

EVERGLADES NATIONAL PARK TAMIAMI TRAIL MODIFICATIONS: NEXT STEPS



PUBLIC SCOPING REPORT AUGUST 2009

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L-67A
L-67C

WCA-3B

L-29

TAMIAMI TRAIL

EVERGLADES NATIONAL PARK



PREPARED FOR:
NATIONAL PARK SERVICE
U.S. DEPARTMENT OF THE
INTERIOR

PREPARED BY:
URS CORPORATION – MIAMI

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TABLE OF CONTENTS

INTRODUCTION.....	1
PUBLIC SCOPING MEETING	1
PUBLIC COMMENT PROCESS	1
METHODOLOGY	2
SUMMARY OF PUBLIC COMMENTS.....	3
GUIDE TO THIS SECTION OF THE DOCUMENT	26
INTERIM COMMENTS REPORT	28
APPENDIX 1: MEETING SIGN-IN	34
APPENDIX 2: CORRESPONDENCE LIST	38
APPENDIX 3: SIERRA CLUB FORM LETTER CORRESPONDENCE LIST	47
APPENDIX 4: SUBSTANTIVE COMMENTS REPORT	125
APPENDIX 5: INDEX BY ORGANIZATION TYPE REPORT	245
APPENDIX 6: INDEX BY CODE REPORT	283
APPENDIX 7: NON-SUBSTANTIVE COMMENTS REPORT	299
APPENDIX 8: PUBLIC MEETING TRANSCRIPT	491



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INTRODUCTION

Public scoping is an early and open process to determine public concerns in relation to a proposed action. Public involvement is an important requirement of the National Environmental Policy Act (NEPA), especially in determining the appropriate scope of the analysis. In accordance with Director's Order #12 and National Park Service (NPS) *Management Policies* 2006, the NPS conducted scoping for the "Tamiami Trail Modifications: Next Steps" project to ensure input from all interested parties.

PUBLIC SCOPING MEETING

A public scoping meeting was held on June 2, 2009, at the South Dade Regional Library in Miami, Florida, to initiate public involvement early in the planning stage and to obtain community feedback regarding the initial concepts for the development of the Tamiami Trail Modifications: Next Steps Environmental Impact Statement (EIS). A total of 47 public participants and 13 project personnel attended.

The meeting was structured into the following sessions. From 5:00 p.m. to 6:00 p.m., an open house session was held with a series of maps and exhibits illustrating the project purpose, need, objectives, and preliminary alternatives. National Park Service and URS Corporation (URS) staff were available to discuss the project, answer questions, and record comments on flip charts. From 6:00 p.m. to 6:30 p.m., there was a brief presentation about the project, outlining the EIS process and public involvement opportunities. From 6:30 p.m. to 7:00 p.m. a question and answer (Q&A) period was held allowing public participants to ask general questions about the project, with NPS and URS staff available to respond. From 7:00 p.m. to 8:00 p.m., the public was provided with an opportunity to provide official statements on the project. A court reporter was available to record all statements.

PUBLIC COMMENT PROCESS

A project scoping newsletter was distributed by NPS to individuals, organizations, agencies, and American Indian Tribes by U.S. mail and electronic mail in May 2009. This notice announced the Park's proposal and described preliminary alternative and resource considerations, and identified opportunities for public participation in the EIS process. The notice invited interested parties to submit their initial views or concerns regarding the project to the park. The scoping period was scheduled from May 21 through June 12, 2009.



The purpose of the public scoping meeting was to solicit input from the community on the project purpose, need, and objectives; to identify issues and concerns to be addressed in the EIS; and to receive comments on potential alternatives for the Tamiami Trail Modifications: Next Steps project. The public meeting included numerous methods for the community to provide comment. Each of the information stations had a flip chart where comment could be provided. Those attending the meeting were also directed to the EIS newsletter, which provided additional opportunities for comment on the project, including directing comments by mail, e-mail, or through the NPS's Planning, Environment, and Public Comment (PEPC) website at <http://parkplanning.nps.gov/ever>. Public comments received are detailed in the following sections of this report.

METHODOLOGY

During the comment period, 2,355 pieces of correspondence were received with 2,623 comments (please note that 2,153 pieces of correspondence were form letters sent by members of the same organization). Correspondence was received by one of the following methods: e-mail, hard copy letter, or entered into the PEPC website. Letters received by e-mail or hard copy, as well as comments from the public meeting transcript, were entered into the PEPC system for analysis. Each of these letters or submissions is referred to as correspondence.

Once all correspondence was entered into PEPC, each was read, and specific comments within each correspondence were identified. Once they were identified, they were given a topic (code). To facilitate this, a coding structure was developed that considered all of the correspondence received. This coding structure was comprised of codes that are established in the NPS PEPC system, referred to as national codes, as well as codes that were developed specifically to this project. An example of a code developed for this project includes analyzing climate change as part of the affected environment. The codes selected from the national list and those added that were specific to this project were used to identify the general content of a comment.

During coding, comments were also classified as substantive or non-substantive. A substantive comment is defined as one that does one or more of the following (NPS Director's Order 12 (DO-12), Section 4.6A):

- Question, with a reasonable basis, the accuracy of information in the EIS;
- Question, with a reasonable basis, the adequacy of the environmental analysis;
- Present reasonable alternatives other than those presented in the EIS; and/or
- Cause changes or revisions in the proposal.



Although the above refers to an EIS document and not public scoping, the same general concept was applied to the Tamiami Trail Modifications: Next Steps Project and EIS public scoping comments. If a comment met one or more of the above criteria, it was categorized as substantive. As further stated in DO-12, a regulation directing Conservation Planning, Environmental Impact Analysis, and Decision Making, substantive comments, “raise, debate, or question a point of fact or policy.” Comments in favor of or against the proposed action or alternatives, or comments that only agree or disagree with NPS policy, are not considered substantive.

Under each code, all comments were grouped by similar themes, and those groups were assigned a concern statement. A concern statement is a statement that captures the content of several comments. For example, one concern statement identified was “NPS should analyze the cost/benefit of this project.” This one concern statement captured many comments and the representative quotes from the respondents are listed below the concern statement.

SUMMARY OF PUBLIC COMMENTS

Correspondence from respondents regarding the Tamiami Trail Modifications: Next Steps project ranged from strong support to strong opposition to the project. Approximately 96.7% percent of respondents were strongly in favor of the project and 0.4% of respondents were generally in favor of the project but had concerns or questions about certain aspects of the project. Approximately 0.8% of respondents expressed a strong opposition to the project and 0.8%% of respondents were generally in opposition to the project but expressed concerns or questions that, if resolved, could garner their support for the project. The remaining 1.4% of respondents raised questions about the project but did not express an opinion supporting or opposing the project. These concerns, to be addressed in the EIS, are detailed in the following section and organized into concern statements with representative comments from respondents.

Comments in favor of the project were mostly directed towards Everglades restoration, including restoration of sheet flow hydrology, restoration of habitat for wildlife, protection of threatened and endangered species, and preservation of the Everglades for future generations. Those respondents in opposition to the project voiced concerns about project costs, the planning process, potential unforeseen environmental impacts (i.e. floodplain impacts), and potential socioeconomic and cultural impacts. The comments, concerns, and suggestions of the respondents fell into several categories including alternatives, consultation and coordination, the cost/benefit value of the project, environmental impacts, socioeconomic impacts, historic/cultural impacts, and visitor use and experience.



Correspondence regarding the proposed alternatives for the project included suggestions for engineering elements applicable to all alternatives such as the use of conspans, the inclusion of a pedestrian/bicycle trail and non-motorized boating access features, and bridge clearance height for the passage of airboats. Several respondents strongly supported Alternative 6, while several respondents stated that they did not support implementation of any of the proposed action alternatives. Comments were also received which suggested the cleaning out of culverts as a viable alternative.

Many comments were received regarding the cost/benefit value of the project. Comments included concerns about the use of taxpayer funds for implementation of the project; the need for a thorough cost/benefit analysis; and the costs of mitigation versus acquisition of private properties along Tamiami Trail. The potential cost of inflation from the time of the EIS to the time of construction, and the methodology for calculating construction costs were also mentioned by respondents.

Consultation and coordination issues were mentioned by a few respondents. One respondent requested that the U.S. Fish and Wildlife Service be added to the project as a cooperating agency, while another respondent requested that the Federal Highway Administration be sought out as a cooperating agency for the project. Several comments were also received requesting and encouraging continuous public involvement opportunities with the project.

Correspondence included numerous comments about the environmental impacts and benefits of the project. Most respondents in support of the project commented on the potential environmental benefits of the project such as restored hydrologic flow through Northeast Shark River Slough, restored wildlife habitat, and protection of special status species. A few respondents in opposition to the project commented on the potential negative impacts to habitat and species and voiced the need for more studies before an alternative is selected for implementation. Several respondents, both in favor of and in opposition to the project, mentioned climate change as a factor for selecting a preferred alternative and requested that the topic be analyzed in the EIS. Impacts to floodplains and water quality issues were also discussed by correspondents.

Based on the correspondence received, the greatest opposition to the project was due to the potential socioeconomic impacts to the airboat concessions along Tamiami Trail. Respondents expressed concerns about NPS acquiring private property for construction of the project; property access routes with all of the alternatives; and the economic impacts from reduced tourism during construction. Several respondents also requested that an economic/socioeconomic study be conducted as part of the EIS for the project. One respondent expressed concern about opposition from commercial businesses along Tamiami Trail influencing the environmental need for the project.

Those commenting on the project also expressed their concern about the potential historic/cultural impacts of the project. Respondents provided comments about the historical significance of both structures and cultural traditions along Tamiami Trail.



Comments were received requesting avoidance of the two Miccosukee camps (e.g., Osceola and Tiger Tail) and three airboat concessions along Tamiami Trail. The “Gladesmen” cultural traditions were also mentioned in the correspondence received for the project. Respondents requested a historic/cultural impact study be conducted as part of the EIS for the project.

Correspondence about impacts to visitor use and experience included questions and concerns about continued visitor use activities such as fishing, sight-seeing, walking, bird-watching, and airboating. Concerns were expressed about access issues with each of the action alternatives (i.e., such as access to boat ramps and airboat concessions). Respondents requested that none of these activities be impacted in any way or at any time by implementation of the preferred alternative. Many respondents also voiced concerns about current conflicts in Everglades National Park between motorized boats/airboats and non-motorized boating.

Correspondence from agencies, organizations, and businesses included letters and comments from the following entities with the number of correspondences denoted in parentheses.

- Airboat Association of Florida (3)
- Audubon (2)
- Bicycle of Pedestrian Advisory Committee of Miami-Dade County (2)
- Caloosa Riders Bicycle Club (1)
- Caloosahatchee River Citizens Association, Board Member (1)
- Center for Biological Diversity (1)
- Coopertown (2)
- COPHA (1)
- Elders for Earth's Future (1)
- Everglades Bicycle Club (1)
- Everglades Coordinating Council (2)
- Everglades Park (1)
- Everglades Safari Park (1)
- FLFFC.org (1)
- Florida Atlantic University (1)
- Florida Biodiversity Project (2)
- Florida Trail Association (1)
- Friends of the Florida Panther Refuge (1)
- Federal Transit Administration (1)
- Gladesman Cultural Community (1)
- Greater Hollywood Chamber of Commerce (1)
- Hendry BPAC (1)
- J.N."Ding" Darling Wildlife Society (1)
- Jet Port Conservation & Recreation Club (1)
- Kayak Explorers Club (1)



- Kayak Jeff, Inc (1)
- League of Women Voters (1)
- Little Manatee Kayaking (1)
- Loxahatchee Sierra Club (1)
- Miami-Dade County DERM (1)
- Miccosukee Tribe of Indians of Florida (2)
- N/A (113)
- Naples Pathways Coalition (3)
- Nature Conservancy (1)
- National Parks Conservation Association (2)
- National Wildlife Federation (1)
- Palm Beach Kayak Fishing club (1)
- Palm Beach Meeting of the Religious Society of Friends (Quakers) (1)
- Palm Beach Water Yaks (1)
- Project NatureConnect (1)
- River of Grass Greenway Committee (4)
- South Florida Anglers for Everglades Restoration (2)
- Sanibel Captiva Conservation Foundation (1)
- Save Boca Raton Green Space (1)
- Save It Now Glades (1)
- Sierra Club (2,187)
- University of California Merced (1)
- University of Miami (1)
- Wildlands CPR (1)
- Multiple Organizations (5)

The attached appendices show these comments organized by substantive (Appendix 3) and non-substantive (Appendix 6), and are indexed by organization type (Appendix 4) and code (Appendix 5).

Alternatives – Development of Alternatives

Concern: The project planning process and development of alternatives should include input from all interested parties.

Representative comments:

- Your scoping efforts say in order to develop a realistic plan you will seek input from many local people. The AAoF membership has MANY years of East Everglades experiences, we are talking direct on the ground experience, from which agency's can draw, if the project objective is to "Provide for substantial increases in water flows to ENP, we will help in any way, just ask. (ID #8)
- I am sorry. You have a vast resource here of experience. You have people that have been out here stomping those grounds for 50 years. There is no account like an eyewitness account. You got testimonies, people that have -- this is their backyard. Me, I'm a new kid on the block and I was born and raised here and I'm only 47. I'm a new kid -- eyewitness accounts of what that place right there on



that little chart is supposed to be like. The only way that you can restore it is if you open it up and don't manage water, don't touch nothing. That's the only way you can restore something. As long as you got a handle on gates or floodgates and you can manipulate, you really are not going to accomplish much. These people here are an incredible resource. If you want eyewitness first-hand account of what it is to romp around and slide and glide in that place that you have pictured on your board. That right there is meaningless. You all need to take an airboat ride. You all need to take an airboat ride on the north side and the south side. You all need to take some airplane rides. As a matter of fact, the closer to the ground that you get the better it looks; that's a suggestion. If you want first-hand account you need to talk to some of these people. You can sit in an office and conduct all kinds of feasibility studies and environmental impacts and accounts and water tables, but these people will tell you firsthand. They can go back as far as you want. Tell us about when this happened. Tell us about when these culverts plugged up and weren't maintained. Tell us about what happened to the wild life out there. Tell me how much dead deer you saw when the high water and all of that water control thing. You have a vast resource here in your private tour people that see it on a daily basis, and some of your old-timers here that have paved the road that we are all enjoying. So do not -- you engineers, I'm talking to you all. Don't discount the experience of some of these guys. You need to tap into that resource, if you really want to tell the truth. If you want to blow smoke then go ahead. If you really want to get down to the nitty gritty and get down to the truth of what we are really working with here, it ain't just money and bridges that we are building. By the way, the more bridges you build the more the contractors are going to make. The less you do, the less money we are going to spend. The more you do the more flow. We understand how that works. So we are going to work with you all. We are going to put some flow into this. Flow this, because know the flow is coming. And we are going to put some flow back into the water thing, but you need to talk to some of these old geezers. No disrespect, y'all. (ID #40)

Action Alternatives – Engineering Elements

Concern: Conspans should be considered for use in the engineering design of the alternatives.

Representative comments:

- The NPS is proposing the potential inclusion of con-spans instead of traditional raised bridging to move water under the Tamiami Trail. NPS needs to provide evidence that this design will provide equal flow and ecological benefits as traditional raised bridging, and fully explain potential environmental impacts of using con-spans. (ID #192)
- I would like to see as much of the Tamiami Trail bridged as possible, with a combination of longer bridges and conspans. I think the conspans will look nice -- they have the look of old Florida about them. (ID #4)



- I would liked to have had more time to study some of the new short prefab bridges and possible sites to install them in conjunction with the pilot swale program and the one already agreed upon bridge. (ID #171)

Concern: Access under the bridges should be considered in the engineering design of the alternatives.

Representative comments:

- The Miami Dade fire department uses the AAoF club grounds to train its Airboat crew for rescue, including plan crash activities, they were involved with prior trail planning to make sure ANY BRIDGE that is located close to AAoF property is high enough for them to get there rescue airboats under, in case of plane crash on the North side of Tamiami trail. (ID #8)
- A bridge high enough to pass at the high water mark with any airboats this could be incorporated in the previous plans without having to implement this new alternative plan. This has been asked for more than once. (ID #16)

Concern: A pedestrian/bicycle path should be included as a design element for each of the action alternatives.

Representative comments:

- But please make sure that improvements include safe access for non-motorized vehicles and pedestrians in the way of designated lanes separated from vehicular traffic flow. Viewing this unique and endangered ecosystem is best done at a slower pace like that on foot or on a bicycle. (ID #47)
- It is important to encourage people to leave their cars and experience the Everglades on foot or bicycle. You cannot really see nature when whizzing by at 60 mph. The River of Grass Greenway (ROGG) is planned as a 74 mile paved path along Tamiami Trail from Royal Palm Hammock in Collier Co. to Krome Av. in Dade Co. It is the only way for a cyclist or pedestrian to get from the west coast of Florida to the east coast south of Lake Okeechobee. The ROGG will connect with the Krome trail and thereby with the rest of Dade Co. It is vital that a path be built into this project. (ID #11)
- As I understand all alternatives of this proposed project, the L-29 levee is to remain in place separating WCA-3B from this canal, the Tamiami Trail and the ENP. This levee would continue to serve as the unofficial extension of the Florida Trail southward from the BCNP towards the Florida Keys, and it would provide mountain bike access to cross the State between Miami and Everglades City. (ID #123)
- Please keep in mind while planning this project, that with the Everglades restoration, we also must have non-motorized access to appreciate this extraordinary area. If a bridge is planned, a bike/pedestrian lane must be included. Considering these public access issues is essential for a successful and sustainable project. (ID #48)
- I am a cyclist who enjoys getting out into the countryside on my bicycle with friends. We are all very excited about the River of Grass Greenway project, and any other projects that will make biking safer for not only cyclists but also



automobiles and pedestrians. If there is to be a safe road across the Everglades for nonmotorized transportation and slow-paced recreation, then we need for bridge plans to include a designated bike lane clear of obstructions (e.g., drainage grates), and preferably separated from the road by a 2-ft. inverted rumble strip. Please consider this my petition for the bridges to be designed in this manner with bikers and hikers in mind. (ID #49)

- I am a bicyclist that crosses the everglades on old US 41 (Tamiami Trail) a few times each year. This route from Fort Myers to the Florida Keys is well known and often used in the winter months by bicyclists. A wide shoulder free of obstructions such as speed bumps, rumble strips and raised reflectors is important for bicyclists. These "safety devices" cause us to have to move into the traffic lane and create dangerous situations with motor vehicles. Reflective paint would serve the same safety purposes and allow bicycles to remain on the path or shoulder. Regular maintenance and removal of debris such as glass, garbage, tires and road kill from shoulders and paths is important. An expensive shoulder or bike path will not remain useful for very long without funding for proper maintenance. (ID #53)
- Everglades Bicycle Club is advocating a 12 foot wide bike lane on the bridge to insure continuity of the proposed River of Grass Greenway (ROGG) from Naples to Miami. CERP plans call for demolishing the levee 29 and it would not be available for use as a bike path as some have proposed. (ID #58)

Concern: Non-motorized boating access features should be included as a design element for each of the action alternatives.

Representative comments:

- As a kayak paddler in the everglades I would encourage you to eliminate or greatly reduce air boats and motor boats, or at least put a no wake law into effect. Also please open up more areas to kayaks and fix and or improve the launch sites. It would be great to have a campground by the launch site in the north. (ID #57)
- My family loves to kayak and there are not that many places to put your vessel in without the worry of motorized boats. Kayaks allow for maximum enjoyment of the environment while minimizing impact. (ID #188)
- On the nature of this quality non-motorized access:
 - 'put ins' on either side of the bridging to provide access for canoes and kayaks (current access is only behind a dumpster at one of the airboat concessions - and there are no designated non-motorized areas to provide for safety and quiet. Paddlecraft and airboats in the same area are not a safe combination.)
 - a livery for canoes and kayaks operated as an authorized National Park Service rental concession (by contrast, the commercial airboat operations we are advocating be removed have been operating for 20 years with no such required contract with NPS)
 - a series of 'chickees' similar to those in Florida Bay and in other parts of the park for backcountry camping



- canoe routes that would allow for multi-day wilderness excursions (for those who want that experience) to places like the Ten Thousand Islands and the Wilderness Waterway both of which connect to Shark River Slough
- interpretive boardwalks to allow non-paddlers and families a chance to experience and understand this incredible ecosystem on foot (ID #194)

Alternatives – Cost

Concern: NPS should analyze the cost/benefit of this project.

Representative comments:

- Finally, we understand that the NPS will contract with the U.S. Army Corps of Engineers (Corps) to update cost figures for all bridging alternatives in the EIS. We recommend that NPS require the Corps to calculate the total cost for a bridging alternative's construction separate from the total cost including risk analysis calculations for that alternative. Risk analysis cost accounting tends to unrealistically inflate cost figures. The NPS should display a breakdown of only the up-to-date total construction costs for all alternatives in the EIS to ensure that Obama Administration officials and Congress can better understand the true cost of all project alternatives and, ultimately, the preferred alternative. (ID #59)
- COST OF DELAY: Irreversible damage to the Everglades must be stopped. Delay has a cost. All alternatives analyzed should look at the cost of delay to the Everglades. The amount of time it would take to implement each alternative should be used as a performance measure. (ID #203)
- COST CAP: According to NPS representatives, DOI leadership advised that there should be NO COST CAP for the preferred alternative. This is irresponsible in light of the current fiscal crisis in this country. Cost should be fully evaluated, and used as a factor to screen out alternatives. (ID #203)
- This funding is independent of and goes beyond MOD and Cerp which in turn creates a cause of concern and would require all of the impact studies done over again because of the greater impact on the cultural community and resource. (ID #171)
- Even though the Modified Water Delivery Project has been languishing for twenty years, we support only taxpayer projects that provide real ecosystem restoration. (ID #13)
- How will such a plan develop and be accomplished and under what schedule? By the time this ballooning project is completed, future costs may prohibit any further Congressional funding for this same project. (ID #13)
- NPS own Proposed Objectives do not seem best served by a costly minimum project. (ID #13)
- Fully explain how the selection of the preferred alternative will be made including any weighting of objectives and costs. (ID #12)
- The methodology for estimating construction costs should be fully explained. (ID #12)
- What are the projected costs of each of these alternatives? We got all these alternatives, and you didn't mention anything about money involved. I can't see the idea of supporting any of these designs right now, because we don't even



know the cost of them. I don't buy anything without knowing the price of it. (ID #18)

- It's too preliminary to make specific comments, but I am concerned about the cost. Where is the money going to come from with so many other projects? It's my understanding that even with the Appropriations Bill that provided for this evaluation you didn't get fresh money. You had to switch it from another account or something. That to me was a bait and switch for ya'll. I mean, I am not blaming you for it, but it isn't a new appropriation. So we are really robbing another project in order to do this study which concerns me. (ID #17)
- I heard a good bit of concern impressed about money, how are we going to pay for it one account to the next? Basically, the only way we are going to pay for it is kind of like we did things back in the '80s when it was 16 percent of inflation. Right now we have a nation that's bankrupt. Actually we have a world that's bankrupt, but we are going to handle our own stuff, so we are going (unintelligible) money that they have already pumped in about 11 trillion dollars, okay? So the way the money is going to come is everybody's grandkids and kids are going to be paying this debt, and maybe your great-grandchildren. If the bridging is necessary, I can see build it, but this country in the shape that it's in, partly by doing stuff like this that isn't necessary that's pushed politically by people that know how to do it. So just keep doing more of the same and this country will be in deeper. (ID #19)
- Well, I am not sure how to word this correctly, but with all this talk about costs, I know that the U.S. Army Corps of Engineers -- the most cost effective solution usually is to aquisite (sic) property versus mitigation or allowing you to keep your property. So I am concerned that now this is money, like in the other projects across the state, when they had Appropriations Act, if you might revert back to instead of allowing these properties to stay you might take them, you know, because that is the cheapest way out. (ID #37)

Alternatives – Preferred Alternative

Concern: The selection of the Preferred Alternative for the EIS should be science-based.

Representative comments:

- The FBP is disillusioned that the political decision making always seem to trump science-based decision making in regards to elevating Tamiami Trail and other CERP projects. Further, agencies seem to kowtow to the Miccosukee Tribe and their endless lawsuits with the result that the preferred alternative is selected by using the lowest common denominator method of decisionmaking – the path of least political resistance. (ID #12)
- The selection of the preferred alternative should be based on science-based decision making. Fully explain how the selection of the preferred alternative will be made including any weighting of objectives and costs. (ID #12)
- Process: With so many non-environmental agencies lurking for CERP projects this process should be focus on best system results for NESS. NPS must be vigilant in protecting and restoring the ecology of the Everglades and NESS as



the primary goal, not conveyance, not water storage, not appeasing the most vocal or litigious group. "Best available science" should drive the entire process. Best management practices should be required by the Army Corps and all agencies involved. "What If" should be a constant question in the minds of those developing a plan to deal with aberrations in rainfall, sea level rise and salinity. Well meaning projects designed to move implementation without having been formulated and peer reviewed for flexibility and a planned capacity to readily adapt in a changing climate and world, may push our environment and endangered species further towards the edge and never deliver the desired planned benefits a flexible system requires. The "Precautionary Principle" should drive the process with Cape Sable Seaside Sparrow's recovery as a worthy goal. Some people and groups don't see the benefits in bio-diversity but as frog and bat populations plummet restoring this ecosystem is crucial. (ID #13)

Concern: Alternative 6 should be selected as the Preferred Alternative for this project.

Representative comments:

- As a Florida native and member of the state's legislature, I am in support of proposal six (6). I feel the proposal provides the most benefit for the Everglades and am confident the project will restore the historic waterflow thus improving habitat and quality of water in Florida Bay. (ID #88)
- I understand that the most ideal solution to increased water flow into Everglades NP is the eleven mile long elevated roadway/bridge (Alternative 6?). I would urge that this solution be adopted. It will be awfully expensive now but will solve the problem once and for all. If, in 10 or twenty years, we look back and wish we had done it the right way and decide to do it the right way now, the cost will be increased by a whole bunch of zeroes! Thanks for considering my comment. (ID #9)
- Tamiami Trail is a dam that blocks water flow into Everglades National Park and Florida Bay. Please choose Alternative 6- maximum bridging. It is the only option that can restore natural fresh water flows to a dying Everglades. It will also make the Everglades more resilient to the threat of sea level rise caused by climate change. America's Everglades is a national treasure that is in danger. Alternative 6-maximum bridging provides the greatest environmental benefit and the most jobs. Please elevate Tamiami Trail so that after 90 years water can flow again into Everglades National Park. (ID #14)
- Alternatives 1 - 5 do not provide sufficient improvement for native biological connectivity between Water Conservation Area 3B and Everglades National Park, when compared to Alternative 6. For Everglades restoration, the largest volume of flows must be under the western half of the project area, where the main streams of the Northeast Shark River Slough are located. Alternatives 1 - 5 are insufficient in this respect. Alternatives 1 - 5 also direct the flows into channels that are not conducive to restoring sheetflow and habitat for native species. Clearly, Alternative 6 is far superior to all other alternatives for restoring the Everglades. Alternative 6 must be designated as the preferred alternative. (ID #10)



- We support the maximum spanning of Tamiami Trail to service surface water flows into NE Shark Slough. Only Alternative 6 offers the broadest possible breadth and distribution of surface flows to restore seasonal flows. If NPS hopes to attain the proposed objectives stated in the May 2009 newsletter for NESS the vast majority of the eleven-mile stretch of the trail will require elevation. The Tamiami Trail (Trail) dam has long impeded normal flows of any pattern to NESS disrupting habitat and wildlife and exacerbating fires in NESS. The majority of the Trail needs degrading and ultimate removal so NPS can proceed with Everglades restoration. Only a series of connected bridges or the vision of a Skyway presented by Sierra Club will restore slow, southerly natural sheetflow, which provides the time to filter and cleanse surface waters. We support only an Alternative 6 style series of bridges or a skyway that can reverse the impacts of a dam and restore balance to a maligned system. (ID #13)
- A full range of reasonable alternatives should be evaluated including full bridging (Alternative 6). The FBP supports full bridging across NESS. (ID #12)
- I would urge the adoption of alternative six as the preferred alternative since it provides the maximum bridging and hence will result in the best water flow to the Northeast Shark River Slough. The 2009 Omnibus Appropriations Act has called for the establishment of more natural flows as well as connectivity aimed at full restoration. Ideally, total bridging would be the answer to meet these objectives. Since that does not appear to be a realistic alternative, the maximum bridging offered in alternative six appears to be the most effective means to meet the stated objective. All other proposals seem to suffer from the deficiencies of previous LRR's. Half way measures have been deemed insufficient to provide the benefits desired and delay has proved costly both financially and environmentally. (ID #6)
- First, considering the development of project alternatives, NPCA recommends that the NPS explore all possibilities for maximum bridging along the Trail in order to make the most of the current opportunity to advance Everglades and Park restoration. There is no doubt that maximum bridging along the Tamiami Trail, beyond that currently being evaluated, confers the greatest benefits to the natural system. Indeed, the U.S. Army Corps of Engineers 2005 Revised General Re-Evaluation Report (RGRR) demonstrated that a 10.7 mile continuous bridge spanning Shark River Slough was the environmentally preferred alternative. While NPCA recognizes that this particular bridge configuration is not a viable option today because it interferes with the Miccosukee Tribe of Indians' Osceola and Tigertail Camps, NPCA does think that the findings about maximizing bridge length should be duly considered during the NPS' planning and evaluation of additional bridging scenarios. Along these lines, NPCA appreciates inclusion of Alternative 6 in the suite of current alternatives. Alternative 6 maximizes bridging without adversely impacting traditional Tribal residences and land uses. To address these issues, NPCA recommends a bridging alternative be considered that could maximize restoration benefits to the natural system and could allow for a reconfiguration of airboat concessions to serve the Park's needs. Alternative 6 or some variation thereof would provide this opportunity and be best for the Park



and for Everglades restoration. NPCA recommends a bridging alternative be considered that could maximize restoration benefits to the natural system and could allow for a reconfiguration of airboat concessions to serve the Park's needs. Alternative 6 or some variation thereof would provide this opportunity and be best for the Park and for Everglades restoration. (ID #15)

Concern: Cleaning out of the existing culverts under Tamiami Trail should be considered as the Preferred Alternative.

Representative comments:

- Building a bridge on tamiami trail is ridiculous. If additional culverts were added & existing culverts were cleaned out there would be plenty of surface water flow and no need for a bridge. (ID #174)
- The alternatives cannot be considered until the test is done to prove if just cleaning out the culverts will do the job. You have the money for the test site, now just do it !!! (ID #187)
- So there has to be some pretty serious studies, before you put these huge bridges in. And I think there should be test done on the culverts. I think the area (unintelligible) should be cleaned out before any of this is done. (ID #41)
- Our understanding there is 55 culverts in place under the Trail now. These culverts flow water to the south. The Tamiami Trail canal or L-29 water level is currently restricted to about 7.5 ' in height, in order not to de-stabilize the road structure. If the Roadway was elevated, so a 9.7' water level in L-29 could be maintained, we believe the culverts will flow plenty of additional water, PROVIDED&their is a place for the water to go. (ID #8)
- For the past eight years we have always supported the cleaning out of the existing culverts and building a better swale through south of Tamiami Trail. And when we heard that there was going to be a model built on this design we got a little excited about it. So until that model is built and the results of that model included, I can't support any of these alternatives, because for years we supported the culvert. (ID #18)
- CULVERTS: NPS reported that DOI Leadership Guidance includes the recommendation to "use con-span-like structures (prefabricated culverts) as potentially a more cost effective way to meet the Congressional intent to improved connectivity." Since con-spans are essentially large culverts, and culverts are technically small bridges, clearing out the exotic vegetation downstream of the existing culverts, and constructing additional culverts and swales, should be evaluated in the EIS as a cost effective alternative to meet Congressional intent. (ID #203)
- South Florida Anglers For Everglades Restoration (SAFER)is in favor of the No Action Alternative- a one mile bridge located on the east side of the Tamiami Trail, and combined with a clean out of the culverts already in existence under the roadbed, and maintained to keep the culverts free of impediments to the flow of water. (ID #183)
- Minimum bridging clean culverts do the most godd with the least effort for the best result. (ID #197)



Consultation and Coordination

Concern: Ongoing project consultation and coordination should be conducted with agencies and the public.

Representative comments:

- We are pleased to see that the NPS has asked the Federal Highway Administration (FHA) to act as a cooperating agency on this project. We encourage the NPS to continue to seek out FHA's and the U.S. Department of Transportation's (USDOT) transportation planning and construction expertise as they move forward with bridge planning. We urge the NPS to engage FHA and USDOT to ensure that the final road project is consistent with typical USDOT regulations. (ID #59)
- Add the U.S. Fish and Wildlife Service as a cooperating agency since the Park has an exceptional concentration of federally listed species. (ID #12)
- Because the NPS is adhering to a short planning and design period to advance this critical restoration project, constant opportunities for public involvement and feedback are necessary. The NPS must hold frequent public meetings and ensure that it regularly updates its project web pages to ensure that all interested parties remain well informed and have the ability to provide input as this process unfolds. (ID #59)

Issues/Environmental Impacts to be addressed in the Environmental Assessment

Water Resources

Concern: Flood protection and impacts to floodplains should be evaluated in the EIS.

Representative comments:

- The EIS should evaluate flood protection, including operational criteria for S-357 and other seepage features under various canal stages and high water conditions. (ID #204)
- SEEPAGE CONTROL: Since benefits to the Park cannot be realized until seepage out of the Park is controlled, seepage control must be a component of the preferred alternative. Seepage to the east of the Park into the flood protected areas in western Miami-County must be analyzed and controlled. (ID #203)

Concern: Water quality and quantity impacts should be evaluated in the EIS.

Representative comments:

- The EIS should include evaluation of ecological and hydrological benefits, including effects on fish, birds, and other wildlife in WCA3a and WCA3b, as well as ENP. It should also evaluate water quality and quantity effects on the natural system and regional wellfields. (ID #204)
- WATER QUALITY: The EIS must assess the impacts of construction and operations of each of the alternatives on water quality. (ID #203)



Concern: This project will help to restore hydrologic flow through Northeast Shark River Slough.

Representative comments:

- In particular the construction of bridges would greatly improve the water flow as well as the ability of visitors to appreciate the beauty of the park. Water is critical to the beauty of the park - wading birds are a particular attraction for me and an adequate water supply is critical to their survival. I urge you to choose option 6, and supply as much fresh water to the glades as possible. (ID #198)
- Governor Crist and the South Florida Water Management District are making significant progress to bring needed water from Lake Okeechobee to the Everglades and Florida Bay. Sierra Club Florida strongly support these efforts of the Governor and the South Florida Water Management District. Other major steps must be taken to restore the Everglades.
 1. Clean water, in abundance, must flow into the northern tier of Water Conservation Area 3A.
 2. Effective seepage management strategies must be utilized to allow higher water levels in Water Conservation Area 3B and Everglades National Park without flooding the urban area.
 3. The Miami Canal Levee must be degraded and the Miami Canal backfilled to restore sheetflow and provide habitat for native species.
 4. The L-67 Levee must be degraded to lower the high water levels north of the Levee and to rehydrate Water Conservation Area 3B which is south of the Levee. Degrading the L-67 Levee will stop the tree islands in Water Conservation Area 3A from rotting.
 5. The L-67 Canals must be backfilled to restore sheetflow and provide habitat for native species.
 6. The Tamiami Trail Levee must be degraded to restore distributed flows to Everglades National Park.
 7. Unnecessary control structures in Water Conservation Areas 3A and 3B must be removed. (ID #10)
- I would urge the adoption of alternative six as the preferred alternative since it provides the maximum bridging and hence will result in the best water flow to the Northeast Shark River Slough. The 2009 Omnibus Appropriations Act has called for the establishment of more natural flows as well as connectivity aimed at full restoration. Ideally, total bridging would be the answer to meet these objectives. Since that does not appear to be a realistic alternative, the maximum bridging offered in alternative six appears to be the most effective means to meet the stated objective. All other proposals seem to suffer from the deficiencies of previous LRR's. Half way measures have been deemed insufficient to provide the benefits desired and delay has proved costly both financially and environmentally. Park planners have stated that access to present cultural, recreational and business resources would be provided under all alternatives. This being accepted, the alternative providing the most natural water flow should be the easy choice. (ID #6)



- Tamiami Trail is a dam that blocks water flow into Everglades National Park and Florida Bay. Please choose Alternative 6- maximum bridging. It is the only option that can restore natural fresh water flows to a dying Everglades. Please elevate Tamiami Trail so that after 90 years water can flow again into Everglades National Park. (ID #14)

Concern: Management/operations of hydrology should be evaluated as part of the EIS.

Representative comments:

- Everglades National Park has yet to provide an exact water delivery schedule. There is no evidence that there is even enough water going too made available for this project. (ID #171)
- OPERATIONS: The EIS must analyze the impact of operations, as well as construction, on the WCAs and western Miami-Dade County. The NPS cannot assume benefits in the Park from operations, but refuse to assess impacts of operations on the WCAs and Miami-Dade County. The Corps and DOI are well aware that construction of any bridge will result in an average annual increase in flows into the Park, and a de Jacto change in operations, that could flood Indian camps, Tribal private property, and western Miami-Dade County. The impacts of operations on the Miccosukee Reserved Area, the Miccosukee Resort, and the Tiger Tail and Osceola Camps, as well as the Tribe's perpetual lease lands in WCA 3A, must be analyzed in the EIS. The Tribe will not tolerate any adverse impacts on these areas. (#203)
- The EIS should evaluate flood protection, including operational criteria for S-357 and other seepage features under various canal stages and high water conditions. (ID #204)
- Once you do get the water on the south side how are you going to keep it there? (ID #22)
- Your over-the-top water. You can block your lateral percolation and put whatever gallons you want south of trailer; it all goes out to Chokoloskee and Florida Bay. (ID #23)
- What I am a little worried about is: I see a lot of people asking for a lot of water in that area and I have seen the culverts flow a lot of water. And I have seen that side of the Everglades (unintelligible) out for eight or nine years constant water flow, the same amount of water flow, which is very high. (ID #41)
- You also mentioned the gentleman over here said something about trying to keep the water in the Everglades National Park once you get it there. Well, let's go on the other side of the road. What level do you have to maintain that water at in order for it to flow over there? And when do you close area 3(a) and 3(b) because of high water? (ID #38)

Special Status Species

Concern: Impacts to special status species should be evaluated in the EIS.

Representative comments:

- ENDANGERED SPECIES: The EIS must assess the impacts of construction and operations of each of the alternatives on all threatened and endangered species,



including the Wood Stork colonies along Tamiami Trail and the Snail Kite in WCA 3A. (ID #203)

- Add the U.S. Fish and Wildlife Service as a cooperating agency since the Park has an exceptional concentration of federally listed species. (ID #12)

Wildlife and Habitat

Concern: Wildlife impacts from airboats should be addressed in the EIS.

Representative comments:

- I also support the elimination of airboat rides in the Park. My experience with operators is that they disrupt wildlife with loud noise and feed marshmallows to alligators. Instead, canoing, kayaking, and boardwalks should be made available to visitors. (ID #77)
- We'd like you to consider strengthening alternative 6, or adding another alternative that addresses the problems with commercial airboat use in the park. The impacts of airboats are significant and are not consistent with the objective to restore ecological connectivity. In addition, motorized and nonmotorized recreation rarely mix effectively. Airboats can make canoeing or kayaking much more dangerous. (ID #191)

Concern: Impacts to wildlife should be evaluated in the EIS and selection of the Environmentally Preferred Alternative.

Representative comments:

- The EIS should include evaluation of ecological and hydrological benefits, including effects on fish, birds, and other wildlife in WCA3a and WCA3b, as well as ENP. (ID #204)
- An inadequate span won't protect wildlife if it is less than ten percent of the trail. With so little land base ceasing road kill will fail its objective. By leaving 90% of the Trail landmass, even raised it will continue to serve as one of Florida's main ribbons of death. (ID #13)
- What I am a little worried about is: I see a lot of people asking for a lot of water in that area and I have seen the culverts flow a lot of water. And I have seen that side of the Everglades (unintelligible) out for eight or nine years constant water flow, the same amount of water flow, which is very high. I have seen the palm apple trees dying. I have seen the sawgrass dying. I have seen a lot of wildlife out there get smaller. I have seen alligators get very sick from the waters held for that long in certain areas. And to flow the water south the way that they are wanting to flow it and get it all the way down south, of course, you are going to have to hold it up north in some areas. So other areas in the Everglades are going to suffer, because of the amount of water you want to get south. So I think that there has to be -- I haven't seen any biologist out there catching alligators, which are at the top of the food chain. I haven't seen any studies with the wildlife, you know, finding out why there aren't any more red belly mud snakes anymore laying all over the banks like they used to be or why the gar fish aren't big anymore. The more water I have seen in certain areas, the sicker I have seen the animals. So I think that there also has to be a lot of studies done on the wildlife



itself. Is this really for the Everglades or is it for drinking water? So there has to be some pretty serious studies, before you put these huge bridges in. And I think there should be test done on the culverts. I think the area (unintelligible) should be cleaned out before any of this is done. Because once you put those big bridges in you can't control that water flow anymore going south. And if those areas are flooded, for a huge amount of time everything is going to be dying again. The hammocks were all dying ten years ago. Right now this drought went through new sprouts and everything. About five years ago another drought, stuff was sprouting left and right and the wildlife got strong. I think there is a lot more that has to be done, before you go ahead and put these huge bridges, not only costwise and stuff like that, but we deal with thousands of people every day and we teach them about the Everglades. And we see the Everglades every single day. I have been going out there since I was four or five years. You know, I think there is a lot more studies that have to go on, before you spend billions on this project and end up killing large areas of Everglades and lots of wildlife. (ID #41)

Cultural Resources

Concern: The Miccosukee Indian Tiger Tail and Osceola Camps should not be impacted by the proposed project.

Representative comments:

- Before consideration of any aspect of this project be considered there must be put into place some protections of the historical cultures and Native Americans. A few of these protections would be: No taking of any private properties or Native American properties. Put in place multiple public and private property access north and south of the Tamiami Trail from land islands between the bridges. There is a need for assurances that no-net loss of 24 hour/7-day a week recreational uses examples would be boat ramps, north and south of the Trail, bank fishing access, access for historical tourist airboat ride concessions. A bridge high enough to pass at the high water mark with any airboats this could be incorporated in the previous plans without having to implement this new alternative plan. This has been asked for more than once. Full protections of the Gladesman and Native American Cultures and associated activities are necessary. There must be full protection in writing of the Airboat Association of Florida property. This a property closely and historically linked to the Gladesman. (ID #171)
- CONSTRUCTION: The EIS must analyze any adverse impacts from construction, and postconstruction, on the Tiger Tail and Osceola Camps (i.e. noise light, traffic, privacy, and cultural impacts) and all such adverse impacts must be avoided. NPS should not consider any alternative that places a bridge over or close to these camps. Impacts on hurricane, health, fire, and other vital access to Tamiami Trail must be analyzed and safety maintained. (ID #203)



Concern: The historical significance of both cultures and structures along Tamiami Trail should be evaluated in the EIS.

Representative comments:

- Gladesman, Native American Cultures and associated activities are factors that must be weighed when drafting planning alternatives. Alternative 6 does not take into consideration any of the above. (ID #172)
- Has there been and Cultural Impact study done on this new plan for the Native Americans and the Gladesman cultures? (ID #171)
- The AAoF property has Historical Importance. The Gladesman culture has Historical importance. (ID #8)
- You guys have done well with this, going back to the studies and decisions. I think it's still fresh in everybody's mind that we can assist in this in a short period. We were speaking earlier, they did a cultural study for the project area. Will there be another project study that we will be engaged in and you have shared some -- that there is new information to be put into the old project study or the different things? Because we want to know how they are going to impact all the cultural sites, whether it's our place or Jesse's place, Safari, et cetera. How will a bridge affect us or raising of the road or that particular design with slope would affect the activities, the bridge fishing activities that have been there forever. (ID #21)
- Before consideration of any aspect of this project be considered there must be put into place some protections of the historical cultures and Native Americans. A few of these protections would be: No taking of any private properties or Native American properties; Put in place multiple public and private property access north and south of Tamiami Trail from land islands between the bridges; Full protections of the Gladesman and Native American Cultures and associated activities are necessary; There must be full protection in writing of the Airboat Association of Florida property. This a property closely and historically linked to the Gladesman culture. (ID #16)

Climate Change / Sea Level Rise

Concern: The effects of climate change/sea level rise should be evaluated in the EIS.

Representative comments:

- NPS should consider the predicted and ongoing impacts of climate change on the Everglades and southern Florida and how each of the alternatives will address them. Not only can properly managed wetlands act as carbon sinks, an increase in freshwater flows in the Everglades system may slow saltwater intrusion from sea level rise into Florida's aquifers and ecosystems. NPS should take into account rising sea levels and their affect on species when analyzing alternatives. (ID #192)
- I realize a lot of effort has gone into the concept of allowing more water under the Tamiami Trail. However I would like to raise an issue for consideration, one that I am sure few have thought about. With the potential for rising sea level in the next 100 years or more, much of Everglades National Park may be inundated with saltwater from the south since the elevations are so low. 3 feet of sea level rise would push Florida Bay northward into Shuck Valley for miles. As a result, the



ENP will become much more of a salt marsh than the current sawgrass system creating a significant displacement of the current wildlife population, and altering future wildlife composition. It is likely the wildlife will attempt to migrate northward. If the Tamiami Trail is raised, then there would not be a break across the Everglades to prevent continued northward migration of saltwater and eventually the entire Everglades would be lost. Hence the "Dam" that is the Trail actually may provide a significant opportunity to protect the Everglades in the long term, by preventing migration of seawater to the north. Better to use parallel canals, pump stations and limited crossings, than raising the Trail. (ID #115)

- The effect of sea level rise and climate change should be evaluated in the selection of a preferred alternative. (ID #12)
- The National Park Service should factor in benefits that make the Everglades more resilient to climate change and other external stresses. Alternative 6 removes the greatest barriers to natural water movement through the Northeast Shark River Slough, restoring the Everglades capacity to store water and provide habitat for numerous native species. More water in the Everglades would create a freshwater head that would act to slow down the landward push of saltwater. The freshwater head would make the Everglades ecosystem more resilient to climate and other future changes. (ID #10)
- Tamiami Trail is a dam that blocks water flow into Everglades National Park and Florida Bay. Please choose Alternative 6- maximum bridging. It is the only option that can restore natural fresh water flows to a dying Everglades. It will also make the Everglades more resilient to the threat of sea level rise caused by climate change. (ID #14)
- We are having more concerns over getting this kind of thing done, above and beyond our traditional Everglades restoration and habitat concerns that we've always had, but now also in light of climate change projections, really getting Everglades restoration done is one of the ultimate things that we need to do to help the people of South Florida to be able to stay there and have freshwater and drinking water. (ID #28)

Visitor Use and Experience

Concern: Visitor access to recreational activities (i.e. fishing, boating, etc.) along Tamiami Trail should be considered in the EIS and development of alternatives.

Representative comments:

- I am for whatever helps restore the natural sheet flow of the Everglades to Florida Bay as long as it does not mean the filling in of any canal system along the Tamiami Trail or Alligator Alley. The freshwater fishery that has established in these canal systems needs to remain so future generations can enjoy them the way I have and my family has. I would like to see the canal systems have easier access so fishermen of all ages can enjoy the fine freshwater fishing that these man made canals have to offer. (ID #2)
- The current Omnibus Appropriations Act directs the Department of the Interior, thru NPS to research among other issues to research: Recreation, Cultural and state Historic preservation, with regards to this project. Public access points,



recreational landings for fishing, walking, sightseeing, bird-watching, boat ramps, ETC need to be included in this project. (ID #8)

- As a forth generation resident of Florida, I understand the issues relevant to the restoration of Everglades National Park. I too would love to see "our park" restored to its original beauty. A park available for all to enjoy, including airboaters, hunters, fishermen and women, bird watchers and everyone else who enjoys the beauty of the park in their own way. (ID #7)
- There is a need for assurances that no-net loss 24/hour/7-day a week recreational uses examples would be boat ramps, north and south of the Trail, bank fishing access, access for historical tourist airboat ride concessions. (ID #16)
- There was a couple of boat ramps, you know, where we can load into the canal, okay. They started already installing these guardrails, and they are nice enough to leave little openings where you can get to the boat ramp, but then they put a guardrail right in front of the ramp, so if you got a long boat and a long truck you can't pull straight out anymore. (ID #26)
- It is important to encourage people to leave their cars and experience the Everglades on foot or bicycle. You cannot really see nature when whizzing by at 60 mph. The River of Grass Greenway (ROGG) is planned as a 74 mile paved path along Tamiami Trail from Royal Palm Hammock in Collier Co. to Krome Av. in Dade Co. It is the only way for a cyclist or pedestrian to get from the west coast of Florida to the east coast south of Lake Okeechobee. The ROGG will connect with the Krome trail and thereby with the rest of Dade Co. It is vital that a path be built into this project. (ID #11)

Concern: Visitor conflicts between motorized and non-motorized boating should be addressed in the EIS.

Representative comments:

- User conflict is still another problem which emerges from the continued existence of the commercial airboat operations within the boundaries of ENP. This section of the park is by far the most accessible to the enormous resident and tourist populations of south Florida. Access to Shark River Slough by canoeists and kayakers (a rapidly growing outdoor sport in our region) is currently obtained through a 7 mile paddling trip (one way) to the point on the L-67 Canal Extension where the canal has been degraded and natural conditions have been allowed to return. I have made this trip and it is not easy. Access through this route is only possible for those capable of at least 14 miles of flatwater paddling. Less than that and visitors are only paddling in a canal and not experiencing anything close to the natural conditions of the Everglades. Another 'put in' has been arranged by the park superintendent and the owners of the Coopertown Airboat Tour at the east end of Tamiami Trail. Entering behind a dumpster on the property one is able to get access to the slough during high water conditions. However, the combination of airboats and paddlecraft in the same area is not safe. It is also not conducive to a form of recreation which emphasizes the experience of the natural



landscape and soundscape, and opportunities for tranquillity and wildlife viewing. (ID #201)

- I also favor closing the airboat concessions in the area and generally limiting the motorized traffic in this area of the park. Opening up canoe and kayak trails will allow more people to access the beauty of the Everglades without endangering the wildlife that makes it an attractive visitor destination. I have attempted kayaking in eastern boundary areas of the park and the waters have become so saturated with gasoline runoff and the air polluted with exhaust from motorboats, that it is a disgusting experience to be close to the surface of the water. (ID #82)
- Please do what you can to make these waterways more accessible to paddlers and to remove the issue of commercial airboat intimidation. (ID #163)
- We'd like you to consider strengthening alternative 6, or adding another alternative that addresses the problems with commercial airboat use in the park. The impacts of airboats are significant and are not consistent with the objective to restore ecological connectivity. In addition, motorized and nonmotorized recreation rarely mix effectively. Airboats can make canoeing or kayaking much more dangerous. (ID #191)

Socioeconomic

Concern: An economic study should be conducted for the EIS.

Representative comments:

- Has there been an economic study done? Has there been a social economic study done or is this project trying to piggyback on all the necessary socio/economic/cultural impacts? (ID #171)
- Has there been an economic study done? (ID #16)
- In the additional cultural historical evaluation that's required or is there an economic analysis part as well that can link into economic impact analysis that can link into each of these alternatives? Because I imagine that you can do comparative studies with other similar projects in other places. But it will really need a real economic impact analysis done to be able to tell comparative study to say, okay, in other places where we have done this kind of bridging or not, how has it affected or not, what kinds of businesses? That's the only way you can really know that. (ID #25)
- First question, economic impact on for the airboat tourism. We are going to lose a lot because of construction, dump trucks, on and on it will go. It will be a nightmare with travel across the state, with dump trucks, with all the vehicles, asphalt vehicles, all the people trying to get to these places. They are going to have a big loss of income. Has anybody ever thought about seeing how that's going to affect these? Are you going to let them take their loss or are you going to help them with their loss? How is this going to happen? (ID #30)



Concern: Property acquisition and property access should both be addressed in the EIS.

Representative comments:

- BUY OUT AND REMOVE ALL COMMERCIAL AIRBOAT OPERATIONS ALONG THE SOUTH SIDE OF TAMIAMI TRAIL (private airboat owners of record only - 1989 - to be allowed access on designated trails according to the terms of the Everglades Expansion and Protection Act). While some tourists do use these commercial tours as a way of getting a quick peek of the Everglades and possibly an alligator, there are serious ecological problems encountered with their continued operation (and there are many places in south Florida to ride an airboat outside the confines of a national park). If Alternative 6 is chosen, leaving these commercial operations in place will - interfere with the historic movement of waters the bridging is supposed to return by leaving enormous 'island concessions' with parking lots, stores and docks in the historic flow of Shark River Slough - require costly and complicated off ramps (cloverleaf's on Tamiami Trail?) to provide public access - placing still more human engineering in the water flow - interfere with the natural hydrology of the Shark River Slough (research conducted in adjacent areas of Big Cypress National Preserve found a five fold increase in water moving through airboat trails regardless of their direction). - prevent a safe and quiet non-motorized experience of the park for south Florida residents and tourists. (ID #194)
- NPS should attempt to address ongoing issues with commercial airboat facilities along the Tamiami Trail before selecting an alternative. The 1989 Everglades National Park Protection and Expansion Act provided NPS authority to acquire commercial airboat properties along the Tamiami Trail and enter into concessions contracts with commercial airboat business owners. If NPS is able to purchase these properties in the near future, it will not need to consider constructing costly access ramps. (ID #192)
- We are aware of pending airboat concession and land acquisition issues between the Park and the commercial airboat operators along the Tamiami Trail and seek immediate clarification on this issue. The 1989 Everglades National Park Protection and Expansion Act (1989 Act) provided authorization to the Park to acquire the commercial airboat properties located along the Trail and within the Park's expansion area; and also provided the Park the authorization to enter into concessions contracts with commercial airboat business owners along the Trail. However, the Park seems to be of two contradictory minds on this issue. It is 1) committing to maintaining the commercial airboat properties and interests along the Trail but is also 2) expressing the need to acquire these lands and determine the location and operation of commercial airboat concessions per the 1989 Act. We ask the Park to immediately clarify its intentions. (ID #59)
- LAND TO BE ACQUIRED: The EIS must divulge the amount, and cost, of the land that must be acquired in the Everglades National Park Expansion Area and divulge that such land must be purchased before any benefits can be realized from operations. (ID #203)



- Our main concern is Property access from any road work that is done, and if we are forced to take a flowage easement, the language of that agreement should not be restrictive to our current activities. (ID #8)
- This has been going on since 1989 and every time I come here it's like I don't know what's going to happen sometimes. I want to ask you what's going to happen to the three tourist attractions on the trail if they, you know, raise the road up so it will be high, bring it down the slope -- a lot of us, you know, the parking lots and stuff will be diminished and we won't be able to run our business the way it used to be. (ID #24)
- I have been following this for quite a few years. (unintelligible) part of the 2005 plan, basically you are going to be shifting a road south. And how is that going to go into -- are you going to still follow along this type of engineering or do you have another type thing that's coming as an alternative or another way to fix it? Like my place, for instance, if you move the road 30 foot south, my parking lot is gone. (ID #31)
- Can we get anything guarantee that you are not going to take any of the properties before this even -- before even commenting any further on these plans, because there is no point in commenting if down the line... (ID #37)
- What Dan [Kimball] just said, Eric, he's going to do whatever he can, within the boundaries of the Everglades National Park to maintain those properties. We are not in the Everglades National Park, the Airboat Association of Florida, that's my concern. (ID #38)
- NPCA is aware of pending airboat concession issues between Everglades National Park and the airboat operators along the Tamiami Trail. While NPCA recognizes the need for some visitor and tourist access to Everglades National Park along the Trail, NPCA is concerned that the NPS will allow commercial operations adjacent to the Tamiami Trail to preclude the most environmentally or ecologically sound bridging from moving forward. The current planning effort must prioritize the Everglades ecosystem, not business opportunities. (ID #15)



GUIDE TO THIS SECTION OF THE DOCUMENT

This section of the report is organized as follows:

Interim Comments Report (page 28): This is the basic report produced from PEPC that provides information on the numbers of comments received, organized by code and by various demographics. The first section is a summary of the number of comments that fall under each code or topic, and what percentage of comments falls under each code. Data are then presented on the correspondence by type (i.e. amount of e-mails, letters, etc.); amount received by state; and amount received by organization type (i.e., organizations, governments, individuals, etc.)

Appendix 1 – Meeting Sign-In (page 34): All public scoping meeting attendees were asked to sign in. The name, address, and e-mail of the attendees are provided. A sign-in sheet of all of the project personnel and their affiliations is also included.

Appendix 2 – Correspondence List (page 38): This appendix provides a cross-reference list of the number assigned to each piece of correspondence and the corresponding author or commenter. Correspondence identified as N/A represents unaffiliated individuals.

Appendix 3 – Sierra Club Form Letter Correspondence List (page 47): This appendix provides the contact information for all of the individuals from the Sierra Club who submitted a copy (via e-mail) of the Sierra Club's Master Form Letter for the project.

Appendix 4 – Substantive Comments Report (page 125): This appendix lists all substantive comments by code, and provides the correspondence number, the comment text, the comment number and the commenter who submitted the comment.

Appendix 5 – Index by Organization Type Report (page 245): This appendix provides a listing of all groups that submitted comments, arranged and grouped by the following organization types as defined by PEPC (in the following order): business; civic groups; conservation/preservation groups; federal government; NPS employee; non-governmental groups; recreational groups; state government; town or city government; tribal government; unaffiliated individuals; university/professional society. The commenters or authors are listed alphabetically, along with their correspondence number and the codes that their comments fell under, organized under the various organization types. Correspondence identified as N/A represents unaffiliated individuals.

Appendix 6 – Index by Code Report (page 283): This appendix lists which commenters or authors (identified by PEPC organization type) commented on which topics, as identified by the codes used in this analysis. The report is listed by code, and under each code is a list of the authors who submitted comments that fell under that



code, and their correspondence numbers. Correspondence identified as N/A represents unaffiliated individuals.

Appendix 7 – Non-Substantive Comments Report (page 299): This appendix lists all non-substantive comments by code, and provides the correspondence number, the comment text, the comment number and the commenter who submitted the comment.

Appendix 8 – Public Meeting Transcript (page 491): This appendix contains an official copy of the court reporter's transcript of the public meeting held at the South Dade Library on June 2, 2009.



