTS (1986-91)



LEGEND

- | | | | |
|---|------------------|---|--|
|  | TWO LANE ROADS |  | EXISTING INTERCHANGE |
|  | FOUR LANE ROADS |  | PROPOSED INTERCHANGE |
|  | SIX LANE ROADS |  | WEST DADE INFRASTRUCTURE
IMPROVEMENT AREA |
|  | EIGHT LANE ROADS |  | CHANGE IN NUMBER OF LANES |

<u>Roadway</u>	<u>Segment</u>	<u>Improvement</u>	<u>Cost Estimates In Millions Construction</u>	<u>Year</u>
S. R. 826	N.W. 25 Street	Interchange	6.4	1990
H.E.F.T.	N.W. 41 Street	Interchange	12.6	1988
N.W. 41 Street	H.E.F.T. to N.W. 87 Ave.	4 Lane	--	1988
N.W. 107 Avenue	N.W. 41 - 33 Street	2 Lane	--	1988
	N.W. 110 - 122 Ave.	2 Lane	1.6	1990
N.W. 25 Street	N.W. 107 - to 72 Ave.	4 Lane	4.7	1989
N.W. 12 Street	N.W. 87 - 97 Ave.	4 Lane with RR crossing	0.9	1987

In addition, a number of roadway improvements have been proposed in conjunction with recent development approvals in the area. The most significant of these is the proposal to construct a new interchange at S.R. 836 at 97th Avenue, including the extension and widening of 97th Avenue between W. Flagler Street and N.W. 25th Street. This improvement is presently under study by State F.D.O.T.

The expressways serving the area are proposed for widening. The Palmetto Expressway north of S.R. 836 is shown as 10-lane. Future travel demands on S.R. 836 indicate a need for 8-laning east of N.W. 87th Avenue. In addition, the Homestead Extension to the Florida Turnpike is proposed for 6-lane south of S.R. 836.

The 2005 Transportation Plan shows additional expansion as well as new facilities for the area. This preliminary plan includes the completion of most section line roadways to a minimum of 4 lanes. Two new interchanges with surrounding expressways are proposed in the 2005 Plan, at H.E.F.T./N.W. 74th Street and H.E.F.T./N.W. 106th Street.

Deltona Land & Investment Corp.

A Subsidiary of
The Deltona Corporation

October 17, 1986

Mr. Patrick K. Barron, Vice Chairman
West Dade Committee
Omni International Complex
1601 Biscayne Blvd.
Miami, FL 33132

Dear Pat,

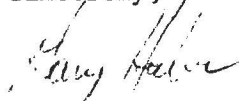
In regard to the site selection for the High Speed Rail System terminal I am extremely excited about the possibilities of having this facility located in the West Dade area.

It is obvious that with all the positive signs of development and growth in West Dade that the choice for selecting this site is but one.

Many businesses are looking to relocate and grow in this area. Deltona would benefit greatly from this transit facility because of our involvement in the West Dade, Tampa, and Orlando areas.

Please accept this letter as an endorsement to select West Dade as the primary location for the High Speed Rail System terminal.

Sincerely,



Gary Haber
Director of Land Sales

GH/dh

MIAMI FREE ZONE CORPORATION

2305 N.W. 107TH AVENUE
SUITE 107
MIAMI, FLORIDA 33172

(305) 591-4300
441320 ZONA UI
CABLE: ZOFRANC

DELIVERED BY HAND

October 21, 1986

Mr. Patrick K. Barron, Vice Chairman
West Dade Committee
Greater Miami Chamber of Commerce
1601 Biscayne Boulevard
Miami, Florida 33132

Dear Pat:

Thank you for your letter of October 16th, 1986 regarding the selection of a site for the High Speed Rail System terminal.

In this regard, please accept this letter as our interest in and support for locating the terminal in the West Dade area.

