

# Biscayne Bay Watershed Management Advisory Board

## Board Packet

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## **AGENDA**

BISCAYNE BAY WATERSHED MANAGEMENT

ADVISORY BOARD (BBWMAB) MEETING

September 13, 2024 – 9:00 am – 12:00 pm

LOCATION – Stephen P. Clark Government Center, Commission Chambers, 2<sup>nd</sup> Floor

111 NW First Street, Miami, FL 33128

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- 1. Roll Call**
- 2. Reasonable Opportunity to be Heard**
- 3. Approval of Agenda – Actionable Item**
- 4. Approval of Minutes for May 31, 2024 – Actionable Item**
- 5. Board Member Action and Discussion Items**  
BBWMAB Chair, Commissioner Danielle Cohen Higgins
- 6. Waterfront Recreation Access Plan – Requested by Spencer Crowley**  
Maria Nardi, Director, Parks, Recreation and Open Spaces  
Alexandra Davis, Landscape Architect, Parks, Recreation and Open Spaces
- 7. Government Cut Watershed Plan – Requested by DERM Staff [time certain 11am]**  
Lori Kennedy, Senior Water Resources Engineer, Horsely Witten Group  
Ellie Baker, Senior Environmental Planner, Horsely Witten Group
- 8. Future Agenda Items**  
BBWMAB Chair, Commissioner Danielle Cohen Higgins
- 9. Adjournment**  
BBWMAB Chair, Commissioner Danielle Cohen Higgins

# Biscayne Bay Watershed Management Advisory Board

Stephen P. Clark Government Center  
Commission Chambers, 2<sup>nd</sup> Floor  
111 NW First Street  
Miami, FL 33128

MINUTES May 31, 2024, 9:00 am

MEETING CALLED	<p>Roll call was taken, and quorum established.</p> <p>Members Absent: Commissioner Danielle Cohen-Higgins, Julissa Kepner, Jerry Menendez, and John Alger.</p>		
MEMBER ATTENDEES	<table border="0"> <tr> <td data-bbox="391 520 1003 743">                 Vice-Chair – Mayor Vince Lago                  Commissioner Micky Steinberg                  Commissioner Kevin Cabrera                  Commissioner Alex Fernandez                  Commissioner Rachel Streitfeld                  Mayor Tim Meerbott                  Spencer Crowley             </td> <td data-bbox="1003 520 1511 743">                 Brett Bibeau                  Gerald McGinley                  Dr. Erik Stabenau                  Dave Doebler                  Kevin Cunniff                  Roberto Torres             </td> </tr> </table>	Vice-Chair – Mayor Vince Lago Commissioner Micky Steinberg Commissioner Kevin Cabrera Commissioner Alex Fernandez Commissioner Rachel Streitfeld Mayor Tim Meerbott Spencer Crowley	Brett Bibeau Gerald McGinley Dr. Erik Stabenau Dave Doebler Kevin Cunniff Roberto Torres
Vice-Chair – Mayor Vince Lago Commissioner Micky Steinberg Commissioner Kevin Cabrera Commissioner Alex Fernandez Commissioner Rachel Streitfeld Mayor Tim Meerbott Spencer Crowley	Brett Bibeau Gerald McGinley Dr. Erik Stabenau Dave Doebler Kevin Cunniff Roberto Torres		
	<p>Staff support for Biscayne Bay Watershed Management Advisory Board in attendance: Chief Bay and Water Resources Officer, Loren Parra (OOR); Lisa Spadafina (RER-DERM); Rashid Istambouli (RER-DERM); Pamela Sweeney (RER-DERM); Laura Eldredge (RER-DERM); Marina Blanco-Pape, RER-DERM; Nancy Jackson (OOR); Larissa Aploks (RER).</p>		

## AGENDA TOPICS

### WELCOME REMARKS

Mayor Vince Lago – Vice-Chair

REMARKS	<p>Vice-Chair Vince Lago welcomed the board members to the meeting on behalf of Chair Cohen-Higgins who was unable to attend today's meeting.</p>
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### REASONABLE OPPORTUNITY TO BE HEARD

Mayor Vince Lago – Vice-Chair

PUBLIC COMMENT	<p>The following speakers came to honor Dr. Joan Browder with a focus on the importance of protecting wetlands for the health of Biscayne Bay and to carry on the message of Dr. Browder in her memory.</p> <p>Scott Pollowitz, Friends of Biscayne Bay                  Adam Gelber, Department of Interior, Office of Everglades Restoration                  Hannah Sciarappa, NOAA Fisheries, worked in Dr. Browder's lab as her final grad student                  Laura Reynolds, Friends of Biscayne Bay/Hold the Line Coalition                  Francesca de Julio, Everglades Law Center</p> <p>Jenny Jacobi – Peoples' Economic and Environmental Resiliency Group                  Commented regarding the Impervious Surface Ordinance that it will weaken standards and prevent green infrastructure from being used.</p> <p>Monica Tracy – private citizen – Requested increased enforcement from marine patrol, asked that the Board of County Commissioners implement Leave No Trace countywide because of all of the trash and marine debris. Mentioned health of wildlife which is negatively impacted by plastic trash.</p> <p>Sidney Cartwright – Miami Waterkeeper – Thanked the County for the Impervious Surface Ordinance which is key to achieving the goals of Waterkeeper. They really appreciated the open dialogue. They have concerns that the ordinance weakens standards especially regarding municipalities and ensuring they are in compliance. Appreciated the section regarding green stormwater infrastructure.</p>
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	Mayor Philip Stoddard - FIU, Professor, Special Liaison science and sustainability – Shared his experience snorkeling in the Bay 30 years ago, and what condition the Bay is in now adays. Very concerned about the seagrass die off and continued pollution from septic tanks and the canals. Supports legislation which further supports and protects wetlands in Miami-Dade County.
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**APPROVAL OF AGENDA**

Mayor Vince Lago - Vice-Chair

BOARD ACTION	A motion was made to adopt the Agenda by Vice-Chair Lago and seconded by Mayor Tim Meerbott, motion passed unanimously.
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**APPROVAL OF MEETING MINUTES**

Mayor Vince Lago – Vice-Chair

BOARD ACTION	Vice-Chair Vince Lago made a motion to approve Meeting Minutes from April 5, 2024, seconded by Mayor Tim Meerbott; meeting minutes adopted unanimously.
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**IN MEMORIAM DR. JOAN BROWDER**

Dr. Erik Stabenau, National Park Service

	<p>Mayor Lago recognized Dr. Stabenau to present on the life of Dr. Joan Browder who passed away in April. Dr. Stabenau stated that he spent 20 years working with her as did many of the members of the Advisory Board and in the audience. He shared a photo of Dr. Browder with her son when he was a teenager in the swamp which is where she always wanted to be. She was a true warrior for the environment and along with Marjorie Stoneman Douglas shared the title of “Dame of the Everglades.” Dr. Stabenau learned early on not to underestimate Joan despite her petite size and age, as she remained sharp and engaged until the very end. Her multiple scholarly achievements remain a part of her legacy and hoping that her spirit continues to sail these waters.</p> <p>Board Comments: Kevin Cuniff made a motion to honor Dr. Browder in a more formal way with the naming of a building, park or other natural space in her name as an honor to her legacy for Miami-Dade County. Motion Seconded and passed unanimously.</p>
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**REASONABLE ASSURANCE PLAN**

Pamela Sweeney, Sr. Water Scientist, DERM

DISCUSSION	<p>Vice-Chair Vince Lago recognized Sr. Water Scientist, Pamela Sweeney, to address the board. Pamela presented a detailed timeline for the Reasonable Assurance Plan (RAP), and information regarding the onboarding of our consultant Dr. Tony Janicki. The RAP should be finalized by Fall 2025 for final approval by Florida DEP.</p> <p>Board Comments: Kevin Cunniff – Asked for more details regarding procurement of engineering contractor services. There is a tremendous amount of knowledge within the advisory board that could serve as oversight for the technical experts that will be doing the analysis. He suggested an independent review panel with non-governmental and university experts to vet results. He would like to see as much internal review as possible. Pamela Sweeney – We used the county’s Equitable Distribution Process (EDP) with procurement to build on in-house knowledge. These same types of conversations will take place with municipalities to make use of existing expertise. Only five other sites in the state using RAP, which is a relatively new tool. We are using a peer reviewed approach as well, so everything will be reviewed by a 3rd party of technical experts. Spencer Crowley – Stated that he is happy to see the detailed timeline but is disappointed in how long it has taken to get to this place given that the original impaired water body for Biscayne Bay was issued by the state 8 years ago. We must manage expectations too given that once the projects are installed, we will likely still be facing many problems with pollution in the Bay. Other RAPs / BMAPs have shown this. It takes a very long time which is why we need to work faster.</p>
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	<p>Dave Doebler – Echoed Mr. Crowley’s comments since we have been at this since 2016. We know sources and don’t need to wait for RAP. We can act now on what we already know causes nutrient loading like septic tanks and stormwater. What is biggest obstacle on timeline?</p> <p>Commissioner Steinberg – Thanked Pamela for the presentation and requested that for the December meeting she present the Board with an update of where we are on the timeline.</p> <p>Pamela Sweeney - Responded that the sheer technical demands of the RAP are what take the most time. She also reiterated that the RAP process is still faster than waiting for the state to put us under a TMDL or BMAP. She will be prepared to keep the Board apprised of progress along the way.</p>
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**BISCAYNE BAY REPORT CARD 2024**

