

# Memorandum



**Date:** April 21, 2026

**To:** Honorable Chairman Anthony Rodriguez  
and Members, Board of County Commissioners

**From:** Daniella Levine Cava *Daniella Levine Cava*  
Mayor

Agenda Item No. 3(B)(7)

**Subject:** Resolution Retroactively Approving the Submittal of a Grant Application to the Florida Department of Transportation for up to \$7,900,000.00 for 2024 Shared-Use Non-motorized (SUN) Trail Program: Biscayne-Everglades Trail-Everglades Segment 10 Connection

## Executive Summary

Resolution retroactively approving the submittal of a grant application to the Florida Department of Transportation-Shared-Use Non-motorized (SUN) Trail Grant Program in the amount of \$7,900,000.00. This request is for funding to support the construction and CEI of a 7.2-mile segment of the Biscayne-Everglades Greenway (BEG), starting at the intersection of C-113 and C-111 Canals, followed by 5.5-miles of 12' two-directional bike trail, parallel the C-111 Canal right-of-way and a segment of the Florida Wildlife Corridor. The scope also includes a 12' two-directional bike trail for 1.75-miles along Ingraham Hwy right-of-way. The proposed route terminates at the Everglades National Park's Ernest F. Coe Visitor Center. Three bike bridges are proposed to provide a safe connection across the C-113, C-111 and L31W Canals. The project which is for construction is programmed in the Florida Department of Transportation Work Plan Program for Fiscal Year (FY 2031).

The Biscayne-Everglades Trail-Everglades Segment 10 Connection is part of a larger implementation project of the (BEG), a regional trail system within the Sun Trail Network, connecting Biscayne and Everglades National Parks, with 43-mile of non-motorized trail facilities. This segment is a critical connection to complete the BEG east to west corridor, offering cyclists a safe route to access transit, job centers, housing, recreation, national parks and more. The BEG is part of the Open Space Master Plan (OSMP), Miami-Dade County's 50-year vision for a seamless and sustainable parks and open space system.

## Recommendation

It is recommended that the Board of County Commissioners (Board) retroactively approves the grant application for Florida Department of Transportation 2024 Shared-Use Non-motorized (SUN) Trail Program funds totaling \$7,900,000.00 for Biscayne-Everglades Trail-Everglades Segment 10 Connection (Attachment A). It is further recommended that the Board authorize the County Mayor or County Mayor's designee to receive and expend funds and execute grant agreements upon review and final approval of the County Attorney's Office.

## Scope

Construction and CEI of a 7.2-mile segment of the Biscayne-Everglades Greenway (BEG), starting at the intersection of C-113 and C-111 Canals, followed by 5.5-miles of 12' two-directional bike trail, parallel the C-111 Canal right-of-way and a segment of the Florida Wildlife Corridor. The scope also includes a 12' two-directional bike trail for 1.75-miles along Ingraham Hwy right-of-way. The proposed route terminates at the Everglades National Park's Ernest F. Coe Visitor Center. Three bike bridges are proposed to provide a safe connection across the C-113, C-111 and L31W Canals within District 9, represented by Vice Chairman Kionne L. McGhee.

**Delegation of Authority**

This item authorizes the County Mayor or County Mayor’s designee to execute grant award agreements, amendments and other documents the grant requires, following approval by the County Attorney’s Office as to legal sufficiency; provided however that the County Mayor or Mayor’s designee are only delegated the authority to execute amendments that do not have an additional fiscal impact on the County and that otherwise are for projects eligible under the Florida Department of Transportation. The Board authorizes the County Mayor or Mayor’s designee to receive and expend all monies for the purposes described in the funding request for and on behalf of Miami-Dade County, Florida.

**Fiscal Impact/Funding Source**

The County’s estimate for the Biscayne-Everglades Trail-Everglades Segment 10 Connection project is \$22,337,922.78. If awarded, FDOT will provide funds up to \$7,900,000.00. Match funding in the amount of \$14,437,922.78 will come from Park Impact Fees, as authorized within the Department’s Multi-year Capital Plan program titled Local Park Development-Park Benefit District (PBD) No. 3 as listed in the FY 2025-26 Adopted Budget Book page number 252.

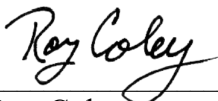
**Track Record/Monitor**

PROS has been awarded \$13,122,361.00 in funds through FDOT’s SUN Trail Program in the past seven years. The proposed grant will be administered by PROS Grants Supervisor Dorothy Mills-Mayers.

**Background**

The Florida Department of Transportation Shared-Use Non-motorized (SUN) Trail Program was established in 2015, under Section 339.81, Florida Statutes . Administered by FDOT, the SUN Trail program provides funding for closing gaps in the statewide system of paved non-motorized for bicyclists and pedestrians (SUN Trail network). This SUN Trail network is a refined version of the Florida Greenways and Trails System Plan’s Land Trail Priority network; it includes high priority (strategic) trail corridors and connections. The application was due December 19, 2024, and was submitted December 17, 2024. There was insufficient time from the opportunity announcement to the grant deadline to obtain a resolution, and an adopted resolution was not required by the funding agency for the application submittal.

Attachment: Grant Application for Florida Department of Transportation 2024 Shared-Use Nonmotorized Trail Program



---

Roy Coley  
Chief Utilities and Regulatory Services Officer

## Florida Department of Transportation Shared-Use Nonmotorized (SUN) Trail Program

*Request for Funding*

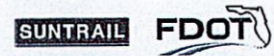
SUN Trail funding is limited to provisions of Section 339.81, F.S., Florida Department of Financial Services Catalog of State Financial Assistance Number 55.038, and FDOT Work Program Instructions. Projects will be developed as paved nonmotorized multi-use trail / two-directional Shared Use Path (SUP) within the SUN Trail network for bicyclists and pedestrians. FDOT Design Manual Topic 625-000-002 (FDM) [Chapter 224] defines on-system SUP. FDOT Office of Design Topic 625-000-015 – Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways (Florida Greenbook) [Chapter 9] defines off-system SUP. Chapter 316, F.S. defines bicycles, pedestrians, and nonmotorized users.

### PART I – APPLICANT INFORMATION

1. Type of Applicant (select one):
  - Municipality/County Government
  - State Agency
  - Federal Agency
  - Recognized Tribal Government
  - Metropolitan/Transportation Planning Organization/Agency (MPO)
2. Name, job title and office of the person who will be in direct contact with FDOT for this project:  
Dorothy Mills-Mayers, Grants Supervisor, 275 NW 2nd Street, 5th Floor, Miami, FL 33128
3. Agency of the person who will be in direct contact with FDOT for this project:  
Miami-Dade County Parks, Recreation and Open Spaces Department
4. Email of the person who will be in direct contact with FDOT for this project:  
dorothy.mills-mayers@miamidade.gov
5. Telephone number of the person who will be in direct contact with FDOT for this project:  
(305)755-7856

### PART II – PROJECT OVERVIEW

1. Project Name:  
Biscayne-Everglades Trail-Everglades Segment 10 Connection
2. Municipality where the project is located:  
Unincorporated Miami-Dade County
3. County where the project is located:  
Miami-Dade
4. FDOT district number where the project is located:  
6
5. Boundary of the project proposed for SUN Trail funding (give the address or nearest cross streets, municipality, and zip code):
  - a. Termini Begin:  
Intersection of C-111 and C-113 Canals; Homestead, FL 33030
  - b. Termini End:  
Everglades National Park's Ernest F. Coe Visitor Center, 40001 State Hwy 9336, Homestead, FL 330
6. Who is the landowner of the proposed project location?
  - The location of this project is entirely on FDOT right-of-way.
  - The location of this project is entirely on non-FDOT publicly-owned right-of-way.
  - The location of this project is on both FDOT and non-FDOT, publicly-owned right-of-way.
  - Parcels within this project boundary are privately owned, the acquisition of right-of-way must occur.
7. Total length of this project proposed for SUN Trail funding:  
7.2 miles



To be eligible for consideration applicants must APPLY during an open solicitation cycle online at: [flgap.com](http://flgap.com) by submitting a complete REQUEST FOR FUNDING with all applicable project information, including required signatures and documentation for each eligible unfunded project phase through the Grant Application Process online system (GAP) [FDOT Procedure 525-010-300 Chapter 4]. FDOT will not accept nor consider late proposals or any proposal not meeting and satisfying the provisions and SUN Trail Eligibility Criteria.

### PART III – ELIGIBILITY CRITERIA

1. Funding is limited to geographic areas within the SUN Trail network [which aligns with the Florida Greenways and Trails System Plan’s Priority Land Trail network, overseen by the Department of Environmental Protection’s Office of Greenways and Trail (Chapter 260, F.S.) and includes connections to and through lands of the Florida Wildlife Corridor Act (Section 259.1055, F.S.)] and will be developed as a paved nonmotorized multi-use trail / two directional Shared Use Path (SUP) for bicyclists and pedestrians. Will the project be developed as a paved nonmotorized multi-use trail / two-directional SUP within the SUN Trail network for bicyclists and pedestrians?  Yes  No
  - b. Provide an aerial location map illustrating the project boundary and project limits.
  - c. Provide a map illustrating the project location within the SUN Trail network.
  - d. Provide the project typical section (this should be a pdf of the typical section schematic depicting existing and proposed features, dimensions, and right-of-way lines).
  
2. Funding is limited to projects prioritized by the applicable authority. If the project is within a boundary of a Metropolitan Planning Organization (MPO) priority, Section 339.175(8), Board of County Commissioners functions as MPO in nonmetropolitan areas, Section 339.135(4)(c)1, F.S. Is the project a priority of the applicable authority?  Yes  No
  - a. Indicate the priority number of the project:
  
  - b. Provide the prioritization list.
  - c. Complete Part VII (CERTIFICATION OF PROJECT PRIORITIZATION).
  
3. Has a non-FDOT governmental entity formally committed to operation and maintenance of the project (long-term trail manager)?  Yes  No
  - a. Complete Part VIII (CERTIFICATION OF WILLING MANAGER).
  
4. Is the project consistent with location specific requirements which may include but are not limited to project concurrency with the comprehensive plan(s), transportation plan(s), capital improvement plan(s), long-term management plan(s), bicycle and / or pedestrian safety action plan(s), permitting, local ordinances, and zoning?  Yes  No
  - a. Indicate the type of plan(s), applicable page number(s) and date(s) of adoption:  
Miami-Dade County Parks and Open Space System Master Plan, 2/19/2008, Resolution 171-08
  - b. Provide documentation of applicable project concurrency information [e.g. supporting resolution(s), excerpt from comprehensive plan(s), transportation plan(s), unit management plans, etc.].

**DO NOT PROCEED TO PART IV IF PROJECT RESULTED IN A "NO" RESPONSE IN PART III.**

### PART IV – PROJECT DETAILS

1. Will the project be developed as a 12-foot-wide asphalt trail?  
 Yes  No

2. Briefly describe the scope and proposed route of the project (1000-character limit):

The proposed scope is a 7.2-mile segment of the Biscayne-Everglades Greenway (BEG), starting at the intersection of C-113 and C-111 Canals, followed by 5.5-miles of 12' two-directional bike trail, parallel the C-111 Canal right-of-way and a segment of the Florida Wildlife Corridor. The scope also includes a 12' two-directional bike trail for 1.75-miles along Ingraham Hwy right-of-way. The proposed route terminates at the Everglades National Park's Ernest F. Coe Visitor Center. Three bike bridges are proposed to provide a safe connection across the C-113, C-111 and L31W Canals.

This segment is part of a larger implementation project of the (BEG), a regional trail system within the Sun Trail Network, connecting Biscayne and Everglades National Parks, with 43-mile of non-motorized trail facilities. If awarded, this segment is a critical connection to complete the BEG east to west corridor, offering cyclists a safe route to access transit, job centers, housing, recreation, national parks and more. The BEG is part of the Open Space Master Plan (OSMP), Miami-Dade County's 50-year vision for a seamless and sustainable parks and open space system.



3. Have earlier phase(s) of this project been completed? If not, select "no" and continue to Question 5.  
 Yes  No

- a. Select all project phases that were previously funded, indicate the funding year and completion date (or anticipated completion date for the funded phase).

- Feasibility Study
- Project Development & Environment (PDE)
- Preliminary Engineering/Design (PE)
- Acquisition of Right-of-Way (ROW)
- Construction (CON)\* only select for reconstruction/maintenance projects

- b. Have federal funds been used in the project boundary?

Yes  No

- c. As applicable, indicate the source of the federal allocation(s).

- d. Have FDOT funds been used in the project boundary?

Yes  No

- e. As applicable, indicate FDOT financial management number(s).

4. Indicate the **proposed** method of performing and administering this project:

- Project to be locally administered (non-FDOT administered).
- Project to be administered by FDOT.



A responsible estimate of the project costs is required prior to adoption in the Department's Five-Year Work Program. Use Present Day Cost values. Projects must follow appropriate design criteria and meet Americans with Disabilities Act requirements. Fill out summary of proposed timeline and funding needs, then complete the SUN Trail Cost Estimate (Excel) and upload it to GAP.

