

**ATTACHMENT 8
RESOLUTIONS AND LETTERS OF SUPPORT**

ORLANDO-MIAMI HIGH SPEED RAIL

LIST:

- Florida Legislature – joint letter 17 State Representatives
- Florida Senate- Sen. Fasano
- Florida Senate- Sen. Rich
- Miami-Dade County Chairman Moss
- Greater Miami Chamber of Commerce
- South Florida Regional Business Alliance
- Miami Dade Expressway Authority
- Tampa Bay Partnership
- Central Florida Partnership
- City of Orlando
- Orange County
- Seminole County
- Osceola County
- Florida Metropolitan Planning Organization Advisory Council
- Metroplan Orlando
- Audubon of Florida
- City of Maitland
- Florida Institute of Consulting Engineers
- ConnectUS



THE FLORIDA LEGISLATURE

Tallahassee, FL 32399-1100



August 18, 2009

The Honorable Ray LaHood, Secretary
U.S. Department of Transportation
1200 New Jersey Ave SE
Washington D.C. 20590

The Honorable Joseph Szabo, Administrator
Federal Railroad Administration
U.S. Department of Transportation
1200 New Jersey Ave SE
Washington D.C. 20590

Dear Secretary LaHood and Administrator Szabo:

It is with great enthusiasm that we write to express support for the State of Florida's application to the Federal Railroad Administration for funding of the federally-designated High Speed Rail corridor of Tampa-Orlando-Miami. President Obama's *Vision for High Speed Rail in America* provides federal funding for High Speed Rail under the American Recovery and Reinvestment Act (ARRA). The availability of this funding is based on a competition among eligible States, including the State of Florida. This letter of support, and similar ones from our colleagues across our great state, demonstrates our unified commitment to see plans turn into reality after decades of planning for High Speed Rail.

High Speed Rail planning in Florida has been occurring for decades. Previous efforts have resulted in our preparedness on many fronts, including specific State statutes that are still in place. The private sector, envisioned as an important financial partner in this system, has previously demonstrated its willingness to invest in High Speed Rail and assume ridership revenue risk to cover the cost of operations and maintenance. The viability of having High Speed Rail in Florida has never looked stronger.

Florida offers the following specific advantages that line up perfectly with the criteria being scored in the national competition for funding:

- The Tampa-Orlando corridor offers the opportunity to begin construction on a High Speed Rail Express system in less than two years based on extensive previous planning and environmental work (this corridor has been through the lengthy NEPA process);
- The geography along the Tampa-Orlando-Miami corridor has little room for added highway capacity yet is perfectly suited for high passenger-capacity trains, assuring high ridership;
- Our geography is flat, offering a less costly investment than states with variable terrain that requires expensive structures and tunnels;
- The Florida Department of Transportation has been visionary in preserving the median of our highway corridors for a high speed rail system, allowing our State to offer this precious right-of-way as an "in kind" and eligible local contribution that greatly enhances our competitive position;

JEFF ATWATER
President of the Senate

LARRY CRETUL
Speaker of the House of Representative's

August 18, 2009

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- HSR offers transportation mobility for our huge tourist population (84 million in 2008), many of whom are used to traveling by train at home;
- HSR is a Green solution that will greatly reduce carbon emissions through more efficient energy use for transportation, reducing our reliance on foreign oil consumption;
- HSR will relieve pressure from our major international airports to provide regional air service, preserving slots for long-haul flights that will increasingly be needed to support our growing air travel demands;
- Our aging population needs mobility, yet our safety becomes jeopardized as more of our elderly population drives on our highways due to no viable alternative;
- HSR has a proven safety record with minimal recorded incidents worldwide after decades of performance;
- HSR offers assistance with hurricane evacuation in a safe, orderly and high-capacity manner;
- Considerable investments have been made at both Orlando International Airport and the Miami Intermodal Center to accommodate High Speed Rail access;
- Interconnectivity opportunities exist at proposed stations with different modes including airlines, existing and planned commuter and light rail systems, bus service and other modes.

And, HSR WILL CREATE THOUSANDS OF PERMANENT GREEN JOBS AND GREATLY PROMOTE ECONOMIC DEVELOPMENT AT A TIME WHEN THEY ARE MOST NEEDED!

We have an unprecedented opportunity to invest in a transportation alternative that is widely available in other developed countries around the world. The willingness of our federal government to invest in this travel mode has eluded us so far, yet there has never been a better time than now and there is no better place to invest in this mode than in Florida.

We proudly offer our full and enthusiastic support for bringing High Speed Rail to Florida.

Sincerely,

Paula Dockery (R), Lakeland
State Senator, 15th District

Arthenia Joyner (D), Tampa
State Senator, 18th District

Mike Bennett (R), Bradenton
State Senator, 21st District

Evelyn Lynn (R), Ormond Beach
State Senator, 7th District

Dennis Jones (R), Seminole
State Senator, 13th District

Steve Oelrich (R), Cross Creek
State Senator, 14th District

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Faye Culp (R), Tampa
State Representative, 57th District

Jim Frishe (R), St. Petersburg
State Representative, 54th District

Bill Galvano, (R) Bradenton
State Representative, 68th District

Joe Gibbons (D), Hallandale Beach
State Representative, 105th District

Bill Heller (D), St. Petersburg
State Representative, 52nd District

Mike Horner (R), Kissimmee
State Representative, 79th District

Janet Long (D), Seminole
State Representative, 51st District

Peter Nehr (R), Tarpon Springs
State Representative, 48th District

Ken Roberson (R), Port Charlotte
State Representative, 71st District

Richard Steinberg (D), Miami Beach
State Representative, 106th District

Michael Scionti (D), Tampa
State Representative, 58th District



THE FLORIDA SENATE

Tallahassee, Florida 32399-1100

COMMITTEES:

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Communications, Energy, and Public Utilities
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Governmental Operations - Policy and Steering
Judiciary
Ways and Means - Policy and Steering

JOINT COMMITTEE:

Legislative Budget Commission

SENATOR MIKE FASANO

President Pro Tempore
11th District

August 13, 2009

The Honorable Ray LaHood, Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Paul Nissenbaum, Director
Office of Passenger and Freight Rail Programs
Federal Railroad Administration
U.S. Department of Transportation
West Building – Mail Stop 20
1200 New Jersey Ave SE
Washington, DC 20590

Dear Secretary LaHood and Director Nissenbaum,

I write to you today to express my support for the application to the Federal Railroad Administration, by the State of Florida, for funding of the federally-designated High Speed Rail (HSR) corridor of Tampa/Orlando/Miami. President Obama's *Vision for High Speed Rail in America* provides federal funding for High Speed Rail under the American Recovery and Reinvestment Act (ARRA). Florida's Tampa/Orlando/Miami is eligible to compete for the first round of funding.

We have been working on High Speed Rail planning here in Florida for decades, therefore we are prepared for its inception in many ways, including having created and amended State statutes to give us the ability to do so. The private sector has stepped up and demonstrated its willingness to invest in High Speed Rail and assume ridership revenue risk to cover the cost of operations and maintenance. This is why I believe the time is perfect for Florida to apply for these funds.