As I am certain you are aware, the West Dade area is currently attracting development projects that are larger in scope than any other area of Dade County. The DeBartello project will have 4.9 million square feet upon completion. This single project of some 300 acres far exceeds all of Brickell Avenue, which has 3 million square feet. In fact, all of downtown Miami only has slightly over 9 million square feet of office space.

In addition, the Arvida Center Project involves some 205 acres and could conceivably bring in another million square feet of office space in the next few years. These projects, in combination with other projects currently in the development phases, could potentially see the West Dade area rising to the equivalent of all of downtown as far as office space is concerned.

These factors, in conjunction with the availability of land access of major highway arteries and relatively close proximity to the airport, makes West Dade a prime site for a high-speed rail terminal. Such a terminal could be located between the Palmetto Expressway to the East and the Turnpike to the West, to the South, the 836 Expressway and on the North 36th Street which ties into the Turnpike and the Palmetto. Such a location would provide numerous access points to the highway system including West Dade, Downtown and Miami Beach, and could reasonably access the Okeechobee station of Metrorail.

Thanking you for your kind consideration to this matter, I am,

Very truly yours,



German Leiva
President

GL:gv



ANILAM ELECTRONICS CORP., 5625 NW 79th AVENUE, MIAMI, FLORIDA 33166
(305) 592-2727 Telex 26-4024

October 22, 1986

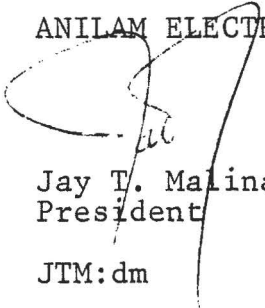
Patrick Barron
Vice Chairman
West Dade Committee
Greater Miami Chamber of Commerce
1601 Biscayne Boulevard
Miami, FL 33132

Dear Pat:

I am writing this letter to express my support for any efforts that would bring the Florida High Speed Rail System Terminal to West Dade. I feel that a large percentage of the future growth of our total community is based on industrial manufacturing, and services which will be located primarily in this area. Therefore, the need for this terminal point becomes rather important to insure this expected growth.

Very truly yours,

ANILAM ELECTRONICS CORPORATION



Jay T. Malina
President

JTM:dm

KOGER
PROPERTIES
INCORPORATED

October 23, 1986

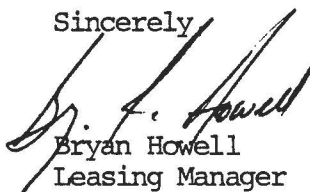
Mr. Patrick K. Barron
Vice Chairman,
Greater Miami Chamber
Of Commerce
West Dade Committee
1601 Biscayne Blvd.
Miami, Fla. 33132

Dear Pat:

Thank you for your correspondence regarding the high speed rail system. In my opinion, the West Dade Area is the location for the terminal. This general area represents the future growth of quality, multi-use facilities in Dade. As the largest office complex in Dade, Broward and Palm Beach Counties, we would welcome the intrinsic support of advanced transportation throughout the heart of the State.

Pat, if you need any further support on this, please feel free to solicit my assistance.

Sincerely



Bryan Howell
Leasing Manager

BH/gm

MIAMI BRANCH
FEDERAL RESERVE BANK OF ATLANTA
P. O. BOX 520847
MIAMI, FLORIDA 33152
October 17, 1986

PATRICK K. BARRON
VICE PRESIDENT
AND MANAGER

Mr. Alan Harper, Chairman
High Speed Rail Task Force
Greater Miami Chamber of Commerce
1601 Biscayne Boulevard
Miami, Florida 33132

Dear Alan:

The Miami Branch of the Federal Reserve, by this letter, conveys its support for the location of a high speed rail terminal in Dade County. The West Dade site offers significant advantages for placing the terminal in this growing area of Dade County.


The West Dade area is currently attracting development projects that are larger in scope than any other areas of Dade County. The DeBartello project will have 4.9 million square feet upon completion. This single project of some 300 acres far exceeds all of Brickell Avenue, which has 3 million square feet. In fact, all of downtown only has slightly over 9 million square feet of office space.