### PART V – PROJECT COSTS

1. Funding Phase(s) requested:

- Feasibility Study (FS) – FDOT Work Program Fund Code: 1x
- Project Development & Environment Study (PDE) – FDOT Work Program Fund Code: 2x
- Preliminary Engineering/Design (PE) – FDOT Work Program Fund Code: 3x
- Acquisition of Right-of-Way (ROW) – FDOT Work Program Fund Code: 4x
- Construction (CON) – FDOT Work Program Fund Code: 5x
- Construction Engineering & Inspection Activities (CEI) – FDOT Work Program Fund Code: 6x

2. Summary of proposed timeline and funding needs:

PHASE	PROPOSED YEAR(S)	AMOUNT(S) REQUESTED	MATCHING FUNDS	TOTAL PROJECT COSTS	SOURCE(S) OF OTHER FUNDS
FS					
PDE					
PE					
ROW					
CON	2030	14,469,287.59	6,061,275.19	20,530,562.78	
CEI	2030	1,807,360.00		1,807,360.00	
<b>TOTAL</b>		16,276,647.59 <sup>±</sup>	6,061,275.19	22,337,922.78 <sup>±</sup>	0.00

3. Upload the SUN Trail Cost Estimate to GAP.

For more information refer to the Request for Funding Guidance.

Projects are not required to meet all of the following selection criteria. A numerical ranking will not be calculated, projects with the greatest strengths will advance more quickly.

## PART VI – SELECTION CRITERIA

1. Does the project enhance the safety of bicyclists, pedestrians, and motorists?  
 Yes  No

If yes, check applicable attributes and briefly describe how the project meets the selection criteria.

- Project includes a safety element.  
 The location of the project is within a hazardous biking/walking zone or in an area with significant numbers of safety concerns.  
 Project implements a bicycle and pedestrian safety action plan. Give the name of the plan and date of adoption.

- Other (list)

The proposed project responds to the results of Smart Growth America's report "Dangerous"

Briefly describe how the project enhances the safety of bicyclists, pedestrians and motorists. (1000-character limit):

The proposed project not only provides a safe, sustainable and alternative mode of transportation, but also connects users to a regional trail system within Miami-Dade County. The proposed project is located within the Biscayne-Everglades Greenway (BEG), a corridor consisting of interconnected trails, within the network of Miami-Dade's planned system of over 500-miles. Safety is enhanced by creating dedicated infrastructure that is physically separated from vehicular traffic, improves safety for bicyclists and pedestrians as well as other



2. Is the project recognized as having regional, state, or national importance?  
 Yes  No

If yes, check applicable attributes and briefly describe how the project meets the selection criteria.

- Project is a part of a Regional Trail System prioritized by the Florida Greenways and Trails Council.  
The project is part of the Florida Greenways and Trails Council Land Trail Priority Corridors.  
 Project is a part of a National Recreational Trail, East Coast Greenway or a trail that has other national importance.

- Project implements an adopted regional bicycle, pedestrian, or trail master plan. Give the name of the regional plan(s).

Miami-Dade County Open Space Master Plan

- Other (list)

South Dade Greenways Master Plan, Miami LOOP (Rails to Trails Conservancy), Biscayne-Everglades

Briefly describe how the project is recognized as having regional, state, or national importance (1000-character limit):

As a key component of the Biscayne-Everglades Greenway (BEG), connected to the Miami-Dade County greenways and trail system spanning over 500 planned miles, this project will provide a critical link to the Everglades National Park. The completed corridor will serve as the first non-motorized trail in the United States to connect two National Parks: the Everglades National Park and the Biscayne National Park. The proposed



Florida Department of Transportation Shared-Use Nonmotorized (SUN) Trail Program

Request for Funding



3. Is there a non-SUN Trail financial contribution (match dollars) committed to this specific project being proposed for SUN Trail funding (select the most appropriate response)?

Funds are leveraged by multiple public/private sources of investments dedicated to this specific project segment (e.g. federal, state, local, non-profit, private landowner contributions).

If yes, what is the total percentage of match?

What are the sources?

Funds are leveraged by at least one more public/private source of investment dedicated to this specific project segment.

If yes, what is the total percentage of match?

27%

What is the source?

The source of the match is documented in the FY 2024-25 Miami-Dade County Proposed

Funds are not leveraged by public/private sources of investments dedicated to this specific trail segment (matching funds are not available for this project).

4. Does the project blend transportation modes by completing, improving, or enhancing existing facilities?

Yes  No

If yes, check applicable attributes and briefly describe how the project meets the selection criteria.

Project implements Complete Streets goals and initiatives.

Project implements Safe Routes to Schools goals and initiatives.

Project provides a direct connection to regional transit systems (e.g. rail stations, express or local bus routes).

Project is in a designated multi-modal district.

Project has the potential to reduce vehicular congestion.

Project improves access in a Bicycle Friendly Community or Bicycle Friendly University, as designated by the League of American Bicyclists. If yes, indicate the name of the designated community or university:

Miami-Dade County

Project improves access in a Walk Friendly Community, as designated by the Pedestrian and Bicycle Information Center. If yes, indicate the name of the designated community:

Miami-Dade County

Other (list)

The project provides a connection to the bus rapid transit and thus has the potential to reduce vehi

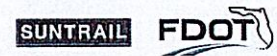
Briefly describe how the project blends transportation modes (1000-character limit):

This project integrates blended transportation modes by integrating a variety of elements within the Complete Streets, Safes Routes to Schools, and Bicycle Friendly initiatives locally and beyond. One example of this is the proposed two-directional bike trail that is a dedicated space along the C-111 Canal and Ingraham Hwy for non-motorized modes of transportation where none currently exists. The trail will add 7.2 miles of completed trail to The Rails to Trails Conservancy's Miami LOOP initiative, connecting users to an array of trail systems and its amenities with a blended transportation approach to implementing this important segment.

An important aspect to blending the transportation modes at a larger scale is that the segment will be able to

Florida Department of Transportation Shared-Use Nonmotorized (SUN) Trail Program

Request for Funding



5. If proposing construction funding, select the most appropriate response:
- Project is ready for immediate construction and all pre-construction phases are complete.
  - Project is capable of near-term development; the design is nearly complete and permitting is underway.
  - The Project Development and Environment Study (PDE) is complete/nearly complete.
  - None of the above statements are true.

6. Does the project have documented public support?  
 Yes  No

If yes, select from the following and briefly explain how the project meets the selection criteria.

- The greater community supports the project as demonstrated by recently adopted proclamations or resolutions expressing commitment. Give the resolution number, adopted date and participating parties.
- Demonstration of public support is consistent across multiple entities representing the greater community rather than a select few interest groups. Briefly explain. (100-character limit):
- Recent community surveys indicate both need and support for the project. Briefly explain. (100-character limit):  
A 2024 PROS county-wide survey resulted showing highest unmet need as being for Trails, bikes & Pedestrians
- An advertised public meeting for discussing the project occurred. Give the date and type of meeting.  
BEG Preferred Corridor Concept Plan held community workshops on 3/22/07 & 6/22/06 for public engagement.
- Other (list)  
Improve health & reduce stress is a key CD 9 benefit-PROS 2024Survey. BEG AIAWorkshop 3/07

7. Does the project have a significant immediate impact to the quality of life by enhancing economic opportunities and providing connectivity to destinations?  
 Yes  No

If yes, check applicable attributes and briefly describe how the project meets the selection criteria.

- The project connects to or through federal, state, or local conservation/recreation areas. List public lands.  
Florida Wildlife Corridor. Everglades National Park. Provides linkage to the Southern Glades Wildlife and Enj
- The project connects people to jobs, businesses, or civic resources.
- The project is along or connects to a Florida Scenic Highway. List the Scenic Highway(s).
- The project is within a Florida Trail Town as designated by the Florida Department of Environmental Protection.
- The project is part of a public/private partnership where developers, linear corridor owners, small businesses, corporations, foundations, or private sector partners are directly supporting the project.
- The project is within a Rural Economic Development Initiative (REDI) Community defined pursuant to Section 288.0656, Florida Statutes. List the REDI area.
- The project is within a Rural Area of Opportunity (RAO) defined pursuant to Section 288.0656, Florida Statutes. List the RAO Area.
- Other (list)  
The proposed project connects tourism assets, surrounding agricultural area and related jobs. See

Florida Department of Transportation Shared-Use Nonmotorized (SUN) Trail Program

Request for Funding



8. Does the project enhance or preserve environmental resources?

Yes  No

If yes, check applicable attributes and briefly describe how the project meets the selection criteria.

- The project's environmental impact assessment or statement did not identify specific issues.
- The project's environmental approval and permitting process is complete.
- The project restores or mitigates impacts of environmental degradation.
- The project incorporates water quality or drainage improvements.
- The project incorporates conservation initiatives to restore/maintain connectivity by reducing vehicle-caused wildlife mortality.
- The project ensures the Florida Ecological Greenway Network (FEGN) maximizes protection of high priority linkages and maximizes the use of previously disturbed lands. This project is within a FEGN Priority Linkages 1 – 3 and is compatible with lands of the Florida Wildlife Corridor Act (Section 259.1055, F.S.).

Briefly describe how the project enhances or preserves environmental resources.  
(1000-character limit):

The project preserves and enhances environmental resources by restoring the C-111 Canal right-of-way into a multimodal path. The Canal right-of-way is preserved and prevents further degradation to the area, including reduction of soil erosion. By implementing a proper sloped path within sensitive area, the existing conditions' topography and drainage is improved overall.

In addition to environmental and preservation aspects of the project, the project encourages recreational



9. Does the project facilitate a system of interconnected trails by closing a gap in the SUN Trail network?

Yes  No

If yes, how many miles of connected trail, open to the public will be available once this specific project is complete?

83.5 miles (including this segment)

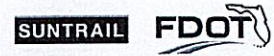
List the trail names:

Biscayne Trail/Biscayne-Everglades Greenway (25.2 miles) South Dade Trail (20 miles) The Underline (10 miles)

10. The project includes cost-saving elements.

Yes  No

If yes, briefly describe the potential for overall cost savings for completing this project in conjunction with another project (e.g. new/resurfacing roadway, redevelopment/new development project, trail phase/extending trail project). Provide the other project(s) scope and schedule, the funding source, the funding year, and if funding is through FDOT, provide the Financial Management Number.  
(1000-character limit):



## **PART VII – CERTIFICATION OF PROJECT PRIORITIZATION**

1. For projects within a MPO boundary, complete the following information. If the project is outside of a MPO boundary, continue to Part VII, question #2.

Name of Applicable MPO/TPO:  
Miami-Dade Transportation Planning Organization

MPO/TPO Contact:  
Aileen Bouclé, AICP

MPO Address:  
150 West Flagler Street, Suite 1900

Municipality, State and Zip:  
Miami, Florida 33130

Contact Email:  
aileen.boucle@miamidade.gov

Contact Telephone Number:  
305-375-4507

Signature:

A handwritten signature in black ink that reads 'Aileen Bouclé'. The signature is written in a cursive style with a horizontal line underneath it.

Print Name:  
Aileen Bouclé, AICP

Title:  
Executive Director

Date:12/11/2024

Your signature confirms the requested project is (1) consistent with MPO/TPO plans and documents;  
(2) it is an eligible priority of the MPO/TPO, (3) the MPO/TPO supports the project; and  
(4) you possess authorization to sign the certification of project prioritization.

Florida Department of Transportation Shared-Use Nonmotorized (SUN) Trail Program  
*Request for Funding*



2. For projects outside of a MPO boundary, complete the following information:

County Name:

Contact Name:

Contact Address:

Municipality, State and Zip:

Contact Email:

Contact Telephone Number:

Signature:

---

Print Name:

Title:

Date:

Your signature confirms the requested project is (1) consistent with applicable county, municipality, comprehensive plan(s) and/or the long-term management plan(s) and documents; (2) it is an eligible priority of the County (tribal government, federal or state managing agency); (3) the applicable entity supports the project; and (4) you possess authorization to sign the certification of project prioritization.

Florida Department of Transportation Shared-Use Nonmotorized (SUN) Trail Program

Request for Funding



SUN Trail funded projects require a non-FDOT governmental entity formally committed to providing maintenance of the project (long-term trail manager). FDOT will enter into an agreement or other form of documented commitment with the entity to ensure that a local sponsor/agency is committed to long-term trail maintenance (long-term trail manager). The managing entity will be responsible for the day-to-day upkeep and daily operation; protection for the trail users; they will reduce safety hazards that occur; and they will ensure a quality level of service is maintained on the facility. Activities may consist of litter pick-up, trash removal, debris removal, soil and weed control, graffiti removal, mowing, sweeping, sign replacement, shrub trimming, maintenance of drainage, and other regularly scheduled maintenance activities. For trails constructed in the FDOT ROW, FDOT will provide remedial maintenance which involves repairing, replacing, or restoring major components that may have been damaged or destroyed. Minor repairs such as sealing asphalt pavement or repainting may occur every five to ten years, while major repairs may occur every 20 to 25 years. The area of responsibility will be the footprint of the trail within FDOT ROW as defined by the district. ALL other maintenance will be the responsibility of the non-FDOT governmental entity. **Submit the Certification of Willing Manager(s) for all proposed trail segments.**

**PART VIII – CERTIFICATION OF WILLING MANAGER(S)**

**Name of Project:**

Biscayne-Everglades Trail-Everglades Segment 10 Connection

**FROM:**

**Name of Managing Entity:**

Miami-Dade County Parks, Recreation and Open Spaces Department

**Name of Contact and Job Title:**

**Maria I. Nardi, Director Miami-Dade County Parks, Recreation and Open Spaces**

**Address:**

275 NW 2nd Street, 5th Floor

**Municipality, State, and Zip Code:**

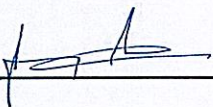
Miami, Florida 33128

**Contact Email:**

maria.nardi@miamidade.gov

**Contact Telephone Number:**

(305) 755-7903

Signature: 

Print Name: Jimmy Morales

Title: Chief Operating Officer

Date: 12/13/2024

Your signature serves as certification of (1) a commitment from your agency to maintain the facility requested and that your agency will enter into a Maintenance Memorandum of Agreement with the Department for the Project prior to the completion of design, or at the time of programming funding for any project proposed for a later phase; (2) the information in this "Request for Funding" is true and accurate; (3) to comply with the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act (The Uniform Act) for any right-of-way actions required for the project; (4) to comply with the Americans with Disabilities Act; (5) lands developed with SUN Trail funds will be available for public use for the lifespan of the improvement; (6) support of other actions necessary to fully implement the proposed project; (7) and you possess authorization to sign the certification of the willing manager.

