

Miami River Commission Public Meeting Minutes July 13, 2026

The Miami River Commission's (MRC) public meeting convened at noon, July 13, 2026, in the Downtown Library Auditorium, 101 W Flagler. Sign in sheets are attached.

Miami River Commission (MRC) Policy Committee Members and/or Designees attending:

Horacio Stuart Aguirre, Chairman, Appointed by the Governor
Jim Murley, designee for Miami-Dade County Mayor Cava
Jon Fernandez, designee for City of Miami Mayor Eileen Higgins
William Gonzalez, designee for State Attorney Katherine Fernandez Rundle
Philip Everingham, designee for Miami Marine Council
Eileen Broton, Neighborhood Representative Appointed by City of Miami Commission
Richard Murphy, designee for Eileen Broton
Gary Gunness, Miami River Marine Group
John Michael Cornell, designee for Member at Large Appointed by the Governor
Esther Evora, designee for Miami-Dade County Member at Large
Phil Everingham, designee for the Marine Patrol
Neal Schafers, designee for Downtown Development Authority
Spencer Crowley, Appointed by City Commission Member at Large
Theodora Long, Appointed by the City Commission Neighborhood Representative

MRC Staff:

Brett Bibeau, Managing Director

I. Chair's Report and "Voluntary Improvement Plan" (VIP) Update

MRC Chairman Horacio Stuart Aguirre provided the following report:

Similar to the City and County, the Miami River Commission does not host public meetings in August. Due to Labor Day, the next public MRC meeting will be held here at noon on September 14.

Eileen Broton commended MRC Director Brett Bibeau, Commissioner Gabela, and the MRC for the funding recently secured to operate 12 machines in Wagner Creek to improve water quality. In addition, Ms Broton applauded Director Bibeau's successful efforts to mobilize residents to speak in favor of Miami River enhancements at recent City Commission meetings.

MRC Vice Chairman Jim Murley provided the following update of the MRC's Voluntary Improvement Plan (VIP). The MRC has been actively assisting the efforts of the City, County, State, and private sector to keep the Miami River District clean. The MRC pays professional maintenance companies every day to remove litter, invasive plant species, graffiti and provide

landscaping, pressure washing, and Scavenger Water Decontamination Vessel services along the Miami River. We remove 3 large 30 cubic yard dumpsters full of garbage every week.

The MRC thanks Honorable County Commissioner Bastien for joining us for a cleanup of the County owned property just west of 27 Ave. The MRC watched a video of the Channel 7 News story.

The MRC thanks Commissioner Gabela for joining us for a cleanup in Curtis Park last Thursday July 9. At the next MRC meeting the Channel 77 News Story will be aired.

The MRC thanks the wonderful Hands on Miami Volunteers for picking up garbage along the shoreline in riverfront Curtis Park on June 7, and in Sewell Park on June 14.

II) Discussion Regarding Illegal Charters on the Miami River

The MRC Subcommittee's minutes were distributed stating in part:

"Captain Bob Bijor, Sightseeing Tours Management, stated charters are regulated under Federal Register 33. Currently there is a "Port Miami Harbor Safety Committee", whose next quarterly meeting is May 14 featuring an agenda item "Miami River Congestion". On May 11 Captain Bob hosted a virtual meeting with the U.S. Coast Guard, Port Miami, and The Harbor Safety Committees from Chicago, Portland, California, Centauri Transport and the Miami River Commission. Captain Bob distributed a draft "Miami Harbor Safety Committee Charter and Bylaws which would now include Port Miami River in addition to Port Miami. The draft needs to be voted on and approved by the current Port Miami Harbor Safety Committee.

MRC Director Brett Bibeau stated charters are not allowed to pickup and drop off passengers from properties zoned single family residential, and there are over a dozen riverfront single family homes acting as illegal marinas for illegal charters. Currently DERM does not regulate single family homes, and City and County Code Enforcement should assist with enforcing no illegal marinas operating out of single-family homes. Eddie Enis, riverfront resident in Spring Garden, stated illegal charters hurt riverfront residents quality of life with noise, illegal dumping, illegal parking, etc. in single family residential neighborhoods.

Director Bibeau stated the County Sheriff's office is communicating with Hurricane Cove Marina & Boatyard, regarding accepting the offered free boat slip, and the MRC is advocating for the City Marine Patrol to assign a supervisor needed to fully utilize the free marine patrol slip and office at RMK Merrill Stevens."

City of Miami Police Department Marine Patrol LT Correy Couto, attendees and the MRC reviewed numerous pictures and videos clearly showing the public safety and quality of life problems with illegal charters on the Miami River resulting in 4 fatalities over 2 years, boat accidents, damaged boats, docks and shorelines, increased Manatee threats, 24/7 noise, illegal parking and fights in single family residential neighborhoods, etc.

Frank Visconti, Centauri Transport, stated there were so many illegal charters over Ultra weekend that one crashed into his international shipping vessel under tow, and then due to continued hazards to navigation in Port Miami River the tug boat company refused to move any additional vessels for three days until Ultra ended and the dangerous illegal charter traffic reduced, costing several businesses and clients hundreds of thousands of dollars.

III) Discusssion Regarding Miami River Drawbridge Operations

The following documents were reviewed and discussed:

Federal Register establishing the law which regulates Miami River Drawbridge operations

The MRC's following summary of the Federal Register:

“Monday-Friday

Brickell Bridge:

Morning Rush Hour lockdown, 7:35 – 8:59

Lunch Hour lockdown, 12:05 – 12:59

Evening Rush Hour lockdown, 4:35 - 5:59

In between three lockdown periods, bridge opens only if needed on the hour and half hour (7am – 7pm)

Least likely openings:

7:05 – 7:29

7:35 – 8:59 (Morning Rush Hour lockdown)

9:05 – 9:29

9:35 – 9:59

10:05 – 10:29

10:35 – 10:59

11:05 – 11:29

11:35 – 11:59

12:05 – 12:59 (Lunch Rush Hour lockdown)

1:05 – 1:29

1:35 – 1:59

2:05 - 2:29

2:35 – 2:59

3:05 – 3:29

3:35 – 3:59

4:05 – 4:29

4:35 – 5:59 (Evening Rush Hour lockdown)

6:05 – 6:29

6:35 – 6:59

More likely openings:

7:30

9

9:30

10

10:30

11

11:30

noon

1

1:30

2

2:30

3

3:30

4

4:30

6

6:30

7

South Miami Ave and SW 2 Ave Bridges:

Morning Rush Hour lockdown, 7:35 – 8:59

Lunch Hour lockdown, 12:05 – 12:59

Evening Rush Hour lockdown, 4:45 - 5:59

SW 1 ST, Flagler, NW 5 ST, NW 12 Ave, NW 17 Ave, NW 22 Ave and NW 27 Ave Bridges:

Morning Rush Hour lockdown, 7:35 – 8:59

Evening Rush Hour lockdown, 4:45 - 5:59

“Public vessels of the U.S., tugs, tugs with tows, and vessels in a situation where a delay would endanger life or property are exempt” (33CFR117.305)

The Miami River’s Federal navigable channel is amongst the largest Ports in the State, featuring numerous marine industrial businesses including International shipping, recreational boatyards, marinas, commercial fishing, tug boats, etc., which generate local jobs and international trade.”

The MRC’s previously adopted “Brickell Bridge Action Items - 5/19/17” was reviewed and discussed:

- 1) Strictly enforce the existing Federal Bridge Opening Regulations and enforce all submitted unnecessary opening forms.
- 2) Install pedestrian gates and utilize “white glove” security officers to reduce unnecessarily long openings created by pedestrians who insist on continuing to cross the bridge after the warning signals light up, thus creating longer vehicular traffic delays. Currently the first operational step in opening the bridge for a vessel is closing the vehicular safety gates to stop traffic. After the gates close and before the bridge opens for the vessel, numerous pedestrians and bicycles are knowingly going beneath or over the closed safety gates, and cross the bridge because they don’t want to wait a few minutes for an opening, and in doing so put themselves at risk. This happens during the majority of bridge openings, and the Bridge tender whom must remain in the Bridge house tells violators over a loudspeaker not to cross the bridge which is trying to open, but they continue to cross regardless. The actual time needed for the bridge to be open for the vessel to pass could be equivalent to a long red light, but the dangerously crossing pedestrians and bicycles are doubling the time the cars are stopped for a bridge opening, therefore essentially doubling the resulting vehicular traffic. In addition, place USCG or Marine Patrol Vessels at Brickell Bridge to assist Bridge tenders avoiding and enforcing unnecessary openings.
- 3) Restore the vehicular traffic lanes which FDOT recently removed from the Brickell Bridge. Following a bridge opening, having these vehicular lanes returned would improve flushing through the traffic backup generated during the bridge’s temporary opening.
- 4) Do not allow hotels on the north side of Brickell Bridge to illegally block vehicular traffic lanes in the street for “Valet Parking”, which eliminates 2 needed vehicular lanes and forces all traffic to merge into only one vehicular lane, which creates traffic jams.

- 5) Synchronize the signal light timing and synchronization with Bridge operations, so that after the bridge opens and closes, the adjacent traffic lights should be “green” to facilitate clearing out the vehicular backup.
- 6) Install “Smart Signage,” warning drivers of upcoming bridge openings before they are in bumper-to-bumper traffic, and suggest best alternate routes depending on the direction of vessel on the river. For example, please note the fixed I-95 Bridge ramps ingress and egress is at the same location as the bascule Brickell Bridge.
- 7) Provide final permit for the “What Up Bridge” software application, which provides Bridge opening notifications (emails and or texts). If drivers are aware of a bridge opening, they may take other appropriate actions. FDOT granted a temporary 1-year permit for a successful pilot program, and now a final permit is needed for its continued operations.

The Langam Engineering report on a completed pilot program was conducted and the distributed traffic analysis confirmed that the previously recommended #2 significantly reduces traffic.

The Miami River Commission’s and Representative Diaz letters to FDOT asking to restore the 2 removed vehicular lanes were reviewed (previously recommended #3).

IV. Subcommittee Reports

- a. The Miami River Commission Urban Infill and Greenways Subcommittee’s June 9, 2026 public meeting minutes were distributed.
- b. The Miami River Commission Stormwater Subcommittee’s June 3, 2026 public meeting minutes were distributed.

V. New Business

The public meeting adjourned.

Miami River Commission

Public Meeting

July 13, 2026 - 12:00 PM

101 W Flagler, Miami FL - Main Library Auditorium

Name

Organization

Telephone

Email

Alexandra
Alexieva

DL

~~703 09~~
305-250-5333

aalexieva@
miami.gov

Ken Cathey

RER

305-372-6415

Ken.Cathey@miamidade.gov

RAYMOND VALIDO

FDOT

305-470-5359

RAYMOND.VALIDO@
DOT.STATE.FL.US

Rory Feinberg

FDOT

305-470-5338

rory.feinberg@dot.state.fl.us

Pablo Orozco

FDOT

305-470-5370

pablo.oro@dot.state.fl.us

Geidy Cordero

FDOT

305-470-5421

geidy.cordero@dot.state.fl.us

Kathleen Oswald

DERM

786 931 1261

kathleen.oswald@
miamidade.gov

Juan Paul

Spraybrook Resident

paul703@bellsouth.net

B. Wilson

305.528.2041

Waward2000@gmail.com

MELODY TORRENS

DURHAM
PARK

305-905-1217

MELODYTORRENS
@GMAIL.COM

Thor Karas

IsBridgeUp

984 291-5852

thor@isbridgeup.com

Chris Valdes

Ballyhoo Media

305-775-6682

Chris@ballyhooboats.com

German Martih

Ballyhoo Media

305-803-2396

German.Martih@BallyhooBoats.com

Brett Bibean

MRC

305 644 0544

brettbibeau@miamirivercommission.org

Horacio Aguirre

MRC

305 613 5880

Miami River Commission

Public Meeting

July 13, 2026 - 12:00 PM

101 W Flagler, Miami FL - Main Library Auditorium

Name

Organization

Telephone

Email

Jim Murley

MRC - Magna Carta
representative

305-968-4881

JamesFenimoreMurley
@miamidade.gov

Robert Bjork

BS. Scayne haly

786-402-2963

captrob@islandgreen-
con

Phil Zeringham

MARINE COUNCIL/MRC

305 951-9096

pbemadd@att.net

GARY GUNNESS

MRMG / MRC POM

305-924-2847

SERVICE@
SOMEONEToDoIT.COM

Richard Murphy

MRC - Boston Design

786.525.5353

on file

Eileen Broten

MRC / Spring Garden

31790-4284

on file

Theodore Long

MRC

3130-401-4595

riveroak901@
gmail.com

JOHN CORNELL

MRC

580-214-1475

jmcornell@ezetointerests.com

Frank Visconti

Centauri Transport

305-753-6101 FULSCONTI@CTAFLA.COM

Spencer Cronley

FIND

3059825549

tsaouky@aicw.org

Neal Schafers

Miami DDA

305-379-6675

Schafers@miamidade.com

William Gonsak

Miami SFG

305-547-0664

williamGonsak@miamidade.com

Corey Cotto, LT.

MIAMI PD

786 909 2959

41140@MIAMI-POLICE.ORG

Memorandum



Date: July 1, 2026

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

From: Daniella Levine Cava *Daniella Levine Cava*
Mayor

Subject: Boater Safety and Bay Education Task Force Report and Recommendations

I am pleased to inform you that the Boater Safety and Bay Education Task Force Report has been completed. The attached report reflects the extensive work undertaken since my establishment of the Task Force on April 17, 2025, in partnership with the Lucy Fernandez Foundation, following a rise in preventable boating accidents on Biscayne Bay and surrounding waterways. The final report provides a comprehensive overview of the Boater Safety and Bay Education Task Force's work to evaluate existing safety practices, review critical data, and develop recommendations to reduce injuries and fatalities across Miami-Dade County's waterways.

Biscayne Bay, which borders nearly every mile of the County and supports 34 municipalities, almost 3 million residents, and an economy generating more than \$64 billion annually, serves as the backdrop for the Task Force's work and underscores the urgency of strengthening protections for all who rely on and enjoy these waters.

Over the course of seven meetings, the Task Force received 16 presentations from local, state, and federal agencies; boating safety educators; nonprofit organizations; maritime industry professionals; and community stakeholders. These presentations addressed accident trends, operator training requirements, enforcement challenges, public outreach efforts, and opportunities for improved interagency coordination. Collectively, they shaped a unified understanding of the systemic issues contributing to preventable tragedies and informed the recommendations now before you.

The attached report outlines a comprehensive strategy built on four essential pillars – boater safety education, law enforcement, legislation and waterway management – forming a framework that prioritizes prevention, accountability, and responsible stewardship. This work was strengthened by the contributions of numerous partners, including law enforcement agencies at every level of government, boating safety educators and nonprofit organizations, maritime industry professionals, members of the public who provided testimony, Miami-Dade County staff, the Lucy Fernandez Foundation, and community partners such as the State Attorney's Office, Florida Fish and Wildlife Conservation Commission, the U.S. Coast Guard, and the Miami-Dade County Sheriff's Office. Their collaboration was essential in shaping the Task Force's findings and ensuring the recommendations reflect both community needs and operational realities.

I would also like to extend my sincere thanks to Commissioner Micky Steinberg for her continued participation in the Task Force. She has long been a leader on Biscayne Bay and boater-safety issues, and we look forward to continuing this important work in close partnership with her office.

With the report now finalized, we are prepared to brief your offices on the recommendations in detail and begin planning for implementation pathways in collaboration with relevant agencies. The final report reflects the collective dedication of our community to protecting lives and strengthening safety across Miami-Dade County's waterways. If you have any questions or require additional information, please contact Loren Parra, Director, Department of Environmental Resources Management at Loren.Parra@miamidade.gov.

Attachment: Boater Safety and Bay Education Task Force Report and Recommendations

c: Geri Bonzon-Keenan, County Attorney
Jess McCarty, First Assistant County Attorney
Office of the Mayor Senior Staff
Loren Parra, Director, Department of Environmental Resources Management
Yinka Majekodunmi, Commission Auditor
Christina Cicilia, Director, Office of Policy and Budgetary Affairs
Basia Pruna, Director, Clerk of the Board

A SHARED COMMITMENT TO SAFE BOATING FOR A THRIVING BISCAYNE BAY

BOATER SAFETY AND BAY EDUCATION TASK FORCE REPORT AND RECOMMENDATIONS MAY 2026



Boater Safety and Bay Education Task Force Members

Andres Fernandez, The Lucy Fernandez Foundation

Nick Estrella, The Monica Burguera Foundation

State Attorney Katherine Fernandez Rundle

Captain Glenn Clyatt, HMY Yachts

Taylor White, Key Biscayne Community Foundation

Mike Simpson, Island Queen Fleet – Bayside

Aabad Melwani, Rickenbacker Marina

Larry Berryman, Manager, Miami International Boat Show

This report is dedicated to Lucy Fernandez, Ella Adler, Monica Burguera,
and all those who have lost their lives on the waters of Biscayne Bay.
May their stories inspire greater awareness, compassion, and change.

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Acknowledgements

The Boater Safety and Bay Education Task Force extends its deepest appreciation to the many individuals, organizations, and agencies whose expertise, collaboration, and commitment made this work possible. We are grateful to the local, state, and federal law enforcement agencies; boating safety educators; nonprofit organizations; maritime industry professionals; and members of the public who participated in our meetings and generously shared their knowledge, experiences, and recommendations.



The Task Force also wishes to recognize the invaluable support provided by the staff of Miami-Dade County, including the Office of the Mayor and the Department of Environmental Resources Management, whose guidance and coordination were essential throughout this process.

We offer special thanks to the Lucy Fernandez Foundation and to the families who have transformed personal tragedy into purposeful advocacy. Their courage and dedication have been a driving force behind this Task Force and its mission to prevent future loss of life on our waters.

Finally, we acknowledge State Attorney Katherine Fernandez Rundle's Office, Florida Fish and Wildlife Conservation Commission, the U.S. Coast Guard, the Miami-Dade County Sheriff's Office, and the many community partners who contributed data, resources, and insights that informed our discussions and strengthened our recommendations.

To all who contributed, whether through testimony, research, partnership, or public engagement, your efforts have helped shape a safer future for everyone who enjoys the waters of Miami-Dade County and the State of Florida.