The State of Florida aptly meets the criteria for funding scoring within this national competition in the following ways:

- The Tampa-Orlando corridor can begin construction of a High Speed Rail Express system in less than two years based on extensive previous planning and environmental work (Florida is further ahead than other states as this proposed corridor has been through the lengthy NEPA process);

REPLY TO:

- 8217 Massachusetts Avenue, New Port Richey, Florida 34653-3111 (727) 848-5885
- 404 Senate Office Building, 404 South Monroe Street, Tallahassee, Florida 32399-1100 (850) 487-5062

Senate's Website: www.flisenate.gov

JEFF ATWATER
President of the Senate

MIKE FASANO
President Pro Tempore

August 13, 2009

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- The geography along the Tampa-Orlando-Miami corridor has little room for added highway capacity yet is perfectly suited for high passenger-capacity trains, assuring high ridership;
- Our geography is flat, offering a less costly investment than states with variable terrain that requires expensive structures and tunnels;
- FDOT has been visionary in preserving the median of our highway corridors for a HSR system, allowing our State to offer this precious right-of-way as an "in kind" and eligible local contribution that greatly enhances our competitive position;
- HSR offers transportation mobility for our huge tourist population (84 million in 2008), many who are used to traveling by train at home;
- HSR is a Green solution that will greatly reduce carbon emissions through more efficient energy use for transportation, reducing our reliance on foreign oil consumption;
- HSR will relieve pressure from our major international airports to provide regional air service, preserving slots for long-haul flights that will increasingly be needed to support our growing air travel demands;
- Safe mobility for an aging population that drives on our highways as there is no viable alternative;
- HSR has a proven safety record with minimal recorded incidents worldwide after decades of performance;
- HSR offers assistance with hurricane evacuation in a safe, orderly and high-capacity manner;
- Considerable investments have been made at both Orlando International Airport and the Miami Intermodal Center to accommodate High Speed Rail access;
- Interconnectivity at proposed stations with airlines, existing and planned commuter rail systems, bus service and other modes.
- HSR will create thousands of permanent green jobs and greatly promote economic development at a time when they are most needed.

For all of these reasons, I highly support the idea of bringing High Speed Rail to the State of Florida. We are poised to make this plan a reality and with the help of the Federal Government we can invest in a great transportation alternative.

Thank you for your consideration and please let me know if there is ever anything I can do for you.

Sincerely,

A handwritten signature in black ink, appearing to read "Mike Fasano", with a stylized flourish at the end.

Mike Fasano
Florida State Senator, District 11

MF/gc



THE FLORIDA SENATE

Tallahassee, Florida 32399-1100

COMMITTEES:
Children, Families, and Elder Affairs, *Vice Chair*
Energy, Environment, and Land Use -
Policy and Steering, *Vice Chair*
Health and Human Services Appropriations,
Vice Chair
Commerce
Environmental Preservation and Conservation
Ethics and Elections
Ways and Means - Policy and Steering

JOINT COMMITTEE:
Legislative Sunset

SENATOR NAN H. RICH
34th District

August 17, 2009

The Honorable Ray La Hood, Secretary
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

The Honorable Joseph C. Szabo, Administrator
Federal Railroad Administration
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Secretary LaHood and Mr. Szabo:

I am writing to express my support for the State of Florida's application to the Federal Railroad Administration for funding of the federally-designated Tampa-Orlando-Miami High Speed Rail Corridor.

Florida is an ideal candidate for funding from President Obama's Vision for High Speed Rail in America program as part of the American Recovery and Reinvestment Act (ARRA) for several reasons. Our state has already completed the NEPA process, and already owns the vast majority of the right-of-way – which constitutes a \$1 billion in-kind match by the state. These two factors will enable construction to begin in less than two years, thus expediting the positive economic impact and job creation the ARRA is intended to stimulate. In addition, Florida's relatively flat terrain makes construction less expensive than in other areas of the country.

High Speed Rail would be an especially attractive mode of transportation to two large segments of people who travel in Florida – tourists, many of whom are from countries where train travel is prevalent and the elderly whose need for transportation that does not require them to drive is greater than younger segments of the population.

For these reasons, I am pleased to add my support to Florida's request for funding under the Vision for High Speed Rail in America program. Thank you for your consideration of Florida's application.

Sincerely,

A handwritten signature in cursive script that reads "Nan Rich".

Nan Rich
State Senator

REPLY TO:

- 777 Sawgrass Corporate Parkway, Sunrise, Florida 33325-6256 (954) 747-7933
- 214 Senate Office Building, 404 South Monroe Street, Tallahassee, Florida 32399-1100 (850) 487-5103

Senate's Website: www.flsenate.gov

JEFF ATWATER
President of the Senate

MIKE FASANO
President Pro Tempore



DENNIS C. MOSS
CHAIRMAN
MIAMI-DADE BOARD OF COUNTY COMMISSIONERS
DISTRICT 9



August 21, 2009

The Honorable Ray LaHood, Secretary
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Secretary LaHood:

This correspondence serves as my support for the State of Florida's Track 1B application for the \$30 million Preliminary Engineering and NEPA Environmental studies needed for the proposed Orlando-Miami High Speed Rail initiative.

This project would be in the best interest of the future of Florida and its worldwide competitiveness. In addition, these environmental studies will provide the necessary foundation for a future High Speed Rail Link between Miami and Orlando and will assist the state's economy, reduce pollution and Interstate congestion.

I offer my support for this application, and I will be bringing a resolution to my full Board at the first meeting in September, to garner its support.

Sincerely,

A handwritten signature in black ink that reads "Dennis C. Moss".

Dennis C. Moss
Chairman, District 9
Board of County Commissioners

Downtown Office
111 NW 1st Street, Suite 220
Miami, Florida 33128
(305) 375-4832 | Fax (305) 372-6011

District North Office
10710 SW 211th Street, Suite 206
Miami, Florida 33189
(305) 234-4938 | Fax (305) 232-2892

District South Office
1634 NW 6th Avenue
Florida City, Florida 33034
(305) 245-4420 Fax | (305) 245-5008



RESOLUTION OF SUPPORT
REGARDING A HIGH-SPEED INTERCITY PASSENGER RAIL

WHEREAS, the Greater Miami Chamber of Commerce comprised of over 2,500 businesses, with more than 5,700 members, is a regionally focused, activist chamber of commerce that promotes sustainable economic vitality and quality of life in South Florida and works to promote a strong economy; and

WHEREAS, a multi-modal regional transportation system will contribute significantly to enhancing the vitality, quality of life and positive community reputation of Florida; and

WHEREAS, the Greater Miami Chamber of Commerce is aware the Florida Department of Transportation (FDOT) in partnership with the U.S. Department of Transportation is undertaking the development of a *High-Speed Intercity Passenger Rail System* as outlined in the High-Speed Rail Strategic Plan published by the Federal Railroad Administration in April 2009 with intentions due by July 10th and applications due in September 2009; and

WHEREAS, implementation of *High-Speed Intercity Passenger Rail System* will greatly benefit all of the citizens of, and visitors to Florida, and is needed in order to relieve traffic congestion, provide transportation opportunities, linkages to Amtrack and provide a relief for intrastate mobility; and

WHEREAS, *High-Speed Intercity Passenger Rail System* will become an integral part of Florida's balanced transportation system and, with concurrent development of improvements to roadways and bus transit, will greatly enhance the mobility of the traveling public; and