# Miami-Dade County Parks, Recreation and Open Spaces Department



2024 FDOT Shared-Use Nonmotorized (SUN) Trail Program

State of Florida Department of Transportation

Biscayne-Everglades Trail-Everglades Segment 10 Connection

## APPENDIX

### PART III-ELIGIBILITY CRITERIA

- Exhibit 3-1B Existing Site Conditions
- Exhibit 3-1B Project Location
- Exhibit 3-1C SunTrail Location
- Exhibit 3-1D Typical Sections
- Exhibit 3-4A OSMP Executive Summary
- Exhibit 3-4B Resolution 171-08

### PART V- PROJECT COSTS

- Exhibit 5-3 Cost Estimate
- Exhibit 5-3 Project Timeline

## **PART VI – SELECTION CRITERIA**

Exhibit 6-1	Dangerous By Design 2022
Exhibit 6-2	BEG Preferred Corridor Plan
Exhibit 6-2	FNAI Report Excerpt
Exhibit 6-7	Western Greenway Excerpt
Exhibit 6-9	Trail Connectivity
Exhibit 6-10	Letters of Support

EXHIBIT 3-1B: EXISTING SITE CONDITIONS

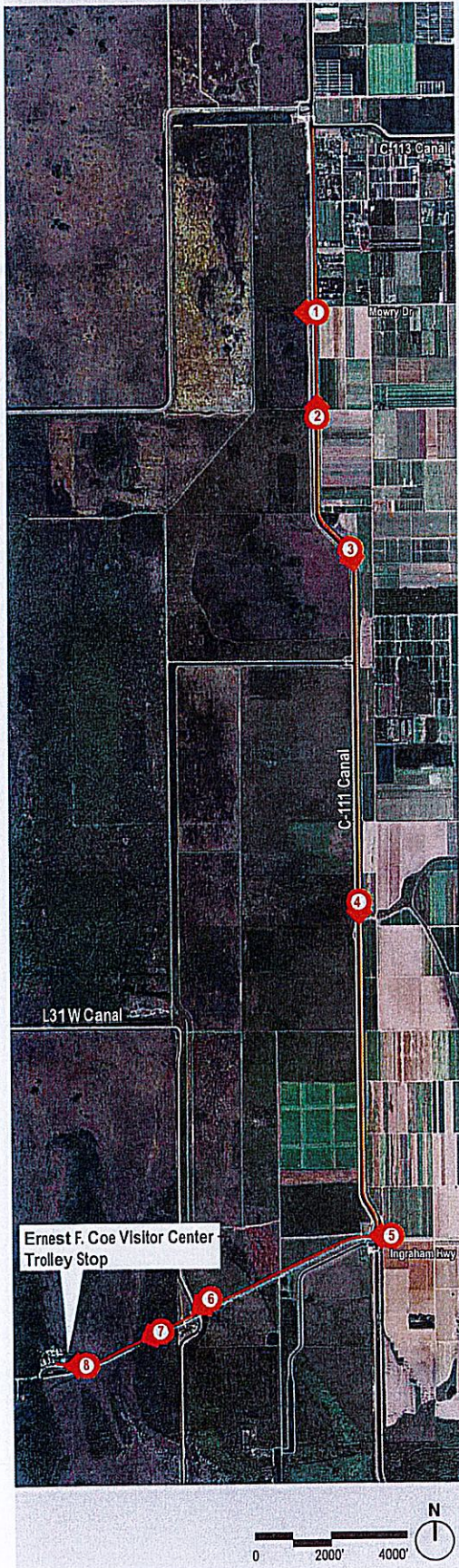


EXHIBIT 3-1B: PROJECT LOCATION  
 Biscayne-Everglades Trail: Everglades Segment 10 Connection

- 12' Shared-Use Path- Canal Right of Way
- - - - 10' to 12' Shared-Use Path- Road Right of Way
- - - - Other Biscayne Trail Projects (not included in scope)
- Bridge Crossings
- Access Point
- Trailhead
- ⊙ Visitor Center Arrival - Bike Racks

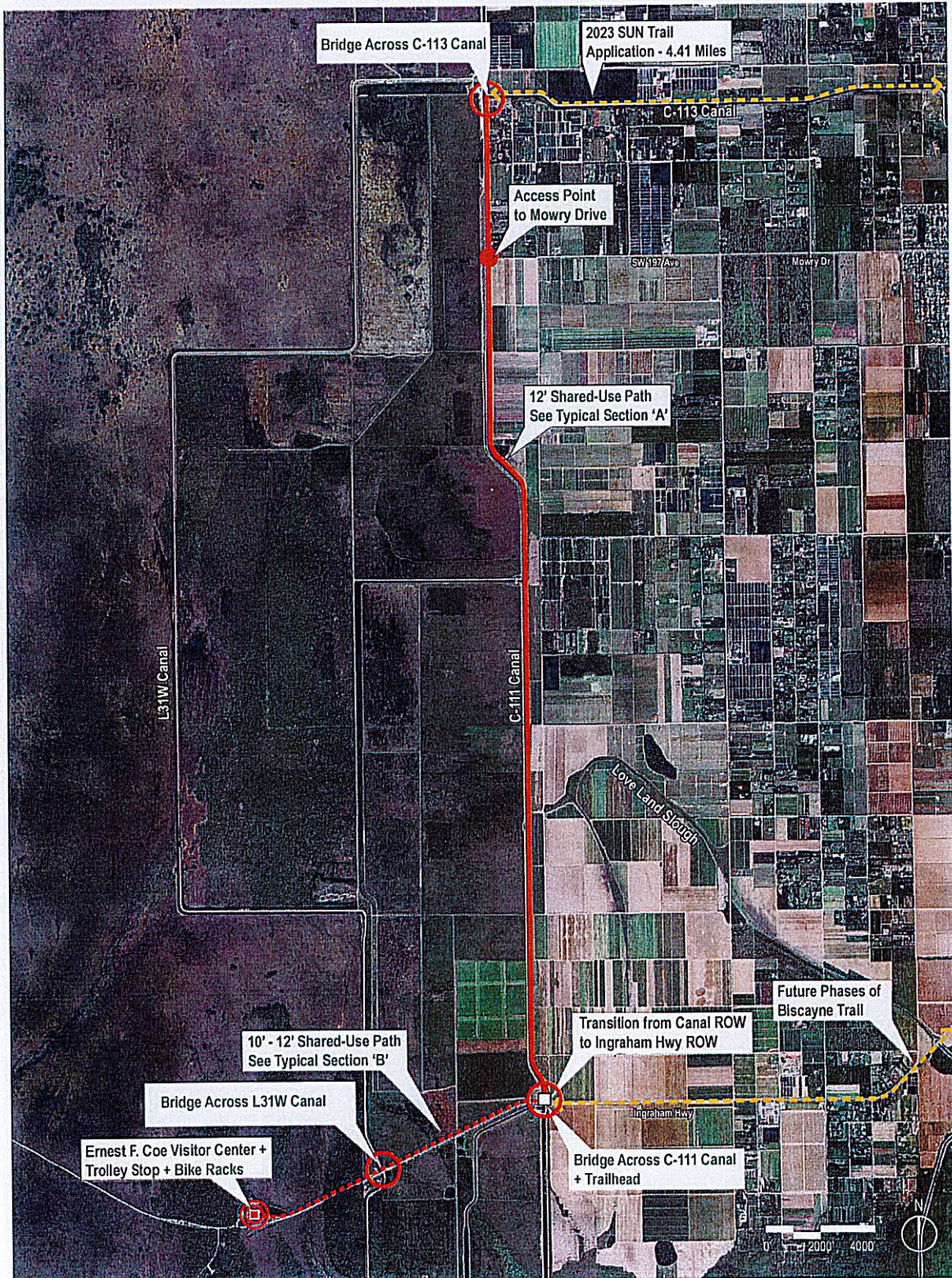
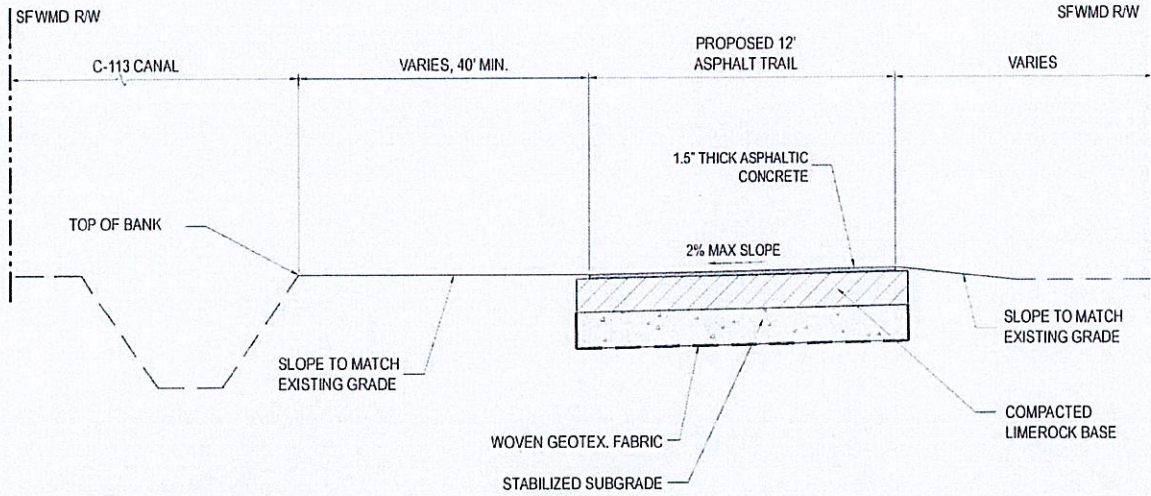
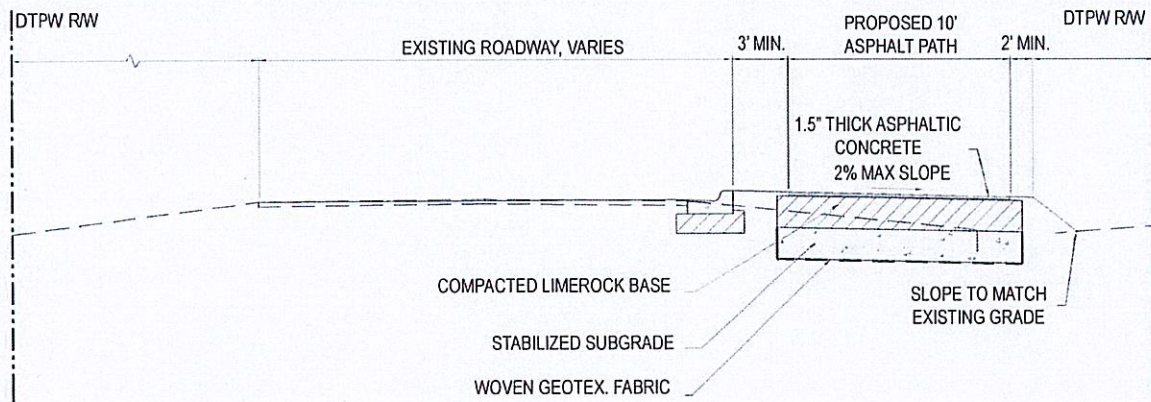




EXHIBIT 3-1D: TYPICAL SECTIONS



**PROS Typical Section 'A'**  
 Trail Within Canal Right of Way (approx. 5.5-miles)



**PROS Typical Section 'B'**  
 Trail Within Road Right of Way (approx. 1.75-miles)

creating a 50 year, unifying vision for  
a livable, sustainable miami-dade county

miami-dade county

parks and open space system master plan

**Equity** - Every resident should be able to enjoy the same quality of public facilities and services regardless of income, age, race, ability or geographic location.