INTERIM COMMENTS REPORT

(Generated from NPS PEPC on August 4, 2009)

Number of Correspondences: 2,355

Number of Comments: 2,623

Code	Description	# of Comments	Percentage
AE1000	Affected Environment: Geologic Resources	1	0.01%
AE10000	Affected Environment: Rare Or Unusual Vegetation	1	0.01%
AE11000	Affected Environment: Species Of Special Concern	4	0.04%
AE11001	Affected Environment: Species Of Special Concern (Non-Substantive)	21	0.21%
AE12000	Affected Environment: Wildlife And Wildlife Habitat	3	0.03%
AE12001	Affected Environment: Wildlife And Wildlife Habitat (Non-substantive)	21	0.21%
AE13000	Affected Environment: Cultural Resources	11	0.11%
AE13001	Affected Environment: Cultural Resources (Non-Substantive)	5	0.05%
AE14000	Affected Environment: Historic Structures	2	0.02%
AE16000	Affected Environment: Ethnographic Resources	12	0.12%
AE16001	Affected Environment: Ethnographic Resources (Non-Substantive)	11	0.11%
AE17000	Affected Environment: Non Historic Structures	5	0.05%
AE19000	Affected Environment: Other Agencies' Land Use Plans	2	0.02%
AE20000	Affected Environment: Land Use	15	0.15%
AE20001	Affected Environment: Land Use (Non-Substantive)	44	0.45%
AE21000	Affected Environment: Socioeconomics	33	0.34%
AE21001	Affected Environment: Socioeconomics (Non-substantive)	2,222	22.57%
AE22000	Affected Environment: Visitor Use	15	0.15%
AE22001	Affected Environment: Visitor Use (Non-substantive)	80	0.81%
AE23000	Affected Environment: Visitor Conflicts	12	0.12%
AE23001	Affected Environment: Visitor Conflicts (Non-Substantive)	32	0.33%
AE24000	Affected Environment: Hydrology	18	0.18%



AE24001	Affected Environment: Hydrology (Non-substantive)	2,262	22.97%
AE25000	Affected Environment: Climate Change	4	0.04%
AE25001	Affected Environment: Climate Change (Non-Substantive)	2,156	21.90%
AE4000	Affected Environment: Floodplains	6	0.06%
AE4001	Affected Environment: Floodplains (Non-Substantive)	2	0.02%
AE5000	Affected Environment: Wetlands	1	0.01%
AE8000	Affected Environment: Visual Quality	1	0.01%
AE9000	Affected Environment: Vegetation	1	0.01%
AL1000	Alternatives: Elements Common To All Alternatives	23	0.23%
AL1001	Alternatives: Elements Common to All Alternatives (Non-substantive)	13	0.13%
AL2000	Alternatives: Alternatives Eliminated	1	0.01%
AL3000	Alternatives: Envir. Preferred Alt./NEPA § .101&102	23	0.23%
AL3001	Alternatives: Envir. Preferred Alt./NEPA § .101&102 (Non-substantive)	2,274	23.10%
AL4000	Alternatives: New Alternatives Or Elements	50	0.51%
AL4001	Alternatives: New Alternatives Or Elements	11	0.11%
AL5000	Alternatives: Cost	2	0.02%
AL5001	Alternatives: Cost (Non-Substantive)	43	0.44%
CC1000	Consultation and Coordination: General Comments	8	0.08%
CR2000	Cultural Resources: Methodology And Assumptions	2	0.02%
CR4000	Cultural Resources: Impact Of Proposal And Alternatives	1	0.01%
ED1001	Editorial	41	0.42%
GA1000	Impact Analysis: Impact Analyses	29	0.29%
GA2000	Impact Analysis: Use Trends And Assumptions	1	0.01%
GA3000	Impact Analysis: General Methodology For Establishing Impacts/Effects	3	0.03%
IC100	ISSUES - Cultural resource issues	1	0.01%
IN100	ISSUES - Natural resource issues	3	0.03%
IV100	ISSUES - Visitor use or experience issues	1	0.01%
MT1000	Miscellaneous Topics: General Comments	4	0.04%
MT1001	Miscellaneous Topics: General Comments (Non-substantive)	14	0.14%
PN1000	Purpose And Need: Planning Process And Policy	15	0.15%



PN100000	Purpose and Need: Planning Process And Policy (Non-substantive)	1	0.01%
PN1001	Purpose and Need: Planning Process And Policy (Non-substantive)	8	0.08%
PN11000	Purpose And Need: Other Policies And Mandates	10	0.10%
PN11001	Purpose And Need: Other Policies And Mandates (Non-Substantive)	13	0.13%
PN2000	Purpose And Need: Park Purpose And Significance	2	0.02%
PN2001	Purpose And Need: Park Purpose And Significance (Non-substantive)	21	0.21%
PN3000	Purpose And Need: Scope Of The Analysis	8	0.08%
PN4000	Purpose And Need: Park Legislation/Authority	6	0.06%
PN5000	Purpose And Need: Regulatory Framework	13	0.13%
PN5001	Purpose And Need: Regulatory Framework (Non-Substantive)	13	0.13%
PN6000	Purpose And Need: Land Management Laws, Exec Orders	1	0.01%
PN7000	Purpose And Need: NEPA And Ceq	2	0.02%
PN8000	Purpose And Need: Objectives In Taking Action	4	0.04%
PN8001	Purpose and Need: Objectives in Taking Action (Non-Substantive)	9	0.09%
PO1000	Park Operations: Guiding Policies, Regs And Laws	3	0.03%
PO1001	Park Operations: Guiding Policies, Regs And Laws (Non-Substantive)	1	0.01%
PO4000	Park Operations: Impact Of Proposal And Alternatives	1	0.01%
SE1000	Socioeconomics: Guiding Policies, Regs And Laws	1	0.01%
SE2000	Socioeconomics: Methodology And Assumptions	2	0.02%
SE3000	Socioeconomics: Study Area	2	0.02%
SE4000	Socioeconomics: Impact Of Proposal And Alternatives	24	0.24%
SE4001	Socioeconomics: Impact Of Proposal And Alternatives (Non-	19	0.19%
SE5000	Socioeconomics: Cumulative Impacts	3	0.03%
TC100	THREATS - Threats to cultural resources	2	0.02%
TE3000	Threatened And Endangered Species: Study Area	2	0.02%
TE4000	Threatened And Endangered Species: Impact Of Proposal And	5	0.05%
TE4001	Threatened And Endangered Species: Impact Of Proposal And	16	0.16%
TE5000	Threatened And Endangered Species: Cumulative Impacts	1	0.01%
TE6000	Threatened And Endangered Species: Impairment Analyses	2	0.02%
TV100	THREATS - Threats to visitor use or experience	1	0.01%



UP1000	Short Term/Long Term Use and Productivity: General Comments	1	0.01%
VE3000	Visitor Experience: Study Area	1	0.01%
VE4000	Visitor Experience: Impact Of Proposal And Alternatives	7	0.07%
VE4001	Visitor Experience: Impact of Proposal and Alternatives (Non-	8	0.08%
VE5000	Visitor Experience: Cumulative Impacts	1	0.01%
VN100	VALUES - Value the natural resources or setting (flora, fauna, views,	2	0.02%
VN1001	VALUES - Value the natural resources or setting (Non-substantive)	7	0.07%
VS4000	Visitor Conflicts And Safety: Impact Of Proposal And Alternatives	3	0.03%
VS4001	Visitor Conflicts And Safety: Impact Of Proposal And Alternatives (Non-	2	0.02%
VS5000	Visitor Conflicts And Safety: Cumulative Impacts	2	0.02%
VU2000	Visitor Use: Methodology And Assumptions	1	0.01%
VU4000	Visitor Use: Impact Of Proposal And Alternatives	6	0.06%
VU4001	Visitor Use: Impact of Proposal and Alternatives (Non-substantive)	15	0.15%
WH3000	Wildlife And Wildlife Habitat: Study Area	1	0.01%
WH4000	Wildlife And Wildlife Habitat: Impact Of Proposal And Alternatives	2	0.02%
WH4001	Wildlife And Wildlife Habitat: Impact Of Proposal And Alternatives (Non-	7	0.07%
WH6001	Wildlife And Wildlife Habitat: Impairment Analyses (Non-substantive)	1	0.01%
WQ2000	Water Resources: Methodology And Assumptions	2	0.02%
WQ3000	Water Resources: Study Area	4	0.04%
WQ4000	Water Resources: Impact Of Proposal And Alternatives	4	0.04%
WQ4001	Water Resources: Impact Of Proposal And Alternatives (Non-	2	0.02%
WQ5000	Water Resources: Cumulative Impacts	3	0.03%
WQ6000	Water Resources: Impairment Analyses	2	0.02%
Total		9,846	100.00%

Note: Total number of comments for all codes does not equal the total number comments received for the project because some comments were applicable to more than one code.



Correspondence Distribution by Correspondence Type		
Type	Number of Correspondences	Percentage
E-mail	2,153	91.42%
Web Form	172	7.30%
Transcript	25	1.06%
Letter	3	0.13%
Other	2	0.08 %
Total	2,355	100.00%

Correspondence Signature Count by Organization Type		
Organization Type	Number of Correspondences	Percentage
Conservation/Preservation	2,197	93.29%
Unaffiliated Individual	115	4.88%
Recreational Groups	21	0.89%
Business	6	0.25%
Civic Groups	5	0.21%
University/Professional Society	3	0.13%
Tribal Government	2	0.08%
Town or City Government	1	0.04%
County Government	1	0.04%
Federal Government	1	0.04%
Non-Governmental	1	0.04%
State Government	1	0.04%
Churches, Religious Groups	1	0.04%
Total	2,355	100.00%



Correspondence Distribution by State		
State	Number of Correspondences	Percentage
Alabama	2	0.08%
Arkansas	1	0.04%
Arizona	2	0.08%
California	13	0.55%
Colorado	1	0.04%
Connecticut	1	0.04%
District of Columbia	2	0.08%
Florida	2,252	95.63%
Georgia	2	0.08%
Illinois	4	0.17%
Indiana	2	0.08%
Kentucky	2	0.08%
Louisiana	2	0.08%
Massachusetts	3	0.13%
Maryland	3	0.13%
Maine	1	0.04%
Michigan	2	0.08%
Missouri	1	0.04%
Mississippi	1	0.04%
Montana	3	0.13%
North Carolina	3	0.13%
Nebraska	1	0.04%
New Hampshire	1	0.04%
New Jersey	3	0.13%
New Mexico	1	0.04%
Nevada	2	0.08%
New York	11	0.47%
Ohio	1	0.04%
Oregon	4	0.17%
Pennsylvania	7	0.30%
South Carolina	1	0.04%
Tennessee	1	0.04%
Texas	5	0.21%
Virginia	3	0.13%
Washington	5	0.21%
Wisconsin	1	0.04%
West Virginia	1	0.04%
N/A	4	0.17%
Total	2,355	100.00%



APPENDIX 1: MEETING SIGN-IN

Public Scoping Meeting – Agency/Project Personnel Participants (June 2, 2009)

	Name (PLEASE PRINT)	Firm/Agency	Address	Phone	E-mail Address
1	Dan Kimball <i>Superintendent</i>	National Park Service	Everglades National Park 40001 State Road 9336 Homestead, FL 33034	(305) 242-7712	dan_kimball@nps.gov
2	Keith Whisenant <i>Deputy Superintendent</i>	National Park Service	Everglades National Park 40001 State Road 9336 Homestead, FL 33034	(305) 242-7713	keith_whisenant@nps.gov
3	Bruce Boler <i>Project Manager</i>	National Park Service	Everglades National Park 40001 State Road 9336 Homestead, FL 33034	(305) 242-7713	bruce_boler@nps.gov
4	Dave Sikkema <i>Supervisory Hydrologist</i>	National Park Service	Everglades National Park 40001 State Road 9336 Homestead, FL 33034	(305) 242-7713	dave_sikkema@nps.gov
5	Alice Clarke <i>Science Communications Team Lead</i>	National Park Service	Everglades National Park 40001 State Road 9336 Homestead, FL 33034	(305) 224-4249	alice_clarke@nps.gov
6	Abby Porter <i>Environmental Protection Specialist</i>	National Park Service	Everglades National Park 40001 State Road 9336 Homestead, FL 33034	(305) 242-7768	abby_porter@nps.gov



	Name (PLEASE PRINT)	Firm/Agency	Address	Phone	E-mail Address
7	Brandon Gamble <i>Project Management Specialist</i>	National Park Service	Everglades National Park 40001 State Road 9336 Homestead, FL 33034	(305) 224-4223	brandon_gamble@nps.gov
8	Dan Levy <i>URS Project Manager</i>	URS Corporation	7650 Corporate Center Drive Suite 401 Miami, FL 33126	(305) 514-2463	dan_levy@urscorp.com
9	Keith Stannard <i>Ecological Program Manager</i>	URS Corporation	7650 Corporate Center Drive Suite 401 Miami, FL 33126	(305) 884-8900	keith_stannard@urscorp.com
10	Lilian Flank Maggi <i>Senior Environmental Scientist</i>	URS Corporation	7650 Corporate Center Drive Suite 401 Miami, FL 33126	(305) 884-8900	lilian_flank_maggi@urscorp.com
11	Valerie Chartier <i>Environmental Scientist</i>	URS Corporation	7650 Corporate Center Drive Suite 401 Miami, FL 33126	(305) 514-2483	valerie_chartier@urscorp.com
12	Tom Lodge <i>Senior Environmental Scientist</i>	URS Corporation	7650 Corporate Center Drive Suite 401 Miami, FL 33126	(305) 446-6568	tel_ea@bellsouth.net
13	Christine Gibson <i>Administrative Assistant</i>	URS Corporation	7650 Corporate Center Drive Suite 401 Miami, FL 33126	(305) 514-2453	christine_gibson@urscorp.com



Public Scoping Meeting – Public Participants (June 2, 2009)

	Name	Street Address/Post Office Box	City	Zip Code	E-mail Address
1	Amanda Jimenez	18344 SW 136 th Avenue	Miami	33177	
2	Andrew Sodeman	29858 SW 159 th Drive	Homestead	33033	
3	Barbara Jean Powell	22951 SW 190 th Avenue	Miami	33170	barjnpwll@aol.com
4	Bob Jensen	13151 SW 71 st Avenue	Miami	33156	
5	Brittney Rigglin	29821 SW 162 nd Avenue	Homestead	33033	Bnr790@yahoo.com
6	Charles Erwin	6145 SW 85 th Avenue	Miami	33143	crerwin@bellsouth.net
7	Don Davis				
8	Donald Omstad	4151 SW 117 th Avenue	Miami	33175	Donnie0541@yahoo.com
9	Doyle Kennon	3434 Green	Festus, MO	63028	alfredhound@sbcglobal.net
10	E.A. Garwood	2910 SW 103 rd Place	Miami		
11	Ellen Hardy	2660 SE 4 th Place	Homestead	33033	eeewatermelon@gmail.com
12	Eric Kimmel	12685 SW 200 th Street	Miami	33177	cooprd@aol.com
13	Eric Tullberg	7884 SW 179 th Terrace	Palmetto Bay	33157	E341@bellsouth.net
14	Evelyn Gaiser	18735 SW 93 rd Court	Miami	33157	gaisere@fiu.edu
15	Frank Denninger	461 E 40 th Street	Hialeah	33013	gladesman@gmail.com
16	Frank Dennis	26224 SW 123 rd Court	Homestead	33033	
17	George F. Edwards	1201 NW 87 th Avenue, #100	Doral	33176	GFEDWARDS@MDPD.com
18	Gilbert Ruiz	15576 SW 87 th Avenue	Miami	33198	
19	Howard Lubel	801 N Venetian Drive	Miami		
20	Ira Hudson	1080 Silver Road	Ocala	34472	
21	Jack Cook	23950 SW 129 th Avenue	Homestead	33032	
22	James Flora	10874 SW 188 th Street	Miami	33157	
23	Jesse Kennon	P.O.Box 940176	Miami	33194	boairboat@aol.com
24	Joel Marco				Jmarco4@bellsouth.net



	Name	Street Address/Post Office Box	City	Zip Code	E-mail Address
25	Juan Del Castillo	30040 SW 160 th Avenue	Homestead	33033	
26	Julie Hill	444 Brickell Avenue	Miami	33133	jhill@audubon.org
27	Karla Larkins	9899 SW 170ths Street	Miami	33157	
28	Keith I. Price	12267 SW 195 th Terrace	Miami		sawgrasscowboy@hotmail.com
29	Lany Perez	15102 SW 151 st Street	Miami	33030	
30	Laura Ogden	16455 SW 264 th Street	Redland	33031	
31	Linda Casale	10241 SW 121 st Street	Miami	33176	vador@bellsouth.net
32	Mark Kendall	3200 SW 148 th Avenue	Davie	33331	Mkend20807@aol.com
33	Mark Oncavage	12200 SW 110 Avenue	Miami	33176	oncavage@bellsouth.net
34	Michael Larkins	9899 SW 170 th Street	Miami	33157	
35	Paul Dinkins	13627 SW 285 th Terrace	Homestead	33033	
36	Paul F. Bailey	15642 SW 142 nd Court	Miami		
37	Paul Golub	9930 SW 161 st Street	Perrine	33157	PLGI@bellsouth.net
38	Rebecca Garvoille		Hollywood		rgarvoille@npca.org
39	Richard Farace	26700 SW 8 th Street	Miami	33194	info@evergladessafaripark.com
40	Rick Persson	10901 SW 106 th Avenue	Miami	33176	RPBR1117@bellsouth.net
41	Rick Sanda	11002 SW 117 th Street	Miami	33176	Sanda1001@msn.com
42	Robert C. McEwen	4985 Westwood Lake Drive	Miami	33165	rmcewc@miamidade.gov
43	Robert E. Stucker	10040 SW 189 th Street	Cutler Bay	33157	canebobb@aol.com
44	Roy Sonershein				
45	Russell Larkins	9899 SW 170ths Street	Miami	33157	
46	Tina Flora	1420 East Mowry Drive	Homestead	33033	Jayden14@live.com
47	Trevor Myers	28910 SW Colorado Road	Homestead	33033	



APPENDIX 2: CORRESPONDENCE LIST

Correspondence ID	Name	Organization
1	Kept Private	STOP THE MADNESS
2	Kept Private	
3	Note: No comment is associated with Correspondence ID #3	
4	N/A, N/A	
5	Gill, Juliana M.	Sierra Club
6	Kept Private	
7	Erwin, Charles	Airboat Association of Florida
8	Kendall, Mark	Airboat Association of Florida
9	Stucker, Robert E.	
10	Oncavage, Mark P.	Everglades Committee, Sierra Club Florida
11	Tullberg, Eric	MDC MPO BPAC, GMN
12	Scherf, Brian	Florida Biodiversity Project
13	Kept Private	
14	Club, Sierra*	Sierra Club
15	Garvoille, Rebecca	National Parks Conservation Association
16	Kimmel, Eric	
17	Powell, Barbara J.	Everglades Coordinating Council
18	Persson, Rick	SAFER
19	Denninger, Frank	Everglades Coordinating Council
20	N/A, N/A	
21	Marco, Joel	Airboat Association of Florida
22	N/A, N/A	
23	N/A, N/A	



Correspondence ID	Name	Organization
24	Farace, Richard	Everglades Safari Park
25	Ogden, Laura	
26	N/A, N/A	
27	N/A, N/A	
28	Hill, Julie	Audubon of Florida
29	N/A, N/A	
30	N/A, N/A	
31	Kennen, Jesse	Coopertown
32	Garvoille, Rebecca	National Parks Conservation Association
33	Kimmel, Eric	
34	Tullberg, Eric	Bicycle and Pedestrian Advisory Committee of Miami-Dade County
35	Edwards, George	
36	N/A, N/A	
37	N/A, N/A	
38	Bailey, Paul	
39	N/A, N/A	
40	N/A, N/A	
41	Nobel, Jose	Everglades Park
42	Bonness, M.	River of Grass Greenway
43	Kept Private	FTA
44	Proverbs, Harold I.	Hendry BPAC
45	Avola, Michelle R.	Naples Pathways Coalition
46	Van Hecke, Gerald L.	Naples Pathways Coalition
47	Corban, David m.	Everglades River of Grass Greenway
48	Kept Private	ROGG



Correspondence ID	Name	Organization
49	Cole, Martha R.	
50	Mutter, Lawrence R.	River of Grass Greenway Committee
51	Wright, Anita P.	Naples Pathways Coalition
52	Bingham, Jeffrey	Kayak Jeff Inc
53	Hennrich, Nedene	Caloosa Riders Bicycle Club
54	Perron, Ted	Palm Beach Water Yaks
55	Kept Private	
56	Kept Private	
57	Wicks, David	
58	Burton, Tom A.	Everglades Bicycle Club
59	Garvoille, Rebecca	National Parks Conservation Association, Audubon of Florida,
60	Kept Private	
61	Kept Private	Palm Beach Kayak Fishing club
62	Kept Private	
63	Oler, Lee	Sierra Club
64	N/A, N/A	sierra club
65	Kept Private	
66	Kept Private	
67	Kept Private	Nature Conservancy
68	Glück, Stefan	University of Miami
69	Kept Private	
70	Campbell, Grant	South Florida Audubon Society
71	Kept Private	
72	Kept Private	
73	Linn, MARY-Slater	Sierra Club



Correspondence ID	Name	Organization
74	Spring, Janet C.	Elders for Earth's Future
75	Kept Private	
76	Paradise, Brian G.	
77	Kept Private	
78	Rose, Mary Sue	
79	bleecker, mike	
80	Terrell, Jane	
81	Poulson, Thomas	retired ecologist
82	Kept Private	
83	Kept Private	Sierra Club - Broward County Chapter
84	Donnelly, Stephen	
85	Kept Private	
86	Kept Private	SIERRA
87	Lamarche, Bobbi	
88	Pafford, Mark S.	State Representative
89	Hersh, Richard E.	
90	SWEENEY, STEVE P.	
91	CHIRON, ADRIENNE I.	
92	Louda, Dr. J.William	Florida Atlantic University
93	Kept Private	
94	Cohen, Michael J.	Project NatureConnect
95	Puente-Duany, Maria	
96	Kept Private	Caloosahatchee River Citizens Association, Board Member
97	bagwell, wilson k.	
98	Kovalenko, Katya	



Correspondence ID	Name	Organization
99	N/A, N/A	
100	Kept Private	Little Manatee Kayaking
101	Knowles, Clio	
102	Rudin, Sarah J.	Friends of the Florida Panther Refuge
103	Wardell, Dorothy & Bill R.	
104	Kept Private	NWF WWF FWF NABA Sierra club members
105	N/A, Courtney	
106	Kept Private	
107	Hartgold, Nancy E.	
108	Kept Private	
109	Kept Private	University of California Merced
110	Kept Private	
111	Kept Private	
112	Kept Private	
113	Lehtinen, Dexter	Miccosukee Tribe of Indians
114	N/A, N/A f.	
115	Bloetscher, Frederick	
116	Lianzi, Theresa	League of Women Voters
117	Kept Private	
118	Kept Private	Sanibel Captiva Conservation Foundation
119	Kept Private	Sierra Club
120	Burkhardt, Nancy E.	
121	Kept Private	
122	Kept Private	
123	Denham, David B.	Florida Trail Association



Correspondence ID	Name	Organization
124	Podgor, Joe	
125	Koch, John B.	Loxahatchee Sierra Club
126	Wollschlager, Ann C.	J.N."Ding" Darling Wildlife Society
127	Dambrosi, Anthony M.	
128	Shlackman, Mara	
129	kitchenmaster, susan	kayak explorers club
130	Scherf, Brian	Florida Biodiversity Project
131	Mann, Robin	
132	Kept Private	
133	Arnason, Deb	Save It Now Glades
134	N/A, N/A	
135	Kept Private	Audubon, Sierra
136	Kept Private	COPHA
137	Kept Private	
138	Kept Private	
139	Kept Private	
140	Kept Private	
141	Kept Private	Sierra Club
142	Waggle, Doug	
143	Waldron, Theresa	Nature Coast Group, Sierra Club
144	Kept Private	Sierra Club
145	Kept Private	Sierra Club
146	Kept Private	Sierra Club
147	BELMONT, CHARLES F.	SIERRA CLUB
148	Denninger, Frank F.	Gladesman Cultural Community



Correspondence ID	Name	Organization
149	Fernandez, Carlos	
150	Kept Private	
151	Martin, Drew	Sierra Club, Loxahatchee Group
152	montgomery, chelsea	
153	McMahon, Brian	
154	Kept Private	
155	Kept Private	Sierra Club
156	N/A, N/A	
157	N/A, Kristy	
158	Fonfa, Ann E.	
159	Kept Private	
160	Kept Private	Sierra Club
161	Denny, Cynthia A.	Sierra Club - Loma Prieta Chapter Wetlands Subcommittee
162	Norris, Shelby	Sierra Club
163	J, JoAnn	
164	Kimmel, Eric E.	
165	Kept Private	
166	daugharty, merrell e.	citizen
167	Atkinson, Sean	Greater Hollywood Chamber of Commerce
168	Lucassen, Maria	Broward Sierra Club
169	Kept Private	
170	Kept Private	
171	Snell, Shane	
172	Cruz, Robert	
173	Cooper, Gaylan L.	Sierra Club



Correspondence ID	Name	Organization
174	CAMERON, john a.	JET PORT CONSERVATION & RECREATION CLUB
175	Krantz, Stuart H.	NWF
176	Wasserman, Keith	
177	DuKate, Robert	Save Boca Raton Green Space
178	Patlak, David Y.	
179	Kept Private	
180	Kept Private	Resident
181	Kept Private	
182	Stokes, Bill	
183	Ovies, Al	SAFER
184	Guth, Candice E.	
185	Jeffries, Joseph W.	
186	Tryon, Steven D.	Tampa Bay Sierra Club
187	Persson, Richard	SAFER, FLFFC
188	Ellis, Valerie T.	
189	Rauschenplat, Paul J.	
190	Kersey, Todd	FLFFC.org
191	Walder, Bethanie	Wildlands CPR
192	Lopez, Jacki M.	Center for Biological Diversity
193	Kept Private	
194	Kept Private	
195	Kept Private	
196	Kept Private	
197	Jeffries, Joseph W.	
198	Busch, Cynthia	



Correspondence ID	Name	Organization
199	Feldman, Jason D.	
200	Karson, Annabeth	Palm Beach Meeting of the Religious Society of Friends (Quakers)
201	Schwartz, Matthew	Sierra Club
202	Kennon, Jesse	Coopertown Airboat Tours
203	Lehtinen, Dexter	Miccosukee Tribe of Indians of Florida
204	Espinosa, Carlos	Miami-Dade County DERM

* Indicates the Form Letter which was received by 2,153 individuals from the Sierra Club. Appendix 3 (Sierra Club Form Letter Correspondence List) provides the contact information for all of the individuals from the Sierra Club who submitted a copy (via e-mail) of the Sierra Club's Master Form Letter for the project.



APPENDIX 3: SIERRA CLUB FORM LETTER CORRESPONDENCE LIST

Last Name	First Name		Street Address	City	State	Zip Code
Aaltink	Marjorie	Mrs.	2038 second ave	Selkirk	ON	N0A1P0
Abate	Alessandro	Mr.	1291 Nightingale Ave	Miami Springs	FL	33166-3832
Ables	Harriet	Mrs	6164 Mercer Cir E	Jacksonville	FL	32217-2413
Abrams	Rochelle	Mrs.	823 Marbella Lane West	Lantana	FL	33462-4746
Ackland	Joan	Ms.	4050 Rainbow Dr	Fort Myers	FL	33916-2830
Adams	Dwight	Dr.	2507 NW 24th Terrace	Gainesville	FL	32605-2818
Adams	Erik	Mr.	644 NW 13th St Apt 32	Boca Raton	FL	33486-2449
Adams	Dennis	Mr. & Mrs.	689 Melanie Ln	Altamonte Springs	FL	32701-6838
Adamson	Dawn	N/a	2897 Edgehill Ln	Hollywood	FL	33026-3745
Adelman	Howard	Mr.	2975 Myrtle Oak Cir	Davie	FL	33328-6740
Adelman	P	Mr. & Mrs.	2975 Myrtle Oak Cir	Davie	FL	33328-6740
Ader	Brett	Mr.	528 E Call St	Tallahassee	FL	32301-2509
Adler	Michael	Mr	237 SW 4th Ave	Gainesville	FL	32601-6553
Agren	Elizabeth	Ms	1008 Sunset Rd	West Palm Beach	FL	33401-7546
Albert	Shan	Ms.	PO Box 2247	Hallandale	FL	33008-2247
Alden	David	Mr.	8256 Queen Anna Dr	Tallahassee	FL	32317-8663
Alegarbes	Hadrian	Mr.	207 W Idlewild Ave	Tampa	FL	33604-6609
Aleman	Melody	Ms.	15830 SW 151st Ter	Miami	FL	33196-5719
Alessi	John	Mr.	209 Manatee Ln	Fort Pierce	FL	4982-6768
Alexander	Steve	Mr	1503 Dandelion Dr	Melbourne	FL	32935-5566
Alexander	Lois	Ms.	2187 Sorrento Cir	Winter Park	FL	32792-1195
Alfaro	Rosa	Miss	3547 SW 13th Ter	Miami	FL	33145-1011
Alfaro	Rosa	Ms.	3547 SW 13th Ter	Miami	FL	33145-1011
Alfonzo	Heidi	Miss	5730 Rain Forest Ct	Oviedo	FL	32765-9438



Last Name	First Name		Street Address	City	State	Zip Code
Alger	C M	N/a	Nw 91st Ave.	Parkland	FL	33067
alhussein alsaleh	alia		1330 N Lake Way	Palm Beach	FL	33480-3159
Alicea	Jennifer		1425 W Donegan Ave Apt E	Kissimmee	FL	34741-2033
Allaman	Candace	Ms.	2512 15th Ave W	Bradenton	FL	34205-3964
Allard	Stephen	Mr.	11945 143rd St Apt 7104	Largo	FL	33774-2952
Allen	Melissa	Ms	8405 SW 156th St	Village of Palmetto Bay	FL	33157-2164
Allenson	Herbert	Mr.	8660 Windsor Dr	Miramar	FL	33025-2754
Allison	Thomas	Mr.	5709 SW 109th Street Rd	Ocala	FL	34476-9220
Allison	Gail		2488 Lancaster Dr	Clearwater	FL	33764-6549
Alovis	Elly		2498 SW 17th Ave Apt 4201	Miami	FL	33145-3858
Alton	Deanne		206 Dorchester Sq	Lake Mary	FL	32746-4216
Alvarez	Luis		2916 NW 99th Pl	Doral	FL	33172-1091
Amador	Karyna	Ms.	6715 Miami Lakes Dr Apt C108	Hialeah	FL	33014-2158
Ambrose	Stephen	Mr	785 Antilles Rd NE	Palm Bay	FL	32907-1612
Amell	June	Ms.	610 Wolf Run	Winter Haven	FL	33880-1045
Amenta	Anthony	Mr. & Mrs.	1841 Brookshire Cir	West Melbourne	FL	32904-6671
Anderson	Steven	Mr	8976 SW 33rd Ter	Ocala	FL	34476-4622
Anderson	Tara	Dr	2148 NW 50th Pl	Gainesville	FL	32605-5456
Anderson	Linda	Mrs	236 Big Magnolia Ct	St Augustine	FL	32080-1700
Anderson	Vaughn	Mr	6205 Shoreline Dr Apt 1101	St Petersburg	FL	33708-4502
Anderson	Evalyn		6885 20th St Apt 278	Vero Beach	FL	32966-7958
Anderson	Jason	Mr	401 Monument Rd Apt 255	Jacksonville	FL	32225-6477
Andres	Eusebio		7500 NW 25th St Ste 248	Miami	FL	33122-1720
Andres	Kristy		2720 NE 8th Ave Apt 4	Wilton Manors	FL	33334-2528
Andrews	Hilda	Ms	10205 SW 89th St	Miami	FL	33176-1741
Andrews	Katie		3508 NW 12th St	Gainesville	FL	32609-2142
Andrews	Leda	Ms	2110 Staples Ave	Key West	FL	33040-3738
Angeli	Rosita	Ms.	5757 Collins Ave Apt 1605	Miami Beach	FL	33140-2306



Last Name	First Name		Street Address	City	State	Zip Code
Angley	Judith	Ms.	4410 NW 30th Ter	Gainesville	FL	32605-1529
Ankerberg	Betty	Ms.	5361 34th Ave N	Saint Petersburg	FL	33710-2003
Antalek	William	Mr	1508 Arezzo Cir	Boynton Beach	FL	33436-1114
Apling	Dora	Ms.	2241 W Pensacola St	Tallahassee	FL	32304-3148
Araque	Willie	Mr.	7220 NW 179th St	Hialeah	FL	33015-5498
Arbolaez	Arbolaez	Mr	5550 Highlands Vista Cir	Lakeland	FL	33812-5217
Arbuthnot	Kerri	Ms.	12916 Rain Forest St	Tampa	FL	33617-1304
Archer	Jamie	Ms.	4848 SW 29th Terrace	Fort Lauderdale	FL	33312-5816
Archer	Diane		141 Island Sanctuary	Vero Beach	FL	32963-3907
Archer	Suzanne	Ms.	419 N University Dr	Plantation	FL	33324-1478
Archipov	Lind		9720 Bay Colony Dr	Riverview	FL	33578-8373
Arcos	Carlos	Mr	742 Euclid Ave Apt 12	Miami Beach	FL	33139-6153
Arguello	Pablo	Mr.	12528 SW 266th Ln	Homestead	FL	33032-7967
Arico	John	Mr.	17 W Walnut St	Arcadia	FL	34266-3927
Arneson	Dimitra		111 Doral Cir	Naples	FL	34113-7434
Arnold	Kristen	Mrs.	1903 W. Knights Griffin Road	Plant City	FL	33565-5213
Arnold	Robert	Mr.	230 Catalina Isle Dr	Merritt Island	FL	32953-3246
Arnold	Matthew		94 CR 5091	Jacksonville	FL	32099
Arocha	Delia	Mrs	7925 SW 21st St	Miami	FL	33155-6511
Arvin	Patricia	Ms	PO Box 49522	Sarasota	FL	34230-6522
Aschenbeck	Chip	Mr.	2666 Pinewood Blvd N	Middleburg	FL	32068-4011
Ashley-Barrett	LaNell	Ms.	337 Robin Hood Cir	Naples	FL	34104-9528
Asla	Alina	Ms.	1950 SW 32nd Pl	Miami	FL	33145-2218
Asvadi	Christina	Ms.	7510 Saint Andrews Rd	Lake Worth	FL	33467-1317
Athman	Don		810 Peachtree St Lot C8	Cocoa	FL	32922-7270
Atwood	Kym	Miss	8409 Williamsburg Cir	Pensacola	FL	32514-6866
Auer	Carole	Mrs.	11747 Manistique Way	New Port Richey	FL	34654-4430
Augustine	Kristen	Miss	n/a	Pensacola	FL	32514-8179



Last Name	First Name		Street Address	City	State	Zip Code
Auris	Jean	Ms.	2703 S Pebble Brook Dr	Homosassa	FL	34448-8920
Austin-Small	Lindsey	Mr.	10557 S 228th Ln	Boca Raton	FL	33428-5756
Averill	Denise	Ms.	2100 World Parkway Blvd Apt 28	Clearwater	FL	33763-3548
Axelrod	Jerome	Dr. & Mrs.	116 Deep Woods Way	Ormond Beach	FL	32174-1847
Backal	Elaine	Ms.	4821 NE 4th Ave	Fort Lauderdale	FL	33334-6011
Bailey	David	Mr.	5775 38th Place	Vero Beach	FL	32966-1809
Baines	Kelly	Ms.	2220 Stacy Ct	Dunedin	FL	34698-9677
Baird	Rebecca	Ms.	902 S Scott Ave	Sanford	FL	32771-2248
Baker	Virginia	Ms	1933 Bayview Dr	New Smyrna Beach	FL	32168-7866
Ball	Daniel	Mr.	9855 Via Amati	Lake Worth	FL	33467-6937
Ball	Ursula	Miss	3063 Braeloch Cir W	Clearwater	FL	33761-2710
Ballew	Bart	Dr.	2798 Chesterbrook Ct	Jacksonville	FL	32224-4852
Balogh	Joseph	Mr.	1330 E. Bay Drive	Largo	FL	33771-1004
Banks	Robin	Ms.	885 Copperfield Ter	Casselberry	FL	32707-5829
Baras	Lyn	Ms.	29 1/2 NW 69th St	Miami	FL	33150-4021
Barbier	Patrick	Mr.	7920 SW 21st St	Miami	FL	33155-6512
Barbier	Lysette	Mrs	7920 SW 21st St	Miami	FL	33156-6512
Barco	David	Mr.	3753 SW 27th St	Miami	FL	33134-7236
Barger	Sheryl	Ms	1854 Bayshore Dr	Niceville	FL	32578-3712
Baril	Darcy	Ms.	1616 Kersley Cir	Lake Mary	FL	32746-1923
Barley	Jessica	Dr.	1819 Atlantis Pl	Tallahassee	FL	32303-5261
Barnard	Kay		846 Dolphin Ave	New Smyrna Beach	FL	32169-4706
Barnes	Christy	Ms.	931 SW 87th Ter	Plantation	FL	33324-3170
Baron	Lee	Ms	1985 SW Palm City Rd	Stuart	FL	34994-4115
Barron	Candace	Ms.	4451 Weasel Dr	New Port Richey	FL	34653-6541
Barta	Carl	Mr	PO Box 403878	Maimi	FL	33140-1878
Basha	Kim	Mrs.	19341 Rockport St	Roseville	MI	48066-4545
Baskin	Eva	Ms.	3922 Diamond Palladium Ter	Boynton Beach	FL	33436-5075



Last Name	First Name		Street Address	City	State	Zip Code
Bates	Mary Jane	Ms.	PO Box 622	Captiva	FL	33924-0622
Bates	Barbara	Ms.	1473 Matador Dr	Gotha	FL	34734-4552
Battaglia	Alisa	Ms.	3711 Van Buren St Apt 3	Hollywood	FL	33021-7438
Battaglia	Marcella	Mr.	1426 NE 17th Ave	Fort Lauderdale	FL	33304-1326
Baum	Shelley		1013 Wacona Street, SE	Palm Bay	FL	32909-5270
Baumgart	Brittney		611 Casa Park Court O	Winter Springs	FL	32708-5427
Baumgartner	Otto		8233 Harding Ave Apt 606	Miami Beach	FL	33141-5219
Bautista	Joshhia		4441 Lake Calabay Dr	Orlando	FL	32837-5468
Beard	Douglas	Mr.	PO Box 924654	Homestead	FL	33092-4654
Beaudet	Melissa	Ms.	1440 Water View Dr W	Largo	FL	322771-6400
Beck	Lorraine	Ms.	1024 Country Brook Ct	Rotterdam	NY	12306-9414
Beck	Mary	Ms	9720 W Bay Harbor Dr Apt 2	Bay Harbor Islands	FL	33154-1752
Bedard	Donna	Ms.	302 Burleigh Ave	Holly Hill	FL	32117-3714
Bedinger	Laura	N/a	11337 Stratton Park Dr	Tampa	FL	33617-2391
Beebe	Nancy	Mrs.	PO Box 874	Mount Dora	FL	32756-0874
Beerheide	Ema	Ms.	PO Box 731016	Ormond Beach	FL	32173-1016
Behrens	Lawrence	Mr.	438 Chamber St NW	Port Charlotte	FL	33948-6304
Behret	Linda	Mrs.	5960 Herons Landing Dr	Viera	FL	32955-6361
Beier	Andre		4969 Windward Way	Fort Lauderdale	FL	33312-5221
Bekiroglu	Suzan	Ms.	3470 Tidewater Dr	Weeki Wachee	FL	34607-1044
Belancsik	Carol		275 John Knox Rd Apt F104	Tallahassee	FL	32303-6632
Belanger	John	Mr.	520 SE 12th St	Dania	FL	33004-4667
Belcher	Barbara	Ms.	2009 Sable Ct	Lehigh Acres	FL	33972-1024
Belcher	Meg	Mrs	2723 Larkspur Rd	Deland	FL	32724-4904
Bell	Katherine		15489 Miami Lakeway N	Miami Lakes	FL	33014-5593
Belter	Ronald	Dr.	33346 Santa Rosa Dr	Gulf Breeze	FL	32563
Bencze	Constance	Ms	1306 Windy Meadow Dr	Minneola	FL	34715-5606



Last Name	First Name		Street Address	City	State	Zip Code
Bengisu	Mehmet	Mr.	4959 Bella Terra Dr	Venice	FL	34293-6076
Benjamin	Chris	Mr.	13190 Washington Dr	Largo	FL	33774-1910
Bennett	Charlene	Ms.	929 Carlton Avenue	Lake Wales	FL	33853-4238
Bennett	Regina	Ms	1308 Elmore Ter	North Port	FL	34288-2346
Bennett	Raymond		8 Kenmore Ln	Boynton Beach	FL	33435-7310
Bennett	Paul	Mr & Mrs	4648 Hickory Shores Blvd	Gulf Breeze	FL	32563-9211
Bennett	Forrest	Mr.	4327 Biscayne Dr	Hernando Beach	FL	34607-3006
Beracha	Deborah	Mrs.	4541 NW 13th Ave	Pompano Beach	FL	33064-1121
Bergalis	Anna	Mrs.	2 Perriwinkle Cir	Stuart	FL	34996-6604
Bergen	Marie		5A Monroe St	Concord	NJ	03301-3615
Bergwall	Margaret	Mrs.	2900 Powerline Rd Lot 47	Haines City	FL	33844-9057
Berk	Tammy	Mrs.	1543 Robinson Dr N	Saint Petersburg	FL	33710-4453
Bernardes	Larissa	Ms.	10985 SW 107th St Apt 312	Miami	FL	33176-3368
Berry	Janet	Ms.	1941 Nicole Lee Cir	Apopka	FL	32703-3464
Berry	Joycey	Mrs.	173 Lakeside Drive	Canton	NC	28716-5737
Bertolino	Susan	Ms.	239 Roxborough Ave	Philadelphia	FL	19128-5011
Bessire	David	Mr.& Mrs.	2796 Auburn Blvd	Port Charlotte	FL	33948-4901
Bestard	Annette	Ms.	11810 SW 92nd Ter	Miami	FL	33186-2151
Betancourt	Lazara	Ms.	877 80th St Apt 4	Miami Beach	FL	33141-1553
Beugger	Robyn	Ms	436 Shorewood Ln	New Smyrna Beach	FL	32168-8384
Beverley	Diane	Mr. & Mrs.	7380 SW 54th Court	Miami	FL	33143-5702
Bevino	Toni	Ms.	100 London Ave NW	Fort Walton Beach	FL	32548-4211
Biaggi	Elsa		6450 SW 23rd St	Miami	FL	33155-1947
Bianco	Danielle	Ms.	709 Russell Ln Apt 220	Brandon	FL	33510-4232
Biccum	Susan	Mrs	15842 Pine Lily Ct	Clermont	FI	34714-7206
Bickers	Kevin	Mr.	501 Nautical Blvd N	Atlantic Beach	FL	32233-4118
Bishop	Sally	Ms.	2813 Poinsettia Ave	West Palm Beach	FL	33407-5426
Bishop	Ron	Mr.	201 Tree Swallow Ct	Lehigh Acres	FL	33936-6945



Last Name	First Name		Street Address	City	State	Zip Code
Bissell	Bill	Mr.	901 Trammel Rd	N. Little Rock	AR	72117-2157
Bittner	Michael	Mr	1475 ST 15th Street #201	Fort Lauderdale	FL	33316
Blackett	Kenneth		500 Durham Pl	Fleming Island	FL	32003-4541
Blackowiak	Alloise	Mr.	5007 Medalist Rd	Sarasota	FL	34243-4737
Blackwell	Douglas	Mr.	5399 Zero Ln	Milton	FL	32583-5360
Blair	Debbie	Ms.	21660 Chimney Rock Park Cir	Boca Raton	FL	33428-1734
Blakely	Carmen	Mrs.	1439 Windjammer Loop	Lutz	FL	33559-6734
Blalock	Shay	Ms.	3223 NW 142nd Ave	Gainesville	FL	32609-4099
Blanchard	Dennis	Mr	859 Woodbine Dr	Merritt Island	FL	32952-4148
Blanton	Cricket	Ms.	1408 Windward Dr	Melbourne	FL	32935-5310
Blaustein	Philip	Dr.	2901 Wilderness Blvd E	Parrish	FL	34219-9270
Bledsoe	Carol	Ms	649 Owl Dr	Sarasota	FL	34236-1907
Blizzard	Debra	Ms.	4786 Richmond Mews	Haverhill	FL	33415-1337
Bloom	Sarah	Ms.	501 N Sunrise Dr	Bloomington	IN	47406-8636
Blunt	Susan	Ms.	11948 SW 122nd Ct	Miami	FL	33186-5063
Blustein	Lynne	Ms.	4330 SW 15th St	Miami	FL	33134-3808
Boddy	Edward	Mr.	3600 Riverwoods Ln	Pensacola	FL	32514-8169
Boehmer	Carey	Dr.	2112 W Addison St # 2	Chicago	IL	60618-6124
Boggio Byrne	Simona		508 Antioch Ave Apt 3	Fort Lauderdale	FL	33304-3967
Bohlinger	Pat	Ms.	5125 Palm Aire Dr	Sarasota	FL	34243-3713
Bohlmann	Kathryn	Ms.	1836 SW 15th St	Miami	FL	33145-1425
Bohmann	Jerry	Mr.	575 Seneca Oaks Cir	Mount Dora	FL	32757-6345
Bolain	Keri		7 E Silver Springs Blvd	Okala	FL	34470-6634
Bolemon	Joanne		1183 Paseo Del Mar Apt D	Casselberry	FL	32707-6430
Bolemon	Joanne	Ms	1183 Paseo Del Mar Apt D	Cassellberry	FL	32707-6430
Bolen	Erin	Mrs.	4949 Windingbrook Trl	Wesley Chapel	FL	33544-7484
Bolender	Barbara	Ms	7942 50th Ave N	St. Petersburg	FL	33709-2360
Boles	Marcia	Ms	PO Box 14	Weston	ME	04424-0014



Last Name	First Name		Street Address	City	State	Zip Code
Bolick	Charles	Mr.	2691 NW 106th Dr	Coral Springs	FL	33065-3729
Bolomey	Kristen	Dr.	6235 Kendrick St Apt A	Jupiter	FL	33458-6770
Bonilla-Jones	Carmen	Mrs.	545 Yale Rd	Venice	FL	34293-6463
Bonos	Helen		4320 SW 15th St	Miami	FL	33134-3808
Boone	Linda	Dr	450 Mulberry Grove Rd	Royal Palm Beach	FL	33411-4531
Booth	Kristee	Ms.	2645 Palm Ter	Deland	FL	32720-2027
Booth	Garian	Mr.	1500 W Winnemissett Ave	Deland	FL	32720-3692
Boots	Sharon	Dr.	414 Meadowlark Ln	Naples	FL	34105-2459
Bordenkicher	Caroline	Ms.	943 Mozart Dr	Orlando	FL	32825-6692
Borello	Mary	Ms.	6440 55th Sq	Vero Beach	FL	32967-5387
Bornstein	Ann	Mrs.	2522 S Coral Trace Cir	Delray Beach	FL	33445-3612
Botelho	Katherine	Ms	105 Gardens Dr Apt 103	Pompano Beach	FL	33069-6401
Boulay	Timothy	Mr.	4117 Santiago St	Sebring	FL	33872-2232
Bouvier	H. Karl	Mr.	947 Tiverton Ave # 1202	Los Angeles	CA	90024-3012
Bowden	Margaret	Ms.	1218 Hickman Rd Apt 9A	Jacksonville	FL	32216-1209
Bowman	Jasmin	Mrs	6906 9th Ave NW	Bradenton	FL	34209-1503
Bowman	Kenneth	Mr. & Mrs.	2838 Rivers End Rd	Orlando	FL	32817-2949
Box	George	Mr.	4138 Cocoanut Ave	Sarasota	FL	34234-4655
Boyce	Steve	Mr. & Mrs.	4787 80th St N	St Petersburg	FL	33709-2213
Brabyn	Molly	Mrs.	300 Horse Creek Drive	Naples	FL	34110-6028
Brachmann	Pamela	Ms.	1285 Davis Rd	Dunedin	FL	34698-5012
Brader	Julie	Mr. & Mrs.	8135 Ibis Cove Cir	Naples	FL	34119-7720
Brady	Jennifer	Ms	1108 Live Oak Ct	Clearwater	FL	33756-4539
Brai	Jim	Mr.	176 Hollywood Park Road	Montz	LA	70068-8942
Braunsberger	Karin	Dr.	2251 7th Ave N	St Petersburg	FL	33713-7015
Breazeale	Gene	Mr. & Mrs.	1201 Seville Ln NE	Saint Petersburg	FL	33704-2424
Bregman	Jan	Mrs.	10391 54th Ave N	Saint Petersburg	FL	33708-3325
Breil	Brenda		9273 SW 31st Pl	Gainesville	FL	32608-7936



Last Name	First Name		Street Address	City	State	Zip Code
Brendle	Earle	Mr.	37419 Phelps Rd	Zephyrhills	FL	33541-7433
Brendle	Chase	Mr.	719 NE 43rd St	Oakland Park	FL	33334-3159
Brennan	Tim	Mr.	6725 W Grant St	Homosassa	FL	3448-2514
Brennan	Cynthia	Ms.	8015 105th Ct	Vero Beach	FL	32967-4215
Brennan	Robert & Patricia	Mr. & Mrs.	1050 Old Mission Rd Sugar Mills Ruins Travel Park	New Smyrna	FL	32168-8636
Brennan	Peter	Mr.	263 Allens Ridge Dr E	Palm Harbor	FL	34683-4804
Brennan	Marge	Mrs.	7706 NW 19th Ct	Margate	FL	33063-6828
Brien	Raymond	Mr & Mrs	8005 Breton Cir	Fort Myers	FL	33912-4651
Briggle	Ryan	Mr.	13241 SW 72nd Ave	Miami	FL	33158-6810
Bright	Joan	Ms.	6105 2nd St S	Saint Petersburg	FL	33705-5407
Brinkman	Rob	Mr.	920 NW 24th Ave	Gainesville	FL	32609-2854
Brito	Ana	Mrs.	480 NE 110th St	Miami	FL	33161-7149
Brodkin	Janice & Steven	Mr. & Mrs.	17720 Durrance Rd	Fort Myers	FL	33917-2211
Brogie	Melissa	Ms.	14008 Saulk Ct Apt 137	Tampa	FL	33613-3943
Brooks	Elizabeth	Mrs.	1908 NW 136th Terrace	Gainesville	FL	32605-3628
Brooks	Patricia	Mrs.	704 1st Avenue North	Safety Harbor	FL	34695-2601
Brown	Jean	Ms.	9675 NW 75th Street	Tamarac	FL	33321-1972
Brown	Ross	Mr. & Mrs.	19576 Seminole St	Sugarloaf	FL	33042-3128
Brown	Glenn	Mr.	12402 Fort Crook Rd S Apt 2	Bellevue	NE	68123-1587
Brown	Amy	Mrs.	544 Northbridge Dr	Altamonte Springs	FL	32714-1822
Brown	Jeffrey	Mr	PO Box 611501	Miami	FL	33261-1501
Brown	Angie	Ms.	101 Royal Park Drive, Apt. 1-E	Oakland Park	FL	33309-5866
Brown	Michael	Mr.	1800 2nd St Ste 735	Sarasota	FL	34236-5966
Brown	Jan	Mrs.	2626 Shriver Dr	Fort Myers	FL	33901-5836
Brown	Albert	Mr.	7651 SE 118th Ave	Morrison	FL	32668-4843
Brown	Timothy W.	Mr.	54 Aero Dr	Defuniak Springs	FL	32433-4096
Brown	Carole	Mrs.	PO Box 393	Land O'Lakes	FL	34639-0393



Last Name	First Name		Street Address	City	State	Zip Code
Brown	Melissa	Ms	PO Box 522	Winter Park	FL	32790-0522
Brown	Asher	Mr&Mrs	7589 Edisto Dr	Lake Worth	FL	33467-7769
Brownrigg	Holly	Ms.	1555 Magnolia St NE	Palm Bay	FL	32905-3519
Brubaker	Dawn	Ms.	7570 Patti Dr	Merritt Island	FL	32953-6507
Bruner-Brooks	Konstance		7743 Mitchell Ranch Road	New Port Richey	FL	34655-3239
Bryan	Karol		4438 Hunting Trl	Lake Worth	FL	33467-3522
Bryant	Susan	Dr. & Mrs.	126 1st St E Apt 106	Tierra Verde	FL	33715-1791
Bryant	B	Mrs.	415 Gulf Shore Dr Unit 13	Destin	FL	32541-5004
Bryon	Douglas	Mr	2065 marlin Ct	Fernando Beach	FL	32034-4476
Buch	Sophia	Ms.	2631 SW 93rd Ct	Miami	FL	33165-8149
Buhler	Melissa	Ms.	6100 12th St S Apt 314	Saint Petersburg	FL	33705-5661
Burke	Edward	Mr.	6320 8th Ave S	Gulfport	FL	33707-3006
Burnham	Donna	Ms.	12378 NW 35th St	Ocala	FL	34482-1702
Burns	Jean	Ms.	5484 Riverbluff Cir	Sarasota	FL	34231-5000
Burnside	Elaine	Ms	290 NE 98th St	Miami Shores	FL	33138-2408
Burr	Marica	Ms.	NW 7th St	Williston	FL	32696-1532
Burras	Chris	Mr	100 Brackenwood Rd	Palm Beach Gardens	FL	33418-9018
Burroughs	Karen	Dr. & Mrs.	8623 Warwick Shore Xing	Orlando	FL	32829-8023
Burt	Alexandra	Ms.	1325 NW 155th Ln	Pembroke Pines	FL	33028-1620
Busch	Grace	Mrs.	10705 Forest Run Dr	Bradenton	FL	34211-9389
Busse	Heather	Miss	253 SW Faul Ct	Lake City	FL	32024-4956
Butler	Tom		1275 Scenic Rd	Dekalb	IL	60115-6111
Butler	Benjamin	Mr.	9645 Old Baymeadows Rd Apt 756	Jacksonville	FL	32256-7829
Butler	Dottie		2401 W Bay Isle Dr SE	St. Petersburg	FL	33705-3354
Buttles	Kathryn		1715 Hodges Blvd Apt 2322	Jacksonville	FL	32224-1087
Button	Jerry		5910 Morningstar Cir	Delray Beach	FL	33484-8571
Byram	Debbie	Ms.	6730 SE 120th Ct	Morrison	FL	32668-4894



Last Name	First Name		Street Address	City	State	Zip Code
Byrnes	Richard	Mr.	16356 E Secretariat Dr	Loxahatchee	FL	33470-4033
Cadwalader	Alyssa		2111 Brandywine Rd Apt 618	West Palm Beach	FL	33409-7338
Cain	Kathleen	Mrs.	5237 Eagle Blvd	Land O Lakes	FL	34639-3822
Cairns	Christine	Mrs.	40331 Mountain Vista Ln	Polson	MT	59860-7372
Cala	Marie	Mrs.	2753 Portchester Ct	Kissimmee	FL	34744-8551
Calderin	Ivo	Mr.	7725 N Kendall Dr Apt A-128	Miami	FL	33156-7598
Calderon	Sheila	Mrs	2807 Waters Edge Cir	Greenacres	FL	33413-2158
Caldwell	Connie	Ms.	3736 NW 23rd Pl	Gainesville	FL	32605-2667
Caldwell	Amanda	Mrs	4642 Eagle Way	Crestview	FL	32539-8786
Calese	Mary Ann	Mrs	497 NW Blue Lake Dr	Port St Lucie	FL	34986-3573
Callaghan	Kathleen	Mrs.	12213 Bare Bush Path	Columbia	MD	21044-3798
Calvo	Jeannette	Ms.	112 Danielle Ct	Weston	FL	33326-1065
Camacho	Claudia		1144 Arthur Ave	Orlando	FL	32804-2829
Camerata	Joann	Ms.	2825 Peach Dr	Jacksonville	FL	32246-3671
Campagna-Seda	Nikki	Mrs.	8416 Poinsettia Drive	Tampa	FL	33637-1819
Campbell	Karen	Miss	6968 Crux Dr	Citrus Heights	CA	95610-4638
Campbell	Angela	Ms	190 E Olmstead Dr Apt B1	Titusville	FL	32780-5812
Campbell	Grant	Mr.	2321 SW 44th Street	Ft. Lauderdale	FL	33312-5735
Campbell	Patricia	Ms.	216 69th St NW	Bradenton	FL	34209-2232
Campisano	Lark	Mrs.	19201 Matt Rd	Fort Myers	FL	33917-4366
Cantillo	Heide	Ms.	86 Bay Heights Dr	Coconut Grove	FL	33133-2630
Canton	Sheryl	Ms.	8551 Queen Brooks Ct	Temple Terrace	FL	33637-4914
Capasso	Ralph	Mr. & Mrs.	237 126th Ave	Treasure Island	FL	33706-4420
Capetola	Patty	Miss	PO Box 41593	St. Petersburg	FL	33743-1593
Cardona	Jennifer	Ms.	Maribou Circle	Orlando	FL	32828
Carew	Robert	Mr.	10051 NW 56th Ct	Coral Springs	FL	33076-2586
Carey	Norah	Ms	3004 Harbour Landing Way	Cassellberry	FL	32707-5849
Carie	Linda	Mrs.	356 W Bolero Pl	Citrus Springs	FL	34434-6166



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Carle	Charlotte	Ms	8520 US Highway 1 Apt E7	Micco	FL	32976-2660
Carlisle	Tara	Ms.	13 Oakwood Ave	Key Largo	FL	33037-3046
Carlson	Kimberley	Ms.	918 Pennsylvania Ave	Lakeland	FL	33803-1136
Carmany	Sally	Ms.	2072 Mobiland Dr	Melbourne	FL	32935-4856
Carmel	Mary	Mrs.	2825 SW 98th Dr	Gainesville	FL	32608-8679
Carnovale	Krisanne	Ms.	1306 Fernvale Ave	Sebring	FL	33870-2917
Caroll	Colleen	Ms.	14503 Mecca Pl	Tampa	FL	33625-6608
Carpenter	Leslie	Ms.	17017 SE 150th Avenue Rd	Weirsdale	FL	32195-3076
Carr	Kathleen	Ms.	1819 Doric Dr	Tallahassee	FL	32303-3509
Carr	James	Mr.	9631 Enclave Cir	Port Saint Lucie	FL	34986-3246
Carra	Twila	Mrs.	701 Helmsman Ln	Edgewater	FL	32141-7539
Carrico	Donald	Mr.	4411 Eagle Pt	Kissimmee	FL	34746-2731
Carriere	Darla	Mrs.	13641 Claudia Dr	Hudson	FL	34667-4504
Carroll	Shelley		1010 empress Ln	Orlando	FL	32825-8249
Carroll	Harry	Mr. & Mrs.	17 Ecuador Way	Fort Pierce	FL	34951-2846
Carter	Gary	Mr.	104 W. Wesley Street	Walhalla	SC	29691-2242
Cartwright	E. Allen	Mr.	950 Graham St	Saint Augustine	FL	32084-0326
Casanova	Ana	Ms.	6697 SW 152nd Pl	Miami	FL	33193-2143
Casper	Don	Mr	2916 Downing St	Jacksonville	FL	32205-7519
Castan	Christine	Ms.	8390 SW 108th St	Miami	FL	33156-3538
Catasus	Graciela	Ms.	5255 Collins Ave Apt 6B	Miami Beach	FL	33140-2578
Cathelyn	Christina	Ms.	2240 Seminole Blvd	Melbourne	FL	32904-4888
Cathey	Ashby	Mr.	8631 NW 4th Ter Apt 7	Miami	FL	33126-3890
Cedar	Joyce	Ms.	840 N Atlantic Ave Apt C302	Cocoa Beach	FL	32931-3183
Cendrowski	Greg	Mr.	220 Joshua Place	Merritt Island	FL	32953-7942
Cervoni	Candace	Ms.	7734 SW 55th Ave	Miami	FL	33143-5730
Chadwick	Sharron	Ms.	2755 Ordway St NW Apt 401	Washington	DC	20008-5028
Chai	Sylvia		11222 Bloomington Dr	Tampa	FL	33635-1522