The Arvida Central Project involves some 205 acres and could conceivably bring in another million square feet of office space in the next few years. These projects, in conjunction with other projects currently in the development phases, could potentially see the West Dade area rising to the equivalent of all of downtown as far as office space is concerned.

These factors, in conjunction with the availability of land access of major highway arteries and the relatively close proximity to the airport, makes West Dade a prime site for a high-speed rail terminal. Such a terminal could be located between the Palmetto Expressway to the east and the Turnpike to the west, to the south, the 836 Expressway and on the north 36th Street, which ties into the Turnpike and the Palmetto. Such a location would provide numerous access points to the highway system including West Dade downtown and Miami Beach, and could reasonably access the Okeechobee station of Metrorail. In addition, the Florida Turnpike would provide a natural route of access for the rail turning east through the heart of West Dade. Such a layout would facilitate the connection through a westward corridor for our Metrorail system, which could include a junction terminal at the airport and utilize the vast land area of West Dade for the major rail terminal and maintenance facility.

These factors would seem to make the West Dade site the logical choice for the maximum benefit of all Dade County.

Sincerely,



Patrick K. Barron

cc: Mary Lou Tighe

PROPOSAL FOR
MULTIPLE SITE COMBINATIONS FOR A DADE COUNTY
HIGH SPEED RAIL TERMINAL

MUTLIPL E SITE COMBINATIONS

It is possible that the developers of a high-speed rail line may wish to have more than a single terminal in Dade County. The combining of the sites evaluated in the preceding review offers unique potential attributes. Some of the more outstanding attributes of various terminal combinations are briefly discussed below.

WEST DADE - DOWNTOWN (CBD)

Offers the possibility of a terminal serving the major regional business center linked with a terminal serving the fast-growing West Dade residential and development area. May also function as a commuter line for the residents of West Dade who are employed in the Miami Central Business District.

MIAMI INTERNATIONAL AIRPORT - DOWNTOWN (CBD)

Provides the benefit of a connection between the Miami International Airport, the Miami Central Business District, and the Port of Miami. Particularly attractive for international travel and cruise lines. Excellent public transit connections at both sites. May serve as a secondary commuter service for employees at the Airport complex.

WEST DADE - INTERNATIONAL AIRPORT

Links fastest growing area of Dade County to Miami International Airport, providing connections between major employment center and major residential areas. Good highway connections from West Dade area to other parts of the County.

SITE COMBINATION #1: West Dade - Miami CBD

General Location: Miami International Mall/Government Center

Criteria:

Site Attributes:

1. Accessibility:

Auto:

Good highway connections (SR 826; 836; and HEFT) to North, West, and South Dade.

Good connections to Miami Beach (I-395); North Dade (I-95); Miami International Airport (SR 112 or SR 836); and Port of Miami.

Transit:

CBD is focal point of regional surface and fixed guideway transit system, with service to all parts of County.

2. Right-of-Way Availability:

West Dade:

HEFT and/or I-75; SR 836 may be used for right-of-way. No major obstructions or height restrictions.

West Dade - CBD Link: SR 836 corridor offers best link between two station sites.

3. Environmental Impacts:

Use of highway medians on I-75/HEFT corridors minimize potential negative impacts.

4. Future Development:

West Dade: Area identified as major future growth area; development consistent with CDMP and Long-Range County land use plans.

CBD: Identified in CDMP as regional center; extensive future high-density retail and commercial development. Major Seaport expansion in progress. Redevelopment of Park West/Overtown area underway.

SITE COMBINATION #2: Miami International Airport - Miami CBD

General Location: Miami International Airport/Government Center

Criteria:

Site Attributes:

1. Accessibility:

Auto: Good highway connections (SR 112 & 836) to CBD; Miami Beach.

Excellent proximity and potential for direct links to Miami International Airport.

Transit: Substantial public transit service now provided to airport terminal/employment areas; expansion easily feasible.