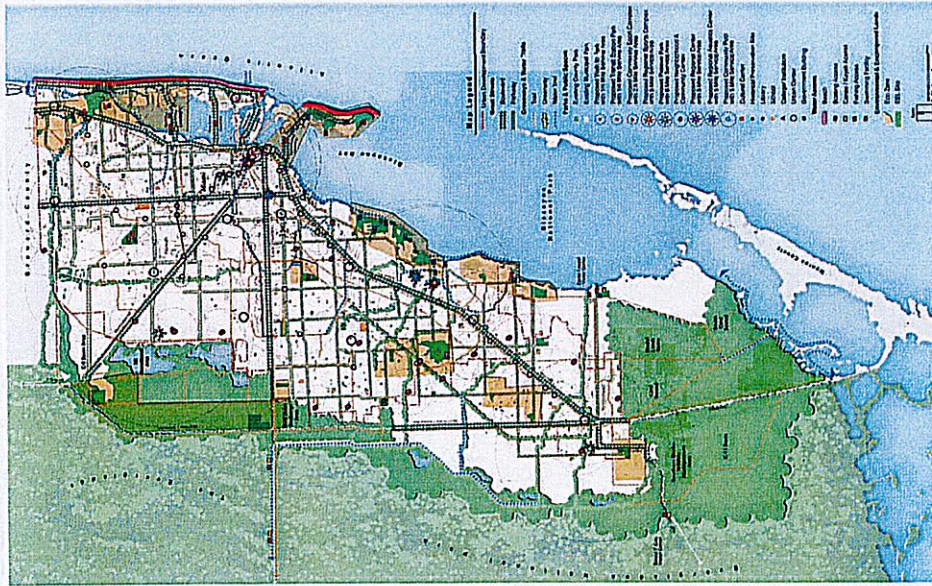
**Access** - Every resident should be able to safely and comfortably walk, bicycle, drive and/or ride transit from their home to work, school, parks, shopping and community facilities.

**Beauty** - Every public space, including streets, parks, plazas and civic buildings, should be designed to be as aesthetically pleasing as possible, and to complement the natural and cultural landscape.

**Multiple Benefits** - Every single public action should generate multiple public benefits to maximize taxpayer dollars.

**Seamlessness** - Every element of the County, including neighborhoods, parks, natural areas, streets, civic centers and commercial areas, should be connected without regard to jurisdiction.

**Sustainability** - Every action and improvement of the Park System, including facilities, programs, operations and management, should contribute to the economic, social and environmental prosperity of the County.



*“When we build let us think that we build forever. Let it not be for present delight, nor for present use alone; let it be such work as our descendants will thank us for, and let us think, as we lay stone on stone, that a time is to come when those stones will be held sacred because our hands have touched them.”*

John Ruskin

Miami-Dade County is facing the same population growth issues as many other metropolitan areas, a diminished quality of life, increased congestion, declining recreation and conservation open space, visual blight, limited transportation options and social inequities. With the population expected to increase by three million residents in the year 2025 and up to 4.5 million by 2060, additional pressure will be placed on an already stressed physical, social, and economic environment.

This Parks and Open Space Master Plan envisions that great parks, public spaces, natural and cultural areas, streets, greenways, blueways, and trails can form the framework for a more livable and sustainable community. Such a plan for the public realm cannot be considered as an isolated system, but one that is integrated into the overall fabric of the community and one that will create the kind of place and community, where residents want to live; employers want to do business; and tourists want to visit.

The goal of this Master Planning process is to “create a seamless, sustainable system of parks, recreation and conservation open spaces for this and future generations”.

Specific objectives include:

- A unified, physical vision for a connected regional system
- Guiding principles for a unified physical vision
- Park classifications for a regional system
- A defined role of County responsibilities

# vision



Great Parks are for everyone, and should provide a diverse and balanced system of active and passive recreational opportunities. The County's Vision is that residents of every neighborhood, urban, suburban, rural, incorporated and unincorporated, have equal access to places to walk, to exercise, to socialize and to engage in a healthy, active lifestyle.

Great Public Spaces often define the great cities of the world. As Miami-Dade County develops more densely, there will be a need for great, attractive, usable public spaces that provide an opportunity for meaningful recreation experiences. These can be anything from neighborhood plazas to great waterfront vistas and promenades.

There is especially great potential for new transit station parks/urban plazas that would serve as the central gathering places for transit-oriented developments (TODs). These public spaces would have a potentially smaller service area radius of about one quarter of a mile, and serve local residents' needs for walking, meeting, informal play, and special events. Not only would they provide another outlet for recreation and social interaction, transit-oriented parks would act as a place-maker and a form-giver to TODs.

Great Natural and Cultural Places can be celebrated in a system of Zones (clusters of Environmentally Endangered Lands and Cultural Resource Centers) that: provide a variety of education activities and programs; elevate the public's appreciation and understanding of the County's natural ecosystems and cultural amenities; engage the surrounding neighborhoods; and link the sites with the other elements of the open space system through streets, greenways, and water trails.

Great Streets can be created through the redevelopment of existing arterial and collector roads to: create urban form and identity; improve aesthetics; provide for bicycle/pedestrian safety and comfort; and to improve the social, physical and economic environment for land uses along the corridors. To facilitate the creation of great streets, Miami-Dade County must move beyond vehicular performance-based street design and instead design streets that are defined by their role in the community. While all streets should have a minimum level of accessibility to all modes of transportation, not all streets require the same details.

Great Greenways Trails and Water Trails can form an interconnected system that: provides transportation alternatives and reduces traffic congestion; creates new recreational opportunities; increases property values; protects natural resources; and encourages tourism and business development. These trails strengthen connections across the County, from Broward to Monroe Counties, from the Atlantic Ocean to the Everglades.

# great places have great spaces

<p><i>Parks are accessible to everyone regardless of age or ability</i></p>	<p><i>Public spaces are designed to engage residents</i></p>	<p><i>Natural and cultural areas are planned and managed to balance access and resource protection</i></p>	<p><i>Streets are designed as linear parks</i></p>	<p><i>Greenways and Water Trails connect every resident to places throughout the community</i></p>
SEATTLE	CHICAGO	VANCOUVER	BOSTON	

TPO 47-19	RESOLUTION APPROVING AN AMENDMENT TO THE FISCAL YEAR 2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) TO INCLUDE A RESURFACING PROJECT AT SIX LOCATIONS: ALONG NW 215 <sup>TH</sup> STREET FROM NW 29 <sup>TH</sup> AVENUE TO NW 47 <sup>TH</sup> AVENUE; ALONG BOB-LINK DRIVE FROM NW 186 <sup>TH</sup> STREET TO N AUGUST DRIVE; ALONG NW 62 <sup>ND</sup> AVENUE FROM NW MIAMI GARDEN DRIVE TO NW 194 <sup>TH</sup> STREET; ALONG NE 2 <sup>ND</sup> AVENUE FROM NE 119 <sup>TH</sup> STREET TO NE 135 <sup>TH</sup> STREET; ALONG NE 26 <sup>TH</sup> AVENUE FROM NE 203 <sup>RD</sup> STREET TO NE 215 <sup>TH</sup> STREET; AND ALONG NW 178 <sup>TH</sup> STREET FROM NW 78 <sup>TH</sup> PLACE TO NW 87 <sup>TH</sup> AVENUE, PROJECT NUMBER PW000045	9/26/2019
TPO 48-19	RESOLUTION ADOPTING THE MIAMI-DADE 2045 LONG RANGE TRANSPORTATION PLAN (LRTP)	9/26/2019
TPO 49-19	RESOLUTION URGING THE FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) TO INCLUDE THE NORTH CORRIDOR OF THE STRATEGIC MIAMI AREA RAPID TRANSIT (SMART) PLAN AS PART OF THE STATE STRATEGIC INTERMODAL SYSTEM	9/26/2019
TPO 50-19	RESOLUTION URGING THE FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) IF IT PROPOSES TO REMOVE FUNDING COMMITTED IN THE ADOPTED FDOT WORK PROGRAM FOR THE RECONSTRUCTION OF THE GOLDEN GLADES INTERCHANGE (GGI) AND STATE ROAD 826/PALMETTO EXPRESSWAY EAST/WEST PROJECTS TO ALLOCATE SAID FUNDS TO THE NORTHERN QUADRANT OF MIAMI-DADE COUNTY, SPECIFICALLY THE NORTH CORRIDOR OF THE STRATEGIC MIAMI AREA RAPID TRANSIT (SMART) PLAN	9/26/2019
TPO 51-19	RESOLUTION ENDORSING THE INTERNATIONAL "WALK TO SCHOOL DAY" SCHEDULED FOR OCTOBER 2, 2019	9/26/2019
TPO 52-19	RESOLUTION APPROVING AN AMENDMENT TO THE FISCAL YEAR 2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) TO INCLUDE THE UNIVERSITY OF MIAMI-BIKESAFE MIDDLE SCHOOL BLUCS PROJECT, FM #446824-1	10/31/2019
TPO 53-19	RESOLUTION ADOPTING AS LEGISLATIVE PRIORITY AND URGING THE STATE TO SHIFT A PORTION OF TRANSPORTATION FUNDS ALLOCATED FOR USE IN MIAMI-DADE COUNTY TO INCLUDE THE ADVANCEMENT OF THE STRATEGIC MIAMI AREA RAPID TRANSIT PLAN	10/31/2019
TPO 54-19	RESOLUTION APPROVING AN AMENDMENT TO THE FISCAL YEAR 2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) TO INCLUDE THE FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) DISTRICT SIX ROLL-FORWARD PROJECTS THAT WERE ORIGINALLY SCHEDULED IN FISCAL YEAR 2019 TIP FOR AUTHORIZATION AND WERE NOT OBLIGATED BY JUNE 30, 2019	10/31/2019
TPO 55-19	RESOLUTION SELECTING THE PREFERRED TRANSIT TECHNOLOGY FOR THE NORTH CORRIDOR OF THE STRATEGIC MIAMI AREA RAPID TRANSIT (SMART) PLAN	10/31/2019
TPO 56-19	RESOLUTION APPOINTING DENISE VALKEMA AND CORNELL CREWS, JR. TO THE MIAMI-DADE COUNTY TRANSPORTATION DISADVANTAGED (TD) LOCAL COORDINATING BOARD (LCB)	10/31/2019

Exhibit 3-4B LRTP Adoption

Exhibit 5-3 - Cost Estimate

Shared-Use Nonmotorized (SUN) Trail Program

COST ESTIMATE

Financial Management Number (If applicable):  
Project Description: Biscayne Trail Segment 10