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Chamberlin	Thomas		1311 SW 17th St	Miami	FL	33145-1625
Champion	Marcia		8408 Stillbrook Ave	Tampa	FL	33615-4431
Chandler	Debra	Ms.	12821 NW 116th Pl	Alachua	FL	32615-6529
Chaney	Kimberly	Miss	4277 Montgomery St	Brooksville	FL	34601-8377
Chapman	Angela	Ms.	959 S Central Ave	Lakeland	FL	33815-4410
Chappell	Donna	Ms.	3530 Gladstone Street	Sarasota	FL	34231-8613
Charre	Nancy	Ms.	7520 SW 158th Ter	Village of Palmetto Bay	FL	33157-2450
Charree	Tim	Mr.	640 Clematis Rd	Venice	FL	34293-5401
Chase	Michael	Mr.	4083 Sunbeam Rd Apt 2403	Jacksonville	FL	32257-8909
Chatelain	Sandra	Mrs.	1 Harbourside Dr	Delray Beach	FL	33483-5126
Chaudhry	Usma	Miss	13102 Vultee Ave	Bellflower	CA	90706-2023
Chiappone	Pamela	Mrs.	6002 62nd Ct E	Palmetto	FL	34221-7018
Child	Laura	Ms	9605 Capendon Ave Apt 305	Palm Beach Gardens	FL	33418-8155
Chirinos	Julissa		4520 SW 68th Court Cir	Miami	FL	33155-6858
Chisholm	Frank	Mr	680 NE 64th St Apt A214	Miami	FL	33138-6421
Chisholm	Martha	Ms	5935 Turin St	Coral Gables	FL	33156-3245
Christensen	Donna	Ms.	13121 Grape Ave	Grand Island	FL	32735-9217
Christina S		Miss	3549 Shoreline Cir	Palm Harbor	FL	34684-1729
Churchville	Liz		108 7th Ave N Apt 2	Saint Petersburg	FL	33701-2565
Cielukowski	John	Mr.	9 Harbor Cir	Cocoa Beach	FL	32931-2414
Cioffi	Nina		1957 Tigris Dr	West Palm Beach	FL	33411-5760
Citron	Amy	Ms.	23 E 109th St Apt 6J	New York	NY	10029-3439
Citron	Jean	Dr.	11303 Churchhill Trl	Seminole	FL	33772-7160
Ciudad-Real	Diana	N/a	110 Alder Ave SE	Ft. Walton Beach	FL	32548-7268
Claggett	Suzaanne	Mrs	4425 Devereux Dr	Pensacola	FL	32504-7817
Clair	D.		7844 Datura Ln	New Port Richey	FL	34653-2208
Claire	Mary	Ms.	12 N Barbour St	Beverly Hills	FL	34465-3238
Clapsadl	Paul		13922 SW 41st St	Davie	FL	3330-5728



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Clark	Sandra	Dr.	2209 SE 10th Pl	Cape Coral	FL	33990-4603
Clark	Marcia	Ms.	2418 Sugarloaf Ln	Fort Lauderdale	FL	33312-4632
Clark	Elizabeth	Ms.	1353 Middle River Dr	Fort Lauderdale	FL	33304-1555
Clausen	Carolina		3390 Bayou Sound	Longboat Key	FL	34228-3027
Claxton	Wyana		2525 Florida Blvd Apt 133	Delray Beach	FL	33483-4928
Clay	Gloria	Mrs.	8689 SW 83rd Court	Trenton	FL	32693-6730
Claycomb	Patricia	N/a	224 6th Ave	Melbourne Beach	FL	32951-2323
Clem	Andrew	Mr.	1460 Avon Ln Apt 915	North Lauderdale	FL	33068-5503
Clements	Mary Lou	Mrs.	19370 Deer Creek Ct, Lake Fairways Cc	North Fort Myers	FL	33903-6604
Click	Bill & Susie		2658 Hibbard Trl	Chuluota	FL	32766-8821
Clothier	Suzette	Ms.	3744 NW Mediterranean Ln	Jensen Beach	FL	34957-3107
Cloud	Doris	Mrs.	3436 Highlands Bridge Rd	Sarasota	FL	34235-5111
Cloud	Donald	Mr&Mrs	3436 Highlands Bridge Rd	Sarasota	FL	34235-5111
Clupper	Jim	Mr.	96 Parker Dr	Islamorada	FL	33036-3749
Codias	Elaine	Dr.	1604 Casilla St	Coral Gables	FL	33134-3722
Coe-Adams	Patricia	Mrs.	10628 E Irene St	Inverness	FL	34450-2935
Coffman	Cameron	N/A	318 Scott Ct	Palm Harbor	FL	34684-4645
Coffren	Thomas	Mr.	5185 Ponce De Leon Blvd	Coral Gables	FL	33146-2059
Cohen	Ilana	Ms	1932 Old Colony Ln	Maitland	FL	32751-4978
Cohen	Richard	N/a	15134 SW 72nd Ct	Village Of Palmetto Bay	FL	33158-2149
Cohen	Stanley	Miss	1740 SW 56th Avenue	Plantation	FL	33317-5934
Cohen	Laurel	Miss	1932 Old Colony Ln	Maitland	FL	32751-4978
Cole	Peter	Mr.	1425 Highway A1A Apt 11	Satellite Beach	FL	32937-5435
Cole	Mary	Ms.	6342 Oakpoint Dr	Lakeland	FL	33813-4499
Collier	Wade & Carol	Dr. & Mrs.	1337 Pinebrook Way	Venice	FL	34285-6435
Collins	Raymond	Mr.	19700 SW 118th Pl	Miami	FL	33177-4444
Collins	Cheryl	Mrs	5077 Toproyal Ln	Jacksonville	FL	32277-1042



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Collins	Wendy	Ms.	739 Cortez Ave	Belleair Bluffs	FL	33770-1733
Collins	Evan	Mr.	1743 Powder Ridge Dr	Palm Harbor	FL	34683-4847
Coloe	Michael	Mr	402 Se 4th St	Delray Beach	FL	33483
Commander	Richard	Mr	15561 NE 237th Pl	Fort Mc Coy	FL	32134-3891
Condon	Sheila	Ms.	540 NE 111th St	Miami	FL	33161-7158
Cone	Gary	Mr.	8881 Somerset Blvd	Fort Myers	FL	33919-4875
Conhaim	Carol	Ms.	5662 Riverside Dr	Cape Coral	FL	33904-5950
Conley	Bonnie	Ms.	6260 Kipps Colony Ct S	Gulfport	FL	33707-3995
Conley	Donna	Mr.	6711 NW 23rd Ter	Fort Lauderdale	FL	33309-1405
Conover	Kimberly	Ms	1671 SE Green Acres Cir Ap A104	Port St Lucie	FL	34952-5080
Conrich	Bob	Mr.	12600 NW 107th Ave Ave/angpost	Miami	FL	33178-3127
Constantino-Martin	Patti	Mrs	17249 Helen K Dr	Spring Hill	FL	34610-7720
Coogan	Patricia		955 Tivoli Ct	Naples	FL	34104-0836
Cooper	Gaylan	Mr	7960 NW 11th Ct	Plantation	FL	33322-5146
Copeland Watkins	Amy	Ms.	2885 Red Lion Sq	Winter Park	FL	32792-1040
Corbishley	Frank	Mr	921 Sorolla Ave	Coral Gables	FL	33134-3652
Cordell	Kate		2720 Canyon Falls Dr	Jacksonville	FL	32224-4841
Cordero	Anne	Mrs.	1162 Paseo Del Mar Apt C	Casselberry	FL	32707-6439
Corkell	Patrick	Mr.	6303 Lakeshore Dr	Margate	FL	33063-3538
Cornett	Tracy	Miss	7290 Daniel Webster Dr	Winter Park	FL	32792-6549
Costello	William	Mr. & Mrs.	5254 32nd Ter N	Saint Petersburg	FL	33710-2634
Costello	Cris	Ms.	127 Van Dyck Dr	Nokomis	FL	34275-4237
Cote	Ron	Mr.	100 Citrus Ct	Palm Harbor	FL	34683-3749
Cott	Cameo	Ms.	1169 Ballyshannon Pkwy	Orlando	FL	32828-8685
Cousins	Sharon	Mrs.	4218 Silver Berry Ct	Spring Hill	FL	34609-0354
Coverdill	Pamela	Ms.	64 Sokol Rd	Somers	CT	06071-1527
Coyle	Shelby	N/a	19281 NW 12th Mnr	Pembroke Pines	FL	33029-4505
Crabtree	Sue	Ms.	1554 Parkwood St	Jacksonville	FL	32207-5475



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Craciun	George	Mr	12811 Flint Creek Rd	Thonotosassa	FL	33592-2660
Crane	Jeff	Mr.	318 NE 51st St Apt 2	Miami	FL	33137-2957
Cravey	Jerry	Mr	5861 N Oceanshore Blvd, #2	Palm Coast	FL	32137-2708
Cresko	Jill		2774 Country Way	Clearwater	FL	33763-1036
Crespo	Patricia	Ms.	PO Box 47314	Saint Petersburg	FL	33743-7314
Crisman	John	Mr	1236 E 14th St	Jacksonville	FL	32206-3205
Crocks	Bradley	Mr	1837 Creekwood Run	Lakeland	FL	33809-4915
Cronin	Laura	Mrs.	7967 Apache Ln	Lakeland	FL	33810-2171
Cronk	Barbara	Ms.	10854 SW 88th St Apt 221	Miami	FL	33176-1344
Croom	William		2112 Laurence Dr	Clearwater	FL	33764-6466
Cross	Nicole	Ms.	204 Citrus Ave Apt B	Nokomis	FL	34275-5126
Crothers	Angela		320 SE 71st St	Gainesville	FL	32641-7798
Crowhurst	Christy	Ms.	17190 SE 130th Ave	Weirsdale	FL	32195-2960
Cruit	Patrick	Mr.	414 S Ranger Blvd	Winter Park	FL	32792-4522
Cruz	Teresita	Ms.	1815 W 56th St	Hialeah	FL	33012-7302
Cuesta	Susan	Ms.	1420 E. Paris Street	Tampa	FL	33604-6846
Culian	Claudette	Mrs.	147D High Point Blvd	Delray Beach	FL	33445
Cullen	Sarah	Ms.	2987 Bridgeport Ave	Miami	FL	33133-3607
Cummins	Joan		1111 Brickell Avenue	Miami	FL	33131-3112
Cummins	Karen		1688 Silverwood Dr	Tallahassee	FL	32301-6782
Cunningham	David		362 Gulf Breeze Pkwy # 181	Gulf Breeze	FL	32561-4492
Cunningham	Marcia	Ms.	325 Meridian Ave Apt 8	Miami Beach	FL	33139-8713
Cuolahan	Sylvia	Mrs.	3150 N Palm Aire Dr Apt 305	Pompano Beach	FL	33069-3897
Curley	Robin	Ms.	916 SE 31st Ln	Cape Coral	FL	33904-2938
Curtin	Dottie	Miss	1013 Foscue Dr	Jacksonville	FL	28540-4569
Curtis	Richard	Mr.	13507	Bradenton	FL	34212
Cuypers	May-Li	Dr.	2840 W Bay Dr # 150	Belleair Bluffs	FL	33770-2620
Cyrus	Stacey	Mrs.	5358 Lake Le Clare Rd	Lutz	FL	33558-4834



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Czeck	Joan	Mrs.	16209 Highland Ave	Lutz	FL	33548-6124
Daigle	Patricia	Ms.	9715 Rex St	Hudson	FL	34669-3881
Daigle	Lisha	Miss	18 Sailfish Ln	Boynton Beach	FL	33435-7025
Dallam	Beth	Ms.	2 Duncan Ct	Jersey City	NJ	07306-6009
Daltry	Marti	Mrs	1995 Longfellow Dr	N Ft Myers	FL	33903-6444
Danhauer	Donna		51 NE 139th Ter	Williston	FL	32696-7933
Daniel	Kathleen	Ms.	9233 SW 8th St Apt 105	Boca Raton	FL	33428-6866
Daniel	Adrianne	Ms	113 SW Jack Gln	Lake City	FL	32024-4392
Danielian	Charles & Mary	Mr. & Mrs.	47 Johnnycake Drive	Naples	FL	34110-1345
Danner	Rod	Mr. & Mrs.	6661 Fairmont Street	Navarre	FL	32566-8135
D'Antonio	Lisa	Mrs	3300 Port Royale Dr N # 10	Fort Lauderdale	FL	33308-7919
Daraio	Joseph	Mr.	9523 Taormina St	Lake Worth	FL	33467-6144
Darby	Lee	Mr.	17847 Sunrise Dr	Lutz	FL	33549-5586
Darpa	Janet	Mrs.	505 N. Matanzas Avenue	Tampa	FL	33609-1538
Dati	James		27296 Barbarosa St	Bonita Springs	FL	34135-4346
Daugherty	Margaret	Ms.	4525 S Atlantic Ave	Ponce Inlet	FL	32127-7056
Dave	Kandz	Mr.	9685 2nd St N	Saint Petersburg	FL	33702-2507
Davenport	Dirk	Mr.	450 Church Ave NW	Port Charlotte	FL	33952-6506
Davidson	Scott	Mr.	20011 NE 22nd Ct	Miami	FL	33180-1821
Davidson	Richard	Mr	3762 Catalina Rd	West Palm Beach	FL	33410-2339
Davies	Margaret	Miss	34138 Selva Rd Unit 230	Dana Port	CA	92629-3720
Davis	Susan	Mrs	3111 Purdom Dr	Jacksonville	FL	32223-7219
Davis	Robert	Mr.	7500 SW 9th St	Plantation	FL	33317-3224
Davis	Joan	Ms.	4509 W Fig St Unit E	Tampa	FL	33609-2054
Davis	Liora	Ms.	636 Ixora Ln	Plantation	FL	33317-1818
Day	Charlie	Mr.	4608 W Paul Ave	Tampa	FL	33611-3324
De Leo	Peter	Mr.	456 SE 14th Street	Dania Beach	FL	33004-4698
De Simone	Terry	Mr. & Mrs.	2319 NW 33rd Pl	Cape Coral	FL	33993-3555



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De Vlieger	Matt	Mr.	10320 N 56th St Ste 310	Temple Terrace	FL	33617-4057
De Zeeuw	Dennis	Mr.	9 Royal Palm Way Unit 206	Boca Raton	FL	33432-7832
Dean	Judith	Mrs.	1747 Highway 177A	Bonifay	FL	32425-8103
Debernardi	Carmen	Ms.	12022 Griffing Blvd	Biscayne Park	FL	33161-6247
Deboer-Cook	Ainsley		213 Palmetto Ave Apt B	St Augustine	FL	32084-2339
Decarlo	Anthony	Mr.	3505 Stonefield Pkwy	Kissimmee	FL	34741-7608
Del Pino	Wylene	Ms.	8180 NW 20th Ct	Sunrise	FL	33322-3912
Delaney-Hotz	Martha	Mrs.	305 B St	St Augustine	FL	32080-6815
Delgado	Terrence	Mr.	5211 N Tamiami Trl Apt 2	Sarasota	FL	34234-2748
Deloye	Michael	Mr.	2500 SW 10th St	Boynton Beach	FL	33426-7403
Demar	Pamela	Ms.	8537 76th Ave	Largo	FL	33777-4423
Denehy	Kelly	Mr.	1201 S Oak Ave	Sanford	FL	32771-2841
Denney	Kelley		626 Bosphorous Ave	Tampa	FL	33606-3916
Dennis	Gudrun	Miss	5912 NW 26th St	Gainesville	FL	32653-1950
Denovo	Michael	Mr	4948 Trinidad Dr	Land O lakes	FL	34639-5650
Derousse	M.	Ms.	26875 Old State Road 4A	Summerland Key	FL	33042-5333
Deslandes	Lillian	Mrs.	6800 Bird Rd	Miami	FL	33155-3708
Detrick	Mary	Mrs.	8115 37th Ave N	Saint Petersburg	FL	33710-1023
Devick	Carolyn	Ms.	605 Bay Point Ave	Nokomis	FL	34275-3944
Devitt	Jeanene	Ms.	5909 Chicago Ave	Pensacola	FL	32526-1817
Devoney	Bev	Ms.	267 Wexford Ct	Altamonte Springs	FL	32714-5162
Diana	Kevin	Mr	14220 Passage Way	Seminole	FL	33776-1001
Diaz	Jorge	Mr.	1781 SW 14th Terrace	Miami	FL	33145-1408
Diaz	Sylvia	Ms.	513 Barber St	Sebastian	FL	32958-4403
Diaz	Diane		2516 Camelot Ct Apt 141	Hollywood	FL	33026-3649
Diaz-Arbelaez	Vladimir	Mr.	10290 NW 9th Street Cir	Miami	FL	33172-3218
Dickerson	Kaylee		12859 Warrington Oaks Rd	Jacksonville	FL	32258-2251
Diggle	Gloria	Ms.	637 SW Magnolia Lane	Ft. White	FL	32038-2129



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DiLeonardo	John	Mr. & Mrs.	219 SW 28th Ter	Cape Coral	FL	33914-1902
DiMicele	Patricia		8425 Turnberry Cir	Sarasota	FL	34241-9644
Dimicele	Patricia	Ms.	8425 Turnberry Cir	Sarasota	FL	34241-9644
Diodene	Glenda	Ms.	717 1/2 N Peninsula Dr	Daytona Beach	FL	32118-3830
Dizenzo	Alfonso	Mr.	10321 Windswept Pl	Boca Raton	FL	33498-6370
Dobkins Sr.	Knute	Mr.	PO Box 1736	Lake Panasoffkee	FL	33538-1736
Donaldson	Jerry	Mr.	13323 Millhopper Rd	Gainesville	FL	32653-2429
Donaldson	Mark	Mr.	1548 Croftwood Dr	Melbourne	FL	32935-5516
Donn	Alan		8818 Heather Glen Ct	Tampa	FL	33647-2254
Donn	Gloria	Mrs.	7300 W McNab Rd	Tamarac	FL	33321-5300
Donnes	Charlie	Mr.	1214 Clark Ave	Billings	MT	59102-5304
Donzanti	Lindsay	Ms.	20379 W Country Club Dr Apt 1840	Aventura	FL	33180-1664
Doran	Joseph	Mr & Mrs	9328 SE Gettysburg Ct	Hobe Sound	FL	33455-4044
Doran	Deirdre	Ms.	51A Beachcomber Way	Saint Augustine	FL	32084-2352
Dormany	Steven	Mr	8725 N Highland Ave	Tampa	FL	33604-1332
Dorsey	Kathleen	Miss	715 SW 17th St	Fort Lauderdale	FL	33315-1608
Dorsnaeo	Alex	Ms.	4246 SW 87th Ter	Cooper City	FL	33328-2837
Douglas	Kathryn	Ms	215 55th Ave	St Pete Beach	FL	33706-2306
Douglass	Laurie	Ms.	100 S. Newell Dr.	Gainsville	FL	32610
Dowling	Deborah	Ms.	233 3rd St N	Saint Petersburg	FL	33701-3818
Downey	Tim	Mr.	6551 SW 76th St	South Miami	FL	33143-4627
D'Oyen Toprres	Rene	Mr	PO Box 21475	Sarasota	FL	34276-4475
Dozier	Ellen	Ms.	1745 Davis Dr	Merritt Island	FL	32952-5943
Draluck	Holly		18101 105th Ave S	Boca Raton	FL	33498-1625
Drew	Diana	Ms	360 Myrtlewood Rd	Melbourne	FL	32940-7759
Drowne	Karen	Ms	1222 Thomasville Cir	Lakeland	FL	33811-3414
Drwinga	Helen	Dr.	621 Robin E. Lane	Apopka	FL	32712-2933



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Drzewicki	J.	Mrs.	7010 SW 10th Ct	Pembroke Pines	FL	33023-1647
du Brin	Jane	Ms	109 Ridge Cir	Fort Pierce	FL	34982-7872
Duckworth	Shahntay	Mrs.	PO Box 290447	Port Orange	FL	32129-0447
Duda	Mary	Mrs.	13511 4th Plz E	Bradenton	FL	34212-9682
Duda	Dorothy	Ms.	4570 N Citrus Ave	Crystal River	FL	34428-6028
Dudeney	Dicksie	Ms.	186 NW Byron St	Port Saint Lucie	FL	34983-1619
Duffy	Maureen	Ms.	3709 W Cass St	Tampa	FL	33609-1324
Dugger	Donald	Mr.	3009 SW 130th Ter	Arher	FL	32618-2126
Dujardin	Thomas	Mr.	262 S. Orlando Avenue	Cocoa Beach	FL	32931-2726
Dumars	Donna	Mrs.	4832 61st Cir	Vero Beach	FL	32967-6146
DuMond	Jeffrey	Mr	578 NE 20th St Apt 15	Wilton Manors	FL	33305-2142
Duncan	Vicki	Ms.	8419 SW 7th Pl	Gainesville	FL	32607-1496
Duncan	Susan	Ms	1312 Essex Dr	Wellington	FL	33414-5610
Dupret	Phyllis	Ms.	1030 Flame Vine Ave # 13D	Delray Beach	FL	33445-5981
Duty	Brent	Mr.	6817 Stonestrow Cir N	Saint Petersburg	FL	33710-8743
Dwork	Jonathan	Dr.	154 Orange Dr	Boynton Beach	FL	33436-1844
Dwyer	Catherine	Ms.	513 Valencia Rd	Venice	FL	34285-2537
Dye	Dean	Mr.	7371 Royal Birkdale Drive	Sarasota	FL	34238-2821
Dyer	Susanne	Ms.				
Eagle	Jessica		180 Nickerson St Ste 202	Seattle	WA	98109-1631
Earle	Evan	Mr.	PO Box 162	Oldsmar	FL	34677-0162
Easley	Todd		18310 Oleta Dr	North Miami Beach	FL	33160-2055
Eaton	Angela		1324 N. Quetzal Court	Homestead	FL	33035-1053
Eckert	Sharon	Ms.	1491 NE 71st Ln	Ocala	FL	34479-8358
Eckert	Jacqueline	Mrs.	5620 Robert Scott Dr N	Jacksonville	FL	32207-5976
Eddie	Andrea	Mrs.	2482 River Ridge Dr	Orlando	FL	32825-8767
Edelman-Tolchin	Gayle	Mrs.	11571 Island Lakes Ln	Boca Raton	FL	33498-6808
Edgecomb	Eileen	Miss	40 Douglas Ave Apt A	Dunedin	FL	34698-7967



Last Name	First Name		Street Address	City	State	Zip Code
Edmonds	Steven	Mr	PO Box 656	Inglis	FL	34449-0656
Edmonds	Astara	Mrs.	PO Box 656	Inglis	FL	34449-0656
Edwards	Wendy	Ms.	2105 1st St S	Jacksonville Beach	FL	32250-6262
Eggert	Kathryn		124 Eckerd St	Davenport	FL	33837-8287
Ehrhardt	Elaine	Ms.	613 Chevy Chase Dr	Sarasota	FL	34243-1318
Elam	Dale	Mr	3613 Riverland Rd	Fort Lauderdale	FL	33312-4651
Elbaum	Lynda	Mrs.	1833 S Ocean Dr	Hallandale	FL	33009-4941
Elert	Debbie	Ms	10082 Spring Sink Rd	Tallahassee	FL	32305-2065
Ellingsworth	Howard	Mr.	504 NW 13th St	Delray Beach	FL	33444-3062
Ellis	Valerie	Mrs.	855 NW 4th Ave	Boca Raton	FL	33432-2548
Ellis	Ingrid	Ms	11938 Hale St	Dunnellon	FL	34431-6709
Ellis	Catherine	Ms.	528 Siesta Dr	Sarasota	FL	34242-1048
Elsencrath	Jer	Mr.	8700 N Lynn Ave	Tampa	FL	33604-1316
Embree	Jerry	N/a	6540 Piccadilly Ln	Orlando	FL	32835-5764
Encalada	Anabel		1400 Lincoln Rd Apt 601	Miami Beach	FL	33139-2190
Eppsteiner	Fred	Mr.	2320 Brevard Rd NE	Saint Petersburg	FL	33704-3544
Erlsten	Steve	Mr.	7513 Duo Lakes Dr	Orlando	FL	32810-3833
Erwin	Jennifer	Ms.	1248 Caracas Ave	Clearwater	FL	33764-5026
Escobar	Ligia	Ms.	1270 SW 110th Ave	Pembroke Pines	FL	33025-3575
Escudero	Ralph	Mr.	2781 NE 7th St	Pompano Beach	FL	33062-4903
Eslick	Donald	Mr.	23650 Via Veneto Blvd Apt 604	Bonita Springs	FL	34134-3430
Esposito	Mary	Ms.	272 Wilton Ave SW	Palm Bay	FL	32908-3529
Esquinaldo	Pete		823 Vassar St	Orlando	FL	32804-4942
Esteve	Gregory	Mr.	3655 N Scenic Hwy	Lake Wales	FL	33898-6608
Ettling	Brian	Mr.	PO Box 101	Crater Lake	OR	97604-0101
Eunice	Elissa	Ms	1511 Hibiscus Ave	Winter Park	FL	32789-1615
Evan	Earle	Mr.	PO Box 162	Oldsmar	FL	34677-0162
Evangelista	Juan	Dr.	7928 Soft Pine Cir	Orlando	FL	32825-3285



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Evangelista	Emily	Ms.	3561 Conroy Rd Apt 215	Orlando	FL	32839-2445
Evans	John	Mr.	1564 Arcadia Dr Apt 511	Jacksonville	FL	32207-7870
Eyclesheimer	Susan	Ms.	2731 Polk St	Hollywood	FL	33020-4824
Fairfield	Wendy	Ms.	26950 Montego Pointe Ct Apt 203	Bonita Springs	FL	34134-0740
Fairfield	Richard	Mr	27125 Edenbridge Ct	Bonita Springs	FL	34135-4332
Falkenberry	Rebecca	Ms.	301 2nd St N Apt 18	Saint Petersburg	FL	33701-2965
Fandino	Maria		521 Sweet Hollow Place	Brandon	FL	33510-4078
Faneite	Dickson	Mr.	14362 SW 96th Ter Ste 1	Miami	FL	33186-8851
Fannin	Beverly	Ms.	3520 Apple Orchard St	Deltona	FL	32738-9413
Faraldo	Adriana	Ms.	13155 SW 7th Ct Apt 202	Pembroke Pines	FL	33027-6440
Farco	Jo & Mary	Mr. & Mrs.	587 Midway Dr	Ocala	FL	34472-2278
Farmer	William		15210 Hernando Ave.	Nobleton	FL	34661
Farnsworth	John & Vivian	Dr. & Mrs.	27301 Preservation St	Bonita Springs	FL	34135-5879
Farris	Nancy	Mrs	8300 Old Kings Rd S Apt 29	Jacksonville	FL	32217-4571
Faucher	Selma	Ms.	3516 NW 4th St	Gainesville	FL	32609-2266
Faust	Stuart	Mr.	2151 Central Avenue	St. Petersburg	FL	33713-8815
Fay	Susan	Mrs.	3032 SE Darien Road	Port St. Lucie	FL	34952-5814
Feathers	Mioyshi	Ms.	710 NE 763 St	Old Town	FL	32680-4934
Feddon	Linda	Ms.	352 Belle Point Dr	St Pete Beach	FL	33706-2617
Feen	Diane	Ms	21820 Cypress Cir Apt 25D	Boca Raton	FL	33433-3215
Felder	Sarah	Mrs.	3535 Parkridge Cir	Sarasota	FL	34243-1444
Feldkamp	Michelle	Ms.	1445 Falcon Valley Heights	Colorado Springs	CO	80921-4132
Feliz	Terry		222 Lakeview Ave, #160-176	West Palm	FL	33401-6145
Fellows	Richard	Mr.	49 Klink Rd	Rochester	NY	14625-1709
Fellows	Laurie	Ms.	49 Klink Rd	Rochester	Ny	14625-1709
Fernandez	Dena		11800 SW 35th Ter	Miami	FL	33175-3104
Fernandez	Charles	Mr.	4275 Ironwood Ct	Weston	FL	33331-3827
Ferrer	Estrella	Mrs.	8841 SW 20th St	Miami	FL	33165-8257



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Ferry	Steven	Mr. & Mrs.	411 Cleveland St # 234	Clearwater	FL	33755-4004
Ferschke	Danielle	Mrs.	2200 SW 97th Rd	Davie	FL	33324-4759
Fetes	Susan	Mrs.	1036 Galty Cir NE	Palm Bay	FL	32905-3719
Figueroa	Brittany	Ms.	12162 SW 50th St	Cooper City	FL	33330-4476
Findlay	W	Mr	4520 SE Hawthorne Rd	Gainesville	FL	32641-8905
Findlay	W. Dee		6 N Aurora Ave	Clearwater	FL	33765-3005
Finke	Falisha	Ms.	806 Osceola Trl	Casselberry	FL	32707-2621
Finnegan	Eleanor	Ms	530 NW 2nd St	Gainesville	FL	32601-5359
Finnerty	Kathleen	Ms.	4319 NW 70th Ter	Gainesville	FL	32606-8219
Firdman	Wendy	Ms.	1 Las Olas Cir Apt 703	Fort Lauderdale	FL	33316-1636
Fischer	Lynne		11605 NE 10th Ave	Biscayne Park	FL	33161-6721
Fisher	Dan	Mr.	10811 SE 145th Pl	Summerfield	FL	34491-3744
Fitz	Chris	Ms.	513 Central Ave	Sarasota	FL	34236-4939
Fleming	Scott	Mr	3611 SW 34th St Apt 50	Gainesville	FL	32608-2578
Flood	Kathryn		1177 SE Westminster Pl	Stuart	FL	34997-5593
Flora	Rebecca	Ms.	5000 Culbreath Key Way Unit 9	Tampa	FL	33611-3051
Fojtik	Frank		5220 Brittany Dr S	Saint Petersburg	FL	33715-1508
Folino	Jeff	Mr.	2361 SE 16th Pl	Homestead	FL	33035-1248
Follot	Andre	Mr.	422 Kumquat Ave	Sebastian	FL	32958-4032
Fonferko	Eileen	Ms.	33 Galleon Dr	North Fort Myers	FL	33917-2989
Forbes	Amanda		7977 Preservation Rd	Tallahassee	FL	32312-6766
Force	Chere	Ms.	550 Brookside Cir	Maitland	FL	32751-5123
Ford	Judith	Ms.	1819 N 51st Ave	Hollywood	FL	33021-4021
Ford	Jennifer	Ms.	1009 Strathmore Dr	Orlando	FL	32806-1732
Ford	Chad		3075 SE 1st St	Boynton Beach	FL	33436-8202
Fortune	Darlene	Ms.	740 Aledo Ave	Coral Gables	FL	33134-7004
Foster	Andrew	Mr. & Mrs.	1202 3rd Ave N	Jacksonville	FL	32250-3534
Fox	Jaqueline	Ms.	237 13th Ave NE	Saint Petersburg	FL	33701-1211



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Fox	Peter	Mr.	11149 NW 39th St	Sunrise	FL	33351-7572
Fox	Dennis	Mr.	10774 N Kendall Dr Apt G3	Miami	FL	33176-1431
Frachtman	Brianna	Ms.	10043 NW 48th Court	Coral Springs	FL	33076-2417
Frachtman	Carol		10043 NW 48th Ct	Coral Springs	FL	33076-2417
Frame	Michael	Mr.	446 Lora St	Neptune Beach	FL	32266-4945
Frank	Janet	Ms.	14850 Jack Vause Landing Rd	Tallahassee	FL	32310-1240
Frederick	Roger	Mr&Mrs	18446 Edgewood Dr	Spring Hill	FL	34610-6156
Freeman	Joanie	Ms.	4300 S US 1	Jupiter	FL	33477-1109
Freinle	Michael	Mr.	1600 Old Bainbridge Rd Apt 414	Tallahassee	FL	32303-5380
French	Susan	Ms.	906 Augusta National Blvd	Winter Springs	FL	32708-4222
French	Jeannette	Ms.	4217 S. Covina Circle	Tampa	FL	33617-6803
French	Arthur		9241 W Broward Blvd Apt 3507	Plantation	FL	33324-2436
Freudenburg	Jerry	Mr.	1535 SE Royal Green Cir Apt D103	Port St Lucie	FL	34952-7642
Friedman	Rosselle	Ms.	1150 Fairfax Ln	Weston	FL	33326-2922
Frishman	Wendi	Ms.	1080 93rd St Apt 15	Bay Harbor Islands	FL	33154-2371
Froeschle	Jeffery	Mr.	751 Pinellas Bayway S Apt 308	Tierra Verde	FL	33715-1945
Fry	Lincoln	Dr	974 SW General Patton Ter	Port St Lucie	FL	34953-2603
Fry	Beryl	Mr	974 SW General Patton Ter	Port St Lucie	FL	34953-2603
Fryer	Daniel	Mr. & Mrs.	640 Majorca Ave	Coral Gables	FL	33134-3753
Fukuda-Schmid	Kristina	Ms.	11250 Garfield Ave	Culver City	FL	90230-4810
Fuller	Vera	Mrs.	256 Padgett Pl N	Lakeland	FL	33809-4125
Gafney	Mary	Ms	7117 N Leewynn Dr	Sarasota	FL	34240-9640
Galan	Charles	Mr.	PO Box 165836	Miami	FL	33116-5836
Galaris	Jayne	Mrs.	308 Banana St	Tarpon Springs	FL	34689-3606
Galison	Barry	Dr.	918 Lake Shore Dr	Delray Beach	FL	33444-1726
Gallagher	Sharon	Ms.	2112 Greendale Dr	Sarasota	FL	34232-3714
Galloway	Shelley	Mrs.	2700 N Highway A1A Apt 6-102	Indianapolis	FL	32903-2211



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Galloway	Raleigh	Mr	1209 Valencia Ave	Daytona Beach	FL	32117-2436
Galuska	Michael	Mr.	19505 Morden Blush Dr	Lutz	FL	33558-9084
Galvis	Alba	Miss	1408 Brickell Bay Dr Apt 812	Miami	FL	33131-3666
Ganley	Roxanne	Ms.	6861 SW 44th St Apt 302	Miami	FL	33155-4896
Gannon	Lizabeth	Ms.	19244 Congressional Ct	North Fort Myers	FL	33903-6662
Gannon	Noreen	Mrs.	19244 Congressional Ct	North Fort Myers	FL	33903-6662
Garcia	Elio		4821 NE 4th Ave	Fort Lauderdale	FL	33334-6011
Garcia	Kathryn	Ms.	1300 Biscayne Blvd	Miami	FL	33132-1608
Garcia	Karla	Ms.	19404 NE 26th Ave Apt 161	Miami	FL	33180-2235
Garcia	Dena	Mrs.	4805 Citrus Oak Ln	Saint Cloud	FL	34771-8900
Gardze	Eric	Mr	2018 Sykes Creek Dr	Merritt	FL	32953-3065
Garibay-Wynnberry	Rachel	Mrs.	3342 Yonge Ave	Sarasota	FL	34235-2293
Garlinski	Sharon	Ms.	8129 Bay Dr	Tampa	FL	33635-9732
Garwood	Willard	Mr.	1719 Cypress Ave	Belleair	FL	33756-1513
Gasser	Marjorie	Ms.	129 SW Linden St	Stuart	FL	34997-6319
Gaudet	Henry	Mr.	2143 Discovery Cir W	Deerfield Beach	FL	33442-1014
Gayoso	Kristen	Mrs.	1886 SW Millikin Ave	Port Saint Lucie	FL	34953-4625
Gebhart	Leroy	Mr	4440 SW Archer Rd	Gainesville	FL	32608-2256
Gehrke	Jessica	Miss	13250 79th St	Fellsmere	FL	32948-6246
Geils	Paul	Mr.	319 E Johnson Ave	Lake Wales	FL	33853-3781
Gelly	Lorraine	Mrs.	3891 Windward Passage Cir Apt 201	Bonita Springs	FL	34134-3372
Gentile	Diane	Ms.	2755 NE 28th Ave Apt D2	Lighthouse Point	FL	33064-8278
George	Darleen	Ms.	PO Box 140953	Gainesville	FL	32614-0953
Geotsch	Rachael	Ms.	5201 41st St S	Saint Petersburg	FL	33711-4717
Gerace	Cathy	Ms.	700 Jarvis St	Port Charlotte	FL	33948-5020
Geraigiri	Charles	Mr.	3250 NE 27th Ave	Fort Lauderdale	FL	33306-1504
Gerber	Barbara	Ms.	3264 Susan B Cir	North Fort Myers	FL	33917-7161



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Gerbitz	Gordon	Mr.	PO Box 22064	St Petersburg	FL	33742-2064
Germaine	Rocky	Mr.	8608 NW 57th Ct	Tamarac	FL	33321-4410
Germuska	Peter	Mr.	4619 SW 57th Dr	Gainesville	FL	32608-3855
Gettys	Anita	Ms	1429 Sedgwick Dr	Wesley Chapel	FL	33543-3708
Ghia	Flavio	Mr.	3451 Queens St Apt 717	Sarasota	FL	34231-8260
Gianatasio	Laurie	Mrs	1818 Kyrle Ter	The Villages	FL	32162-6743
Gibson	J.M.	Dr.	2072 Foster Dr	Tallahassee	FL	32303-8317
Gibson	Jonathan	Mr.	1420 Anderson St	Clermont	FL	34711-3130
Giddens	Roger	Mr.	12319 Autumnbrook Trl W	Jacksonville	FL	32258-3442
Giddens	Roger		12319 Autumnbrook Trl W	Jacksonville	FL	32258-3442
Giganti	Teresa	Ms	5931 SW 5th Ter	Miami	FL	33144-3931
Gilbert	Jean	Ms.	27294 Jolly Roger Ln	Bonita Springs	FL	34135-4317
Gill	John	Mr.	249 Hickory Hill Pl.	Ormond Beach	FL	32174
Gill	Juliana	Ms.	9855 SW 206th Court Road	Dunnellon	FL	34431-5953
Gill	Terri	Mrs.	349 Hickory Hill Pl	Ormond Beach	FL	32174-4858
Gillis	Heather	Miss	10822 Lisle Street	New Port Richey	FL	34654-3029
Gillis	Andrine	Ms.	4601 Grayview Ct Apt 114C	Tampa	FL	33609-1962
Gilmore	James		1960 Union St Apt 22	Clearwater	FL	33763-2253
Gilson	Julie	Miss	3120 NW 67th Pl	Gainesville	FL	32653-1361
Gimenez	Gigi	Ms	2542 SW 27th Ln	Coconut Grove	FL	33133-3113
Gimenez	Lance		11223 N Kendall Dr Apt C117	Miami	FL	33176-1120
Giordano-Weintraub	John	Mr.	7534 Lockhart Way	Boynton Beach	FL	33437-6362
Glaser	Philip	Dr.	35 Fairfield Way Apt 14	Commack	NY	11725-3416
Glaze	David		1978 Portland Ave	Tallahassee	FL	32303-3506
Glover	William	Mr.	2830 Countryside Blvd Apt 211	Clearwater	FL	33761-362
Glucroft	James	Mr.	2020 NE 121st Road	North Miami	FL	33181-3309
Goddard	Wayne	N/A	2327 Sugartree Ct	Pensacola	FL	32503-6278
Godoy	M	Ms.	Private	Plantation	FL	33324



Last Name	First Name		Street Address	City	State	Zip Code
Godwin	Kimberly	Ms	PO Box 17173	Jacksonville	FL	32245-7173
Gold	Nan		4876 Peregrine Point Cir N	Sarasota	FL	34231-2337
Gold	Sharlya	Ms.	406 McArthur Ave	Sarasota	FL	34243-1616
Golden	Susan	Ms.	PO Box 557	Dunedin	FL	34697-0557
Golden	Susan Patricia	Ms.	PO Box 557	Dunedin	FL	34697-0557
Golden	Rapheal	Mr. & Mrs.	9060 Summit Centre Way Apt 106	Orlando	FL	32810-5966
Goldenberg	Helen	Mrs	7739 Southampton Ter Apt G10	Tamarac	FL	33321-9127
Goldfarb	Michael	Mr.	13489 NW 5th Ct	Plantation	FL	33325-6110
Goldin	Barbara	Ms.	6551 SW 76th Street	South Miami	FL	33143-4627
Goldring Tajalli	Amy	Ms.	1310 NW 16th St Apt 306	Miami	FL	33125-1652
Goldsmith	Pauline	Ms	2907 Jackson Ave	Coconut Grove	FL	33133-4572
Goldstein	Cecil	Mrs.	7260 Kinghurst Dr Apt 501	Delray Beach	FL	33446-2976
Gomes	Lou	Miss	2106 E. Nedro Road	Tampa	FL	33604-2058
Gonzalez	Maria Rosaida	Dr	7975 Lake Underhill Rd Ste 200	Orlando	FL	32822-8204
Gonzalez	Perla	Ms.	10185 Collins Ave Apt 923	Bal Harbour	FL	33154-1632
Gonzalez	Carlos	Mr.	8955 NW 53rd St	Sunrise	FL	33351-7779
Goodbold	Gail		9777 Nickels Blvd Apt 708	Boynton Beach	FL	33436-3980
Goodbold	Gail	Ms.	9777 Nickels Blvd Apt 708	Boynton Beach	FL	33436-3980
Goodman	Bonnie	Mrs.	1015 Atlantic Blvd. #457	Atlantic Beach	FL	32233-3313
Goot	Yvette	Mrs.	641 Palmer Ln	Chewelah	WA	99109-9425
Gordon	Rashima	Ms	12217 N 15th St	Tampa	FL	33612-9004
Gordon	Judy	Ms.	7301 W University Ave	Gainesville	FL	32607-1631
Gould	Christopher		3201 65th St W	Bradenton	FL	34209-6952
Graf	Hugh	Mr.	9924 NW 5th Ct	Plantation	FL	33324-7037
Graham	Lesley	Miss	8207 Cypress St	Washington	DC	20037
Graham	Margaret		25401 Durango Ct	Punta Gorda	FL	33955-4308
Granofsky	Gabrielle	Ms.	27150 Soult Rd	Brooksville	FL	34602-5424
Grant	Andrea	Ms.	3101 NE 8th Ter	Pompano Beach	FL	33064-5337



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Graue	Walter	Mr	205 Mosley Dr	Lynn Haven	FL	32444-5603
Gray	Donna	Mrs	8329 Highpoint Blvd	Brooksville	FL	34613-5561
Grayson	Terry	Mr.	5051 NE 151st Ave	Williston	FL	32696-6454
Greenberg	Linda	Mr & Mrs	20980 Olivo Way	Boca Raton	FL	33433-1614
Greene	Betty		3357 Bougainvillea St	Sarasota	FL	34239-5704
Greer	Cathy	Miss	145 Crest Breeze Mnr	Crescent City	FL	32112-3909
Gregory	M	Ms.	6989 Town Harbour Blvd	Boca Raton	FL	33433-5075
Grella	Mike		8 Windsor Rd W	Jupiter	FL	33469-3055
Griffin	James	Mr.	2801 Aquatic Dr Apt 6	Orlando	FL	32804-2615
Griffin	Nadine	Mrs.	110 Melaleuca Dr	Satellite Beach	FL	32937-3757
Griffin	James	Mr	4945 Eastchester Dr	Sarasota	FL	34234-3732
Griffiths	Bev		7201 Alafia Ridge Rd	Riverview	FL	33569-4771
Griffiths	Carrie	N/A	1503 SW 43rd Ave	Miami	FL	33134-3871
Grimes	Halee	Ms.	1617 Pinetop Dr E	Lakeland	FL	33809-1652
Grimes	James	Mr.	1470 Morgan Dr	Merritt Island	FL	32952-5764
Griswold	Gabrielle		2321 SW 21st St	Miami	FL	33145-2511
Grove	Richard	Mr	101 N Riverside Dr	New Smyrna Beach	FL	32168-7053
Grover	Janice	Miss	42401 North Circle	Paisley	FL	32767-9486
Gudac	Bernadine	Mrs	130 Breakers Ct	Punta Gorda	FL	33950-5330
Guerrero	Marcia	Ms.	18356 NW 68th Ave Apt K	Hialeah	FL	33015-3439
Guignon	Joyce	Miss	603 Universe Blvd Apt G122	Juno Beach	FL	33408-2400
Guinn	Randall	Mr	9961 58th St	Pinellas Park	FL	33782-3246
Gunther	Ken	Mr.	16159 Randolph Siding Rd	Jupiter	FL	33478-6230
Gunther	Kenneth	Mr & Mrs	1717 Homewood Blvd Apt 252	Delray Beach	FL	33445-6802
Gurdian	Roger	Mr.	970 NE 128th St	North Miami Beach	FL	33161-4916
Guriak	Alex	Mr.	12259 Mayors Dr	Jacksonville	FL	32223-2518
Gutermuth	Bob	Mr	1410 SW 16th Ave	Gainesville	FL	32608-1150
Gutierrez	Nickolas	Mr & Mrs	8240 Linger Lodge Rd	Bradenton	FL	34202



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Hafey	Johanna		1608 5th St W	Palmetto	FL	34221-4412
Hafter	Llynn	Ms.	18545 NW 23rd Ct	Miami Gardens	FL	33056-3234
Hagan	Steve	Mr.	725 NE 73rd St	Miami	FL	33138-5225
Haggard	Alan	Mr	1828 Gateway Dr	San Diego	CA	92105-5104
Hail	Brittany	Miss	1005 W Trapnell Rd	Plant City	FL	33566-0427
Haines	Ronald		2551 Gertrude Dr	Lantana	FL	33462-2529
Haley	Susan	Ms	PO Box 232	Laurel	FL	34272-0232
Hall	Donald	Mr.	3775 Sommers St	Jacksonville	FL	32205-8349
Hall	Phyllis		481 Forest Ct	Altamonte Springs	FL	32714-1317
Hall	Pamela	Ms	137B Oviedo St	St Augustine	FL	32084-3526
Hall	Silvia	Mrs	349 NE 31st St	Boca Raton	FL	33431-6725
Hall	Jennifer	N/a	345 Doughtys Chapel Rd	Greenville	TN	37745-1231
Haller	Allan		PO Box 1838	Flagler Beach	FL	32136-1838
Halleran	Erin	Ms.	900 Tendilla Ave	Coral Gables	FL	33134-6446
Hambleton	Denise	Ms	203 Jefferson Dr	Lake Placid	FL	-5961
Hamilton	Carol	Mrs.	522 Carmel Drive	Melbourne	FL	32940-7787
Hammersly	Ronald	Mr	1311 Welser Ave NE	Palm Bay	FL	32907-1120
Handwerker	Steven	Dr.	PO Box 880229	Boca Raton	FL	33488-0229
Handy	Vivienne	Ms.	1080 Chert Rock Trl	Wimauma	FL	33598-6302
Handy	Erin		1202 3rd Ave N	Jacksonville Beach	FL	32250-3534
Hannah	Alvin & Cheryl	Mr. & Mrs.	11901 4th St N	St. Petersburg	FL	33716-1724
Hannahs	Scott	Dr.	5051 Quail Valley Rd	Tallahassee	FL	32309-6687
Hannon	Thomas G.	Mr. & Mrs.	4721 Mount Vernon Drive	Bradenton	FL	34210-2038
Hanson	Brenda	Ms.	11505 Cerca Del Rio Pl	Tampa	FL	33617-2620
Hanson	Heather	Miss	1212 Lakehouse Ct	Sun City Center	FL	33573-5821
Hanson	Jim	Dr&Mrs	1020 Via Merano Ct	Winter Park	FL	32789-1300
Harder	Jacqueline	Mrs.	5004 Kelso St	Leesburg	FL	34748-7586
Harders	Cheryl	Ms.	2801 Cormorant Rd	Delray Beach	FL	33444-1068



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Hardin	Renee	Mrs.	4639 Friar Tuck Lane	Sarasota	FL	34232-2622
Hargrave	Paul	Mr.	3006 NW 30th Blvd	Gainesville	FL	32605-2607
Harlib	Harvey	Mr.	5550 Witney Dr Apt 208	Delray Beach	FL	33484-4037
Harres	David	Mr.	4484 Golf Club Ln	Spring Hill	FL	34609-0300
Harring	Tony	Mr. & Mrs.	814 S Regent Cir	Brandon	FL	33511-6934
Harrington	Tim	Mr.	16100 Emerald Estates Dr Apt 394	Weston	FL	33331-6109
Harris	Helen	Ms.	253 Durham G	Deerfield Beach	FL	33442-2538
Harris	Alex	Mr	4019 Crestview Rd	Independence	MO	64052-2443
Harris	Mary Jo	Ms.	21334 Campo Allegro Dr	Boca Raton	FL	33433-2378
Harris	Sue	Mrs.	1468 Lakeview Dr	Tarpon Springs	FL	34689-5625
Harrison	Jamie	Miss	1123 11th Lane	Palm Beach	FL	33418-8539
Harrison	Sarah	Mrs.	4227 SW 102nd Ter	Gainesville	FL	32608-7131
Harrowsmith	Cindy	Ms.	1473 Vestavia Cir	Melbourne	FL	32940-1498
Harrsion	Jamie		1123 11th Ln	Palm Beach Gardens	FL	33418-3539
Hart	Wilton	Mr.	219 Lakeview Ave Apt 304	Lantana	FL	33462-1863
Hartung	Maureen	Mrs.	4120 15th Ave SW	Naples	FL	34116-5238
Hartzler	Margaret	Dr. & Mrs.	8433 Castle Garden Rd	Palmetto	FL	34221-9560
Harvey	Geraldine	Mr	3977 NW 94th Ave	Sunrise	FL	33351-5940
Haseloff	Hans	Dr. & Mrs.	614 Toledo Rd	North Port	FL	34287-1139
Hasse	Joyce	Ms.	2160 Fulham Dr	Naperville	IL	60564-8431
Hauck	Eleanor	Ms.	2550 Easy St Apt 315	Port Charlotte	FL	33952-5479
Haun	Pamela	Mrs.	8747 SW 50th Pl	Cooper City	FL	33328-4342
Hausman	Marie	Ms.	221 Sherwood Dr	Bradenton	FL	34210-4520
Hausner	Kim	Ms.	211 S Hesperides St	Tampa	FL	33609-2608
Havens	Linda		241 Wellwood Street, SW	Palm Bay	FL	32908-3548
Havlik	Hugh		1422 Aken St	Port Charlotte	FL	33952-2932
Hawes	Timothy	Mr.	1417 SW 20th Avenue	Cape Coral	FL	33991-2236
Hayden	Roberta	Ms.	3830 C Rd	Loxahatchee	FL	33470-3897



Last Name	First Name		Street Address	City	State	Zip Code
Hayes	Diana	Mrs.	133 N Pompano Beach Blvd Apt 202	Pompano Beach	FL	33062-5725
Hayes	Karen		5159 Majorca Club Dr	Boca Raton	FL	33486-8709
Haynes	Duncan	Mr.	4051 Barbarossa Avenue	Miami	FL	33133-6628
Haywood	Judith	Ms.	7644 Kyak Ct	Micco	FL	32976-7715
Heath	Barry	Mr.	1524 N Pearl St	Jacksonville	FL	32206-4345
Heath	Beth		408 Briny Ave	Pompano Beach	FL	33062-5806
Hecker	Jennifer	Mrs.	1450 Merrihue Dr	Naples	FL	34102-3449
Hedrick	John	Mr	PO Box 6683	Tallahassee	FL	32314-6683
Heffernan	Jenna	Miss	7570 Estrella Cir	Boca Raton	FL	33433-1629
Heide	Andra		2712 Southern Oaks Dr	Cantonment	FL	32533-3830
Heidenreich	Virginia		18A Country Club Dr	New Smyrna Beach	FL	32168-6301
Height	Cecilia		5114 Oak Hill Dr	Winter Park	FL	32792-9256
Heimbach	Gina	Ms.	1244 SE 8th Ct	Deerfield Beach	FL	33441-5840
Hendershot	John	Dr.	8210 La Serena Dr	Tampa	FL	33614-2756
Hendricks	Katherine	Mrs.	535 Corday St	Pensacola	FL	32503-2020
Henize	Tina & Dennis	Mr. & Mrs.	PO Box 421162	Summerland Key	FL	33042-1162
Henning	Jill		6116 Isla Street	Melbourne	FL	32904-3735
Herbert	Phylis	Ms.	4204 38th Ave W	Bradenton	FL	34205-1041
Heredia	Stella	Ms.	10456 Wild Turkey Ave	Bonita Springs	FL	34135-7647
Herlik	Mary Jane	Ms.	5607 Lynn Lake Dr., S., Apt. C	Saint Petersburg	FL	33712-6237
Hernandez	Helena	Mr. & Mrs.	1362 Meadows Boulevard	Weston	FL	33327-1804
Hernandez	Hugo	Mr.	7400 Old Magnolia Ct	Navarre	FL	32566-7377
Hernandez	Freddy	Mr.	510 E Orange Ave Apt 4	Eustis	FL	32726-4170
Herrin	Ashley	N/a	3020 NE 5th Ter	Wilton Manors	FL	33334-2092
Herron	Sam	Mr.	755 Village Cir Apt 105	Venice	FL	34292-2217
Hershberger	Ray	Dr. & Mrs.	11400 Four Fillies Rd	Miami	FL	33156-4255
Hesse	Doug	Mr.	29003 NW 182nd Ter	Alachua	FL	32615-3103



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Heyser	Gail	Mrs	186 E Cowpen Lake Point Rd	Hawthorne	FL	32640-5702
Hickman	Douglas	Mr & Mrs	17480 1st St E	Redington Shores	FL	33708-1204
Hicks	Barbara	Mrs.	921 Ell Way	Sarasota	FL	34243-1123
Hidalgo	Gisela	Ms.	14064 SW 104th Court	Miami	FL	33176-7002
Hiers	Richard	Mrs.	506 SW 40th Ter	Gainsville	FL	32607-2758
Hightman	Marianne	Ms.	1101 Victory Garden Dr	Tallahassee	FL	32301-3219
Hill	Monica		9111 Southmont Cv., Apt. 404	Fort Myers	FL	33908-6298
Hill	Robert		3040 SW 22nd Ct	Fort Lauderdale	FL	33312-4361
Hill	Ruth	Mrs.	5806 Fleet Landing Blvd	Atlantic Beach	FL	32233-7528
Hill	Martha	Ms.	1209 Bay Pine Blvd	Indian Rocks Beach	FL	33785-2837
Hillen	Carol	Ms.	10416 Utah St	Spring Hill	FL	34608-3372
Hirsch	Dorothy	N/a	626 Regatta Rd	Naples	FL	34103-4195
Hiss	Philip	Mr.	2039 N Meridian Rd	Tallahassee	FL	32303-5073
Hlavac	Phillip	Mr.	631 Anderson Cir Apt 106	Deerfield Beach	FL	33441-7757
Hoar	Phyllis	Ms	13420 SW 112th Ln	Miami	FL	33186-4357
Hobmeier	Theresa	Mrs.	10700 NW 71st Pl	Tamarac	FL	33321-2214
Hoch	Judith	Dr	8528 Heron Lagoon Cir	Sarasota	FL	34242-3811
Hoch	David	Mr. & Mrs.	5552 Singing Hills Drive	Las Vegas	NV	89130-0107
Hochberg	Adrienne	Mrs.	717 S. US Highway 1, Apt. 1002	Jupiter	FL	33477-5947
Hodges	Andrea	Mrs.	2474 N Reynolds Ave	Crystal River	FL	34428-8440
Hoelscher	Barbara	Ms.	7925 Windover Way	Titusville	FL	32780-2511
Hoffer	Arlene	Ms.	2717 Seville Blvd Apt 5303	Clearwater	FL	33764-1167
Hoffman	Sage	Ms.	400 Alton Rd Apt 1905	Miami Beach	FL	33139-6746
Hoffman	Hellen	Mrs.	7221 Park Lane Road	Lake Worth	FL	33449-6734
Hohenshelt	Felicity	Ms.	11326 Carlsburg Ct	Jacksonville	FL	32246-1392
Hokenson	Ryan	Mr.	8320 N. Coral Circle	North Lauderdale	FL	33068-4114
Holbert	Marsha	Ms.	600 Corporate Drive, Suite 650	Ft. Lauderdale	FL	33334-3619
Holland	James	Mr.	7703 16th Avenue, NE	Seattle	WA	98115-4363



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Holland	Marie	Mrs.	104 Ridings Blvd	Chadds Ford	PA	19317-9126
Holland	Tim		9236 Shadow Wood Blvd	Coral Springs	FL	33071-6617
Hollander	Carol	Ms.	4770 NE 7th Ave	Oakland Park	FL	33334-3212
Hollender	Lex	Mr.	2299 Treasure Isle Dr	West Palm Beach	FL	33410-1356
Holloway	Linda	Mrs.	5105 Bradford Rd	Jacksonville	FL	32217-4811
Holmes	Linda	Ms.	714 Forest Hill Blvd	West Palm Beach	FL	33405-4504
Holton	James	Dr	3928 W Bay Vista Ave	Tampa	FL	33611-1228
Holton	Richard	Mr&Mrs	5555 Gulf Of Mexico Dr U	Longboat Key	FL	34228-1934
Honican	Albert	Mr.	316 Lakeview Ln	Winter Haven	FL	33884-2630
Honican	Albert&Gunn	Mr&Mrs	316 Lakeview Ln	Winter Haven	FL	33884-2630
Honore	Stephanie	Ms	831 Adour Dr	Kissimmee	FL	34759-3441
Hood	Terrance	Mr.	16735 Alexander Run	Jupiter	FL	33478-8228
Hoopes	Rae	Mr.	1021 Tartan Dr Apt D	Palm Harbor	FL	34684-2926
Hope	Keith		4825 Trade Winds Dr S	Gukport	FL	33711-3635
Horn	Megan	Miss	4329 SW 1st Pl	Cape Coral	FL	33914-8305
Horn	Cathy	Mrs.	334 Canal Rd	Sarasota	FL	34242-3336
Horstman	Eric	Mr	65 16th St S	St Petersburg	FL	33705-1600
Hoshko	Jessica		6750 NW 21st Ter	Fort Lauderdale	FL	33309-1420
Houde	Cathy	Miss	1205 Vizcaya Lakes Rd Apt 10	Ocoee	FL	34761-6967
Houston	Tommi	Mr.	509 Engman St	Clearwater	FL	33755-2406
Houston	Tommi	Mr.	509 Engman St	Clearwater	FL	33755-2406
Howard	Marshal	Mr.	5323 Holtland Drive	Apopka	FL	32712-6220
Howard	David	Mr.	2829 Skimmer Point Dr S	Gulfport	FL	33707-3941
Howard	Patricia	Ms	9456 Beverly Ln	Sanibel	FL	33957-4203
Howell	Geraldine	Ms.	11 Hickory Way	Winter Haven	FL	33881-9204
Howes	Elaine	Ms	3705 Perdew Dr	Land O Lakes	FL	34638-4324
Hrin	S.	Ms.	1710 NW 92nd Cir	Coral Springs	FL	33071-6049
Hritz	Joan		Summergate Circle	Ft. Myers	FL	33913