Boater Safety and Bay Education Task Force Mission and Activities

On April 17, 2025, Miami-Dade County Mayor Daniella Levine Cava established the Boater Safety and Bay Education Task Force in partnership with the Lucy Fernandez Foundation, following a rise in preventable boating accidents on Biscayne Bay and surrounding waterways. Biscayne Bay borders virtually every mile of Miami-Dade County, cradling its 34 municipalities and nearly 3 million residents. As an ecological treasure and an economic engine generating more than \$64 billion annually, Biscayne Bay supports extensive recreational use, including boating, fishing, and diving, making boating safety a critical public priority.



The Task Force was convened as an advisory body composed of representatives from the maritime industry, community organizations, and individuals with lived experience. Its charge was to review relevant data, prior reports, and assessments related to boating safety; evaluate existing practices; and develop recommendations to reduce injuries and fatalities across Miami-Dade County's waterways.

The Task Force met seven times and received 16 presentations from local, state, and federal agencies; boating safety experts; nonprofit organizations; and community stakeholders. These presentations addressed accident trends, operator training requirements, enforcement challenges, boater safety education, public outreach, and opportunities for improved interagency coordination. All meetings were publicly noticed and conducted in accordance with Florida's Government in the Sunshine laws.

The work of the Task Force reflects a unified commitment to improving safety, strengthening coordination, and ensuring that boating in Miami-Dade County is safe, responsible, and accessible for all.

Letter from the Mayor

Miami-Dade's waterways are central to both our community's identity and shared way of life. Yet in recent years, we have endured heartbreaking losses, lives cut short in preventable boating accidents. These tragedies have left families grieving and a community searching for answers. They have also strengthened our resolve to take bold, coordinated action to make our waters safer for everyone.

The Task Force was charged with examining the full landscape of boating safety: how we educate operators and passengers, how we enforce existing laws, how legislation can modernize and strengthen safety requirements, and how we manage our waterways to reduce risks. Over the course of seven meetings, members engaged with law enforcement agencies, educators, maritime professionals, and community advocates to identify gaps and develop solutions grounded in data, experience, and compassion.

This report outlines a comprehensive strategy built on four essential pillars: boater education, law enforcement, legislation, and waterway management. Together, these pillars form a framework for a safer future. A future that prioritizes prevention, accountability, and responsible stewardship of our waterways.

I want to express my sincere gratitude to the Task Force members for their thoughtful work and unwavering commitment. I also extend my heartfelt thanks to Melissa and Andy Fernandez and the Lucy Fernandez Foundation, whose advocacy and leadership have been instrumental in driving this effort forward. Their courage and unwavering commitment to change has inspired all of us.

I would also like to recognize Commissioner Micky Steinberg for her active participation and engagement throughout the Task Force. Her leadership and partnership will be critical as we move forward in implementing solutions that enhance safety and protect lives on Miami-Dade County's waterways.

As Mayor, I am committed to ensuring that the recommendations in this report lead to real, measurable improvements. However, Miami-Dade County cannot do this alone; we rely on the continued partnership of local, state, and federal law enforcement agencies. We look forward to continuing our close collaboration with them as well as community organizations, and residents to implement these strategies and build a culture of safety on our waters.

This report represents a collaborative effort across agencies, experts, and community members who share a commitment to protecting lives on our waterways. Their dedication

and willingness to confront difficult truths have shaped a roadmap for meaningful and lasting change.

To everyone who contributed to this effort, thank you. Together, we honor the memories of those we have lost by creating a safer, more responsible, and more compassionate boating community for generations to come.

Sincerely,

Mayor Daniella Levine Cava

Miami-Dade County

Letter from the Chair

On behalf of the Boater Safety and Bay Education Task Force, I want to extend my deepest gratitude to every member, presenter, agency partner, and community advocate who contributed to this effort. Your expertise, passion, and willingness to engage in honest, sometimes difficult conversations have shaped a body of work that has the potential to save lives and transform boating culture in Miami-Dade County.

This Task Force was created because of tragedies that should never have occurred. My family formed the Lucy Fernandez Foundation after losing our daughter, Lucy, in a preventable boating accident on Labor Day 2022. Since then, other families, including those of Ella Adler and the three young girls lost near Hibiscus Island, have joined us in grief. Their stories, their futures, and their families' unimaginable pain have guided every discussion we have had. Their absence is the reason we came together, and their memory is the reason we must act.

From the outset, our mission was clear: to ensure that no family endures what too many of us have lived through. We approached this work with urgency and a shared belief that meaningful change is not only possible, but necessary.

Throughout our meetings, we examined the realities of boating safety from every angle. We learned that education remains one of the most powerful tools we have, with data showing that a majority of fatal accidents involve operators with no formal training. We also confronted the challenges of enforcement and the need for consistent accountability on the water. We heard from experts about legislative gaps that must be addressed and the importance of thoughtful waterway management to reduce risks and improve navigation.

What emerged from this process is a comprehensive set of recommendations, some that can be implemented immediately, others that will require long-term commitment and collaboration. All are rooted in a simple truth: every life on our waters is worth protecting.

As you read this report, I ask that you keep our purpose at the forefront:

- Every recommendation has the potential to prevent a tragedy.
- Every improvement in education, enforcement, legislation, and waterway management can save a life.
- Every action we take honors those we have lost and protects those still at risk.

Our unified goal has always been clear: to make boating safer for everyone who enjoys the waters of Miami-Dade County and the State of Florida.

Thank you for your dedication, your compassion, and your unwavering commitment to this mission. Together, we have laid the foundation for real and lasting change.

Sincerely,

Andy Fernandez

Chairman, Boater Safety and Bay Education Task Force

State of Biscayne Bay

Miami-Dade County's waterways are heavily used and play a central role in the region's cultural, economic, and ecological identity. Biscayne Bay and its surrounding waters support a thriving boating community, a robust maritime economy, and countless recreational opportunities enjoyed by residents and visitors alike. With more than 2.8 million people living in Miami-Dade County and millions more visiting each year, our waterways are central to our identity, our economy, and our quality of life.¹



Yet despite their beauty and importance, our waterways are facing a growing public safety crisis. Miami-Dade County consistently leads the state in boating accidents, and Florida continues to lead the nation in boating fatalities. According to the Florida Fish and Wildlife Conservation Commission's 2024 Boating Accident Statistical Report², Florida recorded 685 reportable accidents and 81 fatalities, a 37% increase from the previous year. Miami-Dade County remains at the top of these statistics year after year. These numbers are not simply data points, they represent lives lost, families devastated, and tragedies that were overwhelmingly preventable.

A persistent and alarming trend is the lack of formal training among vessel operators. In 2024, 69% of operators involved in fatal accidents had no boating education or training.³ This pattern has remained consistent for years and underscores a critical truth: education is the single most powerful tool we have to prevent accidents and save lives. Without a foundational understanding of navigation rules, channel markers, speed zones, and emergency response, operators are far more likely to make dangerous mistakes.

At the same time, the unique conditions of Biscayne Bay, narrow channels, shifting sandbars, and high vessel density, create an environment where even minor errors can have catastrophic consequences.⁴ The rapid growth of rental and peer-to-peer boating platforms has introduced more inexperienced operators to the water than ever before, often without adequate training or

¹ United States Census Bureau (<https://www.census.gov/quickfacts/fact/table/miamidadecountyflorida/POP060210>)

² Florida Fish & Wildlife Conservation Commission (FWC) – 2024 Boating Accident Statistical Report (<https://myfwc.com/boating/safety-education/accidents/>)

³ U.S. Coast Guard Recreational Boating Statistics 2024 (https://uscgboating.org/statistics/accident_statistics.php)

⁴ National Park Service – Biscayne National Park (<https://www.nps.gov/bisc/index.htm>)

oversight. Meanwhile, law enforcement agencies face increasing demands with limited resources, making consistent enforcement of existing laws more challenging.

Just as environmental pressures have pushed Biscayne Bay to a tipping point, behavioral and cultural pressures have pushed boating safety to one as well. Excessive speed, alcohol use, reckless operation, and disregard for navigational rules continue to play a role in many accidents. These behaviors endanger not only vessel operators and passengers but also swimmers, paddlers, divers, and wildlife.

Despite these challenges, meaningful improvement is possible. Other regions have demonstrated that strong education requirements, targeted enforcement, thoughtful legislation, and coordinated waterway management can dramatically reduce accidents and fatalities. Miami-Dade County can achieve similar progress through a unified, sustained, and collaborative approach.

The work of the Boater Safety and Bay Education Task Force builds on years of advocacy, community engagement, and agency collaboration. What makes this effort different is its focus on saving lives through a comprehensive, four-pillar strategy:

Boater Safety Education

Education is the foundation of safe boating. Accessible, standardized, and mandatory training for operators and passengers is essential to reducing accidents and building a culture of responsibility on the water.

Law Enforcement

Effective enforcement ensures accountability and reinforces the importance of safe behavior. Strengthening investigative processes, improving interagency coordination, and ensuring consistent enforcement of existing laws are critical to reducing reckless and dangerous operation.

Legislation

Policy change is necessary to modernize safety requirements, close regulatory gaps, and support long-term improvements. Legislative action can establish uniform standards, expand education requirements, and provide the tools needed for effective enforcement.

Waterway Management

Safe waterways require thoughtful planning, clear signage, well-maintained markers, and coordinated management across jurisdictions. Improving waterway design, navigation aids, and traffic patterns can reduce collisions and improve safety for all users.



Biscayne Bay Task Force Watershed and Managed Areas Map

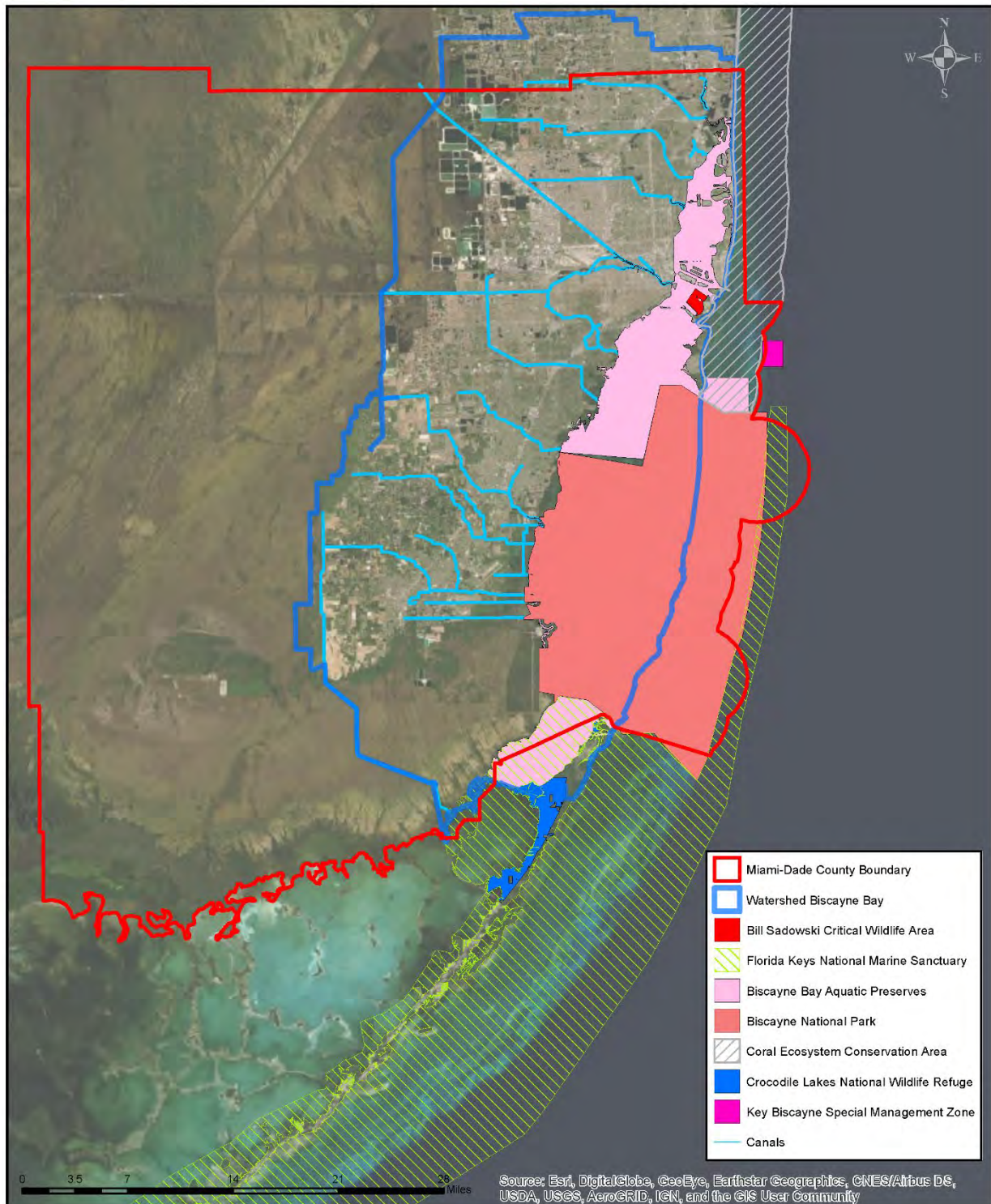


Photo credit: Miami-Dade County DERM

Protected Areas

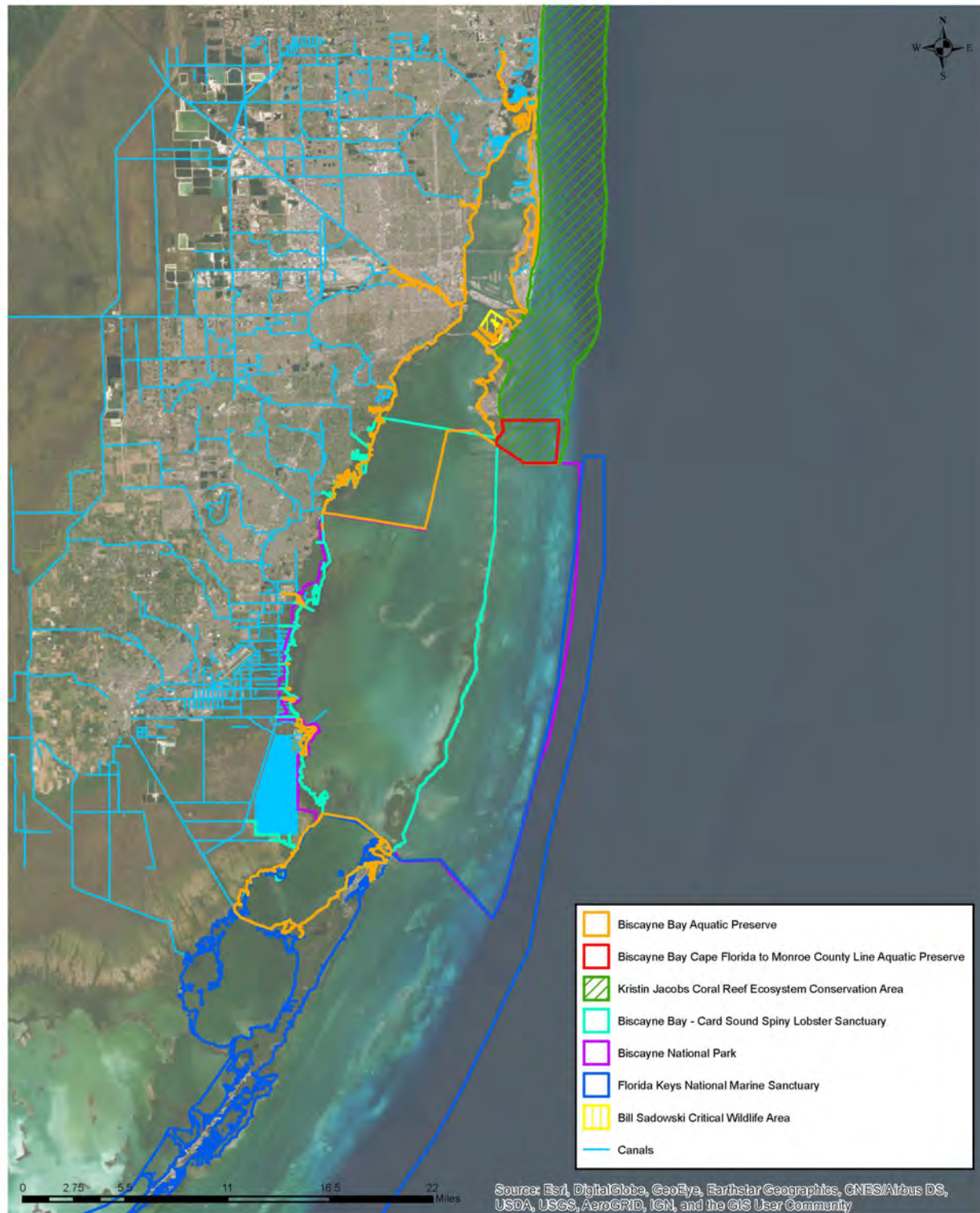


Photo credit: Miami-Dade County DERM

Recommendations

The following section outlines recommendations the County should adopt to improve boater safety in Biscayne Bay. The Task Force recommends establishing an overarching administrative structure to implement these actions across four key themes.

Overarching Recommendations

A unified and collaborative approach to improving boater safety in Biscayne Bay is urgently needed. To enhance safety, protect lives, and support responsible use of the Bay, the Task Force recommends:

1. Establish the Boater Safety and Bay Education Management Board (BSMB)

- Miami-Dade County Board of County Commissioners (BCC) should create a new permanent advisory body called the Boater Safety and Bay Education Management Board (BSMB).
- The BSMB with support from appropriate county staff, technical experts representing various jurisdictions on the Bay, and community members, will strengthen boating safety throughout Biscayne Bay.
- The BSMB will serve as the coordinating entity responsible for tracking the Task Force's recommendations, as outlined in this report, and ensuring they are implemented.
- The BSMB will in addition track emergent issues and future trends related to boating and safety on Biscayne Bay, continuously monitor safety issues, and provide recommendations to address those matters.

2. Create a Marine Enforcement Group

To further enhance on-the-water safety, environmental protection, and regulatory compliance, the Task Force recommends that a dedicated Marine Enforcement Group is established within the County.

This specialized unit should focus on:

- Detecting hazards to navigation
- Locating at-risk and derelict vessels
- Supporting and liaising with marine law enforcement agencies
- Inspecting non-industrial MOP facilities, charter operations, and liveries
- Identifying point sources of surface water pollution
- Removing bulky marine debris

Pillar 1. Boater Safety Education

Boating activity in Biscayne Bay has surged in recent years, bringing more inexperienced operators into one of Florida’s busiest and most environmentally sensitive waterways. According to the Florida Fish and Wildlife Conservation Commission (FWC), Miami-Dade County recorded 73,713 registered recreational vessels in 2024.⁵ Despite this growth, operator inexperience and limited safety training remain among the leading contributors to boating accidents statewide.⁶ The U.S. Coast Guard’s annual *Recreational Boating Statistics* consistently identifies lack of education as a primary factor in collisions and other incidents. This pattern is especially concerning in South Florida, where dense vessel traffic, narrow channels, and rapidly changing weather conditions demand strong navigational skills and situational awareness.



