



Everglades Coalition

1000 Friends of Florida
Arthur R. Marshall Foundation
Audubon
Audubon Florida
Audubon of the Everglades
Audubon of Southwest Florida
Audubon of the Western Everglades
Caloosahatchee River Citizens
Association / Riverwatch
Center for Biological Diversity
Clean Water Action
Conservancy of Southwest Florida
Defenders of Wildlife
“Ding” Darling Wildlife Society
Earthjustice
Environment Florida
Everglades Coordinating Council
Everglades Foundation
Everglades Law Center
Florida Conservation Alliance
Florida Defenders of the Environment
Florida Keys Environmental Fund
Florida Native Plant Society
Florida Oceanographic Society
Florida Wildlife Federation
Friends of the Arthur R. Marshall
Loxahatchee National Wildlife Refuge
Friends of the Everglades
Hendry Glades Audubon Society
Institute for Regional Conservation
Izaak Walton League Florida Division
Izaak Walton League Florida Keys Chapter
Izaak Walton League Mangrove Chapter
Izaak Walton League of America
Last Stand
League of Women Voters of Florida
Loxahatchee River Coalition
Martin County Conservation Alliance
Miami Waterkeeper
National Parks Conservation Association
National Wildlife Federation
National Wildlife Refuge Association
Natural Resources Defense Council
Ocean Research & Conservation Association
Reef Relief
Sanibel-Captiva Conservation Foundation
Save It Now, Glades!
Sierra Club
Sierra Club Broward Group
Sierra Club Calusa Group
Sierra Club Central Florida Group
Sierra Club Florida Chapter
Sierra Club Loxahatchee Group
Sierra Club Miami Group
Snook and Gamefish Foundation
South Florida Audubon Society
Southern Alliance for Clean Energy
Tropical Audubon Society
The Urban Environment League of
Greater Miami

April 3, 2015

MDX Board of Directors
Miami-Dade Expressway Authority
3790 NW 21st Street Miami, Florida 33142

Re: 836/Dolphin Expressway Southwest Extension (project 83618)

Dear Miami-Dade Expressway Authority Board:

The Everglades Coalition along with the 57 organizations and the 6 million members it represents, write in opposition of the SW Dolphin Expressway/SR 836 expansion, as it is in direct conflict with Everglades Restoration goals.

Last year, the Florida Legislature and the Federal Government allocated record funding to advance Everglades Restoration, and Governor Scott recently pledged a \$90 million three-year commitment to match federal funds for Tamiami Trail bridging to increase water flows to a parched Everglades National Park. After years of stalled progress, Everglades Restoration is finally moving forward and is already yielding results because our leadership understood that the Everglades are not only a World Heritage Site and our greatest treasure, they are also critical to the water supply of 7 million Floridians and the prosperity of our state. The expansion of SR 836 into sensitive wetlands outside of the Urban Development Boundary is in direct conflict with Everglades Restoration, since it will destroy wetlands, jeopardize Comprehensive Everglades Restoration Plan (CERP) projects within the project area and promote urban sprawl.

In the April 2011 Evaluation Appraisal Report recommendations to the Comprehensive Development Master Plan (CDMP), no need was found to move the Urban Development Boundary (UDB) until 2017 for single family homes, and 2027 for multi-family homes. Continuing to construct and enlarge roads is not the long-term investment we should be making under the guise of a proper solution to urban sprawl. Moreover, the expansion of SR 836 adds more cars to the road and goes against Miami-Dade County's effort to mitigate for climate change. The public wants to regain the value of their homes and investments within the existing corridor, and residents of the project area have spoken in support of an extensive, connected and functional public transportation system that will alleviate congestion, pollution, and promote healthy communities. Your expansion proposal will encourage sprawl in this area instead of generating the live-work-play communities these residents want.

Committed to full protection and restoration of America's Everglades

Impacts to the Everglades ecosystem in the footprint of this project, near the West Well Field and CERP projects, are impacts too great to overcome and would cause permanent and irreversible damage to the Everglades, threatening our water supply and impacting our agricultural economy as the proposed 836 Expansion cuts through and beyond the Urban Development Boundary into farm lands.

Whereas we understand that we need to find a way to solve our traffic problems, experts have shown that car-centric solutions will only perpetuate old problems, and that highways are no longer the solution to putting a region in motion. And although we realize an Environmental Impact Statement on work proposed will be completed, which may address some of our concerns, **because none of your alternatives are within the Urban Development Boundary (UDB), we have no choice but to support a no action alternative.**

We encourage the MDX Board to employ more thoughtful, less destructive approaches to solving traffic congestion issues. Expanding in this way is not sustainable and actively works against the substantial investments made in Everglades protection and restoration and in protecting the agricultural lands that lie beyond the boundary.

It is the Everglades Coalition's recommendations that any alternatives that cause further destruction of natural resources and jeopardizes CERP progress, and any alternative that extend beyond the Urban Development Boundary, be taken off the table.

We urge the MDX Board to be proactive, and insert an alternative that addresses a real effort to stay within the UDB and address in more detail how an expansion will be multi modal.

Sincerely,

Cara Capp

Cara Capp
National Co-Chair



Jason Totoiu
State Co-Chair