WHEREAS, the President of the United States, Barack Obama; and the Secretary of the United States Department of Transportation, Ray LaHood; and Congressman John Mica and Congresswoman Corrine Brown are working in support of a *High-Speed Intercity Passenger Rail System*; and

WHEREAS, the U.S. Department of Transportation/Federal Railroad Administration has designated 11 major corridors for potential *High-Speed Intercity Passenger Rail* and the Florida Corridor comprises Orlando, Tampa and Miami; and

WHEREAS, the U.S. Department of Transportation/Federal Railroad Administration has established that Partnerships and Regional Connectivity are significant elements for selection; and that the Federal Transit Administration (FTA) has made significant investments in regional transportation in Southeast Florida through the South Florida Regional Transportation Authority (SFRTA); and

WHEREAS, it is more critical than ever to provide the traveling public with transportation alternatives as gasoline prices fluctuate wildly and new federal air quality standards for ozone put the Florida at risk of being declared a non-attainment area which could result in sanctions being imposed; and

WHEREAS, *High-Speed Intercity Passenger Rail System* will support the effort of Governor Crist's Energy and Climate Change Action Plan, established by Executive Order 07-128, with ambitious goals for reducing statewide green house gas emissions.

NOW, THEREFORE, BE IT RESOLVED that the Greater Miami Chamber of Commerce supports the design, construction and implementation of a *High-Speed Intercity Passenger Rail System* in Florida; and

AND BE IT FURTHER RESOLVED that the Greater Miami Chamber of Commerce shall work in concert with *Tampa Bay Partnership and Central Florida Partnership* to help secure a *High-Speed Intercity Passenger Rail System* for Florida that includes Miami, Tampa and Orlando.

Approved on this 1st day of July, 2009

Handwritten signature of Bruce Jay Colfan in black ink.

Bruce Jay Colfan
Greater Miami Chamber of Commerce Chairman

Handwritten signature of Barry E. Johnson in black ink.

Barry E. Johnson
Greater Miami Chamber of Commerce President & CEO



RESOLUTION OF SUPPORT

REGARDING A HIGH-SPEED INTERCITY PASSENGER RAIL

WHEREAS, the South Florida Regional Business Alliance is an alliance of CEOs representing three of the region's leading private business groups: Broward Workshop, Inc.; Economic Council of Palm Beach County, Inc.; and the Greater Miami Chamber of Commerce; and

WHEREAS, the South Florida Regional Business Alliance, together with its partner organizations, represents the interests of more than 2,700 of South Florida's businesses; and

WHEREAS, a multi-modal statewide transportation system supported by integrated multi-modal regional transportation systems will contribute significantly to the economic vitality and competitiveness, mobility, quality of life, and positive business climate of Florida; and

WHEREAS, the South Florida Regional Business Alliance is aware that the Florida Department of Transportation (FDOT), in partnership with the U.S. Department of Transportation, is undertaking the development of a *High-Speed Intercity Passenger Rail System* as outlined in the High-Speed Rail Strategic Plan published by the Federal Railroad Administration in April 2009 with intentions due by July 10th and applications due in September 2009; and

WHEREAS, the South Florida Regional Business Alliance has a long-standing record of supporting the creation of an integrated, multi-modal transportation system which includes not only a *High Speed Intercity Passenger Rail System* and comprehensive regional transportation systems, but also the creation of dedicated, long-term funding sources for regional transportation authorities, particularly the South Florida Regional Transportation Authority which needs dedicated funding this year in order to be able to continue honoring its commitments in the Full Funding Grant Agreement with the federal government, and ensure continued federal transportation funding for Florida; and

WHEREAS, implementation of *High-Speed Intercity Passenger Rail System* will greatly benefit all of the citizens of, and visitors to, Florida and is needed in order to relieve traffic congestion, provide additional transportation opportunities, linkages to Amtrak and Tri-Rail, facilitate commerce throughout Florida, and enhance intrastate mobility; and

WHEREAS, a *High-Speed Intercity Passenger Rail System* will become an integral part of Florida's balanced transportation system and, with concurrent development of improvements to roadways, bus transit and the South Florida Regional Transportation Authority's Tri-Rail system, will greatly enhance the mobility of the traveling public; and

WHEREAS, the President of the United States, Barack Obama; the Secretary of the United States Department of Transportation, Ray LaHood; and Congressman John Mica, Congressman Mario Diaz-Balart, and Congresswoman Corrine Brown are working in support of a *High-Speed Intercity Passenger Rail System*; and

WHEREAS, the United States Department of Transportation / Federal Railroad Administration has designated 11 major corridors for potential *High-Speed Intercity Passenger Rail* and the Florida Corridor comprises Orlando, Tampa and Miami; and

WHEREAS, the United States Department of Transportation / Federal Railroad Administration has established that Partnerships and Regional Connectivity are significant elements for selection; and that the Federal Transit Administration has made significant investments in regional transportation in Southeast Florida through the South Florida Regional Transportation Authority (SFRTA); and

WHEREAS, it is more critical than ever to provide the traveling public with transportation alternatives as gasoline prices fluctuate wildly and new federal air quality standards for ozone put Florida at risk of being declared a non-attainment area which could result in the imposition of sanctions; and

WHEREAS, a *High-Speed Intercity Passenger Rail System* will support Governor Crist's Energy and Climate Change Action Plan, established by Executive Order 07-128, with ambitious goals for reducing statewide green house gas emissions.

NOW, THEREFORE, BE IT RESOLVED that the South Florida Regional Business Alliance supports the design, construction and implementation of a *High-Speed Intercity Passenger Rail System* in Florida; and

BE IT FURTHER RESOLVED that the South Florida Regional Business Alliance shall work in concert with the *Tampa Bay Partnership, Central Florida Partnership* and other public and private stakeholders to:

(1) help secure a *High-Speed Intercity Passenger Rail System* for Florida that includes Miami, Tampa and Orlando; and

(2) support the creation of dedicated funding sources for regional transportation authorities in Florida, including the SFRTA, to ensure and provide the necessary connectivity for High Speed Rail and continue to enhance Florida's economic vitality and competitiveness, quality of life, and transportation options.

Approved on this 9th day of July, 2009



Ralph A. Marrinson
Chair, South Florida Regional Business Alliance

2009 South Florida Regional Business Alliance Executive Committee

Chair	.....	Ralph A. Marrinson (Broward)
Vice-Chair	.....	Martin F. Perry (Palm Beach)
Treasurer	.....	James A. Cummings (Broward)
Member-at-Large	.....	Edgar Jones (Miami-Dade)
Member-at-Large	.....	Barry E. Johnson (Miami-Dade)
Member-at-Large	.....	Sean Alveshire (Palm Beach)

**MIAMI-DADE COUNTY EXPRESSWAY AUTHORITY
RESOLUTION NO. 09-05**

WHEREAS, the Miami-Dade County Expressway Authority ("MDX" or the "Authority") is a body politic and corporate, a public instrumentality and an agency of the State of Florida, established by Ordinance 94-215, adopted on December 13, 1994, by the Board of County Commissioners of Miami-Dade County (MDC), Florida, under and pursuant to the Florida Expressway Authority Act, Part I of Chapter 348, Florida Statutes; and