Photo credit: Lucy Fernandez Foundation

Recent tragedies in Biscayne Bay underscore the urgency. So far in 2026, multiple fatal accidents occurred within days of each other, including a hit-and-run collision that killed a father and injured his 14-year-old son, and a separate incident in which a vessel lost control, ejecting two people and resulting in another death. These events highlight how quickly routine outings can turn deadly when boaters are unprepared or unaware of navigation rules, channel markers, or safe operating practices.

Education is one of the most effective tools for preventing these incidents. National data shows that 69% of boating accidents involve operators who have received no formal boater safety instruction⁷, illustrating the direct link between training and safer outcomes. In Florida, where many operators are not required to complete a safety course unless born after 1988, Biscayne Bay continues to see a mix of seasoned captains and first-time recreationists sharing the same crowded waters, making consistent, accessible education essential.⁸

Strengthening boater safety education in Biscayne Bay will not only reduce preventable injuries and fatalities but also protect sensitive marine habitats, improve compliance with navigation rules, and support a culture of responsible recreation. As vessel traffic continues to grow, investing in

⁵ Florida Fish & Wildlife Conservation Commission (FWC) – 2024 Boating Accident Statistical Report <https://myfwc.com/media/avnrmbt/2024-basr-rba.pdf>

⁶ Florida Fish & Wildlife Conservation Commission (FWC) – 2024 Boating Accident Statistical Report <https://myfwc.com/media/vqfn14ll/2024-basr-counties.pdf>

⁷ U.S. Coast Guard Recreational Boating Statistics 2024 (https://uscgboating.org/statistics/accident_statistics.php)

⁸ Florida Fish & Wildlife Conservation Commission (FWC) – 2024 Boating Accident Statistical Report <https://myfwc.com/media/3l4jlvh1/2024-basr-education.pdf>

comprehensive, widely accessible boater education is one of the most impactful steps Miami-Dade County can take to safeguard both people and the Bay itself.

The Task Force recommends that the County:

1A. Establish a comprehensive, multilingual public awareness campaign to improve boater safety across Biscayne Bay.

The County should develop and implement a high-visibility, behavior-change-oriented public awareness campaign modeled after proven national initiatives such as “Click It or Ticket.” This campaign should deploy consistent, impactful messaging across multiple platforms including billboards, airport signage, transit placements, and digital media, to reach both residents and visitors who operate vessels in Biscayne Bay. Social media strategies incorporating attention-grabbing content (similar to the Qualified Captain model) should be designed to effectively engage recreational boaters where they are most active online.

All campaign materials should be produced in English and Spanish to ensure broad accessibility and cultural relevance. The County should leverage existing relationships with local media outlets to secure no-cost public service announcement placements and maximize reach while minimizing expenses. County-owned communication channels and platforms should be fully utilized to amplify messaging and reinforce a consistent, countywide focus on safe and responsible boating.

1B. Leverage technology and digital platforms to deliver targeted, on-demand boater safety education throughout Biscayne Bay.

The County should expand the use of technology-enabled outreach tools to provide accessible, real-time safety information to boaters at key points of decision-making. QR-coded safety signage should be installed at all public boat ramps, linking directly to short-form boater safety videos and other essential educational materials. QR codes should also be deployed in additional high-traffic areas, including marinas, fish-cleaning stations, wash-down areas, and restaurants or markets located on County-managed waterfront property to ensure broad and repeated exposure to safety messaging.

The County should partner with the Florida Fish and Wildlife Conservation Commission (FWC) to implement geo-targeted digital advertising at fuel stations, boat ramps, and other strategic locations during peak boating periods. These targeted messages will reach operators at the moment they are most likely to engage with safety information, reinforcing responsible behavior and reducing the likelihood of accidents. Together, these technology-driven strategies will strengthen the County’s ability to deliver consistent, effective, and timely boater safety education across Biscayne Bay.

1C. Expand community-based engagement programs to strengthen boater safety education across Biscayne Bay.

The County should establish a recurring, community-facing boater safety engagement program built around three interconnected initiatives designed to reach recreational boaters of all experience levels.

The County should expand Boater Engagement Days at public boat ramps and County marinas currently hosted by the Parks, Recreation and Open Spaces Department (PROS). These structured events should include voluntary vessel safety inspection, life-jacket fittings and demonstrations, and hands-on instruction for new and experienced boaters alike. These events provide direct safety education while also serving as visible evidence of the County's commitment to improving safety on Biscayne Bay.

The County should develop a local influencer and community-leader outreach strategy targeting South Florida's boating, outdoor, and lifestyle audiences. Organic social media promotion by trusted local voices is more effective than traditional advertising. Leveraging these voices will expand the reach and credibility of safety messaging.

The County should establish a dedicated beginner boater lane at public County boat ramps, staffed by trained personnel during peak hours and weekends. Boat ramps are among the highest-risk environments for novice boaters; where inexperience is most visible and where preventable accidents frequently occur. A staffed beginner lane transforms the ramp from a point of frustration and risk into a point of education and support. Staff should provide real-time coaching, launch assistance, and safety guidance to inexperienced operators. This initiative signals that the County recognizes, supports, and expects preparedness from new boaters before they enter Biscayne Bay.

1D. Use County Proprietary Authority to Close the Boater Safety Education Gap in Miami-Dade County.

Miami-Dade County should establish a legally defensible mechanism to expand boater safety education requirements to all operators launching from County-owned facilities. Florida Statute § 327.60 preempts local governments from regulating vessel operation directly, and recent state legislation has further limited on-water enforcement capacity. However, the County retains broad authority to manage its own properties and impose reasonable conditions on its use. Leveraging this proprietary authority provides a viable pathway to require safety training without conflicting with state preemption.

The County should develop a Waterways Access Permit that conditions the use of County-owned boat ramps, marinas, and trailer-parking facilities on completion of an approved boater safety course. This requirement would apply only as a condition of accessing County property and not as

a regulation of vessel operation. This falls within the County's established authority to manage its facilities. Miami-Dade already operates a network of public ramps and marinas under a fee-and-permit structure, making the addition of a safety-training requirement administratively straightforward.

This strategy is supported by local accident data, which show a persistent pattern of preventable incidents and fatalities among untrained operators. Expanding safety education to all age groups launching from County facilities would directly address this gap and advance the County's public-safety objectives. Implementation costs can be minimized through philanthropic partnerships that subsidize course fees for residents, ensuring equitable access to required training.

1E. Require Boater Safety Courses for County Marina Slip Holders

Miami-Dade County should require completion of an approved boater safety course as a condition of renting a slip at any County-owned marina. Slip holders must attest that all vessel operators associated with their slip have completed the course. Agreements should include advance consent to safety inspections, with loss of slip privileges for non-compliance.

1F. Require Boater Safety Education for County Boat-Ramp Permits

The County should establish a boat-ramp permit tied to the individual operator, not the vessel, that requires proof of boater safety education and safety-equipment compliance. The permit should include advance consent to safety inspections and leverage the County's proprietary authority over ramps and parking facilities.

1G. Encourage Private Marinas to Adopt Boater-Safety Requirements

Through business licensing requirements, the County should incentivize private marinas to adopt similar boater-safety expectations for their customers, including requiring or promoting completion of approved safety courses.

Pillar 2. Law Enforcement

Marine law enforcement has become a frontline necessity in Biscayne Bay as the Bay's conditions, vessel activity, and enforcement demands have evolved beyond what traditional patrol models were designed to handle. Agencies such as FWC, Miami-Dade Sheriff's Office Marine Patrol, and municipal marine units are now responsible for far more than issuing citations. They are managing derelict vessels, responding to environmental violations, policing unlicensed charters, and navigating an increasingly crowded and complex waterway. Miami-Dade consistently ranks among the top counties in Florida for boating accidents, and FWC reports that collisions involving speeding, alcohol, and failure to maintain proper lookout remain persistent issues.⁹ These patterns require not only presence but specialized, coordinated enforcement capable of rapid response and proactive deterrence. As Biscayne Bay experiences heavier recreational use, larger gatherings at sandbars, and more commercial activity, law enforcement's role has shifted from reactive patrol to comprehensive risk management. Strengthening marine enforcement capacity is essential to maintaining order on the water, protecting sensitive habitats, and ensuring that the Bay remains safe and navigable for all users.



The Task Force recommends that the County:

2A. Establish a Boating Law Enforcement Task Force to strengthen coordinated safety operations across Biscayne Bay.

To unify operational planning, intelligence sharing, and enforcement activities across Miami-Dade's inland and coastal waters, the State Attorney's Office supports the creation of a standing, interagency Boating Law Enforcement Task Force. The Task Force should include representation from the Miami-Dade Sheriff's Office, the Florida Fish and Wildlife Conservation Commission (FWC), the United States Coast Guard, municipal marine patrol units (including the Miami Police Department and Miami Beach Police Department), and the Dade Chiefs of Police. This recommendation could expand the existing Maritime Area Security Team (MAST) by including a more formal structure for collaboration among agencies that currently operate with overlapping jurisdictions and fragmented communication channels.

⁹ Florida Fish & Wildlife Conservation Commission (FWC) – 2024 Boating Accident Statistical Report (<https://myfwc.com/media/q3pbm5di/2025-basr-rba.pdf>)

The Task Force should be responsible for facilitating both historical and real-time intelligence sharing, coordinating joint enforcement operations, and resolving jurisdictional challenges that impede effective on-water safety oversight. By aligning enforcement priorities and operational strategies, the Task Force will create a unified enforcement presence across the County's waterways.

Expected outcomes include faster and more coordinated responses to incidents, improved situational awareness among agencies, and measurable improvements in safety outcomes across Biscayne Bay and surrounding waterways. This interagency framework will ensure that enforcement resources are deployed strategically and consistently, strengthening the County's overall approach to boating safety.

2B. Implement a unified marine radio communication protocol to improve multi-agency coordination and emergency response.

Develop interoperable radio communications or designate shared marine channels accessible to all agencies participating in the Boating Law Enforcement Task Force. Establishing a unified communication protocol will eliminate barriers that currently slow or complicate coordination during active incidents, joint patrols, and emergency operations on Biscayne Bay and surrounding waterways.

A shared communication framework will enable real-time information exchange, streamline tactical decision-making, and ensure that all responding units, regardless of agency, operate with the same situational awareness. This interoperability is essential for effective multi-agency operations, particularly in high-traffic or high-risk areas where rapid coordination can prevent escalation and save lives.

Expected outcomes include reduced response times, enhanced safety for both the public and officers, and seamless coordination during joint operations. A unified communication protocol will strengthen the County's overall enforcement posture and support a more cohesive, efficient, and effective on-water safety system.

2C. Standardize citation and data-collection systems across all marine enforcement agencies to strengthen accountability and intelligence-driven operations.

The County should adopt a unified citation, reporting, and data-collection system used by all marine enforcement agencies operating within Miami-Dade County. A standardized system will ensure consistent documentation of violations, warnings, and operator information, eliminating the current fragmentation that limits the County's ability to analyze trends, identify repeat offenders, and deploy enforcement resources strategically.

A unified platform will enable comprehensive data analysis across jurisdictions, allowing agencies to identify high-risk waterways and understand peak violation times, operator behavior patterns, and geographic hotspots. Standardized reporting will also support escalation protocols based on the number and severity of repeat offenses and allow agencies to track repeat-offender vessels regardless of where citations are issued.

Expected outcomes include improved identification of high-risk areas, clearer understanding of violation patterns, more efficient and data-driven enforcement deployment, and stronger accountability through consistent documentation and repeat-offender tracking. A unified citation and reporting system is foundational to building a modern, intelligence-driven marine enforcement framework for Miami-Dade County.

2D. Create a countywide boating data clearinghouse to strengthen intelligence-driven safety and enforcement strategies.

The Miami-Dade State Attorney's Office should partner with key law enforcement agencies and with the support of the County to establish and maintain a centralized boating safety data clearinghouse. This repository should aggregate enforcement activity, accident reports, citation and case outcomes, and other relevant operational data from all participating agencies. A unified data system will provide actionable intelligence to support strategy development, trend analysis, and coordinated enforcement planning across Biscayne Bay and surrounding waterways.

A centralized clearinghouse will enhance the ability to deploy resources effectively, identify high-risk locations and behaviors, and evaluate the impact of safety initiatives over time. Consolidated data will also strengthen the County's competitiveness for state and federal grant funding by demonstrating clear needs, measurable outcomes, and a coordinated regional approach.

Expected outcomes include improved long-term planning, more targeted and efficient enforcement operations, and measurable reductions in boating accidents and violations. A countywide data clearinghouse will serve as a foundational tool for evidence-based decision-making and continuous improvement in boating safety.

2E. Apply proven traffic-enforcement strategies to marine operations to deter unsafe and impaired boating.

Law enforcement agencies with jurisdiction over Biscayne Bay should coordinate and adapt established roadway enforcement models to the marine environment to strengthen deterrence, increase compliance, and reduce high-risk behaviors on Biscayne Bay. This approach should include deploying both marked and unmarked enforcement units at high-traffic boat ramps and marinas, particularly during peak boating periods and major holidays such as Memorial Day, Independence Day, Columbus Day, and Labor Day. Agencies should also conduct high-visibility

safety operations and targeted Boating Under the Influence (BUI) enforcement campaigns modeled after successful roadway initiatives.

These strategies are designed to deter reckless and impaired boating, increase compliance with safety equipment and life-jacket requirements, and reinforce the expectation of responsible vessel operation. A more visible and strategically deployed enforcement presence will help shift boater behavior and reduce preventable incidents.

Expected outcomes include measurable reductions in BUI-related incidents, increased compliance with life-jacket and safety-equipment regulations, and overall improvements in safety across Miami-Dade County waterways.

2F. Establish a specialized boating court process to ensure consistent adjudication and strengthen accountability.

The County should create a dedicated boating court calendar or appoint a designated liaison within the Miami-Dade judicial system to oversee the processing of boating-related violations. A specialized structure will promote consistency in how citations, infractions, and related cases are adjudicated, ensuring that penalties are applied uniformly and in alignment with the County's broader boating safety objectives.

A dedicated judicial pathway will also improve understanding of marine laws among judges, prosecutors, defense counsel, and other stakeholders, reducing variability in case outcomes and strengthening the overall effectiveness of enforcement efforts. By centralizing expertise and standardizing procedures, the County can enhance accountability for unsafe boating behaviors and reinforce the deterrent effect of consistent, predictable penalties.

Expected outcomes include uniform handling of citations, increased accountability for violators, and stronger deterrence through consistent and transparent judicial processes. A specialized boating court process will support a more coherent and effective countywide boating safety system.

2G. Target illegal land-based charter operations through coordinated enforcement and digital monitoring.

The County should develop a coordinated enforcement strategy led by land-based units from the Department of Environmental Resources Management, Miami-Dade Sheriff's Office and municipal police departments to identify and shut down illegal charter operations originating from marinas, private docks. These unlicensed operators often bypass safety, insurance, and training requirements, placing passengers at significant risk and undermining legitimate charter businesses.

The enforcement strategy should include surveillance and undercover operations at known hotspots, coordinated actions with federal and state regulatory agencies, and continuous monitoring of digital platforms where illegal charters frequently advertise. By focusing on land-based points of origin where operators load passengers, collect payments, and stage vessels, the County can intervene before unsafe vessels reach the water.

Expected outcomes include increased passenger safety, a reduction in illegal and uninsured charter operations, and stronger protections for compliant, law-abiding charter businesses. A targeted, multi-agency approach will help restore fairness in the marketplace and reduce preventable safety risks across Miami-Dade waterways.

2H. Review and Improve County Business Tax Receipt (BTR) Process for Marine Related Businesses

The County should conduct an audit of all existing Business Tax Receipts (BTRs) issued to marine-related businesses to ensure the application information is complete, accurate, and not misleading. This review should verify that the business address listed on the BTR is legal and an authorized location for conducting business activities.

As part of this effort, the County should evaluate opportunities to strengthen the BTR application process by requiring more detailed information from applicants. The County should also consider implementing a two-step approval process under which applicants must first obtain County approval before applying for a municipal BTR. Requiring proof of liability insurance as a condition of obtaining a BTR should also be considered.

In addition, the County should increase review and enforcement of Marine Operating Permits (MOPs), including monitoring compliance with permit conditions such as limits on the number of vessels authorized at a facility. The County should work with municipal zoning authorities to improve enforcement against unauthorized marine-related commercial activities occurring on waterfront residential properties.

Finally, the County should strengthen penalties and enforcement measures for unauthorized marine-related commercial activities and violations of MOP requirements.

2I. Establish Permanent Funding Sources for Marine Enforcement

Once established, the Boater Safety and Bay Education Management Board should identify permanent and alternative funding sources to support and expand marine enforcement capacity. Sustained funding for staffing, equipment, and patrol operations is essential to maintaining a consistent enforcement presence, deterring unsafe boating behavior, addressing illegal charter operations, and improving compliance with regulations throughout Miami-Dade County's waterways.

Pillar 3. Legislation

Modernizing legislation for Biscayne Bay has become essential as existing state and local laws no longer reflect the scale, speed, or complexity of today's boating environment. Many of the statutes governing vessel operation, rental liveries, navigational zones, and derelict vessel management were written for a very different era, long before the explosive growth in recreational boating, the rise of app-based rentals, or the environmental pressures facing Biscayne Bay.



FWC's statewide data shows continued

increases in vessel registrations, rental-related incidents, and collisions in high-traffic waterways, trends that expose gaps in outdated regulatory frameworks.¹⁰In Biscayne Bay, these gaps translate into inconsistent rules across jurisdictions, limited authority to manage high-risk areas, and slow processes for addressing derelict or at-risk vessels that threaten both safety and water quality. Updating legislation is not simply a bureaucratic exercise; it is the mechanism that gives agencies the tools, authority, and clarity they need to manage a rapidly changing waterway. Stronger, modernized laws will allow Miami-Dade County and state partners to set enforceable standards, regulate emerging risks, and create a coherent system that protects boaters, supports responsible recreation, and preserves Biscayne Bay for future generations.