Items		SUN Trail Eligible				Other Funds (must include all SUN Trail Ineligible Items)					TOTAL	
Pay Item Number*	Pay Item Description*	Quantity	Unit	Unit Cost	Subtotal Cost	Quantity	Unit	Unit Cost	Subtotal Cost (other funds)	Source(s) of Match	Total Quantity	Total Cost
0110-1-1	Steelebar & grab	19.22	Acres	\$ 4,057.46	\$ 78,000.60						19.22	\$ 78,000.60
0160-6	Stabilization type B	92,930.40	SY	\$ 4.64	\$ 430,927.21						92,930.4	\$ 430,927.21
0339-1 / 0180-72	12W ASPHALT & LIMEROCK Shared-use path (including 10% for waste material)	55,756.80	SY	\$ 73.03	\$ 4,072,157.00						55,756.8	\$ 4,072,157.00
N/A	Phosphate UB24-2 DeepRoad Barre (including 10% for waste material)	83,635.20	LF	\$ 13.91	\$ 1,163,473.43						83,635.2	\$ 1,163,473.43
0710-11111	Layout of pavement marking, along Shared-use Path (3-Solid White Line and 1-Broken Yellow Line)	152,064.00	LF	\$ 1.74	\$ 264,425.78						152,064	\$ 264,425.78
0710-11201	6" W Thermoplastic paint along Bike-Path	152,064.00	LF	\$ 1.74	\$ 264,425.78						152,064	\$ 264,425.78
0710-11170	Layout and Paint of Pedestrian/Bike Directional Arrow Symbols on asphalt pavement, assumed 5-Each per Block	432.00	Ea	\$ 289.82	\$ 125,201.60						432	\$ 125,201.60
N/A	ADA Benches	47.20	Ea	\$ 3,477.82	\$ 164,153.21						47.20	\$ 164,153.21
N/A	Bike Rack	14.40	Ea	\$ 985.38	\$ 14,189.51						14.40	\$ 14,189.51
N/A	Trash Receptacle	27.60	Ea	\$ 2,318.55	\$ 63,991.93						27.60	\$ 63,991.93
N/A	Water Fountain, including allowance, among others, for water connection and backflow prevention, trench excavation, pipe, fittings, and valves.	14.40	Ea	\$ 28,981.85	\$ 417,338.67						14.40	\$ 417,338.67
0700-1-25	Wayfinding Signs	14.40	Ea	\$ 985.38	\$ 14,189.51						14.40	\$ 14,189.51
0700-25-2	Regulatory Signage Allowance	7.20	LS	\$ 28,981.85	\$ 208,669.33						7.20	\$ 208,669.33
0580-1-1	Landscape, Large caliper tree, (Large - 22-24 Feet) (Medium 12-14 Feet)				\$ -	482.40	Ea	\$ 1,738.91	\$ 838,850.72		482.40	\$ 838,850.72
0580-7-1	Phosphate top soil, fertilizer and sod, as needed	380,160.00	SF	\$ 1.74	\$ 661,064.45						380,160	\$ 661,064.45
	Curb & Gutter				\$ -	29,040	LF	\$ 28.98	\$ 841,632.98		29,040	\$ 841,632.98
0700-1-11	Table marker sign	8.00	EA	\$ 347.78	\$ 2,782.26						8	\$ 2,782.26
0700-1107	Trail etiquette and map sign	4.00	EA	\$ 579.64	\$ 2,318.55						4	\$ 2,318.55
N/A	Shade trees				\$ -	352.00	EA	\$ 809.46	\$ 306,048.36		352	\$ 306,048.36
N/A	Accent trees				\$ -	528	EA	\$ 579.64	\$ 306,048.36		528	\$ 306,048.36
N/A	Two rail fence				\$ -	2	LS	\$ 11,592.74	\$ 23,185.48		2	\$ 23,185.48
0519-78	Bollards				\$ -	6	EA	\$ 579.64	\$ 3,477.82		6	\$ 3,477.82
N/A	Accent planting and trees (8)				\$ -	2	LS	\$ 17,389.11	\$ 34,778.22		2	\$ 34,778.22
0527-2	Curb cut and ADA detectible warning surface (2)				\$ -	2	LS	\$ 5,796.37	\$ 11,592.74		2	\$ 11,592.74
0700-1107	Signage (2)(Trail Route ID, Trail crossing)	8	EA	\$ 579.64	\$ 4,637.10						8	\$ 4,637.10
715518120	Lighting				\$ -	2	LS	\$ 52,167.33	\$ 104,334.67		2	\$ 104,334.67
0677-1-11	Shelter on concrete pack				\$ -	1	EA	\$ 69,556.44	\$ 69,556.44		1	\$ 69,556.44
N/A	Bike Rack				\$ -	2	EA	\$ 1,159.27	\$ 2,318.55		2	\$ 2,318.55
0751-37	Recycling bins				\$ -	1	EA	\$ 1,738.91	\$ 1,738.91		1	\$ 1,738.91
0751-33101	Accessible picnic table				\$ -	2	EA	\$ 3,477.82	\$ 6,955.64		2	\$ 6,955.64
N/A	Water Fountain / bottle filler				\$ -	3	LS	\$ 23,185.48	\$ 69,556.44		3	\$ 69,556.44
N/A	Bike repair station				\$ -	1	LS	\$ 28,981.85	\$ 28,981.85		1	\$ 28,981.85
0400-2-4	Prefabricated steel truss pedestrian bridge w. concrete deck	3	LS	\$ 602,822.52	\$ 1,808,467.56						3	\$ 1,808,467.56
0400-2-5	Footings	3	LS	\$ 69,556.44	\$ 208,669.33						3	\$ 208,669.33
N/A	Grading	3	LS	\$ 23,185.48	\$ 69,556.44						3	\$ 69,556.44
	General Requirement 10%	1	EA	\$ 1,268,769.64	\$ 1,268,769.64				\$ -		1	\$ 1,268,769.64
	Bond & Insurance 2%	1	EA	\$ 253,753.93	\$ 253,753.93				\$ -		1	\$ 253,753.93
	DOT 2.5%	1	EA	\$ 317,192.41	\$ 317,192.41				\$ -		1	\$ 317,192.41
	Contingency (Contract) 10% Construction Base	1	EA	\$ 1,268,769.64	\$ 1,268,769.64				\$ -		1	\$ 1,268,769.64
	Dedicated Allowance (Contract) 5% Construction base	1	EA	\$ 634,384.82	\$ 634,384.82				\$ -		1	\$ 634,384.82
	A/E Contract Administration (3% Base Construction)	1	EA	\$ 380,630.89	\$ 380,630.89				\$ -		1	\$ 380,630.89
	Construction Management	1	EA	\$ 116,675.00	\$ 116,675.00				\$ -		1	\$ 116,675.00
	Construction Testing Services	1	EA	\$ 25,000.00	\$ 25,000.00				\$ -		1	\$ 25,000.00
	CEI	1	EA	\$ 1,807,360.00	\$ 1,807,360.00				\$ -		1	\$ 1,807,360.00
	Construction Project Sign	1	EA	\$ 4,200.00	\$ 4,200.00				\$ -		1	\$ 4,200.00
	County Business Participation Model Fee	1	EA	\$ 161,272.00	\$ 161,272.00				\$ -		1	\$ 161,272.00
					\$ -				\$ -		0	\$ -
					\$ -				\$ -		0	\$ -
SUN Trail Eligible Costs / SUN Trail Funds Requested (not funded through other sources)					\$ 16,276,647.59	Other Funds (must include SUN Trail Ineligible Costs)					\$ 2,649,057.19	
											Subtotal	\$ 18,925,704.78

Design Cost			1	15	\$ 2,371,460	\$ 2,371,460.00	\$ 2,371,460.00
CEI Cost							\$
CONTINGENCY	Contingency is not a Participating Item		1	15	\$ 1,040,758.00	\$ 1,040,758.00	
<b>Total Cost Estimate</b>					\$ 6,061,275.19	\$ 6,061,275.19	\$ 22,337,022.78

A reasonable estimate of project costs is required. Projects must follow appropriate design criteria and meet Americans with Disabilities Act requirements. Projects on the State Highway System, and "on-system" (on FDOT land) and Critical Projects shall utilize FDOT pay items numbers and descriptions. FDOT'S AWARD OF FUNDING TO THE APPLICANT'S PROJECT DOES NOT CONSTITUTE ACCEPTANCE OF PARTICIPATING VS. NON-PARTICIPATING ITEMS IDENTIFIED IN THIS COST ESTIMATE. Funding pay items and eligibility will be discussed during project development. Estimate shall be broken down to eligible and ineligible project costs.

**Examples of Non-participating Items**

Benches, trail furniture, bicycle racks or lockers, buildings or enclosures, comfort stations or structures, kiosks, landscaping, litter receptacles, parking areas, (sidewalks, camping areas, playgrounds, fitness equipment, promotional materials, art, sculptures, monuments, water fountains, signs, irrigation, contingency, etc. Other elements may be non-participating. See Department of Financial Services (DFS) Catalog of State Financial Assistance (CSFA) 55.038 and FDOT Work Program Instructions.

If you have questions regarding an eligible or non-participating item, District representatives may be contacted for guidance.

**References:**

- FDOT Design <https://www.fdot.gov/orders>
- FDOT Program Management <https://www.fdot.gov/programmanagement>
- FDOT Estimates <https://www.fdot.gov/estimates>
- FDOT SUII Trail Program <https://www.fdot.gov/suii>
- FDOT Work Program <https://www.fdot.gov/workprogram>
- DFS CSFA 55.038 <https://www.dfs.com/flsa/dfs-catalog-rev101018-11-16-2018>

Prepared by: \_\_\_\_\_ PE Number: 72518

Name: \_\_\_\_\_ Signature: \_\_\_\_\_

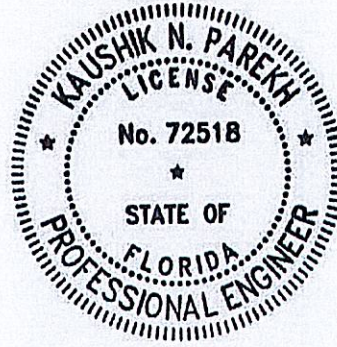
Reviewed by: Kaushik Parekh

Name: \_\_\_\_\_ Signature: \_\_\_\_\_

Date: \_\_\_\_\_

12/9/2024

Date: \_\_\_\_\_





# Biscayne-Everglades Trail: Everglades Segment 10 Connection

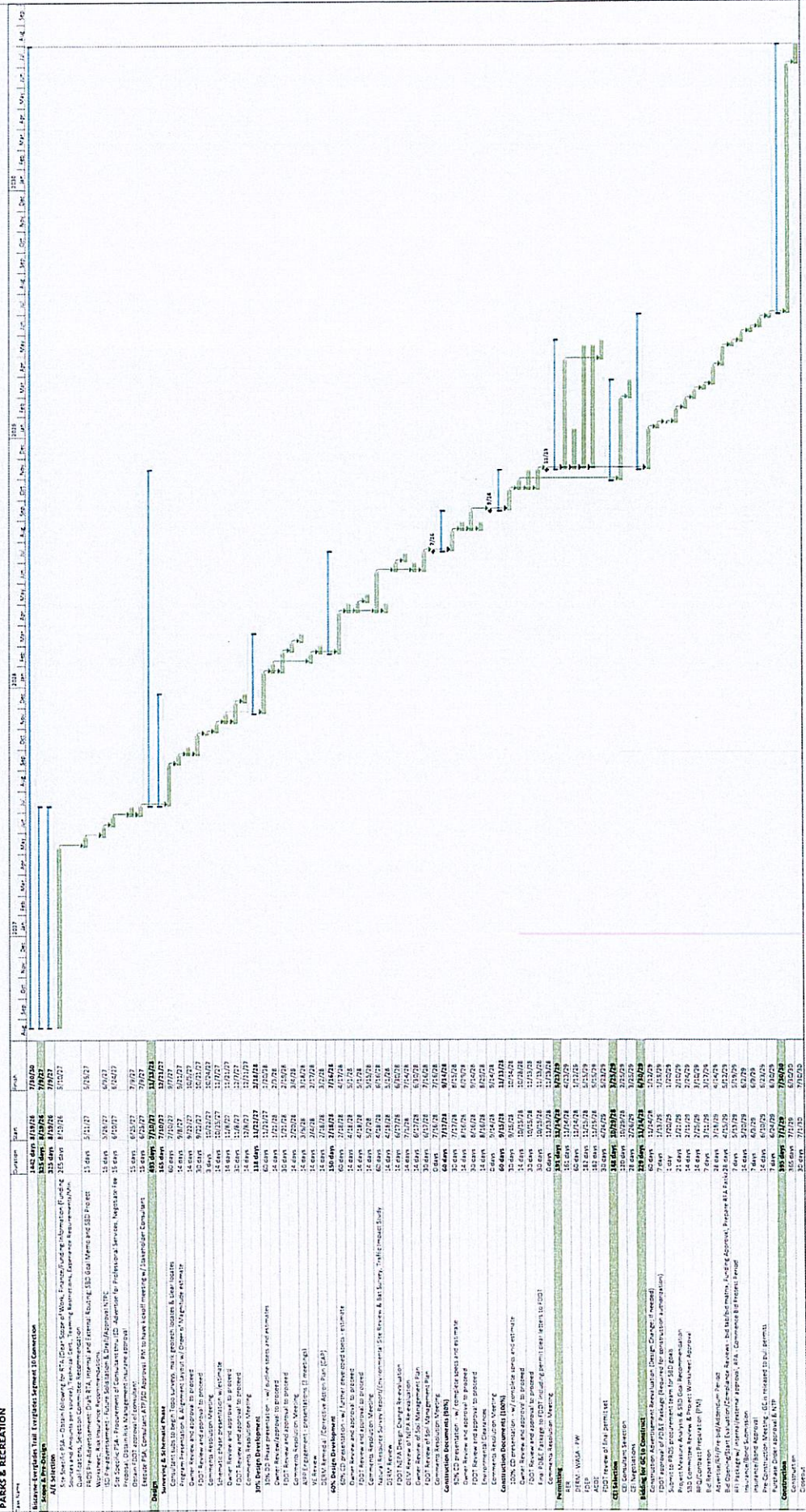


Exhibit 5-3 Project Timeline

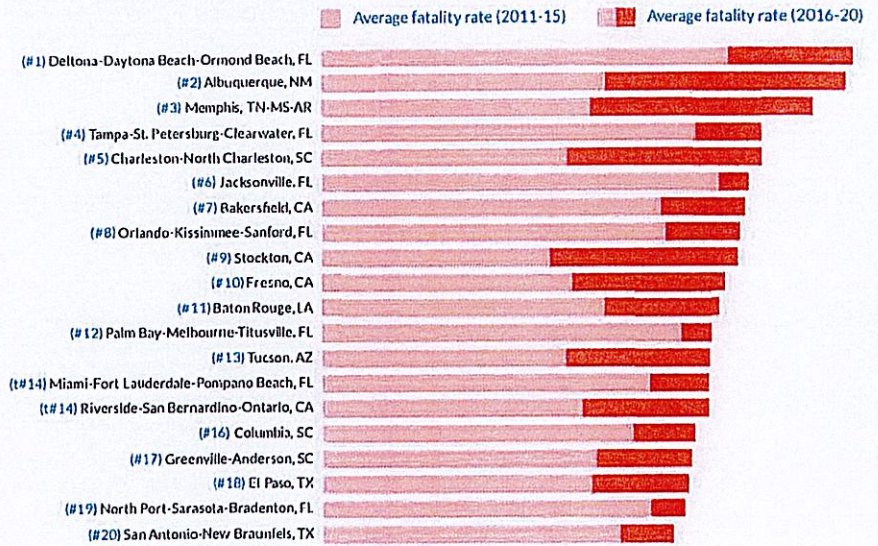
Rankings shift around, but all of the most deadly metros are getting worse

The rankings within each edition of this report shift and metro areas may slide up and down, but every single one of the 20 most deadly metro areas has grown more deadly over the last decade. As the graphic on the previous page shows, a fatality rate that would have topped these rankings five years ago is only good enough for ninth-most deadly this time around.

No top 20 metro area that improved their position in this edition achieved that feat because they reduced their fatality rate. All 20 have grown more deadly. (See the graphic at right.)

The metros that have slid down ("improved") in the rankings have done so not because they have gotten safer, but because other metro areas have grown more deadly at astonishing rates, such as Albuquerque, Memphis, Charleston, Stockton, and Fresno. (See the graphic on the following page.)