Pamela Sweeney, Sr. Water Scientist,  
DERM

PRESENTATION	<p>Ms. Sweeney continued with a presentation regarding the data and outcomes of the 2024 Biscayne Bay Report Card. Passed in 2018, the Report Card was an initiative of Mayor Levine Cava, then commissioner. The report reflects the culmination of our water management data and is accessible online. Main take-aways:</p> <ul style="list-style-type: none"> <li>• The areas we see water quality issues are the same areas the State has identified as problem areas.</li> <li>• We are out of compliance for chlorophyll.</li> <li>• We are not out of compliance for phosphorous, but that is misleading because there are different criteria for different parts of the Bay.</li> <li>• Phosphorous is still the limiting nutrient.</li> <li>• Nitrogen a major problem.</li> <li>• For each nutrient, we see levels go up and down over time, but the problems remain.</li> </ul> <p>Board Comments:</p> <p>Dr. Erik Stabenau – Asked if the public understands what limiting nutrients are? That could be explained better on the site.</p> <p>Pamela Sweeney – Agreed that nuances are difficult to explain, and the Bay is a dynamic system. We really need 7 – 10 years of data to have a trend line to share with the public that gives a more accurate picture.</p> <p>Spencer Crowley – Commented this is all counterintuitive, so it can be confusing.</p> <p>Dave Doebler – Stated that the stoplight approach makes it difficult to understand our progress, over time. Need to show trend lines as to if we are getting better or worse. Have we identified point sources, for example agriculture in the southern part of the Bay.</p> <p>Pamela Sweeney - Explained the correlation between nitrogen/chlorophyll; they bind. Geochemical processes greatly impact this. We see differences in the north and south of Biscayne Bay. We are working hard to identify specific problems on a smaller scale with details, rather than generalizations and to do a better job of attacking problems. Location based vs. Event-based problems.</p> <p>Kevin Cunniff – Suggested incorporating longer-term DERM data from 40 years to weigh against shorter term and not have to wait for seven to ten years to see the trends.</p> <p>Pamela Sweeney – Yes, this is what we are doing.</p> <p>Mayor Vince Lago – Commented that as a spearfisherman who gets out on the bay, he has noticed a decline in sponges and would like to understand why that is happening.</p> <p>Pamela Sweeney – Answered that in 2011, a macro-bloom developed which overcame sponges in Snapper Creek. By nature, sponges filter water, but are very sensitive. With more boats on water, physical disturbance can also harm sponges. The state is funding sponge propagation, which is great.</p> <p>Mayor Vince Lago – Said to be sure to let him know if the City of Coral Gables can help. We can’t see a decline in the quality of our bay, or our property values will decline dramatically. There is a direct correlation to our property values and the quality of the Bay.</p>
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<p>PRESENTATION</p>	<p>Vice-Chair Lago invited Marina Blanco Pape to address the board. Marina offered highlights of a presentation that the Board has seen before and directed the board to the package which includes the entire ordinance. Marina also corrected the public comment which stated that the latest version of the ordinance did not include third party engineer review, but it is still in the ordinance as an option and the standard has not been diminished in this latest version.</p> <p>Board Comments:</p> <p>Dave Doeblner – Thanked Marina and team for diligence and community engagement. We’ve discovered significant flow in stormwater system maintenance. When implemented, will County procedures get stamp of approval from DERM including for current maintenance schedules?</p> <p>Marina Blanco Pape – Stated that maintenance is critical. We are looking into cleaning cycles. Emphasized that County approach is comprehensive. Standard Operating Procedures (SOP) must be shared with us for municipal inspection cycles, which are just as important as cleaning cycles. Capital improvements needed with our stormwater management systems. System varies per location in our flood mortarium program.</p> <p>Dave Doeblner – As Ms. Sweeney stated earlier, stormwater is a major cause of our nutrient problems. Other states, like Pennsylvania, require cleaning before every rainy season. Here we are averaging a 5-year cycle, more or less. State requirements are not sufficient to meet our local County needs. Hope our new policies are addressing this, so we just don’t blame septic tanks.</p> <p>Marina Blanco Pape – Yes, the problem is assumption that all systems must act in the same way. We need better understanding of specific areas with cleaning, design, inspection cycles to match our response. Direct discharges are important in coastal areas and barrier islands. However inland, there is ground infiltration. We are not overly prescriptive now until we better understand specific areas.</p> <p>Commissioner Fernandez – Asks for clarification regarding the term “aspiring,” the prospective nature of the ordinance.</p> <p>Marina Blanco Pape – The changes are regulatory, not just aspirational.</p> <p>Commissioner Fernandez – To be resilient, we must give specific standards. When consulting with AECOM, they tell us 95% reduction is financially close to impossible. How do we meet this standard in a cost-effective way? For example, fixing one section of West Ave will cost over \$100m. South Beach neighborhood is small and will also be over \$100m. We can double our pollution reduction but not achieve 95%. What about a waiver process in case we can’t meet a standard? We don’t want perfection to stand in the way of what is good.</p> <p>Marina Blanco Pape – State approved 90%, we are going for 95%. Have had many conversations with municipalities about new pilots and approaches to improving water quality. We are doing sensors and monitoring but might need to look closer at treatment train approach. We are working to at least ensure that construction never makes the situation worse than what occurred before. We don’t anticipate waivers but working so that post construction is never worse than the previous standards at the location.</p> <p>Commissioner Streitfeld – With private property, how does this ordinance impact those areas? Must a municipality create an ordinance to help enforce new County ordinance requirements?</p> <p>Marina Blanco Pape – The ordinance looks at retention on site. Ordinance alone cannot address this. But moment public property is redeveloped, the ordinance will kick in. With multi-family properties cities have more permitting authority for improvements. Must analyze case by case. Municipalities can sign on to our Ordinance or create their own ordinance as long as it is as good as or better than our standard.</p>
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Lt. Michale Barrios, Miami-Dade Police Department, Marine Patrol Unit

DISCUSSION	<p>Vice-Chair Lago recognized Lt. Michael Barrios to discuss the findings from the special detail he carried out to address illegal Jet Ski operations on the Bay. Lt. Barrios stated that the lack of respect for waterways has grown in recent years - there is more trash and littering now than in the past and the problem of illegal liveries and rentals has grown during and since the pandemic. Mentioned that they are trying to change the legislation to control the rentals. There is no step-by-step process for watercraft rental businesses. This should be more robust with a specific set of guidelines for the rental company to obtain a license and with a system of controls. Fines need to be more appropriate and in line with the amount of money the rental operations make which is in the thousands over a weekend while the fine is only \$140.</p> <p>Board Comments:  Mayor Lago – Commented that he’s on the water all the time but doesn’t go to the spoil islands but he does see on social media what is happening. Very concerned about seeing people treat public property this way. Suggested that it may come to the point where you have to shut the islands down or set some other kind of limits just like with fishing. There is a direct correlation between the financial viability of our community and protecting our waterways.</p> <p>Dave Doebler - Stated that the commercial activity going on in Biscayne Bay is running rampant especially the jet ski rentals. Suggested that you can really only restrict the operations when they are unloading and loading on the land. Question is how can we let people enjoy the water with controls in place that allow law enforcement to enforce the guidelines? Are there significant enough guidelines to allow these rental operators to operate safely? Currently we just chase them out of one place, and they go somewhere else. Cited the example of Miami Beach which has a robust process for water-based businesses. When code enforcement is checking at the boat ramps there are harsh consequences for not abiding by the rules. We want people to enjoy the bay in a responsible way. The Bay is an asset (something that grows) rather than a resource (something we take from).</p> <p>Commissioner Fernandez - Biscayne Bay is our greatest Park. Is it the most underfunded when it comes to public safety and patrol. Maimi Beach has over a million dollars invested to improve Monument Island to make it more passive in use. We’ve also made a big investment in our marine patrol, but other cities need to step up as well.</p> <p>Spencer Crowley- Reminded board members that FIND has funds available to purchase and supplement police vessels and equipment. Need to ensure that all agencies are prioritizing marine law enforcement. In addition to funding for vessels FIND has funding for small spoil island restoration and maintenance. No local government has applied for those funds this year. He encourages the county and cities to apply.</p> <p>Brett Bibeau – Thanked the Marine Patrol for their hard work with limited resources. Made a motion to increase funding for Miami-Dade County marine patrol in fiscal year 24-25. Motion was seconded and passed unanimously.</p>
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**BOARD MEMBER ACTION ITEMS**

Nancy Jackson, Biscayne Bay Program Director, Office of Resilience

ACTION ITEM	<p>Nancy Jackson presented the new process for Board members to make motions and bring resolutions to the meeting in an organized fashion as was encouraged by Chair Cohen-Higgins at our last meeting. Template in packet now lets board members put forward, at a high level, items they would like advanced at the meeting ahead of time. Two Board members brought action items forward, Commissioner Rachel Streitfeld and Dave Doebler.</p> <p>Commissioner Streitfeld - Recommended to the Board of County Commissioners that they issue a Directive to the Mayor or Mayor’s Administration relating to Business Tax Receipt and Certificate of Use requirements for marine based businesses. Adopted unanimously.</p> <p>Dave Doebler – Made three recommendations:</p> <ul style="list-style-type: none"> <li>• Recommend that the Board of County Commissioners direct the Mayor and County staff to propose County Code changes or other action necessary to protect Wetlands in Miami-Dade County and name such legislation the “Dr. Joan Browder Wetlands Protection Plan.” Adopted with one no vote (S. Crowley).</li> <li>• Recommend that the BCC create legislation which mirrors Monroe County's "No Discharge Zone", "Proof of Pump-Out" and “Vessel Registration” legislation and programs; and that the</li> </ul>
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	<p>Mayor and her administration apply for an FDEP Clean Vessel Act (CVA) grant to fund the program. Adopted unanimously.</p> <ul style="list-style-type: none"><li>• Urges the Board of County Commissioners to consider an allocation of \$250,000 in their FY24-25 budget requests to implement programs that will be most effective in reducing debris entering County water ways. Consider utilizing part of this funding to help develop a County-Wide, unified "Leave No Trace" program with a specific focus on addressing Spoil Islands and consider a new 'Marine Debris Manager' position to focus on implementing the Marine Debris Planning Team recommendations. Adopted unanimously as amended.</li></ul>
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**ADJOURN**

Mayor Vince Lago - Vice-Chair

	<p>Due to time constraints the meeting was adjourned, and the topic of Future Agenda Items was left for the next meeting. Mayor Lago thanked the BBWMAB and staff for their work.</p>
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RESOLUTION NO. 24-01

RESOLUTION OF THE MIAMI-DADE COUNTY BISCAYNE  
BAY WATERSHED MANAGEMENT ADVISORY BOARD  
PROVIDING RECOMMENDATION

**WHEREAS**, the Miami-Dade County Biscayne Bay Watershed Management Advisory Board may make recommendations to the Board of County Commissioners pursuant to section 2-2444 of the Code of Miami-Dade County; and

**WHEREAS**, at its May 31, 2024, meeting, the Biscayne Bay Watershed Management Advisory Board made the following recommendation,

**NOW, THEREFORE, BE IT RESOLVED BY THE MIAMI-DADE COUNTY BISCAYNE BAY WATERSHED MANAGEMENT ADVISORY BOARD** that it recommends that the Board of County Commissioners honor Dr. Joan Browder’s legacy in Miami-Dade County in a permanent manner by naming a public building or a park in her honor.