The Task Force recommends that the County:

3A. Use County Authority to Expand Boater Safety Requirements and Close Regulatory Gaps

Miami-Dade County should use its proprietary authority, business licensing powers, and judicial partnerships to adopt a comprehensive set of measures that expand boater safety requirements, strengthen compliance, and address regulatory gaps related to vessel operation and charter activity.

In addition to these local actions, the County should also pursue a coordinated state legislative strategy to address issues that exceed local authority or require statutory clarification. Several of the regulatory gaps identified, particularly those involving enforcement authority, uniform safety standards, and the regulation of commercial vessel operations, are governed by state law and cannot be resolved through county action alone.

¹⁰ Florida Fish & Wildlife Conservation Commission (FWC) – 2024 Boating Accident Statistical Report
<https://myfwc.com/media/av/nrmbt/2024-basr-rba.pdf>

To ensure these needs are elevated at the state level, the Mayor should recommend the Board of County Commissioners to consider developing a set of state legislative priorities focused on maritime safety, vessel operations, and charter regulation for inclusion in the County's approved legislative package for the upcoming legislative session. Establishing these priorities would allow the County to advocate for statutory changes that support local enforcement, enhance safety requirements, and create a more consistent regulatory framework across Florida's coastal jurisdictions. This approach would also strengthen Miami-Dade County's collaborative efforts with state agencies and industry stakeholders while leading to improvements in public safety and protection of waterways statewide.

Pillar 4. Waterway Management

Effective waterway management has become a central challenge in Biscayne Bay as the Bay now supports more users, more vessel types, and more competing demands than at any point in its history. Biscayne Bay's narrow channels, shallow seagrass flats, sandbar gathering zones, and sensitive ecological areas were never designed to accommodate today's volume of recreational boats, commercial



charters, personal watercraft, and rental operations all moving through the same limited space. Without coordinated management, these overlapping uses create congestion, navigation conflicts, habitat damage, and heightened risk during peak weekends and holidays. Rising sea levels, stronger storm events, and ongoing seagrass loss add further complexity, making it harder for agencies to maintain markers and protect critical habitats. Waterway management is no longer just about placing channel markers. It requires strategic planning, real-time coordination, and adaptive management to balance safety, access, and environmental protection. As Biscayne Bay continues to evolve, a unified approach to managing its waterways is essential to ensure that the Bay remains functional, resilient, and safe for all who depend on it.

The Task Force recommends that the County:

4A. Commission a comprehensive vessel congestion study and revisit the findings of the 2024 North Bay Report.

The County should immediately initiate a formal vessel congestion study to provide the evidentiary foundation required to impose speed limits, restricted-use areas, or other safety measures in high-risk boating zones. Accident trends in congested areas, including North Bay, Matheson Hammock, Haulover Inlet, Nixon Beach, and Marine Stadium, have not improved, and preventable injuries continue to occur despite prior recommendations.

In 2024, the Board of County Commissioners commissioned a study of the North Bay area to determine whether year-round boating-restricted zones or speed limits were warranted.¹¹ While the study concluded that increased enforcement would be more effective than new restrictions, it also identified a critical alternative: commissioning a professional vessel congestion study by a

¹¹ Miami-Dade County Memo – August 6, 2024 – Report to Conduct a Study to Determine Whether Any Year-round Boating-restricted Areas Should be Established on the Portion of Biscayne Bay North of the MacArthur Causeway until the County Line – Directive 240464- <https://www.miamidade.gov/resources/environment/documents/2026-02-19-boating-restricted-areas.pdf>

qualified maritime firm. Miami-Dade Marine Patrol explicitly stated that they were not equipped to conduct this analysis internally and recommended hiring an outside firm. That recommendation was never implemented.

A formal congestion study is the required evidentiary basis that enables the County to act when congestion-driven risk is documented. Without it, the County's ability to impose safety measures is severely constrained, regardless of enforcement levels or policy direction. Two years have passed since the 2024 report. The enhanced enforcement that was expected to substitute for new restrictions did not materialize, and accidents in these areas continue.

The Task Force recommends that the Mayor direct the appropriate County departments to revisit the 2024 North Bay report, issue a formal directive to commission a vessel congestion study, and solicit proposals from qualified maritime firms. The scope of the study should be expanded beyond North Bay to include all identified high-risk congestion zones. Initiating this process, issuing the directive and soliciting proposals, is low-cost, requires no legislative action, and falls squarely within the County's existing administrative authority.

4B. Restore and standardize navigational markers and conduct a countywide audit of marine signage and mooring infrastructure.

The County should undertake a comprehensive restoration and standardization effort for navigational markers, regulatory signs, and mooring infrastructure across Biscayne Bay. Missing, damaged, or inconsistent markers contribute to operator confusion, unsafe navigation, and preventable accidents particularly in high-traffic or shallow-water areas where clear guidance is essential.

The County should conduct a full audit of existing markers and signage to ensure alignment with state and federal standards, eliminate inconsistencies, and identify locations where additional markers or updated signage are needed. This audit should include channel markers, speed-zone signs, hazard warnings, and informational signage at boat ramps and marinas. Standardization will improve clarity for both resident and visiting boaters and reduce the likelihood of unintentional violations.

The County should also evaluate the condition and placement of mooring fields and associated infrastructure to ensure they meet safety, environmental, and navigational standards. Well-maintained mooring fields reduce anchor damage, improve vessel organization, and support safer overnight and transient use of Biscayne Bay.

Restoring markers, standardizing signage, and ensuring mooring infrastructure is properly maintained will enhance navigational safety, reduce operator confusion, and support more predictable vessel movement throughout Biscayne Bay.

Jurisdiction over navigational markers varies by location and may fall under state, county, or U.S. Coast Guard authority. The County, with support from the BSMB, should identify the responsible agency for each segment of the waterway system. Once clarified, the responsible agencies should jointly deploy vessels along major navigation routes and record GPS coordinates for any markers that are missing, damaged, or inoperable. If necessary, private funding could be used to engage third-party vendors to accelerate this effort.

The audit should begin with the most heavily trafficked corridors in Biscayne Bay. A focused survey, conducted by county, state, or Coast Guard vessels, would create a clear, actionable map of deficiencies. Many existing markers currently state “not for navigational purposes,” which becomes dangerous when those markers are broken, unlit, or misplaced.

This baseline assessment would allow the County to coordinate repairs and replacements efficiently and transparently.

Standardized speed-zone signage must be addressed in tandem with marker restoration. Without reliable physical markers, boaters lack clear information, and some zones do not appear on charts at all.

A January presentation to the Boater Safety Task Force highlighted how speed-zone and marker data can be integrated into GPS systems. Digital navigation tools reflect accurate, real-time information while physical markers are being repaired or replaced.

Nearly all markers will likely require replacement or modernization. While the full restoration may take 5–10 years and require significant funding, it is long overdue and essential for public safety. Beginning with the busiest areas of Biscayne Bay provides a practical, high-impact starting point.

4C. Integrate Illegal-Charter Prevention Protocols into Marina Operations

The County should require private marinas, as a condition of business licensure, to adopt and maintain procedures for identifying, reporting, and removing illegal charter operators from their facilities. These procedures should include verifying that commercial operators maintain the required licenses, permits, and insurance; establishing clear reporting protocols for suspected illegal charter activity; and requiring marina operators to take appropriate corrective action when violations are identified.

The County should also provide guidance and educational materials to marina owners and managers to help them recognize common indicators of illegal charter activity and understand applicable regulatory requirements. Integrating illegal-charter prevention measures into marina operations would strengthen compliance, improve public safety, support legitimate marine businesses, and reduce unsafe, uninsured, and unregulated commercial activity on County waterways.

Conclusion

The Boater Safety and Bay Education Task Force completed its work at its final meeting on May 4, 2026. The recommendations contained in this report reflect the collective efforts of the Task Force and the shared commitment of its members to improving boating safety in Miami-Dade County waterways.

While the Task Force's work has concluded, the importance of this mission remains. Continued collaboration among government agencies, law enforcement, educators, industry partners, and the boating community will be essential to advancing these recommendations and promoting a culture of safe and responsible boating. The following section provides a summary of the recommendations advanced by the Task Force.

Overarching Recommendations

1. Establish the Boater Safety and Bay Education Management Board (BSMB)
2. Create a Marine Enforcement Group

Pillar 1. Boater Safety Education

1A. Establish a comprehensive, multilingual public awareness campaign to improve boater safety across Biscayne Bay.

1B. Leverage technology and digital platforms to deliver targeted, on-demand boater safety education throughout Biscayne Bay.

1C. Expand community-based engagement programs to strengthen boater safety education across Biscayne Bay.

1D. Use County Proprietary Authority to Close the Boater Safety Education Gap in Miami-Dade County.

1E. Require Boater Safety Courses for County Marina Slip Holders

1F. Require Boater Safety Education for County Boat-Ramp Permits

1G. Encourage Private Marinas to Adopt Boater-Safety Requirements

Pillar 2. Law Enforcement

2A. Establish a Boating Law Enforcement Task Force to strengthen coordinated safety operations across Biscayne Bay.

2B. Implement a unified marine radio communication protocol to improve multi-agency coordination and emergency response.

2C. Standardize citation and data-collection systems across all marine enforcement agencies to strengthen accountability and intelligence-driven operations.

2D. Create a countywide boating data clearinghouse to strengthen intelligence-driven safety and enforcement strategies.

2E. Apply proven traffic-enforcement strategies to marine operations to deter unsafe and impaired boating.

2F. Establish a specialized boating court process to ensure consistent adjudication and strengthen accountability.

2G. Target illegal land-based charter operations through coordinated enforcement and digital monitoring.

2H. Review and Improve County Business Tax Receipt (BTR) Process for Marine Related Businesses

2I. Establish Permanent Funding Sources for Marine Enforcement

Pillar 3. Legislation

3A. Use County Authority to Expand Boater Safety Requirements and Close Regulatory Gaps

Pillar 4. Waterway Management

4A. Commission a comprehensive vessel congestion study and revisit the findings of the 2024 North Bay Report.

4B. Restore and standardize navigational markers and conduct a countywide audit of marine signage and mooring infrastructure.

4C. Integrate Illegal-Charter Prevention Protocols into Marina Operations.

MEMORANDUM

Agenda Item No. 4(E)

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

DATE: July 21, 2026

FROM: Geri Bonzon-Keenan
County Attorney

SUBJECT: Ordinance creating the Miami-Dade County Boater Safety and Bay Education Advisory Board; creating article CLXXII of chapter 2 of the Code; providing for the composition and duties of the board and other related matters

The accompanying ordinance was prepared and placed on the agenda at the request of Prime Sponsor Commissioner Micky Steinberg.



Geri Bonzon-Keenan
County Attorney

GBK/smm

MDC001



MEMORANDUM

(Revised)

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

DATE: July 21, 2026

FROM: 
Cliff Bonzon-Keenan
County Attorney

SUBJECT: Agenda Item No. 4(E)

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. 4(E)
7-21-26

ORDINANCE NO. _____

ORDINANCE CREATING THE MIAMI-DADE COUNTY BOATER SAFETY AND BAY EDUCATION ADVISORY BOARD; CREATING ARTICLE CLXXII OF CHAPTER 2 OF THE CODE OF MIAMI-DADE COUNTY, FLORIDA; PROVIDING FOR THE COMPOSITION AND DUTIES OF THE BOARD AND OTHER RELATED MATTERS; PROVIDING SEVERABILITY, INCLUSION IN THE CODE, AND AN EFFECTIVE DATE

WHEREAS, on April 17, 2025, the Miami-Dade County Mayor established a temporary Boater Safety and Bay Education Task Force to advise the Administration on issues related to boater safety in Biscayne Bay, including, but not limited to, boater education, improved enforcement of vessel safety laws, collaboration among governmental entities tasked with promoting boater safety, and measures that may be taken by the County to reduce accidents on the water; and

WHEREAS, the Boater Safety and Bay Education Task Force, comprised of several maritime industry participants, local nonprofit leaders, the State Attorney for Miami-Dade County, and other individuals with expertise in the underlying subject matter, conducted public meetings for several months and issued a report with numerous recommendations to the County Mayor; and

WHEREAS, the first of the above-mentioned recommendations was the creation of a permanent advisory board that could make recommendations to the Board of County Commissioners (the “Board” or the “County Commission”) in order to continue review of these critical issues and provide the County Commission with recommendations and advice on a variety of boater safety issues as well as a local perspective on boater safety problems, issues, and solutions; and

WHEREAS, this Board finds it necessary and appropriate to establish such an advisory board, particularly in light of recent boating-related fatalities and injuries on Biscayne Bay and other South Florida waters; and

WHEREAS, such a new advisory board should include representatives from a variety of local entities and groups, all of whom shall have demonstrated an interest in and commitment to boater safety, and who shall represent different local perspectives to amplify the voices of various community groups who are passionate about boater safety; and

WHEREAS, through the collective experience and knowledge of the members, who may also be able to tap into additional knowledge, expertise, and other resources from their respective organizations, this new board could make significant contributions towards increasing boater safety in the County; and

WHEREAS, accordingly, this Board wishes to create an advisory board to be known as the Miami-Dade County Boater Safety and Bay Education Advisory Board, to provide recommendations and advice to the Board of County Commissioners and County Mayor on matters related to boater safety,

BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF MIAMI-DADE COUNTY, FLORIDA:

Section 1. The foregoing recitals are approved and incorporated herein.

Section 2. Article CLXXII of chapter 2 of the Code of Miami-Dade County, Florida, is hereby created to read as follows:

ARTICLE CLXXII

**MIAMI-DADE COUNTY BOATER SAFETY AND BAY
EDUCATION ADVISORY BOARD**

Sec. 2-2476. Creation.

There is hereby created and established the Miami-Dade County Boater Safety and Bay Education Advisory Board.

Sec. 2-2477. Composition; membership.

- (a) *Composition.* The Boater Safety and Bay Education Advisory Board shall be composed of nine voting members, all of whom shall have expertise and familiarity with issues related to boater safety, as follows:
- (i) One member who is regarded as a community leader on boater safety and Biscayne Bay education, appointed by the Board of County Commissioners to serve a four-year term;
 - (ii) One member who is regarded as a community leader on boater safety and Biscayne Bay education, appointed by the County Mayor and ratified by the Board of County Commissioners to serve a two-year term;
 - (iii) One member who represents local law enforcement, appointed by the County Mayor and ratified by the Board of County Commissioners to serve a two-year term;
 - (iv) One member who represents the local recreational boating industry, appointed by the County Mayor and ratified by the Board of County Commissioners to serve a four-year term;
 - (v) One member who represents the local commercial vessel operator industry, appointed by the County Mayor and ratified by the Board of County Commissioners to serve a four-year term;
 - (vi) One member who possesses expertise in community and economic vitality, appointed by the County Mayor and ratified by the Board of County Commissioners to serve a four-year term;
 - (vii) One member who possesses expertise in environmental protection, appointed by the County Mayor and ratified by the Board of County Commissioners to serve a four-year term;
 - (viii) One member who represents the community at large, appointed by the Board of County Commissioners to serve a four-year term; and

- (ix) One member who represents the community at large, appointed by the County Mayor and ratified by the Board of County Commissioners to serve a two-year term.
- (b) *Qualifications.*
 - (i) Members of the Boater Safety and Bay Education Advisory Board shall have experience and familiarity with issues related to boater safety in Miami-Dade County and on Biscayne Bay in particular.
 - (ii) Each member of the Boater Safety and Bay Education Advisory Board shall be a permanent resident and duly qualified elector of Miami-Dade County, unless the Board of County Commissioners waives the residency requirement by a two-thirds vote of its membership, and shall be of an outstanding reputation of integrity, responsibility, and commitment to serving the community.
 - (iii) Unless the Board of County Commissioners by a two-thirds vote of its membership waives the residency requirement, any member of the Boater Safety and Bay Education Advisory Board who ceases to be a resident of Miami-Dade County during the term of his or her office shall immediately advise the Clerk of the Board of County Commissioners, and upon such notice to the Clerk, the position shall be deemed vacant.
 - (iv) To ensure that members of the Boater Safety and Bay Education Advisory Board are as familiar as possible with Biscayne Bay and Miami-Dade County, every effort shall be made to appoint members who are permanent residents and duly qualified electors of Miami-Dade County.
- (c) *Compensation.* Boater Safety and Bay Education Advisory Board members shall serve without compensation.
- (d) *Vacancies.* Vacancies shall be filled in the same manner by which the original members were appointed.
- (e) *Attendance.* Attendance requirements for members shall be in accordance with section 2-11.39.

- (f) *Terms.* Each member's term shall begin upon appointment. A member may serve until his or her successor has been duly appointed and qualified.

Sec. 2-2478. Organization.

- (a) *Bylaws and Rules.* The Boater Safety and Bay Education Advisory Board may establish, adopt, and amend bylaws and rules for its own governance. In the event that the Boater Safety and Bay Education Advisory Board does not adopt bylaws or rules, or its adopted bylaws or rules do not address a particular situation, then the applicable provisions of the Board of County Commissioners' Rules of Procedure, as such may be amended from time to time, shall apply.
- (b) *Officers.* The Boater Safety and Bay Education Advisory Board shall elect a chairperson and a vice-chairperson from among its members, who shall serve at the will of the Boater Safety and Bay Education Advisory Board. The chairperson shall preside at all meetings at which he or she is present. The vice-chairperson shall act as chairperson in the absence of the chairperson.
- (c) *Staff Support.* The Boater Safety and Bay Education Advisory Board shall have assistance from staff designated by the County Mayor or the County Mayor's designee. The staff shall:
 - (i) Maintain and keep the records of the Boater Safety and Bay Education Advisory Board;
 - (ii) Prepare, in cooperation with the chairperson, the agenda for each meeting;
 - (iii) Be responsible for the preparation of such reports, minutes, documents, resolutions, or correspondences as the Boater Safety and Bay Education Advisory Board may direct; and
 - (iv) Generally administer the business and affairs of the Boater Safety and Bay Education Advisory Board, subject to budgetary limitations.
- (d) *Quorum.* A quorum shall be required to transact any business or exercise any power vested in the Boater Safety and Bay Education Advisory Board. A quorum of the Boater Safety and Bay Education Advisory Board shall consist of a majority of those duly appointed to the board, provided that at least five members have been appointed.

Sec. 2-2479. Meetings.

The Boater Safety and Bay Education Advisory Board shall hold quarterly meetings or meetings at such other frequency as the board deems necessary. A special meeting may be called by the chairperson or by a written request of a majority of those persons duly appointed to the board.

Sec. 2-2480. Powers and duties.