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Hudleson	Shirley	Mrs.	2920 Ivy St	Titusville	FL	32796-2328
Huffman	Jeremy	Mr	814 7th Street	Hood River	OR	97031
Hughes	Eileen	Mrs.	10935 Gable St	Boca Raton	FL	33428-4017
Hughes	Jim	Mr. & Mrs.	3630 Hawthorne Ln	Winter Park	FL	32792-6216
Hughes	Barbara	Ms	8211 Via Hermosa St	Sanford	FL	32771-8390
Humphreys	Charles	Mr. & Mrs.	419 NE Juanita Ct	Cape Coral	FL	33909-1920
Hunlock	Jennifer	Miss	PO Box 9232	Naples	FL	34101-9232
Hunt	Charles		7121 Lake Island Dr	Lake Worth	FL	33467-7953
Hunter	Matthew	Mr & Mrs	6921 Palomino Dr	Lakeland	FL	33811-2189
Hunter	Marne	Ms.	196 Burnsed Pl	Oviedo	FL	32765-8081
Huolman	Mia	Ms	Koulukatu 40 B 6	Vaasa	None	65100
Hupp	Ramona	Ms.	3222 Foxridge Ct	Palm Springs	FL	33461-3679
Hurley	Lisa	Ms.	538 SE 7th Ave	Cape Coral	FL	33990-1144
Hurt	Jeff and Cheryl	Mr. & Mrs.	Po Box 1514 15628 Nw288th Ln	Alachua	FL	32616-1514
Iannacone	Cynthia	Ms.	13 Burgundy Pl	Palm Coast	FL	32137-9439
Ibanez	Christina	Miss	2753 Portchester Ct	Kissimmee	FL	34744-8551
Ide	Richard		103 Warren St	Tunkhannock	FL	18657-1330
Iglesias	Vanessa	Miss.	13000 SW 80th St	Miami	FL	33183-4215
Infante	Miguel		1320 NE 6th Ave	Homestead	FL	33030-4868
Ingram	Eloise	Mrs.	148 Moorings Park Drive, #L304	Naples	FL	34105-2122
Ingram	Samantha	Miss	1360 Boylan Ave	Clearwater	FL	33756-3538
Inza	Maritza	Mrs.	2451 SW 126th Way	Miramar	FL	33027-2643
Iordanov	Boril	Dr. & Mrs.	3288 NW 26th Avenue	Boca Raton	FL	33434-3418
Jackson	Michael	Mr	16 S Gordon Rd	Ft. Lauderdale	FL	33301-3788
Jacobs	Quida	Ms.	3425 Collins Ave # 902	Miami Beach	FL	33140-4005
Jacobs	Genevieve	Ms.	PO Box 264	Dundee	FL	33838-0264
Jacobson	Jerrold	Mr.	P.O. Box 952	Nocatee	FL	34268-0952
Jadovich-Cheyne	Patricia	Mrs.	397 Madeira Cir	Tierra Verde	FL	33715-1986



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Jaeger	Teresa	Ms	248 E University Blvd Apt A	Melbourne	FL	32901-7042
James	Martha	Mrs.	2425 Brookside Ave	Kissimmee	FL	34744-2705
Janeczek	Frank	Mr	4116 SW 16th Ter	Miami	FL	33134-3867
Janicki	Clayton	Mr.	5357 Helene Cir	Boynton Beach	FL	33472-1263
Jankovic	Tara	Ms.	7667 N Wickham Rd Apt 813	Melbourne	FL	32940-7935
Jannicelli	Barbara	Mrs.	6305 Alderwood St	Spring Hill	FL	34606
Jansen	Dennis		3825 SE 145th St	Summerfield	FL	34491-3953
Jaramillo	Gloria	Ms.	601 NE 36th Street, Apt. 3512	Miami	FL	33137-3976
Jaramillo	Margareta	Mrs	7085 Nova Dr Apt 106	Davie	FL	33317-8109
Jarvis	Kimberly	Ms.	1265 Johns Cir	Merritt Island	FL	32952-5421
Jaslow	Douglas	Mr.	6234 27th St N	Arlington	VA	22207-1103
Jazzborne	September	Mrs.	PO Box 996	Melbourne	FL	32902-0996
Jenkins	William	Mr	562 SW Comet Ter	Port St Lucie	FL	34953-2942
Jenkins	Michele	Ms.	785 Chateau St SE	Palm Bay	FL	32909-3762
Jennings	Lisa	Mrs.	399 Winchester Pl	Longwood	FL	32779-3393
Jetter	Walter	Mr.	50 Coe Rd Apt 234	Belleair	FL	33756-1934
Jimenez	Katie		2330 SW Williston Rd Apt 2628	Gainesville	FL	32608-4041
Jimenez	Rose	Ms.	18884 SW 29th Ct	Miramar	FL	33029-2403
Joesting	Joan	Dr.	415 Rutgers Ave	Melbourne	FL	32901-7738
Johnson	Staci	Ms.	6211 Medici Ct Apt 211	Sarasota	FL	34243-2622
Johnson	Karen			Sarasota	FL	34238
Johnson	Esther	Ms.	508 E Ventura Ave	Clewiston	FL	33440-4969
Johnson	Shannan		330 Ketch Rd	Saint Cloud	FL	34771-8237
Johnson	Sandi	Mrs.	2 Portofino Dr Ste 803	Pensacola Beach	FL	32561-2481
Johnson	Pat	N/A	7332 Rosetree Pl E	Seminole	FL	33772-5703
Johnston	Glorie	Mrs.	12604 N 53rd St	Tampa	FL	33617-1456
Johnston	Harriet		4355 78th Ave	Pinellas Park	FL	33781-2539
Jolley	Barbara	Ms.	8400 49th St Apt 1203	Pinellas Park	FL	33781-1546



Last Name	First Name		Street Address	City	State	Zip Code
Jolly	Wendy	Ms.	550 Nantucket Ct Apt 204	Altamonte Springs	FL	32714-2162
Jones	Sharon	Ms.	2121 N Bayshore Dr Apt 1	Miami	FL	33137-5123
Jones	Harold		3012 Jon Jon Ct	Orlando	FL	32822-5759
Jones	James	Mr	3412 SW 15th St	Miami	FL	33145-1026
Jones	Angela	Mrs	14665 Longview Dr S	Jacksonville	FL	32223-2663
Jones	Benay		9421 NW 15th St	Plantation	FL	33322-4241
Jorda	Mary		1200 Brickell Bay Dr Apt	Miami	FL	33131-3267
Joseph	Darrel	Mr	9659 Whittington Dr	Jacksonville	FL	32257-5473
Joseph	Formisano	Mr.	8710 Mill Creek Ln	Hudson	FL	34667-2567
Jude	James	Dr. & Mr.	200 Edgewater Drive	Coral Gables	FL	33133-6622
Judge	Tom		2400 Feather Sound Dr Apt 1327	Clearwater	FL	33762-3097
Justiss	Grace	Ms.	1453 N Laura St	Jacksonville	FL	32206-4411
Justiss	Grace	Ms.	1453 N Laura St	Jacksonville	FL	32206-4411
Kahn	Fred	Mr.	1607 Village Ln	Winter Park	FL	32792-3419
Kalafus	Edward	Mr.	2020 NE 135th St Apt 802	North Miami	FL	33181-2112
Kaley	Christopher	Mr.	3522 Valley Trl	Lakeland	FL	33810-0700
Kamburoff	Marie	Ms.	25111 Pennyroyal Dr	Bonita Springs	FL	34134-7944
Kameron	Alan	Mr	9338 SW 3rd St Apt 503	Boca Raton	FL	33428-4550
Kane	Jonathan	Mr.	17010 SW 264th St	Homestead	FL	33031-1913
Kapnek	Ilan	Mr.	3680 NW 89th Way	Hollywood	FL	33024-8718
Kapper	Jean	Ms.	5194 Cote Du Rhone Way	Sarasota	FL	34238-4470
Kardinal	Marti	Mr	830 Saint Charles Dr	Tarpon Springs	FL	34689-5231
Karni	Nicole	Ms.	4958 Sheridan St	Hollywood	FL	33021-2801
Karnofsky	Bill	Mr.	1439 Grand Cayman Cir	Winter Haven	FL	33884-2446
Karshan	Kerry	Ms.	PO Box 4536	Key West	FL	33041-4536
Karshna	Kerry	Ms.	PO Box 4536	Key West	FL	33041-4536
Karson	Annabeth	Ms.	806 S N Street	Lake Worth	FL	33460-5054
Kastner	Leslie		17400 SW 51st St	Southwest Ranches	FL	33331-1114



Last Name	First Name		Street Address	City	State	Zip Code
Katz	Kathleen	Mrs.	845 Temple Ter	Oviedo	FL	32765-9545
Kauffman	Karl	Mr.	1 Ben Franklin Dr Apt 54	Sarasota	FL	34236-1236
Kaye	Joan	Mrs.	250 Audubon Drive	Havana	FL	32333-3811
Keaton-Emmert	Kymberly	Ms.	410 Tall Pine Dr	Havana	FL	32333-5909
Kegler	John	Mr.	810 W 27th St	San Pedro	CA	90731-6213
Keiser	Robert	Mr.	6131 SW 85th St	South Miami	FL	33143-8145
Keller	Peggy	Ms.	4881 SW 64th Way	Davie	FL	33314-4360
Keller	Daniel		6715 80th Ave	Pinellas Park	FL	33781-2014
Kellogg	Adrienne	Ms.	236 51st Street Cir E	Palmetto	FL	34221-7305
Kelly	Ann	Miss	2900 Bird Ave Apt 14	Coconut Grove	FL	33133-4541
Kelly	Melissa	Mrs.	509 Planters Wood Ct	Valrico	FL	33594-3730
Kelly	Laura	Ms.	3509 Ranch Rd	Valrico	FL	33596-8410
Kelly	Jim	Mr.	3305 Nohlcrest Pl	Plant City	FL	33566-0730
Kelly	Laura	Mrs.	43 NE 17th St	Homestead	FL	33030-4514
Kelsch	Joseph	Mr. & Mrs.	104 Bluebird Ln	Crawfordville	FL	32327-0420
Kelsonpetit	Ross	Mr	7330 Ocean Ter Apt 1801	Miami Beach	FL	33141-2750
Kemp	Johnie	Mr.	17781 Hunt Rd	Hillman	MI	49746-8473
Kempf	Karen		1501 Challenger Ct W	Atlantic Beach	FL	32233-4638
Kennedy	Linda	Ms	PO Box 396	Felda	FL	33930-0396
Kennedy	Susan	Mrs.	365 Turtleback Xing	Venice	FL	34292-5371
Kent	Justin	Mr.	888 Biscayne Blvd Apt 3607	Miami	FL	33132-1534
Kent	Paul		105 McNeela Dr	Titusville	FL	32796-3294
Kent	Edward	Mr	27501 Kent Rd	Bonita Springs	FL	34135-6246
Kern	Kimberly	Ms.	PO Box 1579	Fort Lauderdale	FL	33302-1579
Kern	Jacqueline	Mrs.	700 Island Landing Drive	Saint Augustine	FL	32095-9638
Kerr	Patrick	Mr. & Mrs.	3260 SW 64th Ave	Miramar	FL	33023-5051
Key	Kenneth	Mr	5708 N 9th St	Tampa	FL	33604-7139
Khan	Maryann	Mrs.	8623 Gold Pine Dr	Port Richey	FL	34668-3054



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Kimsey	Eileen		5801 S Lois Ave	Tampa	FL	33616-1121
King	Marcia	Miss	5000 Indigo Way	Melbourne	FL	32940-1442
King	Marsha	Ms.	6984 Wallace Dr	Pace	FL	32571-9137
King	Thomas	Mr.	156 Bosphorous Ave	Tampa	FL	33606-3533
King	Yvonne	Ms.	6806 Long Meadow Cir S	Jacksonville	FL	32244-6177
King	Nathaniel	Mr.	5260 SW 5th St	Plantation	FL	33317-3616
King	Danny	Mr.	2469 Kentucky St	West Palm Beach	FL	33406-4450
Kinion	Danelle	Mrs.	126 Downing St	Panama City Beach	FL	32413-3654
Kinser	Mary Ann	Ms	419 Celebration Ave	Celebration	FL	34747-4685
Kirby	Scott	Mr.	9815 Penfield Ave	Chatsworth	CA	91311-5520
Kirk	Trip		1906 Westley St	Safetly Harbor	FL	34695-2147
Kirkley	Don		262 Dorchester Dr	Venice	FL	34293-7200
Kisslan	Stevie	Ms.	4037 230th Street Ct E	Spanaway	WA	98387-6956
Klees	Claudia	Miss	12700 Washburn Dr	Fort Myers	FL	33905-5820
Klein	Sue	Ms.	5607 Lynn Lake Dr S Apt C	Saint Petersburg	FL	33712-6237
Kline	Darrell	Mr.	3522 Cindy Ln	Lakeland	FL	33801-9710
Kline	Robert		777 NE 62nd St Apt C101	Miami	FL	33138-6243
Klockars	Joan	Ms	4442 SW 151st Pl	Miami	FL	33185-4384
Knab	Teresa		3802 Gulf Of Mexico Dr Unit 403	Longboat	FL	34228-273
Kobosko	Steven	Mr.	2623 Aristocrat Dr	Melbourne	FL	32901-6808
Koenigsberg	Linda	N/A	144 SW 19th Rd	Miami	FL	33129-1423
Koeppen	Dawn	Mrs.	3858 155th Ave E	Parrish	FL	34219-1732
Kokal	Kristin	Miss	14194 Reflection Lakes Dr	Fort Myers	FL	33907-1802
Kolankowski	Julie		910 Spruce St	Inverness	FL	34452-6440
Kolb	Damon	Mr.	2016 Prairie Key Rd	West Palm Beach	FL	33406-6713
Konikoff	Julie		2082 Dellwood Dr	Tallahassee	FL	32303-4818
Koontz	Lindsey	Mrs.	5285 Desoto Parkway	Sarasota	FL	34234-3059
Kopf	Edward	Mr	3181 Emerson Ave	Palm Springs	FL	33641-2025



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Kornberg	Paul	Dr	3314 Lacewood Rd	Tampa	FL	33618-3910
Kortman	Tracy	Miss	4602 Somerset Pl	New Port Richey	FL	34652-4759
Koskinas	Nicholas	Mr.	3551 Magnolia Ridge Cir Apt 703	Palm Harbor	FL	34684-5038
Kotzen	Todd	Mr	4128 NW 88th Ave	Coral Springs	FL	33065-1862
Kovac	Michael	Mr.	770 Kirkland Cir	Dunedin	FL	34698-7307
Kovacic	Mira		321 W Rivo Alto Dr	Miami Beach	FL	33139-1259
Kowsky	Maureen	Ms.	9 Palm Forest Dr	Largo	FL	33770-7440
Kracum	Laura	Mrs	1330 Ocean Dr Apt 9A	Miami Beach	FL	33139-4257
Kramer	Danielle	Ms.	843 19th Ave N	St Petersburg	FL	33704-4243
Kramer	Richard	Dr.	8505 SW 80th Pl	Miami	FL	33143-7003
Krause	Laura	Ms.	1050 Cocoanut Rd	Boca Raton	FL	33432-7631
Kravitz	Stacey	Ms.	331 NW 87th Ter	Coral Springs	FL	33071-7433
Kriebel	Jane	Mrs.	8412 Boxwood Dr	Tampa	FL	33615-4939
Kropke	Charles		1825 Ponce De Leon Blvd	Coral Gables	FL	33134-4418
Krzywicki	Frank	Mr.	79 16th St S	St Petersburg	FL	33705-1600
Kuczynaki	John	Mr. & Mrs.	PO Box 378	Valrico	FL	33595-0378
Kuentzel	Peter	Mr. & Mrs.	6090 SW 29th St	Miami	FL	33155-4058
Kuhler	Ron	Mr.	2503 Irene St Lot 8	Lutz	FL	33549-3142
Kulas	Jack	Mr.	3720 SW 15th St	Gainesville	FL	32608-3520
Kupstats	Ronald	Mr.	PO Box 2192	Palm Harbor	FL	34682-2192
Kutche	Jonathan	Mr. & Mrs.	4031 Alcott Cir	Orlando	FL	32828-4886
Kyryluk	Tanya	Ms.	6526 SW 20th St	Miami	FL	33155-1814
Lachat	Susan		1637 Oak St Apt 19	Sarasota	FL	34236-7554
Lahr	Doris	Mrs.	10705 Forest Run Dr	Bradenton	FL	34211-9389
Laine	Sami	Mr.& Mrs.	16103 3rd St E	Redington Beach	FL	33708-1609
Lajes	Richard	Mr.	7620 SW 142nd Ave	Miami	FL	33183-3065
Lake	Mary Beth	Dr.	7225 SW 115th Ln	Ocala	FL	34476-4793
Laliberte	Rain	Ms.	1817 Beach Dr SE	Saint Petersburg	FL	33705-2820



Last Name	First Name		Street Address	City	State	Zip Code
Lamb	Christian	Mr.	1815 Weber St	Orlando	FL	32803-3357
Lambros	Barbara	Ms.	5216 Matanzas Way	Jacksonville	FL	32211-5585
Lamerdola	Lisa		24 Robalo Court	North Palm Beach	FL	33408-4704
LaMountain	Kelley	Mrs.	559 Sheridan Dr	Venice	FL	34293-1729
Lamson	Nancy	Ms.	371 NW 156th Ln	Pembroke Pines	FL	33028-1503
Landon	Dawn	Ms.	123 Shannon Dr	Sanford	FL	32773-5461
Landrum	William		1955 Cypress Lake Dr	Grant	FL	32949-5332
Landry	Robert	Mr.	41 Tall Trees Ct	Sarasota	FL	34232-1963
Lane	Tom	Mr.	10725 S Ocean Dr Lot 364	Jensen Beach	FL	34957-2661
Lane	Paulette	Dr. & Mrs.	4214 W Sylvan Ramble St	Tampa	FL	33609-4314
Lang	Elizabeth	Ms	2942 Bridgeport Ave	Miami	FL	33133-3608
Lang	Mary Alice		2020 NE 54th St	Fort Lauderdale	FL	33308-3143
Lang	Madelaine	Mrs	2000 Towerside Ter	Miami	FL	33138-2244
Langley	Daniela	Ms.	P.O. Box 892	Alva	FL	33920-0892
Lanham	J.	Mr. & Mrs.	PO Box 14	Prairie du Sac	WI	53578-0014
Lanter	Philip	Mr.	2618 Avenida De Soto	Navarre	FL	32566-8802
Laplante	Viriginia	Ms.	166 E 23rd St	West Palm Beach	FL	33404-4510
Lardiere-Grison	Darlene	Ms.	14891 Faversham Cir	Orlando	FL	32826-4108
Larlee	Carol	Mrs.	19778 SW 25th Place	Dunnellon	FL	34431-3606
Larrick	Mary	Ms.	13246 SW 111th Terrace, Apt. 4	Miami	FL	33186-7942
Larsen	Sarah	Ms.	4751 W Bay Blvd Unit 706	Estero	FL	33928-6932
Larsen-Walker	Melissa	Ms.	8004 Fountain Ave	Tampa	FL	33615-2904
Larson	Tom	Mr. & Mrs.	887 Marshside Ct	Jacksonville Beach	FL	32250-2696
Larson	Briggard	N/A	11682 Sunset Blvd	Royal Palm Beach	FL	33411-8822
Lauryn	Dawn		6829 SE 14th Ln	Gainsville	FL	32641-7817
Lavelle	Ian	Mr.	11501 Crestlake Village Dr	Riverview	FL	33569-2937
Law	Beth	Mrs.	13807 Belles Lane	Orlando	FL	32826-4939
Lawrence	Rita	Ms.	2781 SE 27th Ave	Gainsville	FL	32641-9336



Last Name	First Name		Street Address	City	State	Zip Code
Leach	Lisa	Ms.	1033 Colombo St	Jacksonville	FL	32207-3011
Leahy	H.	Ms.	70 Sylvia Pl	Oldsmar	FL	34677-2364
Leaper	Sandra	Mrs.	19691 SW 88th Loop	Dunnellon	FL	34432-2667
LeBlanc	Joan	Ms.	224 51st Street Cir E	Palmetto	FL	34221-7305
Lee	Laura	Miss	3632 Jefferson Commons Dr Apt 102A	Tampa	FL	33613-6457
Leech	Earl	Mr.	9333 Whispering Meadow Ct	New Port Richey	FL	34655-5100
Leeds	Howard	Mr	290 NW 69th Ave Apt 170	Plantation	FL	33317-2322
Leffler	Thomas	Mr	PO Box 24354	Ft. Lauderdale	FL	33307-4354
Leider	Ethel	Mrs	5187 Robino Cir	West Palm Bch	FL	33417-3306
Leisch	Patricia	Ms	1573 Damask Ln	Sebastian	FL	32958-6537
Leitner	Mary		3526 Lita Rd E	Jacksonville	FL	32257-5479
Lentini	Heather	Miss	8540 Brushleaf Way	Tampa	FL	33647-3477
Le-Ramos	Kelly	Ms.	6 Bulows Lndg	Flagler Beach	FL	32136-4909
Lerner	Martin	Dr.	3285 Maple Ln	Davie	FL	33328-6794
Leslie	Robin	Mr. & Mrs.	8 Aster Ter	Key West	FL	33040-6205
Leslie	Robin	Mr. & Mrs.	8 Aster Ter	Key West	FL	33040-6205
Leslie	Sara		766 20th Ave N	Saint Petersburg	FL	33704-3346
Lessmiller	Len	Mr.	41 Palmetto Dr	Ormond Beach	FL	32176-3516
Lesueur	Elizabeth		410 Rosaro Ave	Coral Gables	FL	33146-2218
Leverette	Kathleen		730 Sandy Point Lane	West Palm Beach	FL	33410-3427
Levin	linda		26181 Paysandu Dr	Punta Gorda	FL	33983-5312
Levine	Steve	Mr	3400 Old Bainbridge Rd Apt 205	Tallahassee	FL	32303-2677
Lewis	Larry	Mr	1555 Victoria Way	Winter Garden	FL	34787-4824
Lewis	Beverly	Ms.	6703 Drifting Sands Rd	Temple Terrace	FL	33617-3204
Lewis	Diane	Ms.	4465 W Gulf To Lake Hwy	Lecanto	FL	34461-9238
Licolli	Lisa	Ms.	635 N 28th Ave	Hollywood	FL	33020-3812
Liebman	Walt	Dr.	7600 S. Red Road, Ste. 218	South Miami	FL	33143-5408



Last Name	First Name		Street Address	City	State	Zip Code
Lind	Leslie	Mr	2405 Stanford Rd Apt 214	Panama City	FL	32405-3561
Lindgren	Joan	Dr	1072 Keystone Dr Apt E	Jupiter	FL	33458-8053
Lines	Kim	Mr. & Mrs.	4631 NW 31st Ave	Ft Lauderdale	FL	33309-3433
Linn	Larry	Mr.	2600 Rio Grande Dr	Punta Gorda	FL	33950-6381
Linn	Mary-Slater	Ms.	804 Rugby St Apt 1	Orlando	FL	32804-4955
Lipofsky	Judith	Ms.	1831 Laurel Oak Dr S	Rockledge	FL	32955-3414
Lipsio	Vincent	Mr.	1708 NW 10th Ave	Gainesville	FL	32605-5310
Lizette-St. Louis	Frances	Mrs.	3100 North Rd # 225	Naples	FL	34104-4807
Lloyd	Sara	Ms.	PO Box 293	Worthington Springs	FL	32697-0293
Lockerman	Ronald	Mr.	4925 Almanza Ave	Sarasota	FL	34235-4309
Logan	Scott	Mr.	1001 Brickell Bay Dr	Miami	FL	33131-4900
Logan	Brian	Dr.	644 Navarre Ave	Coral Gables	FL	33134-3761
Lohr	Diane	Ms.	7665 Sun Island Dr S Apt 303	South Pasadena	FL	33707-4437
Long	Susan	Dr.	921 E Broad St	Tampa	FL	33604-4308
Lopez	Nancy	Ms.	201 SW 6th St	Boca Raton	FL	33432-5935
Lopez	Damary	Ms.	11975 SW 112th Avenue Cir	Miami	FL	33176-3954
Lord	Mike	Mr	129 Moultrie Crossing Ln	St Augustine	FL	32086-5241
Lorenzo	Anthony	Mr.	3135 SW 42nd Pl	Gainesville	FL	32608-2624
Lubin	Hilary	Ms.	5700 NW 2nd Ave Apt 406	Boca Raton	FL	33487-3875
Lucas	Vincent	Mr	3735 Fieldstone Blvd Apt 903	Naples	FL	34109-0745
Luce	Clotilde	Ms.	301 Ocean Dr Apt 508	Miami Beach	FL	33139-6937
Lucky	Hope		12820 NE 244th Terrace	Salt Springs	FL	32134-6229
Luedeke	Melanie	Ms.	3870 Summer Dr	Pensacola	FL	32504-7539
Lukanik	Irmgard	Mrs	11720 Wild Cat Ln	New Port Richey	FL	346541-1417
Luker	Maurice	Dr.	3160 Dividing Creek Dr	Sarasota	FL	34237-3713
Luley	Caroline	Ms	153 Cedar Ave Apt A	Cocoa Beach	FL	32931-4817
Luria	Mayra	Dr.	2048 SW 28th Ter	Fort Lauderdale	FL	33312-4437



Last Name	First Name		Street Address	City	State	Zip Code
Lurie	Robyn	Mrs.	2836 James River Rd	West Palm Beach	FL	33411-5754
Luster	Cynthia	Ms.	1836 S Park Ave	Titusville	FL	32780-3333
Lutz	Deana	Miss	11877 102nd St	Largo	FL	33773-2308
Lynch	Matthew	Mr.	820 Windsor Lane	Key West	FL	33040-6448
Lynch	Amy	Ms.	P.O. 1281	Key West	FL	33041-1281
Lynch	Brian	Mr	2143 Par Dr	Naples	FL	34120-0501
Lyon	Sandra	Mrs.	331 SW Angela Ter	Lake City	FL	32024-4335
M	Wolk	Mr.	1234 Market St	Philadelphia	PA	19107-3721
Mabbitt	Brenda	Ms.	203 SE 2nd St	Dania Beach	FL	33004-3705
Mac	Alvin	Mr	ka;uat 159	Orlando	FL	32000
Macias	Gina	Mrs.	6970 Pangola Drive	Fort Myers	FL	33905-6816
Mackenzie	Anne	Ms.	2735 Everett Ln	Tallahassee	FL	32308-0947
Macleod	Ann		6015 Verde Trl S Apt L105	Boca Raton	FL	33433-4447
MacMillan	Jane	Ms.	9526 Argyle Forest Blvd Ste B2 # 202	Jacksonville	FL	32222-2825
Maddux	Linda	Ms.	1924 3rd St S	St Petersburg	FL	33705-2710
Madison	Mary	Mrs.	871 Twin Lakes Drive	Coral Springs	FL	33071-5309
Maerki	Dawn	Ms.	606 NW 43rd Ave	Coconut Creek	FL	33066-1508
Maeztu	Carlos	Mr	9473 SW 32nd Ln	Gainesville	FL	32608-7926
Magee	Joyce	Ms.	3252 NW 22nd Ave	Fort Lauderdale	FL	33309-6496
Maggi	Hildegard	Mr	4012 Poinciana Ct	Palm Harbor	FL	34684-3309
Maggie	Davidson	Ms.	750 Pine Dr Apt 11	Pompano Beach	FL	33060-7281
Main	Stan		747 Coral Dr	Cape Coral	FL	33904-5902
Malfy	Karen	Ms.	257 Fiddlers Point Dr	St Augustine	FL	32080-6135
Malwitz-Jipson	Merrillee	Mrs.	460 SW Riverland Ct	Fort White	FL	32038-5200
Mamber	Carlyn	Ms.	1401 43rd Avenue, N.	Saint Petersburg	FL	33703-4439
Mancini	Kathleen		7 Blaine Dr	Palm Coast	FL	32137-7324
Mancuso	Nicholas		2507 NW Terrace	West Palm Beach	FL	33461



Last Name	First Name		Street Address	City	State	Zip Code
Mann	Gerald	Mr.	2 Tropical Dr	Ormond Beach	FL	32176-3718
Mannarelli	Sheila	Ms.	4222 S Florida Ave	Lakeland	FL	33813-1628
Mannino	Clare	Mrs.	38 Larkspur	Palmetto	FL	34221-1934
Mansfield	Wendy	Ms.	1215 Locust Street, NE	St. Petersburg	FL	33701-1223
Marchan	Malena	Mrs.	1865 Brickell Avenue, Apt. A-712	Miami	FL	33129-1633
Marchand	Babs	Ms.	5217 Berkeley Dr	Naples	FL	34112-5472
Marchese	John	Mr.	3155 Laurel Ave	Henderson	NV	89014-3139
Marchese	Stephen	Mr&Mrs	1371 Fayetteville Dr	Spring Hill	FL	34609-4922
Marie	Diane	Ms.	12313 Londonderry Lane	Bonita Springs	FL	34135-6368
Marien	Deborah & Daniel		1861 Long Iron Drive, Apt. 1105	Rockledge	FL	32955-6611
Marigo	Sandra	Ms.	1111 Kane Concourse Ste 310	Bay Harbor Islands	FL	33154-2041
Marina	Virginia	Ms.	7655 SE Bay Cedar Cir	Hobe Sound	FL	33455-7835
Marjanska-Fish	Malgorzata	Mrs	544 Rio Ln	Indialantic	FL	32903-3708
Markun	Angie	Ms.	530 SW 7th Ave	Fort Lauderdale	FL	33315-1042
Marquardt	Sandy	Ms.	7660 E McKellips Rd Lot 32	Scottsdale	AZ	85257-4629
Marquez	Deborah	Mrs.	1200 Yacht Club Blvd	Indian Harbour Beach	FL	32937-4225
Marsh	Kathy		5211 NW 4th Pl	Gainesville	FL	32607-2111
Martell	L.	Ms.	PO Box 20284	Saint Petersburg	FL	33742-0284
Martens	Diane		229 E Amelia St	Orlando	FL	32801-1303
Martin	Lydia	Mrs.	7539 Camden Harbour Dr	Bradenton	FL	34212-9304
Martin	Molly	Ms.	5333 SW 75th St Apt C19	Gainesville	FL	32608-7448
Martin	Terry		11 10th Ave N Apt 1	Jacksonville	FL	32250-7288
Martin	Drew	Mr	500 Lake Ave # 102	Lake Worth	FL	33460-3809
Martin	Drew	Mr	500 Lake Ave # 102	Lake Worth	FL	33460-3809
Martin	Drew	Mr	500 Lake Ave # 102	Lake Worth	FL	33460-3809
Martin	Rodrick	Mr.	3193 Monday Ter	North Port	FL	34286-7507
Martin	LuAnn	Ms.	1252 Rialto Way Apt 201	Naples	FL	34114-7839
Martin	Timothy	Mr. & Mrs.	2126 3rd Ave N	Saint Petersburg	FL	33713-8006



Last Name	First Name		Street Address	City	State	Zip Code
Martin	Tana	Miss	2603 N Econlockhatchee Trl	Orlando	FL	32817-2644
Martineau	Robert	Mr.	PO Box 1791	Melbourne	FL	32902-1791
Martinez	Judith	Mrs.	291 Pine Arbor Cir	Saint Augustine	FL	32084-6524
Maruffo	Jacquelynn	Mrs.	1854 Feather Tree Cir	Clearwater	FL	33765-2451
Mason	Albi	Ms.	321 Englenook Dr	Debary	FL	32713-3241
Mathis	Glenn	Mr.	3534 Smithfield St	Jacksonville	FL	32217-2548
Matics	Scott	Mr.	12836 Quincy Bay Dr	Jacksonville	FL	32224-7551
Matthaei	Marcella	Ms.	7172 A1A S	Saint Augustine	FL	32080-8107
Matthews	Debbie	Ms.	4310 SW 3rd St	Coral Gables	FL	33134-1515
Matthews	Kenneth	Mr	34 View St	Lantana	FL	33462-1814
Maurer	Elizabeth	Ms	PO Box 282	Bell	FL	32619-0282
Maxwell	Roger	Dr	4832 SE Duval Dr	Stuart	FL	34997-1502
May	Helen	Ms.	424 4th Ave North	Jacksonville Beach	FL	32250-2211
Maynard	Adina	Ms.	6709 Woods Island Cir Ap 101	Port Saint Lucie	FL	34952-1451
Maynard	Jeannine		PO Box 237954	Cocoa Beach	FL	32923-7954
Mayo	Warrinton	Mr.	1100 S Lake Dr Apt 7	Lantana	FL	33462-4656
Mazza	Jeremy	Mr	203 Sandlewood Trl	Winter Park	FL	32789-1145
Mazzola	Lisa	Ms.	1723 W Followthru Dr	Tampa	FL	33612-5013
Mc Coy	Michelle	Mrs.	97 Lantern Ln	Deland	FL	32720-4914
Mc Cune	Bonnie	Ms.	5631 SW 78th St Apt 3	Miami	FL	33143-5644
Mcauliffe	Carole	Mrs.	322 Mestre Pl	North Venice	FL	34275-6692
McBride	Christine	Mrs	12567 Summerwood Dr	Fort Myers	FL	33908-1897
McCabe	Patrcik	Mr&Mrs	8023 SW 133rd Pl	Miami	FL	33183-4132
McCarrol	Martha	N/a	3424 100th Ave	Piellas Park	FL	33782-4114
McCarthy	Carol	Ms.	1539 Aberdeen Ln	Winter Haven	FL	33881-9705
Mccartney	Joy	Ms.	335 Oleander Rd	Lake Wales	FL	33898-5224
McCarty	Patricia	Ms.	2708 Riedling Drive, Apt 2	Louisville	KY	40206-1282
McCarty	Iayla	Ms.	305 27th St W	Bradenton	FL	34205-4929



Last Name	First Name		Street Address	City	State	Zip Code
Mcclain	Shanna	Ms.	801 SW 14th Ter Apt 2	Fort Lauderdale	FL	33312-7256
Mcclasky	Stephen	Mr.	2726 SW 6th St	Fort Lauderdale	FL	33312-2135
McClellan	Henrietta	Mrs	2721 NE 40th Ct	Lighthouse Point	FL	33064-8461
Mccormick	Maureen	Ms.	15 Pleasant View Drive	Jensen Beach	FL	34957-2231
McCoy	Lisa	N/a	93 N Lake Jessup Ave	Oviedo	FL	32765-6420
McCoy	Gina	Ms.	250 174th St Apt 2109	Sunny Isles Beach	FL	33160-3353
Mccullough	William		7390 SW 132nd St	Miami	FL	33156-6804
Mcdavit	Susan	Ms.	2328 Outer Dr	Sarasota	FL	34231-4318
McDonald	Patricia	Ms.	2348 Summerfield Rd	Winter Park	FL	32792-5009
Mcdowell	Michael	Mr	11534 Dandelion Way	Jacksonville	FL	32223-7401
McFarland	Robert	Mr.	824 SW 19th St	Fort Lauderdale	FL	33315-2054
Mcgann	Myles	Mr	4901 NW 75th Ln	Gainesville	FL	32653-1170
McGee	John	Mr.	1207 E. Park Circle	Tampa	FL	33604-4334
McGee	Kym	Ms.	1127 Harris Lane	Clearwater	FL	33756-7128
McGlathery	Davis	Ms.	1020 SW 226th St	Newberry	FL	32669-3200
Mcgonigle	Jim	Mr.	512 W Juneau St	Tampa	FL	33604-2914
Mcgrath	Vincent	Mr.	12115 Hibiscus Dr	Fort Myers	FL	33908-2476
Mcgrew	Janaye	Miss	5006 Muir Way	Lithia	FL	33547-5018
McGuinness	Annelise	Ms.	14311 SW 88th St A303	Miami	FL	33186-1195
McGuire	Kenneth	Mr. & Mrs.	360 Narragansett St NE	Palm Bay	FL	32907-1217
Mcilvane	Maryelizabeth	Ms	504 Orange Dr Apt 25	Altamonte Springs	FL	32701-5301
Mcintosh	Celia	Ms.	16570 SW 146th Ct	Miami	FL	33177-1782
Mcintyre	Leon	Mr.	130 Hibiscus Ct	Orlando	FL	32801-1318
Mcivor	Robert	Dr.	686A Flamingo Dr	Ormond Beach	FL	32176-7734
McKee	Laura	Mrs.	9582 Tortoise Ln	Micco	FL	32976-3329
Mckinney	Cheryl	Ms.	3864 NW 2nd Ct	Deerfield Beach	FL	33442-8019
McKinney	Malcolm	Mr.	3864 NW 2nd Court	Deerfield Beach	FL	33442-8019
McKnight-Taylor	Ashley		9890 66th Street	Pinellas Park	FL	33782-3009



Last Name	First Name		Street Address	City	State	Zip Code
McLean	Jan	Mrs	25605 Oaks Blvd	Land O Lakes	FL	34639-5559
McNair	Diana	Ms	14979 Hawksmoor Run Cir	Orlando	FL	32828-7511
McNamara	Catherine	Ms.	2152 Torchwood Dr	Orlando	FL	32828-7324
McNeil	Kerry	Mr.	2806 W 21st Ct	Panama City	FL	32405-2320
Mcneill	Charlotte	Ms.	22406 Orange Blossom Ln	Eustis	FL	32736-9454
Mcnish	Katt	Ms.	3370 Beau Rivage Dr	Pompano Beach	FL	33064-2057
McVan	Kevin	N/A	13741 Feather Sound Cir E Apt 801	Clearwater	FL	33762-2230
Mcvoy	Christopher	Dr.	1514 15th Ave N	Lake Worth	FL	33460-1769
Meador	Michael	Mr.	5337 Teak Wood Dr	Naples	FL	34119-2511
Meador	Kim		5337 Teak Wood Dr	Naples	FL	34119-2511
Meagher	Rita	Ms	1479 NE 57th St	Fort Lauderdale	FL	33334-6115
Meehle	Tim	Mr.	607 Hermits Trl	Altamonte Springs	FL	32701-2703
Meerbott	Debbie	Ms.	14201 SW 155th St	Miami	FL	33177-1033
Meetze	Frannie		3595 Loquat Avenue	Miami	FL	33133-6215
Meisenhelter	James		1844 Jackson St	Hollywood	FL	33020-5124
Mejia	Marcela	Ms.	19936 NW 53rd Ct	Miami Gardens	FL	33055-4658
Mejia	Victoria	Mrs.	201 Hardwood Trl	Mesquite	TX	75150-4522
Mejides	Andres	Mr.	25650 SW 197th Ave	Homestead	FL	33031-1611
Mejuto	James	Mr	7 Windover Pl	Palm Coast	FL	32164-7610
Mele	Emilia	Ms.	296 Northeast Blvd N	Saint Petersburg	FL	33702-7504
Mele	Kimberly	Ms.	PO Box 1425	Titusville	FL	32781-1425
Mellet	Rosemarie	Mrs.	547 Foxcreek Dr	Lehigh Acres	FL	33974-5965
Mellet	Kenneth	Mr.	547 Foxcreek Dr	Lehigh Acres	FL	33974-5965
Melzer	Donna	Ms.	3471 SW Center Ct	Palm City	FL	34990-2312
Mendieta	Vince	Mr	6005 Cherry Creek Dr	Austin	TX	78745-3421
Mendoza	Michael	Mr.	2225 Nursery Rd Apt 33-104	Clearwater	FL	33764-7655
Mendoza	Francisco	Mr.	4011 SW 132nd Ave	Miami	FL	33175-3419



Last Name	First Name		Street Address	City	State	Zip Code
Mendoza	Michael		2225 Nursery Rd Apt 33-104	Clearwater	FL	33764-7655
Menichino	Deborah	Ms	10350 NE 29th Ave	Anthony	FL	32617-3055
Mennel-Bell	Mari	Ms.	1524 Bayview Dr	Fort Lauderdale	FL	33304-1627
Mericle-Gray	Elissa	Ms.	1333 Everglade Ave	Labelle	FL	33935-6451
Merrill	Valerie	Mrs	19 Cayman Pl	Palm Bch Gdns	FL	33418-8048
Merrill	Cathy Ann	Ms.	9218 SW 101st Ave	Gainesville	FL	32608-5918
Merritt	Charlene	Ms.	510 NW 22nd St	Homestead	FL	33030-3170
Mestman	Beth	Dr.	111 San Vincente Pl	Palm Beach Gardens	FL	33418-1721
Metcalfe	Melissa	Ms.	1863 Lakewood Dr S	Saint Petersburg	FL	33712-4935
Meyer	Colonel	Mr	3701 Eagle Pass St	North Port	FL	34286-2009
Meyer	Elizabeth	Ms	1520 Gulf Blvd Apt 1004	Clearwater	FL	33767-2956
Michaux	George	Mr	2505 89th Dr	Vero Beach	FL	32966-5086
Michel	Coky	Ms.	3125 SW 96th Ave	Miami	FL	33165-3040
Michota	Diana		1285 79th St S	Saint Petersburg	FL	33707-2718
Miehe	Bryan	Mr.	209 S Lockmoor Ave	Tampa	FL	33617-6333
Mikkelsen	Doug	Mr.	9035 Lake Mabel Drive	Orlando	FL	32836-8804
Miles	James	Mr	729 Rockland Dr	West Palm Bch	FL	33405-3739
Milford	Lawrence	Mr.	8029 Grand Pines Blvd	Lakeland	FL	33810-1364
Millan	Melina	Ms.	2825 Sheridan Ave	Miami Beach	FL	33140-4354
Miller	Bob and Cookie		14922 Feather Cove Rd	Clearwater	FL	33762-3027
Miller	Howard	Mr.	8128 Sugarbush Dr	Spring Hill	FL	34606-3148
Miller	Tracy	Ms.	9624 Southern Pines Ct	Davie	FL	33328-6909
Miller	Yvonne	N/a	2234 SE 14th St	Pompano Beach	FL	33062-7216
Miller	Jeffrey	Mr. & Mrs.	1007 Meadowlark Ln	Chipley	FL	32428-4454
Miller	Traci	Ms.	38606 Piedmont Ave	Zephyrhill	FL	33540-1473
Miller	Howard	Mr.	8128 Sugarbush Dr	Spring Hill	FL	34606-3148
Miller	Margi		11030 Batello Dr	Venice	FL	34292-4685
Miller	Betty	Ms.	12951 NW 1st St Apt 308	Pembroke Pines	FL	33028-3206



Last Name	First Name		Street Address	City	State	Zip Code
Miller	Judith	Ms.	1549 Sandpiper St	Naples	FL	34102-1579
Millot	Jean-Louis		103 Eckford St # 2	Brooklyn	NY	11222-3219
Millstone	Burris	Mr.	3600 Yacht Club Dr	Aventura	FL	33180-4008
Milo	Ondrea	Ms.	7904 Sonoma Springs Cir Apt 303	Lake Worth	FL	33463-7932
Mink	Lynda	Ms.	1505 Santa Anna Dr	Dunedin	FL	34698-4337
Minniti	Jackie	Mrs.	12275 4th St E	Treasure Island	FL	33706-4431
Minor	Shannon	Miss	115 12th Ave NE	Saint Petersburg	FL	33701-1201
Minsal	Elisha	Miss	602 NW 44th Ter	Deerfield Beach	FL	33442-9209
Miranda	Claudia	Mrs.	221 Morning Glory Dr	Lake Mary	FL	32746-6123
Mishler	Meg	Ms	1681 NE 48th Ct	Oakland Park	FL	33334-5635
Mitchell	Brian	Mr & Mrs	1262 Sweetwater Ln # 1502	Naples	FL	34110-4184
Mitchell	Heather	Ms.	7804 Buryl Ct	Tampa	FL	33637-6544
Mitchell	George		13840 Osprey Links Rd Apt 221	Orlando	FL	32837-6162
Mitikas	Emanuel	Mr.	3261 Leprechaun Ln	Palm Harbor	FL	34683-2351
Mitikas	Laura	Mrs.	3261 Leprechaun Ln	Palm Harbor	FL	34683-2351
Mix	Larry	Mr.	1552 Dead River Rd	Tavares	FL	32778-3603
Miyar	Beatriz	Dr.	1316 Milton St	Tallahassee	FL	32303-5445
Molina	Angelina	Mrs.	4231 NW 172nd Dr	Miami Gardens	FL	33055-4434
Monahan	Bianca		8396 Club Estates Way	Lake Worth	FL	33467-5243
Monge	Gabriela	Ms.	3537 NW 82nd Avenue	Doral	FL	33122-1027
Monier	Richard		PO Box 8271	West Palm Beach	FL	334007-0271
Monks	Pamela	Mrs.	3450 Palencia Dr Apt 1811	Tampa	FL	33618-1855
Monroe	Catherine	Ms	3956 97th Ter	Pinellas Park	FL	33782-4000
Montgomery	Renee	Mrs.	6826 San Jose Loop	New Port Richey	FL	34655-3610
Montgomery	William	Mr.	6826 San Jose Loop	New Port Richey	FL	34655-3610
Montoya	Patrick	Mr.	4320 SW 15th St	Miami	FL	33134-3808
Moore	B R	Mr	8375 105th Ct	Vero Beach	FL	32967-3653



Last Name	First Name		Street Address	City	State	Zip Code
Moore	Janet	Ms.	3311 NW 37th St	Gainesville	FL	32605-2042
Moore	Robin	N/a	8524 Night Owl Drive	Riverview	FL	33569
Moore	Kristen	Ms.	4128 Barret Ave	Plant City	FL	33566-9552
Moorehead	Jerry	Mr.	585 NE 93rd St	Miami Shores	FL	33138-2843
Mooy	Cynthia	Ms.	6630 Anchor Loop Apt 301	Bradenton	FL	34212-4432
Morehouse	Peter	Mr.	21205 NE 37th Avenue, Apt. 16	Aventura	FL	33180-4051
Moreno	Olyme	Miss	10735 SW 7th St Apt 2	Miami	FL	33174-1540
Moreno	Enoc Jr	Mr	3230 Abiaka Dr	Kissimmee	FL	34743-6020
Moriarty	William		350 2nd St N Apt 19	Saint Petersburg	FL	33701-2987
Morotti	Gloria	Ms.	1111 14th Ave W	Bradenton	FL	34205-7244
Morris	Scott	Mr.	2323 34th Way	Largo	FL	33771-3978
Morris	Katrina	Ms	4130 Lybyer Ave	Coconut Grove	FL	33133-6117
Morrisett	Ron	Mr.	5233 N Tamiami Trl Apt 1	Sarasota	FL	34234-2747
Morrison	Deborah	Ms.	2048 Hibiscus St	Sarasota	FL	34239-3917
Morse	Linden	Ms.	395 Riggs Ave	Melbourne Beach	FL	32951-3254
Morse	William	Mr.	2305 Baywater Rd	Tavares	FL	32778-5613
Moses	Judith	Ms.	4250 Stirling Rd	Hollywood	FL	33021-1839
Moss	Tom	Mr.	4316 13th Avenue, SW	Naples	FL	34116-5126
Mounts	Gregory		5338 Avenida Del Mare	Sarasota	FL	34242-1911
Mourtada	Hussein	Mr.	8372 Golden Prairie Dr	Tampa	FL	33647-3241
Moxley	Mike	Mr.	751 Sheridan St	Hollywood	FL	33019-4701
Moy	Silvia	Mrs	3221 SE 22nd Pl	Gainesville	FL	32641-9190
Moya	Eleonora		7563 SW 166th Ct	Miami	FL	33193-3749
Moye	Joe	Mr	4522 Moore Cir # C-3	Tallahassee	FL	32304-9104
Moyer	Cayce		16255 SW 89th Ct	Village Of Palmetto Bay	FL	33157-3545
Mulligan	Pam	Mrs.	1729 Douglas Ave	Kissimmee	FL	34758-2312
Mullins-Jeantet	Melody	Mrs	7937 50th Ave N	St Petersburg	FL	33709-2309



Last Name	First Name		Street Address	City	State	Zip Code
Mulrane	Lisa	Ms.	1385 Amberlea Dr S	Dunedin	FL	34698-4611
Murphy	Ed		29 Pine Dr	Homosassa	FL	34446-4621
Murphy Larronde	Suzanne	Ms.	7101 La Ronda Ct	Sarasota	FL	34328-4550
Musti	Annamaria	Mrs	Via Bozzano 8	Brindisi	None	72100
Naas	Vanessa		1407 Plantation Cir Apt 306	Plant City	FL	33566-1508
Nagle	Elizabeth & John		1327 Sunset Pointe Blvd	The Villages	FL	32162-2212
Nagler	Phyllis	Ms	7838 NE 21st Pl	High Springs	FL	32643-7604
Nagy	John	Mr.	51 Island Way Apt 1206	Clearwater Beach	FL	33767-2251
Nair	Rajesh	Mr	111 E Washington St Unit 2815	Orlando	FL	32801-2363
Nairn	Hughie	Ms.	781 NW 43rd St	Miami	FL	33127-2716
Nall	Terry	Ms.	25050 SW 189th Avenue	Homestead	FL	33031-1709
Naranjo	Arlene	N/a	3853 SW 21st Ter	Gainesville	FL	32608-3315
Nathanson	Jenny	Mrs.	4041 Satin Leaf Ct	Delray Beach	FL	33445-1259
Natiello	Thomas	Dr.	PO Box 248524	Coral Gables	FL	33124-8524
Natole	Heidi	Mrs.	214 Agua Vista St	Debary	FL	32713-3706
Nazario	Jack & Lillian	Mr & Mrs	100 Bluff View Dr Unit C	Belleair Bluffs	FL	33770-1322
Neary	Michael	Mr.	940 Groveland Ave	Venice	FL	34285-7806
Neilly	Roberta	Ms.	2022 Sea Hawk Cir	Ponte Vedra Beach	FL	32082-1644
Neilly	Roberta	Ms.	2022 Sea Hawk Cir	Ponte Vedra Beach	FL	32082-1644
Neish	Marie	Mrs	841 Audubon Ln	Winter Park	FL	32789-5102
Nelmes	Beverly	Ms	6100 12th St S Apt 3	St. Petersburg	FL	33705-5662
Nelson	Marie	Dr	1111 N Bayshore Blvd	Clearwater	FL	33759-3324
Neral	David	Mr.	444 Island View Cir	Saint Augustine	FL	32095-9631
Newberry	Mary	Mr.	3109 Saxon Dr	New Smyrna	FL	32169-3525
Newcomer	Barbara	Ms.	4315 Sunbeam Lake Dr	Jacksonville	FL	32257-8118
Niblack	Nancy	Ms.	2059 NW 21st Ln	Gainesville	FL	32605-3964
Nichols	Bea	Ms	4515 4th Avenue Dr NW	Bradenton	FL	34209-1906
Nichols	Kaitlin	Miss	PO Box 373	Kaufman	TX	75142-0373



Last Name	First Name		Street Address	City	State	Zip Code
Nichols	Patrick	Mr.	24 N Forest Ave	Orlando	FL	32803-6240
Nicks	Carl	Mr.	6417 28th St N	St. Petersburg	FL	33702-6263
Nicole	Richard	Mr.	5328 SE County Road 346	Micanopy	FL	32667-3931
Nigh	Clifford		10154 118th Way	Seminole	FL	33772-2144
Nobrega	Robert	Mr	441 Montana Ave	Davenport	FL	33897-5627
Nolen	Melissa	Ms.	405 Central Ave Ste 220	Saint Petersburg	FL	33701-3843
Noloboff	Nancy	Mrs.	25 Locust St	St Augustine	FL	32084-2859
Nolooff	Nick	Mr.	25 Locust St	Saint Augustine	FL	32084-2859
Nordstrom	Pamela		1153 34th St N	St Petersburg	FL	33713-5431
Norman	Melissa		2331 NW 13th Pl	Gainesville	FL	32605-51432
Noss	Reed	Dr.	2205 Sultan Cir	Chuluota	FL	32766-9129
Nottingham	Ashley	Miss	1803 1 st Ave	Altoona	PA	16602-3504
Noyes	Linda	Miss	3401 W Park Rd	Hollywood	FL	33021-4338
Nunez	Joanna	Mrs	3575 Brokenwoods Dr Apt 605	Coral Springs	FL	33065-1659
Nunez	Yolanda	Ms.	PO Box 506	Mayo	FL	32066-0506
Nunez	Amado	Mr.	3233 NW 181st St	Miami Gardens	FL	33056-3431
Oakman	Diane	Ms.	227 SW 170th St	Newberry	FL	32669-3101
O'Brian	Jason	N/A	825 NE 5th Ave	Gainesville	FL	32601-5549
Ohlendorf	Carol	Mrs.	22205 Deer Pointe Xing	Bradenton	FL	34202-6310
O'Keefe	Desmond		10041 Paradise Blvd	Treasure Island	FL	33706-3114
Okoniewski	Rusty	Mr.	12424 Research Pkwy - UCF Int'l Studies	Orlando	FL	32826-3249
Olesiewicz	Jennifer	Ms.	5250 NW 85th Ave	Lauderhill	FL	33351-4803
Oliver	Jennifer	Ms.	2920 Florida Blvd., Apt. 21	Delray Beach	FL	33483-4650
Olson	Edward	Mr.	590 Cottonwood Rd	Sebastian	FL	32958-3936
Oluwek	Arthur	Mr. & Mrs.	17325 Balboa Point Way	Boca Raton	FL	33487-1016
Onderdonk	Daphne	Ms	718 NE 5th Ter	Gainesville	FL	32601-4303
Ophar	Julius	Mr.	534 NE 76th St	Miami	FL	33138-5047



Last Name	First Name		Street Address	City	State	Zip Code
Oranges	Elizabeth	Miss	2929 Banyan Ln	Lake Park	FL	33403-1308
Orehowsky	Thomas	Mr.	5711 6th Avenue NW	Bradenton	FL	34209-1712
Origer	Sandra	Ms.	16 Sandpiper Ln	Crawfordville	FL	32327-4745
Orlandoni	Aleta	Ms	9226 Larette Dr	Orlando	FL	32817-2618
Ormsby	Cheryl		235 Stevenage Dr	Longwood	FL	32779-4558
O'Rourke	Colleen	Ms.	907 65th St NW	Bradenton	FL	34209-1320
Ortepio	Vicki	Ms.	5386 Bergamo Avenue	Sarasota	FL	34238-8700
Osborne	Brenda	Mrs.	408 Brooker Rd	Brandon	FL	33511-7218
Osmundsen	Marie	Ms	2841 NW 107th Ter	Sunrise	FL	33322-1051
Osteen	Linda	Ms.	6007 Calendar Ct W	Lakeland	FL	33812-4193
Ostrenko	Kim	Ms.	1811 Jefferson St Apt 410	Hollywood	FL	33020-5493
Ostrenko	Kim	Ms.	1811 Jefferson St Apt 410	Hollywood	FL	33020-5493
Ostrowsky	Peter		11401 SW 93rd St	Miami	FL	33176-1016
Otero	Gabriella	Ms.	109 Rapsallion Dr	Orlando	FL	32828-8930
Ott	Michael	Mr	450 Key Deer Blvd	Big Pine Key	FL	33043-4900
Overton	Junia	Mrs.	1387 SW 7th Street	Boca Raton	FL	33486-8464
Owens	Peter W R	Mr.	11573 SW 75th Cir	Ocala	FL	34476-9433
Oyarzun	Matias	Mr	3930 SW 4th Pl	Gainesville	FL	32607-2713
Ozbek	Begum		3230 Pebble Beach Dr	Lake Worth	FL	33467-1216
Packer	Howard	Mr.	4045 Sheridan Ave # 296	Miami Beach	FL	33140-3665
Page	Robert	Mr.	87465 Old Hwy	Islamorada	FL	33036-3061
Page	Lyle	Mr. & Mrs.	526 Sea Breeze Dr	Panama City Beach	FL	32413-1126
Page	Scott	Mr.	6973 Premonition Dr	Viera	FL	32940-6689
Paliz	Alejandro	Dr.	471 NW 93rd St	Miami	FL	33150-2137
Palmer	Lyndy		1106 Wisconsin Avenue	St. Cloud	FL	34769-3632
Pannaman	Stanley	Mr	7301 NW 75th Ct	Tamarac	FL	33321-5173
Paquette	Viola	Mr & Mrs	416 Plover Dr	Barefoot Bay	FL	32976-7465
Paradise	Neil	Mr	401 W Park Ave Apt 311	Tallahassee	FL	32301-1463



Last Name	First Name		Street Address	City	State	Zip Code
Parenteau	Jan	N/A	830 Saint Charles Dr	Tarpon Springs	FL	34689-5231
Parker	Roni-Su	Ms.	10337 Cayo Costa Ct	Clermont	FL	34711-5414
Parker	Dolores	Ms.	1517 Heechee Nene	Tallahassee	FL	32301-4729
Parks	Jacqueline		1060 SW 46th Ave Apt 208	Pompano Beach	FL	33069-0996
Parry	Cecilia	Ms	565 Harlow Rd	Springfield	OR	97477-7701
Parry	Constance	Ms.	9791 Autumn Haze Dr	Naples	FL	34109-1548
Partoyan	Garó	Mr.	464 E Macewen Dr	Osprey	FL	34229-9202
Paskewicz	Serena	Ms.	8550 Byron Ave Apt 2J	Miami Beach	FL	33141-4860
Passarelli	Nancy	Ms	495 Veranda Way Apt A206	Naples	FL	34104-6097
Patel	Deepa	Ms.	1506 White Hall Dr Apt 304	Davie	FL	33324-6613
Patino	Nicole	Ms.	2991 Saint Clair St	Kissimmee	FL	34746-2135
Patrizzi	Lee	Mrs.	265 Riverwoods Trl	Chuluota	FL	32766-9258
Patterson	Dorothy	Ms.	250 S Ocean Blvd Apt 264	Delray Beach	FL	33483-6751
Patterson	Frank		20226 Maxim Pkwy	Orlando	FL	32833-3831
Patterson	Carol	Mrs.	1551 Waterford Dr	Venice	FL	34292-1584
Pattillo	Ann	N/a	1381 Sonnet Ct	Deltona	FL	32738-6823
Pattison	Ellen	Ms	159 NW Compton Ct	Lake City	FL	32055-8153
Paulet	Virginia	N/a	840 NE 199th St # B-108	Miami	FL	33179-3015
Pavese	Robert	Mr.	1986 Windsor Dr	N. Palm Beach	FL	33408-2843
Peak	Lucy	Ms.	3333 E Dorchester Dr	Palm Harbor	FL	34684-2357
Pearce	Emily Diane	Ms	471 Sandpiper Dr	Satellite Beach	FL	32937-3784
Pearlson	Richard	Mr	434 Cadima Ave	Coral Gables	FL	33134-7148
Pearsall	Will	Mr.	1720 Brookwood Road	Jacksonville	FL	32207-4232
Pearson	Christina	Ms.	21601 Dolphin Ave	P C Beach	FL	32413-3306
Pearson	Stephen	Mr.	14525 SW 92nd Ct	Miami	FL	33176-7941
Pearson	Nancy	Mrs.	312 Hillpoint Dr	Palm Harbor	FL	34683-5443
Pecora	John	Mr&Mrs	3016 Crystal Creek Blvd	Orlando	FL	32837-5077
Pedersen	David	Mr	4399 68th St N	Saint Petersburg	FL	33709-4725