The foregoing resolution was offered by Kevin Cunniff and was seconded by Tim Meerbott, and upon being put to a vote, the vote was as follows:

Chair Danielle Cohen Higgins	absent		
Vice Chair Vince Lago	aye		
Commissioner Rachel Streitfeld	aye	Mayor Tim Meerbott	aye
Commissioner Alex Fernandez	aye	Brett Bibeau	aye
Commissioner Micky Steinberg	aye	John Alger	absent
Commissioner Kevin Cabrera	aye	Spencer Crowley	aye
Julissa Kepner	absent	Roberto Torres	aye
Gerald McGinley	aye	Erik Stabenau	aye
Kevin Cunniff	aye		
Dave Doebler	aye		

The above action was taken by the Biscayne Bay Watershed Management Advisory Board at its public meeting the 31st day of May, 2024.

I hereby certify that the above information accurately reflects the action of the Board.

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Commissioner Danielle Cohen Higgins, Chair  
Biscayne Bay Watershed Management Advisory Board

RESOLUTION NO. 24-02

RESOLUTION OF THE MIAMI-DADE COUNTY BISCAYNE  
BAY WATERSHED MANAGEMENT ADVISORY BOARD  
PROVIDING RECOMMENDATION

**WHEREAS**, the Miami-Dade County Biscayne Bay Watershed Management Advisory Board may make recommendations to the Board of County Commissioners pursuant to section 2-2444 of the Code of Miami-Dade County; and

**WHEREAS**, at its May 31, 2024, meeting, the Biscayne Bay Watershed Management Advisory Board made the following recommendation,

**NOW, THEREFORE, BE IT RESOLVED BY THE MIAMI-DADE COUNTY BISCAYNE BAY WATERSHED MANAGEMENT ADVISORY BOARD** that it recommends that the Board of County Commissioners include a request for increased funding for Miami-Dade County Marine Patrol in the FY 24-25 budget.

The foregoing resolution was offered by Brett Bibeau and was seconded by Dave Doebler, and upon being put to a vote, the vote was as follows:

Chair Danielle Cohen Higgins	absent		
Vice Chair Vince Lago	aye		
Commissioner Rachel Streitfeld	aye		
Commissioner Alex Fernandez	aye	Mayor Tim Meerbott	aye
Commissioner Micky Steinberg	absent	Brett Bibeau	aye
Commissioner Kevin Cabrera	absent	John Alger	absent
Julissa Kepner	absent	Spencer Crowley	aye
Gerald McGinley	aye	Roberto Torres	aye
Kevin Cunniff	aye	Erik Stabenau	aye
Dave Doebler	aye		

The above action was taken by the Biscayne Bay Watershed Management Advisory Board at its public meeting the 31st day of May 2024.

I hereby certify that the above information accurately reflects the action of the Board.

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Commissioner Danielle Cohen Higgins, Chair  
Biscayne Bay Watershed Management Advisory Board

RESOLUTION NO. 24-03

RESOLUTION OF THE MIAMI-DADE COUNTY BISCAYNE  
BAY WATERSHED MANAGEMENT ADVISORY BOARD  
PROVIDING RECOMMENDATION

**WHEREAS**, the Miami-Dade County Biscayne Bay Watershed Management Advisory Board may make recommendations to the Board of County Commissioners pursuant to section 2-2444 of the Code of Miami-Dade County; and

**WHEREAS**, at its May 31, 2024, meeting, the Biscayne Bay Watershed Management Advisory Board made the following recommendation,

**NOW, THEREFORE, BE IT RESOLVED BY THE MIAMI-DADE COUNTY BISCAYNE BAY WATERSHED MANAGEMENT ADVISORY BOARD** that it recommends that the Board of County Commissioners take the action described in the attached action item relating to business tax receipts and certificates of use for marine-based businesses.

The foregoing resolution was offered by Rachel Streitfeld and was seconded by Spencer Crowley, and upon being put to a vote, the vote was as follows:

Chair Danielle Cohen Higgins	absent		
Vice Chair Vince Lago	aye		
Commissioner Rachel Streitfeld	aye	Mayor Tim Meerbott	aye
Commissioner Alex Fernandez	aye	Brett Bibeau	aye
Commissioner Micky Steinberg	absent	John Alger	absent
Commissioner Kevin Cabrera	absent	Spencer Crowley	aye
Julissa Kepner	absent	Roberto Torres	aye
Gerald McGinley	aye	Erik Stabenau	aye
Kevin Cunniff	aye		
Dave Doebler	aye		

The above action was taken by the Biscayne Bay Watershed Management Advisory Board at its public meeting the 31st day of May 2024.

I hereby certify that the above information accurately reflects the action of the Board.

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Commissioner Danielle Cohen Higgins, Chair  
Biscayne Bay Watershed Management Advisory Board



## **BISCAYNE BAY WATERSHED MANAGEMENT ADVISORY BOARD (BBWMAB)**

### **Recommendations and Urgings for Board of County Commissioners**

**Meeting date:** May 31, 2024

**Board Member presenting:** Commissioner Rachel Streitfeld

#### **Topic 1 – Regulating Commercial Uses on Biscayne Bay**

**Background** - Currently in Miami-Dade County, when an individual wants to open a commercial marine-based business on the bay, they can go online and get a BTR (Business Tax Receipt) with few operational requirements. The result is the proliferation of vessel, personal watercraft, and service-related businesses that make it difficult to control negative impacts of such activities.

**Proposed action** – Recommend to the Board of County Commissioners that they issue a Directive to the Mayor, Mayor’s Administration relating to Business Tax Receipt and Certificate of Use requirements for marine based businesses, which includes the following components:

- an analysis from staff of the County's current BTR & Certificate of use requirements for marine-based businesses and how they're enforced; and
- best practices review of what cities like Miami Beach, Miami, and a few others in south Florida are doing to address marine-based businesses.

Further recommend to the Board of County Commissioners to strengthen these processes and make the enforcement and consequences for marine-based business more compelling including by amending existing ordinance as necessary.



RESOLUTION NO. 24-04

RESOLUTION OF THE MIAMI-DADE COUNTY BISCAYNE  
BAY WATERSHED MANAGEMENT ADVISORY BOARD  
PROVIDING RECOMMENDATION

**WHEREAS**, the Miami-Dade County Biscayne Bay Watershed Management Advisory Board may make recommendations to the Board of County Commissioners pursuant to section 2-2444 of the Code of Miami-Dade County; and

**WHEREAS**, at its May 31, 2024, meeting, the Biscayne Bay Watershed Management Advisory Board made the following recommendation,

**NOW, THEREFORE, BE IT RESOLVED BY THE MIAMI-DADE COUNTY BISCAYNE BAY WATERSHED MANAGEMENT ADVISORY BOARD** that it recommends that the Board of County Commissioners direct the Mayor and County staff to propose County Code changes or other action necessary to protect Wetlands in Miami-Dade County including: (1) ensuring that all wetlands in Miami-Dade County remain subject to environmental protection, and bolster existing protections; (2) adopt a 75-foot minimum wetland buffer zone; (3) remove wetlands that are part of the Comprehensive Everglades Restoration Plan (CERP) or are included in a Tentatively Selected Plan (TSP) from Urban Expansion Areas (UEA); (4) ensure that comprehensive wetland review is incorporated in the Biscayne Bay Watershed Plan which would include composition and location of wetlands in Miami-Dade County, enumerating the value of ecosystem services provided by these wetlands, documenting wetlands lost to date by development in Miami-Dade County, and make a recommendation for optimal acreage for improved water quality of Biscayne Bay; and (5) naming this after Dr. Joan Browder as the “Dr. Joan Browder Wetland Protection Plan” for critical wetlands.

The foregoing resolution was offered by Dave Doebler and was seconded by Rachel Streitfeld, and upon being put to a vote, the vote was as follows:

Chair Danielle Cohen Higgins absent  
Vice Chair Vince Lago aye

Commissioner Rachel Streitfeld	aye		
Commissioner Alex Fernandez	aye	Mayor Tim Meerbott	aye
Commissioner Micky Steinberg	absent	Brett Bibeau	aye
Commissioner Kevin Cabrera	absent	John Alger	absent
Julissa Kepner	absent	Spencer Crowley	nay
Gerald McGinley	aye	Roberto Torres	aye
Kevin Cunniff	aye	Erik Stabenau	aye
Dave Doebler	aye		

The above action was taken by the Biscayne Bay Watershed Management Advisory Board at its public meeting the 31st day of May 2024.

I hereby certify that the above information accurately reflects the action of the Board.

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Commissioner Danielle Cohen Higgins, Chair  
Biscayne Bay Watershed Management Advisory Board

RESOLUTION NO. 24-05

RESOLUTION OF THE MIAMI-DADE COUNTY BISCAYNE  
BAY WATERSHED MANAGEMENT ADVISORY BOARD  
PROVIDING RECOMMENDATION

**WHEREAS**, the Miami-Dade County Biscayne Bay Watershed Management Advisory Board may make recommendations to the Board of County Commissioners pursuant to section 2-2444 of the Code of Miami-Dade County; and

**WHEREAS**, at its May 31, 2024, meeting, the Biscayne Bay Watershed Management Advisory Board made the following recommendation,

**NOW, THEREFORE, BE IT RESOLVED BY THE MIAMI-DADE COUNTY BISCAYNE BAY WATERSHED MANAGEMENT ADVISORY BOARD** that it recommends that the Board of County Commissioners create legislation which mirrors Monroe County's "No Discharge Zone", "Proof of Pump-Out Zone" and "Vessel Registration" legislation and programs and recommends that the Mayor and her administration apply for a FDEP Clean Vessel Act (CVA) funding to fund the program.

The foregoing resolution was offered by Dave Doebler and was seconded by Alex Fernandez, and upon being put to a vote, the vote was as follows:

Chair Danielle Cohen Higgins	absent		
Vice Chair Vince Lago	aye		
Commissioner Rachel Streitfeld	aye		
Commissioner Alex Fernandez	aye	Mayor Tim Meerbott	aye
Commissioner Micky Steinberg	absent	Brett Bibeau	aye
Commissioner Kevin Cabrera	absent	John Alger	absent
Julissa Kepner	absent	Spencer Crowley	aye
Gerald McGinley	aye	Roberto Torres	aye
Kevin Cunniff	aye	Erik Stabenau	aye
Dave Doebler	aye		

The above action was taken by the Biscayne Bay Watershed Management Advisory Board at its public meeting the 31st day of May, 2024.

I hereby certify that the above information accurately reflects the action of the Board.