The Boater Safety and Bay Education Advisory Board shall have the following powers, duties, functions, and responsibilities:

- (a) Make recommendations to the Board of County Commissioners and the County Mayor on any and all matters relating to boater safety in Miami-Dade County and particularly on Biscayne Bay, including, but not limited to, boater education, improved enforcement of vessel safety laws, collaboration among governmental entities tasked with promoting boater safety, and measures that may be taken to reduce accidents on the water;
- (b) Track the progress being made to implement the recommendations of the County Mayor's Boater Safety and Bay Education Task Force;
- (c) Track emergent issues and future trends related to boater safety on Biscayne Bay and other County waters and continuously monitor safety issues;
- (d) Consult and communicate with County staff;
- (e) Consult and communicate with other governmental entities and agencies, including, as appropriate, municipalities within Miami-Dade County, the Miami-Dade County Sheriff's Office, the Miami-Dade County State Attorney's Office, the Florida Fish and Wildlife Conservation Commission, the United States Coast Guard, academic institutions, and relevant non-profit organizations, so that the Boater Safety and Bay Education Advisory Board's recommendations build upon and consider the knowledge, strategies, and projects of such governmental entities, agencies, academic institutions, and non-profit organizations;

- (f) Participate in summits and conferences related to boater safety to promote the sharing of information and ideas and to raise community consciousness as to the importance of safe vessel operation;
- (g) Serve as a forum at which individuals and groups can express concerns and provide suggestions related to boater safety in the County; and
- (h) Perform such other duties as the Board of County Commissioners may from time to time assign.

Sec. 2-2481. Applicability of County rules and procedures.

- (a) All proceedings of the Boater Safety and Bay Education Advisory Board shall be conducted in accordance with Florida's open government laws, including, but not limited to, the Government in the Sunshine Law and the Citizens' Bill of Rights of the Miami-Dade Home Rule Charter.
- (b) Members of the public shall be given a reasonable opportunity to be heard on any proposition before the Boater Safety and Bay Education Advisory Board.
- (c) The Boater Safety and Bay Education Advisory Board shall be deemed an "agency" for the purposes of the State's public records laws and shall be governed by all State and County conflict of interest laws, as applicable, including the Miami-Dade County Conflict of Interest and Code of Ethics Ordinance, section 2-11.1 of this code.

Sec. 2-2482. Reports.

The chairperson or vice-chairperson shall present to the Board of County Commissioners on an annual basis a written report describing the Boater Safety and Bay Education Advisory Board's activities and shall appear as needed before the Board of County Commissioners to present any matters pertinent to the Boater Safety and Bay Education Advisory Board. The completed reports required by this section shall be placed on an agenda of the Board of County Commissioners without committee review pursuant to Rule 5.06(j) of the Board's Rules of Procedure.

Section 3. If any section, subsection, sentence, clause or provision of this ordinance is held invalid, the remainder of this ordinance shall not be affected by such invalidity.

Section 4. It is the intention of the Board of County Commissioners, and it is hereby ordained that the provisions of this ordinance, including any sunset provision, shall become and be made a part of the Code of Miami-Dade County, Florida. The sections of this ordinance may be renumbered or relettered to accomplish such intention, and the word “ordinance” may be changed to “section,” “article,” or other appropriate word.

Section 5. This ordinance shall become effective ten (10) days after the date of enactment unless vetoed by the Mayor, and if vetoed, shall become effective only upon an override by this Board.

PASSED AND ADOPTED:

Approved by County Attorney as
to form and legal sufficiency:

Prepared by:

Christian J. Fernandez-Andes
Christopher J. Wahl

MBV for
CJF

Prime Sponsor: Commissioner Micky Steinberg

**Miami River Commission's
Urban Infill & Greenways Subcommittee
Public Meeting Minutes
July 29, 2026**

Miami River Commission (MRC) Urban Infill & Greenways Subcommittee's Chairman Jim Murley convened the public meeting on July 29, 2026, 10 AM, 1407 NW 7 ST. The attendance sheet is attached.

I) Discussion Regarding Miami-Dade County Boater Safety Task Force Report

Attendees discussed and reviewed the Miami-Dade County Boater Safety Task Force Report. On July 21, 2026 the County Commission adopted at first reading an item regarding creating the new Miami-Dade County Boater Safety and Bay Education Committee, as recommended in the Report. Attendees reviewed the following recommendations of the Report, followed by Jim Murley's recommendations to the MRC:

Overarching Recommendations

1. Establish the Boater Safety and Bay Education Management Board (BSMB) - Agree
2. Create a Marine Enforcement Group - recommend the Harbor Safety Committee become the Miami Harbor Safety Committee and serve as the "Marine Enforcement Group". Special attention should be placed on issues unique to Port Miami River.

Pillar 1. Boater Safety Education

1A. Establish a comprehensive, multilingual public awareness campaign to improve boater safety across Biscayne Bay. – please pay attention to Port Miami River's unique vessel patterns with International Shipping vessels under tow, charters, fishing boats, etc.

1B. Leverage technology and digital platforms to deliver targeted, on-demand boater safety education throughout Biscayne Bay. - Leverage technology and digital platforms to deliver targeted, on-demand boater safety educational throughout Biscayne Bay and on the Miami River assisting with boater safety at the bascule bridges and AI solutions to enforce the idle no wake speed zone.

1C. Expand community-based engagement programs to strengthen boater safety education across Biscayne Bay. - include Miami River and teach no passing vessels within Port Miami River's idle no wake speed zone. The Miami River should be treated as a 2-lane street with 1 travel lane in each direction and no passing.

1D. Use County Proprietary Authority to Close the Boater Safety Education Gap in Miami-Dade County. - explore voluntary participation of private marinas on Biscayne Bay and Miami River

1E. Require Boater Safety Courses for County Marina Slip Holders – and voluntary boater safety course for private and city owned marina slip holders

1F. Require Boater Safety Education for County Boat-Ramp Permits - see 1E

1G. Encourage Private Marinas to Adopt Boater-Safety Requirements Pillar - see 1E

2. Law Enforcement

2A. Establish a Boating Law Enforcement Task Force to strengthen coordinated safety operations across Biscayne Bay. – The Miami Harbor Safety Committee should serve as the recommended new Task Force

2B. Implement a unified marine radio communication protocol to improve multi-agency coordination and emergency response. - Agree

2C. Standardize citation and data-collection systems across all marine enforcement agencies to strengthen accountability and intelligence-driven operations. - Agree

2D. Create a countywide boating data clearinghouse to strengthen intelligence-driven safety and enforcement strategies. - Agree

2E. Apply proven traffic-enforcement strategies to marine operations to deter unsafe and impaired boating. - recommend more marine patrol, video and audio surveillance on Miami River

2F. Establish a specialized boating court process to ensure consistent adjudication and strengthen accountability. - Agree

2G. Target illegal land-based charter operations through coordinated enforcement and digital monitoring. - agree and focus on single family residential neighborhoods on Miami River

2H. Review and Improve County Business Tax Receipt (BTR) Process for Marine Related Businesses - agree – enforcement prohibition at single family homes on Miami River which do not allow Business Tax Receipts

2I. Establish Permanent Funding Sources for Marine Enforcement – Agree and recommend the creation of the Manatee Protection Trust Fund

Pillar 3. Legislation

3A. Use County Authority to Expand Boater Safety Requirements and Close Regulatory Gaps
Pillar - Agree

4. Waterway Management

4A. Commission a comprehensive vessel congestion study and revisit the findings of the 2024 North Bay Report. – recommend creation of a Federal Ports and Waterways Safety Assessment and a Risk Assessment along the Miami River

4B. Restore and standardize navigational markers and conduct a countywide audit of marine signage and mooring infrastructure. 4C. Integrate Illegal-Charter Prevention Protocols into Marina Operations. - Agree – improve visibility of channel markers and add cameras on top

4C. Integrate Integral Charter Prevention Protocols into Marina Operations – agree – on river special attention to include in MOP requirements for prohibiting illegal charters by taking any and all actions to eliminate charters i.e. security guards

II) New Business

The public meeting adjourned.

Miami River Commission's Greenways Subcommittee

Public Meeting

July 28, 2026 – 10:00 AM

1407 NW 7 ST, Miami, FL

Name	Organization	Telephone	Email
Celest Braton	MRC/spring garden	3/790-4284	on file
Judith Paul	Spring Garden		on file
Richard Murphy	MRC/spring garden Designer	786.525.5352	on file
Jim Murley	Mayor of MDC designee.	305-968-4881	on file
Brett Bibeau	MRC	305 644 0544 brettbibeau@miamiriver commission.org	

Miami River Commission's Stormwater Subcommittee
Public Meeting Minutes
September 2, 2026

The Miami River Commission (MRC) Stormwater Subcommittee's public meeting convened September 2, 2026, 10 AM, 1407 NW 7 ST. The attendance sheet is attached.

- I) DERM Quarterly Water Quality Testing Report** – Mr Charles Groppe, Miami Dade County's Department of Environmental Resource Management's (DERM), distributed and presented a report covering April – June 2026. The most alarming water quality violation was detected in April 2026 at Wagner Creek testing station WC04 had E. coli Bacteria results of 12,098 (cfu/100ml) and Entero Cocci results of 12,098, when the state's safe water quality standard is only 130 (cfu/100ml).

The Miami Waterkeeper recently released their water quality sampling report which states in part, "Miami Waterkeeper has monitored Jose Marti Park (Miami River) since 2020. Bacteria exceedances have remained common, ranging from 45% - 79% of routine samples above the water quality benchmark each year. In 2025, 45% of routine samples were above the benchmark, the lowest annual exceedance rate in the monitoring record for this site."

Mr Groppe stated he would invite NOAA to the next meeting to discuss their study of source tracking to determine if the e-coli is human or animal.

II) Update Regarding Efforts to Locate Sources and Eliminate Bacteria in Wagner Creek and Seybold Canal

Jesus Fernandez, WASD, stated he visited Wagner Creek with Director Bibeau. Since our last meeting, WASD smoke tested from north of 20 ST to point park every manhole and found nothing. After 6 months of WASD extensive efforts to find a source of contamination from the sanitary sewer system, WASD found nothing and therefore they are stopping there efforts. WASD smoke tests completed over 6 years found nothing. Mr. Fernandez has a theory that it is illegal connections which can only be found if private properties allow government to flush dye tablets in toilets.

Director Bibeau thanked Commissioner Gabela and the City Commission for approving funding for 9 oxygenators with 3 online water quality samplers for 1 year spread out along Wagner Creek. Fast Cleaning Solutions LLC recently received the solar panels they purchased in California, and rented a vacant warehouse in Little Havana where they are assembling the machines with estimated deployment on September 15.

Johnna UM stated UM applied for a FDEP grant to study Wagner Creek while the machines are operating.

MRC Director Bibeau thanked FIU for installing a water quality sample buoy in Wagner Creek on September 4.

Attendees discussed emails from Resident reporting a AT&T "yellow pipe with a cable inside... The pipe is a huge issue with manatees getting stuck in low tide" in Wagner Creek. The City of Miami asked AT&T to address this issue.

III) Discussion Regarding Collapsing Shoreline Along South River Drive West of 27 Ave

The following emails were discussed:

From: brettbibeau@miamirivercommission.org <brettbibeau@miamirivercommission.org>
Sent: Monday, June 1, 2026 5:04 PM
To: 'Zamora, Carolina' <CZamora@miamigov.com>; 'James Murley' <jamesfenimoremurley@gmail.com>; 'Santana Jr., Juvenal' <jsantana@miamigov.com>; 'Cabrasas, Kathryn' <KCabrasas@miamigov.com>; 'Alfaro, Charles' <CAlfaro@miamigov.com>; 'Molina, Maria (DTPW)' <Maria.Molina@miamidade.gov>
Cc: 'Clara Sidan' <clara.sidan@dot.state.fl.us>; 'Estevez, Elyrosa' <EEstevez@miamigov.com>; 'Austin' <asparber@sfwmd.gov>; 'Armando Vilaboy' <avilaboy@sfwmd.gov>; 'Molina, Maria (DTPW)' <Maria.Molina@miamidade.gov>; 'spencer.crowley@akerman.com' <spencer.crowley@akerman.com>; 'Dubuisson, Fabiola' <fdubuisson@miamigov.com>; 'Gomez, Humberto' <HuGomez@miamigov.com>; 'Marquez, Giraldo' <GMarquez@miamigov.com>; 'Alvarado, Pedro' <palvarado@miamigov.com>; 'Fernandez, Jon' <JonFernandez@miamigov.com>; 'Montes, Ana' <AMontes@miamigov.com>; 'Blondet, Lillian' <LBlondet@miamigov.com>; 'Gabela, Miguel Angel (Commissioner)' <MAGabela@miamigov.com>; 'Castaneda, Francisco' <FCastaneda@miamigov.com>; 'Brett Bibeau' <BrettBibeau@MiamiRiverCommission.org>; 'spencer.crowley@akerman.com' <spencer.crowley@akerman.com>
Subject: RE: Collapsing South River Drive on Attached Agenda

Thank you for completing the emergency repair on the worst section of the large collapsing shoreline owned by the City of Miami.

Please note west of the stone bridge there are no sidewalks on either side of the street, no curb, no gutter, and the collapsing City owned shoreline is covered with invasive plant species. Therefore, the MRC continues to respectfully recommend South River Drive from NW 20 ST to NW 27 Ave please be reconstructed with a public Riverwalk, seawall, curb and gutter, drainage, removal of invasive plant species, planting native trees, decorative lights and garbage cans, and Miami River Greenway wayfinding signs. Perhaps Impact Fees from the large adjacent 2 phase resident development maybe used? Perhaps City may apply for

- 3 -

grant funding for this project from Transportation Alternative or Suntrail grant programs, using CITT \$ as City cost share?

Thanks for your time and support for the Miami River Greenway.

Sincerely,
Brett Bibeau
Managing Director,
Miami River Commission
Cell 305 987 4446

From: Zamora, Carolina <CZamora@miamigov.com>
Sent: Monday, June 1, 2026 10:23 AM
To: brettbibeau <brettbibeau@miamirivercommission.org>; 'James Murley' <jamesfenimoremurley@gmail.com>; Santana Jr., Juvenal <jsantana@miamigov.com>; Cabrisas, Kathryn <KCabrisas@miamigov.com>; Alfaro, Charles <CAlfaro@miamigov.com>; 'Molina, Maria (DTPW)' <Maria.Molina@miamidade.gov>
Cc: 'Clara Sidan' <clara.sidan@dot.state.fl.us>; Estevez, Elyrosa <EEstevez@miamigov.com>; 'Austin' <asparber@sfwmd.gov>; 'Armando Vilaboy' <avilaboy@sfwmd.gov>; 'Molina, Maria (DTPW)' <Maria.Molina@miamidade.gov>; spencer.crowley@akerman.com; Dubuisson, Fabiola <fdubuisson@miamigov.com>; Gomez, Humberto <HuGomez@miamigov.com>; Marquez, Giraldo <GMarquez@miamigov.com>; Alvarado, Pedro <palvarado@miamigov.com>
Subject: RE: Collapsing South River Drive on Attached Agenda

Brett,

Good morning. I hope you are doing well. The emergency repairs in front of Mini Rapid Park have been completed, including the repair of the coral wall. The city has placed the design of the seawall at that location on hold.

If you need any additional information, please let me know. I am not going to be able to attend the meeting on 6/3/2026.



Carolina Zamora
Project Manager
Department of Resilience and Public Works
Roadway Infrastructure
444 SW 2nd Avenue, 8th Floor, Miami, FL
33130
Main Line: 305.416.1184
Email: CZamora@miamigov.com

PUBLIC DOCUMENT

Website: www.miami.gov/rpw

From: brettbibeau@miamirivercommission.org <brettbibeau@miamirivercommission.org>

Sent: Saturday, May 30, 2026 3:32 PM

To: 'James Murley' <jamesfenimoremurley@gmail.com>; Santana Jr., Juvenal <jsantana@miamigov.com>; Cabrisas, Kathryn <KCabrisas@miamigov.com>; Zamora, Carolina <CZamora@miamigov.com>; Alfaro, Charles <CAlfaro@miamigov.com>; 'Molina, Maria (DTPW)' <Maria.Molina@miamidade.gov>

Cc: 'Clara Sidan' <clara.sidan@dot.state.fl.us>; Estevez, Elyrosa <EEstevez@miamigov.com>; 'Austin' <asparber@sfwmd.gov>; 'Armando Vilaboy' <avilaboy@sfwmd.gov>; 'Molina, Maria (DTPW)' <Maria.Molina@miamidade.gov>; spencer.crowley@akerman.com

Subject: RE: Collapsing South River Drive on Attached Agenda

Dear Director Santana,

Per emails below, thus far SFWMD accepted the 6/3 meeting invitation and MDC provided numerous detailed documents. Please reply confirmation City of Miami will participate in the 6/3 meeting. Attached is the 6/3 agenda and previous meeting minutes.

Thank you.

Sincerely,
Brett Bibeau
Managing Director,
Miami River Commission
Cell 305 987 4446

The previous minutes stated:

“The MRC Stormwater Subcommittee’s April 2025 public meeting minutes state:

“NW South River Drive from 27 Ave to 20 ST proceeds along a portion of the Miami River which has an unconsolidated shoreline, and several large and growing areas where the shoreline is collapsing into the River. When one of several large sink holes previously grew past the street’s steel safety barrier, the City of Miami placed temporary plastic barricades around the hole to keep pedestrians and cars from falling into the Miami River. As the shoreline sink hole(s) grew larger over time, the ground under one of the plastic barriers fell into the River, along with the temporary barricade. Now the large sink hole (one of several) is slightly into the actual street’s paved asphalt,

and erosion has hollowed out under a portion of the street, where there is no longer solid ground beneath a portion of the street's asphalt. School buses etc. drive on this street (which has no sidewalks, no drainage, no curb and gutter, etc.) On March 6, 2023 the MRC adopted a unanimous resolution stating in part, "encouraging the City of Miami to apply for a TAP (FDOT – TPO) grant or seek a State / Federal cost share / earmark to repair the additional 2 adjacent shoreline collapses, while constructing a public Riverwalk and new stretch of the riverfront portion of South River Drive from NW 20 ST to NW 27 Ave, featuring landscaping, decorative lighting, etc.