A rapid transit link or shuttle to airport is under study.

HI-speed rail between CBD and Airport may provide link to Seaport; also serve commuters.

2. Right-of-Way Availability:

Multiple Options:

- To Airport East:

- 1) HEFT; SCL (AMTRAK)
- 2) SCL (AMTRAK)
- 3) I-75; US 27

- Airport East to CBD:

- 1) SR 112 Corridor
- 2) SR 836 Corridor
- 3) SCL/Municipal Railway

Possible additional stations:

- 1) Okeechobee (METRORAIL link)
- 2) Northside (METRORAIL link)

3. Environmental Impacts:

Airport East: Industrial area; limited negative impacts.

4. Future Development:

Airport East Area: Good redevelopment potential; consistent with COMP & Long-Range County land use policies.

SITE COMBINATION #3: West Dade - Miami International Airport

General Location: Miami International Mall/Miami International Airport

Criteria:

Site Attributes:

1. Accessibility:

Auto: Good highway connections (SR 826; 836 and HEFT) to North, West, and South Dade.

Good connections to Miami Beach (I-395); North Dade (SR 826); Miami International Airport (SR 836) and Port of Miami.

Transit: Substantial public transit service now provided to airport terminal/employment areas; expansion easily feasible.

A rapid transit link or shuttle to airport is under study.

2. Right-of-Way Availability:

Multiple Options:

- West Dade:
HEFT and/or I-75; SR 836 may be used for right-of-way.

- To Airport East:

1) HEFT; I-75

2) I-75; US 27

3) SR 836 Corridor

Possible additional stations:
Okeechobee (METRORAIL link)

3. Environmental Impacts:

Use of highway medians on I-75/HEFT corridors minimize potential negative impacts.

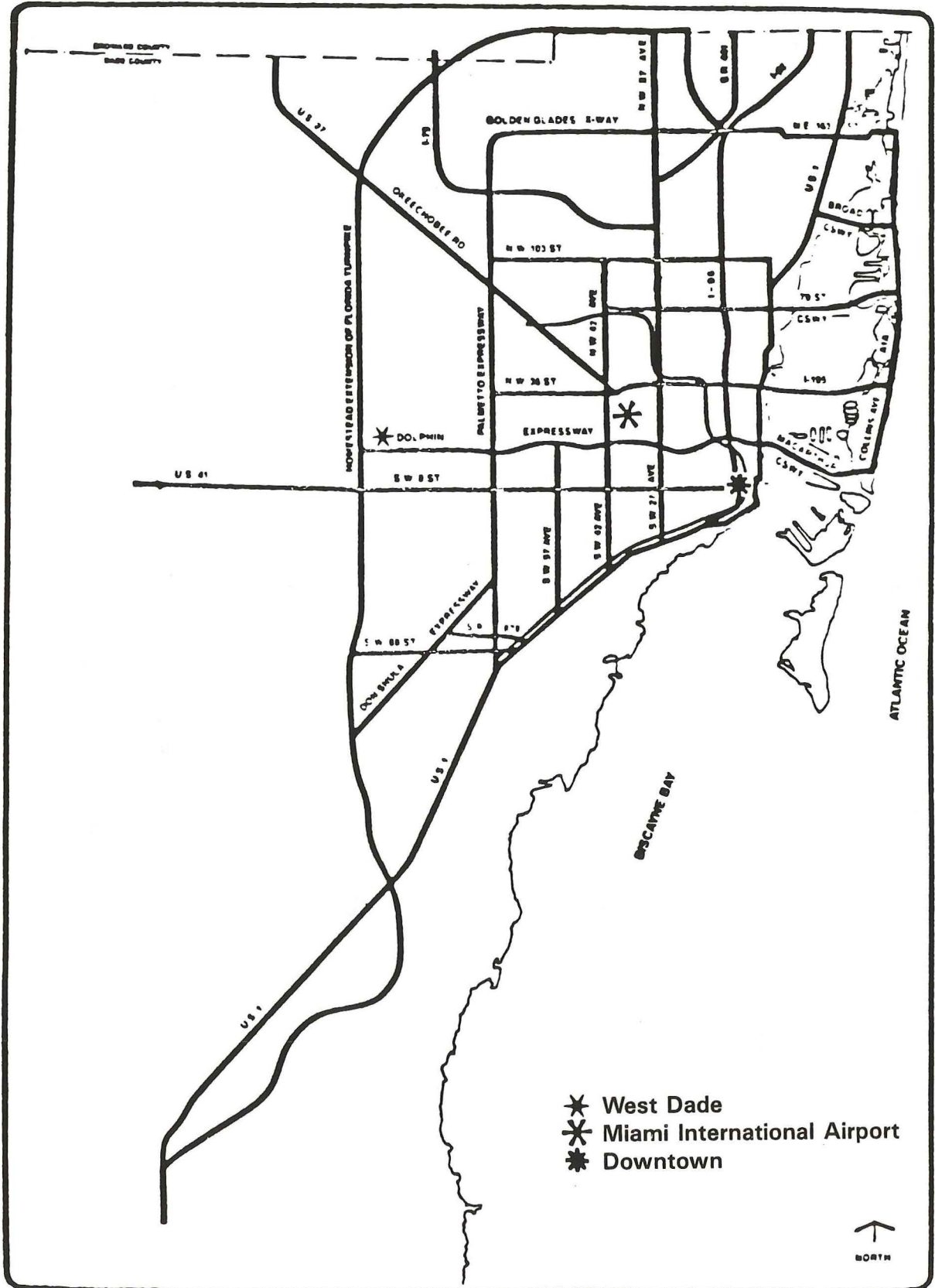
Airport East: Industrial area; limited negative impacts.