WHEREAS, MDX finds that the development of a High Speed Rail (HSR) service between Miami and Orlando will greatly enhance economic development and regional mobility in South Florida, and

WHEREAS, a HSR service between Miami and Orlando will afford travelers a viable alternative to air and highway travel between these two economic, trade, population and tourist destination centers to the benefit of both areas; and

WHEREAS, The Miami Intermodal Center (MIC) currently under construction adjacent to the Miami International Airport (MIA) will conveniently and efficiently facilitate the transfer of passengers among a variety of travel modes, including air, commuter rail, intra-city and inter-city bus, AMTRAK and Expressways, with previously planned station availability for HSR service; and

WHEREAS, due to recent substantial investment in excess of \$3.0 Billion by FDOT and MDC in the improvement of access roads in the vicinity of MIA; the MIC, and nearby expressways, good transportation policy commends leveraging this investment by the addition of a HSR modal component to the travel options in the region through designation of the MIC as the Miami hub for HSR; and

WHEREAS, The Federal Government (USDOT) has invested heavily in the MIC, with Vice President Biden on site in March 2009, proclaiming that this prototype of an intermodal travel center represents the future and

WHEREAS, MDX, in partnership with MDC, is exploring development of existing transportation corridors to accommodate Bus Rapid Transit (BRT). The potential for this additional travel option will enhance connectivity for HSR users.

THEREFORE, in light of the foregoing, BE IT RESOLVED THAT MDX supports development of HSR service between Miami and Orlando that will ensure travel at a sufficiently high speed to provide a viable alternative regional travel mode and urges the FDOT that in its final application it assures that the Miami-Orlando portion of the Florida HSR project truly be a High Speed train with a travel time of less than two hours between Miami and Orlando and that the cost will be earmarked from the Stimulus Funds to finish the environmental studies, acquisition of rights of way and working drawings, so the Miami-Orlando section can be bid ready before the end of 2012.

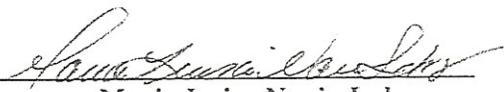
Effective Date. This Resolution shall take effect and be in force immediately upon its adoption.

The foregoing resolution was offered by Board Member Maurice A. Ferré, who moved its adoption. The motion was seconded by Board Member Norman R. Wartman, and upon being put to vote, the votes were as follows:

Member Maurice A. Ferré	-aye
Member Robert W. Holland	-aye
Member Nick A. Inamdar	-aye
Member Carlos A. Lacasa	-absent
Member Felix M. Lasarte	-absent
Member Al Maloof	-aye
Member Gus Pego	-aye
Member Shelly Smith Fano	-aye
Member Yvonne Soler McKinley	-absent
Member Jorge M. Vigil	-aye
Member Norman Wartman	-aye
Vice Chair Louis V. Martinez	-aye
Chair Maritza Gutierrez	-aye

The Chairperson thereupon declared the resolution duly passed and adopted this 28th day of July, 2009.

Miami-Dade County Expressway Authority
(MDX)

By: 
Maria Luisa Navia Lobo
MDX Secretary



August 21, 2009

Mr. Ray LaHood
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Secretary LaHood:

We are pleased to advise you that the Tampa Bay Partnership is in full support of the State of Florida's Track 1B application for \$30 million to the proposed Orlando-Miami High Speed Rail to conduct Preliminary Engineering and NEPA Environmental studies. The Tampa Bay Partnership is a CEO-led regional economic development organization with a mission to work with its partners to market the region nationally and internationally, to conduct regional research, and to coordinate efforts to influence business and government issues that impact economic growth and development. Founded in 1994, the Tampa Bay Partnership markets the entire seven-county, 4,200-square-mile area of west central Florida that includes Hernando, Hillsborough, Manatee, Pasco, Pinellas, Polk, and Sarasota counties.

This is the complementary application to Florida's Track 2 application to construct the Orlando-Tampa segment of the Florida High Speed Rail corridor application on October 2, 2009, which we likewise support.

We believe that construction of the Tampa-Orlando-Miami High Speed Rail corridor is essential for the future progress of the State of Florida and to the establishment of a national rail passenger network. We are working with Governor Crist, leading state legislators, members of the Florida Congressional delegation, local officials, business and economic development organizations, labor groups, environmental organizations and thousands of Floridians in supporting this effort. We think this program will create tens of thousands of new jobs, lay the foundation for new prosperity, and help Florida better manage its growth while reducing pollution.

We are encouraged by the degree of enthusiasm and support that the President's High Speed Rail program has generated in Florida and believe that it is creating a new foundation of public and private sector support for intercity, regional and local transit initiatives. This support grows daily and can be followed at www.FastRailConnectUs.com, the web site of Florida's grassroots effort to support High-Speed Rail.

President Obama, Vice-President Biden and you outlined a bright, exciting vision for High Speed Rail on April 16, 2009. We believe that Florida is better prepared than any state in the union to realize this vision and build America's first true High-Speed Rail system and do it sooner, faster and for less cost than anyone else.

Sincerely,



Stuart L. Rogel
President & CEO

August 24, 2009

The Honorable Ray LaHood
Secretary, U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Secretary LaHood,

It's important for you to know that the *Central Florida Partnership* is in full support of High-Speed Rail for Florida. Along these lines, it is my pleasure to write in support of Florida's "Track 1B Application," for \$30 million, designed to support the proposed route of High-Speed Rail from Miami-Orlando. Specifically these dollars will be used to conduct Preliminary Engineering and NEPA Environmental Studies. As you know, this effort is complimentary to Florida's "Track 2 Application" to construct High-Speed Rail from Orlando-Tampa.

So you will know, the *Central Florida Partnership* was created as a place where regional leaders will convene, set priorities, address our region's toughest problems and identify our greatest opportunities. Serving business, civic and community leaders in Brevard, Lake, Orange, Osceola, Polk, Seminole and Volusia Counties - the *Central Florida Partnership* is a business led initiative where we will collaborate, cooperate and coordinate - solving the problems that matter most to the millions of people who live, work, learn and play in the *Central Florida Region*.

Immediately, one of the projects of the *Central Florida Partnership* is working to champion a regional multi-modal transportation system. To advance this goal, the *Central Florida Partnership* has created the *Central Florida Transportation Corridors "Task Force,"* and is Co-Chaired by Carmen Dominguez, Carmen Dominguez Construction, LC, and Michael Weinberg, RIDA Associates, LP, to Co-Chair this important regional effort.

Our meetings are power-packed and deal with important Regional Transportation Issues as we work together to "advocate" for a "World Class Resident and Visitor Transportation System."

The Mission of the *Central Florida Transportation Corridors "Task Force"* is to embody an "Ideas to Results" agenda of the *Central Florida Partnership*, honoring the Shared Regional Vision as presented by *myregion.org - A Regional Development Program*. Toward this end, both the Board of Directors of the *Central Florida Partnership* and the members of the *Central Florida Transportation Corridors "Task Force"* support High-Speed Rail for Florida.