### No metros in the top 20 are improving All have gotten significantly more deadly



\*Changeous by Design 2022 rank in parentheses

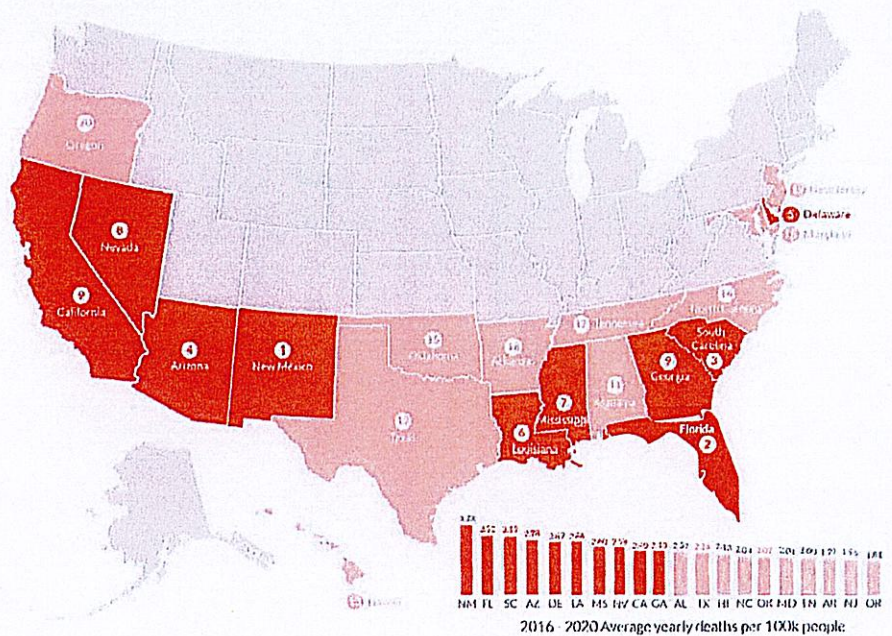
Exhibit 6-1 Dangerous By Design 2022

### The top 20 most deadly states for pedestrians (2016-2020)

The graphic at right depicts the top twenty states with the highest number of pedestrian deaths.

States in the southern half of the US are again overrepresented in the top ten most dangerous states, which is not surprising. The bulk of the growth and development in these regions has taken place in an era (post-1960) where low-density sprawling land uses and high-speed, multi-lane arterial highways have been the dominant form, with historic amounts of state and federal transportation funding poured into street designs that are deadly for everyone, especially people walking.

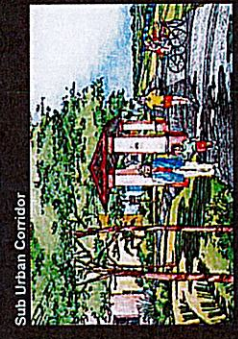
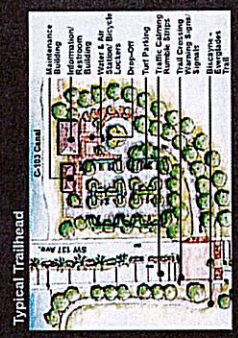
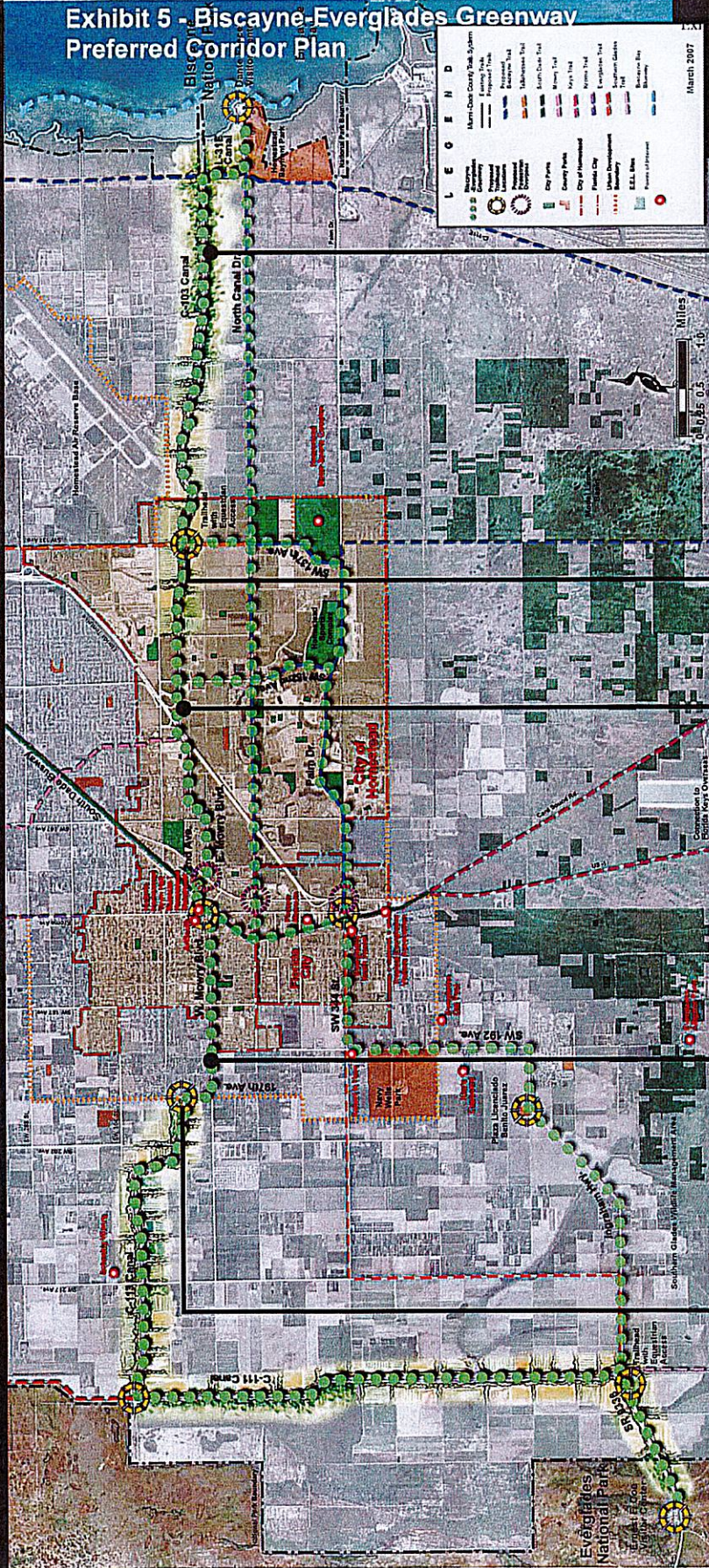
### THE TOP 20 Most dangerous states for pedestrians (2016-2020)



# Biscayne - Everglades Greenway Preferred Corridor



## Exhibit 5 - Biscayne-Everglades Greenway Preferred Corridor Plan



GLATTING JACSON KERCHER ANGLIN

Exhibit 6-2-BEG Preferred Corridor Plan



1018 Thomasville Road  
Suite 200-C  
Tallahassee, FL 32303  
850-224-8207  
fax 850-681-9364  
www.fnai.org

November 26, 2024

Irene Cambeyro Gonzalez  
Miami-Dade County  
Parks, Recreation and Open Spaces Department

Dear Ms. Cambeyro Gonzalez,

Thank you for requesting information from the Florida Natural Areas Inventory (FNAI). At your request we have produced the following report for your project area.

The purpose of this Standard Data Report is to provide objective scientific information on natural resources located in the vicinity of a site of interest, in order to inform those involved in project planning and evaluation. This Report makes no determination of the suitability of a proposed project for this location, or the potential impacts of the project on natural resources in the area.

**Project:** Biscayne-Everglades Trail Segment 10  
**Date Received:** 11/21/2024  
**Location:** Miami-Dade County

**Based on the information available, this site appears to be located on or very near a significant region of pine rockland habitat, a natural community in decline that provides important habitat for several rare species within a small area.**

### Element Occurrences

A search of our maps and database indicates that we currently have many element occurrences mapped in the vicinity of the study area (see enclosed map and element occurrence table). Please be advised that a lack of element occurrences in the FNAI database is not a sufficient indication of the absence of rare or endangered species on a site.

### Federally Listed Species

Our data indicate federally listed species are present on or very near this site, specifically Florida Panther (*Puma concolor coryi*) (see enclosed map and tables for details). This statement should not be interpreted as a legal determination of presence or absence of federally listed species on a property.

*The element occurrences data layer includes occurrences of rare species and natural communities. The map legend indicates that some element occurrences occur in the general vicinity of the label point. This may be due to lack of precision of the source data, or an element that occurs over an extended area (such as a wide ranging species or large natural community). For animals and plants, element occurrences generally refer to more than a casual sighting; they usually indicate a viable population of the species. Note that some element occurrences represent historically documented observations which may no longer be extant. Extirpated element occurrences will be marked with an 'X' following the occurrence label on the enclosed map.*



Florida Resources  
and Environmental  
Analysis Center

Institute of Science  
and Public Affairs

The Florida State University

*Tracking Florida's Biodiversity*

*Several of the species and natural communities tracked by the Inventory are considered **data sensitive**. Occurrence records for these elements contain information that we consider sensitive due to collection pressures, extreme rarity, or at the request of the source of the information. The Element Occurrence Record has been labeled "Data Sensitive." We request that you not publish or release specific locational data about these species or communities without consent from the Inventory. If you have any questions concerning this please do not hesitate to call.*

### **Likely and Potential Rare Species**

In addition to documented occurrences, other rare species and natural communities may be identified on or near the site based on habitat models and species range models (see enclosed Biodiversity Matrix Report). These species should be taken into consideration in field surveys, land management, and impact avoidance and mitigation.

*FNAI habitat models indicate areas, which based on land cover type, offer suitable habitat for one or more rare species that is known to occur in the vicinity. Habitat models have been developed for approximately 300 of the rarest species tracked by the Inventory, including all federally listed species.*

*FNAI species range models indicate areas that are within the known or predicted range of a species, based on climate variables, soils, vegetation, and/or slope. Species range models have been developed for approximately 340 species, including all federally listed species.*

*The FNAI Biodiversity Matrix Geodatabase compiles Documented, Likely, and Potential species and natural communities for each square mile Matrix Unit statewide.*

### **CLIP**

The enclosed map shows natural resource conservation priorities based on the Critical Lands and Waters Identification Project. CLIP is based on many of the same natural resource data developed for the Florida Forever Conservation Needs Assessment, but provides an overall picture of conservation priorities across different resource categories, including biodiversity, landscapes, surface waters, and aggregated CLIP priorities (that combine the individual resource categories). CLIP is also based primarily on remote sensed data and is not intended to be the definitive authority on natural resources on a site.

For more information on CLIP, visit <https://www.fnai.org/services/clip>.

### **Managed Areas**

Portions of the site appear to be located within the Frog Pond/L-31 N Transition Lands, managed by the South Florida Water Management District and within Everglades National Park, managed by US Dept. of the Interior, National Park Service.

*The Managed Areas data layer shows public and privately managed conservation lands throughout the state. Federal, state, local, and privately managed conservation lands are included.*

The Inventory always recommends that professionals familiar with Florida's flora and fauna conduct a site-specific survey to determine the current presence or absence of rare, threatened, or endangered species.

Please visit [www.fnai.org/species-communities/tracking-main](http://www.fnai.org/species-communities/tracking-main) for county or statewide element occurrence distributions and links to more element information.

The database maintained by the Florida Natural Areas Inventory is the single most comprehensive source of information available on the locations of rare species and other significant ecological resources. However, the data are not always based on comprehensive or site-specific field surveys. Therefore this information should not be regarded as a final statement on the biological resources of the site being considered, nor should it be substituted for on-site surveys. Inventory data are designed for the purposes of conservation planning and scientific research, and are not intended for use as the primary criteria for regulatory decisions.

*Tracking Florida's Biodiversity*

Information provided by this database may not be published without prior written notification to the Florida Natural Areas Inventory, and the Inventory must be credited as an information source in these publications. **The maps contain sensitive environmental information, please do not distribute or publish without prior consent from FNAI.** FNAI data may not be resold for profit.

Thank you for your use of FNAI services. If I can be of further assistance, please contact me at (850) 224-8207 or at [kbrinegar@fnai.fsu.edu](mailto:kbrinegar@fnai.fsu.edu).

Sincerely,

*Kerri Brinegar*

Kerri Brinegar  
GIS / Data Services

Encl





1018 Thomasville Road  
Suite 200-C  
Tallahassee, FL 32303  
(850) 224-8207  
www.fnai.org

### Florida Natural Areas Inventory

#### CLIP v4.0 Resource Priorities

##### Biodiversity Resource Category

- Priority 1 - highest
- Priority 2
- Priority 3
- Priority 4
- Priority 5

##### Landscape Resource Category

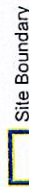
- Priority 1 - highest
- Priority 2
- Priority 3
- Priority 4
- Priority 5

##### Surface Water Resource Category

- Priority 1 - highest
- Priority 2
- Priority 3
- Priority 4
- Priority 5

##### Aggregated CLIP Priorities

- Priority 1 - highest
- Priority 2
- Priority 3
- Priority 4
- Priority 5

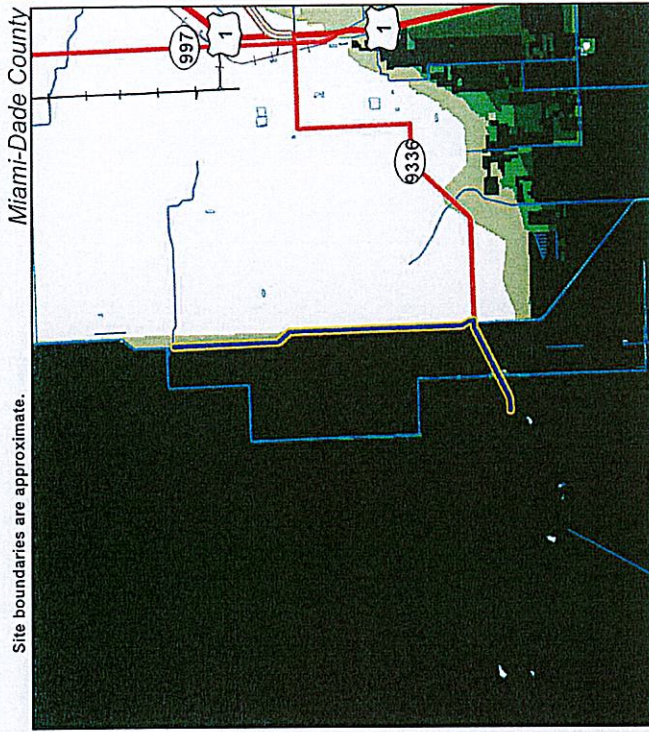


Map should not be interpreted without accompanying documents.