The eastern most section of the subject collapsed shoreline is around a broken stormwater outfall (owned by FDOT) which drains 27 Ave. During the MRC's March 6, 2023 public meeting FDOT representatives presented construction engineering documents to repair this collapsed area, while planning to reconstruct a small portion of NW South River Drive (still with no sidewalks, no drainage, no curb and gutter, etc.) The distributed MRC Urban Infill and Greenways subcommittee's September 23, 2024 public meeting minutes with this item on the agenda state, "The FDOT representatives stated the City of Miami indicated they maintain this portion of South River Drive, but do not own it, and the City granted a permit for the planned FDOT repair. The City of Miami clarified that the permit issued for the FDOT collapsed shoreline restoration project was issued for work and Maintenance of Traffic within the City right-of-way (25 feet from Southerly R/W line of the Miami Canal to the south).

Attendees reviewed and discussed several maps and plats previously emailed from the City of Miami, Miami-Dade County, and or SFWMD. For the eastern half of the subject riverfront portion of NW South River Drive (east of the stone bridge over tributary), the City of Miami and Miami-Dade County Representatives stated they believe South River Drive and the shoreline are part of the Miami River ROW, and therefore owned by SFWMD. Armando Vilaboy, SFWMD, provided numerous titles etc. supporting SFWMD's belief that they only own the water in the subject area, and no land. Mr. Vilaboy indicated if SFWMD is wrong, and the City and County are correct in that SFWMD indeed owns the shoreline and this portion of South River Drive, SFWMD does not own or reconstruct streets therefore would be unable to assist with the needed project, but SFWMD would be willing to provide ownership of the subject area to the City free of charge. Ms. Molina, Miami-Dade County, stated since the City has been maintaining the subject portion of South River Drive, therefore the City could claim ownership from SFWMD. The City clarified that the City only has maintenance responsibilities within its right of way. Ms. Molina agreed to research the amount of impact fees the County recently collected from the immediate areas 3 large developments which are currently under construction, and if those impact fees may be used for the subject project. City of Miami Public Works Director Santana indicated he will be discussing these issues in the future with the City Manager.

City of Miami Public Works Director Santana stated the City of Miami owns the western half of the subject riverfront portion of South River Drive (west of the stone bridge over the tributary) in addition to 4 City of Miami owned riverfront folios which are managed by the City of Miami Parks Department. Director Santana suggested the MRC contact City of Miami Assistant City Manager Barbara Hernandez, whom oversees the Parks Department, as they are leading the City's efforts to repair the 2 large and growing collapsed portions of the shoreline in these City owned riverfront folios, and Public Works will coordinate with the Parks Department to include reconstructing this City owned portion of South River Drive in the subject future City of Miami project.

In addition to the TAP (FDOT / TPO) grant opportunity, attendees noted the subject project ("repair the additional 2 adjacent shoreline collapses, while constructing a public Riverwalk and new stretch of the riverfront portion of South River Drive from NW 20 ST to NW 27 Ave, featuring landscaping, decorative lighting, etc.") is a good fit for a large Federal grant."

Attendees reviewed and discussed an updated color-coded aerial exhibit prepared by the MRC, showing the subject area and noting ownership of the 4 connecting areas with the entire street owned by the City of Miami whom recently permitted improvements currently under construction by the adjacent development. Attendees noted since the City of Miami owns a 25' wide easement between the private properties and the street, therefore there is sufficient space to shift the street towards the upland, which increases the space for the public Riverwalk. Attendees noted there is a new residential development under construction in the subject area, with another planned development in planning, therefore the number of pedestrians and vehicles will be increasing. Jim Murley noted the following next four steps to bring this MRC recommendation to fruition:

- 1) Resolve Ownership
- 2) Design
- 3) Funding including City Applying for grants
- 4) Construction

The MRC continues to recommend enforcing the shoreline ordinance by making expedited emergency repairs to the collapsed shoreline and encouraging the City of Miami to apply for a TAP (FDOT – TPO) grant, Federal Grant, or seek a State / Federal cost share / earmark to construct a public Riverwalk featuring a new seawall, and a new stretch of the riverfront portion of South River Drive from NW 20 ST to NW 27 Ave, featuring landscaping, decorative lighting, drainage, curb and gutter, etc.

The MRC SSC's 10/1/25 public meeting minutes state in part, "Omar Suarez and Scott Riggs, Miami-Dade County, stated they found 2 plats, the most Northern part the River is 150 feet while in the more southern area the plat shows the River is 200 feet wide, therefore they believe the subject area is the SFWMD's." Armando Vilaboy stated the SFWMD still disagrees with this conclusion, but will pay for a survey to further investigate. Jim Murley noted considering the adjacent development is finishing construction the traffic on this dangerous street will significantly increase, therefore these needed repairs are time sensitive in order to provide public safety. Attendees thanked FDOT which completed construction of their 1 outfall and portion of collapsing shoreline close to 27 Ave.

IV. Discussion Regarding Collapsing Shoreline Along Both Wagner Creek's Shores, South of NW 20 ST

The following email was discussed:

From: Borrego, Jose <JBorrego@miamigov.com>
Sent: Friday, August 28, 2026 9:16 AM
To: brettbibeau <brettbibeau@miamirivercommission.org>

Cc: Gomez, Humberto <HuGomez@miamigov.com>; Dubuisson, Fabiola <fdubuisson@miamigov.com>; Marquez, Giraldo <GMarquez@miamigov.com>; Alvarado, Pedro <palvarado@miamigov.com>; Santana Jr., Juvenal <jsantana@miamigov.com>; Gabela, Miguel Angel (Commissioner) <MAGabela@miamigov.com>; Castaneda, Francisco <FCastaneda@miamigov.com>; 'Murley, James [GMAIL]' <jamesfenimoremurley@gmail.com>; spencer.crowley@akerman.com; Cabrisas, Kathryn <KCabrisas@miamigov.com>; Badia, Hector <hbadia@miamigov.com>; Alfaro, Charles <CAlfaro@miamigov.com>; tlugo@rovdev.com; Zamora, Carolina <CZamora@miamigov.com>

Subject: 40-B243800 Wagner Creek Embankment Stabilization = Aug 2026 Project Status

Good morning, Brett. I hope you are doing well.

Please find below the latest update on the referenced project:

- As of today, HDR Engineering (Designer) has completed the 60% Design Plans approximately two weeks ahead of the project schedule, and CHA Consulting has completed its plan review process.
- In addition, coordination meetings with the permitting agencies have been successful conducted.
- The 60% Design Plans submittal/comments are currently under our review for comments and acceptance.
- We anticipate the 90% Design Plans in the upcoming weeks.

Please let me know if you need any additional information.

Also, please confirm if you require my attendance to the upcoming quarterly public meeting.

Thank you."

The MRC SSC 3/4/26 minutes stated in part:

"MRC Vice Charman Murley and Director Bibeau noted Wagner Creek was recently dredged for \$20 million, therefore respectfully recommended removing that portion of the project. The project was never intended to include dredging, rather is simply a needed shoreline stabilization (either sea wall or rip-rap), with a landscaped and lighted bike / ped path on the west shore only to improve the City owned public waterfront greenspace at the 2 street dead ends. The County's recently completed sections of shoreline stabilization using rip rap on Wagner Creek south of NW 14 ST was cited as an example. Removing the dredging in an area which has no vessels and sufficient flood conveyance capacity will significantly reduce the unfunded \$16,000,000 estimated cost."

V) Discussion Regarding Collapsing Shoreline at NW 25 Ave and the Miami River's North Shore

The following emails were discussed:

From: Zamora, Carolina <CZamora@miamigov.com>
Sent: Wednesday, August 26, 2026 9:51 AM
To: brettbibeau <brettbibeau@miamirivercommission.org>
Cc: Gomez, Humberto <HuGomez@miamigov.com>; Dubuisson, Fabiola <fdubuisson@miamigov.com>; Marquez, Giraldo <GMarquez@miamigov.com>; Alvarado, Pedro <palvarado@miamigov.com>; Santana Jr., Juvenal <jsantana@miamigov.com>; Gabela, Miguel Angel (Commissioner) <MAGabela@miamigov.com>; Castaneda, Francisco <FCastaneda@miamigov.com>; 'Murley, James [GMAIL]' <jamesfenimoremurley@gmail.com>; spencer.crowley@akerman.com; Cabrisas, Kathryn <KCabrisas@miamigov.com>; Badia, Hector <hbadia@miamigov.com>; Alfaro, Charles <CAlfaro@miamigov.com>; tlugo@rovrdev.com
Subject: RE: 40-B253603 Shoreline at NW 25 Ave and the Miami River's North Shore (Guardrail damage and Major Erosion around the drainage structure)

Good morning, Brett,

I hope you are doing well.

Please see below for the project update. Unfortunately, I will not be able to attend the meeting in person. If my presence is required, please provide me with a link, and I will be happy to join via Teams or Zoom.

As of today, we are waiting for approval of the R/W permit at Location 2 (NW 25th Ave. & NW 18th St.). This location requires an archaeologist to be present on site during the soil boring (geotechnical) test in order to complete the 60% plans.

The emergency repair in front of the Mini Rapid Park has already been completed.

If you need any additional information, please let me know.

Best regards, Carolina Zamora.

From: brettbibeau@miamirivercommission.org
<brettbibeau@miamirivercommission.org>
Sent: Friday, August 21, 2026 5:37 PM
To: Zamora, Carolina <CZamora@miamigov.com>
Cc: Gomez, Humberto <HuGomez@miamigov.com>; Dubuisson, Fabiola <fdubuisson@miamigov.com>; Marquez, Giraldo <GMarquez@miamigov.com>; Alvarado, Pedro <palvarado@miamigov.com>; Santana Jr., Juvenal <jsantana@miamigov.com>; Gabela, Miguel Angel (Commissioner)

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<MAGabela@miamigov.com>; Castaneda, Francisco
<FCastaneda@miamigov.com>; 'Murley, James [GMAIL]'
<jamesfenimoremurley@gmail.com>; spencer.crowley@akerman.com; Cabrisas,
Kathryn <KCabrisas@miamigov.com>; Badia, Hector <hbadia@miamigov.com>;
Alfaro, Charles <CAlfaro@miamigov.com>; tlugo@rovrdev.com
Subject: RE: 40-B253603 Shoreline at NW 25 Ave and the Miami River's North
Shore (Guardrail damage and Major Erosion around the drainage structure)

Happy Friday Ms Zamora,

Per previous emails below, please see attached 9/2 agenda / cordial meeting
invitation, and 6/3 meeting minutes which featuring this item as well. Please reply
your RSVP.

I hope you have a nice weekend.

Sincerely,

Brett Bibeau

From: brettbibeau@miamirivercommission.org
<brettbibeau@miamirivercommission.org>
Sent: Tuesday, May 26, 2026 8:43 PM
To: 'Zamora, Carolina' <CZamora@miamigov.com>
Cc: 'Gomez, Humberto' <HuGomez@miamigov.com>; 'Dubuisson, Fabiola'
<fdubuisson@miamigov.com>; 'Marquez, Giraldo' <GMarquez@miamigov.com>;
'Alvarado, Pedro' <palvarado@miamigov.com>; 'Santana Jr., Juvenal'
<jsantana@miamigov.com>; 'Gabela, Miguel Angel (Commissioner)'
<MAGabela@miamigov.com>; 'Castaneda, Francisco'
<FCastaneda@miamigov.com>; 'Murley, James [GMAIL]'
<jamesfenimoremurley@gmail.com>; 'spencer.crowley@akerman.com'
<spencer.crowley@akerman.com>; 'Cabrisas, Kathryn'
<KCabrisas@miamigov.com>; 'Badia, Hector' <hbadia@miamigov.com>; 'Alfaro,
Charles' <CAlfaro@miamigov.com>; 'tlugo@rovrdev.com' <tlugo@rovrdev.com>;
'Brett Bibeau' <BrettBibeau@MiamiRiverCommission.org>
Subject: RE: 40-B253603 Shoreline at NW 25 Ave and the Miami River's North
Shore (Guardrail damage and Major Erosion around the drainage structure)

Dear Ms Zamora,

Per February emails below, please see your attached cordial invitation to the MRC
Stormwater Subcommittee's June 3 public meeting featuring agenda item "V.
Discussion Regarding Collapsing Shoreline at NW 25 Ave and the Miami River's
North Shore" (or please reply an update)

In addition, please see this item on pages 7-8 of attached 3/4/26 minutes.

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Thanks for your time and support for improving the Miami River.

Sincerely,

Brett Bibeau

Managing Director,

Miami River Commission

Cell 305 987 4446

From: Zamora, Carolina <CZamora@miamigov.com>
Sent: Wednesday, February 25, 2026 1:59 PM
To: brettbibeau <brettbibeau@miamirivercommission.org>
Cc: Gomez, Humberto <HuGomez@miamigov.com>; Dubuisson, Fabiola <fdubuisson@miamigov.com>; Marquez, Giraldo <GMarquez@miamigov.com>; Alvarado, Pedro <palvarado@miamigov.com>; Santana Jr., Juvenal <jsantana@miamigov.com>; Gabela, Miguel Angel (Commissioner) <MAGabela@miamigov.com>; Castaneda, Francisco <FCastaneda@miamigov.com>; 'Murley, James [GMAIL]' <jamesfenimoremurley@gmail.com>; spencer.crowley@akerman.com; Cabrisas, Kathryn <KCabrisas@miamigov.com>; Badia, Hector <hbadia@miamigov.com>; Alfaro, Charles <CAlfaro@miamigov.com>; tlugo@rovrdev.com
Subject: RE: 40-B253603 Shoreline at NW 25 Ave and the Miami River's North Shore (Guardrail damage and Major Erosion around the drainage structure)

Good afternoon Mr. Bibeau,

Please see the project update below as of **February 13, 2026**, for Project 40-B253603 – Shoreline Improvements at NW 25 Avenue and the Miami River's North Shore.

Project Update:

- The arborist tree survey is complete.
- The consultant is currently in the process of collecting survey data.
- o The consultant anticipates having the survey available for review by the **end of February**.
- GHD/ADA has initiated the following:
 - o Utility coordination and data collection.

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- Data collection from MDC WASD is still ongoing.
- The consultant is organizing and developing the plan set and is working on collecting all necessary information to initiate the 60% Design Phase.

If you have any additional questions or require further information, please do not hesitate to contact me.

Respectfully,

Carolina Zamora

From: brettbibeau@miamirivercommission.org
<brettbibeau@miamirivercommission.org>
Sent: Wednesday, February 25, 2026 11:27 AM
To: Zamora, Carolina <CZamora@miamigov.com>
Cc: Gomez, Humberto <HuGomez@miamigov.com>; Dubuisson, Fabiola <fdubuisson@miamigov.com>; Marquez, Giraldo <GMarquez@miamigov.com>; Alvarado, Pedro <palvarado@miamigov.com>; Santana Jr., Juvenal <jsantana@miamigov.com>; Gabela, Miguel Angel (Commissioner) <MAGabela@miamigov.com>; Castaneda, Francisco <FCastaneda@miamigov.com>; 'Murley, James [GMAIL]' <jamesfenimoremurley@gmail.com>; spencer.crowley@akerman.com; Cabrisas, Kathryn <KCabrisas@miamigov.com>; Badia, Hector <hbadia@miamigov.com>; Alfaro, Charles <CAlfaro@miamigov.com>; tlugo@rovrdev.com
Subject: RE: 40-B253603 Shoreline at NW 25 Ave and the Miami River's North Shore (Guardrail damage and Major Erosion around the drainage structure)

Good Morning,

Per emails below, please see attached cordial invitation to 3/4 meeting with this item on the agenda again, and our attached 1/21 meeting minutes.

Thank you

Sincerely,

Brett

From: Zamora, Carolina <CZamora@miamigov.com>
Sent: Friday, January 23, 2026 3:31 PM
To: brettbibeau <brettbibeau@miamirivercommission.org>
Cc: Gomez, Humberto <HuGomez@miamigov.com>; Dubuisson, Fabiola <fdubuisson@miamigov.com>; Marquez, Giraldo <GMarquez@miamigov.com>;

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Alvarado, Pedro <palvarado@miamigov.com>; Santana Jr., Juvenal
<jsantana@miamigov.com>; Gabela, Miguel Angel (Commissioner)
<MAGabela@miamigov.com>; Castaneda, Francisco
<FCastaneda@miamigov.com>; 'Murley, James [GMAIL]'
<jamesfenimoremurley@gmail.com>; spencer.crowley@akerman.com; Cabrisas,
Kathryn <KCabrisas@miamigov.com>; Badia, Hector <hbadia@miamigov.com>;
Alfaro, Charles <CAlfaro@miamigov.com>; tlugo@rovrdev.com
Subject: RE: 40-B253603 Shoreline at NW 25 Ave and the Miami River's North
Shore (Guardrail damage and Major Erosion around the drainage structure)

Team,

Good afternoon, could you please provide your availability for next week to schedule
the kick-off meeting accordingly.

Thanks, Carolina Zamora

From: brettbibeau@miamirivercommission.org
<brettbibeau@miamirivercommission.org>
Sent: Thursday, January 22, 2026 11:39 AM
To: Zamora, Carolina <CZamora@miamigov.com>
Cc: Gomez, Humberto <HuGomez@miamigov.com>; Dubuisson, Fabiola
<fdubuisson@miamigov.com>; Marquez, Giraldo <GMarquez@miamigov.com>;
Alvarado, Pedro <palvarado@miamigov.com>; Santana Jr., Juvenal
<jsantana@miamigov.com>; Gabela, Miguel Angel (Commissioner)
<MAGabela@miamigov.com>; Castaneda, Francisco
<FCastaneda@miamigov.com>; 'Murley, James [GMAIL]'
<jamesfenimoremurley@gmail.com>; spencer.crowley@akerman.com; Cabrisas,
Kathryn <KCabrisas@miamigov.com>; Badia, Hector <hbadia@miamigov.com>;
Alfaro, Charles <CAlfaro@miamigov.com>; tlugo@rovrdev.com
Subject: RE: 40-B253603 Shoreline at NW 25 Ave and the Miami River's North
Shore (Guardrail damage and Major Erosion around the drainage structure)

Dear City of Miami,

Per emails below, we appreciate the City's continued progress to address this
concerning time sensitive public safety issue and environmental which is getting
worse on a daily basis. After the plans are completed they start a very long
permitting process, therefore at the current pace this project will not commence
construction for estimated 2 years, which we unfortunately the conditions don't have
the time to wait that long. Therefore, yesterday the MRC subcommittee
recommended the City expedite this as the emergency repair it is and commence
construction ASAP PLS THX.