Along these lines, we believe that construction of High-Speed Rail between Tampa-Orlando-Miami is essential for the future progress of the State of Florida and to the establishment of a National Rail Passenger Network. We are working with Governor Crist, Florida's Legislative Leaders, Florida's Congressional Delegation, Local Officials, Business and Economic Development Organizations, Labor Groups, Environmental Organizations and thousands of Floridians in supporting this effort. We think this program will create tens of thousands of new jobs, lay the foundation for new prosperity, and help Florida better manage its growth while reducing pollution.

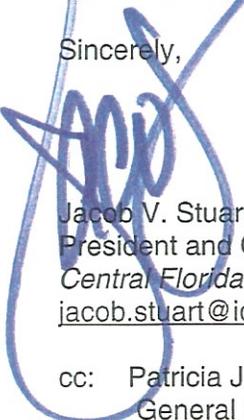
(Continued . . .)

August 24, 2009

Page Two

We are encouraged by the degree of enthusiasm and support that the President's High-Speed Rail vision has generated in Florida and we believe that it is creating a new foundation of public and private sector support for intercity, regional and local transit initiatives. This support grows daily and can be followed at www.FastRailConnectUs.com, the web site of Florida's "grassroots" effort designed to support High-Speed Rail for Florida. Ed Turanchik is President of *Connect Us* and is helping to guide this effort for all of Florida. Like Mr. Turanchik, we believe that Florida is prepared to realize President Barack Obama's "vision" and build America's first High-Speed Rail System.

Sincerely,



Jacob V. Stuart
President and CEO
Central Florida Partnership
jacob.stuart@ideastoreresults.org

cc: Patricia J. Engfer, Chair, *Central Florida Partnership*,
General Manager, Hyatt Regency Orlando International Airport
Carmen Dominguez, Co-Chair, *Central Florida Transportation Corridors "Task Force,"*
President, Carmen Dominguez Construction, LC
Michael Weinberg, Co-Chair, *Central Florida Transportation Corridors "Task Force,"*
Director of Acquisitions & Leasing, RIDA Associates, LP
Mike Ketchum, Vice President of Public Policy, *Central Florida Partnership*
Ed Turanchik, President, *Connect Us*
Nazih K. Haddad, P.E., Manager, Passenger Rail Development,
Florida Department of Transportation

RESOLUTION NO.

**A RESOLUTION OF THE CITY OF ORLANDO, FLORIDA,
SUPPORTING THE FLORIDA DEPARTMENT OF
TRANSPORTATION TRACK 2 APPLICATION FOR
FUNDING THE FLORIDA HIGH SPEED RAIL PROGRAM.**

WHEREAS, the President of the United States, Barack Obama, proposes a bold vision to help address the Nation's Transportation challenges by investing in an efficient, high-speed passenger rail network; and

WHEREAS, the Secretary of the United States Department of Transportation, Ray LaHood; and Congressman John Mica and Congresswoman Corrine Brown are working in support of a High-Speed Intercity Passenger Rail System; and

WHEREAS, the Florida Department of Transportation (FDOT) submitted a pre-application for to the U.S. Department of Transportation to fund the development of Florida's High-Speed Intercity Passenger Rail System as outlined in the High-Speed Rail Strategic Plan published by the Federal Railroad Administration in April 2009; and

WHEREAS, High-Speed Intercity Passenger Rail System connecting Tampa, Orlando and Miami will become an integral part of Florida's balanced transportation system and, with concurrent development of improvements to other passenger rail and bus transit, will greatly enhance the mobility of the traveling public within the fourth most populous state in the union; and

WHEREAS, the Florida Department of Transportation has obtained most of the Right of Way for 90 percent of the corridor between Tampa and Orlando; and

WHEREAS, the segment from Tampa to Orlando is ready to begin construction within two years; and

WHEREAS, the Florida High Speed Rail project is a viable public/private partnership based on previous ridership forecasts; and

WHEREAS, the City of Orlando is committed to championing a multi-modal transportation system which will contribute significantly to enhancing the vitality, quality of life and positive community reputation of the Central Florida Region; and

City Council Meeting: 8.10.09
Documentary: 090810J02

Resolution No.

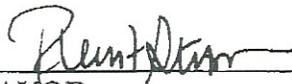
WHEREAS, Central Florida is in final design of a regional rail system which can provide access to the Florida High Speed Rail Project and the Tampa Bay Region has a light rail transit study underway which will increase rail connectivity; and

WHEREAS, High-Speed Intercity Passenger Rail System will support the effort of Governor Crist's Energy and Climate Change Action Plan, established by Executive Order 07-128, with ambitious goals for reducing statewide green house gas emissions.

NOW THEREFORE, BE IT RESOLVED by the City Council of the City of Orlando, Florida that the City of Orlando supports the Florida High Speed Rail Program for Track 2 funding within the ARRA High Speed Intercity Passenger Rail Program.

PASSED AND APPROVED by the City Council of the City of Orlando, Florida this 13 day of August, 2009.

CITY OF ORLANDO



MAYOR

ATTEST:



CITY CLERK

APPROVED
BY ORANGE COUNTY BOARD
OF COUNTY COMMISSIONERS
AUG 11 2009 NP/BS

RESOLUTION

of the
ORANGE COUNTY BOARD OF COUNTY COMMISSIONERS

regarding
**SUPPORT FOR THE FLORIDA
DEPARTMENT OF TRANSPORTATION
TRACK 2 APPLICATION FOR FUNDING
THE FLORIDA HIGH SPEED RAIL
PROGRAM**

Resolution No. 2009-M-36

WHEREAS, the President of the United States, Barack Obama, proposes a bold vision to help address the nation's transportation challenges by investing in an efficient, high-speed passenger rail network; and

WHEREAS, the Secretary of the United States Department of Transportation, Ray LaHood; and Congressman John Mica and Congresswoman Corrine Brown are working in support of a High-Speed Intercity Passenger Rail System; and

WHEREAS, the Florida Department of Transportation (FDOT) submitted a pre-application for to the U.S. Department of Transportation to fund the development of Florida's High-Speed Intercity Passenger Rail System as outlined in the High-Speed Rail Strategic Plan published by the Federal Railroad Administration in April 2009; and

WHEREAS, the Florida Department of Transportation (FDOT) submitted a pre-application to the U.S. Department of Transportation to fund the development of Florida's High-Speed Intercity Passenger Rail System as outlined in the High-Speed Rail Strategic Plan published by the Federal Railroad Administration in April 2009; and

WHEREAS, High-Speed Intercity Passenger Rail System connecting Tampa, Orlando and Miami will become an integral part of Florida's balanced transportation system and, with concurrent development of improvements to other passenger rail and bus transit, will greatly enhance the mobility of the traveling public within the fourth most populous state in the union; and

WHEREAS, the Florida Department of Transportation has obtained most of the right-of-way for ninety percent of the corridor between Tampa and Orlando; and

WHEREAS, the segment from Tampa to Orlando is ready to begin construction within two years; and

WHEREAS, the Florida High Speed Rail project is a viable public/private partnership based on previous ridership forecasts; and

WHEREAS, Orange County is committed to championing a multi-modal transportation system which will significantly enhance the quality of life and economic vitality of the Central Florida Region; and

WHEREAS, Central Florida is in final design of a regional rail system which can provide access to the Florida High Speed Rail Project and the Tampa Bay Region has a light rail transit study underway which will increase rail connectivity; and

WHEREAS, a High-Speed Intercity Passenger Rail System will support the effort of Governor Crist's Energy and Climate Change Action Plan, established by Executive Order 07-128, with ambitious goals for reducing statewide greenhouse gas emissions.