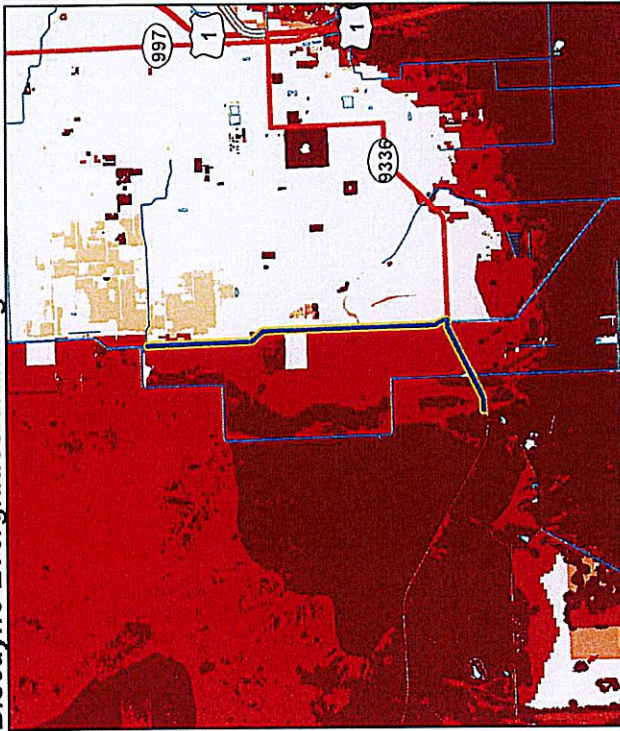
Critical Lands and Waters Identification Project (CLIP) is a cooperative effort between the FSU Florida Natural Areas Inventory, UF Center for Landscape Conservation Planning, and FL Fish & Wildlife Conservation Commission, with additional funding from FL Dept of Environmental Protection and US Fish & Wildlife Service.

### Biscayne-Everglades Trail Segment 10

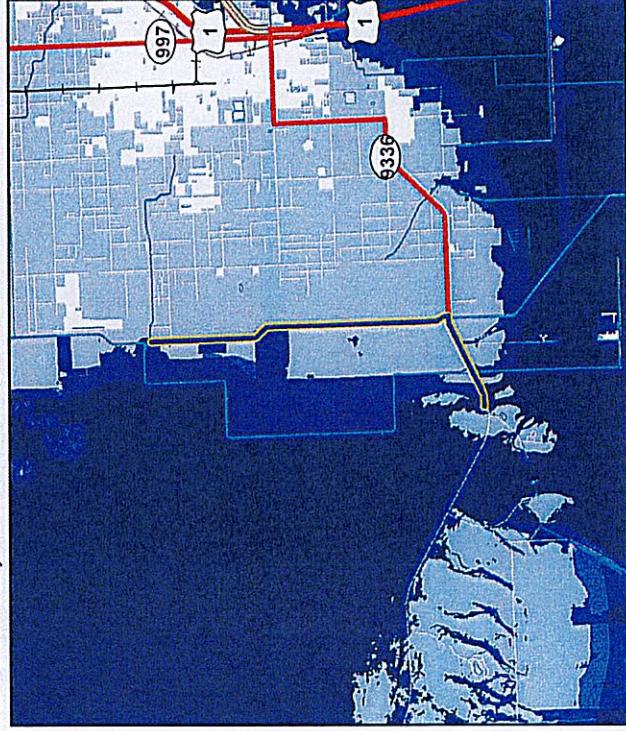
Site boundaries are approximate.



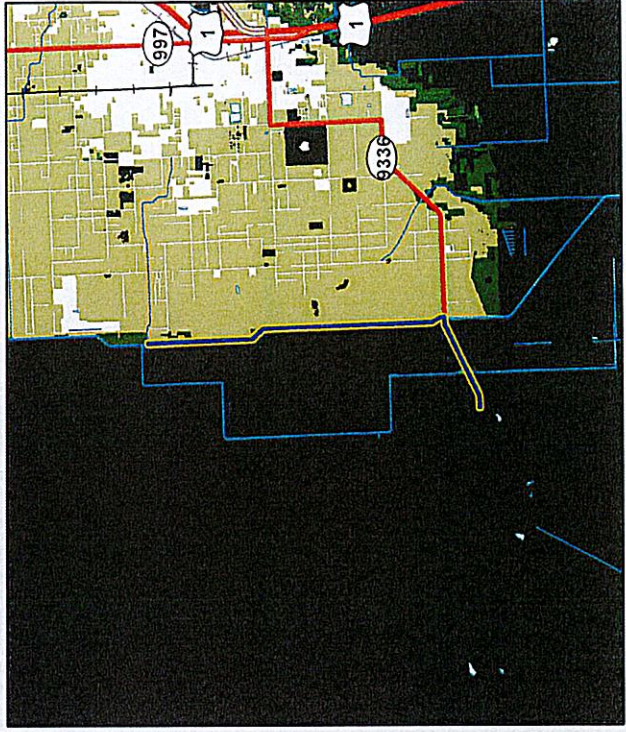
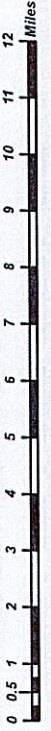
CLIP Landscape Resource Priorities



CLIP Biodiversity Resource Priorities



CLIP Surface Water Resource Priorities



CLIP Aggregated Resource Priorities

Map produced by KAB  
11/26/2024

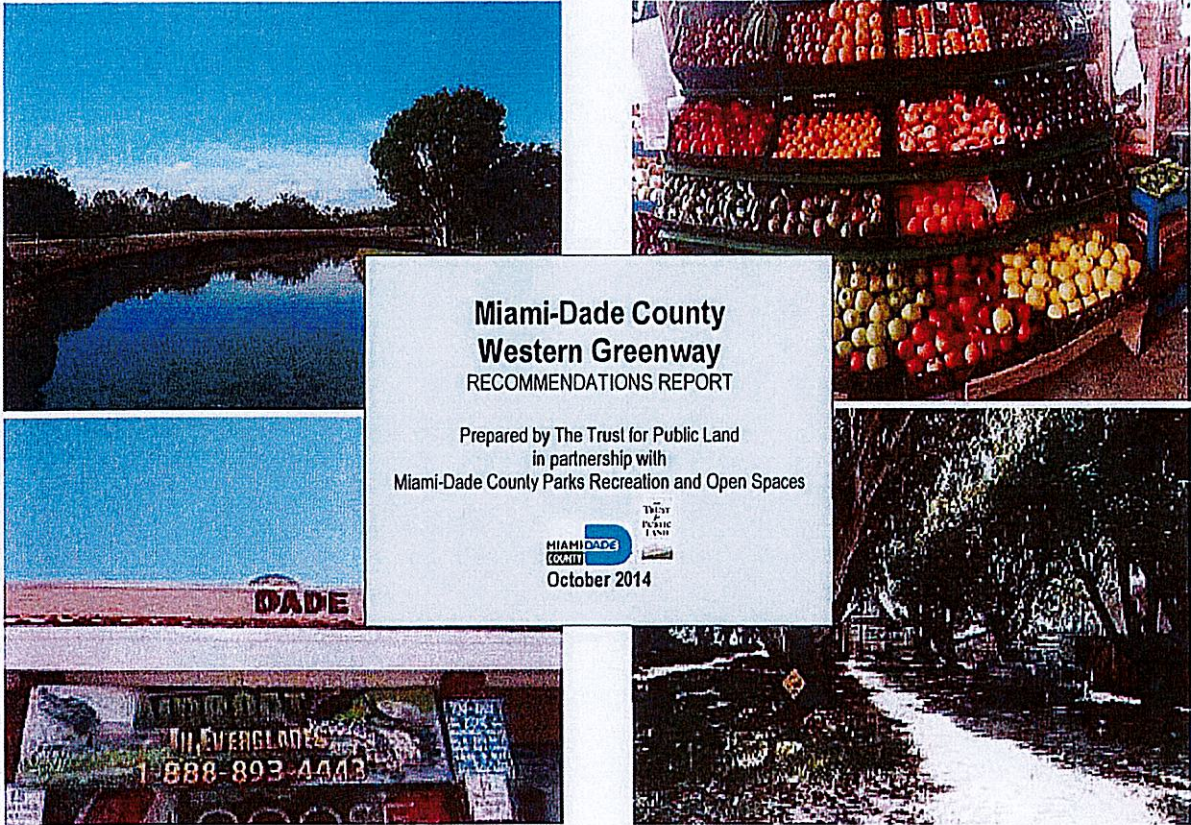


Exhibit 6-7 Western Greenway Excerpt

# MIAMI-DADE COUNTY WESTERN GREENWAY SYSTEM STUDY AREA AND PROPOSED ROUTING

- Miami-Dade Western Greenway Regions**
- North
  - Central
  - South
  - \* Proposed gateway
  - Proposed Greenway Connection
  - Existing or planned/funded greenway
  - Proposed or unfunded greenway
  - - - Urban Development Boundary
  - County boundary
  - National Park
  - Other parks and open space

0 2.5 5 Miles

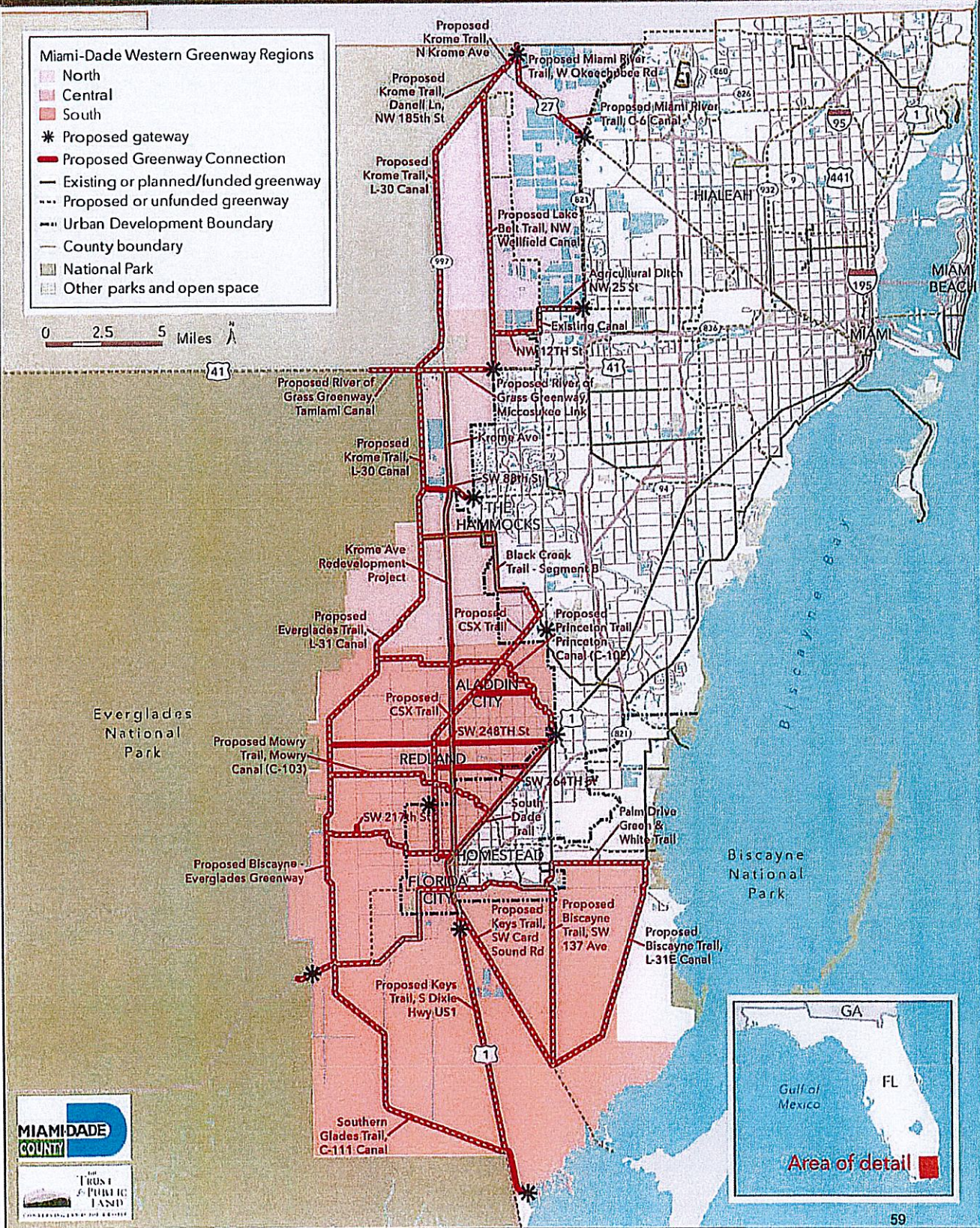




EXHIBIT 6-9: TRAIL CONNECTIVITY

- Project Location
- Other Biscayne - Everglades Greenway Unfunded Gap
- Other Funded and Existing Trail Projects