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I hope you have a nice day

Sincerely,

Brett

From: Zamora, Carolina <CZamora@miamigov.com>
Sent: Tuesday, January 13, 2026 11:26 AM
To: brettbibeau <brettbibeau@miamirivercommission.org>
Cc: Gomez, Humberto <HuGomez@miamigov.com>; Dubuisson, Fabiola <fdubuisson@miamigov.com>; Marquez, Giraldo <GMarquez@miamigov.com>; Alvarado, Pedro <palvarado@miamigov.com>; Santana Jr., Juvenal <jsantana@miamigov.com>
Subject: RE: 40-B253603 Shoreline at NW 25 Ave and the Miami River's North Shore (Guardrail damage and Major Erosion around the drainage structure)

Good morning, Mr. Bibeau,

The City has issued the Notice to Proceed (NTP) to begin the design of **Project 40-B253603, Shoreline Improvements at NW 25 Avenue and the Miami River's North Shore.**

The consultant is currently working on the survey, geotechnical investigation, and data collection in preparation for initiating the 60% design phase.

If you have any additional questions, please do not hesitate to contact me.

Thank you,

Carolina Zamora

From: brettbibeau@miamirivercommission.org
<brettbibeau@miamirivercommission.org>
Sent: Monday, January 12, 2026 7:21 PM
To: Zamora, Carolina <CZamora@miamigov.com>
Subject: FW: 40-B253603 Shoreline at NW 25 Ave and the Miami River's North Shore (Guardrail damage and Major Erosion around the drainage structure)

From: brettbibeau@miamirivercommission.org <brettbibeau@miamirivercommission.org>
Sent: Wednesday, January 7, 2026 5:31 PM
To: 'Zamora, Carolina' <CZamora@miamigov.com>
Cc: 'Alvarado, Pedro' <palvarado@miamigov.com>; 'Marquez, Giraldo' <GMarquez@miamigov.com>; 'Alfaro, Charles' <CAlfaro@miamigov.com>; 'Gomez, Humberto' <HuGomez@miamigov.com>; 'Dubuisson, Fabiola' <fdubuisson@miamigov.com>; 'Santana Jr., Juvenal' <jsantana@miamigov.com>; 'Zamora, Carolina' <CZamora@miamigov.com>; 'Castaneda, Francisco' <FCastaneda@miamigov.com>; 'Gabela,

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Miguel Angel (Commissioner)' <MAGabela@miamigov.com>; 'James (RER)' <James.Murley@miamidade.gov>; 'spencer.crowley@akerman.com' <spencer.crowley@akerman.com>; 'horacio@hsaguirre.com' <horacio@hsaguirre.com>; 'Brett Bibeau' <BrettBibeau@MiamiRiverCommission.org>

Subject: 40-B253603 Shoreline at NW 25 Ave and the Miami River's North Shore (Guardrail damage and Major Erosion around the drainage structure)

Happy New Year Ms Zamora,

Per emails below, please be so kind to reply the quarterly update for "40-B253603 Shoreline at NW 25 Ave and the Miami River's North Shore (Guardrail damage and Major Erosion around the drainage structure)"

In addition, please reply your RSVP to the MRC SSC's 1/21 quarterly public meeting with this item on the attached agenda, 10 AM, 1407 NW ST, Arts and Crafts Room facing the Miami River.

Please see attached minutes of our 10/1/25 public meeting with this item on the agenda.

Thanks for your continued time and assistance.

Sincerely,

Brett Bibeau

Managing Director,
Miami River Commission

From: Zamora, Carolina <CZamora@miamigov.com>
Sent: Thursday, June 26, 2025 8:18 AM
To: brettbibeau <brettbibeau@miamirivercommission.org>
Cc: Alvarado, Pedro <palvarado@miamigov.com>; Marquez, Giraldo <GMarquez@miamigov.com>; Alfaro, Charles <CAlfaro@miamigov.com>; Gomez, Humberto <HuGomez@miamigov.com>; Dubuisson, Fabiola <fdubuisson@miamigov.com>; Santana Jr., Juvenal <jsantana@miamigov.com>
Subject: 40-B253603 Shoreline at NW 25 Ave and the Miami River's North Shore (Guardrail damage and Major Erosion around the drainage structure)

Good morning, Brett,

I am the assigned Project Manager for Project 40-B253603, addressing the shoreline conditions at NW 25 Ave and the north shore of the Miami River. At this stage, we are in the process of onboarding a consultant to initiate the design phase.

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The current objective is to first implement a temporary repair to address the immediate safety hazard present at the site. This interim measure will mitigate risks to the public and stabilize the area while we proceed with the planning and design of a permanent repair solution for the affected shoreline segment.

Please let me know if you have any questions or require further details at this time.

Thanks, Carolina Zamora

From: Marquez, Giraldo <GMarquez@miamigov.com>
Sent: Thursday, June 26, 2025 7:19 AM
To: Alfaro, Charles <CAlfaro@miamigov.com>; Zamora, Carolina <CZamora@miamigov.com>; Gomez, Humberto <HuGomez@miamigov.com>; Dubuisson, Fabiola <fdubuisson@miamigov.com>
Cc: Alvarado, Pedro <palvarado@miamigov.com>
Subject: RE: NW 26th Ave & NW N River Dr (Guardrail damage and Major Erosion around the drainage structure)

Will do Charles. Thanks.

From: Alfaro, Charles <CAlfaro@miamigov.com>
Sent: Wednesday, June 25, 2025 11:40 AM
To: Zamora, Carolina <CZamora@miamigov.com>; Gomez, Humberto <HuGomez@miamigov.com>; Marquez, Giraldo <GMarquez@miamigov.com>; Dubuisson, Fabiola <fdubuisson@miamigov.com>
Cc: Alvarado, Pedro <palvarado@miamigov.com>
Subject: RE: NW 26th Ave & NW N River Dr (Guardrail damage and Major Erosion around the drainage structure)

Gerry: Please advise Mr Bibeau, as he's been requesting this information and District 1 Commissioner is copied.

Please, let me know if I can be of any further assistance,



Charles M. Alfaro, P.E.

Assistant Director

Department of Resilience and Public Works

444 SW 2nd Avenue, 8th Floor, Miami, FL 33130

Phone: 305-416-1047

Email: calfaro@miamigov.com

Website: <https://www.miamigov.com/Government/Departments-Organizations>

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From: Zamora, Carolina <CZamora@miamigov.com>
Sent: Wednesday, June 25, 2025 11:23 AM
To: Gomez, Humberto <HuGomez@miamigov.com>; Marquez, Giraldo <GMarquez@miamigov.com>; Dubuisson, Fabiola <fdubuisson@miamigov.com>
Cc: Alfaro, Charles <CAlfaro@miamigov.com>; Alvarado, Pedro <palvarado@miamigov.com>
Subject: RE: NW 26th Ave & NW N River Dr (Guardrail damage and Major Erosion around the drainage structure)

Good morning, Humberto,

We received the consultant's comments last week. I will review the revised feedback and provide a response no later than Friday, June 27, 2025. We are still in the **negotiation** phase.

If you need any additional information in the meantime, please let me know.

From: Gomez, Humberto <HuGomez@miamigov.com>
Sent: Wednesday, June 25, 2025 11:17 AM
To: Zamora, Carolina <CZamora@miamigov.com>; Marquez, Giraldo <GMarquez@miamigov.com>; Dubuisson, Fabiola <fdubuisson@miamigov.com>
Cc: Alfaro, Charles <CAlfaro@miamigov.com>
Subject: RE: NW 26th Ave & NW N River Dr (Guardrail damage and Major Erosion around the drainage structure)

Please provide update.

thanks

From: Alfaro, Charles <CAlfaro@miamigov.com>
Sent: Tuesday, June 24, 2025 4:28 PM
To: Marquez, Giraldo <GMarquez@miamigov.com>; Gomez, Humberto <HuGomez@miamigov.com>
Subject: FW: NW 26th Ave & NW N River Dr (Guardrail damage and Major Erosion around the drainage structure)

Can you provide an update?

Please, let me know if I can be of any further assistance,



Charles M. Alfaro, P.E.

Assistant Director

Department of Resilience and Public Works

444 SW 2nd Avenue, 8th Floor, Miami, FL 33130

Phone: 305-416-1047

Email: calfaro@miamigov.com

Website: <https://www.miamigov.com/Government/Departments-Organizations>

From: brettbibeau@miamirivercommission.org

[<brettbibeau@miamirivercommission.org>](mailto:brettbibeau@miamirivercommission.org)

Sent: Tuesday, June 24, 2025 4:13 PM

To: Alfaro, Charles [<CAlfaro@miamigov.com>](mailto:CAlfaro@miamigov.com); 'Maryam Miranda'

[<mmiranda@seasaltmiami.com>](mailto:mmiranda@seasaltmiami.com); Wilkins, Lee [<lwilkins@miamigov.com>](mailto:lwilkins@miamigov.com);

Marquez, Giraldo [<GMarquez@miamigov.com>](mailto:GMarquez@miamigov.com); Badia, Hector

[<hbadia@miamigov.com>](mailto:hbadia@miamigov.com); Placide, Seymour C. [<SPlacide@miamigov.com>](mailto:SPlacide@miamigov.com);

brettbibeau [<brettbibeau@miamirivercommission.org>](mailto:brettbibeau@miamirivercommission.org); Gabela, Miguel Angel

(Commissioner) [<MAGabela@miamigov.com>](mailto:MAGabela@miamigov.com); Castaneda, Francisco

[<FCastaneda@miamigov.com>](mailto:FCastaneda@miamigov.com); 'James (RER)' [<James.Murley@miamidade.gov>](mailto:James.Murley@miamidade.gov);

spencer.crowley@akerman.com

Subject: FW: NW 26th Ave & NW N River Dr (Guardrail damage and Major Erosion around the drainage structure)

From: brettbibeau@miamirivercommission.org

[<brettbibeau@miamirivercommission.org>](mailto:brettbibeau@miamirivercommission.org)

Sent: Tuesday, June 17, 2025 8:36 PM

To: 'Alfaro, Charles' [<CAlfaro@miamigov.com>](mailto:CAlfaro@miamigov.com); 'Mincey, Michael'

[<MMincey@miamigov.com>](mailto:MMincey@miamigov.com); 'Wilkins, Lee' [<lwilkins@miamigov.com>](mailto:lwilkins@miamigov.com); 'Marquez,

Giraldo' [<GMarquez@miamigov.com>](mailto:GMarquez@miamigov.com)

Cc: 'Placide, Seymour C.' [<SPlacide@miamigov.com>](mailto:SPlacide@miamigov.com); 'Brett Bibeau'

[<BrettBibeau@MiamiRiverCommission.org>](mailto:BrettBibeau@MiamiRiverCommission.org)

Subject: RE: NW 26th Ave & NW N River Dr (Guardrail damage and Major Erosion around the drainage structure)

Dear Mr Alfaro and Mr Marquez,

Per your 4/16 email below, please see the attached cordial invitation to a MRC Subcommittee public meeting on 7/2, featuring agenda item "IV. Discussion Regarding Collapsing Shoreline at NW 25 Ave and the Miami River's North Shore. In addition, please see attached 4/16 public meeting minutes featuring this item on page 5.

Please be so kind to reply an update on this project.

Thanks for your time and assistance.

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Sincerely,

Brett Bibeau

Managing Director,

Miami River Commission

305 987 4446

From: Alfaro, Charles <CAlfaro@miamigov.com>

Sent: Wednesday, April 16, 2025 9:23 AM

To: brettbibeau <brettbibeau@miamirivercommission.org>; Mincey, Michael <MMincey@miamigov.com>; Wilkins, Lee <lwilkins@miamigov.com>; Marquez, Giraldo <GMarquez@miamigov.com>

Cc: Placide, Seymour C. <SPlacide@miamigov.com>; brettbibeau <brettbibeau@miamirivercommission.org>

Subject: RE: NW 26th Ave & NW N River Dr (Guardrail damage and Major Erosion around the drainage structure)

Good morning. We have a project 40-B253603 and a project manager and design consultant have been assigned. I am looping [@Marquez, Giraldo](#) for him to provide more details and any schedule they might have.

Please, let me know if I can be of any further assistance,



Charles M. Alfaro, P.E.

Assistant Director

Department of Resilience and Public Works

444 SW 2nd Avenue, 8th Floor, Miami, FL 33130

Phone: 305-416-1047

Email: calfaro@miamigov.com

Website: <https://www.miamigov.com/Government/Departments-Organizations>

From: brettbibeau@miamirivercommission.org
<brettbibeau@miamirivercommission.org>

Sent: Tuesday, April 15, 2025 9:12 PM

To: Mincey, Michael <MMincey@miamigov.com>; Wilkins, Lee <lwilkins@miamigov.com>; Alfaro, Charles <CAlfaro@miamigov.com>

Cc: Placide, Seymour C. <SPlacide@miamigov.com>; brettbibeau <brettbibeau@miamirivercommission.org>

Subject: RE: NW 26th Ave & NW N River Dr (Guardrail damage and Major Erosion around the drainage structure)

Following up on January email below. Please be so kind to reply status

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Thank you

Sincerely,

Brett

From: Mincey, Michael <MMincey@miamigov.com>
Sent: Thursday, January 9, 2025 9:25 AM
To: Wilkins, Lee <lwilkins@miamigov.com>; Alfaro, Charles <CAlfaro@miamigov.com>
Cc: Placide, Seymour C. <SPlacide@miamigov.com>; brettbibeau <brettbibeau@miamirivercommission.org>
Subject: NW 26th Ave & NW N River Dr (Guardrail damage and Major Erosion around the drainage structure)
Importance: High

Good morning Lee and Charles.

The attached pictures were provide to me by Brett Bibeau this morning. He voiced his concerns for the damaged guardrail and the eroding sea wall at this location. As shown in the pictures the ground is giving away around the concrete structure. Not sure if the structure is storm water related or sanitary sewer related. Brett is also included in this email.

Can we have someone inspect the area to address the erosion/sea wall issue?

Can we have a quote done for the guardrail replacement?

Have a good day.”

VI) Discussion Regarding Miami River Walk the WBID to Search and Locate Sources of Contamination

The following emails were discussed:

From: brettbibeau@miamirivercommission.org
<brettbibeau@miamirivercommission.org>
Sent: Monday, August 31, 2026 2:38 PM
To: 'Muthiah, Mallika (DERM)' <Mallika.Muthiah@miamidade.gov>; 'Sweeney, Pamela (DERM)' <Pamela.Sweeney@miamidade.gov>; 'Parra, Loren (DERM)' <Loren.Parra@miamidade.gov>; 'James Murley' <jamesfenimoremurley@gmail.com>
Subject: FW: Miami River Walk-the-WBID Event

Dear Ms Muthiah,

Per my 8/21 email below, "Please be so kind to reply the subject Miami River Walk the WBID document."

Are you able to accept the cordial invitation to Wednesday's meeting?

Thank you

Sincerely,
Brett

From: brettbibeau@miamirivercommission.org
<brettbibeau@miamirivercommission.org>

Sent: Friday, August 21, 2026 5:37 PM

To: 'Muthiah, Mallika (DERM)' <Mallika.Muthiah@miamidade.gov>; 'Sweeney, Pamela (DERM)' <Pamela.Sweeney@miamidade.gov>; 'Parra, Loren (DERM)' <Loren.Parra@miamidade.gov>; 'James Murley' <jamesfenimoremurley@gmail.com>

Subject: RE: Miami River Walk-the-WBID Event

Happy Friday Ms Muthiah,

Per emails below, please see attached cordial invitation / agenda for the MRC Stormwater Subcommittee's 9/2 public meeting, featuring agenda item "VI) Discussion Regarding Miami River Walk the WBID to Search and Locate Sources of Contamination". In addition, attached are the June 3 minutes. Please be so kind to reply the subject Miami River Walk the WBID document.

Thanks for your time and effort to locate sources of contamination in the Miami River.

Sincerely,
Brett Bibeau
Managing Director,
Miami River Commission
Cell 305 987 4446

From: Muthiah, Mallika (DERM) <Mallika.Muthiah@miamidade.gov>
Sent: Thursday, May 28, 2026 8:23 AM
To: brettbibeau@miamirivercommission.org
Cc: Sweeney, Pamela (DERM) <Pamela.Sweeney@miamidade.gov>
Subject: Miami River Walk-the-WBID Event

Good morning Mr. Bibeau,

I will be out of the office on June 3, 2026, and therefore, will not be able to attend the MRC Subcommittee meeting.

With regards to the Miami River Walk-the-WBID event, the consultant is putting together the draft report. There is no additional information to share at this time.

Best regards.

Mallika

Mallika Muthiah, P.E.
Senior Professional Engineer
Miami-Dade County
Water Resources Coordination Division
Department of Environmental Resources Management (DERM)
701 NW 1st Court, Miami, FL 3313

From: brettbibeau@miamirivercommission.org
<brettbibeau@miamirivercommission.org>

Sent: Tuesday, May 26, 2026 6:05 PM

To: 'Muthiah, Mallika (DERM)' <Mallika.Muthiah@miamidade.gov>; 'Sweeney, Pamela (DERM)' <Pamela.Sweeney@miamidade.gov>; 'Brett Bibeau' <BrettBibeau@MiamiRiverCommission.org>; 'Parra, Loren (DERM)' <Loren.Parra@miamidade.gov>; 'James Murley' <jamesfenimoremurley@gmail.com>

Subject: FW: Miami River Walk-the-WBID Event

Good Evening Ms Muthiah,

Per March emails below, please see attached cordial invitation / agenda for the MRC Stormwater Subcommittee's 6/3 public meeting, featuring agenda item "IV) Discussion Regarding Miami River Walk the WBID to Search and Locate Sources of Contamination". In addition, attached are the March 4 minutes. Please be so kind to reply the subject Miami River Walk the WBID document.

Thanks for your time and effort to locate sources of contamination in the Miami River.

Sincerely,
Brett Bibeau
Managing Director,
Miami River Commission
Cell 305 987 4446

VII. New Business

The public meeting adjourned.

I hope you have a nice day

Sincerely,

Brett

From: Zamora, Carolina <CZamora@miamigov.com>
Sent: Tuesday, January 13, 2026 11:26 AM
To: brettbibeau <brettbibeau@miamirivercommission.org>
Cc: Gomez, Humberto <HuGomez@miamigov.com>; Dubuisson, Fabiola <fdubuisson@miamigov.com>; Marquez, Giraldo <GMarquez@miamigov.com>; Alvarado, Pedro <palvarado@miamigov.com>; Santana Jr., Juvenal <jsantana@miamigov.com>
Subject: RE: 40-B253603 Shoreline at NW 25 Ave and the Miami River's North Shore (Guardrail damage and Major Erosion around the drainage structure)

Good morning, Mr. Bibeau,

The City has issued the Notice to Proceed (NTP) to begin the design of **Project 40-B253603, Shoreline Improvements at NW 25 Avenue and the Miami River's North Shore.**

The consultant is currently working on the survey, geotechnical investigation, and data collection in preparation for initiating the 60% design phase.