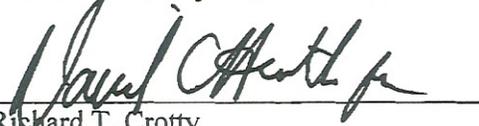
NOW, THEREFORE, Be it Resolved by the Board of County Commissioners of Orange County, Florida that:

Section 1. The Orange County Board of County Commissioners supports the Florida High Speed Rail Program for Track 2 funding within the American Recovery and Reinvestment Act of 2009 High Speed Intercity Passenger Rail Program.

ADOPTED THIS 11th DAY OF AUGUST, 2009.

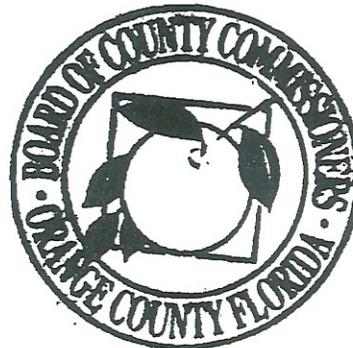
ORANGE COUNTY, FLORIDA

By: Board of County Commissioners

By: 
Richard T. Crotty
Orange County Mayor

ATTEST: Martha O. Haynie, County Comptroller
As Clerk of the Board of County Commissioners

By: 
Deputy Clerk





August 17, 2009

Mrs. Noranne Downs, P.E.
District 5 Secretary
Florida Department of Transportation
719 South Woodland Boulevard
DeLand, FL 32720

RE: Seminole County's Support of the SunRail System in Central Florida
and High-Speed Rail System

Dear Mrs. Downs:

As Chairman of the Seminole County Board of County Commissioners, I am writing this letter pledging Seminole County's support of the Florida Department of Transportation's Grant Applications for the SunRail System in Central Florida along with High-Speed Rail Track 1 and Tract 2 that serve the State of Florida. This item was discussed as part of my report at our board meeting on August 11th, 2009, and the commissioners gave their verbal support.

Unfortunately, we cannot adopt, execute, and forward formal resolutions of support until August 25, 2009; our next regularly scheduled board meeting. However, our Board supports all three applications and we look forward to seeing the implementation of these critical projects to serve the traveling public throughout the State of Florida.

If you have any questions, please contact me.

Sincerely,

Bob Dallari, Chairman
Seminole County Board of County Commissioners

BD/JM/dr

c: Tawny H. Olore, P.E., Rail Transit Project Manager
George Lovett, Director of Transportation Development (FDOT)
Board of County Commissioners
Cynthia A. Coto, County Manager
Joseph Forte, Deputy County Manager
Sabrina O'Bryan, Assistant County Manager
Jerry McCollum, P.E., County Engineer
W. Gary Johnson, P.E., Director, Department of Public Works

RESOLUTION NO. 09-067R

A RESOLUTION OF THE OSCEOLA COUNTY BOARD OF COUNTY COMMISSIONERS, SUPPORTING THE FLORIDA DEPARTMENT OF TRANSPORTATION TRACK 2 APPLICATION FOR FUNDING THE FLORIDA HIGH SPEED RAIL PROGRAM.

WHEREAS, the President of the United States, Barack Obama, proposes a bold vision to help address the Nation's Transportation challenges by investing in an efficient, high-speed passenger rail network; and

WHEREAS, the Secretary of the United States Department of Transportation, Ray LaHood; and Congressman John Mica and Congresswoman Corrine Brown are working in support of a High-Speed Intercity Passenger Rail System; and

WHEREAS, the Florida Department of Transportation (FDOT) submitted a pre-application to the U.S. Department of Transportation to fund the development of Florida's High-Speed Intercity Passenger Rail System as outlined in the High-Speed Rail Strategic Plan published by the Federal Railroad Administration in April 2009; and

WHEREAS, High-Speed Intercity Passenger Rail System connecting Tampa, Orlando and Miami, will become an integral part of Florida's balanced transportation system and, with concurrent development of improvements to other passenger rail and bus transit, will greatly enhance the mobility of the traveling public within the fourth most populous state in the union; and

WHEREAS, the Florida Department of Transportation has obtained the Right of Way for 90 percent of the corridor between Tampa and Orlando; and

WHEREAS, the segment from Tampa to Orlando is ready to begin construction within two years; and

WHEREAS, the Florida High Speed Rail project is a viable public/private partnership based on previous ridership forecasts; and

WHEREAS, Osceola County is committed to championing a multi-modal transportation system which will contribute significantly to enhancing the vitality, quality of life and positive community reputation of the Central Florida Region; and

WHEREAS, Central Florida is in final design of a regional rail system which can provide access to the Florida High Speed Rail Project, and the Tampa Bay Region has a light rail transit study underway which will increase rail connectivity; and

WHEREAS, High-Speed Intercity Passenger Rail System will support the effort of Governor Crist's Energy and Climate Change Action Plan, established by Executive Order 07-128, with ambitious goals for reducing statewide green house gas emissions.

NOW THEREFORE, BE IT RESOLVED by the Osceola County Board of County Commissioners, that Osceola County supports the Florida High Speed Rail Program for Track 2 funding within the ARRA High Speed Intercity Passenger Rail Program.

PASSED AND ADOPTED by the Osceola County Board of County Commissioners, this 17th day of August, 2009.

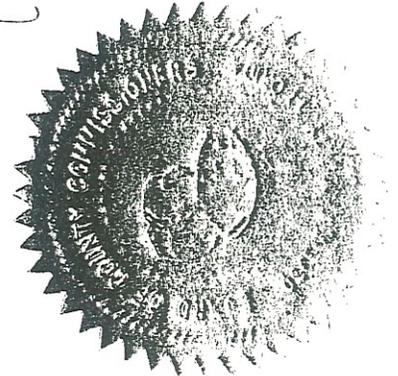
**OSCEOLA COUNTY BOARD
OF COUNTY COMMISSIONERS**

By: _____

[Handwritten Signature]
Chairman/Vice-Chairman

ATTEST:

[Handwritten Signature: Paula J. Carpenter]
CLERK/DEPUTY CLERK



8/18/09 *[Handwritten Signature]*



The Florida Metropolitan Planning Organization Advisory Council

Mayor Richard J. Kaplan
Chairman

August 5, 2009

The Honorable Charlie Crist
Governor of the State of Florida
The Capitol
400 S. Monroe Street
Tallahassee, FL 32399-0001

Dear Governor Crist,

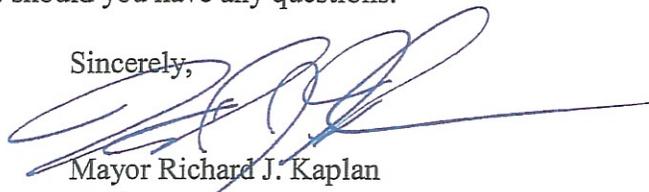
The Florida Department of Transportation (FDOT) recently submitted pre-application forms for federal High Speed Intercity Passenger Rail (HSIPR) Program funds to:

1. Construct the Tampa to Orlando leg of the proposed Florida High Speed Rail System and complete the environmental and engineering work for the Orlando to Miami leg,
2. Restore Amtrak passenger rail service on the Florida East Coast corridor between Jacksonville and Miami, and
3. Purchase an existing 61-mile freight rail corridor in Central Florida that will be used for multiple technologies including Intercity Rail, High Speed Rail, Commuter Rail and light rail.