4. Future Development:

West Dade: Area identified as major future growth area; development consistent with CDMP and Long-Range County land use plans.

Airport East Area: Good redevelopment potential; consistent with CDMP and County land use policies.

PROPOSED HIGH SPEED RAIL TERMINAL SITES



ENDORSEMENTS

RESOLUTION SUPPORTING THE HIGH SPEED RAIL PROJECT AND AFFIRMING THE COMMITMENT OF DADE COUNTY TO WORK WITH THE FLORIDA HIGH SPEED RAIL COMMISSION

WHEREAS, this Board desires to accomplish the purposes outlined in the accompanying memorandum, a copy of which is incorporated herein by reference,

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF DADE COUNTY, FLORIDA, that this Board fully supports for the proposed Florida High Speed Rail Project and affirms the commitment of Dade County to work with the Florida High Speed Rail Commission in making the project a successful and vital link between Metropolitan Dade County's land use and transportation plans and the transportation system plans of the southern and central Florida region.

The foregoing resolution was offered by Commissioner

Clara Oesterle, who moved its adoption, the motion was seconded by Commissioner Beverly Phillips and upon being put to a vote, the vote was follows:

Barbara M. Carey	Aye
Clara Oesterle	Aye
Beverly B. Phillips	Aye
James F. Redford, Jr.	Aye
Harvey Ruvin	Absent
Barry D. Schreiber	Aye
Jorge E. Valdes	Aye
Sherman S. Winn	Aye
Stephen P. Clark	Aye

The Mayor thereupon declared the resolution duly passed and adopted this 15th day of July, 1986.

DADE COUNTY, FLORIDA
BY ITS BOARD OF
COUNTY COMMISSIONERS
RICHARD P. BRINKER, CLERK

Approved by County Attorney as to form and legal sufficiency. SPL

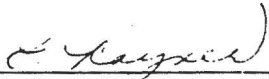
By: RAMON RUIZ
Deputy Clerk

STATE OF FLORIDA)
) SS:
COUNTY OF DADE)

I, RICHARD P. BRINKER, Clerk of the Circuit Court in and for Dade County, Florida, and Ex-Officio Clerk of the Board of County Commissioners of said County, DO HEREBY CERTIFY that the above and foregoing is a true and correct copy of Resolution No. R-937-86, adopted by the said Board of County Commissioners at its meeting held on July 15, 19 86.

