

**Project Name:** Tamiami Trail Modifications: Next Steps Project  
**Project ID:** 1309  
**Lead Agency:** DOI/NPS  
**Authority:** H.R. 1105: Omnibus Appropriations Act of 2009 (P.L. 111-008, dated March 11, 2009)  
**Funding Source:** DOI

**Strategic Plan Goal(s) Addressed:** Other

**Measurable Output(s):**

- 5.5 miles of bridging between S-333 and S-334 (10.7-mile section of Tamiami Trail)
- Elevation of the remaining 10.7 mile roadway to allow L-29 Canal stages to be raised to as high as the 9.7' design high water (7.5' is the existing constraint and the MWD project should allow for a maximum stage of 8.5')
- Completion of an EIS and ROD that authorized the increased bridging and road raising needed to restore 107,600 acres of wetlands in NESRS and ultimately reconnect WCA-3 to Everglades National Park
- The EIS includes the justification for acquisition of the remaining commercial properties in NESRS. This \$25 million was approved by Congress in 2012
- Authorization by Congress in 2012 to construct the "Next Steps" Project

**Project Synopsis:** The 2009 Omnibus Appropriations Act (March 10, 2009) directed the NPS to evaluate bridging alternatives to the Tamiami Trail (10.7-mile eastern section), beyond what was authorized by the 2008 Limited Reevaluation Report (Modified Water Deliveries Project), in order to "restore more natural water flow to Everglades National Park (ENP) and Florida Bay and for the purpose of restoring habitat within the Park and the ecological connectivity between the Park and the Water Conservation Areas." The 2009 Omnibus Act also directed the Army Corps of Engineers to immediately construct the 2008 LRR plan—a 1-mile bridge and the remaining road elevated to allow stages in the L-29 Canal to be raised from the current 7.5 foot elevation to as much as 8.5 feet. Passage of the 2009 Omnibus Act was an acknowledgement that construction of the 1-mile bridge with 1-foot road elevation was only the first step, albeit an important one, to restoration of flows and ecological conditions in ENP.

**Current Project Synopsis:** The Final EIS was completed with publication of the Notice of Availability on December 20, 2010. The Record of Decision was published in the Federal Register on April 26, 2011. The Key finding in the FEIS/ROD is that an additional 5.5 miles of bridging and raising the balance of the 10.7-mile highway corridor are necessary to achieve the 2009 Omnibus Appropriations Act's restoration objectives. On December 23, 2011, Congress passed the Consolidated Appropriations Act of 2012 (Public Law 112-74) which authorized construction of the "Next Steps" project. In addition, with the Act's passage, Congress appropriated \$25 million for land acquisition in Everglades National Park. Due to this \$25 million appropriation, the total cost for implementation of the Recommended Plan (Alternative 6E) is reduced from \$310 to \$285 million. This project cost is reported in Fiscal Year 2010 dollars and does not include any potential escalation costs that could be related to changes in inflation beyond FY 2010.

**Current Status:** At this time there are no appropriations to construct this project. Everglades National Park has contracted for appraisals of the remaining commercial properties in the Expansion Area in preparation for the acquisition process which should begin in August 2012. The park will complete the radio tower supplemental assessment by June 2012, prior to acquisition as stipulated in the "Next Steps" and 1991 Land Protection Plan NEPA actions.

**Est. Cost:** \$ 285, 000,000

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**Project Schedule:**

2011            ROD completed  
2012            Congressional authorization

**Project Budget Information** (rounded):

Bridge and Roadway Construction	\$285 million (not appropriated)	DOI/NPS
Project Planning NEPA (EIS and ROD)	\$0.35 million	DOI/NPS
Project Support (Corps)	\$1.0 million	DOI/NPS

**Hyperlink:**        <http://www.nps.gov/ever/naturescience/nessrestoration.htm>

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**Source:**            "Tamiami Trail Modifications: Next Steps" EIS and more recent actions provided by Bruce Boler, project manager.