\_\_\_\_\_  
Commissioner Danielle Cohen Higgins, Chair  
Biscayne Bay Watershed Management Advisory Board

RESOLUTION NO. 24-06

RESOLUTION OF THE MIAMI-DADE COUNTY BISCAYNE  
BAY WATERSHED MANAGEMENT ADVISORY BOARD  
PROVIDING RECOMMENDATION

**WHEREAS**, the Miami-Dade County Biscayne Bay Watershed Management Advisory Board may make recommendations to the Board of County Commissioners pursuant to section 2-2444 of the Code of Miami-Dade County; and

**WHEREAS**, at its May 31, 2024, meeting, the Biscayne Bay Watershed Management Advisory Board made the following recommendation,

**NOW, THEREFORE, BE IT RESOLVED BY THE MIAMI-DADE COUNTY BISCAYNE BAY WATERSHED MANAGEMENT ADVISORY BOARD** that it recommends: (1) that the Board of County Commissioners consider an allocation of \$250,000 in their Fiscal Year 2024-2025 budget to implement programs that will be most effective in reducing debris entering County waterways, consider utilizing part of this funding to enter into a consulting agreement with the non-profit “Leave No Trace,” who provides audit services for the current status of marine debris management, and help develop a countywide, unified “Leave No Trace” program with a specific focus on addressing Spoil Islands; (2) that the County Mayor or DERM consider the creation of a new ‘Marine Debris Manager’ position with a dedicated staff member to focus on implementing the Marine Debris Planning Team recommendations; and (3) that increased enforcement and a marine park ranger program be provided and that fines collected through enforcement be used for clean-up.

The foregoing resolution was offered by Dave Doebler and was seconded by Alex Fernandez, and upon being put to a vote, the vote was as follows:

Chair Danielle Cohen Higgins absent  
Vice Chair Vince Lago aye

Commissioner Rachel Streitfeld	aye		
Commissioner Alex Fernandez	aye	Mayor Tim Meerbott	aye
Commissioner Micky Steinberg	absent	Brett Bibeau	aye
Commissioner Kevin Cabrera	absent	John Alger	absent
Julissa Kepner	absent	Spencer Crowley	aye
Gerald McGinley	aye	Roberto Torres	aye
Kevin Cunniff	aye	Erik Stabenau	aye
Dave Doeblner	aye		

The above action was taken by the Biscayne Bay Watershed Management Advisory Board at its public meeting the 31st day of May, 2024.

I hereby certify that the above information accurately reflects the action of the Board.

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Commissioner Danielle Cohen Higgins, Chair  
Biscayne Bay Watershed Management Advisory Board

# Memorandum



**Date:** August 6, 2024

**To:** Honorable Chairman Oliver G. Gilbert, III  
and Members, Board of County Commissioners

**From:** Daniella Levine Cava  
Mayor 

**Subject:** 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

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## **Executive Summary**

The following information is provided in response to Resolution No. R-282-24, sponsored by Commissioners Micky Steinberg and Kevin Marino Cabrera, and adopted by the Board of County Commissioners on April 2, 2024, directing the County Mayor or County Mayor's designee 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; collaborate with federal and state agencies that have jurisdiction over matters pertaining to boating safety or Biscayne Bay, including the United States Coast Guard, the Army Corps, and Florida Fish and Wildlife Conservation Commission (FFWCC), as well as municipalities that border Biscayne Bay; and if determined that boating restrictions should be established, consult and coordinate with the agencies and municipalities with jurisdiction over the area regarding the recommended boating restrictions; and prepare a report to present the findings of the study and make recommendations to the Board.

The number of registered vessels and personal watercrafts in Miami-Dade County (MDC), has increased in the last several years. In 2023, MDC reflected 18,767 registered vessels, which is the highest number in the State of Florida. In comparison, Monroe County had 2,499 vessel registrations reported in 2023. As such, there has been an increase in waterborne activities along MDC waterways. The Miami-Dade Police Department's (MDPD) Marine Patrol Unit (MPU) was tasked with conducting a study to determine if the current speed restricted areas need to be amended to address issues that arise from having such an increase in waterborne activity. The MPU requested enforcement statistics and vessel crashes from the FFWCC pertaining to the area of concern. In addition, guidance and feedback was sought from several agencies, including the United States Coast Guard, FFWCC, and other local law enforcement agencies.

As described in further detail below, it is recommended that increased enforcement rather than additional speed limitations areas would provide a greater impact. While the MPU has sufficient vessels, additional funding is required to conduct targeted enforcement without impacting routine patrol. These targeted patrols are estimated to incur a cost of approximately \$104,000 per year.

## **Background**

Florida Statutes 327.46, Boating-restricted areas, delineates conditions by which boating restrictions can be established. Florida Statutes 327.46(1) states that boating-restricted areas, including, but not limited to, restrictions of vessel speeds and vessel traffic, may be established on the waters of this state for any purpose necessary to protect the safety of the public if such restrictions are necessary based on boating accidents, visibility, hazardous currents or water levels, vessel traffic congestion, or other navigational hazards or to protect seagrasses on privately owned submerged lands. More specifically, Florida Statutes 327.46(1)(b) states that municipalities and counties may establish the following boating-restricted areas by ordinance, including, notwithstanding the prohibition in section 327.60(2)(c), within the portion of the Florida

Intracoastal Waterway (ICW) within their jurisdiction. MDC may establish an idle speed, no wake boating-restricted areas within the portion of the ICW if the area is:

- Within 500 feet of any boat ramp, hoist, marine railway, or other launching or landing facility available for use by the general boating public on waterways more than 300 feet in width or within 300 feet of any boat ramp, hoist, marine railway, or other launching or landing facility available for use by the general boating public on waterways not exceeding 300 feet in width.
- Within 500 feet of fuel pumps or dispensers at any marine fueling facility that sells motor fuel to the general boating public on waterways more than 300 feet in width or within 300 feet of the fuel pumps or dispensers at any licensed terminal facility that sells motor fuel to the general boating public on waterways not exceeding 300 feet in width.
- Inside or within 300 feet of any lock structure.
- Within 300 feet of any bridge fender system.
- Within 300 feet of any bridge span presenting a vertical clearance of less than 25 feet or a horizontal clearance of less than 100 feet.
- On a creek, stream, canal, or similar linear waterway if the waterway is less than 75 feet in width from shoreline to shoreline.
- On a lake or pond of less than 10 acres in total surface area.
- Within the boundaries of a permitted public mooring field and a buffer around the mooring field of up to 100 feet.
- Within 500 feet of a sewage pump out station at any public or private nonresidential marina, if the sewage pump out station is within 100 feet of the marked channel of the ICW.

The aforementioned criteria does not apply to the waterways within MDC. Florida Statutes 327.46(1)(c) lists another set of criteria that must be met to create an ordinance establishing a slow speed, minimum wake boating-restricted area, but it excludes the ICW. The criteria is as follows:

- Within 300 feet of a confluence of water bodies presenting a blind corner, a bend in a narrow channel or fairway, or such other area if an intervening obstruction to visibility may obscure other vessels or other users of the waterway.
- Within 300 feet of a confluence of water bodies presenting a blind corner, a bend in a narrow channel or fairway, or such other area if an intervening obstruction to visibility may obscure other vessels, or other users of the waterway.
- Subject to unsafe levels of vessel traffic congestion.
- Subject to hazardous water levels or currents or containing other navigational hazards.
- An area that accident reports, uniform boating citations, vessel traffic studies, or other creditable data demonstrate to present a significant risk of collision or a significant threat to boating safety.

This subsection does provide an avenue that MDC can consider when attempting to create ordinances establishing slow speed, minimum wake boating-restricted areas. As stated in the statute, any of the proposed ordinances will not take effect until the FFWCC has reviewed the ordinance and determined by substantial competent evidence that the ordinance is necessary to protect public safety.

There are two items that may apply when determining if changes should be made to the MDC boating restricted areas. These include unsafe levels of vessel traffic congestion and an area that accident reports, uniform boating citations, vessel traffic studies, or other creditable data



demonstrate to present a significant risk of collision or a significant threat to boating safety. Regarding vessel traffic or congestion, the FFWCC states that the traffic density establishes a significant risk of collision or a significant threat to boating safety. To determine if unsafe levels of vessel traffic density or congestion exists, the FFWCC makes a determination based upon one or more of the following criteria:

- Accident reports – Reports of boating accidents will be considered if prepared contemporaneously with the boating accident being reported and if such reports establish that vessel traffic congestion or the speed, wake, or operation of a vessel involved in the accident was a primary contributing factor in the accident.
- Multiple Uniform Boating Citations issued. An increased level of enforcement has been taken within the area to reflect consistent violations impacting boating safety.
- Vessel traffic studies substantially demonstrating that vessel traffic congestion or the speed, wake, or operation of vessels in the area create unsafe levels of vessel traffic congestion, a significant risk of collision, or a significant threat to boating safety. The Commission will accept and review vessel traffic studies under this rule. Video surveillance made during a vessel traffic study shall include a corresponding log documenting the number of vessels, vessel types, examples of careless or reckless operation of vessels, navigation rule violations, actions taken to avoid collisions, unsafe vessel speeds, near misses of navigational hazards by vessels, or any other specific criteria the applicant wants considered, along with relevant video time stamps for each item.

### **Statistics:**

From January 2019 to April 2024 (approximately 5½ years), over 39,000 citations were issued in all of MDC waterways. Citations that provide no statistical value regarding speed restrictions, for example speeding in already established manatee zones (10,166) along with administrative violations, such as registration infractions (6,826), were removed from the total number. Of the remaining citations, only 400 citations that would provide reasoning for speed zone changes, such as Careless Operation of a Vessel, Reckless Operation of a Vessel, Boating Under the Influence, Violation of Navigation Rules, and speed zone related infractions were issued within the geographical area provided by the resolution. A total of seven citations for Careless and Reckless Operation of a Vessel were issued in areas that were not designated as speed restricted. Of those seven citations, five were issued in the ICW where the speed restriction varies seasonally. Therefore, Careless and Reckless Operation of a Vessel in an area without speed restrictions averaged to just over one citation issued per year.

A review of reported collisions with either other vessels or markers within the geographical area of the study, revealed that there were three incidents that occurred in 2019, five in 2020, two in 2021, and five in 2022. Statistically, the crash data provided does not support the need for expanding or establishing new speed restricted zones.