Last Name	First Name		Street Address	City	State	Zip Code
Pekarik	Randy	Mr.	3116 Riviera Dr	Key West	FL	33040-4630
Pember	Gordon	Mr. & Mrs.	217 Port Comfort Dr	East Palatka	FL	32131-4327
Pemberton	Donna	Ms.	2512 Coconut Drive	Cocoa	FL	32926-4309
Penna	Judy	Ms.	4203 Moog Rd	Holiday	FL	34691-1621
Pennell	Jeffrey	Mr.	2726 Anzio Ct Apt 106	Palm Beach Gardens	FL	33410-2981
Peotrowski	Walter	Mr.	1205 Bobwhite Ct	Punta Gorda	FL	33950-7627
Perez	Nancy	Mrs.	1518 Shaw Drive	Key Largo	FL	33037-2743
Perez	Charles	Mr	5518 Constant Spring Ter	Lauderhill	FL	33319-5109
Perez	Anthony	Mr.	7323 Pepper Pike Drive	Hialeah	FL	33015-2226
Perez	Clara Elsa	Ms.	3439 SW 51st St	Fort Lauderdale	FL	33312-7922
Perkins	Sussanne	Mrs	127 W Fairbanks Ave, #409	Winter Park	FL	32789-4326
Perrigoue	Linda	Mrs.	16100 2nd St E	Redington Beach	FL	33708-1606
Perrin	Amy	Ms.	118 S 38th St	Mexico Beach	FL	32456-0268
Perry	John	Mr.	9318 N Dartmouth Ave	Tampa	FL	33612-7804
Perugini	Joe	Mr	717 Bayou Ave	Tarpon Springs	FL	34689-2671
Peter	Judith	Mrs.	2184 Pellam Blvd	Port Charlotte	FL	33948-3300
Peter	Bill	Mr.	207 S Somerset Ct	Sanford	FL	32773-7319
Peters	Pamela	Ms.	205 Kennedy Dr	Elkins	WV	26241-9528
Petersen	Christiaan	Mr.	66926	St. Pete Beach	FL	33736-6926
Peterson	Paul	Mr.	245 Dixie Blvd	Delray Beach	FL	33444-3849
Peterson	Debi		13861 Brewster Dr	Largo	FL	33774-4526
Peterson	Carol Lee	Ms.	1016 Success Ave	Lakeland	FL	33803-1356
Peterson	Caity	Miss	421 N Woodland Blvd Unit 7024	Deland	FL	32723-0001
Peterson	Nancy	Ms.	4947 Cedar Oak Way	Sarasota	FL	34233-3289
Peterson	Ellen	Ms.	PO Box 345	Estero	FL	33928-0345
Petlack	Howard	Mr. & Mrs.	1823 Stonehaven Dr	Boynton Beach	FL	33436-4617
Pettis	Ada Ruth		2075 Lakewood Club Dr S Apt E	Saint Petersburg	FL	33712-6406
Petry	Cheryl	Ms	PO Box 268	Bradenton Beach	FL	34217-0268



Last Name	First Name		Street Address	City	State	Zip Code
Phalen	Julie	Mrs	4224 Brookside Ave	Cincinnati	OH	45223-2102
Pham	Thomas	Mr.	99 Hooker St	Allston	MA	02134-1211
Phelan	William	Mr	9601 Miccosukee Rd Lot 20	Tallahassee	FL	32309-9662
Phelps	Carlton	Mr.	1029 Avon Ave	Lakeland	FL	33801-5803
Phillips	William	Mr.	12864 Biscayne Blvd	North Miami	FL	33181-2007
Phipps	Carol		4288 Morningside Cir	Naples	FL	34103-3352
Pichler	Robert	Mr.	21570 Widgeon Ter	Fort Myers Beach	FL	33931-4319
Piehler	Paul	Dr.	174 Turnberry Cir	New Smyrna Beach	FL	32168-7989
Pierce	Shanti	Ms.	PO Box 416	Davenport	FL	33836-0416
Pierce	Sara	Ms.	7253 Abbey Ln	Winter Park	FL	32792-7328
Pillow	Travis		1306 NW 7th Rd	Gainesville	FL	32603-1319
Pine	Rosel	Ms.	3040 Oak Rd	Orange Park	FL	32065-6923
Piotrowski	David	Mr.	488 W Highbanks Rd	Debarry	FL	32713-4646
Pirovano	Richard	Mr.	9701 NW 7th Circle, Apt 211	Plantation	FL	33324-4980
Pitney	Lynn	Ms	14803 Sheila Ann Dr	Hudson	FL	34669-1228
Plasencia	Omaira	N/A	9405 Fontainebleau Blvd Apt O	Miami	FL	33172-7501
Plaughter	Bonnie	Ms.	3233 Sawmill Ave	Nort Port	FL	34286-9014
Pleasant	Debra	Mrs.	8051 Darlington Cir	Lakeland	FL	33809-6840
Podesta	Mardi	Ms.	4507 Pierce St	Hollywood	FL	33021-5952
Polay	Sherry	Ms.	3845 Garland St	Mulberry	FL	33860-9338
Pollack	Gary	Mr.	6549 NW 99th Ave	Tamarac	FL	33321-3347
Pollak	Richard	Dr.	648 Wisteria Ct	Dunedin	FL	34698-7741
Ponsolle	Danielle	Ms.	1022 Empress Ln	Orlando	FL	32825-8249
Porsch	Angela	Ms.	116 Valencia Cir	Saint Petersburg	FL	33716-1298
Pou	Tessa		PO Box 1046	Mulberry	FL	33860-1046
Powell	Kimberly	Mrs.	9516 Galaxie Cir	Port Charlotte	FL	33981-4017
Prack	Jessica	Mrs	15465 NE 150th Ave	Fort Mc Coy	FL	32134-8047
Prager	Francine	Ms.	15420 Livingston Ave	Lutz	FL	33559-3430



Last Name	First Name		Street Address	City	State	Zip Code
Prats	Antonio	Dr.	9440 SW 62nd Ct	Miami	FL	33156-1810
Prats	Megan	Miss	3223 Mary St	Coconut Grove	FL	33133-5200
Preston	D. Starr	Ms.	2408 Chilk Avenue	Sarasota	FL	34234-7707
Preston	Susan	Ms.	PO Box 415	La Crosse	FL	32658-0415
Prexl	Esther	Mrs.	7000 NW 94th Ter	Tamarac	FL	33321-3041
Price	Sophia	Ms.	14012 11th Ter NE	Bradenton	FL	34212-7408
Principato	Elise	Ms.	555 Hunter Rdg	Monticello	FL	32344-4787
Pritchard	William	Mr	13511 Woodcrest Blvd	Panama City	FL	32409-3565
Pritchard	Thomas	Mr. & Mrs.	4230 SW 1st Pl	Cape Coral	FL	33914-9306
Pritsky	Lori	Ms.	13020 Robin Ln	Largo	FL	33778-2122
Proeger	Terry & Charlene	Dr. & Mrs.	755 Indian Beach Ln	Sarasota	FL	34234-5744
Protheroe	William	Dr.	8356 Burwell Cir	Port Charlotte	FL	33981-3346
Provo	Tina		1071 Donegan Road	Largo	FL	33771-2941
Pryor	Jennifer	Ms.	1388 Dunns Lake Dr	Jacksonville	FL	32218-9004
Pulido	Rene G.	Mr. & Mrs.	4005 Tiwa Lane	Titusville	FL	32796-2982
Quackenbush	Kay	Ms	2076 Ridgecrest Dr	Dunedin	FL	34698-6539
Queral	Beatrice		402 E Harrison St	Tallahassee	FL	32301-4422
Quinn	Lisa		407 Seven Isles Dr	Fort Lauderdale	FL	33301-1534
Quinn	Ciara	Ms	3002 Hoffner Ave	Orlando	FL	32812-1062
Quinnell	Kenneth		2959 Apalachee Pkwy Apt G8	Tallahassee	FL	32301-3604
Quintino	Ivo	Mr.	1809 SW 10th Ct	Fort Lauderdale	FL	33312-3201
Race	Donald	Mr	942 W Camino Real	Boca Raton	FL	33486-5497
Rackel	Linda	Ms.	6825 E Red Robin Ln	Inverness	FL	34452-8239
Radell	George	Mr.	8910 SW 67th Ave	Miami	FL	33156-1708
Ramirez	Alexandra		4902 Wallace Rd	Plant City	FL	33567-1656
Ramsey	William	Mr.	6854 Highland Pines Cir	Fort Myers	FL	33966-1377
Rand	Gloria	Mrs.	410 Augustine Ct	Oviedo	FL	32765-7499
Rao	Achala	Ms.	2827 Fairway View Dr	Valrico	FL	33596-5211



Last Name	First Name		Street Address	City	State	Zip Code
Rappaport	Ellen	Mr. & Mrs.	6627 Cobia Cir	Boynton Beach	FL	33437-3642
Rasch	William	Mr.	121 Holiday Ln Apt C6	Hamburg	NY	14075-4235
Rasch	Sarah	Miss.	52 Wanda Ave Uppr APT	Buffalo	NY	14211-2825
Raspa	Vicki	Ms.	4929 N River Shore Dr	Tampa	FL	33603-1734
Rauh	Chris	Mr.	1230 NW 133rd Ave	Sunrise	FL	33323-2959
Ray	Michael	Mr	723 Camilo Ave	Coral Gables	FL	33134-7007
Ray	Yvonne	Ms.	4400 NW 39th Ave Apt 374	Gainesville	FL	32606-5911
Rayburn	Amanda	Ms.	210 NE 43rd Street	Oakland Park	FL	33334-1428
Raycroft	James	Mr.	199 NE 13th Ave	Fort Lauderdale	FL	33301-1715
Rechner	Diane		5968 NW 55th Ln	Tamarac	FL	33319-2419
Redditt	Vicki	Mrs.	PO Box 33337	Indialantic	FL	32903-0337
Reed	Audrey	Mrs.	11148 Reed Road	Howey in The Hills	FL	34737-4220
Reed	John		12047 68th Way	Largo	FL	33773-3332
Rees	June	Mrs.	4567 Chipmunk Rd	Middleburg	FL	32068-6343
Register	Mike	Mr. & Mrs.	823 Parsons Pointe St	Seffner	FL	33584-7801
Reilly	Joanne	Mrs.	4210 Gull Cv	New Smyrna Beach	FL	32169-4145
Reilly	Kelly	Ms.	4854 Keeneland Cir	Orlando	FL	32819-3139
Reinhardt	Chris	Mrs.	15610 73rd Ter N	West Palm Beach	FL	33418-7408
Reitz	Philip	Mr.	7122 SW 164th St	Archer	FL	32618-2838
Renninger	L.	Ms.	3612 W Royal Palm Cir	Tampa	FL	33629-8354
Resch	Betty	Ms.	207 S L St	Lake Worth	FL	33460-4105
Resnick	Barry	Mr	1031 Berkshire B	Deerfield Beach	FL	33442-3331
Revicki	Dennis	Dr	5656 Eastwind Dr	Sarasota	FL	34233-5074
Reynolds	Gayle	Ms.	6047 Rodgers Ave	Sarasota	FL	34231-5924
Reynolds	Toni	Ms.	3825 SE 145th St	Summerfield	FL	34491-3953
Rhodes	Elena	Ms.	2490 SW 14th Dr Apt 33	Gainsville	FL	32608-2034
Rhodes	Ava	Ms	7512 W Lake Dr	West Palm Bch	FL	33406-8738
Rhodes	Deborah L	Ms.	PO Box 22625	Tampa	FL	33622-2625



Last Name	First Name		Street Address	City	State	Zip Code
Rice	Shannon	Ms	1464 The Crossings	Niceville	FL	32578-4268
Rich	Marianne		6918 122nd St	Seminole	FL	33772-5607
Richey	Sylvia	Mrs.	7410 Lake Breeze Dr	Fort Myers	FL	33907-8053
Richmond	Rick	Mr. & Mrs.	5309 Umbrella Pool Rd	Sanibel	FL	33957-2411
Riddell	Cathy	Ms	536 Sylvia Rd	West Melbourne	FL	32904-7424
Ridenour	Carlene	Mrs	1203 Stimson St	Jacksonville	FL	32205-7122
Ridgway	Melvin		3943 Sarah Brook Ct	Jacksonville	FL	32277-2285
Riesdorph	Fred & Linda	Mr. & Mrs.	7271 Mount Arlington Dr NE	St. Petersburg	FL	33702-6076
Rigby	Amanda	Ms.	4311 Bayou Blvd Apt B31	Pensacola	FL	32503-2627
Riley	Karen	Ms.	17 Woodholme Ln	Palm Coast	FL	32164-7917
Rinaldi	Sue	Mrs.	531 W Kalmia Dr Apt 11	Lake Park	FL	33403-2238
Riofrio	Pris		709 Forest Hill Blvd	West Palm Beach	FL	33405-4503
Rios	Jens	Mr.	2510 Sand Lake Rd	Longwood	FL	32779-5809
Riskus	Mary	Ms	15906 2nd St E	Redington Beach	FL	33708-1715
Rivard	Joline	Ms	300 NE 19th Ct Apt 205N	Wilton Manors	FL	33305-2013
Rivard	Thomas		6916 Avenue A	Sarasota	FL	34231-4709
Riznyk	Cheri	Ms.	246 21st Ave N	St Petersburg	FL	33704-4434
Rizzolo	James	Mr	910 NW 11th Ter	Stuart	FL	34994-9531
Robbins-Penniman	Sylvia	N/A	25870 Hickory Blvd Apt 107	Bonita Springs	FL	34134-3672
Robert	Rene	Mr.	1065 Live Oak Ln	Fleming Island	FL	32003-5001
Roberts	Melissa	Ms.	723 Eagle Ave	Longwood	FL	32750-3141
Roberts	Timo		1640 Sunnybrook Ln	Clearwater	FL	33764-6455
Robeson	Terry	Ms.	710 Buckingham Ave W	Oldsmar	FL	34677-3341
Robinson	Darlene	Ms.	2101 Amelia Ave	Sanford	FL	32771-4308
Robinson	Janet	Ms.	6391 Toulon Dr	Boca Raton	FL	33433-3801
Robinson	Adrian	Mr.	2320 SW 89th Ct	Miami	FL	33165-2053
Robinson	Adrian	Ms.	2320 SW 89th Ct	Miami	FL	33165-2053
Rockefeller	Mary	Ms	525 W University Ave	Deland	FL	32720-3342



Last Name	First Name		Street Address	City	State	Zip Code
Roddy	Robert	Mr.	9490 NE 5th Ave	Miami Shores	FL	33138-2727
Roddy	Robert	Mr.	231 Kenlyn Rd	Palm Beach	FL	33480-3107
Roden	Nola	Mrs.	8950 NW 51st Ct	Chiefland	FL	32626-5210
Rodoff	Lennie		9145 SW 96th Court Rd	Ocala	FL	34481-6599
Rodrigues	Manuela	Miss	190 Lewis St Apt 302	Rahway	NJ	07065-5080
Rodriguez	Jesus	Mr.	20824 SW 103rd Pl	Cutler Bay	FL	33189-3625
Rodriguez	James	Mr	1554 Pier St	Clermont	FL	34711-1940
Rodriguez	Lauren	Ms.	911 Ballard St Apt F	Altamonte Springs	FL	32701-5737
Rodriguez	Elisabet	Ms.	2325 NE County Road 400	Mayo	FL	32066-4266
Rodriguez	Marian	N/A	9812 NW 56th Pl	Coral Springs	FL	33076-2817
Rodriguez	Gisselle	Ms.	9301 SW 102nd St	Miami	FL	33176-3047
Roeskens	Markus	Mr.	1 E Greens Blvd	Lehigh Acres	FL	33936-5284
Rogal	Colleen	Ms.	8509 SW 1st Pl	Gainesville	FL	32607-1426
Rogers	Stephanie	Ms.	630 Danube Ave	Tampa	FL	33606-3918
Rogers	Enoch	Mr.	5372 NW Commodore Terrace	Port St. Lucie	FL	34983-2303
Rohe	Ute	Mrs.	2624 Seidenberg Ave	Key West	FL	33040-3949
Rohrbaugh	Ryan	Mr.	636 Linnet Cir	Delray Beach	FL	33444-1940
Rohrig	Eric	Mr.	3433 NW 22nd Ter	Gainesville	FL	32605-2344
Rojas	William		715 SW Salerno Rd	Stuart	FL	34997-6255
Rojas	Eugenia	Mrs	128 NW 14th St	Boynton Beach	FL	33426-4345
Roldan	Beatriz		PO Box 527246	Miami	FL	33152-7246
Rollins	Mariah	Ms	3303 SE 15th St	Gainesville	FL	32641-1408
Roman	Edwin	Mr.	600 Palmetto Ave	Melbourne	FL	32901-4724
Roman	Christina	Ms.	415 Chapel Dr Apt 406	Tallahassee	FL	32304-3343
Rooney	Suzanne	Ms.	1112 Elgin Ln	Key West	FL	33040-6948
Rosa-Re	Samantha	Ms.	2842 W 71st Pl	Hialeah	FL	33018-5338
Rosasco	Gregory	Dr	1748 Arbor Knoll Loop	Trinity	FL	34655-720
Rose	Pat	Ms.	563 Gershwin Dr	Largo	FL	33771-1508



Last Name	First Name		Street Address	City	State	Zip Code
Rosenbaum	Vikki	Mrs.	3987 Orchard Hill Cir	Palm Harbor	FL	34684-4141
Rosenbaum	Colleen	Mrs	1005 River Wind Cir	Vero Beach	FL	32967-1826
Rosenberg	David		11575 Mallory Square Dr Apt 104	Tampa	FL	33635-6349
Rosenkrantz	Stewart	Mr	2319 SE 9th St	Pompano Beach	FL	33062-6704
Rosenow	William	Mr. & Mrs.	5940 SW 59th St	Ocala	FL	34474-7639
Rosenthal	William	Mr.	3705 Perdew Dr	Land O Lakes	FL	34638-4324
Ross	Chaan		138 Pennock Landing Cir	Jupiter	FL	33458-4020
Roth	Elizabeth	Ms	2109 NE 9th St	Gainesville	FL	32609-3722
Roth	Bryan	Mr.	6874 Shimmering Dr	Lakeland	FL	33813-3322
Rouillard	Jared	Mr.	141 Kendale Dr	Safety Harbor	FL	34695-4700
Rubenstein	Irene	Ms	4805 W Beach Park Dr	Tampa	FL	33609-3619
Ruch	Frederick	Mr	650 E Strawbridge Ave Apt 1408	Melbourne	FL	32901-4785
Rude	Richard	Mr.	PO Box 5188	Sun City Center	FL	33571-5188
Rudziecka	Barbara	Mrs.	9914 Malvern Dr	Tamarac	FL	33321-6902
Ruf	Michael		1402 Covered Bridge Dr	Deland	FL	32724-7930
Ruge	Steven	Mr.	480 Cedar Creek Rd	Palatka	FL	32177-6936
Runacres	Claire	Mrs	11771 109th Ct	Seminole	FL	33778-3656
Rundle	Rowland		13871 Eagle Ridge Lakes Dr	Fort Myers	FL	33912-1779
Rusch	Maryl	Ms.	1210 Pendleton Dr	Alatamonte Springs	FL	32714-2641
Ruscoe	Dean	Mr.	1717 Primrose Court	Port St. Lucie	FL	34952-2624
Rusnak	Theodora	Ms.	749 W Massachusetts St	Hernandon	FL	34442-4861
Russell	Terry	Ms.	4235 N University Dr	Sunrise	FL	33351-6238
Russell	Jean G.	Mr.	4476 Calle Serena	Sarasota	FL	34238-5641
Ryan	Diane	Ms	8211 Sun Spring Cir Unit 52	Orlando	FL	32825-4714
Ryan	Rebecca	Ms	7651 Aprilwood Ct	Orlando	FL	32819-7757
Ryan	Laurie	Ms.	1600 12th St N	St. Petersburg	FL	33704-4002
Ryan	Ed	Mr.	11715 59th Way	Pinellas Park	FL	33782-2121
Ryan	Lila	Ms	370 Golfview Rd Apt 104	N Palm Beach	FL	33408-3503



Last Name	First Name		Street Address	City	State	Zip Code
S	Rocio	Mrs.	47474	Miami	FL	33175
Saavedra	Wilson	Mr.	5295 Grande Palm Cir	Delray Beach	FL	33484-1363
Sachidanndan	Gubbi	Mr	3001 Thrush Dr Apt 125	Melbourne	FL	32935-4594
Sachidanndan	Gubbi	Mr.	3001 Thrush Dr Apt 125	Melbourne	FL	32935-4594
Sachs	Nancy	Mrs.	137 Turtle Bay Ln	Ponte Vedra	FL	32082-4516
Sackmann	Rita	Ms.	3538 Gardens East Dr Apt B	Palm Beach Gardens	FL	33410-5718
Saddler	Adrienne	Ms.	10917 SW 113th Pl	Miami	FL	33176-3174
Sakadales	Linda		711 Spring Lake Blvd NW	Port Charlotte	FL	33952-6434
Salgado	Pedro		2502 E Jackson St	Orlando	FL	32803-6312
Sall	Frederick	Mr.	1510 W 25th St	Miami Beach	FL	33140-4203
Salsbury	Benjamin		1803 N Flagler Dr Apt 208	West Palm Beach	FL	33407-6525
Salvaggio	John	Mr.	3660 Dame St	Port Orange	FL	33129-4251
SAM CO.		Ms.	3423 W Lambright St	Tampa	FL	33614-4618
Samalot	Diana	Ms.	766 NW Bayshore Blvd	Port St lucie	FL	34983-1007
Samelson	Audrey	Mrs.	3205 Portofino Pt	Coconut Creek	FL	33066-1223
Samuelson	John	Mr. & Mrs.	597 John Anderson Hwy	Flagler Beach	FL	32136-3442
Sanchez	Ann	Ms	3119 Bailey St	Mims	FL	32754-5660
Sanchez	Virgilio	Mr. and Mrs.	1178 SW 22nd Ter	Miami	FL	33129-2718
Sanders	Susan		747 2nd St N	Saint Petersburg	FL	33701-2509
Sanders	Barbara	Mrs.	519 Oxford Court	Orlando	FL	32803-6720
Sanders	Mary	Ms.	2053 Jefferson Ave	Dunedin	FL	34698-2614
Sandsmark	Fran	Ms.	4531 Orange Grove Blvd.	N. Ft. Myers	FL	33903-4527
Santangelo	Richard	Mr.	1231 Palm Place Dr NE	Palm Bay	FL	32905-3952
Santangelo	Maria	Mr. & Mrs.	1231 Palm Place Dr NE	Palm Bay	FL	32905-3952
Santos	Saskia	Ms.	704 SW 16th Ave Apt 306	Gainesville	FL	32601-8581
Sappenfield	Ryan	Mr.	105 S Bradford Ave	Tampa	FL	33609-3001
Sargent	Alison		1100 North Dr Apt C	Delray Beach	FL	33445-1602



Last Name	First Name		Street Address	City	State	Zip Code
Sasiadek	Alfred	Mr.	463 NE 55th Terrace	Miami	FL	33137-2616
Sass	Fla	N/a	1439 Lakeview Dr	Lake Worth	FL	33461-6047
Sasse	Julian	Mr.	202 Park Ridge Ave	Tampa	FL	33617-4141
Sasso	Doreen		6016 Kenneth Rd	Fort Myers	FL	33919-1625
Sauers	Bill	Mr.	221 Lake Drive Blvd	Sebring	FL	33875-5060
Scandarion	Rachael	Ms.	3332 Oak Dr	Hollywood	FL	33021-8423
Scarano	Chris		7600 SW 171st St	Village Of Palmetto Bay	FL	33157-4828
Scarcella	Andrea	Ms.	3431 SW 7th St	Miami	FL	33135-4101
Scaringi	Kara	Miss	12800 Vonn Rd Apt 5952	Largo	FL	33774-6554
Scarritt	Linda & Tom	Mr. & Mrs.	824 S Orleans Ave	Tampa	FL	33606-2939
Schaedel	Katherine	Ms.	1736 Bellemeade Dr	Clearwater	FL	33755-2301
Schaming	Carol	Ms.	720 SE Stypmann Blvd # B	Stuart	FL	34994-2326
Schecroun	Selina	Miss	5316 Remington Dr	Alexandria	VA	22309-3344
Scheflow	Al	Mr & Mrs.	2614 N 38th Ave	Hollywood	FL	33021-8841
Scherdin	Marilyn	Mrs.	36022 Palm Breeze Ln	Grand Island	FL	32735-9249
Schiller	Laurel	Ms	405 Armada Rd S	Venice	FL	34285-2543
Schillinger	Murry	Mr.	7571 Seafoam Ct	Boynton Beach	FL	33437-5425
Schimkat	Arlene		356 Berwick Ct	Dunedin	FL	34698-8301
Schlicter	Margaret	Mrs	3805 Highgate Dr	Valrico	FL	33594-5307
Schloss-Birkholz	Gisela	Ms.	102 Cedar St	Roswell	GA	30075-1139
Schmalzer	Paul	Mr.	6109 Gallop Ct	Titusville	FL	32780-7444
Schmidt	Fran		1555 NE Ocean Blvd	Stuart	FL	34996-1569
Schmitz	Marsha	Mrs.	926 Lindgren Blvd	Sanibel	FL	33957-4806
Scholz	Claudia		1622 Seminole Dr	Tallahassee	FL	32301-5738
Schonher	Leona	Mrs.	1111 Lumsden Trace Cir	Valrico	FL	33594-4840
Schrager	Stacey	Ms.	3300 Old Oak Ln	Hollywood	FL	33021-8438
Schramm	Jack & Beth	Mr. & Mrs.	935 22nd Ave N	St Petersburg	FL	33704-3219



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Schrier	Diane	Mrs.	5111 NE 4th St	Ocala	FL	34470-1565
Schroeder	James	Mr	2315 Wells Ave	Sarasota	FL	34232-3913
Schue	Keith	Mr. & Mrs.	30641 Edgewood St	Sorrento	FL	32776-9035
Schultz	D.	Dr. & Mrs.	7700 SW 47th Court	Miami	FL	33143-6155
Schulz	JoAn	Ms.	11833 W Riverhaven Dr	Homosassa	FL	34448-3772
Schumacher	John	Dr.	PO Box 551	Clearwater	FL	33757-0551
Schwab	Julie		133 Washington Avenue	Ft. Myers Beach	FL	33931-3731
Schwartz	Patricia	Ms	7100 Radice Ct Apt 604	Lauderhill	FL	33319-4257
Schwarz	Sarah	Mrs.	331 Graciela Cir	Saint Augustine	FL	32086-7838
Schweigaard-Olsen	Bert		5430 Eagles Point Cir Apt 401	Sarasota	FL	34231-9179
Scocozza	Joan	Ms.	1344 Normandy Blvd	Holiday	FL	34691-4956
Scott	Denise		8476 Pineverde Ln	Jacksonville	FL	32244-5256
Scott	Jacqueline	Ms.	553 Hawkins Cir	Apopka	FL	32703-3323
Scoyoc	Lynda Van	Ms.	3714 Virginia Dr	Orlando	FL	32803-2914
Seailles	Heloise	Ms.	1705 SW 78th St	Gainesville	FL	32607-3416
Seal	Jacqueline	Ms.	7803 N Whittier St	Tampa	FL	33617-8128
Sears	Roger	Mr.	2652 18th St	Vero Beach	FL	32960-3111
Seda	Daniel	Mr.	8416 Poinsettia Dr	Tampa	FL	33637-1819
Seedig	Leonard	Mr. & Mrs.	1941 NW 35th Ter	Coconut Creek	FL	33066-3034
Seeley	Philip	N/a	13928 155th Pl N	Jupiter	FL	33478-8577
Seely	Victoria	Ms.	287 Spring Cir	West Palm Beach	FL	33410-6332
Segal	Kathryn	Ms.	1075 Wisconsin Dr	Naples	FL	34103-3852
Seisums	Oskar	Mr.	902 S. Scott Avenue	Sanford	FL	32771-2248
Sellers	Jeanne	Dr.	2615 Cabot Rd	Land O Lakes	FL	34639-5011
Selquist	Donna	Mrs.	10530 SW Waterway Ln	Port Saint Lucie	FL	34987-1913
Selva	Gerardo	Mr.	2451 NW 98th Ave	Sunrise	FL	33322-3262
Serda	William		2601 SW 29th Way	Fort Lauderdale	FL	33312-4720
Serpico	Joe	Mr.	4215 E Bay Dr Apt 1507A	Clearwater	FL	33764-6972



Last Name	First Name		Street Address	City	State	Zip Code
Sesto	Vilma	Mrs.	1538 Victoria Isle Way	Weston	FL	33327-1315
Seymour	Ralph	Mr.	4600 1st Ave N	Saint Petersburg	FL	33713-8104
Shackle	Kathleen	Ms.	PO Box 430213	Big Pine Key	FL	33043-0213
Shadix	Katrina		478 Tradition Ln	Winter Springs	FL	32708-6350
Shaffer	Robert	Dr.	4701 N Meridian Ave # LEVEL-E	Miami Beach	FL	33140-2910
Shaleesh	Karin	Mrs.	13969 SW 276th Way	Homestead	FL	33032-3212
Shallman	Elsy	Mrs.	17294 37th Place North	Loxahatchee	FL	33470-3627
Shappee	Lisa		112A N. Oakwood Avenue	Brandon	FL	33510-4611
Shaver	John	Dr.	8747 52nd Dr E	Bradenton	FL	34211-3725
Shaw	Mary	Ms.	3232 Countryside View Dr	Saint Cloud	FL	34772-7050
Shaw	Lisa		535 31st Ave N	Saint Petersburg	FL	33704-2134
Sheff	Alice	Dr.	185 Towerview Dr Unit 21	Saint Augustine	FL	32092-3618
Shepherd	Margaret	Ms.	6503 N 12th St	Tampa	FL	33604-6210
Sheppard	Bonnie	Miss	2301 Woodbend Cir	New Port Richey	FL	34655-3923
Sherburne	Robert	Mr.	952 NW 29th Ave Apt D	Delray Beach	FL	33445-2072
Sheridan	Eve	Ms.	3573 Sanctuary Blvd	Jacksonville	FL	32250-2571
Sherman	Phillip	Mr	2507 NW Holiday Ct	Stuart	FL	34994-9237
Sherony	Dominic	Dr.	51 Lambeth Loop	Fairport	NY	14450-9718
Sherouse	Tom	Mr. & Mrs.	938 Matanzas Ave	Coral Gables	FL	33146-3448
Shibuya	Gloria	Ms	4650 NW 30th St	Coconut Creek	FL	33063-5912
Shields	William	Mr. & Mrs.	2320 Florinda St	Sarasota	FL	34231-4451
Shipley	Betty	Ms	9620 W Marlasue St	Crystal River	FL	34428-8277
Shofner	Pamela	Ms.	354 18th Ave NE	Saint Petersburg	FL	33704-3507
Shoot	Michael	Mr.	8297 Champions Gate Blvd	Champions Gate	FL	33896-8387
Shopa	Kathleen	Ms.	2491 Baltic Ave	Port Charlotte	FL	33952-5631
Short	Robert		9438 US Highway 19	Port Richey	FL	34668-4623
Shultz	Martin	Mr.	2181 Soft Wind Trl W	Jacksonville	FL	32224-1303
Siegel	Craig	Mr.	409 Eureka St	San Francisco	CA	94114-2714



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Siegel	David	Dr	3152 N Jog Rd Apt 10105	West Palm Bch	FL	33411-7420
Siegel	Nora	Mrs	7122 Grandville Ave	Boynton Beach	FL	33437-6444
Siegmann	Suzy	Ms.	212 Forest Park Ave	Temple Terrace	FL	33617-4133
Siemers	Douglas	Mr.	227 Seaview St	Melbourne Beach	FL	32951-3472
Siennicki	Denise	Mrs.	26 Twelve Oaks Trail	Ormond Beach	FL	32174-8519
Silver	Viviana	Mrs.	724 NW Turner Ave Apt 102	Lake City	FL	32055-7198
Silver	Margaret	Mrs.	1829 Sea Oats Dr	Atlantic Beach	FL	32233-4511
Silver, C.E.P.	Ronald	Mr.	1829 Sea Oats Dr	Atlantic Beach	FL	32233-4511
Silverman	Bernard	Mr. & Mrs.	3075 Riviera Drive	Delray Beach	FL	33445-7646
Silvey	Kevin	Mr&Mrs	9263 78th Pl	Seminole	FL	33777-4013
Simmerman	Bob	Mr. & Mrs.	219 S Hibiscus Ave	Crystal River	FL	34429-8119
Simmons	Steve	Mr.	180 SE 3rd St	Satellite Beach	FL	32937-2157
Simmons	James	Mr.	4110 Ponte Vedra Blvd.	Jacksonville Beach	FL	32250-5825
Simmons	Keith	Mr.	759 30th Ave S	St Petersburg	FL	33705-3717
Singletary	Diana S	Ms.	2915 NW 67th Pl	Jennings	FL	32053-2417
Sipp	Chris	Ms.	7191 Riverview St	Navarre	FL	32566-6614
Sites, III	Ira John	Dr.	604 1st St	Neptune Beach	FL	32266-6001
Sjostrom	David	Mr	Pob 547	Key Largo	FL	33037
Skiendzielewski	Danielle	Miss	516 Parkhollow Ln	Philadelphia	PA	33615-4939
Skokan	George	Mr. and Mrs.	15354 Sunset Dr Apt 21	Miami	FL	33193-1633
Skokan	George	Mr.	4321 SW 84th Ave	Miami	FL	33155-4240
Slaney	Edward and Marie		2981 Nova Scotia Ln	Melbourne	FL	32935-4502
Slomoff	Dale	Mr.	1546 Polk St	Hollywood	FL	33020-5246
Smerling	Carol	Mrs.	6608 Patio Ln	Boca Raton	FL	33433-6633
Smith	Raymond	Mr	226 Waterway Ct Apt 102	Marco Island	FL	34145-3542
Smith	Bradley	Mr	2809 NE 2nd Pl	Cape Coral	FL	33909-8890
Smith	David	Mr	101 Cain Rd Unit Q	Panama City Beach	FL	32413-1038



Last Name	First Name		Street Address	City	State	Zip Code
Smith	Kellie	Ms	13 Brandy Ln	Deering	NH	03244-6500
Smith	Dave	Mr	3200 NE 49th St	Ocala	FL	34479-1877
Smith	Phyllis	Mrs.	864 Fairview Drive	Ft. Walton Beach	FL	32547-1970
Smith	Kimberlee	Ms.	985 Villa Drive	Melbourne	FL	32940-7072
Smith	Mimi	Mrs.	4000 Gulf Terrace Dr Unit 143	Destin	FL	32541-2973
Smith	Richard	Mr.	672 Sandy Neck Ln Unit 102	Altamonte Springs	FL	32714-7622
Smith	Anne	Ms.	14524 Sterling Oaks Dr	Naples	FL	34110-4147
Smith	Shannon	Ms.	2636 Saint Johns Blvd	Jacksonville	FL	32250-3192
Smith	Shanti	Ms	2819 Par Ln	Tallahassee	FL	32301-6857
Sndyer	Cindy	Ms.	1400 84th Ave N	Saint Petersburg	FL	33702-7964
Sneed	Malorie	Miss	21740 Helmsdale Run	Estero	FL	33928-6252
Snow	Donna	Ms.	441 Northlake Blvd Apt 1069	Altamonte Springs	FL	32701-5255
Snyder	Brett		552 Le Master Dr	Ponte Vedra Beach	FL	32082-2311
Snyder	Anne	Ms.	3206 S Hopkins Ave PMB 215A	Titusville	FL	32780-5667
Sobczak	Charles	Mr.	2560 Sanibel Blvd	Sanibel	FL	33957-3133
Socha	George		3892 Woodmere Park Blvd Apt 9	Venice	FL	34293-5266
Sohn	Diane	Ms.	1345 NW 5th Ave	Fort Lauderdale	FL	33311-6051
Solinko	Frank	Mr.	6101 34th St W Apt 7E	Bradenton	FL	34210-3715
Solomon	Erika	Ms.	9446 Big Apple Ln	Lakeland	FL	33810-2358
Somers	Alan	Mr.	25144 SW 17th Ave	Newberry	FL	32669-4975
Sommers	Prudence	Mrs.	601 E Elm St	Tamaqua	PA	18252-1611
Sorkin	Emily	Ms.	PO Box 4593	Key West	FL	33041-4593
Soule	Michelle	Ms.	14346 83rd Ln N	Loxahatchee	FL	33470-4396
Southward, Jr	Ronald	Mr	1850 Cottage Grove Rd	Tallahassee	FL	32303-2802
Spears	L	Mrs.	1407 Cedar Pine Dr	Deltona	FL	32725-9447
Speck	George	Mr.	720 Post Lake Pl Apt 116	Apopka	FL	32703-6186
Speer	Laurie	Ms.	33 Cunningham Dr	New Smyrna Beach	FL	32168-5905
Spell	Daniel	Ms.	14159 Hurricane Dr	Weeki Wachee	FL	34614-1831



Last Name	First Name		Street Address	City	State	Zip Code
Spencer	Martha	Mrs	2091 SW 30th Ter	Fort Lauderdale	FL	33312-3857
Spina	Judy	Mr. & Mrs.	6340 Huntington Drive	Zephyrhills	FL	33542-0606
Spino	Michael	Mr.	6738 Quail Hollow Blvd	Wesley Chapel	FL	33544-3418
Spokony	Irving	Mr	PO Box 201	Lake Alfred	FL	33850-0201
Springs	Kent	Mr	324 W College Ave	Tallahassee	FL	32301-1406
St Dizier	Catherine	Ms.	560 79th St S	St Petersburg	FL	33707-1042
Staab	Betty Lou		16 Wheeling Ln	Pam Coast	FL	32164-7270
Stacy	Jana	Ms.	6121 NW 45th Avenue	Ft. Lauderdale	FL	33319-2761
Stahl	James	Mr. & Mrs.	1324 Indian River Ave	Titusville	FL	32780-4221
Staiger	Jennifer	Ms.	3531 NW 33rd Pl	Gainesville	FL	32605-2001
Stanley	Jeff		1604 Heather Fields Ct	Fleming Island	FL	32003-3379
Stapelfeldt	Horst		3525 SE 1st Ave	Cape Coral	FL	33904-4108
Stark	Bradley R.	Mr.	355 Palermo Avenue	Coral Gables	FL	33134
Stearns	Celia	Ms	22973 John Avery Ln	Cudjoe Key	FL	33042-4316
Steeb	Victor	Mr.	4098 Malaga Ave	Miami	FL	33133-6323
Steeb	Emily	Ms.	4098 Malaga Ave	Miami	FL	33133-6323
Steele	Sharon	Mrs.	134 Hickory Ridge Cir	Lake Mary	FL	32746-4035
Stein	Lesley	Ms.	1129 Edgewater Cir	Bradenton	FL	34209-7351
Steinmann	Cynthia		1310 Hamlin Dr	Clearwater	FL	33764-3660
Steinmann-Riddle	Ray & Brigitte		3546 Seaway Dr	New Port Richey	FL	34652-3022
Stella	Michael	Mr.	1805 Canterbury Ln	Largo	FL	33770-8464
Stephens	Sonia	Mrs.	12073 Lake Cypress Cir	Orlando	FL	32828-7088
Stephens	Marie	Ms.	2555 PGA Blvd Lot 135	Palm Beach Gardens	FL	33410-2944
Stephey	Laurie	Miss	2166 Sussex Rd	Winter Park	FL	32792-1836
Sterling	Vance	Mr. & Mrs.	147 Pacific Ave	Tavernier	FL	33070-2947
Sterling	Gloria	Ms.	115 1st St E Bldg 4	Tierra Verde	FL	33715-1772
Stern	Martin	Dr. & Mrs.	407 Rio Palma S	Indialantic	FL	32903-3731
Stevens	Patricia	Mrs.	23143 Turnbull Ave	Port Charlotte	FL	33954-3539



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Stevens	Joanne	Ms.	3423 NW 47th Pl	Gainesville	FL	32605-1049
Stewart	James	Mr	10333 Honeysuckle Ln	Port Richey	FL	34668-3217
Stewart	Timothy	Mr. & Mrs.	1225 Crestwood St	Jacksonville	FL	32208-4314
Stewart	Timothy	Mr. & Mrs.	1225 Wakella Work Camp K2	Crawfordville	FL	32327-4963
Stickel	Ann		7 Redwood Ave	Whitesboro	NY	13492-2314
Stiffler	Zane		2711 Allen Rd Apt J1	Tallahassee	FL	32312-2610
Stoddard	Don	Mr.	8214 N 11th St	Tampa	FL	33604-3214
Stokes	Bill	Mr.	301 2nd St N	St. Petersburg	FL	33701-2989
Stokrocki	Carol	Ms	450 SE 7th St Apt 246	Dania Beach	FL	33004-4418
Stone	James	Mr.	155 S 4th St	Santa Rosa Beach	FL	32459-3990
Storm	Robin	Ms.	1624 S Jefferson Ave	Sarasota	FL	34239-3009
Strack	Daniel	Mr. & Mrs.	2927 Sun Cove Dr	Kissimmee	FL	34746-2776
Straszewski	Rae	Ms.	6111 Carla Cir	Lakeland	FL	33811-1964
Strauss	Allison	Ms.	5800 Bay Shore Rd	Sarasota	FL	34243-2101
Stress	Dennis	Mr	3400 Pinewalk Dr N Apt 9	Margate	FL	33063-7872
Strickland	Sala	Ms.	908 Concord Rd	Tallahassee	FL	32308-6216
Strong	Alyce	Mrs.	653 SW Cleveland Ave	Stuart	FL	33616-1121
Strousberg	Cindy	Ms.	PO Box 19259	Panama City Beach	FL	32417-1259
Studstill	Anne	Mrs.	1767 Ponderosa Ln	Titusville	FL	32796-1135
Sturdy	Linda		4869 NW 2nd Ter	Boca Raton	FL	33431-4128
Stutz	Andre & Charlotte	Mr. & Mrs.	725 NE 81st St	Miami	FL	33138-4616
Suarez	Raymond	Mr. & Mrs.	3337 N. Yacht Terrace	Beverly Hills	FL	34465-4461
Suarez	Jesus	Mr.	3880 NW 183rd St Apt 202	Miami Gardens	FL	33055-2886
Suddes	Matthew	Mr.	5310 26th St W Unit 701	Bradenton	FL	34207-3045
Sullivan	Annelise	Dr.	5000 Chaves Cir	Port Charlotte	FL	33948-9675
Sullivan	Gayle	Ms.	8408 Rockwell Ave	North Port	FL	34291-7031
Sumerson	Lynn	Dr.	1600 Gulf Blvd Apt 512	Clearwater	FL	33767-2923
Summer	Brenda	Mrs.	4408 Barnaby Dr	Jacksonville	FL	32217-9334



Last Name	First Name		Street Address	City	State	Zip Code
Summers	Ryan	Mr.	1912 Avenue F SW	Winter Haven	FL	33880-2560
Sun	Kathryn	Mrs.	1 Grove Isle Dr Apt 1607	Coconut Grove	FL	33133-4121
Suzne	Mitch	Mr.	PO Box 82421	Tampa	FL	33682-2421
Swanson	Anne	Ms.	1410 Euclid Ave Apt 8	Miami Beach	FL	33139-3954
Swart	Stanley And Janice	Mr & Mrs	3315 Pickwick Dr S	Jacksonville	FL	32257-5412
Sweet	Rodger	Mr.	25313 Terra Siesta Ln # 204	Leesburg	FL	34748-7901
Swingle	John	Mr.	P.O. Box 69	Ft. Myers	FL	33902-0069
Swisher	Charles	Mr.	3910 Inverrary Blvd	Lauderhill	FL	33319-4324
Swoboda	Lois	Dr	77 10th St	Apalachicola	FL	32320-2024
Swoboda	Lois	Dr.	77 10th St	Apalachicola	FL	32320-2024
Swope	Samuel		868 Hudson Ave	Sarasota	FL	34236-7744
Sylvia	Carol	Mrs.	1634 Ridgemoor Dr	Mascotte	FL	34753-9632
Symanski	George	Mr.	593 Rountree Dr	Longboat Key	FL	34228-2618
Talley	Edna	Mrs	3809 SE 2nd Pl	Cape Coral	FL	33904-4816
Tamez	Jaime	Dr.	520 El Paraiso Rd NW	Albuquerque	NM	87107-5825
Tannor	Beverly	Mrs.	8431 Nadmar Ave	Boca Raton	FL	33434-5428
Tavares	Christine		4238 Savage Station Cir	New Port Richey	FL	34653-6131
Taylor	Stefan	Mr	7517 N 40th St Apt F204	Tampa	FL	33604-4514
Taylor	Carol	Ms	8103 NW 74th Ave	Tamarac	FL	33321-4855
Taylor	Amanda	Ms	1501 Oberlin Ter	Lake Mary	FL	32746-5934
Taylor	Zachary	Mr.	7431 Wentworth Dr	Lake Worth	FL	33467-7808
Taylor	Gregory	Mr.	11750 College Park Trl Apt B	Orlando	FL	32826-3975
Taylor	Holley	Mr.	5745 SW 75th St # 362	Gainesville	FL	32608-5504
Tebrugge	Lyn	Ms.	2102 Ketch Ct	Tarpon Springs	FL	34689-2039
Tedesco	Frank	Dr & Mrs	11319 93rd St	Largo	FL	33773-4614
Teems	Genevieve	Ms	3005 12th St W	Palmetto	FL	34221-3411
Tegler	C.	Ms.	955 Egret Cir Apt B209	Delray Beach	FL	33444-7657
Tekulsky	Jeffrey	Mr.	1012 Vernon Loop	Oviedo	FL	32765-6012



Last Name	First Name		Street Address	City	State	Zip Code
Tenerife	Jetro	Mr.	1913 5th Ave	Deland	FL	32724-2721
Terrusa	Jim	Mr.	10541 SE Le Parc	Jupiter	FL	33469-8147
Terry	Betty	Mrs	3003 Colonial Ridge Dr	Brandon	FL	33511-7647
Terry	Betty	Mrs	3003 Colonial Ridge Dr	Brandon	FL	33511-7647
Tessicini	Sally	Mrs.	6915 Magellan Way	Sarasota	FL	34243-1018
Tetel	John	Mr.	525 E Jackson St Unit 602	Orlando	FL	32801-6608
Teti	John	Mr.	3315 W Lawn Ave	Tampa	FL	33611-1930
Tew	Jill	Ms	5515 NE County Road 219A	Melrose	FL	32666-6321
Thomas	Alan	Mr.	11271 SW 175th St	Miami	FL	33157-3945
Thomas	Mary Ann	Mrs.	17722 Blue Star Hwy	Quincy	FL	32351-7167
Thomas	Jessica	Ms.	3845 43rd Ave N	St. Petersburg	FL	33714-3618
Thomas	Rebecca	Ms.	2930 Day Ave Apt N205	Miami	FL	33133-5262
Thompson	Malaika	Dr.	7603 N. Sanibel Circle	Tampa	FL	33637-7352
Thompson	Judi	Ms.	1709 Orange Hill Way	Bradenton	FL	33510-2661
Thompson	Jessica	Miss	611 Ponte Vedra Lakes Blvd	Ponte Verde Beach	FL	32082-1288
Thompson	Kathy		2911 W. Bayshore Court	Tampa	FL	33611-2807
Thompson	Warren	Mr.	PO Box 1606	Winter Haven	FL	33882-1606
Thompson	Janet	Mrs.	9704 Kensington Pkwy	Kensington	MD	20895-3519
Thoren	Matt	Mr.	11727 Cottonwood Ave	Palm Beach Gardens	FL	33410-2654
Thornburg	Thomas	Mr.	2231 Phonecia Ct	Orlando	FL	32837-5911
Thorne	Kimberly	Ms	345 Lakepointe Dr Unit 102	Altamonte Springs	FL	32701-5820
Thorson	Larry		8550 Byron Ave Apt 1J	Miami Beach	FL	33141-4826
Thoumi	Gabriel	Mr.	540 Brickell Key Dr	Miami	FL	33131-2697
Tibbetts	Joan	Mrs.	682 Youngstown Pkwy Apt 331	Altamonte Springs	FL	32714-4578
Tichenor	Ed	Mr	8741 Egret Isle Ter	Lake Worth	FL	33467-1727
Tidd	Steve & Amy		1357 Heritage Acres Blvd	Rockledge	FL	32955-4489
Tiedemann	Chris	Mr. & Mrs.	3917 NW 21st St	Gainesville	FL	32605-1701
Tillis	Barry	Mr	1134 Orwell Ave	Orlando	FL	32809-5833



Last Name	First Name		Street Address	City	State	Zip Code
Tillman	Eric	Mr	9903 SE County Road 2082	Gainesville	FL	32641-1617
Tillson	Megan and Theo	Mr & Mrs	1725 Sharondale Dr	Clearwater	FL	33755-2339
Timberman	Barbara	Mrs.	322 Wineberry Ln	Newland	NC	28657-8692
Tinsley	Linda	Ms	27322 Orchid Glade St	Leesburg	FL	34748-9694
Tinsley	Scott	Mr.& Mrs.	311 Pavonia Rd	Nokomis	FL	34275-3904
Tompetrini	Phil	Mr.	1146 E Getty Ln	Hernando	FL	34442-2880
Toretzky	Harriet	Mrs.	144 Normandy C	Delray Beach	FL	33484-4786
Torres	Alvaro	Mr.	304 Lake Hobbs Rd	Lutz	FL	33548-4279
Traison	H	N/a	3507 Oaks Way Apt 1003	Pompano Beach	FL	33069-5357
Travers	Laurinda	Ms.	1240 47th Ave N	St. Petersburg	FL	33703-3514
Travis	Nancy		1821 W 68th St	Hialeah	FL	33014-4438
Travis	Michael	Mr	3028 Cascade Dr	Clearwater	FL	33761-4011
Trecartin	Judi	Mrs.	2529 Sandy Hill Ct	Holiday	FL	34691-8742
Trevalle	Carolina	Miss	1116 Lavender Cir	Weston	FL	33327-2437
Trimblett	Laura	Miss	865 Silverwood Dr	Lake Mary	FL	32746-4957
Troen	Suzanne	Mrs.	8490 SW 116th St	Miami	FL	33156-4345
Troy	Dave	Mr.	20 Ocean St	Riviera Beach	FL	33404-3028
Trudeau	Jacqueline	Ms	10348 Kristen Park Dr	Orlando	FL	32832-5853
Truesdale	Jacqueline	Ms.	11210 NW 52nd St	Coral Springs	FL	33076-3001
Truesdale	Jean	Mrs.	8086 Queen Palm Ln Apt 323	Fort Myers	FL	33966-6444
Trunbull	Laura	Ms.	8556 NW 52nd Pl	Coral Springs	FL	33067-2839
Tucker	Barbara	Ms	1312 Essex Dr	Wellington	FL	33414-5610
Tumolo	Mark		301 NE 17th Ave	Fort Lauderdale	FL	33301-3862
Turkel	Lorraine	Ms.	9623 Sun Pointe Dr	Boynton Beach	FL	33437-3331
Tutzo	Regina	Ms	7700 W Lake Dr	West Palm Bch	FL	33406-8742
Uber	Karen	Ms.	10169 Cove Lake Dr	Orlando	FL	32836-3757
Underwood	David	Mr	27 Plantation Blvd	Lake Worth	FL	33467-6543
Urbanas	Jill	Ms.	8140 NW 47th Ln	Ocala	FL	34482-2006



Last Name	First Name		Street Address	City	State	Zip Code
Urena	Cynthia		1185 Amanda Kay Cir	Sandford	FL	32771-7191
Urrea	Maria Olga	Ms	20 Island Ave Apt 306	Miami Beach	FL	33139-1348
Valdez	Ariela	Ms.	10135 Brookwood Forest Blvd	Jacksonville	FL	32225-9066
Valentine	Glenn and Roberta	Mr	321 Kimi Ct	Casselberry	FL	32707-4107
Valero	Hector	Mr.	18920 SW 16th St	Pembroke Pines	FL	33029-6135
Valle	Chris	Mr.	11740 SW 112th Avenue Rd	Miami	FL	33176-3809
Vallone	John	Mr.	9335 Flynn Circle, Apt. 4	Boca Raton	FL	33496-2154
Valone	Dorothy	Ms.	12 Sanchez Avenue	St. Augustine	FL	32084-3228
Van Gelder	Lawrence	Mr	9600 Oak St NE	St.Petersburg	FL	33702-2610
Vancleve	Angela	Ms.	6523 NW County Road 235	Alachua	FL	32615-7563
Vanek	Carol	Ms.	5713 Michigan Ave	New Port Richey	FL	34652-1818
Vangelder	Denise	Mr. & Mrs.	1826 Citrus Orchard Way	Valrico	FL	33594-4015
Vanhoy	Rick	Mr.	1785 N Andrews Sq	Fort Lauderdale	FL	33311-4888
Vargas	Oscar		2249 SW 15th St Apt 187	Deerfield Beach	FL	33442-7548
Vasquez	Ralph A.	Mr. & Mrs.	7477 Brunswick Cir	Boynton Beach	FL	33472-2546
Vazquez	Luis	Mr. & Mrs.	PO Box 351328	Jacksonville	FL	32235-1328
Venneman	Andrew	Mr.	102 NW 105th St	Miami Shores	FL	33150-1244
Vera	Joseph	Mr.	314 E Dania Beach Blvd	Dania Beach	FL	33004-3028
Vera-Leon	Sylvia	Ms	2135 SW 11th Ter	Miami	FL	33135-5005
Vetek	Suzanne	Ms	2813 Langley Ave Apt G113	Pensacola	FL	32504-9309
Vickery	Linda	Ms	6109 Marta Dr	Tampa	FL	33617-1306
Villamizar	Camilo		19366 SW 132nd Ave	Miami	FL	33177-3600
Villano	Victor	Mr.	199 E Flagler St	Miami	FL	33131-1103
Villanueva	Rhonda	Ms.	3209 Beneva Rd Unit 203	Sarasota	FL	34232-4509
Vogelsang	Melissa	Ms.	106 Palm Ter	Sanford	FL	32771-9520
Von Ehrenkrook	Roswitha	Mrs	13036 Bellerive Ln	Orlando	FL	32828-8829
Von Kruger	Crystal	Ms.	16341 63rd Rd N	Loxahatshee	FL	33470-3322
Voorhis	Kevin		718 Oakview Dr	Bradenton	FL	34210-4608



Last Name	First Name		Street Address	City	State	Zip Code
Wade	Rodney	Dr. & Mr.	2520 Bordeaux Way	Lutz	FL	33559-4020
Wade	Rick	Mr.	4503 S Remington Rd	Lakeland	FL	33813-1420
Wagnon	Robert	Mr. & Mrs.	3595 Friendswood Drive	Houma	LA	70363-3864
Waldman	Walter	Mr.	783 Saint Jukes Dr	Longboat Key	FL	34228-1813
Walisky	Sharon	Ms.	11021 Coniston Way	Windernere	FL	34786-5409
Walker	Patti	Ms	1808 Arbor Dr	Melbourne	FL	32953-4724
Wallack	Renita	Mrs	PO Box 21663	Sarasota	FL	erw76
Wallet	Stanley I	Mr.	2560 NW 103rd Ave Apt 302	Sunrise	FL	33322-6845
Walls	Martin	Mr.	2813 Bass Haven Ln	St. Augustine	FL	32092-8951
Walsh	Patrick & Susan	Mr&Mrs	1121 Crandon Blvd Apt E206	Key Biscayne	FL	33149-2716
Walter	Shirley	Ms.	7110 SW 128th Terrace Rd	Ocala	FL	34481-3422
Walters	David	Dr. and Mrs.	520 NE 20th St Apt 712	Wilton Manors	FL	33305-2158
Waltman	Karen	Miss	8524 SW 90th Ln	Ocala	FL	34481-7464
Wang	Elizabeth	Ms.	246 Parkview Drive	Palm Coast	FL	32164-7504
Ward	Walter	Mr.	305 W 68th St Apt 217	Hialeah	FL	33014-5348
Warfield	Alissa	Miss	56 Marathon Key Way	Ponte Vedra	FL	32081-4309
Warner	Carolyn	Ms.	5153 Isla Key Blvd. S	St. Petersburg	FL	33715-2610
Warren	Roseda		14 Arden Rd	Wellesley	MA	02482-7402
Warren	David	Dr	5300 Washington St Apt A132	Hollywood	FL	33021-7706
Warren	Charles	Mr.	1085 E Mann Rd	Bartow	FL	33830-7402
Warren	Elliot	Mr.	152 Wheatfield Cir	Sanford	FL	32771-6808
Wasley	Maureen	Ms.	252 40th St N	St Petersburg	FL	33713-8308
Wasner	Joanne	Mrs.	5932 NW 29th Street	Gainesville	FL	32653-1864
Watkins	Mistie	Ms.	790 W Forest Brook Rd	Maitland	FL	32751-5102
Watson	Phyllis	Dr	3302 Songbird Ln	Lakeland	FL	33811-3016
Weaver	Elden	Mr.	5342 SW 103rd Ave	Cooper City	FL	33328-5618
Webber	Lee	Mr.	300 S Caloosahatchee Ave	Jupiter	FL	33458-5603