IN WITNESS WHEREOF, I have hereunto set my hand and official seal on this 22nd day of July, A. D. 19 86.

RICHARD P. BRINKER, Ex-Officio Clerk
Board of County Commissioners
Dade County, Florida

By 
Deputy Clerk

SEAL



Board of County Commissioners
Dade County, Florida

RESOLUTION NO. 8C-612

A RESOLUTION ENDORSING THE DEVELOPMENT OF THE FLORIDA HIGH SPEED RAIL PROJECT, WITH A TERMINAL COMPLEX TO BE DEVELOPED WITHIN THE DOWNTOWN AREA OF THE CITY OF MIAMI, LINKING THIS SYSTEM WITH THE METRO RAIL AND METROMOVER TRANSPORTATION SYSTEMS, AND INSTRUCTING THE CITY MANAGER TO PROVIDE THE NECESSARY ADMINISTRATIVE ASSISTANCE OF THE CITY TO THE FLORIDA HIGH SPEED RAIL TRANSPORTATION COMMISSION IN PLANNING, EVALUATING AND IMPLEMENTING THE PROJECT.

WHEREAS, the State of Florida has established the Florida High Speed Rail Transportation Commission to oversee the development of a high speed rail system within the State; and

WHEREAS, the Florida High Speed Rail Transportation Commission has produced a study recommending a high speed rail system extending from Tampa to Miami and terminating in Miami; and

WHEREAS, this system can bring the greatest economic and transportation benefit to the City of Miami with the system terminal being located within the downtown area of the City, allowing for a linkage to the existing Metrorail and Metromover systems; and

WHEREAS, the planning, proposing, evaluating and implementing of a high speed rail system with a terminal in downtown Miami will require administrative support and other available City resources;

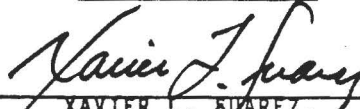
CITY COMMISSION MEETING OF
JUL 24 1986
RESOLUTION No. <u>8C-612</u>
REMARKS: _____

NOW, THEREFORE, BE IT RESOLVED BY THE COMMISSION OF THE CITY OF MIAMI, FLORIDA:

Section 1. The high speed rail transportation system proposed by the Florida High Speed Rail Transportation Commission, with a terminal to be located within the downtown area of the City of Miami, is hereby endorsed as a new and vital transportation link as well as an economic development catalyst for the City and State.

Section 2. The City Manager is instructed to provide the necessary administrative assistance to the Florida High Speed Rail Transportation Commission in the planning, evaluation and implementation of the system.


PASSED AND ADOPTED this 24th day of JULY, 1986.


XAVIER L. SUAREZ,
Mayor


ATTEST:


for: MARY HIRAI, CITY CLERK

PREPARED AND APPROVED BY:


ROBERT F. CLARK, CHIEF DEPUTY
CITY ATTORNEY

APPROVED AS TO FORM AND CORRECTNESS:


LUCIA A. DOUGHERTY, CITY ATTORNEY

NOW THEREFORE BE IT RESOLVED BY THE BOARD OF THE DOWNTOWN
DEVELOPMENT AUTHORITY OF THE CITY OF MIAMI, FLORIDA that:

Section 1. The Downtown Development Authority
fully supports development of the High Speed
Rail Line and a Downtown Miami terminal.

Section 2. The City and Metropolitan Dade
County Commissions are urged to immediately
appoint a high level task force to develop a
Downtown terminal project proposal and
marketing strategy and to otherwise work with
the High Speed Rail Transportation Commission
toward the realization of a High Speed Rail
Line terminal in Downtown Miami.

PASSED AND ADOPTED THIS 13th DAY OF June 1986.