Since the enforcement or crash data does not provide support the expansion or need for additional speed restricted zones, other measures can be pursued, such as a vessel congestion study. With regards to this study, the FFWCC delineated a specific standard that should be followed with regards to vessel congestion studies. The following is a partial excerpt of the requirements.

- When vessel traffic studies alone are relied upon to establish a boating restricted area, the Commission shall rely on documentation of vessel traffic within the area for a minimum of 14 consecutive days.

According to the FFWCC, vessel traffic studies will not be considered unless they identify the number of vessels transiting the proposed boating restricted area each hour for no less than six hours out of each 24-hour period documented, and identify the area of the study by longitude and latitude. When this minimum threshold is met, the Commission will evaluate the area, taking all other relevant factors into consideration, including width of the waterway, vessel types using the waterway, navigational hazards, and will also consider evidence provided demonstrating the existence of conditions specific to the proposed boating restricted area impacting vessel traffic or vessel operations. It is in the opinion of the MPU that a professional maritime survey company be contracted to conduct such a study and also take note of any environmental impacts that vessel traffic may be affecting the surrounding areas. It is also important to take into consideration the neighboring channels, surrounding depth, residential impact, and navigational concerns with such vessel traffic. Such a study is well beyond the capability of the MPU.

### **Recommendation/Conclusion**

While the statistics may not rise to the level of establishing or expanding boating restricted areas, it is evident that the MDC waterways have become very busy and can be dangerous at times. North Bay Village Police Department (NBVPD) Lieutenant Peter Guevara explained that, while statistically there is not enough evidence in support of expanding speed restricted areas, there is a great concern specifically in the unrestricted waters west of Normandy Isles and Indian Creek Village. He believes that because most of the waterways are indeed restricted, personal watercraft activity tends to congregate within the area of concern. For further information, see attached document which details MDC's Manatee Protection and Boating Restricted Areas. NBVPD Lieutenant Guevara is supportive of a vessel congestion study and believes that it would better reflect the actual issues. Perhaps a solution would be to locate and designate an area where personal watercraft can operate, but the challenge is that most residents would not want that area to be within their neighborhood. A short-term answer may be to conduct targeted enforcement to address any careless or reckless activity in non-restricted areas identified in the resolution. FFWCC Major Alberto Maza explained that the greatest results will be realized by focusing our efforts on enforcement rather than adding more regulations.

During the course of this study, it was observed that the greater concern is the lack of the boating community adhering to the current restrictions. Rather than expanding speed restricted zones, a more functional impact can be realized with an increase in enforcement, coupled with education and awareness. It was evidenced that although there were law enforcement vessels within the geographical areas of concern, many of the boaters were not aware of the restrictions. Adding more signage along the waterways may increase awareness and help obtain compliance. As with any campaign, consistent enforcement would ensure an impact is solidified. There was recent legislation brought forward by State Senator Ileana Garcia, wherein fines associated with speeding in restricted maritime speed zones were increased to \$140. In comparison, fines for speeding in a school, construction, or toll zone can range anywhere from \$169 to \$619, with the possibility of acquiring points towards their driver license that can result in their driver license being suspended. An additional increase in the fine amounts for speeding in restricted maritime speed zones should be further explored.

It is the recommendation of the MPU to conduct routine targeted enforcement above and beyond the regular daily activity. The MPU will continue to work with their partner law enforcement agencies to conduct multi-agency enforcement operations to address safety concerns on the MDC waterways. In order to have a minimal impact on daily operations, the MPU needs to dedicate a vessel and two officers exclusively for this enforcement effort. This extra manpower creates a fiscal impact by way of overtime costs. For example, an eight-hour enforcement detail, one vessel with two officers, will cost approximately \$2,000. The MPU suggests conducting these enforcement efforts twice a week at a cost of \$4,000, every other week, with a yearly expense of

Honorable Chairman Oliver G. Gilbert, III  
and Members, Board of County Commissioners  
Page 5

\$104,000. As a measure to save on costs, the enforcement details can be scheduled with less frequency, with a focus on peak days and times.

Per Ordinance No. 14-65, this report will be placed on the next available Board meeting agenda.

Should you require additional information, please contact Director Stephanie V. Daniels, Miami-Dade Police Department, at 305-471-3272.

Attachment

c: Geri Bonzon-Keenan, County Attorney  
Gerald K. Sanchez, First Assistant County Attorney  
Jess M. McCarty, Executive Assistant County Attorney  
Office of the Mayor Senior Staff  
Stephanie V. Daniels, Director, Miami-Dade Police Department  
Theresa Therilus, Interim Chief, Office of Policy and Budgetary Affairs  
Adeyinka Majekodunmi, Commission Auditor  
Basia Pruna, Director, Clerk of the Board  
Eugene Love, Agenda Coordinator



# MIAMI-DADE COUNTY MANATEE PROTECTION AREAS AND BOATING RESTRICTED AREAS

For description of zone boundaries see:

68C-22.025 F.A.C for State Manatee Protection Zones last amended 12/25/1991

68D-24.013 F.A.C. for State Boating Restricted Areas last amended 8/14/1989

50 CFR part 17.108 Federal Manatee Protection Areas - N/A as of 1/2015

For information please call or write to:  
Fish and Wildlife Conservation Commission  
Division of Habitat and Species Conservation  
Imperiled Species Management Section  
620 South Meridian Street - Mail Station 6A  
Tallahassee, FL 32399-1600  
PHONE (850) 922-4330 FAX (850) 922-4338

These maps show ONLY the FWC Manatee Protection Zones, FWC Boating Restricted Areas, and USFWS Manatee Protection Areas (if applicable). There may also be other Local/State/Federal Zones. Boaters are advised to abide by the regulations as posted on the water.

## ZONE TYPE LEGEND

-  **No Entry All Year**
-  **No Entry Nov 15 - Apr 30**  
**Idle Speed May 1 - Nov 14**
-  **No Entry Nov 15 - Apr 30**  
**Slow Speed May 1 - Nov 14**
-  **Motorboats Prohibited All Year**
-  **Idle Speed All Year**
-  **Slow Speed All Year**
-  **Slow Speed Nov 15 - Apr 30**  
**30mph May 1 - Nov 14**
-  **Slow Speed Nov 15 - Apr 30**  
**35mph May 1 - Nov 14**
-  **30mph All Year**
-  **35mph All Year**