If you have any additional questions, please do not hesitate to contact me.

Thank you,

Carolina Zamora

From: brettbibeau@miamirivercommission.org
<brettbibeau@miamirivercommission.org>
Sent: Monday, January 12, 2026 7:21 PM
To: Zamora, Carolina <CZamora@miamigov.com>
Subject: FW: 40-B253603 Shoreline at NW 25 Ave and the Miami River's North Shore (Guardrail damage and Major Erosion around the drainage structure)

From: brettbibeau@miamirivercommission.org <brettbibeau@miamirivercommission.org>
Sent: Wednesday, January 7, 2026 5:31 PM
To: 'Zamora, Carolina' <CZamora@miamigov.com>
Cc: 'Alvarado, Pedro' <palvarado@miamigov.com>; 'Marquez, Giraldo' <GMarquez@miamigov.com>; 'Alfaro, Charles' <CAlfaro@miamigov.com>; 'Gomez, Humberto' <HuGomez@miamigov.com>; 'Dubuisson, Fabiola' <fdubuisson@miamigov.com>; 'Santana Jr., Juvenal' <jsantana@miamigov.com>; 'Zamora, Carolina' <CZamora@miamigov.com>; 'Castaneda, Francisco' <FCastaneda@miamigov.com>; 'Gabela,

Miguel Angel (Commissioner)' <MAGabela@miamigov.com>; 'James (RER)' <James.Murley@miamidade.gov>; 'spencer.crowley@akerman.com' <spencer.crowley@akerman.com>; 'horacio@hsaguirre.com' <horacio@hsaguirre.com>; 'Brett Bibeau' <BrettBibeau@MiamiRiverCommission.org>

Subject: 40-B253603 Shoreline at NW 25 Ave and the Miami River's North Shore (Guardrail damage and Major Erosion around the drainage structure)

Happy New Year Ms Zamora,

Per emails below, please be so kind to reply the quarterly update for "40-B253603 Shoreline at NW 25 Ave and the Miami River's North Shore (Guardrail damage and Major Erosion around the drainage structure)"

In addition, please reply your RSVP to the MRC SSC's 1/21 quarterly public meeting with this item on the attached agenda, 10 AM, 1407 NW ST, Arts and Crafts Room facing the Miami River.

Please see attached minutes of our 10/1/25 public meeting with this item on the agenda.

Thanks for your continued time and assistance.

Sincerely,

Brett Bibeau

Managing Director,
Miami River Commission

From: Zamora, Carolina <CZamora@miamigov.com>
Sent: Thursday, June 26, 2025 8:18 AM
To: brettbibeau <brettbibeau@miamirivercommission.org>
Cc: Alvarado, Pedro <palvarado@miamigov.com>; Marquez, Giraldo <GMarquez@miamigov.com>; Alfaro, Charles <CAlfaro@miamigov.com>; Gomez, Humberto <HuGomez@miamigov.com>; Dubuisson, Fabiola <fdubuisson@miamigov.com>; Santana Jr., Juvenal <jsantana@miamigov.com>
Subject: 40-B253603 Shoreline at NW 25 Ave and the Miami River's North Shore (Guardrail damage and Major Erosion around the drainage structure)

Good morning, Brett,

I am the assigned Project Manager for Project 40-B253603, addressing the shoreline conditions at NW 25 Ave and the north shore of the Miami River. At this stage, we are in the process of onboarding a consultant to initiate the design phase.

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The current objective is to first implement a temporary repair to address the immediate safety hazard present at the site. This interim measure will mitigate risks to the public and stabilize the area while we proceed with the planning and design of a permanent repair solution for the affected shoreline segment.

Please let me know if you have any questions or require further details at this time.

Thanks, Carolina Zamora

From: Marquez, Giraldo <GMarquez@miamigov.com>
Sent: Thursday, June 26, 2025 7:19 AM
To: Alfaro, Charles <CAlfaro@miamigov.com>; Zamora, Carolina <CZamora@miamigov.com>; Gomez, Humberto <HuGomez@miamigov.com>; Dubuisson, Fabiola <fdubuisson@miamigov.com>
Cc: Alvarado, Pedro <palvarado@miamigov.com>
Subject: RE: NW 26th Ave & NW N River Dr (Guardrail damage and Major Erosion around the drainage structure)

Will do Charles. Thanks.

From: Alfaro, Charles <CAlfaro@miamigov.com>
Sent: Wednesday, June 25, 2025 11:40 AM
To: Zamora, Carolina <CZamora@miamigov.com>; Gomez, Humberto <HuGomez@miamigov.com>; Marquez, Giraldo <GMarquez@miamigov.com>; Dubuisson, Fabiola <fdubuisson@miamigov.com>
Cc: Alvarado, Pedro <palvarado@miamigov.com>
Subject: RE: NW 26th Ave & NW N River Dr (Guardrail damage and Major Erosion around the drainage structure)

Gerry: Please advise Mr Bibeau, as he's been requesting this information and District 1 Commissioner is copied.

Please, let me know if I can be of any further assistance,



Charles M. Alfaro, P.E.

Assistant Director

Department of Resilience and Public Works

444 SW 2nd Avenue, 8th Floor, Miami, FL 33130

Phone: 305-416-1047

Email: calfaro@miamigov.com

Website: <https://www.miamigov.com/Government/Departments-Organizations>

PUBLIC DOCUMENT

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From: Zamora, Carolina <CZamora@miamigov.com>
Sent: Wednesday, June 25, 2025 11:23 AM
To: Gomez, Humberto <HuGomez@miamigov.com>; Marquez, Giraldo <GMarquez@miamigov.com>; Dubuisson, Fabiola <fdubuisson@miamigov.com>
Cc: Alfaro, Charles <CAlfaro@miamigov.com>; Alvarado, Pedro <palvarado@miamigov.com>
Subject: RE: NW 26th Ave & NW N River Dr (Guardrail damage and Major Erosion around the drainage structure)

Good morning, Humberto,

We received the consultant's comments last week. I will review the revised feedback and provide a response no later than Friday, June 27, 2025. We are still in the **negotiation** phase.

If you need any additional information in the meantime, please let me know.

From: Gomez, Humberto <HuGomez@miamigov.com>
Sent: Wednesday, June 25, 2025 11:17 AM
To: Zamora, Carolina <CZamora@miamigov.com>; Marquez, Giraldo <GMarquez@miamigov.com>; Dubuisson, Fabiola <fdubuisson@miamigov.com>
Cc: Alfaro, Charles <CAlfaro@miamigov.com>
Subject: RE: NW 26th Ave & NW N River Dr (Guardrail damage and Major Erosion around the drainage structure)

Please provide update.

thanks

From: Alfaro, Charles <CAlfaro@miamigov.com>
Sent: Tuesday, June 24, 2025 4:28 PM
To: Marquez, Giraldo <GMarquez@miamigov.com>; Gomez, Humberto <HuGomez@miamigov.com>
Subject: FW: NW 26th Ave & NW N River Dr (Guardrail damage and Major Erosion around the drainage structure)

Can you provide an update?

Please, let me know if I can be of any further assistance,

- 17 -



Charles M. Alfaro, P.E.

Assistant Director

Department of Resilience and Public Works

444 SW 2nd Avenue, 8th Floor, Miami, FL 33130

Phone: 305-416-1047

Email: calfaro@miamigov.com

Website: <https://www.miamigov.com/Government/Departments-Organizations>

From: brettbibeau@miamirivercommission.org

[<brettbibeau@miamirivercommission.org>](mailto:brettbibeau@miamirivercommission.org)

Sent: Tuesday, June 24, 2025 4:13 PM

To: Alfaro, Charles [<CAlfaro@miamigov.com>](mailto:CAlfaro@miamigov.com); 'Maryam Miranda'

[<mmiranda@seasaltmiami.com>](mailto:mmiranda@seasaltmiami.com); Wilkins, Lee [<lwilkins@miamigov.com>](mailto:lwilkins@miamigov.com);

Marquez, Giraldo [<GMarquez@miamigov.com>](mailto:GMarquez@miamigov.com); Badia, Hector

[<hbadia@miamigov.com>](mailto:hbadia@miamigov.com); Placide, Seymour C. [<SPlacide@miamigov.com>](mailto:SPlacide@miamigov.com);

brettbibeau [<brettbibeau@miamirivercommission.org>](mailto:brettbibeau@miamirivercommission.org); Gabela, Miguel Angel

(Commissioner) [<MAGabela@miamigov.com>](mailto:MAGabela@miamigov.com); Castaneda, Francisco

[<FCastaneda@miamigov.com>](mailto:FCastaneda@miamigov.com); 'James (RER)' [<James.Murley@miamidade.gov>](mailto:James.Murley@miamidade.gov);

spencer.crowley@akerman.com

Subject: FW: NW 26th Ave & NW N River Dr (Guardrail damage and Major Erosion around the drainage structure)

From: brettbibeau@miamirivercommission.org

[<brettbibeau@miamirivercommission.org>](mailto:brettbibeau@miamirivercommission.org)

Sent: Tuesday, June 17, 2025 8:36 PM

To: 'Alfaro, Charles' [<CAlfaro@miamigov.com>](mailto:CAlfaro@miamigov.com); 'Mincey, Michael'

[<MMincey@miamigov.com>](mailto:MMincey@miamigov.com); 'Wilkins, Lee' [<lwilkins@miamigov.com>](mailto:lwilkins@miamigov.com); 'Marquez,

Giraldo' [<GMarquez@miamigov.com>](mailto:GMarquez@miamigov.com)

Cc: 'Placide, Seymour C.' [<SPlacide@miamigov.com>](mailto:SPlacide@miamigov.com); 'Brett Bibeau'

[<BrettBibeau@MiamiRiverCommission.org>](mailto:BrettBibeau@MiamiRiverCommission.org)

Subject: RE: NW 26th Ave & NW N River Dr (Guardrail damage and Major Erosion around the drainage structure)

Dear Mr Alfaro and Mr Marquez,

Per your 4/16 email below, please see the attached cordial invitation to a MRC Subcommittee public meeting on 7/2, featuring agenda item "IV. Discussion Regarding Collapsing Shoreline at NW 25 Ave and the Miami River's North Shore. In addition, please see attached 4/16 public meeting minutes featuring this item on page 5.

Please be so kind to reply an update on this project.

Thanks for your time and assistance.

PUBLIC DOCUMENT

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Sincerely,

Brett Bibeau

Managing Director,

Miami River Commission

305 987 4446

From: Alfaro, Charles <CAlfaro@miamigov.com>

Sent: Wednesday, April 16, 2025 9:23 AM

To: brettbibeau <brettbibeau@miamirivercommission.org>; Mincey, Michael <MMincey@miamigov.com>; Wilkins, Lee <lwilkins@miamigov.com>; Marquez, Giraldo <GMarquez@miamigov.com>

Cc: Placide, Seymour C. <SPlacide@miamigov.com>; brettbibeau <brettbibeau@miamirivercommission.org>

Subject: RE: NW 26th Ave & NW N River Dr (Guardrail damage and Major Erosion around the drainage structure)

Good morning. We have a project 40-B253603 and a project manager and design consultant have been assigned. I am looping [@Marquez, Giraldo](mailto:GMarquez@miamigov.com) for him to provide more details and any schedule they might have.

Please, let me know if I can be of any further assistance,



Charles M. Alfaro, P.E.

Assistant Director

Department of Resilience and Public Works

444 SW 2nd Avenue, 8th Floor, Miami, FL 33130

Phone: 305-416-1047

Email: calfaro@miamigov.com

Website: <https://www.miamigov.com/Government/Departments-Organizations>

From: brettbibeau@miamirivercommission.org
<brettbibeau@miamirivercommission.org>

Sent: Tuesday, April 15, 2025 9:12 PM

To: Mincey, Michael <MMincey@miamigov.com>; Wilkins, Lee <lwilkins@miamigov.com>; Alfaro, Charles <CAlfaro@miamigov.com>

Cc: Placide, Seymour C. <SPlacide@miamigov.com>; brettbibeau <brettbibeau@miamirivercommission.org>

Subject: RE: NW 26th Ave & NW N River Dr (Guardrail damage and Major Erosion around the drainage structure)

Following up on January email below. Please be so kind to reply status

PUBLIC DOCUMENT

Thank you

Sincerely,

Brett

From: Mincey, Michael <MMincey@miamigov.com>
Sent: Thursday, January 9, 2025 9:25 AM
To: Wilkins, Lee <lwilkins@miamigov.com>; Alfaro, Charles <CAlfaro@miamigov.com>
Cc: Placide, Seymour C. <SPlacide@miamigov.com>; brettbibeau <brettbibeau@miamirivercommission.org>
Subject: NW 26th Ave & NW N River Dr (Guardrail damage and Major Erosion around the drainage structure)
Importance: High

Good morning Lee and Charles.

The attached pictures were provide to me by Brett Bibeau this morning. He voiced his concerns for the damaged guardrail and the eroding sea wall at this location. As shown in the pictures the ground is giving away around the concrete structure. Not sure if the structure is storm water related or sanitary sewer related. Brett is also included in this email.

Can we have someone inspect the area to address the erosion/sea wall issue?

Can we have a quote done for the guardrail replacement?

Have a good day."

VI) Discussion Regarding Miami River Walk the WBID to Search and Locate Sources of Contamination

The following emails were discussed:

From: brettbibeau@miamirivercommission.org
<brettbibeau@miamirivercommission.org>
Sent: Monday, August 31, 2026 2:38 PM
To: 'Muthiah, Mallika (DERM)' <Mallika.Muthiah@miamidade.gov>; 'Sweeney, Pamela (DERM)' <Pamela.Sweeney@miamidade.gov>; 'Parra, Loren (DERM)' <Loren.Parra@miamidade.gov>; 'James Murley' <jamesfenimoremurley@gmail.com>
Subject: FW: Miami River Walk-the-WBID Event

Dear Ms Muthiah,

Per my 8/21 email below, "Please be so kind to reply the subject Miami River Walk the WBID document."

Are you able to accept the cordial invitation to Wednesday's meeting?

Thank you

Sincerely,
Brett

From: brettbibeau@miamirivercommission.org
<brettbibeau@miamirivercommission.org>

Sent: Friday, August 21, 2026 5:37 PM

To: 'Muthiah, Mallika (DERM)' <Mallika.Muthiah@miamidade.gov>; 'Sweeney, Pamela (DERM)' <Pamela.Sweeney@miamidade.gov>; 'Parra, Loren (DERM)' <Loren.Parra@miamidade.gov>; 'James Murley' <jamesfenimoremurley@gmail.com>

Subject: RE: Miami River Walk-the-WBID Event

Happy Friday Ms Muthiah,

Per emails below, please see attached cordial invitation / agenda for the MRC Stormwater Subcommittee's 9/2 public meeting, featuring agenda item "VI) Discussion Regarding Miami River Walk the WBID to Search and Locate Sources of Contamination". In addition, attached are the June 3 minutes. Please be so kind to reply the subject Miami River Walk the WBID document.

Thanks for your time and effort to locate sources of contamination in the Miami River.

Sincerely,
Brett Bibeau
Managing Director,
Miami River Commission
Cell 305 987 4446

From: Muthiah, Mallika (DERM) <Mallika.Muthiah@miamidade.gov>

Sent: Thursday, May 28, 2026 8:23 AM

To: brettbibeau@miamirivercommission.org

Cc: Sweeney, Pamela (DERM) <Pamela.Sweeney@miamidade.gov>

Subject: Miami River Walk-the-WBID Event

Good morning Mr. Bibeau,

Miami River Commission Stormwater Subcommittee's Public Meeting Minutes
September 2, 2026

- 21 -

I will be out of the office on June 3, 2026, and therefore, will not be able to attend the MRC Subcommittee meeting.

With regards to the Miami River Walk-the-WBID event, the consultant is putting together the draft report. There is no additional information to share at this time.

Best regards.

Mallika

Mallika Muthiah, P.E.
Senior Professional Engineer
Miami-Dade County
Water Resources Coordination Division
Department of Environmental Resources Management (DERM)
701 NW 1st Court, Miami, FL 3313

From: brettbibeau@miamirivercommission.org
<brettbibeau@miamirivercommission.org>

Sent: Tuesday, May 26, 2026 6:05 PM

To: 'Muthiah, Mallika (DERM)' <Mallika.Muthiah@miamidade.gov>; 'Sweeney, Pamela (DERM)' <Pamela.Sweeney@miamidade.gov>; 'Brett Bibeau' <BrettBibeau@MiamiRiverCommission.org>; 'Parra, Loren (DERM)' <Loren.Parra@miamidade.gov>; 'James Murley' <jamesfenimoremurley@gmail.com>

Subject: FW: Miami River Walk-the-WBID Event

Good Evening Ms Muthiah,

Per March emails below, please see attached cordial invitation / agenda for the MRC Stormwater Subcommittee's 6/3 public meeting, featuring agenda item "IV) Discussion Regarding Miami River Walk the WBID to Search and Locate Sources of Contamination". In addition, attached are the March 4 minutes. Please be so kind to reply the subject Miami River Walk the WBID document.

Thanks for your time and effort to locate sources of contamination in the Miami River.

Sincerely,
Brett Bibeau
Managing Director,
Miami River Commission
Cell 305 987 4446

VII. New Business

The public meeting adjourned.

PUBLIC DOCUMENT

Miami River Commission's Stormwater Subcommittee

Public Meeting

September 2, 2026 – 10:00 AM

1407 NW 7 ST, Miami, FL

Name	Organization	Telephone	Email
Austin Sparger	SFWMD	305-915-1154	ASparger@sfwmd.gov ASparger@sfwmd.gov
Eileen Broton	MRC/Spraggden	317-904-4284	Ozelle
Richard Murphy	MRC/ DESIGNER	786-525-5353	in File
James Murley	MRC	305-968-4881	Jamesmurley@murley.com
Charles Gropp	MDC-DEEM	571-499-0859	Charles.gropp@miamidade.gov
PIERO GARDINAR	FIO/FOE	305-348-6354	gardinar@fio.edu
Jesús FERNÁNDEZ	WASD	786-218-5188	Jesús.Fernandez@miamidade.gov
Brett Bibeau	MRC	305-644-0544	brettbibeau@miamiriver commission.org