On behalf of the Florida Metropolitan Planning Organization Advisory Council (MPOAC), I want to express our endorsement of and thanks for the initiative and leadership being shown by the FDOT to secure funding for these three extremely important passenger rail projects. From Orlando to Jacksonville, from Southeast Florida to the Tampa Bay area, MPOs across the state have been working to increase the availability of premium passenger rail services within and between Florida's metropolitan areas. It is in that spirit that Florida's MPOs enthusiastically support each of the three proposed projects.

Thank you again for your current and future efforts to secure federal funds for premium rail services in Florida. We look forward to working with you, your staff and our transportation partners to advance multi-modal transportation options in Florida for the benefit of our citizens and businesses. Please contact Howard Glassman, MPOAC Executive Director at (850) 414-4062 should you have any questions.

Sincerely,



Mayor Richard J. Kaplan
Chairman

cc: Secretary Stephanie Kopelousos, FDOT
MPOAC members



APPROVED BY
METROPLAN ORLANDO
Z. Gullin 8/12/09

RESOLUTION NO. 09-18

SUBJECT:

SUPPORT FOR THE FLORIDA HIGH SPEED RAIL PROJECT

WHEREAS, alternative forms of passenger transportation must be provided at the local, regional and statewide levels to provide for a sustainable future for the State of Florida; and

WHEREAS, travel demand between Florida's major metropolitan areas is rapidly growing and expected to continue to increase; and

WHEREAS, there is currently a lack of transportation alternatives for intercity travel in the State of Florida and it is not practical to plan for sufficient highway capacity alone to serve the current and expected demand for intercity travel; and

WHEREAS, the Florida high speed rail project holds the promise of connecting Florida's urban centers and will transform our state, much like what was done by the interstate highway system and Florida's Turnpike; and

WHEREAS, the Orlando metropolitan area is in an ideal position to serve as the hub for a statewide high speed rail system and this opportunity is included in the region's Transit System Vision Concept Plan; and

WHEREAS, \$13 million was invested during 2001-2004 in planning for an innovative public-private partnership to develop a statewide high speed rail project in the State of Florida; and

WHEREAS, one of the products of this work was the Final Environmental Impact Statement (FEIS) for the Orlando-to-Tampa project which was approved by the Federal Railroad Administration in July 2005; and

WHEREAS, an additional \$4 million in federal funds was earmarked by Congress in 2004 with the help of Senator Bill Nelson and Congressman Adam Putnam for advancing the development of a high speed rail network in the State of Florida; and

WHEREAS, the Passenger Rail Investment and Improvement Act that was approved by Congress and President Bush in 2008 provided some initial federal funding for the development of a competitive national high speed rail program; and

WHEREAS, the American Recovery and Reinvestment Act that was approved by Congress and President Obama in 2009 provided an additional \$8 billion in federal funding for the development of a national high speed rail program and the President has pledged to continue with a grant program that will provide an additional \$1 billion a year; and

WHEREAS, the United States Department of Transportation has designated 10 prospective high speed rail corridors in the nation – one of which is the Tampa-Orlando-Miami corridor – and this was reaffirmed in the national High Speed Rail Strategic Plan that was published in April 2009; and

WHEREAS, the United States Department of Transportation has issued guidance and is soliciting applications for grant funding to develop a number of high speed rail projects in the nation; and

WHEREAS, the visionary work that was done over the past eight years on the Florida high speed rail project puts Florida in the enviable position of being the most “shovel-ready” of any new high speed rail project in the nation;

NOW, THEREFORE, BE IT RESOLVED that METROPLAN ORLANDO applauds Governor Crist and the Florida Department of Transportation for continuing with the development of the Florida high speed rail project and filing the pre-application with the United States Department of Transportation for grant funding for the construction of the Orlando-Tampa segment and for the additional planning work that needs to be done for the Orlando-Miami segment; and

BE IT FURTHER RESOLVED that METROPLAN ORLANDO goes on record as enthusiastically supporting the development of the Florida high speed rail project to improve our statewide transportation system and enhance the state’s economic development potential while protecting our environment; and

BE IT FUTURE RESOLVED that METROPLAN ORLANDO encourages the members of Florida’s Congressional delegation to fully support the state’s grant application and that they actively promote the value of this project with officials from the United States Department of Transportation and President Obama; and

BE IT FURTHER RESOLVED that METROPLAN ORLANDO urges the United States Department of Transportation to approve funding for the Florida high speed rail project based on the work that has been accomplished to date, its readiness to proceed into construction and the potential it has for serving as a national model for effective intercity travel; and

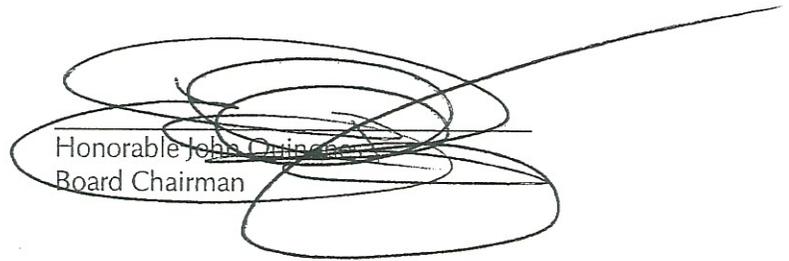
Board Resolution No. 09-18
Subject: Support for Florida High Speed Rail Project
Page 3 of 3 pages

BE IT FURTHER RESOLVED that if federal funding is made available, the project will be incorporated in METROPLAN ORLANDO's Year 2030 Long Range Transportation Plan and we commit to providing complementary projects to ensure its success.

Passed and duly adopted at a regular meeting of the METROPLAN ORLANDO Board on the 12th day of August 2009.

CERTIFICATE

The undersigned duly qualified and acting Chairperson of the METROPLAN ORLANDO Board certifies that the foregoing is a true and correct copy of a Resolution adopted at a legally convened meeting of the METROPLAN ORLANDO Board.


Honorable John Oringer
Board Chairman

Attest:


Lena Tolliver
Recording Secretary



Audubon OF FLORIDA

444 Brickell Avenue
Suite 850
Miami, FL 33131
Tel. (305) 371-6399
www.audubonofflorida.org

August 24, 2009

Honorable Ray LaHood, Secretary
United States Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Secretary LaHood:

We are pleased to advise you that Audubon of Florida is in full support of the state of Florida's Track 1B application for \$30 million to the proposed Orlando-Miami High Speed Rail to conduct Preliminary Engineering and NEPA Environmental studies. This is the complimentary application to Florida's Track 2 application to construct the Orlando-Tampa segment of the Florida High Speed Rail corridor application on October 2, 2009.