SEE 68C-22.010 F.A.C. & 68D-24.008 F.A.C. FOR MANATEE PROTECTION ZONES AND BOATING RESTRICTED AREAS IN BROWARD COUNTY

BROWARD COUNTY  
MIAMI-DADE COUNTY

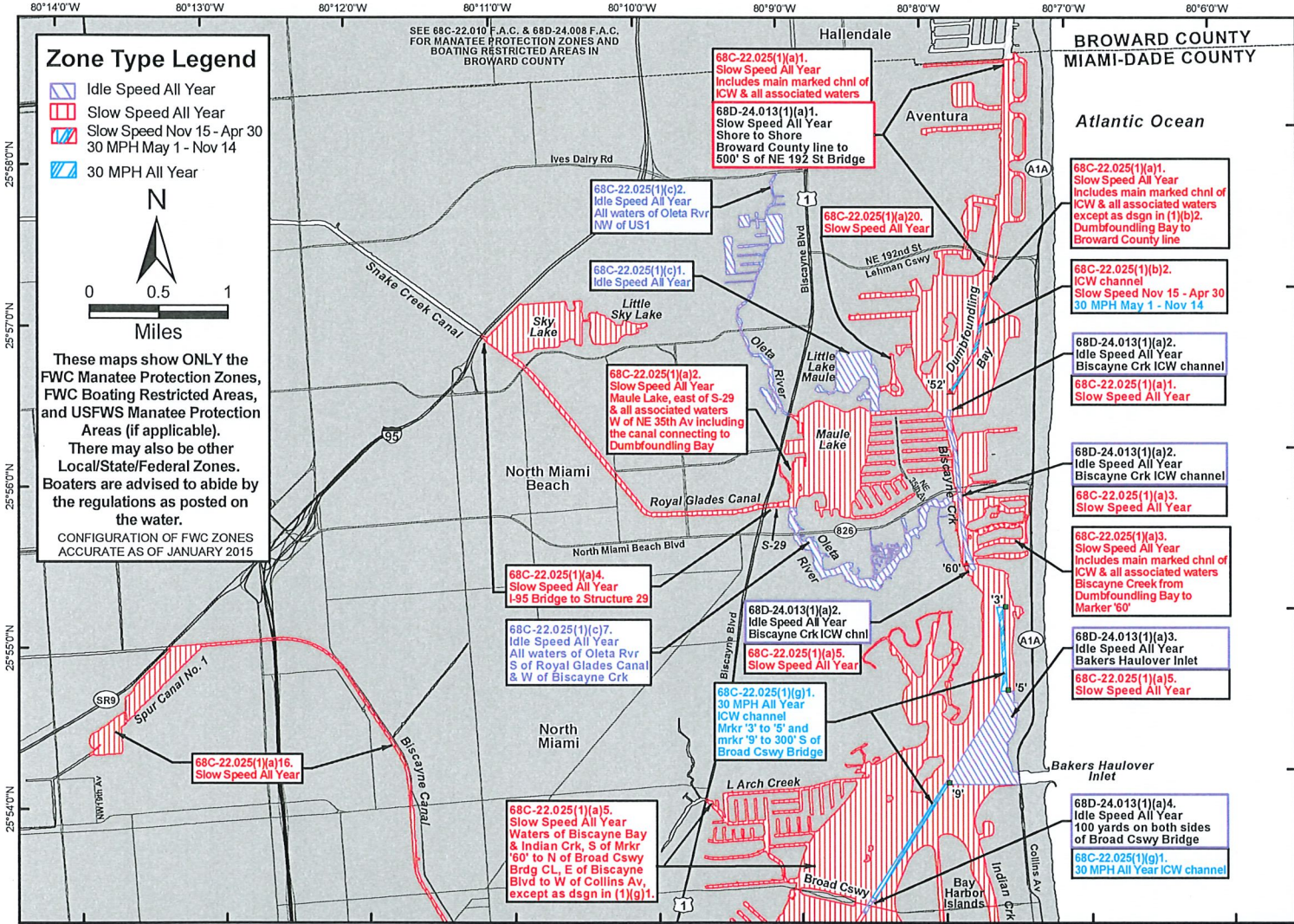
**Zone Type Legend**

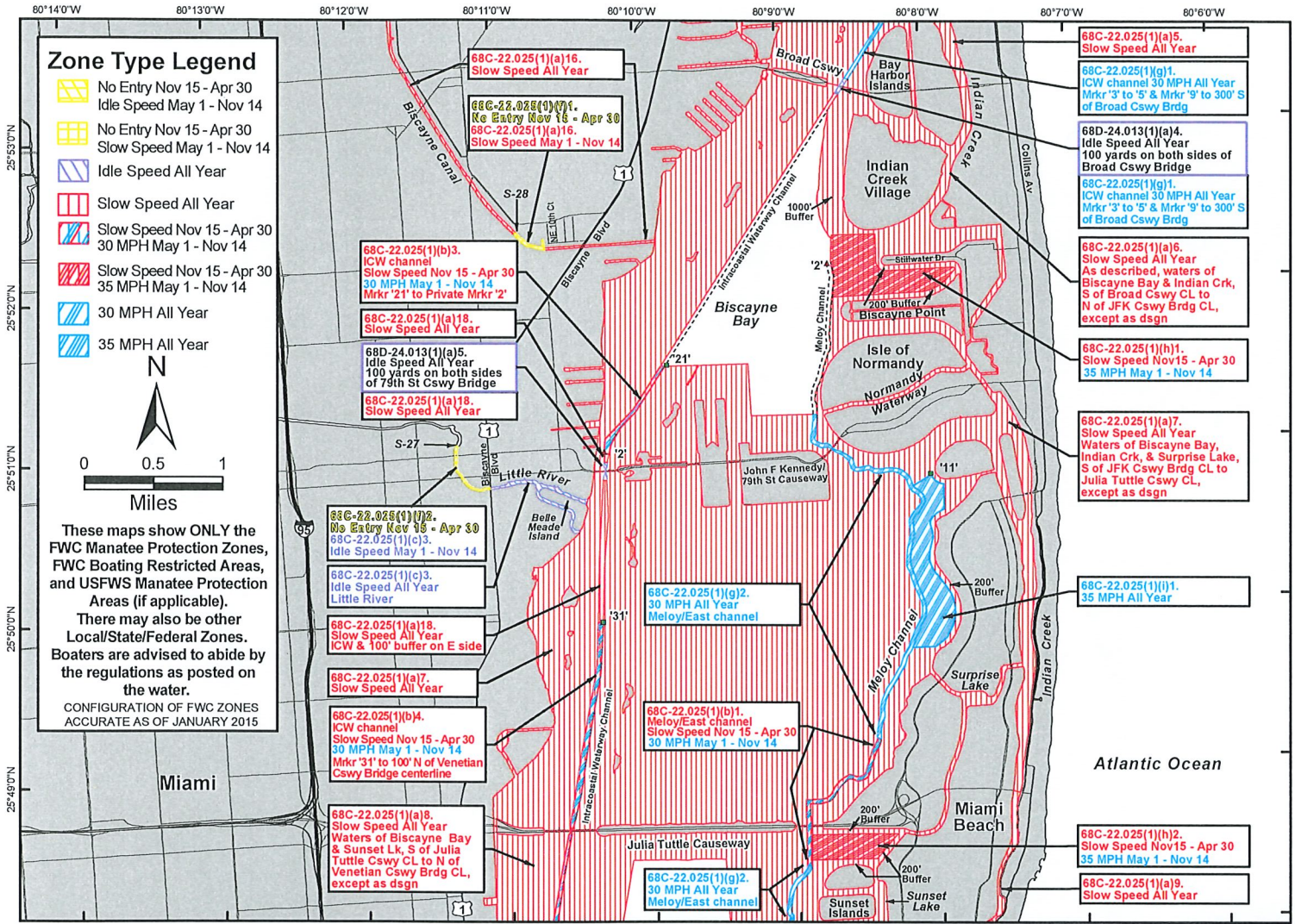
-  Idle Speed All Year
-  Slow Speed All Year
-  Slow Speed Nov 15 - Apr 30  
30 MPH May 1 - Nov 14
-  30 MPH All Year



0 0.5 1  
Miles

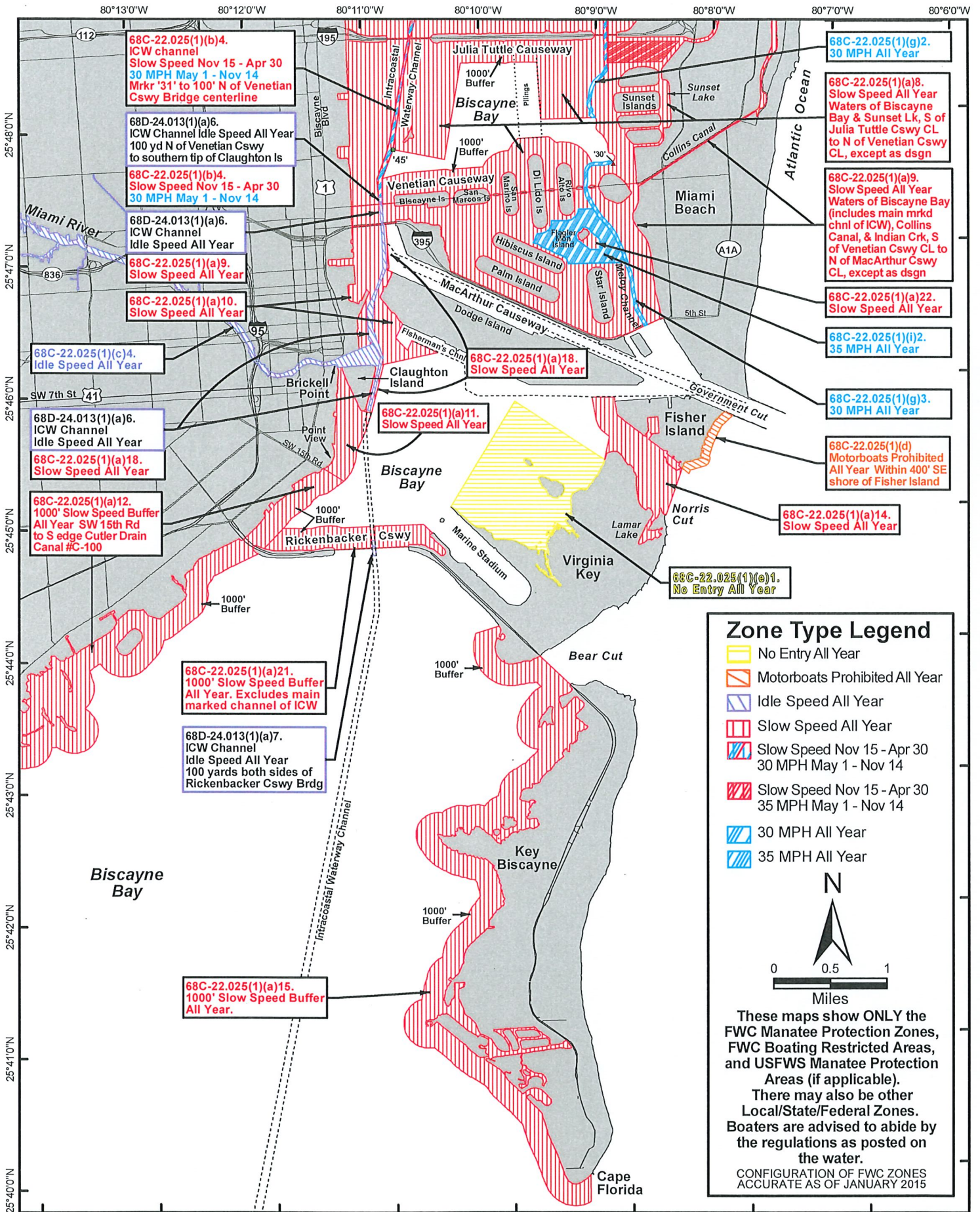
These maps show ONLY the FWC Manatee Protection Zones, FWC Boating Restricted Areas, and USFWS Manatee Protection Areas (if applicable). There may also be other Local/State/Federal Zones. Boaters are advised to abide by the regulations as posted on the water.  
CONFIGURATION OF FWC ZONES ACCURATE AS OF JANUARY 2015