Last Name	First Name		Street Address	City	State	Zip Code
Weber	Renee	Mrs.	2715 Saratoga Road	Deland	FL	32720-1402
Weberling	Travis	Mr.	174 Lee Rd	Melbourne	FL	32904-5133
Webster	Marylou	Ms.	615 Dream Island Rd	Longboat	FL	34228-1502
Webster	Anne	Miss	120 Riverbridge Cir 2-104	Oviedo	FL	32765-6374
Wedlock	Eldon	Mr.	4525 Cove Cir Apt 308	St Petersburg	FL	33708-2842
Weems	James	Mr.	4927 Manatee Dr	Sebring	FL	33870-1159
Wehr	Emily	Miss	1340A A1A S	St. Augustine	FL	32080-5422
Weinstock	Jerrold & Donna	Dr & Mrs	1 Bougainvillea Ave	Key West	FL	33040-6226
Weinstock	David	Mr.	4072 E. Ridgeview Drive	Davie	FL	33330-1936
Weissman	Laura	Ms.	5119 Ventura Dr	Delray Beach	FL	33484-8383
Weitzel	Karen	Ms.	1144 Marine St	Clearwater	FL	33755-1043
Wellehan	Jim	Dr	4025 SW 18th St	Gainesville	FL	32608-3411
Weller	Cynthia	Ms.	1645 Pinellas Bayway S Apt C8	St. Petersburg	FL	33715-2551
Wells	Christina	Ms.	2885 54th St N	St Petersburg	FL	33710-3454
Wells	Barbara	Mrs.	12113 Glenclyff Cir	Tampa	FL	33626-2539
Wenzel	David	Mr.	1025 42nd Ave N	St Petersburg	FL	33703-4533
Westberg	Jane	Ms	7840 SW 86th St	Miami	FL	33143-6862
Wetzel	Robin	Ms	1201 S Main St	Wildwood	FL	34785-9405
Whalen	Rita	Ms.	11795 Dauphin Ave	Largo	FL	33778-2908
Whaley	Jeanne	Mrs.	12811 Nightshade Pl	Lakewood Ranch	FL	34202-2821
Wheaton	Michael	Mr.	7211 Spruce Ave	Takoma Park	MD	20912-4305
Whetstone	Joe	Mr.	2303 Ray Rd	Valrico	FL	33594-4619
Whipple	Larry	Mr.	2320 SW 24th St	Mami	FL	33145-3616
White	Rosa	Mrs.	4750 Cedar Point Rd	Jacksonville	FL	32226-4704
White	Joanna		PO Box 391	Alachua	FL	32616-0391
White	William	Mr	338 Okaloosa Rd NE	Fort Walton Beach	FL	32548-5159
White	Linda	Mr. & Mrs.	1445 Atlantic Shores Blvd	Hallandale Beach	FL	33009-3747
White	John	Mr.	12711 Fox Woods Dr	Herndon	VA	20171-2978



Last Name	First Name		Street Address	City	State	Zip Code
White	Brian	Mr.	8443 Sailing Loop	Lakewood Ranch	FL	34202-2233
Whiteside	Jane	Mrs.	14836 Lake Magdalene Cir	Tampa	FL	33613-1710
Whitford	Charles	Mrs&Dr	413 Papaya Cir	Barefoot Bay	FL	32976-6852
Whitstone	Cynthia	Mrs.	18210 Bittern Avenue	Lutz	FL	33558-2733
Wicker	David	Mr.	6942 Phillips Parkway Dr N	Jacksonville	FL	32256-1583
Wieliczko	Julie	Ms.	17980 NE 31st Ct Apt 132	Aventura	FL	33160-5021
Wiemer	George		PO Box 2342	Saint Leo	FL	33574-2342
Wiesenthal-Gold	Ruth-Ann	Ms.	657 Hurst Rd NE	Palm Bay	FL	32907-1439
Wilder	George	Dr.	990 8th St S Apt 2A	Naples	FL	34102-8215
Wildner	Andrea	Miss	300 Bayview Dr Apt 616	Sunny Isles Beach	FL	33160-4745
Wilk	April	Miss	11428 Banner Ct	Orlando	FL	32821-9356
Wilkins	Richard		441 Lynn St	Oviedo	FL	32765-4407
Wilkins	Brad	Mr. & Mrs.	4437 Worthington Cir	Palm Harbor	FL	34685-1159
Wilkinson	Jerry S.	Mr & Mrs	38 E Beach Rd	Tavernier	FL	33070-2932
Willard	Kathleen	Ms.	560 SE 43rd St	Ocala	FL	34480-4777
Williams	Terrie	Mrs.	850 Laura Ln	Vidor	TX	77662-6311
Williams	Roger & Lorraine	Mr & Mrs	20207 NE 6th St	Gainesville	FL	32609-4219
Williams	Catherine	Ms	701 Espanola Way	Melbourne	FL	32901-4101
Williams	Cheryl	Mr.	109 Steeplechase Cir	Sanford	FL	32771-9540
Williams	Michael	Mr.& Mrs.	2503 W Gardner Ct	Tampa	FL	33611-4774
Williams	Kjell	Mr.	196 Burnsed Pl	Oviedo	FL	32765-8081
Willis	Melodi	Ms	7620 NW 79th Ave Apt J7	Tamarac	FL	33321-9001
Willis	Benjamin	Mr.	405 W Ball St Apt 7	Plant City	FL	33563-5305
Wilson	Amelia	Ms.	2889 Doe Run Trl	Orange City	FL	32763-8343
Wilson	Bill	Mr.	4325 Aegean Dr Apt 222B	Tampa	FL	33611-2417
Wilson	Jab	Mr.	618 Legion Ct	Destin	FL	32541-2460
Wilty	Evelyn	Ms.	700 49th Ave N	St Petersburg	FL	33703-3729
Wing	Jerry	Ms.	7525 NW 61st Ter Apt 1703	Parkland	FL	33067-2424



Last Name	First Name		Street Address	City	State	Zip Code
Winn	Laraine	Ms.	15666 49th St N Lot 1021	Clearwater	FL	33762-3584
Wirt	Tom	Mr. & Mrs.	6202 Klondike Dr	Port Orange	FL	32127-6783
Witkus	Gloria	N/a	1206 N 17th Ave	Hollywood	FL	33020-3614
Witmer	Chris		4359 Willow Brook Cir	West Palm Beach	FL	33417-8213
Wlcavich	Tyler	Mr	2841 SW 13th St Apt C311	Gainesville	FL	32608-8220
Wolesensky	Bobette	Ms.	17300 Boca Club Blvd Apt 1203	Boca Raton	FL	33487-1236
Wolesensky	Bobett		17300 Boca Club Blvd Apt 1203	Boca Raton	FL	33487-1236
Wolf	Darlene	Mrs.	1705 Gordon Drive	Naples	FL	34102-7553
Wolf	Robert	Mr.	1705 Gordon Drive	Naples	FL	34102-7553
Wolfe	Karin	Ms.	6 Ironwood Dr	Islamorada	FL	33036-3625
Wolfgang	Mindy	Ms.	1860 Bobtail Dr	Maitland	FL	32751-8615
Wollard	Ryan	Mr.	790 W Forest Brook Rd	Maitland	FL	32751-5102
Wood	Dunay Suleiman		6841 Green Island Ter	Lake Worth	FL	33463-7396
Wood	William	Mr.	1610 Logan St	Clearwater	FL	33755-2823
Woodard	James		17001 SW 90th Ave	Village of Palmetto Bay	FL	33157-4504
Woodard	Barry	Mr.	179 NE 3rd St	Webster	FL	33597-4629
Woodard	J	Mr&Mrs	2701 S Bayshore Dr	Miami	FL	33133-5309
Woodman	Steve	Mr.	2079 Broad Oak Dr	Jacksonville	FL	32225-2426
Woodruff	Leslie	Ms.	1701 The Greens Way Apt 232	Jacksonville Beach	FL	32250-2435
Woods	Rachael	Miss	12001 Lake Cypress Cir Apt 109	Orlando	FL	32828-7067
Woolwine	Phillip	Mr	1294 Rumba Ln	Tallahassee	FL	32304-1578
Workman	Wickard	Ms.	6910 Appaloosa Dr	Lakeland	FL	33811-3145
Wright	Kirstin	Miss	6259 Hampton Dr N	Saint Petersburg	FL	33710-4833
Wright	Joyce	Ms.	1065 Graces Landing Cir Apt 106	Sebastian	FL	32958-8645
Wright	Mary	Mrs.	11911 66th St Lot 405	Largo	FL	33773-3621
Wuebbenhorst	Michael	Mr. & Mrs.	139 Cameron St SE	Palm Bay	FL	32909-4336
Wygant	Mike	Mr.	9113 Suffield Ct	Tampa	FL	33615-5707
Wysocki	Becky		1101 S. San Remo Avenue	Clearwater	FL	33756-4329



Last Name	First Name		Street Address	City	State	Zip Code
Yacalis	Elaine	Mrs.	1540 Gulf Blvd	Clearwater Beach	FL	33767-2969
Yanez	Alberto	Mr.	11760 SW 112th Avenue Rd	Miami	FL	33176-3809
Yeargain	Tyler	Mr.	442 Reed Grass Dr	Oviedo	FL	32765-4610
Yevell	Kay	Mr	220 White Oak Cir	Maitland	FL	32751-4829
Yinger	Barbara		2221 Cypress Island Dr A	Pompano Beach	FL	33069-4282
Yoho	J.		670 Alcazar Ave	Cocoa	FL	32927-8743
Young	Maureen	Ms.	13507 4th Plz E	Bradenton	FL	34212-9682
Young	William	Mr	1976 Staunton Ave Rear Apt	Winter Park	FL	32789-3555
Yovine	Pete		106 Lakes End Dr Apt D	Fort Pierce	FL	34982-6772
Yupanqui	Anabel	Ms.	12401 W Okeechobee Rd Lot 176	Hialeah Gardens	FL	33018-5909
Zalut	Clyde	Miss	10425 NW 6th Ct	Coral Springs	FL	33071-6879
Zapan	Rebecca	Ms.	2121 1/2 Dr Martin Luther King Jr St N	St. Petersburg	FL	33704-3203
Zapata	Ramon	Mr.	3215 NE 184th St Apt 14409	Aventura	FL	33160-4996
Zavalo	Samantha	Ms.	15313 SW 53rd Ln	Miami	FL	33185-4180
Zavodnyik	Ernest		270 Santa Maria Street	Venice	FL	34285-1856
Zima	Jill	Ms.	118 Coral Ave	Tavernier	FL	33070-2403
Zink	Bryan	Mr.	4121 W Empedrado St	Tampa	FL	33629-6707
Zinno	Jeanine	Miss	4925 Myrtle Oak Dr	New Port Richey	FL	34653-5321
Zobal	Doris	Mrs.	5915 Parkwalk Cir W	Boynton Beach	FL	33472-2349
Zwakman	Susan		8009 Bobcat Circle	Sarasota	FL	34238-5605



APPENDIX 4: SUBSTANTIVE COMMENTS REPORT

(Generated from NPS PEPC on August 4, 2009)

AE1000 Affected Environment: Geologic Resources (Substantive)

Correspondence Id: 24 **Comment Id:** 96107 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: The other thing is getting back to this road thing. I was always on the understanding that they could not raise it up very high, because underneath was very porous and it would erode the road away, and they had to come up with some alternative, and that's why they could bring it up to seven and a half or eight feet. And if you bring it up to 9.7 you are going to put layers of asphalt -- You still have a settlement there. You have a limestone and then you have muck underneath it, because that's built in the 20s and 30s. Then you put fill on top of it and I go along the trail once a week to Naples and you can see. You used to have trees along the side, the Australian pine trees and that kept it together and once that was cut down all the roots started rotting away over the years. You are going to have to put some kind of base on the north side of Tamiami Trail, because most of the deterioration is on that side.

Organization: Everglades Safari Park

Commenter: Richard Farace **Page:** **Paragraph:**

Kept Private: No

AE10000 Affected Environment: Rare Or Unusual Vegetation (Substantive)

Correspondence Id: 24 **Comment Id:** 96107 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: The other thing is getting back to this road thing. I was always on the understanding that they could not raise it up very high, because underneath was very porous and it would erode the road away, and they had to come up with some alternative, and that's why they could bring it up to seven and a half or eight feet. And if you bring it up to 9.7 you are going to put layers of asphalt -- You still have a settlement there. You have a limestone and then you have muck underneath it, because that's built in the 20s and 30s. Then you put fill on top of it and I go along the trail once a week to Naples and you can see. You used to have trees along the side, the Australian pine trees and that kept it together and once that was cut down all the roots started rotting away over the years. You are going to have to put some kind of base on the north side of Tamiami Trail, because most of the deterioration is on that side.

Organization: Everglades Safari Park

Commenter: Richard Farace **Page:** **Paragraph:**



Kept Private: No

AE11000 Affected Environment: Species Of Special Concern (Substantive)

Correspondence Id: 38 **Comment Id:** 96060 **Coder's Initials:**

L_FLANK_MAGGI

Comment Text: You also mentioned the gentleman over here said something about trying to keep the water in the Everglades National Park once you get it there. Well, let's go on the other side of the road. What level do you have to maintain that water at in order for it to flow over there? And when do you close area 3(a) and 3(b) because of high water? I can see a problem here that you are going to start closing area 3(a) and 3(b) to recreation. You are going to destroy the hardwood hammocks. You are going to destroy the deers, the hog and any other animal that you have over there. The ducks are going to love it, let me tell you, but I don't duck hunt, so what are we going to do more than that?

Organization:

Commenter: Paul Bailey **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 12 **Comment Id:** 96046 **Coder's Initials:**

L_FLANK_MAGGI

Comment Text: Add the U.S. Fish and Wildlife Service as a cooperating agency since the Park has an exceptional concentration of federally listed species.

Organization: F;lorida Biodiversity Project

Commenter: Brian Scherf **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 203 **Comment Id:** 97077 **Coder's Initials:** V_CHARTIER

Comment Text: ENDANGERED SPECIES: The EIS must assess the impacts of construction and operations of each of the alternatives on all threatened and endangered species, including the Wood Stork colonies along Tamiami Trail and the Snail Kite in WCA 3A.

Organization: Miccosukee Tribe of Indians of Florida

Commenter: Dexter Lehtinen **Page:** **Paragraph:**

Kept Private: No

AE12000 Affected Environment: Wildlife And Wildlife Habitat (Substantive)

Correspondence Id: 38 **Comment Id:** 96060 **Coder's Initials:**

L_FLANK_MAGGI



Comment Text: You also mentioned the gentleman over here said something about trying to keep the water in the Everglades National Park once you get it there. Well, let's go on the other side of the road. What level do you have to maintain that water at in order for it to flow over there? And when do you close area 3(a) and 3(b) because of high water? I can see a problem here that you are going to start closing area 3(a) and 3(b) to recreation. You are going to destroy the hardwood hammocks. You are going to destroy the deers, the hog and any other animal that you have over there. The ducks are going to love it, let me tell you, but I don't duck hunt, so what are we going to do more than that?

Organization:

Commenter: Paul Bailey **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 41 **Comment Id:** 96088 **Coder's Initials:**

L_FLANK_MAGGI

Comment Text: What I am a little worried about is: I see a lot of people asking for a lot of water in that area and I have seen the culverts flow a lot of water. And I have seen that side of the Everglades (unintelligible) out for eight or nine years constant water flow, the same amount of water flow, which is very high. I have seen the palm apple trees dying. I have seen the sawgrass dying. I have seen a lot of wildlife out there get smaller. I have seen alligators get very sick from the waters held for that long in certain areas. And to flow the water south the way that they are wanting to flow it and get it all the way down south, of course, you are going to have to hold it up north in some areas. So other areas in the Everglades are going to suffer, because of the amount of water you want to get south. So I think that there has to be -- I haven't seen any biologist out there catching alligators, which are at the top of the food chain. I haven't seen any studies with the wildlife, you know, finding out why there aren't any more red belly mud snakes anymore laying all over the banks like they used to be or why the gar fish aren't big anymore. The more water I have seen in certain areas, the sicker I have seen the animals. So I think that there also has to be a lot of studies done on the wildlife itself. Is this really for the Everglades or is it for drinking water? So there has to be some pretty serious studies, before you put these huge bridges in. And I think there should be test done on the culverts. I think the area (unintelligible) should be cleaned out before any of this is done. Because once you put those big bridges in you can't control that water flow anymore going south. And if those areas are flooded, for a huge amount of time everything is going to be dying again. The hammocks were all dying ten years ago. Right now this drought went through new sprouts and everything. About five years ago another drought, stuff was sprouting left and right and the wildlife got strong. I think there is a lot more that has to be done, before you go ahead and put these huge bridges, not only costwise and stuff like that, but we deal with thousands of people every day and we teach them about the Everglades. And we see the Everglades every single day. I have been going out there since I was four or five years. You know, I think there is a lot more studies that have to go on, before you spend billions on this project

Organization: Everglades Park



Commenter: Jose Nobel **Page:** **Paragraph:**
Kept Private: No

Correspondence Id: 204 **Comment Id:** 97046 **Coder's Initials:** V_CHARTIER
Comment Text: The EIS should include evaluation of ecological and hydrological benefits, including effects on fish, birds, and other wildlife in WCA3a and WCA3b, as well as ENP. It should also evaluate water quality and quantity effects on the natural system and regional wellfields. The EIS should evaluate flood protection, including operational criteria for S-357 and other seepage features under various canal stages and high water conditions.

Organization: Miami-Dade County DERM

Commenter: Carlos Espinosa **Page:** **Paragraph:**
Kept Private: No

AE13000 Affected Environment: Cultural Resources (Substantive)

Correspondence Id: 32 **Comment Id:** 96115 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: While NPCA recognizes that this particular bridge configuration is not a viable option today, because it interferes with the Miccosukee tribe of Indians, Osceola and Tiger Tail camps, NPCA does think that the findings about maximizing bridge length should be duly considered during the National Park Services planning and evaluation of additional bridging scenarios. Along these lines NPCA appreciates the inclusion of alternative six in the alternatives displayed tonight, which maximizes bridging, without adversely impacting traditional tribal residences and land uses.

Organization: National Parks Conservation Association

Commenter: Rebecca Garvoille **Page:** **Paragraph:**
Kept Private: No

Correspondence Id: 171 **Comment Id:** 97132 **Coder's Initials:** V_CHARTIER

Comment Text: Has there been and Cultural Impact study done on this new plan for the Native Americans and the Gladesman cultures? Has there been an economic study done? Has there been a social economic study done or is this project trying to piggyback on all the necessary socio/economic/cultural impacts? This funding is independent of and goes beyond MOD and Cerp which in turn creates a cause of concern and would require all of the impact studies done over again because of the greater impact on the cultural community and resource.

Organization:

Commenter: Shane Snell **Page:** **Paragraph:**
Kept Private: No



Correspondence Id: 21 **Comment Id:** 96109 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: Because we want to know how they are going to impact all the cultural sites, whether it's our place or Jesse's place, Safari, et cetera. How will a bridge affect us or raising of the road or that particular design with slope would affect the activities, the bridge fishing activities that have been there forever.

Organization: Airboat Association of Florida

Commenter: Joel Marco **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 172 **Comment Id:** 97094 **Coder's Initials:** V_CHARTIER

Comment Text: Gladesman, Native American Cultures and associated activities are factors that must be weighed when drafting planning alternatives. Alternative 6 does not take into consideration any of the above.

Organization:

Commenter: Robert Cruz **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 172 **Comment Id:** 97092 **Coder's Initials:** V_CHARTIER

Comment Text: Before consideration of any aspect of this project be considered there must be put into place some protections of the historical cultures, commercial operations and Native Americans on the Tamiami Trail and surrounding areas.

Organization:

Commenter: Robert Cruz **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 171 **Comment Id:** 97133 **Coder's Initials:** V_CHARTIER

Comment Text: Before consideration of any aspect of this project be considered there must be put into place some protections of the historical cultures and Native Americans. A few of these protections would be: No taking of any private properties or Native American properties. Put in place multiple public and private property access north and south of the Tamiami Trail from land islands between the bridges. There is a need for assurances that no-net loss of 24 hour/7-day a week recreational uses examples would be boat ramps, north and south of the Trail, bank fishing access, access for historical tourist airboat ride concessions. A bridge high enough to pass at the high water mark with any airboats this could be incorporated in the previous plans without having to implement this new alternative plan. This has been asked for more than once. Full protections of the Gladesman and Native American Cultures and associated activities are necessary. There must be full protection in writing of the Airboat Association of Florida property. This a property closely and historically linked to the Gladesman culture.



Organization:

Commenter: Shane Snell **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 8 **Comment Id:** 96035 **Coder's Initials:** L_FLANK_MAGGI

Comment Text: The AAoF property has Historical Importance. The Gladesman culture has Historical importance.

Organization: Airboat Association of Florida

Commenter: Mark Kendall **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 15 **Comment Id:** 96134 **Coder's Initials:**

L_FLANK_MAGGI

Comment Text: There is no doubt that maximum bridging along the Tamiami Trail, beyond that currently being evaluated, confers the greatest benefits to the natural system. Indeed, the U.S. Army Corps of Engineers 2005 Revised General Re-Evaluation Report (RGRR) demonstrated that a 10.7 mile continuous bridge spanning Shark River Slough was the environmentally preferred alternative. While NPCA recognizes that this particular bridge configuration is not a viable option today because it interferes with the Miccosukee Tribe of Indians' Osceola and Tigertail Camps, NPCA does think that the findings about maximizing bridge length should be duly considered during the NPS' planning and evaluation of additional bridging scenarios.

Organization: National Parks Conservation Association

Commenter: Rebecca Garvoille **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 10 **Comment Id:** 96042 **Coder's Initials:**

L_FLANK_MAGGI

Comment Text: To achieve significant restoration to Everglades National Park, Sierra Club Florida strongly recommends the National Park Service to pursue purchasing the inholdings of private property along Tamiami Trail. The exception to this pursuit would be the tribal lands of Native American nations, such as the Miccosukee Tribes. The purchase of inholding properties would: 1. remove sizable blockages from the main flows of Northeast Shark River Slough, 2. utilize the full extent of the Alternative 6 bridging to enhance sheetflow, 3. establish newly created habitat for native species, 4. reduce construction costs by eliminating numerous on and off ramps, 5. reduce point sources of pollution from commercial enterprises, and 6. provide additional support for achieving Wilderness Designation for the East Everglades Expansion Area.

Organization: Everglades Committee, Sierra Club Florida

Commenter: Mark P Oncavage **Page:** **Paragraph:**

Kept Private: No



AE14000 Affected Environment: Historic Structures (Substantive)

Correspondence Id: 10 **Comment Id:** 96042 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: To achieve significant restoration to Everglades National Park, Sierra Club Florida strongly recommends the National Park Service to pursue purchasing the inholdings of private property along Tamiami Trail. The exception to this pursuit would be the tribal lands of Native American nations, such as the Miccosukee Tribes. The purchase of inholding properties would: 1. remove sizable blockages from the main flows of Northeast Shark River Slough, 2. utilize the full extent of the Alternative 6 bridging to enhance sheetflow, 3. establish newly created habitat for native species, 4. reduce construction costs by eliminating numerous on and off ramps, 5. reduce point sources of pollution from commercial enterprises, and 6. provide additional support for achieving Wilderness Designation for the East Everglades Expansion Area.

Organization: Everglades Committee, Sierra Club Florida

Commenter: Mark P Oncavage **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 8 **Comment Id:** 96035 **Coder's Initials:** L_FLANK_MAGGI

Comment Text: The AAoF property has Historical Importance. The Gladesman culture has Historical importance.

Organization: Airboat Association of Florida

Commenter: Mark Kendall **Page:** **Paragraph:**

Kept Private: No

AE16000 Affected Environment: Ethnographic Resources (Substantive)

Correspondence Id: 172 **Comment Id:** 97094 **Coder's Initials:** V_CHARTIER

Comment Text: Gladesman, Native American Cultures and associated activities are factors that must be weighed when drafting planning alternatives. Alternative 6 does not take into consideration any of the above.

Organization:

Commenter: Robert Cruz **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 203 **Comment Id:** 97070 **Coder's Initials:** V_CHARTIER

Comment Text: OPERATIONS: The EIS must analyze the impact of operations, as well as construction, on the WCAs and western Miami-Dade County. The NPS cannot assume benefits in the Park from operations, but refuse to assess impacts of operations



on the WCAs and Miami-Dade County. The Corps and DOI are well aware that construction of any bridge will result in an average annual increase in flows into the Park, and a de Jacto change in operations, that could flood Indian camps, Tribal private property, and western Miami-Dade County. The impacts of operations on the Miccosukee Reserved Area, the Miccosukee Resort, and the Tiger Tail and Osceola Camps, as well as the Tribe's perpetual lease lands in WCA 3A, must be analyzed in the EIS. The Tribe will not tolerate any adverse impacts on these areas.

Organization: Miccosukee Tribe of Indians of Florida

Commenter: Dexter Lehtinen **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 171 **Comment Id:** 97133 **Coder's Initials:** V_CHARTIER

Comment Text: Before consideration of any aspect of this project be considered there must be put into place some protections of the historical cultures and Native Americans. A few of these protections would be: No taking of any private properties or Native American properties. Put in place multiple public and private property access north and south of the Tamiami Trail from land islands between the bridges. There is a need for assurances that no-net loss of 24 hour/7-day a week recreational uses examples would be boat ramps, north and south of the Trail, bank fishing access, access for historical tourist airboat ride concessions. A bridge high enough to pass at the high water mark with any airboats this could be incorporated in the previous plans without having to implement this new alternative plan. This has been asked for more than once. Full protections of the Gladesman and Native American Cultures and associated activities are necessary. There must be full protection in writing of the Airboat Association of Florida property. This a property closely and historically linked to the Gladesman culture.

Organization:

Commenter: Shane Snell **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 17 **Comment Id:** 96054 **Coder's Initials:**

L_FLANK_MAGGI

Comment Text: have got concerns about water supplies. As I mentioned earlier, we may be building bridges that may not get the adequate -- we don't have assurances yet. We have ideas for flow from the north, but we don't have those assurances yet and I'm - I don't know. I am concerned about building a bridge that we might not -- that we may be able to still keep our, you know, our gates closed at certain times. So with all of that being said to the gladesmen culture, Everglades restoration will be as good as it gets, when one of these guys can take an airboat from the Kissimmee chain of lakes and run it all the way down to Florida Bay, admitting that the last 20 miles there is going to be a ranger on their back, but we will work that out later. But frustration does not truly happen until that capability is there. So we do support the concept, but there are concerns.



Organization: Everglades Coordinating Council

Commenter: Barbara J Powell **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 203 **Comment Id:** 97069 **Coder's Initials:** V_CHARTIER

Comment Text: CONSTRUCTION: The EIS must analyze any adverse impacts from construction, and postconstruction, on the Tiger Tail and Osceola Camps (i.e. noise light, traffic, privacy, and cultural impacts) and all such adverse impacts must be avoided. NPS should not consider any alternative that places a bridge over or close to these camps. Impacts on hurricane, health, fire, and other vital access to Tamiami Trail must be analyzed and safety maintained. Any blocking of culverts during construction to prevent pollution from entering the Park will result in higher water levels in WCA 3A, and adversely impact the endangered Snail Kite, and must be analyzed in the EIS. The EIS should also review whether any hazardous waste sites exist along Tamiami Trail and divulge the cost of cleaning them up.

Organization: Miccosukee Tribe of Indians of Florida

Commenter: Dexter Lehtinen **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 203 **Comment Id:** 97074 **Coder's Initials:** V_CHARTIER

Comment Text: "UNCONSTRAINED FLOWS" AND VOLUME: The EIS documents should fully explain the concept of "unconstrained flows" that NPS has declared for the alternatives. It should also analyze whether unconstrained flows will resulting in flooding impacts to the Osceola Camp, private property, and Miami-Dade County. Peak and annual flows should be analyzed for each of the alternatives, including the increase in average annual flow into the Park that will result from a de facto change in operation from just building the bridge. Also, distribution of flows should be used as a performance measure. Moreover, the NPS has recently, and improperly, rejected the volume performance measure for the EIS and should reinstate it. Without knowing the volume desired, and delivered, the EIS can not possibly analyze what is necessary or the impacts on the environment.

Organization: Miccosukee Tribe of Indians of Florida

Commenter: Dexter Lehtinen **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 4 **Comment Id:** 96011 **Coder's Initials:** L_FLANK_MAGGI

Comment Text: I understand the concerns of local airboat companies about impacts to their businesses, but I also think that much of their resistance is natural human reaction to a fear of the unknown. In the end after the project is completed, I expect that they will genuinely like the project. In addition to solving the connectivity problem, the end result will look nice and will probably even give the public increased access to the airboat businesses. There is a definite need in the community for airboat concessioners to



supply their services -- though I do not think that that need necessarily has to be met inside the boundaries of the park. Airboating is a more appropriate activity outside the park boundary.

Organization:

Commenter: N/A N/A **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 8 **Comment Id:** 96111 **Coder's Initials:** V_CHARTIER

Comment Text: Your scoping efforts say in order to develop a realistic plan you will seek input from many local people. The AAoF membership has MANY years of East Everglades experiences, we are talking direct on the ground experience, from which agency's can draw, if the project objective is to "Provide for substantial increases in water flows to ENP, we will help in any way, just ask.

Organization: Airboat Association of Florida

Commenter: Mark Kendall **Page:** **Paragraph:**

Kept Private: No

AE17000 Affected Environment: Non Historic Structures (Substantive)

Correspondence Id: 32 **Comment Id:** 96116 **Coder's Initials:**

L_FLANK_MAGGI

Comment Text: NPCA is aware of pending airboat concession issues between Everglades National Park and the airboat operators along the Tamiami Trail. While NPCA recognizes the need for some visitor and tourist access along the trail to the Everglades National Park, NPCA is concerned that the National Park Service will allow commercial operations adjacent to the Tamiami Trail to preclude the most environmentally or ecologically sound bridging from moving forward. The current planning effort must prioritize the Everglades ecosystem; not business opportunities.

Organization: National Parks Conservation Association

Commenter: Rebecca Garvoille **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 16 **Comment Id:** 96120 **Coder's Initials:**

L_FLANK_MAGGI

Comment Text: This proposed plan for expanding the bridging of the Tamiami Trail beyond what is to be constructed pursuant to Mod Waters has the potential to negatively impact both public and private property access north and south of the trail. This also opens up a door that places the Airboat Association of Florida's property in a predicament whereas the agencies involved may try to negate or circumvent Mod Waters current prohibition of acquiring the AAoF property.

Organization:



Commenter: Eric Kimmel **Page:** **Paragraph:**
Kept Private: No

Correspondence Id: 172 **Comment Id:** 97092 **Coder's Initials:** V_CHARTIER

Comment Text: Before consideration of any aspect of this project be considered there must be put into place some protections of the historical cultures, commercial operations and Native Americans on the Tamiami Trail and surrounding areas.

Organization:

Commenter: Robert Cruz **Page:** **Paragraph:**
Kept Private: No

Correspondence Id: 15 **Comment Id:** 96135 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: NPCA is aware of pending airboat concession issues between Everglades National Park and the airboat operators along the Tamiami Trail. While NPCA recognizes the need for some visitor and tourist access to Everglades National Park along the Trail, NPCA is concerned that the NPS will allow commercial operations adjacent to the Tamiami Trail to preclude the most environmentally or ecologically sound bridging from moving forward. The current planning effort must prioritize the Everglades ecosystem, not business opportunities.

Organization: National Parks Conservation Association

Commenter: Rebecca Garvoille **Page:** **Paragraph:**
Kept Private: No

Correspondence Id: 21 **Comment Id:** 96109 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: Because we want to know how they are going to impact all the cultural sites, whether it's our place or Jesse's place, Safari, et cetera. How will a bridge affect us or raising of the road or that particular design with slope would affect the activities, the bridge fishing activities that have been there forever.

Organization: Airboat Association of Florida

Commenter: Joel Marco **Page:** **Paragraph:**
Kept Private: No

AE19000 Affected Environment: Other Agencies' Land Use Plans (Substantive)

Correspondence Id: 203 **Comment Id:** 97066 **Coder's Initials:** V_CHARTIER

Comment Text: As the Department of Interior ("DOI") and National Park Service ("NPS") are aware, the Tribe has customary use and occupancy rights in Everglades National Park and a perpetual lease to 189,000 acres of Everglades north of the Park in



Water Conservation Area 3A ("WCA 3A").

Organization: Miccosukee Tribe of Indians of Florida

Commenter: Dexter Lehtinen **Page:** **Paragraph:**

Kept Private: No

AE20000 Affected Environment: Land Use (Substantive)

Correspondence Id: 32 **Comment Id:** 96116 **Coder's Initials:**

L_FLANK_MAGGI

Comment Text: NPCA is aware of pending airboat concession issues between Everglades National Park and the airboat operators along the Tamiami Trail. While NPCA recognizes the need for some visitor and tourist access along the trail to the Everglades National Park, NPCA is concerned that the National Park Service will allow commercial operations adjacent to the Tamiami Trail to preclude the most environmentally or ecologically sound bridging from moving forward. The current planning effort must prioritize the Everglades ecosystem; not business opportunities.

Organization: National Parks Conservation Association

Commenter: Rebecca Garvoille **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 59 **Comment Id:** 97107 **Coder's Initials:** V_CHARTIER

Comment Text: We are aware of pending airboat concession and land acquisition issues between the Park and the commercial airboat operators along the Tamiami Trail and seek immediate clarification on this issue. The 1989 Everglades National Park Protection and Expansion Act (1989 Act) provided authorization to the Park to acquire the commercial airboat properties located along the Trail and within the Park's expansion area; and also provided the Park the authorization to enter into concessions contracts with commercial airboat business owners along the Trail. However, the Park seems to be of two contradictory minds on this issue. It is 1) committing to maintaining the commercial airboat properties and interests along the Trail but is also 2) expressing the need to acquire these lands and determine the location and operation of commercial airboat concessions per the 1989 Act. We ask the Park to immediately clarify its intentions.

Organization: National Parks Conservation Association, Audubon of Florida, Everglades Foundation et al.

Commenter: Rebecca Garvoille **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 15 **Comment Id:** 96135 **Coder's Initials:**

L_FLANK_MAGGI

Comment Text: NPCA is aware of pending airboat concession issues between



Everglades National Park and the airboat operators along the Tamiami Trail. While NPCA recognizes the need for some visitor and tourist access to Everglades National Park along the Trail, NPCA is concerned that the NPS will allow commercial operations adjacent to the Tamiami Trail to preclude the most environmentally or ecologically sound bridging from moving forward. The current planning effort must prioritize the Everglades ecosystem, not business opportunities.

Organization: National Parks Conservation Association

Commenter: Rebecca Garvoille **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 21 **Comment Id:** 96109 **Coder's Initials:**

L_FLANK_MAGGI

Comment Text: Because we want to know how they are going to impact all the cultural sites, whether it's our place or Jesse's place, Safari, et cetera. How will a bridge affect us or raising of the road or that particular design with slope would affect the activities, the bridge fishing activities that have been there forever.

Organization: Airboat Association of Florida

Commenter: Joel Marco **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 203 **Comment Id:** 97078 **Coder's Initials:** V_CHARTIER

Comment Text: LAND TO BE ACQUIRED: The EIS must divulge the amount, and cost, of the land that must be acquired in the Everglades National Park Expansion Area and divulge that such land must be purchased before any benefits can be realized from operations.

Organization: Miccosukee Tribe of Indians of Florida

Commenter: Dexter Lehtinen **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 171 **Comment Id:** 97133 **Coder's Initials:** V_CHARTIER

Comment Text: Before consideration of any aspect of this project be considered there must be put into place some protections of the historical cultures and Native Americans. A few of these protections would be: No taking of any private properties or Native American properties. Put in place multiple public and private property access north and south of the Tamiami Trail from land islands between the bridges. There is a need for assurances that no-net loss of 24 hour/7-day a week recreational uses examples would be boat ramps, north and south of the Trail, bank fishing access, access for historical tourist airboat ride concessions. A bridge high enough to pass at the high water mark with any airboats this could be incorporated in the previous plans without having to implement this new alternative plan. This has been asked for more than once. Full protections of the Gladesman and Native American Cultures and associated activities



are necessary. There must be full protection in writing of the Airboat Association of Florida property. This a property closely and historically linked to the Gladesman culture.

Organization:

Commenter: Shane Snell **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 203 **Comment Id:** 97070 **Coder's Initials:** V_CHARTIER

Comment Text: OPERATIONS: The EIS must analyze the impact of operations, as well as construction, on the WCAs and western Miami-Dade County. The NPS cannot assume benefits in the Park from operations, but refuse to assess impacts of operations on the WCAs and Miami-Dade County. The Corps and DOI are well aware that construction of any bridge will result in an average annual increase in flows into the Park, and a de Jacto change in operations, that could flood Indian camps, Tribal private property, and western Miami-Dade County. The impacts of operations on the Miccosukee Reserved Area, the Miccosukee Resort, and the Tiger Tail and Osceola Camps, as well as the Tribe's perpetual lease lands in WCA 3A, must be analyzed in the EIS. The Tribe will not tolerate any adverse impacts on these areas.

Organization: Miccosukee Tribe of Indians of Florida

Commenter: Dexter Lehtinen **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 203 **Comment Id:** 97066 **Coder's Initials:** V_CHARTIER

Comment Text: As the Department of Interior ("DOI") and National Park Service ("NPS") are aware, the Tribe has customary use and occupancy rights in Everglades National Park and a perpetual lease to 189,000 acres of Everglades north of the Park in Water Conservation Area 3A ("WCA 3A").

Organization: Miccosukee Tribe of Indians of Florida

Commenter: Dexter Lehtinen **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 192 **Comment Id:** 96669 **Coder's Initials:** V_CHARTIER

Comment Text: NPS should attempt to address ongoing issues with commercial airboat facilities along the Tamiami Trail before selecting an alternative. The 1989 Everglades National Park Protection and Expansion Act provided NPS authority to acquire commercial airboat properties along the Tamiami Trail and enter into concessions contracts with commercial airboat business owners. If NPS is able to purchase these properties in the near future, it will not need to consider constructing costly access ramps.

Organization: Center for Biological Diversity

Commenter: Jacki M Lopez **Page:** **Paragraph:**



Kept Private: No

Correspondence Id: 59 **Comment Id:** 97109 **Coder's Initials:** V_CHARTIER

Comment Text: So much of the current ecosystem restoration work is more difficult and costly today because of past failures to resolve issues of potential conflict, and there is no room to make the same mistakes again. We urge the Park to engage in immediate discussions with all affected commercial airboaters along the Trail about the pending land acquisition and the potential re-organization of these facilities. This strategy will enable the Park to plan for more accurate and cost effective bridging and future concessions while considering the interests and livelihoods of the airboater community. Alternative 6 or some variation thereof can maximize restoration benefits to the natural system and could allow for a reconfiguration of commercial airboat facilities to serve the Park's and public's concession needs without constraining ecosystem benefits to the Park and for Everglades restoration. To further address these issues, we recommend that all bridging alternatives to be considered in the EIS show the potentially best sites for future concessions. We also propose including an additional alternative for EIS analysis. Alternative 6 should be represented as Alternative 6A and 6B. Alternative 6A would represent the current design for Alternative 6: maximum bridging that provides access to all commercial airboat facilities in the project area. Alternative 6B would show the same bridging as Alternative 6A, but without access ramps to the commercial airboat facilities. If the NPS adheres to its position that the commercial airboat properties and interests along the Trail must be maintained, then the EIS alternatives analysis should indicate the cost of each project alternative with and without access ramps to each commercial airboat facilities and the cost of each project alternative with and without any necessary flood protection reinforcements to each commercial airboat facility.

Organization: National Parks Conservation Association, Audubon of Florida, Everglades Foundation et al.

Commenter: Rebecca Garvoille **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 59 **Comment Id:** 97108 **Coder's Initials:** V_CHARTIER

Comment Text: Elaborating on the latter position, Park staff has indicated that the Park must comply with the 1989 Act and that the Park intends to purchase all commercial airboat facilities within the Park's expansion area and the Trail project area, except for the Airboat Association of Florida, through the Tamiami Trail Next Steps process. Park staff has further explained that planning for the management of these newly acquired areas will be conducted through the Park's General Management Plan (GMP) process. However, the Park has also indicated that it will maintain the current physical locations of these properties, once acquired, and is committed to providing access to them through the TT Next Steps Process. If this is the Park's position, we support the Park's decision to move forward with the land purchases; but, we recommend that the Park consider other viable locations for the commercial airboat facilities as part of TT Next



Steps planning. If the Park evaluates the best potential sites for future concession operations now, it will be more efficient and strategic in bridge planning. By reflecting on a variety of siting alternatives for the commercial airboat facilities, the Park will avoid predetermining the project outcome and potentially constraining the ecosystem restoration potential of this project. In addition, these actions will enable the Department of the Interior (DOI) to avoid the misuse of taxpayer dollars and the addition of unnecessary costs to current bridge planning alternatives. If all commercial airboat facilities in the Park expansion area remain as they are today, costly access ramps will need to be constructed to ensure entry to these operations and each site's facilities will have to be reinforced to combat the potential for flooding from the higher water flows that will result from bridging. Given these large infrastructure costs, it does not make sense for the Park to decide to reconfigure or modify the location of these facilities after bridge construction finishes. We advise the Park to address commercial airboat facilities siting now.

Organization: National Parks Conservation Association, Audubon of Florida, Everglades Foundation et al.

Commenter: Rebecca Garvoille **Page:** **Paragraph:**

Kept Private: No

AE21000 Affected Environment: Socioeconomics (Substantive)

Correspondence Id: 199 **Comment Id:** 96442 **Coder's Initials:** V_CHARTIER

Comment Text: I am also in strong favor of buying out the existing airboat concessions that operate along the Tamiami Trail!

Organization:

Commenter: Jason D Feldman **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 59 **Comment Id:** 97108 **Coder's Initials:** V_CHARTIER

Comment Text: Elaborating on the latter position, Park staff has indicated that the Park must comply with the 1989 Act and that the Park intends to purchase all commercial airboat facilities within the Park's expansion area and the Trail project area, except for the Airboat Association of Florida, through the Tamiami Trail Next Steps process. Park staff has further explained that planning for the management of these newly acquired areas will be conducted through the Park's General Management Plan (GMP) process. However, the Park has also indicated that it will maintain the current physical locations of these properties, once acquired, and is committed to providing access to them through the TT Next Steps Process. If this is the Park's position, we support the Park's decision to move forward with the land purchases; but, we recommend that the Park consider other viable locations for the commercial airboat facilities as part of TT Next Steps planning. If the Park evaluates the best potential sites for future concession operations now, it will be more efficient and strategic in bridge planning. By reflecting on



a variety of siting alternatives for the commercial airboat facilities, the Park will avoid predetermining the project outcome and potentially constraining the ecosystem restoration potential of this project. In addition, these actions will enable the Department of the Interior (DOI) to avoid the misuse of taxpayer dollars and the addition of unnecessary costs to current bridge planning alternatives. If all commercial airboat facilities in the Park expansion area remain as they are today, costly access ramps will need to be constructed to ensure entry to these operations and each site's facilities will have to be reinforced to combat the potential for flooding from the higher water flows that will result from bridging. Given these large infrastructure costs, it does not make sense for the Park to decide to reconfigure or modify the location of these facilities after bridge construction finishes. We advise the Park to address commercial airboat facilities siting now.

Organization: National Parks Conservation Association, Audubon of Florida, Everglades Foundation et al.

Commenter: Rebecca Garvoille **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 10 **Comment Id:** 96042 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: To achieve significant restoration to Everglades National Park, Sierra Club Florida strongly recommends the National Park Service to pursue purchasing the inholdings of private property along Tamiami Trail. The exception to this pursuit would be the tribal lands of Native American nations, such as the Miccosukee Tribes. The purchase of inholding properties would: 1. remove sizable blockages from the main flows of Northeast Shark River Slough, 2. utilize the full extent of the Alternative 6 bridging to enhance sheetflow, 3. establish newly created habitat for native species, 4. reduce construction costs by eliminating numerous on and off ramps, 5. reduce point sources of pollution from commercial enterprises, and 6. provide additional support for achieving Wilderness Designation for the East Everglades Expansion Area.

Organization: Everglades Committee, Sierra Club Florida

Commenter: Mark P Oncavage **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 15 **Comment Id:** 96134 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: There is no doubt that maximum bridging along the Tamiami Trail, beyond that currently being evaluated, confers the greatest benefits to the natural system. Indeed, the U.S. Army Corps of Engineers 2005 Revised General Re-Evaluation Report (RGRR) demonstrated that a 10.7 mile continuous bridge spanning Shark River Slough was the environmentally preferred alternative. While NPCA recognizes that this particular bridge configuration is not a viable option today because it interferes with the Miccosukee Tribe of Indians' Osceola and Tigertail Camps, NPCA does think that the findings about maximizing bridge length should be duly considered



during the NPS' planning and evaluation of additional bridging scenarios.

Organization: National Parks Conservation Association

Commenter: Rebecca Garvoille **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 21 **Comment Id:** 96109 **Coder's Initials:**

L_FLANK_MAGGI

Comment Text: Because we want to know how they are going to impact all the cultural sites, whether it's our place or Jesse's place, Safari, et cetera. How will a bridge affect us or raising of the road or that particular design with slope would affect the activities, the bridge fishing activities that have been there forever.

Organization: Airboat Association of Florida

Commenter: Joel Marco **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 16 **Comment Id:** 96121 **Coder's Initials:**

L_FLANK_MAGGI

Comment Text: Before consideration of any aspect of this project be considered there must be put into place some protections of the historical cultures and Native Americans. A few of these protections would be: No taking of any private properties or Native American properties.

Organization:

Commenter: Eric Kimmel **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 24 **Comment Id:** 96106 **Coder's Initials:**

L_FLANK_MAGGI

Comment Text: I want to ask you what's going to happen to the three tourist attractions on the trail if they, you know, raise the road up so it will be high, bring it down the slope - a lot of us, you know, the parking lots and stuff will be diminished and we won't be able to run our business the way it used to be.

Organization: Everglades Safari Park

Commenter: Richard Farace **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 25 **Comment Id:** 96105 **Coder's Initials:**

L_FLANK_MAGGI

Comment Text: In the additional cultural historical evaluation that's required or is there an economic analysis part as well that can link into economic impact analysis that can link into each of these alternatives? Because I imagine that you can do comparative



studies with other similar projects in other places. But it will really need a real economic impact analysis done to be able to tell comparative study to say, okay, in other places where we have done this kind of bridging or not, how has it affected or not, what kinds of businesses? That's the only way you can really know that.

Organization:

Commenter: Laura Ogden **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 195 **Comment Id:** 96449 **Coder's Initials:** V_CHARTIER

Comment Text: - a livery for canoes and kayaks operated as an authorized National Park Service rental concession (by contrast, the commercial airboat operations we are advocating be removed have been operating for 20 years with no such required contract with NPS)

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 171 **Comment Id:** 97132 **Coder's Initials:** V_CHARTIER

Comment Text: Has there been and Cultural Impact study done on this new plan for the Native Americans and the Gladesman cultures? Has there been an economic study done? Has there been a social economic study done or is this project trying to piggyback on all the necessary socio/economic/cultural impacts? This funding is independent of and goes beyond MOD and Cerp which in turn creates a cause of concern and would require all of the impact studies done over again because of the greater impact on the cultural community and resource.

Organization:

Commenter: Shane Snell **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 6 **Comment Id:** 96030 **Coder's Initials:** L_FLANK_MAGGI

Comment Text: Park planners have stated that access to present cultural, recreational and business resources would be provided under all alternatives. This being accepted, the alternative providing the most natural water flow should be the easy choice. The Loop Road should remain open for traffic as it is presently under any alternative chosen.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 203 **Comment Id:** 97069 **Coder's Initials:** V_CHARTIER

Comment Text: CONSTRUCTION: The EIS must analyze any adverse impacts from



construction, and postconstruction, on the Tiger Tail and Osceola Camps (i.e. noise light, traffic, privacy, and cultural impacts) and all such adverse impacts must be avoided. NPS should not consider any alternative that places a bridge over or close to these camps. Impacts on hurricane, health, fire, and other vital access to Tamiami Trail must be analyzed and safety maintained. Any blocking of culverts during construction to prevent pollution from entering the Park will result in higher water levels in WCA 3A, and adversely impact the endangered Snail Kite, and must be analyzed in the EIS. The EIS should also review whether any hazardous waste sites exist along Tamiami Trail and divulge the cost of cleaning them up.

Organization: Miccosukee Tribe of Indians of Florida

Commenter: Dexter Lehtinen **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 188 **Comment Id:** 96497 **Coder's Initials:** V_CHARTIER

Comment Text: I also support the removal of commercial airboats in this area of the Everglades National Park.

Organization:

Commenter: Valerie T Ellis **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 194 **Comment Id:** 96662 **Coder's Initials:** V_CHARTIER

Comment Text: BUY OUT AND REMOVE ALL COMMERCIAL AIRBOAT OPERATIONS ALONG THE SOUTH SIDE OF TAMIAMI TRAIL (private airboat owners of record only - 1989 - to be allowed access on designated trails according to the terms of the Everglades Expansion and Protection Act). While some tourists do use these commercial tours as a way of getting a quick peek of the Everglades and possibly an alligator, there are serious ecological problems encountered with their continued operation (and there are many places in south Florida to ride an airboat outside the confines of a national park). If Alternative 6 is chosen, leaving these commercial operations in place will - interfere with the historic movement of waters the bridging is supposed to return by leaving enormous 'island concessions' with parking lots, stores and docks in the historic flow of Shark River Slough - require costly and complicated off ramps (cloverleaf's on Tamiami Trail?) to provide public access - placing still more human engineering in the water flow - interfere with the natural hydrology of the Shark River Slough (research conducted in adjacent areas of Big Cypress National Preserve found a five fold increase in water moving through airboat trails regardless of their direction). - prevent a safe and quiet non-motorized experience of the park for south Florida residents and tourists.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes



Correspondence Id: 16 **Comment Id:** 96120 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: This proposed plan for expanding the bridging of the Tamiami Trail beyond what is to be constructed pursuant to Mod Waters has the potential to negatively impact both public and private property access north and south of the trail. This also opens up a door that places the Airboat Association of Florida's property in a predicament whereas the agencies involved may try to negate or circumvent Mod Waters current prohibition of acquiring the AAoF property.

Organization:

Commenter: Eric Kimmel **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 30 **Comment Id:** 96101 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: First question, economic impact on for the airboat tourism. We are going to lose a lot because of construction, dump trucks, on and on it will go. It will be a nightmare with travel across the state, with dump trucks, with all the vehicles, asphalt vehicles, all the people trying to get to these places. They are going to have a big loss of income. Has anybody ever thought about seeing how that's going to affect these? Are you going to let them take their loss or are you going to help them with their loss? How is this going to happen?

Organization:

Commenter: N/A N/A **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 15 **Comment Id:** 96135 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: NPCA is aware of pending airboat concession issues between Everglades National Park and the airboat operators along the Tamiami Trail. While NPCA recognizes the need for some visitor and tourist access to Everglades National Park along the Trail, NPCA is concerned that the NPS will allow commercial operations adjacent to the Tamiami Trail to preclude the most environmentally or ecologically sound bridging from moving forward. The current planning effort must prioritize the Everglades ecosystem, not business opportunities.

Organization: National Parks Conservation Association

Commenter: Rebecca Garvoille **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 59 **Comment Id:** 97107 **Coder's Initials:** V_CHARTIER

Comment Text: We are aware of pending airboat concession and land acquisition issues between the Park and the commercial airboat operators along the Tamiami Trail



and seek immediate clarification on this issue. The 1989 Everglades National Park Protection and Expansion Act (1989 Act) provided authorization to the Park to acquire the commercial airboat properties located along the Trail and within the Park's expansion area; and also provided the Park the authorization to enter into concessions contracts with commercial airboat business owners along the Trail. However, the Park seems to be of two contradictory minds on this issue. It is 1) committing to maintaining the commercial airboat properties and interests along the Trail but is also 2) expressing the need to acquire these lands and determine the location and operation of commercial airboat concessions per the 1989 Act. We ask the Park to immediately clarify its intentions.

Organization: National Parks Conservation Association, Audubon of Florida, Everglades Foundation et al.

Commenter: Rebecca Garvoille **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 59 **Comment Id:** 97109 **Coder's Initials:** V_CHARTIER

Comment Text: So much of the current ecosystem restoration work is more difficult and costly today because of past failures to resolve issues of potential conflict, and there is no room to make the same mistakes again. We urge the Park to engage in immediate discussions with all affected commercial airboaters along the Trail about the pending land acquisition and the potential re-organization of these facilities. This strategy will enable the Park to plan for more accurate and cost effective bridging and future concessions while considering the interests and livelihoods of the airboater community. Alternative 6 or some variation thereof can maximize restoration benefits to the natural system and could allow for a reconfiguration of commercial airboat facilities to serve the Park's and public's concession needs without constraining ecosystem benefits to the Park and for Everglades restoration. To further address these issues, we recommend that all bridging alternatives to be considered in the EIS show the potentially best sites for future concessions. We also propose including an additional alternative for EIS analysis. Alternative 6 should be represented as Alternative 6A and 6B. Alternative 6A would represent the current design for Alternative 6: maximum bridging that provides access to all commercial airboat facilities in the project area. Alternative 6B would show the same bridging as Alternative 6A, but without access ramps to the commercial airboat facilities. If the NPS adheres to its position that the commercial airboat properties and interests along the Trail must be maintained, then the EIS alternatives analysis should indicate the cost of each project alternative with and without access ramps to each commercial airboat facilities and the cost of each project alternative with and without any necessary flood protection reinforcements to each commercial airboat facility.

Organization: National Parks Conservation Association, Audubon of Florida, Everglades Foundation et al.

Commenter: Rebecca Garvoille **Page:** **Paragraph:**

Kept Private: No



Correspondence Id: 33 **Comment Id:** 96095 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: A few protections that we will be needing, before we even considered any of this would be; no taking of any private properties or Native American properties, put in place multiple public and property access north and south of the Tamiami Trail from land islands between these bridges.

Organization:

Commenter: Eric Kimmel **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 32 **Comment Id:** 96115 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: While NPCA recognizes that this particular bridge configuration is not a viable option today, because it interferes with the Miccosukee tribe of Indians, Osceola and Tiger Tail camps, NPCA does think that the findings about maximizing bridge length should be duly considered during the National Park Services planning and evaluation of additional bridging scenarios. Along these lines NPCA appreciates the inclusion of alternative six in the alternatives displayed tonight, which maximizes bridging, without adversely impacting traditional tribal residences and land uses.

Organization: National Parks Conservation Association

Commenter: Rebecca Garvoille **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 32 **Comment Id:** 96116 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: NPCA is aware of pending airboat concession issues between Everglades National Park and the airboat operators along the Tamiami Trail. While NPCA recognizes the need for some visitor and tourist access along the trail to the Everglades National Park, NPCA is concerned that the National Park Service will allow commercial operations adjacent to the Tamiami Trail to preclude the most environmentally or ecologically sound bridging from moving forward. The current planning effort must prioritize the Everglades ecosystem; not business opportunities.

Organization: National Parks Conservation Association

Commenter: Rebecca Garvoille **Page:** **Paragraph:**

Kept Private: No

AE22000 Affected Environment: Visitor Use (Substantive)

Correspondence Id: 34 **Comment Id:** 96058 **Coder's Initials:**
L_FLANK_MAGGI



Comment Text: I heard L-31N being mentioned. The L-31N levy, that's the one that goes north and south just west of the Miccosukee gaming area. That levy was to be used for the path that was supposed to be built along Krome Avenue, but they had problems building it there, so they decided to put it on the L-31 levy. So, please, if anything is going to be done to the L-31 levy, make sure that a path can be built there, so the L-29 levy and the L-31 levy should be protected so that they can build a path. If that's not possible make sure that there is a path access along the road. In addition, when the road is built there should be raised shoulders at least four and five foot wide, so that when cyclists who ride on the road, you know, the Spandex devils that ride with the fast bikes, so they have a place to ride on the side of the road and aren't going to be run over.

Organization: Bicycle and Pedestrian Advisory Committee of Miami-Dade County

Commenter: Eric Tullberg **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 34 **Comment Id:** 96057 **Coder's Initials:**

L_FLANK_MAGGI

Comment Text: I would also recommend that you put parking areas on either side of these bridges, so that people can enjoy them. You don't want people stopping on top of the bridge to take a look at the view, you know. And I have seen this on the bridge to the Keys and, of course, that's a nightmare for traffic. You want -- if people want to sightsee, have them park before the bridge, walk up over the top and take a look around and go back to their cars. Maybe if they get used to walking around a bit they will come and enjoy it later. But it's absolutely essential that there is a way for a path to go all the way from Collier County to Dade County.

Organization: Bicycle and Pedestrian Advisory Committee of Miami-Dade County

Commenter: Eric Tullberg **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 34 **Comment Id:** 96056 **Coder's Initials:**

L_FLANK_MAGGI

Comment Text: Now, if it does go alongside the road and it has to go over the bridges, the pedestrian path needs to be about 12 foot wide. Now, you know, many of the bridges, they only have a five-foot path, and that's fine if you have a pedestrian or two going across. But realize you are going to have people fishing off the bridge. You are going to have people sightseeing off the bridge. It needs to be wide enough so that those people can enjoy the bridge.

Organization: Bicycle and Pedestrian Advisory Committee of Miami-Dade County

Commenter: Eric Tullberg **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 30 **Comment Id:** 96101 **Coder's Initials:**



L_FLANK_MAGGI

Comment Text: First question, economic impact on for the airboat tourism. We are going to lose a lot because of construction, dump trucks, on and on it will go. It will be a nightmare with travel across the state, with dump trucks, with all the vehicles, asphalt vehicles, all the people trying to get to these places. They are going to have a big loss of income. Has anybody ever thought about seeing how that's going to affect these? Are you going to let them take their loss or are you going to help them with their loss? How is this going to happen?

Organization:

Commenter: N/A N/A **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 11 **Comment Id:** 96043 **Coder's Initials:**

L_FLANK_MAGGI

Comment Text: It is important to encourage people to leave their cars and experience the Everglades on foot or bicycle. It is the only way for a cyclist or pedestrian to get from the west coast of Florida to the east coast south of Lake Okeechobee. It also intersects with the north / south Florida Trail. The L-31 N levee is the planned route of the Krome Av. trail from SW 8 St. to SW 136 St. The ROGG will connect with the Krome trail and thereby with the rest of Dade Co. It is vital that a path be built into this project.

Organization: MDC MPO BPAC, GMN

Commenter: Eric Tullberg **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 181 **Comment Id:** 96718 **Coder's Initials:** V_CHARTIER

Comment Text: I bring this up and pose a challenge the Natl. Park Service to recognize that access to the Everglades should be afforded to all, but with sound reasoning. The Everglades National Park is a Jewel as is and will be in the future. We all should be able to enjoy it's natural wonder. This includes bird watchers as well as fishermen as well as naturalist as well as tourist. Please consider the "public" use of the Everglades and not exclude any Floridians or world citizens the opportunities to enjoy such a marvelous place.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 34 **Comment Id:** 96055 **Coder's Initials:**

L_FLANK_MAGGI

Comment Text: Many of you may not realize, but the river of grass greenway has been proposed from Collier County to Dade County. And right now for somebody riding a bicycle or on a long-distance backpacking trip, they really have no way to get across the



state. I mean, obviously Alligator Alley isn't a reasonable way to cross. Tamiami Trail is dangerous to say the least. The greenway was proposed on the north side of the Tamiami Trail using the levies, in particular, the L-29 levy. I would hope that the trail can still go along there, but if the water is planned to be raised above the surface of the levy, other provisions will have to be made for the path to go alongside the road.