Project Location



**2024 FDOT Shared-Use Nonmotorized (SUN) Trail  
Program State of Florida Department of Transportation**

**Biscayne-Everglades Trail-Everglades Segment 10 Connection**

**Letters of Support**

**December 19, 2024**





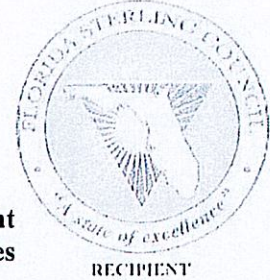
Parks, Recreation and Open Spaces  
275 NW 2nd Street  
Miami, Florida 33128  
T 305-755-7800

December 9, 2024

Aileen Bouclé  
Executive Director  
Miami-Dade Transportation Planning Organization  
150 West Flagler Street, Suite 1900  
Miami, FL 33130

*Every Great Community has  
a Great Park System.*

2013 Governor's Sustained  
Excellence Award



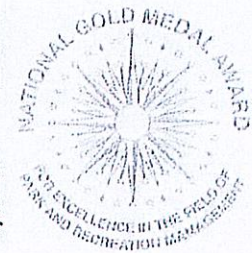
**RE: Miami-Dade County Parks, Recreation and Open Spaces Department's Grant Proposal for SUN Trail-Biscayne Project: Biscayne-Everglades Trail-Everglades Segment 10 Connection**

Dear Ms. Bouclé:

Miami Dade County Parks, Recreation and Open Spaces (PROS) Department enthusiastically submits a 2024 proposal to the Florida Department of Transportation SUN Trail Grant Program. The proposed project titled: Biscayne-Everglades Trail-Everglades Segment 10 Connection, will assist the County in carrying out its vision to create an interconnected framework for growth that results in a more livable and sustainable community.



The proposed scope and route is a 7.2-miles Biscayne Trail segment, starting at the intersection of C-113 and C-111 Canals, followed by 5.5-miles of 12' two-directional bike trail, parallel the C-111 Canal right-of-way. The scope also includes a 12' two-directional bike trail for 1.75-miles along Ingraham Hwy right-of-way. The proposed route terminates at the Everglades National Park's Ernest F. Coe Visitor Center. Three bike bridges are proposed to provide a safe connection across the C-113, C-111 and L31W Canals.



This segment is part of a larger implementation project of the Biscayne-Everglades Greenway (BEG), a regional trail system within the Sun Trail Network, connecting Biscayne and Everglades National Parks with 43-mile non-motorized trail facilities. If awarded, this segment is a critical connection to complete the BEG east to west corridor, offering cyclists a safe route to access transit, job centers, housing, recreation, and more. The BEG is part of the Open Space Master Plan, Miami-Dade County's 50-year vision for a seamless and sustainable parks and open space system.

Thank you for your consideration of this application. If you have any questions, please do not hesitate to contact me at 305-755-7903.

Sincerely,

Maria I. Nardi  
Director  
Miami-Dade Parks, Recreation and Open Spaces Department

*"Connecting People and Parks for Life"*

MDC038



**Kionne L. McGhee**  
**Miami-Dade County Commissioner**

**December 16, 2024**

Florida Department of Transportation  
605 Suwannee St.  
Tallahassee, FL 32399

**Subject:** Letter of Support for the Biscayne-Everglades Trail – Everglades Segment 10 Connection (2024 SUN Trail Grant Application)

Dear Members of the Grant Selection Committee,

I am writing to express my support for the Biscayne-Everglades Trail – Everglades Segment 10 Connection, as submitted for consideration under the 2024 SUN Trail Grant program. This project represents a pivotal step in the realization of Miami-Dade County's Open Space Master Plan, a 50-year vision for a seamless and sustainable parks and open space system.

This project is a critical component of the Biscayne-Everglades Greenway, a regional trail system that will connect Biscayne and Everglades National Parks. The proposed segment will improve accessibility, promote non-motorized transportation, and provide residents and visitors with safe and sustainable access to key destinations, including transit, housing, and recreation.

The completion of this trail will benefit not only local residents but also visitors from across the nation and world, enhancing Miami-Dade County's reputation as a leader in eco-tourism and outdoor recreation. Furthermore, the project's alignment with the goals of the SUN Trail Network highlights its importance as part of a broader statewide effort to promote sustainable and interconnected trail systems.

I respectfully urge your favorable consideration of this application. Should you require any additional information or assistance, please do not hesitate to reach out to my office.

Thank you for your dedication to supporting transformative projects like this one.

Humbly and respectfully,

A handwritten signature in black ink, appearing to read "Kionne M", with a stylized flourish extending from the end.

Kionne L. McGhee  
Miami-Dade County Commissioner  
District 9



December 6, 2024

Aileen Bouclé  
Executive Director  
Miami-Dade Transportation Planning Organization  
150 West Flagler Street, Suite 1900  
Miami, FL 33130

**RE: Miami-Dade County Parks, Recreation and Open Spaces Department's Grant Proposal for SUN Trail-Biscayne Project: Biscayne-Everglades Trail-Everglades Segment 10 Connection**

Dear Ms. Bouclé:

As Manager of Miami-Dade County's Bike 305 initiative, I am very pleased to support Miami-Dade County Parks, Recreation and Open Spaces Department's (MDPROS) proposal to the Florida Department of Transportation SUN Trail Grant Program. As an avid trail enthusiast, I know all residents of Miami-Dade County will benefit directly from this proposal.

The Bike305 initiative was established in 2012 and supports Miami-Dade's emerging bike culture and promotes cycling to encourage healthy lifestyles. Bike305 uses the county's trail network for community bike rides and hosts events promoting usage of these off-road cycling venues.

The proposed scope and route is a 7.2-miles Biscayne Trail segment, starting at the intersection of C-113 and C-111 Canals, followed by 5.5-miles of 12' two-directional bike trail, parallel the C-111 Canal right-of-way. The scope also includes a 12' two-directional bike trail for 1.75-miles along Ingraham Hwy right-of-way. The proposed route terminates at the Everglades National Park's Ernest F. Coe Visitor Center. Three bike bridges are proposed to provide a safe connection across the C-113, C-111 and L31W Canals.

This segment is part of a larger implementation project of the Biscayne-Everglades Greenway (BEG), a regional trail system within the Sun Trail Network, connecting Biscayne and Everglades National Parks with 43-mile non-motorized trail facilities. If awarded, this segment is a critical connection to complete the BEG east to west corridor, offering cyclists a safe route to access transit, job centers, housing, recreation, and more. The BEG is part of the Open Space Master Plan, Miami-Dade County's 50-year vision for a seamless and sustainable parks and open space system.

I would eagerly provide any additional information that may be required for this application. You can reach me by email, [kawaler@miamidade.gov](mailto:kawaler@miamidade.gov), or by phone, 305-978-2233.

Thank you for your consideration of this application.

Sincerely,

*Sue Kawalerski*

Sue Kawalerski  
Bike305 Manager  
Miami-Dade County Parks, Recreation and Open Spaces Department

MDC040



Parks, Recreation and Open Spaces  
275 NW 2nd Street  
Miami, Florida 33128  
T 305-755-5462  
*Every Great Community has  
a Great Park System.*

December 9, 2024

Aileen Bouclé  
Executive Director  
Miami-Dade Transportation Planning Organization  
150 West Flagler Street, Suite 1900  
Miami, FL 33130

RE: Biscayne-Everglades Trail-Everglades Segment 10 Connection-Confirmation of Match

Dear Mr. Bouza,

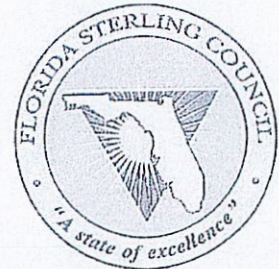
In support of the Miami-Dade County Parks, Recreation and Open Spaces Department's (PROS) 2024 SUN Trail-Biscayne Project: Biscayne-Everglades Trail-Everglades Segment 10 Connection, this letter affirms that, should the project be recommended for funding, a committed local match totaling \$6,061,275.19 is allocated to complete the construction phase of the project. The source of the match is documented in the FY 2024-25 Miami-Dade County Proposed Budget and Multi-year Capital Plan, as Park Impact Fees for Local Park Development-Park Benefit Districts (PBD) No. 3.

If you have any questions on this matter, please feel free to contact me.

Sincerely,

Angus M. Laney, Budget Chief  
Miami-Dade County  
Parks, Recreation & Open Spaces Department

2023 GOVERNOR'S  
STERLING AWARD



RECIPIENT



**"Connecting People and Parks for Life"**



**MEMORANDUM**  
(Revised)

**TO:** Honorable Chairman Anthony Rodriguez  
and Members, Board of County Commissioners

**DATE:** April 21, 2026

**FROM:**   
Gen Bonzon-Keenan  
County Attorney

**SUBJECT:** Agenda Item No. 3(B)(7)

Please note any items checked.

- “3-Day Rule” for committees applicable if raised**
- 6 weeks required between first reading and public hearing**
- 4 weeks notification to municipal officials required prior to public hearing**
- Decreases revenues or increases expenditures without balancing budget**
- Budget required**
- Statement of fiscal impact required**
- Statement of social equity required**
- Ordinance creating a new board requires detailed County Mayor’s report for public hearing**
- No committee review**
- Requires more than a majority vote (i.e., 2/3’s present \_\_\_\_, 2/3 membership \_\_\_\_, 3/5’s \_\_\_\_, unanimous \_\_\_\_, majority plus one \_\_\_\_, CDMP 7 votes (majority of membership) \_\_\_\_, CDMP 2/3 members present but not less than 7 votes (majority of membership) \_\_\_\_, CDMP 9 votes (2/3 membership) \_\_\_\_\_) to approve**
- Current information regarding funding source, index code and available balance, and available capacity (if debt is contemplated) required**

Approved \_\_\_\_\_ Mayor  
Veto \_\_\_\_\_  
Override \_\_\_\_\_

Agenda Item No. 3(B)(7)  
4-21-26

RESOLUTION NO. \_\_\_\_\_

RESOLUTION RETROACTIVELY APPROVING THE SUBMITTAL OF A GRANT APPLICATION TO THE FLORIDA DEPARTMENT OF TRANSPORTATION SHARED-USE NONMOTORIZED (SUN) TRAIL PROGRAM FOR UP TO \$7,900,000.00 SUPPORTING CONSTRUCTION ENGINEERING AND INSPECTION OF A 7.2-MILE SEGMENT OF THE BISCAYNE EVERGLADES GREENWAY (BEG), STARTING AT THE INTERSECTION OF C-113 AND C-111 CANALS, FOLLOWED BY 5.5-MILES OF 12' TWO-DIRECTIONAL BIKE TRAIL, PARALLEL THE C-111 CANAL RIGHT-OF-WAY AND A SEGMENT OF THE FLORIDA WILDLIFE CORRIDOR; AND FURTHER AUTHORIZING THE COUNTY MAYOR OR COUNTY MAYOR'S DESIGNEE TO ACCEPT AND EXPEND FUNDS AND EXECUTE CONTRACTS, AMENDMENTS, AND OTHER DOCUMENTS AS REQUIRED BY THE AGREEMENT

**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 MIAMI-DADE COUNTY, FLORIDA**, that this Board hereby retroactively approves the County Mayor's or County Mayor's Designee's submittal of a grant application, in substantially the form attached as Exhibit A to the Mayor's Memorandum, and further authorizing the County Mayor or Mayor's designee to accept and expend funds and execute contracts, amendments, and other documents as required by the agreement, as long as such amendments do not have an additional fiscal impact on the County, upon review and final approval of the County Attorney's Office for legal sufficiency.

The foregoing resolution was offered by Commissioner who moved its adoption. The motion was seconded by Commissioner and upon being put to a vote, the vote was as follows:

Anthony Rodriguez, Chairman

Kionne L. McGhee, Vice-Chairman

Marleine Bastien

Sen. René García

Roberto J. Gonzalez

Danielle Cohen Higgins

Natalie Milian Orbis

Micky Steinberg

Juan Carlos Bermudez

Oliver G. Gilbert, III

Keon Hardemon

Vicki L. Lopez

Raquel A. Regalado

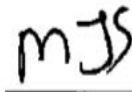
The Chairperson thereupon declared the resolution duly passed and adopted this 21<sup>st</sup> day of April, 2026. This resolution shall become effective upon the earlier of (1) 10 days after the date of its adoption unless vetoed by the County Mayor, and if vetoed, shall become effective only upon an override by this Board, or (2) approval by the County Mayor of this Resolution and the filing of this approval with the Clerk of the Board.

MIAMI-DADE COUNTY, FLORIDA  
BY ITS BOARD OF  
COUNTY COMMISSIONERS

JUAN FERNANDEZ-BARQUIN, CLERK

By: \_\_\_\_\_  
Deputy Clerk

Approved by County Attorney as  
to form and legal sufficiency.



Melanie J. Spencer