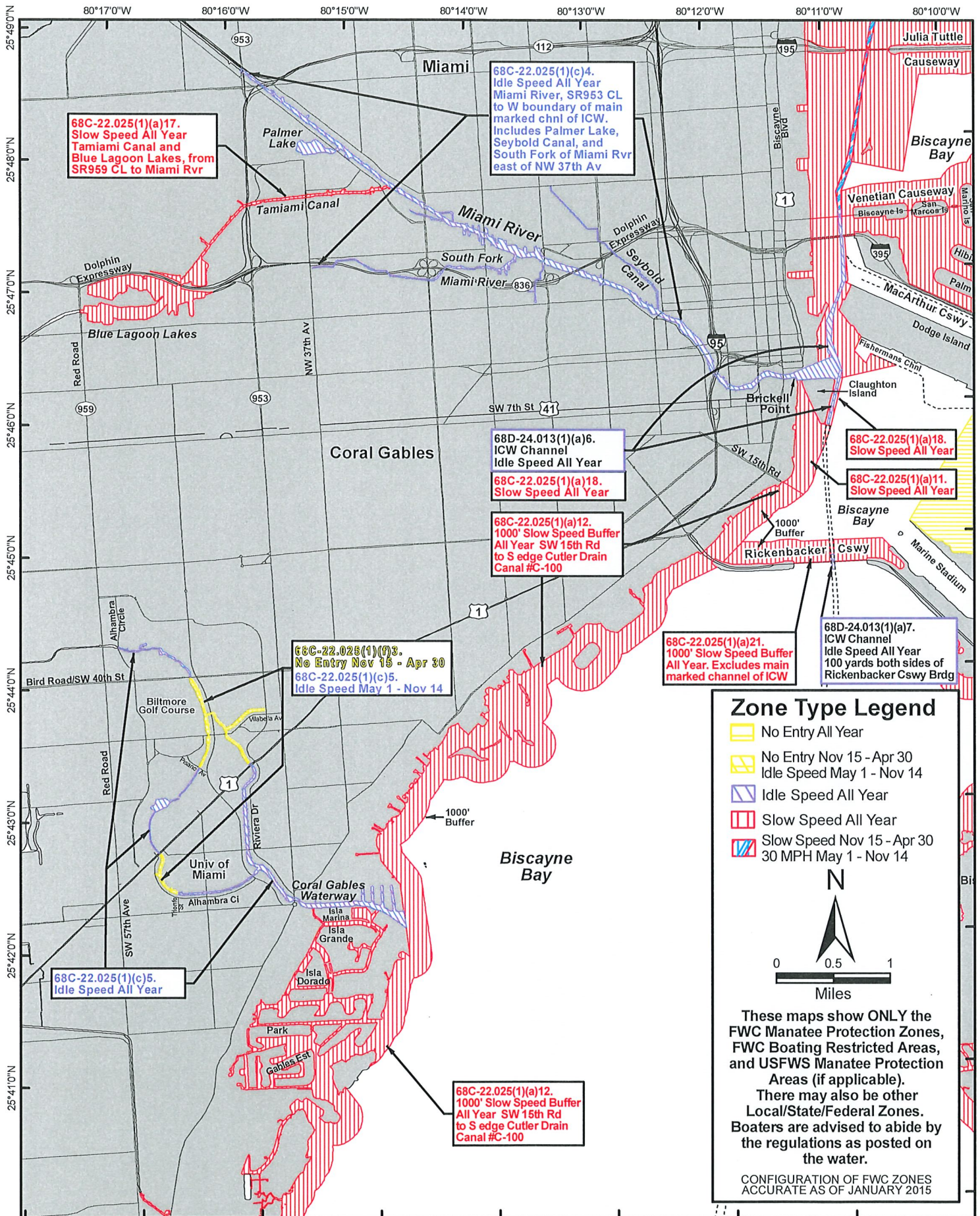




**MIAMI-DADE COUNTY  
FWC & USFWS MANATEE PROTECTION AREAS  
and FWC BOATING RESTRICTED AREAS**

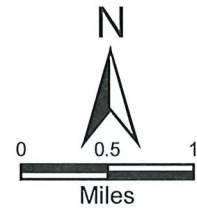
For description of zone boundaries:  
See 68C-22.025 F.A.C for State Manatee Protection Zones  
See 68D-24.013 F.A.C for State Boating Restricted Areas  
50 CFR part 17.108 Federal Manatee Protection Areas N/A





### Zone Type Legend

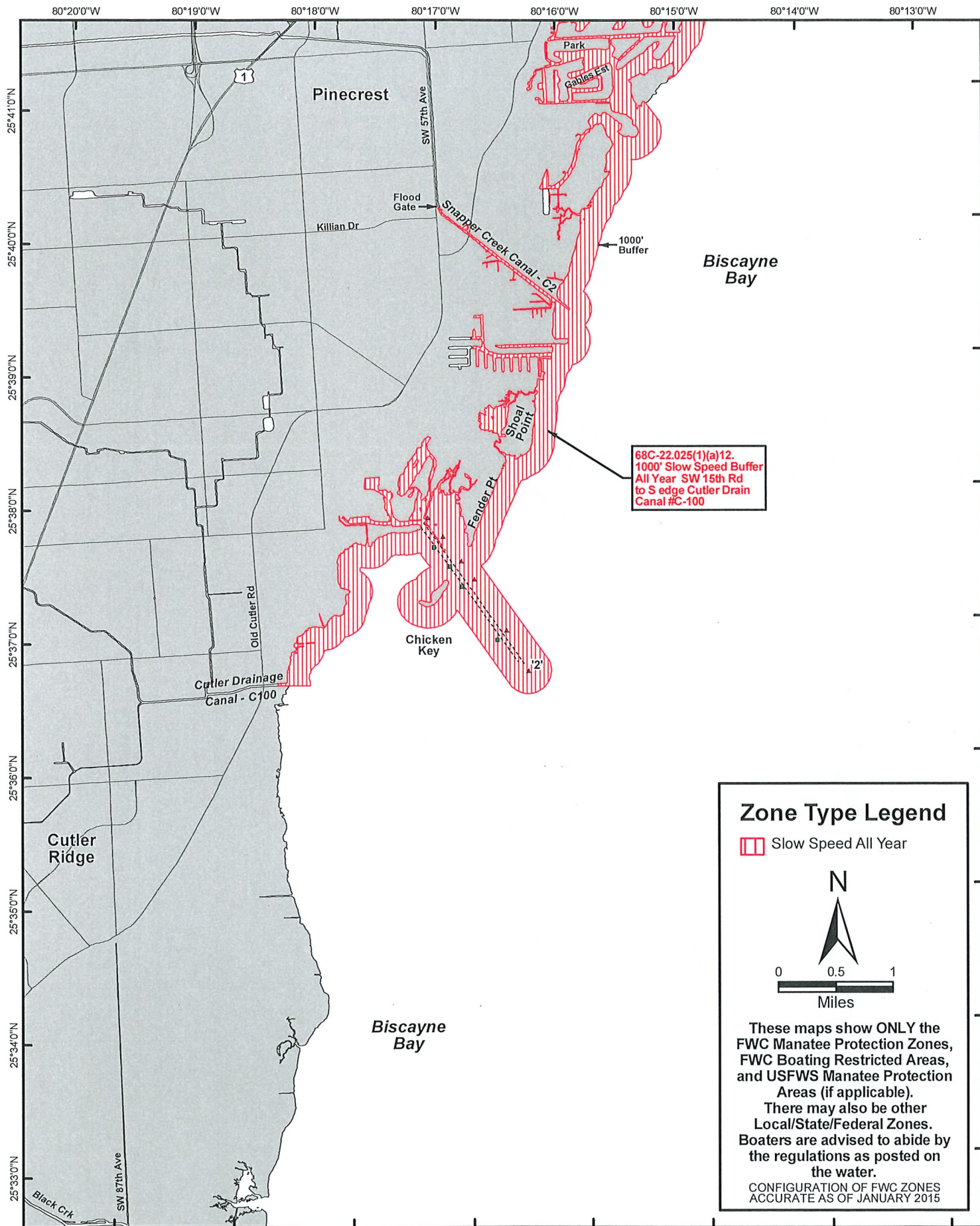
- No Entry All Year
- No Entry Nov 15 - Apr 30  
Idle Speed May 1 - Nov 14
- Idle Speed All Year
- Slow Speed All Year
- Slow Speed Nov 15 - Apr 30  
30 MPH May 1 - Nov 14



These maps show ONLY the FWC Manatee Protection Zones, FWC Boating Restricted Areas, and USFWS Manatee Protection Areas (if applicable). There may also be other Local/State/Federal Zones. Boaters are advised to abide by the regulations as posted on the water.


CONFIGURATION OF FWC ZONES ACCURATE AS OF JANUARY 2015




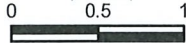


68C-22.025(1)(a)12.  
 1000' Slow Speed Buffer  
 All Year SW 15th Rd  
 to S edge Cutler Drain  
 Canal #C-100

**Zone Type Legend**

 Slow Speed All Year



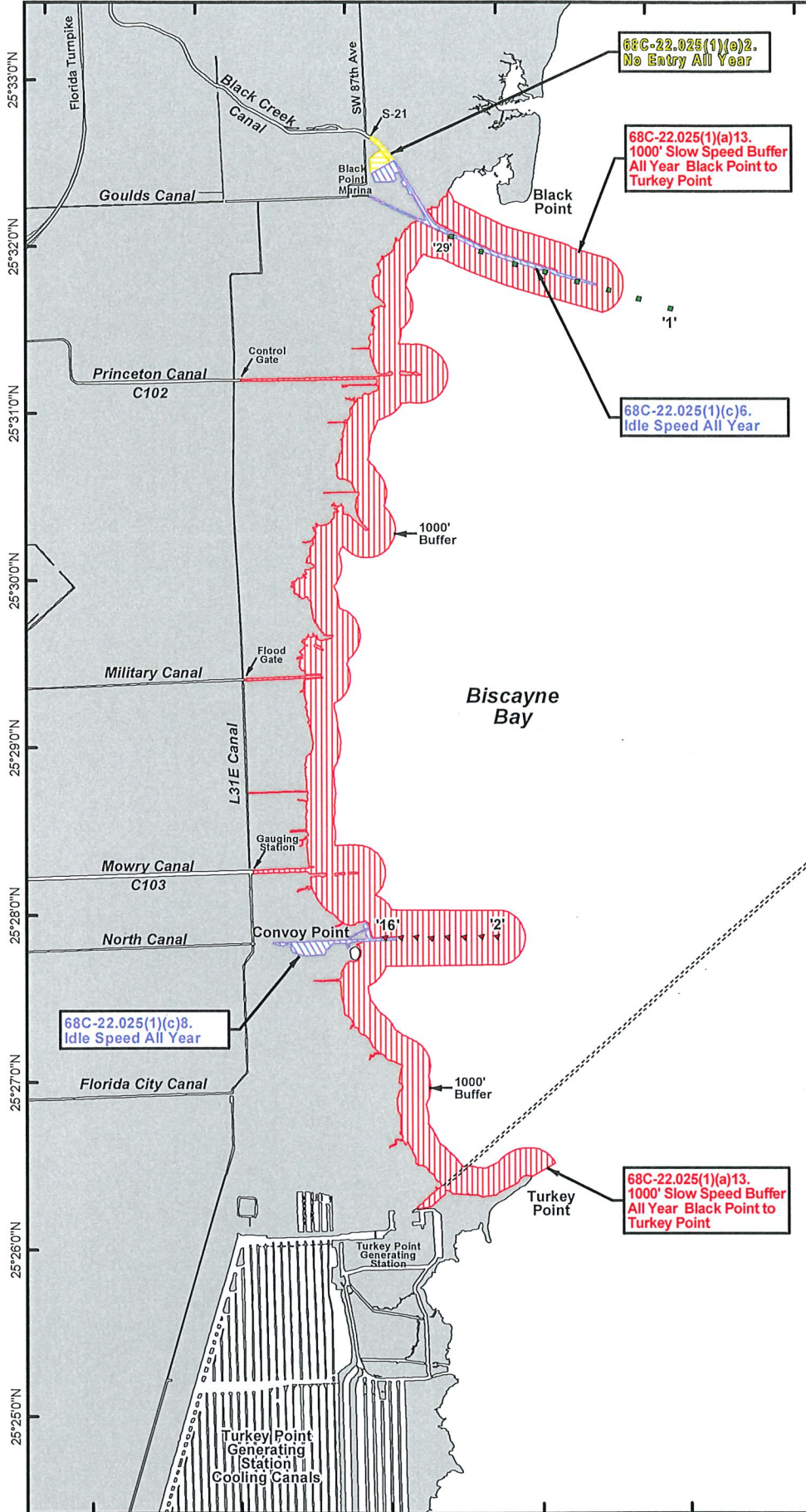


Miles

These maps show ONLY the FWC Manatee Protection Zones, FWC Boating Restricted Areas, and USFWS Manatee Protection Areas (if applicable). There may also be other Local/State/Federal Zones. Boaters are advised to abide by the regulations as posted on the water.