Organization: Bicycle and Pedestrian Advisory Committee of Miami-Dade County

Commenter: Eric Tullberg **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 26 **Comment Id:** 96066 **Coder's Initials:**

L_FLANK_MAGGI

Comment Text: There was a couple of boat ramps, you know, where we can load into the canal, okay. They started already installing these guardrails, and they are nice enough to leave little openings where you can get to the boat ramp, but then they put a guardrail right in front of the ramp, so if you got a long boat and a long truck you can't pull straight out anymore.

Organization:

Commenter: N/A N/A **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 2 **Comment Id:** 96009 **Coder's Initials:** L_FLANK_MAGGI

Comment Text: I am for whatever helps restore the natural sheet flow of the Everglades to Florida Bay as long as it does not mean the filling in of any canal system along the Tamiami Trail or Alligator Alley. The freshwater fishery that has established in these canal systems needs to remain so future generations can enjoy them the way I have and my family has. I would like to see the canal systems have easier access so fishermen of all ages can enjoy the fine freshwater fishing that these man made canals have to offer.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 56 **Comment Id:** 97096 **Coder's Initials:** V_CHARTIER

Comment Text: If I had to select one of the alternatives as written, I vote for Alternative D. Ideally, I would like D, but with one significantly sized portion of the water-depth-controlled areas to be instead "by boat size/type" (maybe 30-40%). This would allow the most sensitive (and paddle-accessible) areas to be by water depth, but also allow an area for small, non-destructive fishing boats, with permitted (educated) operators.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes



Correspondence Id: 195 **Comment Id:** 96448 **Coder's Initials:** V_CHARTIER

Comment Text: 'put ins' on either side of the bridging to provide access for canoes and kayaks (current access is only behind a dumpster at one of the airboat concessions - and there are no designated non-motorized areas to provide for safety and quiet. Paddlecraft and airboats in the same area are not a safe combination.)

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 195 **Comment Id:** 96449 **Coder's Initials:** V_CHARTIER

Comment Text: - a livery for canoes and kayaks operated as an authorized National Park Service rental concession (by contrast, the commercial airboat operations we are advocating be removed have been operating for 20 years with no such required contract with NPS)

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 171 **Comment Id:** 97133 **Coder's Initials:** V_CHARTIER

Comment Text: Before consideration of any aspect of this project be considered there must be put into place some protections of the historical cultures and Native Americans. A few of these protections would be: No taking of any private properties or Native American properties. Put in place multiple public and private property access north and south of the Tamiami Trail from land islands between the bridges. There is a need for assurances that no-net loss of 24 hour/7-day a week recreational uses examples would be boat ramps, north and south of the Trail, bank fishing access, access for historical tourist airboat ride concessions. A bridge high enough to pass at the high water mark with any airboats this could be incorporated in the previous plans without having to implement this new alternative plan. This has been asked for more than once. Full protections of the Gladesman and Native American Cultures and associated activities are necessary. There must be full protection in writing of the Airboat Association of Florida property. This a property closely and historically linked to the Gladesman culture.

Organization:

Commenter: Shane Snell **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 188 **Comment Id:** 96498 **Coder's Initials:** V_CHARTIER

Comment Text: My family loves to kayak and there are not that many places to put your vessel in without the worry of motorized boats. Kayaks allow for maximum



enjoyment of the environment while minimizing impact.

Organization:

Commenter: Valerie T Ellis **Page:** **Paragraph:**

Kept Private: No

AE23000 Affected Environment: Visitor Conflicts (Substantive)

Correspondence Id: 55 **Comment Id:** 96468 **Coder's Initials:**

L_FLANK_MAGGI

Comment Text: The reduction of Air boat traffic would give many more people a reason to come to South Florida. Many people do ride in air boats but they don't travel to the state specifically to do it. Making it better for paddlers will result in more tourist making trips to Florida and more money for outfitters and other tourist attractions.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 65 **Comment Id:** 96476 **Coder's Initials:**

L_FLANK_MAGGI

Comment Text: I am also especially in favor of banning or minimizing to the greatest extent possible the use motorized vehicals such as airboats in the park.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 30 **Comment Id:** 96101 **Coder's Initials:**

L_FLANK_MAGGI

Comment Text: First question, economic impact on for the airboat tourism. We are going to lose a lot because of construction, dump trucks, on and on it will go. It will be a nightmare with travel across the state, with dump trucks, with all the vehicles, asphalt vehicles, all the people trying to get to these places. They are going to have a big loss of income. Has anybody ever thought about seeing how that's going to affect these? Are you going to let them take their loss or are you going to help them with their loss? How is this going to happen?

Organization:

Commenter: N/A N/A **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 195 **Comment Id:** 96448 **Coder's Initials:** V_CHARTIER

Comment Text: 'put ins' on either side of the bridging to provide access for canoes and



kayaks (current access is only behind a dumpster at one of the airboat concessions - and there are no designated non-motorized areas to provide for safety and quiet. Paddlecraft and airboats in the same area are not a safe combination.)

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 72 **Comment Id:** 96484 **Coder's Initials:**

L_FLANK_MAGGI

Comment Text: ALSO, BUY OUT AND REMOVE ALL COMMERCIAL AIRBOAT OPERATIONS ALONG THE SOUTH SIDE OF TAMiami TRAIL (private airboat owners of record only - 1989 - to be allowed access on designated trails according to the terms of the Everglades Expansion and Protection Act).

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 168 **Comment Id:** 97050 **Coder's Initials:** V_CHARTIER

Comment Text: I firmly believe that air boots damage the park and therefore should not be allowed to operate in the park. I suggest you do not continue their license for operation or better buy them out to make room for a more environmental friendly enjoyment of the park by allowing canoe and kayak rental and use. The National Park Service should coordinate this and arrange for trails and tours. And for those that do not want to explore the park by boat, a nice boardwalk or hiking trail would give these visitors a chance to see the beauty of the park.

Organization: Broward Sierra Club

Commenter: Maria Lucassen **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 77 **Comment Id:** 96490 **Coder's Initials:**

L_FLANK_MAGGI

Comment Text: I also support the elimination of airboat rides in the Park. My experience with operators is that they disrupt wildlife with loud noise and feed marshmallows to alligators. Instead, canoing, kayaking, and boardwalks should be made available to visitors.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 80 **Comment Id:** 96493 **Coder's Initials:**



L_FLANK_MAGGI

Comment Text: I fully support the Sierra Club's recommendations for the Restoration of the Everglades and the Tamiami Trail, including maximum bridging across the Trail, the removal of air boats, and allowing access for kayaks and canoes.

Organization:

Commenter: Jane Terrell **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 188 **Comment Id:** 96498 **Coder's Initials:** V_CHARTIER

Comment Text: My family loves to kayak and there are not that many places to put your vessel in without the worry of motorized boats. Kayaks allow for maximum enjoyment of the environment while minimizing impact.

Organization:

Commenter: Valerie T Ellis **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 8 **Comment Id:** 96038 **Coder's Initials:** L_FLANK_MAGGI

Comment Text: The Miami Dade fire department uses the AAoF club grounds to train its Airboat crew for rescue, including plan crash activities, they were involved with prior trail planning to make sure ANY BRIDGE that is located close to AAoF property is high enough for them to get there rescue airboats under, in case of plane crash on the North side of Tamiami trail.

Organization: Airboat Association of Florida

Commenter: Mark Kendall **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 66 **Comment Id:** 96478 **Coder's Initials:**

L_FLANK_MAGGI

Comment Text: I would like to see a ban on mmotorized craft in the waterways of the park.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 57 **Comment Id:** 96469 **Coder's Initials:**

L_FLANK_MAGGI

Comment Text: As a kayak paddler in the everglades I would encourage you to elimatte or great reduce air boats and motor boats, or at leaset put a no wake law into effect. Also please open up more areas to kayaks and fix and or improve the launch sites. It would be great to have a campground by the lauch site in the north.



Organization:

Commenter: David Wicks **Page:** **Paragraph:**

Kept Private: No

AE24000 Affected Environment: Hydrology (Substantive)

Correspondence Id: 38 **Comment Id:** 96060 **Coder's Initials:**

L_FLANK_MAGGI

Comment Text: You also mentioned the gentleman over here said something about trying to keep the water in the Everglades National Park once you get it there. Well, let's go on the other side of the road. What level do you have to maintain that water at in order for it to flow over there? And when do you close area 3(a) and 3(b) because of high water? I can see a problem here that you are going to start closing area 3(a) and 3(b) to recreation. You are going to destroy the hardwood hammocks. You are going to destroy the deers, the hog and any other animal that you have over there. The ducks are going to love it, let me tell you, but I don't duck hunt, so what are we going to do more than that?

Organization:

Commenter: Paul Bailey **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 10 **Comment Id:** 96041 **Coder's Initials:**

L_FLANK_MAGGI

Comment Text: Alternatives 1 - 5 do not provide sufficient improvement for native biological connectivity between Water Conservation Area 3B and Everglades National Park, when compared to Alternative 6. For Everglades restoration, the largest volume of flows must be under the western half of the project area, where the main streams of the Northeast Shark River Slough are located. Alternatives 1 - 5 are insufficient in this respect. Alternatives 1 - 5 also direct the flows into channels that are not conducive to restoring sheetflow and habitat for native species. Clearly, Alternative 6 is far superior to all other alternatives for restoring the Everglades. Alternative 6 must be designated as the preferred alternative.

Organization: Everglades Committee, Sierra Club Florida

Commenter: Mark P Oncavage **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 198 **Comment Id:** 96444 **Coder's Initials:** V_CHARTIER

Comment Text: In particular the construction of bridges would greatly improve the water flow as well as the ability of visitors to appreciate the beauty of the park. Water is critical to the beauty of the park - wading birds are a particular attraction for me and an adequate water supply is critical to their survival. I urge you to choose option 6, and



supply as much fresh water to the glades as possible.

Organization:

Commenter: Cynthia Busch **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 32 **Comment Id:** 96097 **Coder's Initials:**

L_FLANK_MAGGI

Comment Text: For many years Tamiami Trail has acted as a dam preventing water from freely flowing along its historic and natural path from water conservation area three into Everglades National Park and out to Florida Bay. This situation has effectively starved the park of vital water, hindered Everglades restoration and resulted in the deterioration of the park's unique ecosystem.

Organization: National Parks Conservation Association

Commenter: Rebecca Garvoille **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 33 **Comment Id:** 96094 **Coder's Initials:**

L_FLANK_MAGGI

Comment Text: First let me be clear the trail bed does hold water back, but most of the time the water is held back by Army Corps of Engineers and the park service, because there is a way of means of allowing the water to flow through, so that is a misconception many people have, but that was from the National Parks people; I just wanted to clarify that. They have had many years that we could have had natural flow.

Organization:

Commenter: Eric Kimmel **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 22 **Comment Id:** 96068 **Coder's Initials:**

L_FLANK_MAGGI

Comment Text: Once you do get the water on the south side how are you going to keep it there?

Organization:

Commenter: N/A N/A **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 8 **Comment Id:** 96039 **Coder's Initials:** L_FLANK_MAGGI

Comment Text: Our understanding there is 55 culverts in place under the Trail now. These culverts flow water to the south. The Tamiami Trail canal or L-29 water level is currently restricted to about 7.5 ' in height, in order not to de-stabilize the road structure. If the Roadway was elevated, so a 9.7' water level in L-29 could be maintained, we



believe the culverts will flow plenty of additional water, PROVIDED&their is a place for the water to go&&&Clean to the south pathways at least 1000 feet, in addition proposed spreader swales will give the water a place to flow. Any additional bridges will certainly ADD to water flow&.if there is water to flow. Any bridge structure should follow the natural low areas or "slews". Bridges, spreader swales, and a path, south will all help the water to flow in an unimpeded into Everglades National Park. We are also, as taxpayers, concerned about total public cost. For the last 2 weeks, South Florida Water management (SFWM), has the 333 gate open, which drains area 3A, moves water EAST, this while the 334 Gate is closed raises the L-29 canal, the results, combined with rain are:

http://waterdata.usgs.gov/fl/nwis/uv?cb_00065=on&format=html&period=30&site_no=254130080380500 Shown is this graph. Water levels are UP over almost 2 feet in ENP. We look forward to working with NPS on this project.

Organization: Airboat Association of Florida

Commenter: Mark Kendall **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 17 **Comment Id:** 96032 **Coder's Initials:**

L_FLANK_MAGGI

Comment Text: We are talking about building or designing something to accommodate a certain hedge flow, yet we are nowhere near having the appropriate upstream flows and I am really concerned. I mean, are you really taking the reality of the lack of that flow in consideration in this design phase?

Organization: Everglades Coordinating Council

Commenter: Barbara J Powell **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 17 **Comment Id:** 96054 **Coder's Initials:**

L_FLANK_MAGGI

Comment Text: have got concerns about water supplies. As I mentioned earlier, we may be building bridges that may not get the adequate -- we don't have assurances yet. We have ideas for flow from the north, but we don't have those assurances yet and I'm - I don't know. I am concerned about building a bridge that we might not -- that we may be able to still keep our, you know, our gates closed at certain times. So with all of that being said to the gladesmen culture, Everglades restoration will be as good as it gets, when one of these guys can take an airboat from the Kissimmee chain of lakes and run it all the way down to Florida Bay, admitting that the last 20 miles there is going to be a ranger on their back, but we will work that out later. But frustration does not truly happen until that capability is there. So we do support the concept, but there are concerns.

Organization: Everglades Coordinating Council

Commenter: Barbara J Powell **Page:** **Paragraph:**

Kept Private: No



Correspondence Id: 171 **Comment Id:** 97138 **Coder's Initials:** V_CHARTIER

Comment Text: Everglades National Park has yet to provide an exact water delivery schedule. There is no evidence that there is even enough water going too made available for this project. There is also nothing in writing that will prevent the Army Corps or DOI or NPS from continuing with the practice of artificially holding water back for any of the projects or single species style of management as they have with the Cape Sable Seaside Sparrow program. This resulted in decimation of tree islands and nearly all the fur bearing animal's north of 41.

Organization:

Commenter: Shane Snell **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 171 **Comment Id:** 97134 **Coder's Initials:** V_CHARTIER

Comment Text: Project must be coordinated so as to not drain the northern Everglades under the Tamiami Trail before a reliable water source from the north is assured. Will there be any modifications to the L-67 levees?

Organization:

Commenter: Shane Snell **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 6 **Comment Id:** 96031 **Coder's Initials:** L_FLANK_MAGGI

Comment Text: Since any construction project implemented will cause disruption and environmental degradation while ongoing, the alternative providing maximum water flow should be preferred so as to make the costs, including financial, cultural, recreational and commercial, worthwhile. While the commercial interests in the affected area do provide an Everglades experience for certain segments of the public and those interests should be considered, the Omnibus Appropriations Act has a stated purpose that the selected alternative must embrace.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 6 **Comment Id:** 96029 **Coder's Initials:** L_FLANK_MAGGI

Comment Text: I would urge the adoption of alternative six as the preferred alternative since it provides the maximum bridging and hence will result in the best water flow to the Northeast Shark River Slough. The 2009 Omnibus Appropriations Act has called for the establishment of more natural flows as well as connectivity aimed at full restoration. Ideally, total bridging would be the answer to meet these objectives. Since that does not appear to be a realistic alternative, the maximum bridging offered in alternative six appears to be the most effective means to meet the stated objective. All other proposals



seem to suffer from the deficiencies of previous LRR's. Half way measures have been deemed insufficient to provide the benefits desired and delay has proved costly both financially and environmentally.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 203 **Comment Id:** 97074 **Coder's Initials:** V_CHARTIER

Comment Text: "UNCONSTRAINED FLOWS" AND VOLUME: The EIS documents should fully explain the concept of "unconstrained flows" that NPS has declared for the alternatives. It should also analyze whether unconstrained flows will resulting in flooding impacts to the Osceola Camp, private property, and Miami-Dade County. Peak and annual flows should be analyzed for each of the alternatives, including the increase in average annual flow into the Park that will result from a de facto change in operation from just building the bridge. Also, distribution of flows should be used as a performance measure. Moreover, the NPS has recently, and improperly, rejected the volume performance measure for the EIS and should reinstate it. Without knowing the volume desired, and delivered, the EIS can not possibly analyze what is necessary or the impacts on the environment.

Organization: Miccosukee Tribe of Indians of Florida

Commenter: Dexter Lehtinen **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 13 **Comment Id:** 96073 **Coder's Initials:** V_CHARTIER

Comment Text: Degrading the trail in a few areas may not restore normal sheetflow. Without removing the obstruction NPS cannot pursue the timing, distribution, water quality or water quality (TDQQ) in distribution or breadth of spreading WCA 3A waters.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

AE25000 Affected Environment: Climate Change (Substantive)

Correspondence Id: 10 **Comment Id:** 96040 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: The National Park Service should factor in benefits that make the Everglades more resilient to climate change and other external stresses. Alternative 6 removes the greatest barriers to natural water movement through the Northeast Shark River Slough, restoring the Everglades capacity to store water and provide habitat for numerous native species. More water in the Everglades would create a freshwater head that would act to slow down the landward push of saltwater. Th freshwater head would



make the Everglades ecosystem more resilient to climate and other future changes.

Organization: Everglades Committee, Sierra Club Florida

Commenter: Mark P Oncavage **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 192 **Comment Id:** 96671 **Coder's Initials:** V_CHARTIER

Comment Text: NPS should consider the predicted and ongoing impacts of climate change on the Everglades and southern Florida and how each of the alternatives will address them. Not only can properly managed wetlands act as carbon sinks, an increase in freshwater flows in the Everglades system may slow saltwater intrusion from sea level rise into Florida's aquifers and ecosystems. NPS should take into account rising sea levels and their affect on species when analyzing alternatives.

Organization: Center for Biological Diversity

Commenter: Jacki M Lopez **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 12 **Comment Id:** 96083 **Coder's Initials:** V_CHARTIER

Comment Text: The effect of sea level rise and climate change should be evaluated in the selection of a preferred alternative.

Organization: Florida Biodiversity Project

Commenter: Brian Scherf **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 115 **Comment Id:** 97181 **Coder's Initials:** V_CHARTIER

Comment Text: I realize a lot of effort has gone into the concept of allowing more water under the Tamiami Trail. However I would like to raise an issue for consideration, one that I am sure few have thought about. With the potential for rising sea level in the next 100 years or more, much of Everglades National Park may be inundated with saltwater from the south since the elevations are so low. 3 feet of sea level rise would push Florida Bay northward into Shuck Valley for miles. As a result, the ENP will become much more of a salt marsh than the current sawgrass system creating a significant displacement of the current wildlife population, and altering future wildlife composition. It is likely the wildlife will attempt to migrate northward. If the Tamiami Trail is raised, then there would not be a break across the Everglades to prevent continued northward migration of saltwater and eventually the entire Everglades would be lost. Hence the "Dam" that is the Trail actually may provide a significant opportunity to protect the Everglades in the long term, by preventing migration of seawater to the north. Better to use parallel canals, pump stations and limited crossings, than raising the Trail.

Organization:

Commenter: Frederick Bloetscher **Page:** **Paragraph:**

Kept Private: No



AE4000 Affected Environment: Floodplains (Substantive)

Correspondence Id: 203 **Comment Id:** 97074 **Coder's Initials:** V_CHARTIER

Comment Text: "UNCONSTRAINED FLOWS" AND VOLUME: The EIS documents should fully explain the concept of "unconstrained flows" that NPS has declared for the alternatives. It should also analyze whether unconstrained flows will result in flooding impacts to the Osceola Camp, private property, and Miami-Dade County. Peak and annual flows should be analyzed for each of the alternatives, including the increase in average annual flow into the Park that will result from a de facto change in operation from just building the bridge. Also, distribution of flows should be used as a performance measure. Moreover, the NPS has recently, and improperly, rejected the volume performance measure for the EIS and should reinstate it. Without knowing the volume desired, and delivered, the EIS can not possibly analyze what is necessary or the impacts on the environment.

Organization: Miccosukee Tribe of Indians of Florida

Commenter: Dexter Lehtinen **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 203 **Comment Id:** 97072 **Coder's Initials:** V_CHARTIER

Comment Text: SEEPAGE CONTROL: Since benefits to the Park cannot be realized until seepage out of the Park is controlled, seepage control must be a component of the preferred alternative. Seepage to the east of the Park into the flood protected areas in western Miami-County must be analyzed and controlled.

Organization: Miccosukee Tribe of Indians of Florida

Commenter: Dexter Lehtinen **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 203 **Comment Id:** 97070 **Coder's Initials:** V_CHARTIER

Comment Text: OPERATIONS: The EIS must analyze the impact of operations, as well as construction, on the WCAs and western Miami-Dade County. The NPS cannot assume benefits in the Park from operations, but refuse to assess impacts of operations on the WCAs and Miami-Dade County. The Corps and DOI are well aware that construction of any bridge will result in an average annual increase in flows into the Park, and a de facto change in operations, that could flood Indian camps, Tribal private property, and western Miami-Dade County. The impacts of operations on the Miccosukee Reserved Area, the Miccosukee Resort, and the Tiger Tail and Osceola Camps, as well as the Tribe's perpetual lease lands in WCA 3A, must be analyzed in the EIS. The Tribe will not tolerate any adverse impacts on these areas.

Organization: Miccosukee Tribe of Indians of Florida

Commenter: Dexter Lehtinen **Page:** **Paragraph:**



Kept Private: No

AE5000 Affected Environment: Wetlands (Substantive)

Correspondence Id: 204 **Comment Id:** 97046 **Coder's Initials:** V_CHARTIER

Comment Text: The EIS should include evaluation of ecological and hydrological benefits, including effects on fish, birds, and other wildlife in WCA3a and WCA3b, as well as ENP. It should also evaluate water quality and quantity effects on the natural system and regional wellfields. The EIS should evaluate flood protection, including operational criteria for S-357 and other seepage features under various canal stages and high water conditions.

Organization: Miami-Dade County DERM

Commenter: Carlos Espinosa **Page:** **Paragraph:**

Kept Private: No

AE8000 Affected Environment: Visual Quality (Substantive)

Correspondence Id: 4 **Comment Id:** 96010 **Coder's Initials:** L_FLANK_MAGGI

Comment Text: I would like to see as much of the Tamiami Trail bridged as possible, with a combination of longer bridges and conspans. I think the conspans will look nice -- they have the look of old Florida about them.

Organization:

Commenter: N/A N/A **Page:** **Paragraph:**

Kept Private: No

AE9000 Affected Environment: Vegetation (Substantive)

Correspondence Id: 38 **Comment Id:** 96060 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: You also mentioned the gentleman over here said something about trying to keep the water in the Everglades National Park once you get it there. Well, let's go on the other side of the road. What level do you have to maintain that water at in order for it to flow over there? And when do you close area 3(a) and 3(b) because of high water? I can see a problem here that you are going to start closing area 3(a) and 3(b) to recreation. You are going to destroy the hardwood hammocks. You are going to destroy the deers, the hog and any other animal that you have over there. The ducks are going to love it, let me tell you, but I don't duck hunt, so what are we going to do more than that?

Organization:

Commenter: Paul Bailey **Page:** **Paragraph:**

Kept Private: No



AL1000 Alternatives: Elements Common To All Alternatives (Substantive)

Correspondence Id: 34 **Comment Id:** 96058 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: I heard L-31N being mentioned. The L-31N levy, that's the one that goes north and south just west of the Miccosukee gaming area. That levy was to be used for the path that was supposed to be built along Krome Avenue, but they had problems building it there, so they decided to put it on the L-31 levy. So, please, if anything is going to be done to the L-31 levy, make sure that a path can be built there, so the L-29 levy and the L-31 levy should be protected so that they can build a path. If that's not possible make sure that there is a path access along the road. In addition, when the road is built there should be raised shoulders at least four and five foot wide, so that when cyclists who ride on the road, you know, the Spandex devils that ride with the fast bikes, so they have a place to ride on the side of the road and aren't going to be run over.

Organization: Bicycle and Pedestrian Advisory Committee of Miami-Dade County

Commenter: Eric Tullberg **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 32 **Comment Id:** 96100 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: There is no doubt that maximum bridging along the Tamiami Trail confers the greatest benefit to the natural system. Indeed the U.S. Army Corps of Engineers 2005 revised general evaluation report demonstrated that a 10.7 mile continuous bridge spanning (unintelligible) river slough was the environmentally preferred alternative.

Organization: National Parks Conservation Association

Commenter: Rebecca Garvoille **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 10 **Comment Id:** 96042 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: To achieve significant restoration to Everglades National Park, Sierra Club Florida strongly recommends the National Park Service to pursue purchasing the inholdings of private property along Tamiami Trail. The exception to this pursuit would be the tribal lands of Native American nations, such as the Miccosukee Tribes. The purchase of inholding properties would: 1. remove sizable blockages from the main flows of Northeast Shark River Slough, 2. utilize the full extent of the Alternative 6 bridging to enhance sheetflow, 3. establish newly created habitat for native species, 4. reduce construction costs by eliminating numerous on and off ramps, 5. reduce point sources of pollution from commercial enterprises, and 6. provide additional support for



achieving Wilderness Designation for the East Everglades Expansion Area.

Organization: Everglades Committee, Sierra Club Florida

Commenter: Mark P Oncavage **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 192 **Comment Id:** 96668 **Coder's Initials:** V_CHARTIER

Comment Text: The NPS is proposing the potential inclusion of con-spans instead of traditional raised bridging to move water under the Tamiami Trail. NPS needs to provide evidence that this design will provide equal flow and ecological benefits as traditional raised bridging, and fully explain potential environmental impacts of using con-spans.

Organization: Center for Biological Diversity

Commenter: Jacki M Lopez **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 4 **Comment Id:** 96010 **Coder's Initials:** L_FLANK_MAGGI

Comment Text: I would like to see as much of the Tamiami Trail bridged as possible, with a combination of longer bridges and conspans. I think the conspans will look nice -- they have the look of old Florida about them.

Organization:

Commenter: N/A N/A **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 11 **Comment Id:** 96085 **Coder's Initials:** V_CHARTIER

Comment Text: If we are to spend large sums to improve water flow in the Everglades we need to provide a way to see it without driving.

Organization: MDC MPO BPAC, GMN

Commenter: Eric Tullberg **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 195 **Comment Id:** 96449 **Coder's Initials:** V_CHARTIER

Comment Text: - a livery for canoes and kayaks operated as an authorized National Park Service rental concession (by contrast, the commercial airboat operations we are advocating be removed have been operating for 20 years with no such required contract with NPS)

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 6 **Comment Id:** 96030 **Coder's Initials:** L_FLANK_MAGGI



Comment Text: Park planners have stated that access to present cultural, recreational and business resources would be provided under all alternatives. This being accepted, the alternative providing the most natural water flow should be the easy choice. The Loop Road should remain open for traffic as it is presently under any alternative chosen.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 6 **Comment Id:** 96031 **Coder's Initials:** L_FLANK_MAGGI

Comment Text: Since any construction project implemented will cause disruption and environmental degradation while ongoing, the alternative providing maximum water flow should be preferred so as to make the costs, including financial, cultural, recreational and commercial, worthwhile. While the commercial interests in the affected area do provide an Everglades experience for certain segments of the public and those interests should be considered, the Omnibus Appropriations Act has a stated purpose that the selected alternative must embrace.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 81 **Comment Id:** 96494 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: I favor alternative 6 for nearly complete bridging of the Tamiami Trail. The only caveat is that some pullout overlooks and possibly boardwalks should be added at intervals along the bridge.

Organization: retired ecologist

Commenter: Thomas Poulson **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 77 **Comment Id:** 96490 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: I also support the elimination of airboat rides in the Park. My experience with operators is that they disrupt wildlife with loud noise and feed marshmallows to alligators. Instead, canoing, kayaking, and boardwalks should be made available to visitors.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 26 **Comment Id:** 96092 **Coder's Initials:** V_CHARTIER



Comment Text: I am a little confused. You're talk about raising the road from eight and a half to nine feet; that means nothing to me. How high is it now? How much higher is the road going to be; two feet, three feet? So the most that they are going to make the road higher is maybe two feet?

Organization:

Commenter: N/A N/A **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 8 **Comment Id:** 96039 **Coder's Initials:** L_FLANK_MAGGI

Comment Text: Our understanding there is 55 culverts in place under the Trail now. These culverts flow water to the south. The Tamiami Trail canal or L-29 water level is currently restricted to about 7.5 ' in height, in order not to de-stabilize the road structure. If the Roadway was elevated, so a 9.7' water level in L-29 could be maintained, we believe the culverts will flow plenty of additional water, PROVIDED&their is a place for the water to go&&&Clean to the south pathways at least 1000 feet, in addition proposed spreader swales will give the water a place to flow. Any additional bridges will certainly ADD to water flow&.if there is water to flow. Any bridge structure should follow the natural low areas or "slews". Bridges, spreader swales, and a path, south will all help the water to flow in an unimpeded into Everglades National Park. We are also, as taxpayers, concerned about total public cost. For the last 2 weeks, South Florida Water management (SFWM), has the 333 gate open, which drains area 3A, moves water EAST, this while the 334 Gate is closed raises the L-29 canal, the results, combined with rain are:

http://waterdata.usgs.gov/fl/nwis/uv?cb_00065=on&format=html&period=30&site_no=254130080380500 Shown is this graph. Water levels are UP over almost 2 feet in ENP. We look forward to working with NPS on this project.

Organization: Airboat Association of Florida

Commenter: Mark Kendall **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 8 **Comment Id:** 96038 **Coder's Initials:** L_FLANK_MAGGI

Comment Text: The Miami Dade fire department uses the AAoF club grounds to train its Airboat crew for rescue, including plan crash activities, they were involved with prior trail planning to make sure ANY BRIDGE that is located close to AAoF property is high enough for them to get there rescue airboats under, in case of plane crash on the North side of Tamiami trail.

Organization: Airboat Association of Florida

Commenter: Mark Kendall **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 11 **Comment Id:** 96084 **Coder's Initials:** V_CHARTIER



Comment Text: You cannot really see nature when whizzing by at 60 mph. The River of Grass Greenway (ROGG) is planned as a 74 mile paved path along Tamiami Trail from Royal Palm Hammock in Collier Co. to Krome Av. in Dade Co. If the L-29 levee is going to remain that that would be an ideal location to put the path, otherwise, enough room for a separate path must be built in to the road design. If the path is going to cross the road bridges the pedestrian way must be at least 12 ft. wide as people fishing from the bridge and sightseeing tend to block the path. There should be a parking area at the end of the bridge to encourage people to walk across. On the roadway there should be a 5 ft. wide shoulder marked as a bike lane, preferably with a 2 ft. inverted rumble strip separating it from the roadway, on both sides of the road. That will provide some safety for experienced cyclists.

Organization: MDC MPO BPAC, GMN

Commenter: Eric Tullberg **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 17 **Comment Id:** 96032 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: We are talking about building or designing something to accommodate a certain hedge flow, yet we are nowhere near having the appropriate upstream flows and I am really concerned. I mean, are you really taking the reality of the lack of that flow in consideration in this design phase?

Organization: Everglades Coordinating Council

Commenter: Barbara J Powell **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 24 **Comment Id:** 96107 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: The other thing is getting back to this road thing. I was always on the understanding that they could not raise it up very high, because underneath was very porous and it would erode the road away, and they had to come up with some alternative, and that's why they could bring it up to seven and a half or eight feet. And if you bring it up to 9.7 you are going to put layers of asphalt -- You still have a settlement there. You have a limestone and then you have muck underneath it, because that's built in the 20s and 30s. Then you put fill on top of it and I go along the trail once a week to Naples and you can see. You used to have trees along the side, the Australian pine trees and that kept it together and once that was cut down all the roots started rotting away over the years. You are going to have to put some kind of base on the north side of Tamiami Trail, because most of the deterioration is on that side.

Organization: Everglades Safari Park

Commenter: Richard Farace **Page:** **Paragraph:**

Kept Private: No



Correspondence Id: 195 **Comment Id:** 96448 **Coder's Initials:** V_CHARTIER

Comment Text: 'put ins' on either side of the bridging to provide access for canoes and kayaks (current access is only behind a dumpster at one of the airboat concessions - and there are no designated non-motorized areas to provide for safety and quiet. Paddlecraft and airboats in the same area are not a safe combination.)

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 12 **Comment Id:** 96047 **Coder's Initials:**

L_FLANK_MAGGI

Comment Text: The methodology for estimating construction costs should be fully explained.

Organization: Florida Biodiversity Project

Commenter: Brian Scherf **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 172 **Comment Id:** 97093 **Coder's Initials:** V_CHARTIER

Comment Text: Bridge must be high enough to pass at the high water mark with any airboats this could be incorporated in the previous plans without having to implement this new alternative plan. This has been asked for more than once.

Organization:

Commenter: Robert Cruz **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 10 **Comment Id:** 96041 **Coder's Initials:**

L_FLANK_MAGGI

Comment Text: Alternatives 1 - 5 do not provide sufficient improvement for native biological connectivity between Water Conservation Area 3B and Everglades National Park, when compared to Alternative 6. For Everglades restoration, the largest volume of flows must be under the western half of the project area, where the main streams of the Northeast Shark River Slough are located. Alternatives 1 - 5 are insufficient in this respect. Alternatives 1 - 5 also direct the flows into channels that are not conducive to restoring sheetflow and habitat for native species. Clearly, Alternative 6 is far superior to all other alternatives for restoring the Everglades. Alternative 6 must be designated as the preferred alternative.

Organization: Everglades Committee, Sierra Club Florida

Commenter: Mark P Oncavage **Page:** **Paragraph:**

Kept Private: No



Correspondence Id: 59 **Comment Id:** 97103 **Coder's Initials:** V_CHARTIER

Comment Text: In certain scoping alternatives, the NPS is proposing the potential inclusion of con-spans instead of traditional raised bridging to move water under the Trail. If these designs are included for the EIS analysis, the NPS needs to provide adequate documentation to demonstrate that this design will provide equal flow and ecological benefits as traditional raised bridging. We ask that the NPS include this information in the EIS.

Organization: National Parks Conservation Association, Audubon of Florida, Everglades Foundation et al.

Commenter: Rebecca Garvoille **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 34 **Comment Id:** 96057 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: I would also recommend that you put parking areas on either side of these bridges, so that people can enjoy them. You don't want people stopping on top of the bridge to take a look at the view, you know. And I have seen this on the bridge to the Keys and, of course, that's a nightmare for traffic. You want -- if people want to sightsee, have them park before the bridge, walk up over the top and take a look around and go back to their cars. Maybe if they get used to walking around a bit they will come and enjoy it later. But it's absolutely essential that there is a way for a path to go all the way from Collier County to Dade County.

Organization: Bicycle and Pedestrian Advisory Committee of Miami-Dade County

Commenter: Eric Tullberg **Page:** **Paragraph:**

Kept Private: No

AL2000 Alternatives: Alternatives Eliminated (Substantive)

Correspondence Id: 201 **Comment Id:** 97229 **Coder's Initials:** V_CHARTIER

Comment Text: 1a. Range of Alternatives. What is meant by "range of alternatives" as referred to in Sec. 1505.1(e)? A. The phrase "range of alternatives" refers to the alternatives discussed in environmental documents. It includes all reasonable alternatives, which must be rigorously explored and objectively evaluated, as well as those other alternatives, which are eliminated from detailed study with a brief discussion of the reasons for eliminating them. Section 1502.14. A decision maker must not consider alternatives beyond the range of alternatives discussed in the relevant environmental documents. Moreover, a decision maker must, in fact, consider all the alternatives discussed in an EIS. Section 1505.1(e). The exclusion of an alternative that NPS has itself advanced is not in line with NEPA's call for a full range of 'reasonable alternatives'. In this case, Alternative 6, with and without the airboat operations, offers two significantly different approaches to the question of bridging and will lead to very different outcomes in terms of construction, costs and environmental impacts.



Organization: Sierra Club

Commenter: Matthew Schwartz **Page:** **Paragraph:**

Kept Private: No

AL3000 Alternatives: Envir. Preferred Alt./NEPA § .101&102 (Substantive)

Correspondence Id: 201 **Comment Id:** 97229 **Coder's Initials:** V_CHARTIER

Comment Text: 1a. Range of Alternatives. What is meant by "range of alternatives" as referred to in Sec. 1505.1(e)? A. The phrase "range of alternatives" refers to the alternatives discussed in environmental documents. It includes all reasonable alternatives, which must be rigorously explored and objectively evaluated, as well as those other alternatives, which are eliminated from detailed study with a brief discussion of the reasons for eliminating them. Section 1502.14. A decision maker must not consider alternatives beyond the range of alternatives discussed in the relevant environmental documents. Moreover, a decision maker must, in fact, consider all the alternatives discussed in an EIS. Section 1505.1(e). The exclusion of an alternative that NPS has itself advanced is not in line with NEPA's call for a full range of 'reasonable alternatives'. In this case, Alternative 6, with and without the airboat operations, offers two significantly different approaches to the question of bridging and will lead to very different outcomes in terms of construction, costs and environmental impacts.

Organization: Sierra Club

Commenter: Matthew Schwartz **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 34 **Comment Id:** 96057 **Coder's Initials:**

L_FLANK_MAGGI

Comment Text: I would also recommend that you put parking areas on either side of these bridges, so that people can enjoy them. You don't want people stopping on top of the bridge to take a look at the view, you know. And I have seen this on the bridge to the Keys and, of course, that's a nightmare for traffic. You want -- if people want to sightsee, have them park before the bridge, walk up over the top and take a look around and go back to their cars. Maybe if they get used to walking around a bit they will come and enjoy it later. But it's absolutely essential that there is a way for a path to go all the way from Collier County to Dade County.

Organization: Bicycle and Pedestrian Advisory Committee of Miami-Dade County

Commenter: Eric Tullberg **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 9 **Comment Id:** 96014 **Coder's Initials:** L_FLANK_MAGGI

Comment Text: I understand that the most ideal solution to increased water flow into Everglades NP is the eleven mile long elevated roadway/bridge (Alternative 6?). I would



urge that this solution be adopted. It will be awfully expensive now but will solve the problem once and for all. If, in 10 or twenty years, we look back and wish we had done it the right way and decide to do it the right way now, the cost will be increased by a whole bunch of zeroes! Thanks for considering my comment.

Organization:

Commenter: Robert E Stucker **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 10 **Comment Id:** 96041 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: Alternatives 1 - 5 do not provide sufficient improvement for native biological connectivity between Water Conservation Area 3B and Everglades National Park, when compared to Alternative 6. For Everglades restoration, the largest volume of flows must be under the western half of the project area, where the main streams of the Northeast Shark River Slough are located. Alternatives 1 - 5 are insufficient in this respect. Alternatives 1 - 5 also direct the flows into channels that are not conducive to restoring sheetflow and habitat for native species. Clearly, Alternative 6 is far superior to all other alternatives for restoring the Everglades. Alternative 6 must be designated as the preferred alternative.

Organization: Everglades Committee, Sierra Club Florida

Commenter: Mark P Oncavage **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 88 **Comment Id:** 97211 **Coder's Initials:** V_CHARTIER

Comment Text: As a Florida native and member of the state's legislature, I am in support of proposal six (6). I feel the proposal provides the most benefit for the Everglades and am confident the project will restore the historic waterflow thus improving habitat and quality of water in Florida Bay.

Organization: State Representative

Commenter: Mark S Pafford **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 13 **Comment Id:** 96074 **Coder's Initials:** V_CHARTIER

Comment Text: An inadequate span won't protect wildlife if it is less than ten percent of the trail. With so little land base ceasing road kill will fail its objective. By leaving 90% of the Trail landmass, even raised it will continue to serve as one of Florida's main ribbons of death.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes



Correspondence Id: 13 **Comment Id:** 96075 **Coder's Initials:** V_CHARTIER

Comment Text: The 20008 LRR admittedly fails in restoration benefits, and is even recognized by Congress as "not sufficient to restore NESRS." Don't build the short bridges. They will not contribute to restoration of NESS and have not been evaluated under the reality of sea level rise. To spend \$244 million to not accomplish restoration is a waste of taxpayer funds. Western senators will not support duplicate funds in upcoming years for a failed project. With the state of the American economy degrading as boomers retire later this decade this project may never have chance for funding again.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 12 **Comment Id:** 96082 **Coder's Initials:** V_CHARTIER

Comment Text: The selection of the preferred alternative should be based on science-based decision making. Fully explain how the selection of the preferred alternative will be made including any weighting of objectives and costs.

Organization: Florida Biodiversity Project

Commenter: Brian Scherf **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 54 **Comment Id:** 96466 **Coder's Initials:**

L_FLANK_MAGGI

Comment Text: The state of Florida and the Federal Government has put a lot of money behind the Everglades restoration project. Just recently the The House approved a giant budget bill with \$183 million for Everglades projects, including \$60 million for bridging the Tamiami Trail. It seems silly to me to spend all that money restore the Central section of the state only to have the current state of the Tamiami Trail block the original flow of water going to the Florida Bay. With that in mind I support Alternative D calls for the eventual phasing out of small private airboats (no permits other than by owners of record as of 1989 - no new permitting); the buyout by the National Park Service of three commercial airboat operations which run tours within the boundaries of ENP; and the creation of a new 106,000 acre wilderness area just west of Krome Avenue and south of Tamiami Trail less than an hour from downtown Miami.

Organization: Palm Beach Water Yaks

Commenter: Ted Perron **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 92 **Comment Id:** 97202 **Coder's Initials:** V_CHARTIER

Comment Text: I teach Environmental Chemistry at both undergraduate and graduate



levels. My reserach is on the effect of nutrients (phosphorous, nitrogen, iron, etc.) on microalgal communities. I have been involved in reserch in the Greater EVerglades systems for 15+/- years. All existing Science points to Alternative #6, the 11 mile bridging of the Tamiami Trail, as the best alternative. It is imperative that some semblance of sheet flow be restored in order to aid the rejuvenation of Taylor Slough and assist the repair of northeast FLorida Bay, which has been experiencing strong cyanobacterial blooms over the past several years. This IS the turning point-half measures will not suffice.

Organization: Florida Atlantic University

Commenter: Dr. J.William Louda **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 6 **Comment Id:** 96030 **Coder's Initials:** L_FLANK_MAGGI

Comment Text: Park planners have stated that access to present cultural, recreational and business resources would be provided under all alternatives. This being accepted, the alternative providing the most natural water flow should be the easy choice. The Loop Road should remain open for traffic as it is presently under any alternative chosen.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 6 **Comment Id:** 96031 **Coder's Initials:** L_FLANK_MAGGI

Comment Text: Since any construction project implemented will cause disruption and environmental degradation while ongoing, the alternative providing maximum water flow should be preferred so as to make the costs, including financial, cultural, recreational and commercial, worthwhile. While the commercial interests in the affected area do provide an Everglades experience for certain segments of the public and those interests should be considered, the Omnibus Appropriations Act has a stated purpose that the selected alternative must embrace.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 6 **Comment Id:** 96029 **Coder's Initials:** L_FLANK_MAGGI

Comment Text: I would urge the adoption of alternative six as the preferred alternative since it provides the maximum bridging and hence will result in the best water flow to the Northeast Shark River Slough. The 2009 Omnibus Appropriations Act has called for the establishment of more natural flows as well as connectivity aimed at full restoration. Ideally, total bridging would be the answer to meet these objectives. Since that does not appear to be a realistic alternative, the maximum bridging offered in alternative six appears to be the most effective means to meet the stated objective. All other proposals



seem to suffer from the deficiencies of previous LRR's. Half way measures have been deemed insufficient to provide the benefits desired and delay has proved costly both financially and environmentally.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 31 **Comment Id:** 96063 **Coder's Initials:**

L_FLANK_MAGGI

Comment Text: I'm Jesse Kennen from Coopertown. I have been following this for quite a few years. (unintelligible) part of the 2005 plan, basically you are going to be shifting a road south. And how is that going to go into -- are you going to still follow along this type of engineering or do you have another type thing that's coming as an alternative or another way to fix it? Like my place, for instance, if you move the road 30 foot south, my parking lot is gone. And I can stand there, if a guy slows down, I can stand there and hand him a coffee out of the front. The basic design -- there has to come up with something, either a piling with a (unintelligible). One of them shows a bridge totaling the south (unintelligible). How are you going to address this if you are going to put a bridge across? Park is not going to give me a foot, so that's a pretty done deal unless you put a long shoulder and I put parking on the side. You said there was no cost restraints, because that would be no problem.

Organization: Coopertown

Commenter: Jesse Kennen **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 18 **Comment Id:** 96049 **Coder's Initials:**

L_FLANK_MAGGI

Comment Text: For the past eight years we have always supported the cleaning out of the existing culverts and building a better swale through south of Tamiami Trail. And when we heard that there was going to be a model built on this design we got a little excited about it. So until that model is built and the results of that model included, I can't support any of these alternatives, because for years we supported the culvert.

Organization: SAFER

Commenter: Rick Persson **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 117 **Comment Id:** 97173 **Coder's Initials:** V_CHARTIER

Comment Text: I am writing to you regarding the plans to raise sections of the Tamiami Trail (US 41). As a citizen of Florida, I would encourage that Alternative 6 is chosen in order to allow the greatest amount of bridging. This plan will have the most beneficial outcome for the plants and animals in our great park.



Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 12 **Comment Id:** 96044 **Coder's Initials:**

L_FLANK_MAGGI

Comment Text: Despite the various EIS conclusions that full bridging achieves the most hydrological and ecological benefits, that alternative has not been chosen by the relevant federal agencies. Rather we are now stuck with an approximately one mile bridge preferred alternative that will largely waste \$244 million of the taxpayer's money since the environmental benefits are relatively minimal and the project will need to be redone in the future if it is to realistically meet project hydrological and ecological objectives. The FBP is disillusioned that the political decision making always seem to trump science-based decision making in regards to elevating Tamiami Trail and other CERP projects. Further, agencies seem to kowtow to the Miccosukee Tribe and their endless lawsuits with the result that the preferred alternative is selected by using the lowest common denominator method of decisionmaking □ the path of least political resistance. The FBP is pessimistic regarding any future expansion of bridging the Tamiami Trail. With the federal debt now at extreme levels it seems highly unlikely that the federal government will be able to garner enough political support to fully bridge Tamiami Trail to meet the proposed project objectives, much less CERP. In effect this EIS is largely an academic exercise.

Organization: Florida Biodiversity Project

Commenter: Brian Scherf **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 12 **Comment Id:** 96077 **Coder's Initials:** V_CHARTIER

Comment Text: A full range of reasonable alternatives should be evaluated including full bridging (Alternative 6). The FBP supports full bridging across NESS.

Organization: Florida Biodiversity Project

Commenter: Brian Scherf **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 12 **Comment Id:** 96083 **Coder's Initials:** V_CHARTIER

Comment Text: The effect of sea level rise and climate change should be evaluated in the selection of a preferred alternative.

Organization: Florida Biodiversity Project

Commenter: Brian Scherf **Page:** **Paragraph:**

Kept Private: No



Correspondence Id: 13 **Comment Id:** 96051 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: We support the maximum spanning of Tamiami Trail to service surface water flows into NE Shark Slough. Only Alternative 6 offers the broadest possible breadth and distribution of surface flows to restore seasonal flows. If NPS hopes to attain the proposed objectives stated in the May 2009 newsletter for NESS the vast majority of the eleven-mile stretch of the trail will require elevation. The Tamiami Trail (Trail) dam has long impeded normal flows of any pattern to NESS disrupting habitat and wildlife and exacerbating fires in NESS. The majority of the Trail needs degrading and ultimate removal so NPS can proceed with Everglades restoration. Only a series of connected bridges or the vision of a Skyway presented by Sierra Club will restore slow, southerly natural sheetflow, which provides the time to filter and cleanse surface waters. We support only an Alternative 6 style series of bridges or a skyway that can reverse the impacts of a dam and restore balance to a maligned system.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 4 **Comment Id:** 96010 **Coder's Initials:** L_FLANK_MAGGI

Comment Text: I would like to see as much of the Tamiami Trail bridged as possible, with a combination of longer bridges and conspans. I think the conspans will look nice -- they have the look of old Florida about them.

Organization:

Commenter: N/A N/A **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 10 **Comment Id:** 96040 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: The National Park Service should factor in benefits that make the Everglades more resilient to climate change and other external stresses. Alternative 6 removes the greatest barriers to natural water movement through the Northeast Shark River Slough, restoring the Everglades capacity to store water and provide habitat for numerous native species. More water in the Everglades would create a freshwater head that would act to slow down the landward push of saltwater. Th freshwater head would make the Everglades ecosystem more resilient to climate and other future changes.

Organization: Everglades Committee, Sierra Club Florida

Commenter: Mark P Oncavage **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 10 **Comment Id:** 96042 **Coder's Initials:**
L_FLANK_MAGGI



Comment Text: To achieve significant restoration to Everglades National Park, Sierra Club Florida strongly recommends the National Park Service to pursue purchasing the inholdings of private property along Tamiami Trail. The exception to this pursuit would be the tribal lands of Native American nations, such as the Miccosukee Tribes. The purchase of inholding properties would: 1. remove sizable blockages from the main flows of Northeast Shark River Slough, 2. utilize the full extent of the Alternative 6 bridging to enhance sheetflow, 3. establish newly created habitat for native species, 4. reduce construction costs by eliminating numerous on and off ramps, 5. reduce point sources of pollution from commercial enterprises, and 6. provide additional support for achieving Wilderness Designation for the East Everglades Expansion Area.

Organization: Everglades Committee, Sierra Club Florida

Commenter: Mark P Oncavage **Page:** **Paragraph:**

Kept Private: No

AL4000 Alternatives: New Alternatives Or Elements (Substantive)

Correspondence Id: 34 **Comment Id:** 96058 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: I heard L-31N being mentioned. The L-31N levy, that's the one that goes north and south just west of the Miccosukee gaming area. That levy was to be used for the path that was supposed to be built along Krome Avenue, but they had problems building it there, so they decided to put it on the L-31 levy. So, please, if anything is going to be done to the L-31 levy, make sure that a path can be built there, so the L-29 levy and the L-31 levy should be protected so that they can build a path. If that's not possible make sure that there is a path access along the road. In addition, when the road is built there should be raised shoulders at least four and five foot wide, so that when cyclists who ride on the road, you know, the Spandex devils that ride with the fast bikes, so they have a place to ride on the side of the road and aren't going to be run over.

Organization: Bicycle and Pedestrian Advisory Committee of Miami-Dade County

Commenter: Eric Tullberg **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 187 **Comment Id:** 96682 **Coder's Initials:** V_CHARTIER

Comment Text: The alternatives cannot be considered until the test is done to prove if just cleaning out the culverts will do the job. You have the money for the test site, now just do it !!!

Organization: SAFER, FLFFC

Commenter: Richard Persson **Page:** **Paragraph:**

Kept Private: No



Correspondence Id: 44 **Comment Id:** 96455 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: All bridges constructed on the Trail should be designed to include cyclists and pedestrians. If we are spending hundreds of millions of dollars to build bridges on Tamiami Trail to restore the Everglades, we need to provide access for non-motorized transportation and slow-paced recreation to truly appreciate this valuable ecosystem we are restoring. Bridges should include a designated bike lane clear of obstructions (e.g., drainage grates), and preferably separated from the road by a 2-ft. inverted rumble strip. This project is within the area of the River of Grass Greenway (www.EvergladesROGG.org), a multi-use trail between Naples and Miami. I am a bicyclist and hiker who is taking advantage of many of the trails and byways of southwest florida and would like to see more availability of safe access. This would be invaluable.

Organization: Hendry BPAC

Commenter: Harold I Proverbs **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 11 **Comment Id:** 96085 **Coder's Initials:** V_CHARTIER

Comment Text: If we are to spend large sums to improve water flow in the Everglades we need to provide a way to see it without driving.

Organization: MDC MPO BPAC, GMN

Commenter: Eric Tullberg **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 52 **Comment Id:** 96464 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: Some means should be made to South Floridians for canoe access to the Eastern Everglades.

Organization: Kayak Jeff Inc

Commenter: Jeffrey Bingham **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 123 **Comment Id:** 97214 **Coder's Initials:** V_CHARTIER

Comment Text: As I understand all alternatives of this proposed project, the L-29 levee is to remain in place separating WCA-3B from this canal, the Tamiami Trail and the ENP. This levee would continue to serve as the unofficial extension of the Florida Trail southward from the BCNP towards the Florida Keys, and it would provide mountain bike access to cross the State between Miami and Everglades City.

Organization: Florida Trail Association

Commenter: David B Denham **Page:** **Paragraph:**



Kept Private: No

Correspondence Id: 48 **Comment Id:** 96456 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: Please keep in mind while planning this project, that with the Everglades restoration, we also must have non-motorized access to appreciate this extraordinary area. If a bridge is planned, a bike/pedestrian lane must be included. Considering these public access issues is essential for a successful and sustainable project.

Organization: ROGG

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 49 **Comment Id:** 96460 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: I am a cyclist who enjoys getting out into the countryside on my bicycle with friends. We are all very excited about the River of Grass Greenway project, and any other projects that will make biking safer for not only cyclists but also automobiles and pedestrians. If there is to be a safe road across the Everglades for nonmotorized transportation and slow-paced recreation, then we need for bridge plans to include a designated bike lane clear of obstructions (e.g., drainage grates), and preferably separated from the road by a 2-ft. inverted rumble strip. Please consider this my petition for the bridges to be designed in this manner with bikers and hikers in mind.

Organization:

Commenter: Martha R Cole **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 148 **Comment Id:** 97222 **Coder's Initials:** V_CHARTIER

Comment Text: To close I will reiterate the hope that the Tamiami Trail roadbed be raised to the correct elevation that will protect it from the catastrophic sub-base failure predicted by Florida Department of Transportation regarding previous alternatives in the past.

Organization: Gladesman Cultural Community

Commenter: Frank F Denninger **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 53 **Comment Id:** 96465 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: I am a bicyclist that crosses the everglades on old US 41 (Tamiami Trail) a few times each year. This route from Fort Myers to the Florida Keys is well known and often used in the winter months by bicyclists. A wide shoulder free of



obstructions such as speed bumps, rumble strips and raised reflectors is important for bicyclists. These "safety devices" cause us to have to move into the traffic lane and create dangerous situations with motor vehicles. Reflective paint would serve the same safety purposes and allow bicycles to remain on the path or shoulder. Regular maintenance and removal of debris such as glass, garbage, tires and road kill from shoulders and paths is important. An expensive shoulder or bike path will not remain useful for very long without funding for proper maintenance.

Organization: Caloosa Riders Bicycle Club

Commenter: Nedene Hennrich **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 57 **Comment Id:** 96469 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: As a kayak paddler in the everglades I would encourage you to eliminate or greatly reduce air boats and motor boats, or at least put a no wake law into effect. Also please open up more areas to kayaks and fix and or improve the launch sites. It would be great to have a campground by the launch site in the north.

Organization:

Commenter: David Wicks **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 58 **Comment Id:** 96470 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: Everglades Bicycle Club is advocating a 12 foot wide bike lane on the bridge to insure continuity of the proposed River of Grass Greenway (ROGG) from Naples to Miami. CERP plans call for demolishing the levee 29 and it would not be available for use as a bike path as some have proposed.

Organization: Everglades Bicycle Club

Commenter: Tom A Burton **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 168 **Comment Id:** 97050 **Coder's Initials:** V_CHARTIER

Comment Text: I firmly believe that air boots damage the park and therefore should not be allowed to operate in the park. I suggest you do not continue their license for operation or better buy them out to make room for a more environmental friendly enjoyment of the park by allowing canoe and kayak rental and use. The National Park Service should coordinate this and arrange for trails and tours. And for those that do not want to explore the park by boat, a nice boardwalk or hiking trail would give these visitors a chance to see the beauty of the park.

Organization: Broward Sierra Club

Commenter: Maria Lucassen **Page:** **Paragraph:**



Kept Private: No

Correspondence Id: 42 **Comment Id:** 96453 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: I am also an organizer of the River of Grass Greenway that proposes a safe route for non-motorized transportation and recreation across the Everglades. The Tamiami Trail is the sole road across the Everglades that is accessible to cyclists and hikers. All bridges constructed on the Trail must be designed also for cyclists and pedestrians. If we are spending hundreds of millions of dollars to build bridges on Tamiami Trail to restore the Everglades, we need to provide access for non-motorized transportation and slow-paced recreation to truly appreciate this valuable ecosystem we are restoring. Bridges should include a designated bike lane clear of obstructions (e.g., drainage grates), and preferably separated from the road by a 2-ft. inverted rumble strip. This project is within the area of the River of Grass Greenway (www.EvergladesROGG.org), a multi-use trail between Naples and Miami.

Organization: River of Grass Greenway

Commenter: M Bonness **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 43 **Comment Id:** 96454 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: In any bridge construction project on US 41 in the Everglades, I believe space should be set aside for bikers and hikers on the bridges. Please take these modes of transportation in mind while planning, designing and building the bridge system.

Organization: FTA

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 174 **Comment Id:** 97064 **Coder's Initials:** V_CHARTIER

Comment Text: Building a bridge on tamiami trail is ridiculous. If additional culverts were added & existing culverts were cleaned out there would be plenty of surface water flow and no need for a bridge. Most water flow occurs under ground through the porous rock. Ever wonder how Artesian wells get their water or fresh water boils occur in the bays?? Send more water south instead of dumping it into the east- west canals. Construction along our coastline is the biggest impedence of surface water flow ever.

Organization: JET PORT CONSERVATION & RECREATION CLUB

Commenter: john a CAMERON **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 45 **Comment Id:** 96457 **Coder's Initials:**



L_FLANK_MAGGI

Comment Text: Tamiami Trail is the only road across the Everglades that is accessible to cyclists and hikers. All bridges constructed on the Trail must be designed also for cyclists and pedestrians. If we are spending hundreds of millions of dollars to build bridges on Tamiami Trail to restore the Everglades, we need to provide access for non-motorized transportation and slow-paced recreation to truly appreciate this valuable ecosystem we are restoring. Bridges should include a designated bike lane clear of obstructions (e.g., drainage grates), and preferably separated from the road by a 2-ft. inverted rumble strip. This project is within the area of the River of Grass Greenway (www.EvergladesROGG.org), a multi-use trail between Naples and Miami.