Mayor Xavier L. Suarez
Chairman

ATTEST:

Executive Secretary


Roy F. Kenzie
Executive Director

RESOLUTION NO. 7/86

A RESOLUTION SUPPORTING A DOWNTOWN MIAMI TERMINAL FOR THE PROPOSED HIGH SPEED RAIL LINE AND URGING THE CITY AND METROPOLITAN DADE COUNTY COMMISSIONS TO APPOINT A HIGH LEVEL TASK FORCE TO DEVELOP A PROJECT PROPOSAL AND A MARKETING STRATEGY FOR A DOWNTOWN TERMINAL.

WHEREAS, pursuant to the Florida High Speed Rail Transportation Commission Act, a Commission has been appointed by the Governor to establish the criteria for, seek proposals for, and award a franchise for a High Speed Rail Line to generally operate between Tampa, Orlando, and Miami; and

WHEREAS, the ease and economic viability of development of appurtenant and ancillary facilities to the High Speed Rail Line will be important considerations in the determination of the final alignment and terminal locations; and

WHEREAS, Downtown Miami, because of Metrorail and Metromover access and proximity to the air and sea ports would be ideally suited for a High Speed Rail Line terminal; and

WHEREAS, Downtown Miami has the infrastructure, available land, and growth potential to support the profitable public/private development of High Speed Rail Line appurtenant and ancillary facilities; and

WHEREAS, the location of the High Speed Rail Line terminal in Downtown Miami could have profound positive effects on economic development, tourism, employment and Miami's national and international status and image; and

WHEREAS, many communities throughout the State have been actively planning for and pursuing inclusion in the High Speed Rail Line project; and

WHEREAS, it is imperative that Miami and Dade County become very active in the High Speed Rail Line project planning and process to insure a Downtown Miami terminal.



R E S O L U T I O N

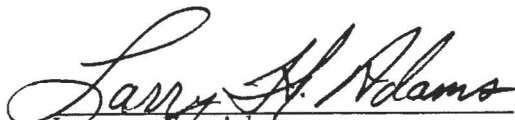
WHEREAS, the State of Florida appointed a High Speed Rail Transportation Commission to oversee the planning, financing and building of a High Speed Rail System in the State of Florida; and,

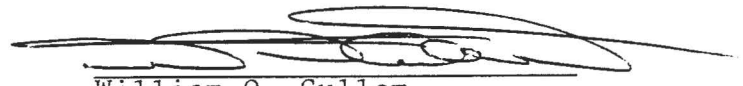
WHEREAS, Dade County has been designated as one of the main terminal locations for the system that will link it with Tampa and Orlando; and,

WHEREAS, a Florida High Speed Rail System would have a positive effect on economic development, tourism and employment for the area; and,

WHEREAS, the Greater Miami Chamber of Commerce has formed a High Speed Rail Task Force to study and recommend potential sites for a terminal station in Dade County,

THEREFORE, BE IT RESOLVED that the Greater Miami Chamber of Commerce supports the concept of the High Speed Rail System with one or more termini in Dade County.


Larry H. Adams,
Chairman


William O. Cullom,
President

Unanimously passed, 10/28/86.

GREATER MIAMI CHAMBER OF COMMERCE

Omni International Complex • 1601 Biscayne Boulevard • Miami, Florida 33132 • (305) 350-7700

LOCAL AGENCY CONTACTS

LOCAL AGENCY CONTACTS

Applicants preparing responses to the request for proposal for Florida's High Speed Rail Project should utilize the following contacts for assistance when dealing with the respective agency. These contacts will assist applicants in gathering information, arranging meetings, coordinating site visits, and answering questions.