CONFIGURATION OF FWC ZONES ACCURATE AS OF JANUARY 2015





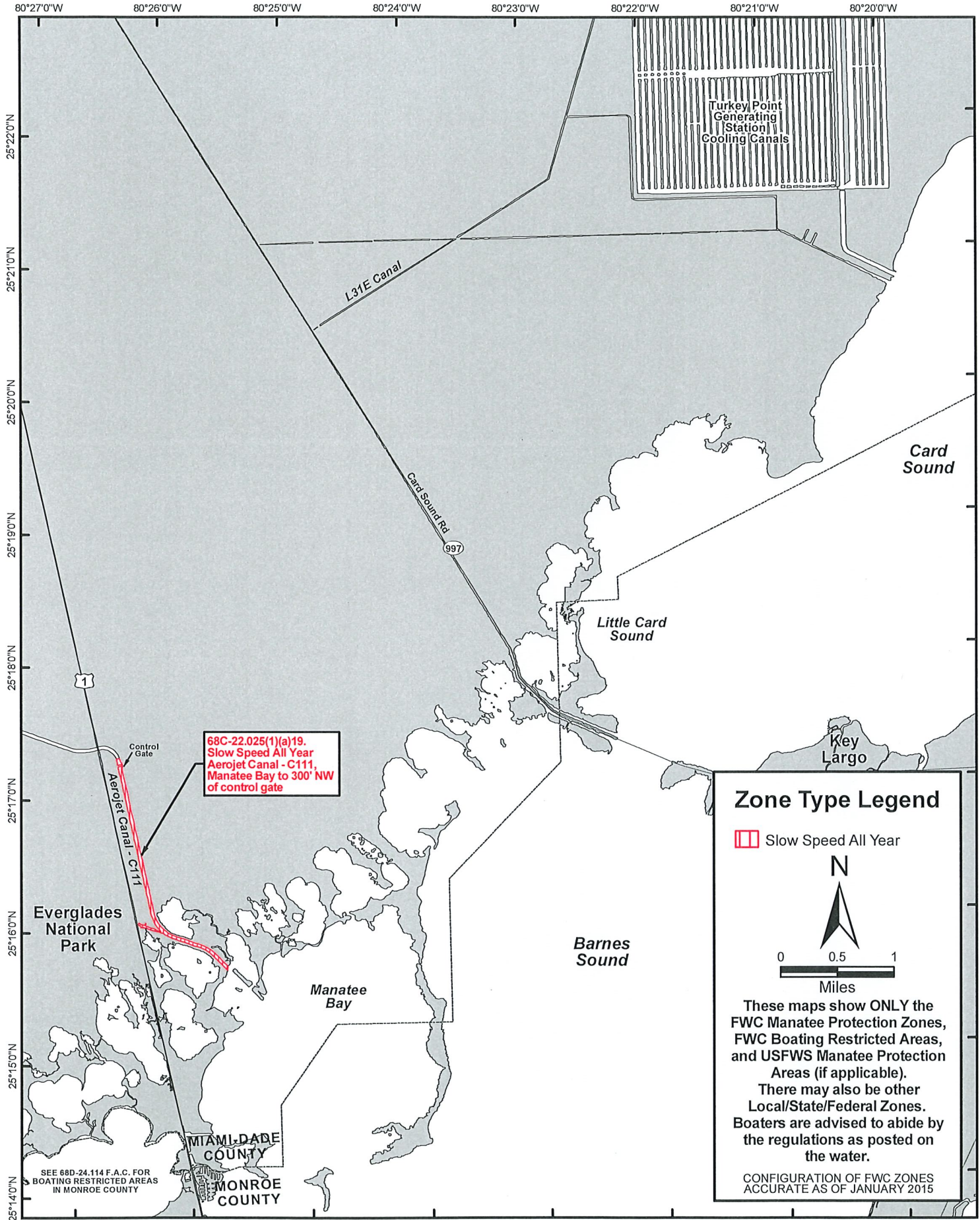
### Zone Type Legend

- No Entry All Year
- Idle Speed All Year
- Slow Speed All Year

0 0.5 1  
Miles


These maps show ONLY the FWC Manatee Protection Zones, FWC Boating Restricted Areas, and USFWS Manatee Protection Areas (if applicable). There may also be other Local/State/Federal Zones. Boaters are advised to abide by the regulations as posted on the water.

CONFIGURATION OF FWC ZONES ACCURATE AS OF JANUARY 2015



**68C-22.025(1)(a)19.**  
**Slow Speed All Year**  
**Arojet Canal - C111,**  
**Manatee Bay to 300' NW**  
**of control gate**

**Zone Type Legend**

 Slow Speed All Year

N

0 0.5 1  
Miles

These maps show ONLY the FWC Manatee Protection Zones, FWC Boating Restricted Areas, and USFWS Manatee Protection Areas (if applicable). There may also be other Local/State/Federal Zones. Boaters are advised to abide by the regulations as posted on the water.

CONFIGURATION OF FWC ZONES ACCURATE AS OF JANUARY 2015

SEE 68D-24.114 F.A.C. FOR BOATING RESTRICTED AREAS IN MONROE COUNTY



**MIAMI-DADE COUNTY**  
**FWC & USFWS MANATEE PROTECTION AREAS**  
**and FWC BOATING RESTRICTED AREAS**

For description of zone boundaries:  
 See 68C-22.025 F.A.C for State Manatee Protection Zones  
 See 68D-24.013 F.A.C. for State Boating Restricted Areas  
 50 CFR part 17.108 Federal Manatee Protection Areas N/A

# Biscayne Bay Commission (BBC) Meeting - September 3, 2024

## Chief Bay and Water Resources Team

### Agenda

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**MEMBERS PRESENT:** Noah Valenstein – Chair | Adam Blalock - Vice-Chair, Florida Department of Environmental Protection | Spencer Crowley – Florida Inland Navigation District | Commissioner Micky Steinberg – Miami-Dade County | Mayor Tim Meerbott – Town of Cutler Bay/ League of Cities | Dr. Thomas Reinert – Florida Fish and Wildlife Conservation Commission

**STAFF PRESENT:** Pamela Sweeney – DERM | Loren Parra and Nancy Jackson – Office of Resilience

#### PRESENTATIONS

**BISCAYNE BAY AQUATIC PRESERVE (BBAP) SPOIL ISLAND MANAGEMENT-** Presented by: Griffin Alexander, Manager of Biscayne Bay Aquatic Preserve

- Key takeaways: DEP manages 8 of the islands with trash pick up provided by MDC. In 2015 – Adopt-an-island program began. Groups have a requirement of at least 4 cleanups per year; 12 out of 22 islands are adopted.
- Leave No Trace Spotlight: Plan to remove trash cans on islands and increase trash cans at marinas and boat ramps. Plan to increase engagement at boat ramps with targeted outreach material. City of Miami Parks Department taking lead. Partners: MDC DERM + PROS, City of Miami, Volunteercleanup.org, Leave No Trace (LNT), Advocates and bay lovers.
- Spencer Crowley urged that no one has applied for a grant with his organization which are specifically meant to help manage, maintain and clean up the Spoil Islands. Confirmed that this year City of Miami did apply for a grant. Expressed concern about LNT as a policy given that we need enforcement of current rules and regulations.
- Chairman Valenstein curious on what the needed amount of money is to clean up per island.
- Commissioner Steinberg thanked DEP for the presentation. She reminded the Commission that DERM would like to get out of the trash removal business and see FDEP as the lead on managing the Spoil Islands and coordinating stakeholders.

**CITY OF MIAMI LEAVE NO TRACE AND SPOIL ISLANDS –** Presented by: Chris Evans – Director of Parks and Recreation for City of Miami

- Key takeaways: Leave No Trace Launch Day – May 18, 2024. Took drastic measures to temporarily close 4 “Party Islands” and installed new signage.
- Enhanced Enforcement Measures: Patrols, Educational Outreach, Ongoing Monitoring; Acquired two grants for this. Utilizing Park Rangers for more educational role with a goal for them to be out during peak hours.
- Overall budget for the islands is from the Parks budget: \$750 per visit = \$39,000 per year.

**REASONABLE ASSURANCE PLAN (RAP) UPDATE –** Presented by: Pamela Sweeney – Sr. Water Scientist, DERM, Miami-Dade County

- Key takeaways: RAP is a path to restoring water quality and habitat; a path to cleaner water, faster.
- RAP draft to DEP by end of 2025. Fall of 2024 - coordination meetings are being scheduled.
- Spencer Crowley would like to see final Plan of Study to review and ensure focused on the right things - addressing sanitary sewage issues and storm water systems.

**BISCAYNE BAY MONITORING STATIONS – Presented by: Dr. Nicholas Parr, SE Aquatic Preserves Manager, Office of Resilience and Coastal Protection, Florida Department of Environmental Protection**

- Key takeaways: Monitoring agencies in Biscayne Bay and surrounding areas are uploading information into Watershed Information Network. Several sampling buoys were damaged by jet skis and had to be removed. They are also collecting data from NASA and NOAA satellites. Continue to identify groups that have proper equipment and resources to be added to the database.

**PUBLIC COMMENT HIGHLIGHTS**

Thirteen residents and advocates made the following requests and comments for the Biscayne Bay Commission members:

- Oppose marina that was permitted in Little River – requesting all residents are informed and a full public hearing is held. Known as a manatee area and known that dredging will cause bacteria to go straight into the Bay.
- Spoil islands are everyone’s responsibility. Need dedicated staff; webcams; drones; more funding for FWCC marine patrol; more signage; trash receptacles at marinas.
- Trash is left behind on the “party islands” because they can leave their boats and bring their things on shore. Do not close islands, add mooring fields.
- Report on boater restricted areas - Audit of all the current markers and signs; suggest solar speed zone signs.
- What we know from COVID is the Bay cleared up demonstrating the need to control boat speeds which reduces turbulence in the Bay and will allow the seagrass beds to heal themselves.

**MISC**

Next meeting December – will be virtual date to be determined, agenda topic end of the year reporting.

**MEETING ADJOURNED**

LEARN more about the Biscayne Bay Commission here: [Biscayne Bay Commission | Water Quality Dashboard \(protectingfloridatogether.gov\)](#)