We believe that construction of the Tampa-Orlando-Miami High Speed Rail corridor is essential for the future progress of the state of Florida and to the establishment of a national rail passenger network. We are working with Governor Crist, leading state legislators, members of the Florida Congressional delegation, local officials, business and economic development organizations, labor groups, environmental organizations and thousands of Floridians in supporting this effort. We think this program will create tens of thousands of new jobs, lay the foundation for new prosperity, help Florida better manage its growth while minimizing reducing environmental impacts associated with growth. Further, Audubon of Florida believes that the creation of a high speed rail system in Florida will significantly aid in reduction of greenhouse gasses and combat global warming.

We are encouraged by the degree of enthusiasm and support that the President's High Speed Rail program has generated in Florida and believe that it is creating a new foundation of public and private sector support for intercity, regional and local transit initiatives. This support grows daily and can be followed at www.FastRailConnectUs.com, the web site of Florida's grassroots effort to support High-Speed Rail.

President Obama, Vice-President Biden and you outlined a bright, exciting vision for High Speed Rail on April 16, 2009. We believe that Florida is better prepared than any state in the union to realize this vision and build America's first true High-Speed Rail system and do it sooner, faster and for less cost than anyone else.

Sincerely,

David Anderson
Executive Director



Mayor and Council

Douglas T. Kinson, Mayor
Bev Reponen, Vice-Mayor
Philip F. Bonus
Jeff S. Flowers, Ph.D.
Linda J. Frosch, Esq

City Manager

James S. Williams, P.E.
407 539-6222
Fax 407 539-6282

Assistant City Manager

Wm. Brian Jones
407 539-6221
Fax 407 539-6282

City Clerk

Maria Waldrop
407 539-6219
Fax 407 539-6282

Community Development Director

Richard W. Wells, AICP
407 539-6212
Fax 407 539-6275

CRA Director

Verl Emrick
407 539-1255
Fax 407 539-6282

Management Services Director

Sharon Anselmo, CPA
407 539-6201
Fax 407 539-6282

Fire Chief

Kenneth J. Neuhard
407 539-6229
Fax 407 599-0858

Parks And Recreation Leisure Services Director

Chuck Jordan
407 539-6264
Fax 407-539-6282

Police Chief

Douglas M. Ball
407 539-6242
Fax 407 539-2712

Public Works Director

Rick Lemke, P.E., P.T.O.E.
407 539-6252
Fax 407 660-1677

August 11, 2009

Ms. Noranne Downs
District 5 Secretary
Florida Department of Transportation
1719 S. Woodland Boulevard
Deland, Florida 32720

Received
AUG 13 2008
D5 Executive Suite

Re: SunRail Funding Support
High Speed Rail Support

Dear Ms. Downs:

This letter is provided to reiterate our commitment to the SunRail project and to support the Application for High Speed Intercity Passenger Rail Track 1 Funding of the Florida Department of Transportation for right-off-way acquisition for the 61.5 mile corridor that will facilitate intercity rail travel.

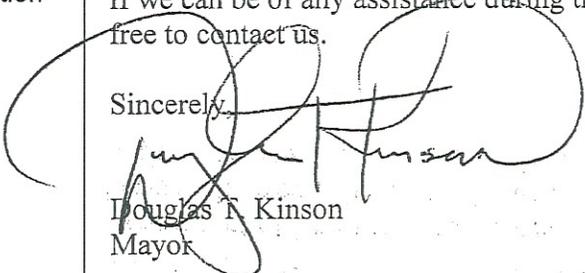
Further, the City of Maitland supports the Florida Department of Transportation Track 2 Application for Funding the Florida High Speed Rail Program (connecting Tampa, Orlando, and Miami); and the Florida Department of Transportation Track 2 Application for Funding Amtrak Service between Jacksonville and Miami on Florida's East Coast Railroad through the High Speed Intercity Rail Program.

All three of these systems will become an integral part of Florida's balanced transportation system and, with concurrent development of improvements to other passenger rail and bus transit, will greatly enhance the mobility of the traveling public within Florida.

The City of Maitland is committed to championing multi-modal transportation systems throughout all of Florida that will contribute significantly to enhancing the vitality and quality of life for all those who live in and visit Florida.

If we can be of any assistance during the application period, please feel free to contact us.

Sincerely,


Douglas T. Kinson
Mayor



Florida Institute of Consulting Engineers
AMERICAN COUNCIL OF ENGINEERING COMPANIES OF FLORIDA
PROFESSIONAL ENGINEERS IN PRIVATE PRACTICE OF FLORIDA

August 20, 2009

Mr. Nazih K Haddad, PE
Manager
Passenger Rail Development
Florida Department of Transportation
605 Suwannee Street
Tallahassee, FL 32308

Dear Nazih:

I would like to take this opportunity to offer the support of the Florida Institute of Consulting Engineers (FICE) for FDOT's application to the Federal Railroad Administration for the Orlando-Miami segment of the Florida High Speed Rail system. High Speed Rail is the future and we are ready in Florida for the future to be here NOW.

The American Recovery and Reinvestment Act of 2009 (ARRA) has been a tremendous stimulus for our nation as we work towards coming out of the economic doldrums that have gripped our country. Unfortunately, the Planning, Design and Engineering components of Transportation Projects have taken a back seat as ARRA puts the emphasis on "shovel-ready" projects. The money spent initially for this segment of the Florida High Speed Rail system would be spent entirely on the above components and would offer a tremendous infusion of stimulus in an industry that has been hit hard the past few years. Over 100 jobs for technical professionals would be created in Florida, which would have a significant impact to our industry.

Thank you for all your efforts to bring High Speed Rail to Florida and for allowing me to offer support for the Orlando-Miami corridor. Please let me know if you need further information or have any questions.

Sincerely,

Frank Rudd
Executive Director



August 24, 2009

Dear Secretary LaHood:

We are pleased to advise you that ConnectUs, Inc. is in full support of the state of Florida's Track 1B application for \$30 million to the proposed Orlando-Miami High Speed Rail to conduct Preliminary Engineering and NEPA Environmental studies. ConnectUs is a statewide grassroots organization comprised of Florida's leading business, labor and environmental groups. We support Florida's application for funding of the Tampa-Orlando-Miami High-speed rail corridor.

We believe that construction of the Tampa-Orlando-Miami High Speed Rail corridor is essential for the future progress of the state of Florida and to the establishment of a national rail passenger network. We are working with Governor Crist, leading state legislators, members of the Florida Congressional delegation, local officials, business and economic development organizations, labor groups, environmental organizations and thousands of Floridians in supporting this effort. We think this program will create tens of thousands of new jobs, lay the foundation for new prosperity, and help Florida better manage its growth while minimizing reducing environmental impacts associated

We are encouraged by the degree of enthusiasm and support that the President's High Speed Rail program has generated in Florida and believe that it is creating a new foundation of public and private sector support for intercity, regional and local transit initiatives. This support grows daily and can be followed at our website, www.FastRailConnectUs.com. Indeed, over a thousand Floridians joined our effort in just the last three business days.

President Obama, Vice-President Biden and you outlined a bright, exciting vision for High Speed Rail on April 16, 2009. We believe that Florida is better prepared than any state in the union to realize this vision and build America's first true High-Speed Rail system and do it sooner, faster and for less cost than anyone else.

A handwritten signature in black ink, appearing to read "Ed Turanchik". The signature is fluid and cursive, with a long, sweeping underline that extends to the right.

Ed Turanchik
President, ConnectUs, Inc.