

great number in the near future and the deepening of the port will facilitate their navigation.

With the proposed improvements of deepening the entrance channel to 38 feet and the turning basins to 36 feet, cruise ships, cargo vessels, military vessels, as well as tankers and supertankers, will be able to be accommodated at Miami.

Dade County already has underway a \$23 million improvement program for the Port of Miami that will provide a modern cruise passenger terminal, 17,000 feet of marginal wharf, more than 500,000 square feet of transit sheds and 150 acres of open storage. The last contract of this \$23 million program will be completed this year and a second phase development program for a long range improvement plan is now being considered.

Without the authorization of the improvements we are asking for today, none of these newly constructed facilities will be able to be used to contemplated full capacity.

Miami is not only the Gateway to the Americas—it is becoming one of the gateways to the world. In 1967 Miami International Airport was rated the 8th busiest in the nation, while Opa Locka Airport, immediately north of Miami, ranked number 2. Flights land and take off for every portion of the United States, Latin America, Europe, Africa and the Pacific. With a deep water harbor, Miami's seaport could be expected to be just as busy.

I respectfully request your approval of this authorization request this year.

(The responses of State and Federal agencies follow:)

FLORIDA BOARD OF CONSERVATION,
Tallahassee, June 12, 1968.

Re Report on Miami Harbor Channel Improvement, Florida.

DEAR GENERAL CASSIDY: This office is informed that the survey-review report of the Jacksonville District Engineer, Corps of Engineers, on the above referenced project has been approved by the Board of Engineers for Rivers and Harbors. Because of the short time remaining before hearings by the House Public Works Committee and the urgency of having the project included in the Public Works Omnibus Bill of 1968, comments of the Florida Board of Conservation are forwarded on project approval by the Board of Engineers in anticipation of requests from your office for comments and recommendations on the project.

The Board of County Commissioners, Dade County, Florida, the legally constituted agency of local responsibility, in resolution of September 5, 1967, accepted the requirements and conditions for local cooperation as specified by the Jacksonville District Engineer. Copy of the resolution of acceptance is contained in the report.

Comments of the fish and wildlife agencies concerned are also contained in the report. These agencies concur in the project and their comments are current in consideration of the project.

We appreciate the efforts you have made to expedite completion of this study and hope that the report having cleared the Board of Engineers for Rivers and Harbors, will be favorably considered by the Public Works Committees of Congress for inclusion in the Public Works Omnibus Bill of 1968.

Sincerely,

RANDOLPH HODGES, *Director.*

U.S. PUBLIC HEALTH SERVICE,
Cincinnati, Ohio, June 21, 1968.

Lt. Gen. WILLIAM F. CASSIDY,
*Office of the Chief of Engineers,
Department of the Army,
Washington, D.C.*

DEAR GENERAL CASSIDY: As requested by your letter of June 18, 1968, the following comments are presented regarding the report on Miami Harbor, Florida.

The Public Health Service has found that the improvements proposed in this report will cause no significant health-related problems. The intangible benefits of promoting the safety of navigation, as mentioned in Supplement I, is noted.

In view of the above, The Public Health Service has no objection to the authorization of this project.

Sincerely yours,

JEROME H. SVORE,
Director, National Center for Urban and Industrial Public Health Service.