Dade County

Mr. Tony Ojeda
Assistant County Manager
Metro Dade Center
111 N. W. 1 Street, Suite 2900
Miami, Florida 33128
305-375-5311

City of Miami

Mr. Walter Pierce
Assistant City Manager
3500 Pan American Drive
Miami, Florida 33133
305-579-6044

Greater Miami Chamber of Commerce

Mr. William O. Cullom
President G.M.C.C.
1601 Biscayne Boulevard
Miami, Florida 33132
305-350-7700

GREATER MIAMI CHAMBER OF COMMERCE
HIGH SPEED RAIL TASK FORCE MEMBERS

GREATER MIAMI CHAMBER OF COMMERCE

HIGH SPEED RAIL TASK FORCE

CHAIRMAN

H.C. Buddy Henry, Jr., V.P./Fla.
Southern Bel Tel. & Telegraph Co.
666 N.W. 79th Ave., Room 666
Miami, FL 33126-4098
263-2411

Adams, Larry H., Div. V.P.
Florida Power & Light Co.
PO Box 029311
Miami, FL 33102-9311
442-5100

Dodd, W. Stanley, Jr.
Dodd Realty Corporation
1060 Brickell Ave.
Miami, FL 33131-3011
379-2453

Candela, Hilario F., Pres.
Spillis Candela & Partners
800 Douglas Entrance
Coral Gables, FL 33134
444-4691

Ellyson, Robert C., CPA, Mng. Ptr.
Coopers & Lybrand
5959 Blue Lagoon Dr. (NW 11th St.)
Miami, FL 33126-2039
263-8200

Carlton, Roger, Director
Off-Street Parking Authority
190 N.E. Third St.
Miami, FL 33132
579-6789

Fine, Martin, Partner
Fine, Jacobson, Schwartz, et al
2401 Douglas Road
Coral Gables, FL 33134
446-2200

Clark, Stephen
Metropolitan Dade County
111 N.W. First St.
Miami, FL 33128
375-5305

Gentry, Hugh, President & CEO
Barnett Bank of So. Fla., N.A.
800 Brickell Ave.
Miami, FL 33131-2983
350-1824

Coleman, C. Randolph
C. Randolph Coleman, Atty. at Law
2921 Le Jeune Road
Coral Gables, FL 33134
445-5566

Glass, W. Reeder, Partner
Holland & Knight
1200 Brickell Ave.
Miami, FL 33131-3286
374-8500

Crawford, Herbert R., Pres.
Herbert R. Crawford & Assoc.
13865 S.W. 74th Ave.
Miami, FL 33158
253-6999

Gomez, Tito
Southern Bell
1400 W. Flagler St.
Miami, FL 33135
350-9650

Daughtrey, Newall, President
Classic Stationers, Inc.
2141 Opa Locka Blvd.
Opa Locka, FL 33054-4229
685-6488

Goode, R. Ray, President
The Babcock Co.
1500 Monza Ave., Ste. 300
Coral Gables, FL 33146
665-1112

Harper, Allen C., Chairman
Esslinger, Wooten, Maxwell, Inc.
1553 San Ignacio Ave.
Coral Gables, FL 33146
667-8871

Kenzie, Roy, Exec. Dir.
Downtown Dev. Authority
One Biscayne Tower, Ste. 1818
Miami, FL 33131
579-6675

Levenson, Barbara
Barbara S. Levenson, Atty.
2400 So. Dixie Highway
Miami, FL 33133-3141
285-1333

Lowell, Jack
Tishman Speyer Properties
801 Brickell Ave., Ste. 1400
Miami, FL 33131-2803
372-1600

Martinez, Raul, Mayor
City of Hialeah
PO Box 40
Hialeah, FL 33011
885-1531

Mixon, L. E., Dist. Mgr./Media
Relations/Florida
Southern Bell Tel. & Tel. Co.
8200 Bird Road, Room 109
Miami, FL 33155-3335
553-6633

Morris, W. Allen, President
The Allen Morris Company
One Biscayne Tower, 26th Floor
Miami, FL 33131-1310
358-1000

Odio, Cesar, City Manager
Miami City Hall
3500 Pan American Drive
Coconut Grove, FL 33133
579-6040

Oesterle, Clara
Metro Dade County
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