Organization: Naples Pathways Coalition

Commenter: Michelle R Avola **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 202 **Comment Id:** 97127 **Coder's Initials:** V_CHARTIER

Comment Text: In reviewing the Enabling Northeast Shark Slough Restoration-Modification of the Tamiami Trail presentation below are my alternate suggestions: - Proceed with the one mile bridge already approved on the east side of the project. - Install conspan like structures with 5 or more openings replacing the existing culverts #55, 46, 45 and 44 elevating to road 1 ft. instead of 2 ft. - Complete removal of vegetation south of the Tamiami Trail to natural ground level, except at wood start colony. - Dredge the small drainage channels that run over 1 mile south, no rock removal necessary. - Temporary block partial culvert #59 until the seepage into L31 is corrected or slowed down, resulting in losing less seepage to L31. - Remove the balance of L67 south. As a result to these alternatives, would not be necessary to elevate the road more than one foot. The 8.5 ft. water elevation in L29 would be adequate to create sheet flow. When the Western gate is open very high and the Eastern gate is closed. At culvert #45 there will be white water rapids and at the same time the water flow at #52 and #53 will be small ripples and swirls. Which means more water is flowing south at the Western side of the project. When the Western end is open with a one mile bridge the Western side will receive the larger amount of water flow instead of the Eastern side. Which would indicate the larger amount of water would be moving to the Southwest instead of the Eastern side of the project. Degrading the vegetation South of Tamiami Trail swales would not be necessary or beneficial to help sheet flow south. I do not feel that any additional bridges outside of conspan bridges is necessary. The elevation of 9.7 ft in L29 will be difficult to obtain. In 2004 the Western flood gate was open maximum 14 days and the maximum water elevation obtained before they lost headwater was 9.4 ft and was not able to sustain it so why would they consider elevating the road way two feet?

Organization: Coopertown Airboat Tours

Commenter: Jesse Kennon **Page:** **Paragraph:**

Kept Private: No



Correspondence Id: 203 **Comment Id:** 97075 **Coder's Initials:** V_CHARTIER

Comment Text: CULVERTS: NPS reported that DOI Leadership Guidance includes the recommendation to "use con-span-like structures (prefabricated culverts) as potentially a more cost effective way to meet the Congressional intent to improved connectivity." Since con-spans are essentially large culverts, and culverts are technically small bridges, clearing out the exotic vegetation downstream of the existing culverts, and constructing additional culverts and swales, should be evaluated in the EIS as a cost effective alternative to meet Congressional intent.

Organization: Miccosukee Tribe of Indians of Florida

Commenter: Dexter Lehtinen **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 183 **Comment Id:** 96690 **Coder's Initials:** V_CHARTIER

Comment Text: South Florida Anglers For Everglades Restoration (SAFER) is in favor of the No Action Alternative- a one mile bridge located on the east side of the Tamiami Trail, and combined with a clean out of the culverts already in existence under the roadbed, and maintained to keep the culverts free of impediments to the flow of water.

Organization: SAFER

Commenter: Al Ovies **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 18 **Comment Id:** 96049 **Coder's Initials:**

L_FLANK_MAGGI

Comment Text: For the past eight years we have always supported the cleaning out of the existing culverts and building a better swale through south of Tamiami Trail. And when we heard that there was going to be a model built on this design we got a little excited about it. So until that model is built and the results of that model included, I can't support any of these alternatives, because for years we supported the culvert.

Organization: SAFER

Commenter: Rick Persson **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 50 **Comment Id:** 96461 **Coder's Initials:**

L_FLANK_MAGGI

Comment Text: I am a board member of a group (River of Grass Greenway Advisory Committee) that seeks to create and enhance outdoor recreation opportunities along U.S. 41 (Tamiami Trail) between Naples and Miami. Specifically, we advocate the development of a bicycling and pedestrian pathway that we call the "River of Grass Greenway" (see www.EvergladesROGG.org). The Tamiami Trail is the sole road across the Everglades that is accessible to cyclists and hikers. All bridges constructed on the Trail must be designed for cyclists and pedestrians. CERP-related proposals target



hundreds of millions of dollars to build bridges on Tamiami Trail to restore the Everglades. Opportunities for non-motorized transportation and recreation need to be considered as part of all such proposals. Specifically, bridges should include a designated bike lane clear of obstructions (e.g., drainage grates), and preferably separated from the road by a 2-ft. inverted rumble strip.

Organization: River of Grass Greenway Committee

Commenter: Lawrence R Mutter **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 54 **Comment Id:** 96467 **Coder's Initials:**

L_FLANK_MAGGI

Comment Text: I would also let to see new access and camping opportunities are to be provided for paddlers.

Organization: Palm Beach Water Yaks

Commenter: Ted Perron **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 195 **Comment Id:** 96448 **Coder's Initials:** V_CHARTIER

Comment Text: 'put ins' on either side of the bridging to provide access for canoes and kayaks (current access is only behind a dumpster at one of the airboat concessions - and there are no designated non-motorized areas to provide for safety and quiet. Paddlecraft and airboats in the same area are not a safe combination.)

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 195 **Comment Id:** 96449 **Coder's Initials:** V_CHARTIER

Comment Text: - a livery for canoes and kayaks operated as an authorized National Park Service rental concession (by contrast, the commercial airboat operations we are advocating be removed have been operating for 20 years with no such required contract with NPS)

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 170 **Comment Id:** 97052 **Coder's Initials:** V_CHARTIER

Comment Text: commercialairboats must be excluded south of the highway and severely restricted north of the highway. airboats are available outside the park.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**



Kept Private: Yes

Correspondence Id: 171 **Comment Id:** 97131 **Coder's Initials:** V_CHARTIER

Comment Text: The NPS has not tried the pilot swale project that was being considered. Where does this new money and project leave that project?

Organization:

Commenter: Shane Snell **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 171 **Comment Id:** 97136 **Coder's Initials:** V_CHARTIER

Comment Text: I would liked to have had more time to study some of the new short prefab bridges and possible sites to install them in conjunction with the pilot swale program and the one already agreed upon bridge.

Organization:

Commenter: Shane Snell **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 176 **Comment Id:** 97022 **Coder's Initials:** V_CHARTIER

Comment Text: I support the implementation of Alternative D, including the aquisition of the East Everglades expansion area, the construction of the 11-mile Tamiami Skyway, and the phasing out of commercial airboat operations in the northeast Shark River Slough.

Organization:

Commenter: Keith Wasserman **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 176 **Comment Id:** 97024 **Coder's Initials:** V_CHARTIER

Comment Text: We need to remove the asphalt dam of the Tamiami Trail and allow the water to flow freely and naturally. This, along with the opening of the water corridor south of Lake Okeechobee as a result of the US Sugar deal, will make the Comprehensive Everglades RESTORATION Plan actually live up to it's name. Otherwise, the CERP will remain just another bad water management project that will never result in true restoration of the Everglades ecosystem.

Organization:

Commenter: Keith Wasserman **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 61 **Comment Id:** 97223 **Coder's Initials:** V_CHARTIER

Comment Text: Alternative D calls for the eventual phasing out of small private



airboats (no permits other than by owners of record as of 1989 - no new permitting); the buyout by the National Park Service of three commercial airboat operations which run tours within the boundaries of ENP; and the creation of a new 106,000 acre wilderness area just west of Krome Avenue and south of Tamiami Trail less than an hour from downtown Miami. New access and camping opportunities are to be provided for paddlers.

Organization: Palm Beach Kayak Fishing club

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 72 **Comment Id:** 96484 **Coder's Initials:**

L_FLANK_MAGGI

Comment Text: ALSO, BUY OUT AND REMOVE ALL COMMERCIAL AIRBOAT OPERATIONS ALONG THE SOUTH SIDE OF TAMIAMI TRAIL (private airboat owners of record only - 1989 - to be allowed access on designated trails according to the terms of the Everglades Expansion and Protection Act).

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 162 **Comment Id:** 97060 **Coder's Initials:** V_CHARTIER

Comment Text: I support BUYING OUT AND REMOVING ALL COMMERCIAL AIRBOAT OPERATIONS ALONG THE SOUTH SIDE OF TAMIAMI TRAIL (private airboat owners of record only - 1989 - to be allowed access on designated trails according to the terms of the Everglades Expansion and Protection Act).

Organization: Sierra Club

Commenter: Shelby Norris **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 167 **Comment Id:** 97055 **Coder's Initials:** V_CHARTIER

Comment Text: I also support buy out and removal of all commercial airboat operations along the south side of Tamiami Trail.

Organization: Greater Hollywood Chamber of Commerce

Commenter: Sean Atkinson **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 189 **Comment Id:** 96680 **Coder's Initials:** V_CHARTIER

Comment Text: In addition, the building of an 11 mile bridge will costs millions of dollars that can be avoided by simply cleaning out the culverts and the downstream areas at considerable savings to tax payers.



Organization:

Commenter: Paul J Rauschenplat **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 189 **Comment Id:** 96677 **Coder's Initials:** V_CHARTIER

Comment Text: About five years ago the plan was being discussed and the bridging of the Tamiami Trail at then unknown cost was brought up. At that time I spoke up and suggested that they clean out the culverts under US-41 and clean out the downstream areas that had been silted over with both silt and vegetation. This has never been maintained and as a result, no flow of water.

Organization:

Commenter: Paul J Rauschenplat **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 190 **Comment Id:** 96676 **Coder's Initials:** V_CHARTIER

Comment Text: On behave of the FLFFC.org as President and all of its partners we strongly support not building a total bridge along Tamiami Trail, but instead cleaning out the culverts which will accomplish the same task and economically make sense.

Organization: FLFFC.org

Commenter: Todd Kersey **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 191 **Comment Id:** 96673 **Coder's Initials:** V_CHARTIER

Comment Text: We'd like you to consider strengthening alternative 6, or adding another alternative that addresses the problems with commercial airboat use in the park. The impacts of airboats are significant and are not consistent with the objective to restore ecological connectivity. In addition, motorized and nonmotorized recreation rarely mix effectively. Airboats can make canoeing or kayaking much more dangerous.

Organization: Wildlands CPR

Commenter: Bethanie Walder **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 191 **Comment Id:** 96674 **Coder's Initials:** V_CHARTIER

Comment Text: We respectfully request that you choose the most restorative alternative (currently alternative 6), and that you strengthen that alternative by eliminating or buying out the commercial airboat operators on the south side of US 41. If the agency is going to restore connectivity in the Shark River Slough, it's imperative that it be done as well as possible. Therefore leaving islands for airboat concessions just doesn't make any sense - especially since there are many other places in south Florida where people can go on airboat rides.



Organization: Wildlands CPR

Commenter: Bethanie Walder **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 47 **Comment Id:** 96459 **Coder's Initials:**

L_FLANK_MAGGI

Comment Text: But please make sure that improvements include safe access for non-motorized vehicles and pedestrians in the way of designated lanes separated from vehicular traffic flow. Viewing this unique and endangered ecosystem is best done at a slower pace like that on foot or on a bicycle.

Organization: Everglades River of Grass Greenway

Commenter: David m Corban **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 51 **Comment Id:** 96462 **Coder's Initials:**

L_FLANK_MAGGI

Comment Text: As an avid cyclist, I would love to see the TamiAmi Trail between Naples and Miami more cyclist friendly. If you are going to all the trouble to enhance the road, please think of the hikers and cyclists that use that road all the time. Now, of course, it's very dangerous to travel the narrow road with very little shoulder for us. The bridges are a real danger since the road narrows down and there are drainage grates, etc. If you want to attract more people to the Everglades Parks and other areas, you really need to make it more outdoor-people friendly. It's such a beautiful area to be so dangerous for the hiker or cyclist.

Organization: Naples Pathways Coalition

Commenter: Anita P Wright **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 11 **Comment Id:** 96084 **Coder's Initials:** V_CHARTIER

Comment Text: You cannot really see nature when whizzing by at 60 mph. The River of Grass Greenway (ROGG) is planned as a 74 mile paved path along Tamiami Trail from Royal Palm Hammock in Collier Co. to Krome Av. in Dade Co. If the L-29 levee is going to remain that that would be an ideal location to put the path, otherwise, enough room for a separate path must be built in to the road design. If the path is going to cross the road bridges the pedestrian way must be at least 12 ft. wide as people fishing from the bridge and sightseeing tend to block the path. There should be a parking area at the end of the bridge to encourage people to walk across. On the roadway there should be a 5 ft. wide shoulder marked as a bike lane, preferably with a 2 ft. inverted rumble strip separating it from the roadway, on both sides of the road. That will provide some safety for experienced cyclists.

Organization: MDC MPO BPAC, GMN



Commenter: Eric Tullberg **Page:** **Paragraph:**
Kept Private: No

Correspondence Id: 46 **Comment Id:** 96458 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: Tamiami Trail is the sole road across the Everglades that is accessible to cyclists and hikers. All bridges constructed on the Trail must be designed also for cyclists and pedestrians. If we are spending hundreds of millions of dollars to build bridges on Tamiami Trail to restore the Everglades, we need to provide access for non-motorized transportation and slow-paced recreation to truly appreciate this valuable ecosystem we are restoring. Bridges should include a designated bike lane clear of obstructions (e.g., drainage grates), and preferably separated from the road by a 2-ft. inverted rumble strip. This project is within the area of the River of Grass Greenway (www.EvergladesROGG.org), a multi-use trail between Naples and Miami.

Organization: Naples Pathways Coalition

Commenter: Gerald L Van Hecke **Page:** **Paragraph:**
Kept Private: No

Correspondence Id: 192 **Comment Id:** 96670 **Coder's Initials:** V_CHARTIER

Comment Text: To the extent feasible, NPS should consider expanding the study and project area to consider additional bridging of the Trail and the additional effects of not bridging beyond Alternative 6 □ both negative and positive □ to species and habitat reliant on the health of the Everglades.

Organization: Center for Biological Diversity

Commenter: Jacki M Lopez **Page:** **Paragraph:**
Kept Private: No

Correspondence Id: 34 **Comment Id:** 96057 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: I would also recommend that you put parking areas on either side of these bridges, so that people can enjoy them. You don't want people stopping on top of the bridge to take a look at the view, you know. And I have seen this on the bridge to the Keys and, of course, that's a nightmare for traffic. You want -- if people want to sightsee, have them park before the bridge, walk up over the top and take a look around and go back to their cars. Maybe if they get used to walking around a bit they will come and enjoy it later. But it's absolutely essential that there is a way for a path to go all the way from Collier County to Dade County.

Organization: Bicycle and Pedestrian Advisory Committee of Miami-Dade County

Commenter: Eric Tullberg **Page:** **Paragraph:**
Kept Private: No



Correspondence Id: 59 **Comment Id:** 97100 **Coder's Initials:** V_CHARTIER

Comment Text: First, considering the development of project alternatives, we recommend that the NPS explore all possibilities for maximum bridging along the Trail in order to make the most of the current opportunity to advance Everglades and Park restoration. There is no doubt that maximum bridging along the Tamiami Trail, beyond that currently being evaluated, confers the greatest benefits to the natural system. Indeed, the U.S. Army Corps of Engineers 2005 Revised General Re-Evaluation Report (RGRR) demonstrated that a 10.7 mile continuous bridge spanning Shark River Slough was the environmentally preferred alternative. While we recognize that this particular bridge configuration is not a viable option today because it creates physical challenges relative to the Miccosukee Tribe of Indians' Osceola and Tigertail Camps, the Legislative findings about maximizing bridge length should be fully considered during the NPS' planning and evaluation of additional bridging scenarios.

Organization: National Parks Conservation Association, Audubon of Florida, Everglades Foundation et al.

Commenter: Rebecca Garvoille **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 197 **Comment Id:** 96445 **Coder's Initials:** V_CHARTIER

Comment Text: Minimum bridging clean culverts do the most good with the least effort for the best result.

Organization:

Commenter: Joseph W Jeffries **Page:** **Paragraph:**

Kept Private: No

AL5000 Alternatives: Cost (Substantive)

Correspondence Id: 59 **Comment Id:** 97109 **Coder's Initials:** V_CHARTIER

Comment Text: So much of the current ecosystem restoration work is more difficult and costly today because of past failures to resolve issues of potential conflict, and there is no room to make the same mistakes again. We urge the Park to engage in immediate discussions with all affected commercial airboaters along the Trail about the pending land acquisition and the potential re-organization of these facilities. This strategy will enable the Park to plan for more accurate and cost effective bridging and future concessions while considering the interests and livelihoods of the airboater community. Alternative 6 or some variation thereof can maximize restoration benefits to the natural system and could allow for a reconfiguration of commercial airboat facilities to serve the Park's and public's concession needs without constraining ecosystem benefits to the Park and for Everglades restoration. To further address these issues, we recommend that all bridging alternatives to be considered in the EIS show the potentially best sites for future concessions. We also propose including an additional alternative for EIS analysis. Alternative 6 should be represented as Alternative 6A and



6B. Alternative 6A would represent the current design for Alternative 6: maximum bridging that provides access to all commercial airboat facilities in the project area. Alternative 6B would show the same bridging as Alternative 6A, but without access ramps to the commercial airboat facilities. If the NPS adheres to its position that the commercial airboat properties and interests along the Trail must be maintained, then the EIS alternatives analysis should indicate the cost of each project alternative with and without access ramps to each commercial airboat facilities and the cost of each project alternative with and without any necessary flood protection reinforcements to each commercial airboat facility.

Organization: National Parks Conservation Association, Audubon of Florida, Everglades Foundation et al.

Commenter: Rebecca Garvoille **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 59 **Comment Id:** 97104 **Coder's Initials:** V_CHARTIER

Comment Text: Finally, we understand that the NPS will contract with the U.S. Army Corps of Engineers (Corps) to update cost figures for all bridging alternatives in the EIS. We recommend that NPS require the Corps to calculate the total cost for a bridging alternative's construction separate from the total cost including risk analysis calculations for that alternative. Risk analysis cost accounting tends to unrealistically inflate cost figures. The NPS should display a breakdown of only the up-to-date total construction costs for all alternatives in the EIS to ensure that Obama Administration officials and Congress can better understand the true cost of all project alternatives and, ultimately, the preferred alternative.

Organization: National Parks Conservation Association, Audubon of Florida, Everglades Foundation et al.

Commenter: Rebecca Garvoille **Page:** **Paragraph:**

Kept Private: No

CC1000 Consultation and Coordination: General Comments (Substantive)

Correspondence Id: 59 **Comment Id:** 97110 **Coder's Initials:** V_CHARTIER

Comment Text: We are pleased to see that the NPS has asked the Federal Highway Administration (FHA) to act as a cooperating agency on this project. We encourage the NPS to continue to seek out FHA's and the U.S. Department of Transportation's (USDOT) transportation planning and construction expertise as they move forward with bridge planning. We urge the NPS to engage FHA and USDOT to ensure that the final road project is consistent with typical USDOT regulations.

Organization: National Parks Conservation Association, Audubon of Florida, Everglades Foundation et al.

Commenter: Rebecca Garvoille **Page:** **Paragraph:**

Kept Private: No



Correspondence Id: 126 **Comment Id:** 97216 **Coder's Initials:** V_CHARTIER

Comment Text: Bridging the roads across the Everglades is the best idea that has been thought of. Mrs. Ester Peterson from the Fort Myers area submitted this idea in "letters to the editor" at least 5 years ago. We never saw a response afterward, until this "comment time". Interstate 75 and Route 41 would be 100% better for this treatment. What a view the passengers in vehicles will have! What a savings the Everglades would have as clean water once again can flow to Florida Bay and where the "critters" can roam free again. Please consider these bridges across the Everglades part of the total restoration of the "Sea of Grass".

Organization: J.N."Ding" Darling Wildlife Society

Commenter: Ann C Wollschlager **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 171 **Comment Id:** 97135 **Coder's Initials:** V_CHARTIER

Comment Text: Of all the alternatives only the no action alternative is the only acceptable alternative at this time due to lack of study, lack of fiscal responsibility in regards that cost is not a factor in picking any of the other alternatives. There also has been not enough time allotted for public input.

Organization:

Commenter: Shane Snell **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 171 **Comment Id:** 97141 **Coder's Initials:** V_CHARTIER

Comment Text: I ask that the NPS give Folks more time to further review the alternatives and give us the individual costs of the different type of bridging so that we can decide which gives us the most bang for the buck a water delivery schedule and protections for the cultural property values.

Organization:

Commenter: Shane Snell **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 88 **Comment Id:** 97212 **Coder's Initials:** V_CHARTIER

Comment Text: Thank you for allowing the public to voice their opinions and comments. If I am able to assist in this effort in any way, please do not hesitate to be in touch with me at 561-682-0156.

Organization: State Representative

Commenter: Mark S Pafford **Page:** **Paragraph:**

Kept Private: No



Correspondence Id: 59 **Comment Id:** 97105 **Coder's Initials:** V_CHARTIER

Comment Text: Because the NPS is adhering to a short planning and design period to advance this critical restoration project, constant opportunities for public involvement and feedback are necessary. The NPS must hold frequent public meetings and ensure that it regularly updates its project web pages to ensure that all interested parties remain well informed and have the ability to provide input as this process unfolds.

Organization: National Parks Conservation Association, Audubon of Florida, Everglades Foundation et al.

Commenter: Rebecca Garvoille **Page:** **Paragraph:**

Kept Private: No

CR2000 Cultural Resources: Methodology And Assumptions (Substantive)

Correspondence Id: 171 **Comment Id:** 97132 **Coder's Initials:** V_CHARTIER

Comment Text: Has there been and Cultural Impact study done on this new plan for the Native Americans and the Gladesman cultures? Has there been an economic study done? Has there been a social economic study done or is this project trying to piggyback on all the necessary socio/economic/cultural impacts? This funding is independent of and goes beyond MOD and Cerp which in turn creates a cause of concern and would require all of the impact studies done over again because of the greater impact on the cultural community and resource.

Organization:

Commenter: Shane Snell **Page:** **Paragraph:**

Kept Private: No

CR4000 Cultural Resources: Impact Of Proposal And Alternatives (Substantive)

Correspondence Id: 21 **Comment Id:** 96109 **Coder's Initials:**

L_FLANK_MAGGI

Comment Text: Because we want to know how they are going to impact all the cultural sites, whether it's our place or Jesse's place, Safari, et cetera. How will a bridge affect us or raising of the road or that particular design with slope would affect the activities, the bridge fishing activities that have been there forever.

Organization: Airboat Association of Florida

Commenter: Joel Marco **Page:** **Paragraph:**

Kept Private: No

GA1000 Impact Analysis: Impact Analyses (Substantive)

Correspondence Id: 59 **Comment Id:** 97103 **Coder's Initials:** V_CHARTIER



Comment Text: In certain scoping alternatives, the NPS is proposing the potential inclusion of con-spans instead of traditional raised bridging to move water under the Trail. If these designs are included for the EIS analysis, the NPS needs to provide adequate documentation to demonstrate that this design will provide equal flow and ecological benefits as traditional raised bridging. We ask that the NPS include this information in the EIS.

Organization: National Parks Conservation Association, Audubon of Florida, Everglades Foundation et al.

Commenter: Rebecca Garvoille **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 25 **Comment Id:** 96105 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: In the additional cultural historical evaluation that's required or is there an economic analysis part as well that can link into economic impact analysis that can link into each of these alternatives? Because I imagine that you can do comparative studies with other similar projects in other places. But it will really need a real economic impact analysis done to be able to tell comparative study to say, okay, in other places where we have done this kind of bridging or not, how has it affected or not, what kinds of businesses? That's the only way you can really know that.

Organization:

Commenter: Laura Ogden **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 171 **Comment Id:** 97132 **Coder's Initials:** V_CHARTIER

Comment Text: Has there been and Cultural Impact study done on this new plan for the Native Americans and the Gladesman cultures? Has there been an economic study done? Has there been a social economic study done or is this project trying to piggyback on all the necessary socio/economic/cultural impacts? This funding is independent of and goes beyond MOD and Cerp which in turn creates a cause of concern and would require all of the impact studies done over again because of the greater impact on the cultural community and resource.

Organization:

Commenter: Shane Snell **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 203 **Comment Id:** 97069 **Coder's Initials:** V_CHARTIER

Comment Text: CONSTRUCTION: The EIS must analyze any adverse impacts from construction, and postconstruction, on the Tiger Tail and Osceola Camps (i.e. noise light, traffic, privacy, and cultural impacts) and all such adverse impacts must be avoided. NPS should not consider any alternative that places a bridge over or close to



these camps. Impacts on hurricane, health, fire, and other vital access to Tamiami Trail must be analyzed and safety maintained. Any blocking of culverts during construction to prevent pollution from entering the Park will result in higher water levels in WCA 3A, and adversely impact the endangered Snail Kite, and must be analyzed in the EIS. The EIS should also review whether any hazardous waste sites exist along Tamiami Trail and divulge the cost of cleaning them up.

Organization: Miccosukee Tribe of Indians of Florida

Commenter: Dexter Lehtinen **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 203 **Comment Id:** 97070 **Coder's Initials:** V_CHARTIER

Comment Text: OPERATIONS: The EIS must analyze the impact of operations, as well as construction, on the WCAs and western Miami-Dade County. The NPS cannot assume benefits in the Park from operations, but refuse to assess impacts of operations on the WCAs and Miami-Dade County. The Corps and DOI are well aware that construction of any bridge will result in an average annual increase in flows into the Park, and a de Jacto change in operations, that could flood Indian camps, Tribal private property, and western Miami-Dade County. The impacts of operations on the Miccosukee Reserved Area, the Miccosukee Resort, and the Tiger Tail and Osceola Camps, as well as the Tribe's perpetual lease lands in WCA 3A, must be analyzed in the EIS. The Tribe will not tolerate any adverse impacts on these areas.

Organization: Miccosukee Tribe of Indians of Florida

Commenter: Dexter Lehtinen **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 203 **Comment Id:** 97071 **Coder's Initials:** V_CHARTIER

Comment Text: BENEFITS: The EIS should divulge that construction of a bridge alone will not provide benefits for the Park. The EIS should also analyze the impacts and benefits from operations and seek alternatives that will maximize benefits to the greater Everglades ecosystem. Alternatives should be assessed on whether they provide improvements in ecological and hydrological conditions, not just in the Park, but in the WCAs as well. No harm to the WCAs should occur either during construction or operation.

Organization: Miccosukee Tribe of Indians of Florida

Commenter: Dexter Lehtinen **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 203 **Comment Id:** 97072 **Coder's Initials:** V_CHARTIER

Comment Text: SEEPAGE CONTROL: Since benefits to the Park cannot be realized until seepage out of the Park is controlled, seepage control must be a component of the preferred alternative. Seepage to the east of the Park into the flood protected areas in



western Miami-County must be analyzed and controlled.

Organization: Miccosukee Tribe of Indians of Florida

Commenter: Dexter Lehtinen **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 203 **Comment Id:** 97073 **Coder's Initials:** V_CHARTIER

Comment Text: SHARK RIVER SLOUGH RESTORATION: The EIS must analyze alternatives that facilitate both components of Shark River Slough restoration: 1) flows through WCA 3A and WCA 3B into Shark River Slough and 2) the lost component due to urbanization. Congress specifically directed that a purpose of the study is to restore connectivity between the Park and the WCAs. Thus, impacts of the alternatives on the WCAs must be fully analyzed in the EIS.

Organization: Miccosukee Tribe of Indians of Florida

Commenter: Dexter Lehtinen **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 203 **Comment Id:** 97074 **Coder's Initials:** V_CHARTIER

Comment Text: "UNCONSTRAINED FLOWS" AND VOLUME: The EIS documents should fully explain the concept of "unconstrained flows" that NPS has declared for the alternatives. It should also analyze whether unconstrained flows will resulting in flooding impacts to the Osceola Camp, private property, and Miami-Dade County. Peak and annual flows should be analyzed for each of the alternatives, including the increase in average annual flow into the Park that will result from a de facto change in operation from just building the bridge. Also, distribution of flows should be used as a performance measure. Moreover, the NPS has recently, and improperly, rejected the volume performance measure for the EIS and should reinstate it. Without knowing the volume desired, and delivered, the EIS can not possibly analyze what is necessary or the impacts on the environment.

Organization: Miccosukee Tribe of Indians of Florida

Commenter: Dexter Lehtinen **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 203 **Comment Id:** 97076 **Coder's Initials:** V_CHARTIER

Comment Text: WATER QUALITY: The EIS must assess the impacts of construction and operations of each of the alternatives on water quality.

Organization: Miccosukee Tribe of Indians of Florida

Commenter: Dexter Lehtinen **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 12 **Comment Id:** 96081 **Coder's Initials:** V_CHARTIER



Comment Text: Require specific performance measures for hydrological and ecological factors.

Organization: Florida Biodiversity Project

Commenter: Brian Scherf **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 203 **Comment Id:** 97081 **Coder's Initials:** V_CHARTIER

Comment Text: CERP AND NON-CERP PROJECTS: The EIS should look at the compatibility of the alternatives with Comprehensive Everglades Restoration Projects ("CERP") projects and non-CERP projects. The EIS should discuss each of the projects to be built and contain a time line for their completion. Any redundancies of the alternatives with future projects should be divulged. The alternatives must also be compatible with the spreader swale pilot project.

Organization: Miccosukee Tribe of Indians of Florida

Commenter: Dexter Lehtinen **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 203 **Comment Id:** 97080 **Coder's Initials:** V_CHARTIER

Comment Text: COST OF DELAY: Irreversible damage to the Everglades must be stopped. Delay has a cost. All alternatives analyzed should look at the cost of delay to the Everglades. The amount of time it would take to implement each alternative should be used as a performance measure.

Organization: Miccosukee Tribe of Indians of Florida

Commenter: Dexter Lehtinen **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 203 **Comment Id:** 97077 **Coder's Initials:** V_CHARTIER

Comment Text: ENDANGERED SPECIES: The EIS must assess the impacts of construction and operations of each of the alternatives on all threatened and endangered species, including the Wood Stork colonies along Tamiami Trail and the Snail Kite in WCA 3A.

Organization: Miccosukee Tribe of Indians of Florida

Commenter: Dexter Lehtinen **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 203 **Comment Id:** 97079 **Coder's Initials:** V_CHARTIER

Comment Text: COST CAP: According to NPS representatives, DOI leadership advised that there should be NO COST CAP for the preferred alternative. This is irresponsible in light of the current fiscal crisis in this country. Cost should be fully evaluated, and used as a factor to screen out alternatives.



Organization: Miccosukee Tribe of Indians of Florida
Commenter: Dexter Lehtinen **Page:** **Paragraph:**
Kept Private: No

Correspondence Id: 12 **Comment Id:** 96078 **Coder's Initials:** V_CHARTIER
Comment Text: Fully analyze the direct, indirect, and cumulative impacts and benefits of each alternative.
Organization: Florida Biodiversity Project
Commenter: Brian Scherf **Page:** **Paragraph:**
Kept Private: No

Correspondence Id: 21 **Comment Id:** 96110 **Coder's Initials:** L_FLANK_MAGGI
Comment Text: And we need some more information on the road design, so we know how it's going to impact, and the bridge height railings, et cetera, ramp designs, if it changes.
Organization: Airboat Association of Florida
Commenter: Joel Marco **Page:** **Paragraph:**
Kept Private: No

GA2000 Impact Analysis: Use Trends And Assumptions (Substantive)

Correspondence Id: 30 **Comment Id:** 96101 **Coder's Initials:** L_FLANK_MAGGI
Comment Text: First question, economic impact on for the airboat tourism. We are going to lose a lot because of construction, dump trucks, on and on it will go. It will be a nightmare with travel across the state, with dump trucks, with all the vehicles, asphalt vehicles, all the people trying to get to these places. They are going to have a big loss of income. Has anybody ever thought about seeing how that's going to affect these? Are you going to let them take their loss or are you going to help them with their loss? How is this going to happen?
Organization:
Commenter: N/A N/A **Page:** **Paragraph:**
Kept Private: No

GA3000 Impact Analysis: General Methodology For Establishing Impacts/Effects (Substantive)

Correspondence Id: 12 **Comment Id:** 96081 **Coder's Initials:** V_CHARTIER
Comment Text: Require specific performance measures for hydrological and ecological



factors.

Organization: Florida Biodiversity Project

Commenter: Brian Scherf **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 191 **Comment Id:** 96675 **Coder's Initials:** V_CHARTIER

Comment Text: I am pasting in a copy of an article that addresses some of the ecological impacts of airboats. Wildlands CPR put this literature review together in December 2000, and we request that all of the ecological impacts of maintaining these airboat operations in the park be considered and addressed as part of the environmental analysis, including any new or additional studies that were not completed or not mentioned in the attached article. You can access the article here: <http://www.wildlandscpr.org/biblio-notes/not-just-bunch-hot-air-ecological-impacts-airboats>, but the text is also pasted in below.

Organization: Wildlands CPR

Commenter: Bethanie Walder **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 183 **Comment Id:** 96694 **Coder's Initials:** V_CHARTIER

Comment Text: While the Modified Waters Delivery project does not fall within the guidelines of the Comprehensive Everglades Restoration Plan, we feel that the principles of Adaptive Management that guide the CERP should be incorporated into the design of the Mod Waters project design.

Organization: SAFER

Commenter: Al Ovies **Page:** **Paragraph:**

Kept Private: No

IC100 ISSUES - Cultural resource issues (Substantive)

Correspondence Id: 16 **Comment Id:** 96121 **Coder's Initials:**

L_FLANK_MAGGI

Comment Text: Before consideration of any aspect of this project be considered there must be put into place some protections of the historical cultures and Native Americans. A few of these protections would be: No taking of any private properties or Native American properties.

Organization:

Commenter: Eric Kimmel **Page:** **Paragraph:**

Kept Private: No

IN100 ISSUES - Natural resource issues (Substantive)



Correspondence Id: 38 **Comment Id:** 96060 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: You also mentioned the gentleman over here said something about trying to keep the water in the Everglades National Park once you get it there. Well, let's go on the other side of the road. What level do you have to maintain that water at in order for it to flow over there? And when do you close area 3(a) and 3(b) because of high water? I can see a problem here that you are going to start closing area 3(a) and 3(b) to recreation. You are going to destroy the hardwood hammocks. You are going to destroy the deers, the hog and any other animal that you have over there. The ducks are going to love it, let me tell you, but I don't duck hunt, so what are we going to do more than that?

Organization:

Commenter: Paul Bailey **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 32 **Comment Id:** 96116 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: NPCA is aware of pending airboat concession issues between Everglades National Park and the airboat operators along the Tamiami Trail. While NPCA recognizes the need for some visitor and tourist access along the trail to the Everglades National Park, NPCA is concerned that the National Park Service will allow commercial operations adjacent to the Tamiami Trail to preclude the most environmentally or ecologically sound bridging from moving forward. The current planning effort must prioritize the Everglades ecosystem; not business opportunities.

Organization: National Parks Conservation Association

Commenter: Rebecca Garvoille **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 15 **Comment Id:** 96135 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: NPCA is aware of pending airboat concession issues between Everglades National Park and the airboat operators along the Tamiami Trail. While NPCA recognizes the need for some visitor and tourist access to Everglades National Park along the Trail, NPCA is concerned that the NPS will allow commercial operations adjacent to the Tamiami Trail to preclude the most environmentally or ecologically sound bridging from moving forward. The current planning effort must prioritize the Everglades ecosystem, not business opportunities.

Organization: National Parks Conservation Association

Commenter: Rebecca Garvoille **Page:** **Paragraph:**

Kept Private: No



IV100 ISSUES - Visitor use or experience issues (Substantive)

Correspondence Id: 55 **Comment Id:** 96468 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: The reduction of Air boat traffic would give many more people a reason to come to South Florida. Many people do ride in air boats but they don't travel to the state specifically to do it. Making it better for paddlers will result in more tourist making trips to Florida and more money for outfitters and other tourist attractions.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

MT1000 Miscellaneous Topics: General Comments (Substantive)

Correspondence Id: 33 **Comment Id:** 96094 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: First let me be clear the trail bed does hold water back, but most of the time the water is held back by Army Corps of Engineers and the park service, because there is a way of means of allowing the water to flow through, so that is a misconception many people have, but that was from the National Parks people; I just wanted to clarify that. They have had many years that we could have had natural flow.

Organization:

Commenter: Eric Kimmel **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 59 **Comment Id:** 97106 **Coder's Initials:** V_CHARTIER

Comment Text: The NPS staff gave a presentation at its public meeting on June 2, 2009 that included a proposed timeline for the implementation of the Tamiami Trail Next Steps project in connection with other Everglades restoration projects. The Tamiami Trail Next Steps project was placed in Phase 2 of the timeline, dated 2018-2020. In addition, construction of the River of Grass project was projected for 2030. After conversations with Park staff, it became clear that Park staff anticipated the Tamiami Trail Next Steps project would be completed prior to the 2018-2020 window. While we support a proposed project phasing concept that comprehensively considers restoration planning, we recommend that the inaccurate dates be removed from this schematic for future use. It is important not to confuse interested parties or generate negative public perception about unrealistic delays related to this project or Everglades restoration. The Tamiami Trail Next Steps should be completed well before the 2018-2020 window.

Organization: National Parks Conservation Association, Audubon of Florida, Everglades Foundation et al.



Commenter: Rebecca Garvoille **Page:** **Paragraph:**
Kept Private: No

Correspondence Id: 59 **Comment Id:** 97105 **Coder's Initials:** V_CHARTIER

Comment Text: Because the NPS is adhering to a short planning and design period to advance this critical restoration project, constant opportunities for public involvement and feedback are necessary. The NPS must hold frequent public meetings and ensure that it regularly updates its project web pages to ensure that all interested parties remain well informed and have the ability to provide input as this process unfolds.

Organization: National Parks Conservation Association, Audubon of Florida, Everglades Foundation et al.

Commenter: Rebecca Garvoille **Page:** **Paragraph:**
Kept Private: No

Correspondence Id: 16 **Comment Id:** 96119 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: This appropriations act however may cause problems and further delay projects already in the pipeline.

Organization:

Commenter: Eric Kimmel **Page:** **Paragraph:**
Kept Private: No

PN1000 Purpose And Need: Planning Process And Policy (Substantive)

Correspondence Id: 35 **Comment Id:** 96062 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: I am standing here listening to nothing about nothing. You have given us nothing. You have told us what you are going to do. Every time a question is asked to you, well, we have got that under advisement. We are thinking about doing this. Maybe we are going to do this. You have given us nothing at all concrete to make any informed decision upon. At what time -- what point in time will you give us concrete information so we can therefore go forward with a response?

Organization:

Commenter: George Edwards **Page:** **Paragraph:**
Kept Private: No

Correspondence Id: 9 **Comment Id:** 96014 **Coder's Initials:** L_FLANK_MAGGI

Comment Text: I understand that the most ideal solution to increased water flow into Everglades NP is the eleven mile long elevated roadway/bridge (Alternative 6?). I would urge that this solution be adopted. It will be awfully expensive now but will solve the



problem once and for all. If, in 10 or twenty years, we look back and wish we had done it the right way and decide to do it the right way now, the cost will be increased by a whole bunch of zeroes! Thanks for considering my comment.

Organization:

Commenter: Robert E Stucker **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 59 **Comment Id:** 97108 **Coder's Initials:** V_CHARTIER

Comment Text: Elaborating on the latter position, Park staff has indicated that the Park must comply with the 1989 Act and that the Park intends to purchase all commercial airboat facilities within the Park's expansion area and the Trail project area, except for the Airboat Association of Florida, through the Tamiami Trail Next Steps process. Park staff has further explained that planning for the management of these newly acquired areas will be conducted through the Park's General Management Plan (GMP) process. However, the Park has also indicated that it will maintain the current physical locations of these properties, once acquired, and is committed to providing access to them through the TT Next Steps Process. If this is the Park's position, we support the Park's decision to move forward with the land purchases; but, we recommend that the Park consider other viable locations for the commercial airboat facilities as part of TT Next Steps planning. If the Park evaluates the best potential sites for future concession operations now, it will be more efficient and strategic in bridge planning. By reflecting on a variety of siting alternatives for the commercial airboat facilities, the Park will avoid predetermining the project outcome and potentially constraining the ecosystem restoration potential of this project. In addition, these actions will enable the Department of the Interior (DOI) to avoid the misuse of taxpayer dollars and the addition of unnecessary costs to current bridge planning alternatives. If all commercial airboat facilities in the Park expansion area remain as they are today, costly access ramps will need to be constructed to ensure entry to these operations and each site's facilities will have to be reinforced to combat the potential for flooding from the higher water flows that will result from bridging. Given these large infrastructure costs, it does not make sense for the Park to decide to reconfigure or modify the location of these facilities after bridge construction finishes. We advise the Park to address commercial airboat facilities siting now.

Organization: National Parks Conservation Association, Audubon of Florida, Everglades Foundation et al.

Commenter: Rebecca Garvoille **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 59 **Comment Id:** 97107 **Coder's Initials:** V_CHARTIER

Comment Text: We are aware of pending airboat concession and land acquisition issues between the Park and the commercial airboat operators along the Tamiami Trail and seek immediate clarification on this issue. The 1989 Everglades National Park Protection and Expansion Act (1989 Act) provided authorization to the Park to acquire



the commercial airboat properties located along the Trail and within the Park's expansion area; and also provided the Park the authorization to enter into concessions contracts with commercial airboat business owners along the Trail. However, the Park seems to be of two contradictory minds on this issue. It is 1) committing to maintaining the commercial airboat properties and interests along the Trail but is also 2) expressing the need to acquire these lands and determine the location and operation of commercial airboat concessions per the 1989 Act. We ask the Park to immediately clarify its intentions.

Organization: National Parks Conservation Association, Audubon of Florida, Everglades Foundation et al.

Commenter: Rebecca Garvoille **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 59 **Comment Id:** 97100 **Coder's Initials:** V_CHARTIER

Comment Text: First, considering the development of project alternatives, we recommend that the NPS explore all possibilities for maximum bridging along the Trail in order to make the most of the current opportunity to advance Everglades and Park restoration. There is no doubt that maximum bridging along the Tamiami Trail, beyond that currently being evaluated, confers the greatest benefits to the natural system. Indeed, the U.S. Army Corps of Engineers 2005 Revised General Re-Evaluation Report (RGRR) demonstrated that a 10.7 mile continuous bridge spanning Shark River Slough was the environmentally preferred alternative. While we recognize that this particular bridge configuration is not a viable option today because it creates physical challenges relative to the Miccosukee Tribe of Indians' Osceola and Tigertail Camps, the Legislative findings about maximizing bridge length should be fully considered during the NPS' planning and evaluation of additional bridging scenarios.

Organization: National Parks Conservation Association, Audubon of Florida, Everglades Foundation et al.

Commenter: Rebecca Garvoille **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 192 **Comment Id:** 96665 **Coder's Initials:** V_CHARTIER

Comment Text: (1) Alternative 6 is the only alternative that satisfies the objectives of the 2009 Omnibus Appropriations Act. Congress directed the NPS to restore more natural water flow to the Everglades National Park and Florida Bay, and to restore habitat within the Park and the ecological connectivity between the Park and the Water Conservation Areas. The 2009 Omnibus Act gives the NPS an unprecedented opportunity to take the necessary steps to fully restore Everglades National Park and advance the Everglades' restoration by implementing Alternative 6 and fully bridging the Tamiami Trail. The NPS has already acknowledged that the other alternatives offered would not provide the flow necessary to restore more natural flow or to restore habitat within the Park.



Organization: Center for Biological Diversity
Commenter: Jacki M Lopez **Page:** **Paragraph:**
Kept Private: No

Correspondence Id: 13 **Comment Id:** 96076 **Coder's Initials:** V_CHARTIER

Comment Text: Process: With so many non-environmental agencies lurking for CERP projects this process should be focus on best system results for NESS. NPS must be vigilant in protecting and restoring the ecology of the Everglades and NESS as the primary goal, not conveyance, not water storage, not appeasing the most vocal or litigious group. "Best available science" should drive the entire process. Best management practices should be required by the Army Corps and all agencies involved. "What If" should be a constant question in the minds of those developing a plan to deal with aberrations in rainfall, sea level rise and salinity. Well meaning projects designed to move implementation without having been formulated and peer reviewed for flexibility and a planned capacity to readily adapt in a changing climate and world, may push our environment and endangered species further towards the edge and never deliver the desired planned benefits a flexible system requires. The "Precautionary Principle" should drive the process with Cape Sable Seaside Sparrow's recovery as a worthy goal. Some people and groups don't see the benefits in bio-diversity but as frog and bat populations plummet restoring this ecosystem is crucial.

Organization:
Commenter: Kept Private **Page:** **Paragraph:**
Kept Private: Yes

Correspondence Id: 12 **Comment Id:** 96079 **Coder's Initials:** V_CHARTIER

Comment Text: Fully identify explain the relevant statutes and regulations affecting the project.

Organization: Florida Biodiversity Project
Commenter: Brian Scherf **Page:** **Paragraph:**
Kept Private: No

Correspondence Id: 12 **Comment Id:** 96082 **Coder's Initials:** V_CHARTIER

Comment Text: The selection of the preferred alternative should be based on science-based decision making. Fully explain how the selection of the preferred alternative will be made including any weighting of objectives and costs.

Organization: Florida Biodiversity Project
Commenter: Brian Scherf **Page:** **Paragraph:**
Kept Private: No

Correspondence Id: 12 **Comment Id:** 96045 **Coder's Initials:**



L_FLANK_MAGGI

Comment Text: The purpose and scope should be specifically defined.

Organization: Florida Biodiversity Project

Commenter: Brian Scherf **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 40 **Comment Id:** 96089 **Coder's Initials:** V_CHARTIER

Comment Text: I am sorry. You have a vast resource here of experience. You have people that have been out here stomping those grounds for 50 years. There is no account like an eyewitness account. You got testimonies, people that have -- this is their backyard. Me, I'm a new kid on the block and I was born and raised here and I'm only 47. I'm a new kid -- eyewitness accounts of what that place right there on that little chart is supposed to be like. The only way that you can restore it is if you open it up and don't manage water, don't touch nothing. That's the only way you can restore something. As long as you got a handle on gates or floodgates and you can manipulate, you really are not going to accomplish much. These people here are an incredible resource. If you want eyewitness first-hand account of what it is to romp around and slide and glide in that place that you have pictured on your board. That right there is meaningless. You all need to take an airboat ride. You all need to take an airboat ride on the north side and the south side. You all need to take some airplane rides. As a matter of fact, the closer to the ground that you get the better it looks; that's a suggestion. If you want first-hand account you need to talk to some of these people. You can sit in an office and conduct all kinds of feasibility studies and environmental impacts and accounts and water tables, but these people will tell you firsthand. They can go back as far as you want. Tell us about when this happened. Tell us about when these culverts plugged up and weren't maintained. Tell us about what happened to the wild life out there. Tell me how much dead deer you saw when the high water and all of that water control thing. You have a vast resource here in your private tour people that see it on a daily basis, and some of your old-timers here that have paved the road that we are all enjoying. So do not -- you engineers, I'm talking to you all. Don't discount the experience of some of these guys. You need to tap into that resource, if you really want to tell the truth. If you want to blow smoke then go ahead. If you really want to get down to the nitty gritty and get down to the truth of what we are really working with here, it ain't just money and bridges that we are building. By the way, the more bridges you build the more the contractors are going to make. The less you do, the less money we are going to spend. The more you do the more flow. We understand how that works. So we are going

Organization:

Commenter: N/A N/A **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 8 **Comment Id:** 96111 **Coder's Initials:** V_CHARTIER

Comment Text: Your scoping efforts say in order to develop a realistic plan you will



seek input from many local people. The AAoF membership has MANY years of East Everglades experiences, we are talking direct on the ground experience, from which agency's can draw, if the project objective is to "Provide for substantial increases in water flows to ENP, we will help in any way, just ask.

Organization: Airboat Association of Florida

Commenter: Mark Kendall **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 203 **Comment Id:** 97067 **Coder's Initials:** V_CHARTIER

Comment Text: The Tribe is confused by the term "proposed project" in the federal register notice, since DOI was only instructed to evaluate feasibility. No "project" was authorized in the Act cited by NPS. However, since the NPS is conducting an EIS, it must fully comply with the National Environmental Policy Act ("NEPA") and other federal law. The Tribe is concerned that the EIS, which is hastily being undertaken by the NPS, will not adhere to the requirements of federal law.

Organization: Miccosukee Tribe of Indians of Florida

Commenter: Dexter Lehtinen **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 6 **Comment Id:** 96031 **Coder's Initials:** L_FLANK_MAGGI

Comment Text: Since any construction project implemented will cause disruption and environmental degradation while ongoing, the alternative providing maximum water flow should be preferred so as to make the costs, including financial, cultural, recreational and commercial, worthwhile. While the commercial interests in the affected area do provide an Everglades experience for certain segments of the public and those interests should be considered, the Omnibus Appropriations Act has a stated purpose that the selected alternative must embrace.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

PN11000 Purpose And Need: Other Policies And Mandates (Substantive)

Correspondence Id: 59 **Comment Id:** 97108 **Coder's Initials:** V_CHARTIER

Comment Text: Elaborating on the latter position, Park staff has indicated that the Park must comply with the 1989 Act and that the Park intends to purchase all commercial airboat facilities within the Park's expansion area and the Trail project area, except for the Airboat Association of Florida, through the Tamiami Trail Next Steps process. Park staff has further explained that planning for the management of these newly acquired areas will be conducted through the Park's General Management Plan (GMP) process. However, the Park has also indicated that it will maintain the current physical locations



of these properties, once acquired, and is committed to providing access to them through the TT Next Steps Process. If this is the Park's position, we support the Park's decision to move forward with the land purchases; but, we recommend that the Park consider other viable locations for the commercial airboat facilities as part of TT Next Steps planning. If the Park evaluates the best potential sites for future concession operations now, it will be more efficient and strategic in bridge planning. By reflecting on a variety of siting alternatives for the commercial airboat facilities, the Park will avoid predetermining the project outcome and potentially constraining the ecosystem restoration potential of this project. In addition, these actions will enable the Department of the Interior (DOI) to avoid the misuse of taxpayer dollars and the addition of unnecessary costs to current bridge planning alternatives. If all commercial airboat facilities in the Park expansion area remain as they are today, costly access ramps will need to be constructed to ensure entry to these operations and each site's facilities will have to be reinforced to combat the potential for flooding from the higher water flows that will result from bridging. Given these large infrastructure costs, it does not make sense for the Park to decide to reconfigure or modify the location of these facilities after bridge construction finishes. We advise the Park to address commercial airboat facilities siting now.

Organization: National Parks Conservation Association, Audubon of Florida, Everglades Foundation et al.

Commenter: Rebecca Garvoille **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 59 **Comment Id:** 97107 **Coder's Initials:** V_CHARTIER

Comment Text: We are aware of pending airboat concession and land acquisition issues between the Park and the commercial airboat operators along the Tamiami Trail and seek immediate clarification on this issue. The 1989 Everglades National Park Protection and Expansion Act (1989 Act) provided authorization to the Park to acquire the commercial airboat properties located along the Trail and within the Park's expansion area; and also provided the Park the authorization to enter into concessions contracts with commercial airboat business owners along the Trail. However, the Park seems to be of two contradictory minds on this issue. It is 1) committing to maintaining the commercial airboat properties and interests along the Trail but is also 2) expressing the need to acquire these lands and determine the location and operation of commercial airboat concessions per the 1989 Act. We ask the Park to immediately clarify its intentions.

Organization: National Parks Conservation Association, Audubon of Florida, Everglades Foundation et al.

Commenter: Rebecca Garvoille **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 192 **Comment Id:** 96667 **Coder's Initials:** V_CHARTIER

Comment Text: 3) Alternative 6 will help preserve the Everglades as a biosphere



reserve, world heritage site, and wetland of international importance. While designation as a biosphere reserve does not come with any legal requirements, it elevates the unique value of the reserve and gives it international importance. Biosphere reserves should be conserved and protected, according to international law, and federal agencies should work to preserve the status of the reserve. Alternative 6 is the best alternative for maintaining biosphere reserve status. In addition to being identified as a biosphere reserve, Everglades National Park is also a World Heritage Site. The World Heritage Committee only recently removed the Everglades National Park UNESCO World Heritage Site from the List of World Heritage Sites in Danger. The de-listing was in part due to financial resources made available to the Park with the hope that they would rehabilitate it. Alternative 6 is the only alternative that would truly rehabilitate the Park and keep it off the Danger List. Finally, recognizing the conservation value of the Everglades, the Park is also a Wetland of International Importance. However, the Park is on the Montreux Record which means that it is has considered to have undergone, be undergoing, or likely to undergo change in its ecological character brought about by human action. Selecting Alternative 6 will keep the Park on the right path to come off this list and restore its full status as a Wetland of International Importance.

Organization: Center for Biological Diversity

Commenter: Jacki M Lopez **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 12 **Comment Id:** 96079 **Coder's Initials:** V_CHARTIER

Comment Text: Fully identify explain the relevant statutes and regulations affecting the project.

Organization: Florida Biodiversity Project

Commenter: Brian Scherf **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 203 **Comment Id:** 97081 **Coder's Initials:** V_CHARTIER

Comment Text: CERP AND NON-CERP PROJECTS: The EIS should look at the compatibility of the alternatives with Comprehensive Everglades Restoration Projects ("CERP") projects and non-CERP projects. The EIS should discuss each of the projects to be built and contain a time line for their completion. Any redundancies of the alternatives with future projects should be divulged. The alternatives must also be compatible with the spreader swale pilot project.

Organization: Miccosukee Tribe of Indians of Florida

Commenter: Dexter Lehtinen **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 203 **Comment Id:** 97073 **Coder's Initials:** V_CHARTIER

Comment Text: SHARK RIVER SLOUGH RESTORATION: The EIS must analyze



alternatives that facilitate both components of Shark River Slough restoration: 1) flows through WCA 3A and WCA 3B into Shark River Slough and 2) the lost component due to urbanization. Congress specifically directed that a purpose of the study is to restore connectivity between the Park and the WCAs. Thus, impacts of the alternatives on the WCAs must be fully analyzed in the EIS.

Organization: Miccosukee Tribe of Indians of Florida

Commenter: Dexter Lehtinen **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 203 **Comment Id:** 97067 **Coder's Initials:** V_CHARTIER

Comment Text: The Tribe is confused by the term "proposed project" in the federal register notice, since DOI was only instructed to evaluate feasibility. No "project" was authorized in the Act cited by NPS. However, since the NPS is conducting an EIS, it must fully comply with the National Environmental Policy Act ("NEPA") and other federal law. The Tribe is concerned that the EIS, which is hastily being undertaken by the NPS, will not adhere to the requirements of federal law.

Organization: Miccosukee Tribe of Indians of Florida

Commenter: Dexter Lehtinen **Page:** **Paragraph:**

Kept Private: No

PN2000 Purpose And Need: Park Purpose And Significance (Substantive)

Correspondence Id: 192 **Comment Id:** 96667 **Coder's Initials:** V_CHARTIER

Comment Text: 3) Alternative 6 will help preserve the Everglades as a biosphere reserve, world heritage site, and wetland of international importance. While designation as a biosphere reserve does not come with any legal requirements, it elevates the unique value of the reserve and gives it international importance. Biosphere reserves should be conserved and protected, according to international law, and federal agencies should work to preserve the status of the reserve. Alternative 6 is the best alternative for maintaining biosphere reserve status. In addition to being identified as a biosphere reserve, Everglades National Park is also a World Heritage Site. The World Heritage Committee only recently removed the Everglades National Park UNESCO World Heritage Site from the List of World Heritage Sites in Danger. The de-listing was in part due to financial resources made available to the Park with the hope that they would rehabilitate it. Alternative 6 is the only alternative that would truly rehabilitate the Park and keep it off the Danger List. Finally, recognizing the conservation value of the Everglades, the Park is also a Wetland of International Importance. However, the Park is on the Montreux Record which means that it is has considered to have undergone, be undergoing, or likely to undergo change in its ecological character brought about by human action. Selecting Alternative 6 will keep the Park on the right path to come off this list and restore its full status as a Wetland of International Importance.

Organization: Center for Biological Diversity



Commenter: Jacki M Lopez **Page:** **Paragraph:**
Kept Private: No

Correspondence Id: 4 **Comment Id:** 96087 **Coder's Initials:** V_CHARTIER

Comment Text: I also think that it would have been beneficial for the NPS mission to be stated clearly at the beginning of the presentation. I think that many people in the local community don't really understand that the NPS is required by law to preserve the natural resources of the park unimpaired for future generations. Explanation of the mission at the beginning of all public meetings would go a long way toward helping members of local communities understand the decisions and actions of NPS.

Organization:

Commenter: N/A N/A **Page:** **Paragraph:**
Kept Private: No

PN3000 Purpose And Need: Scope Of The Analysis (Substantive)

Correspondence Id: 12 **Comment Id:** 96045 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: The purpose and scope should be specifically defined.

Organization: Florida Biodiversity Project

Commenter: Brian Scherf **Page:** **Paragraph:**
Kept Private: No

Correspondence Id: 39 **Comment Id:** 96059 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: You said you want the water flow to be like it used to be. Used to be when? In 1920? But you said like it was -- like it was when? The Everglades National park was established the year I was born and I was born here. I'm wondering how many people in this group here have ever been right there or have ever been right there. Do you understand what I'm saying? I'm sure that everybody here has this great intention, and nothing against the Army Corps of Engineers, but the way that I understand the problems that we have were created by the Army Corps Engineers. And we are under directives again. We are not giving this poor man to study what he has to study. So what year are you going back to, the first question was. My parents came here in 1923, and I was born here in 1947 when the park was created.

Organization:

Commenter: N/A N/A **Page:** **Paragraph:**
Kept Private: No

Correspondence Id: 183 **Comment Id:** 96693 **Coder's Initials:** V_CHARTIER



Comment Text: While we understand that the elevated skyway bridge is the most desired, ecologically sound alternative, we feel this alternative is cost prohibitive. This alternative was rejected by the US Army Corps of Engineers some time back, and we do not understand how this alternative keeps coming back to the table.

Organization: SAFER

Commenter: Al Ovies **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 203 **Comment Id:** 97075 **Coder's Initials:** V_CHARTIER

Comment Text: CULVERTS: NPS reported that DOI Leadership Guidance includes the recommendation to "use con-span-like structures (prefabricated culverts) as potentially a more cost effective way to meet the Congressional intent to improved connectivity." Since con-spans are essentially large culverts, and culverts are technically small bridges, clearing out the exotic vegetation downstream of the existing culverts, and constructing additional culverts and swales, should be evaluated in the EIS as a cost effective alternative to meet Congressional intent.

Organization: Miccosukee Tribe of Indians of Florida

Commenter: Dexter Lehtinen **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 203 **Comment Id:** 97068 **Coder's Initials:** V_CHARTIER

Comment Text: PROJECT AREA: The Project Area that NPS is planning to analyze in the EIS is too narrow in that it is limited only to Everglades National Park. The Project Area in which impacts are analyzed must include the Water Conservation Areas (including WCA 3A) and western Miami-Dade County.

Organization: Miccosukee Tribe of Indians of Florida

Commenter: Dexter Lehtinen **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 17 **Comment Id:** 96032 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: We are talking about building or designing something to accommodate a certain hedge flow, yet we are nowhere near having the appropriate upstream flows and I am really concerned. I mean, are you really taking the reality of the lack of that flow in consideration in this design phase?

Organization: Everglades Coordinating Council

Commenter: Barbara J Powell **Page:** **Paragraph:**

Kept Private: No

PN4000 Purpose And Need: Park Legislation/Authority (Substantive)



Correspondence Id: 38 **Comment Id:** 96091 **Coder's Initials:** V_CHARTIER

Comment Text: What Dan just said, Eric, he's going to do whatever he can, within the boundaries of the Everglades National Park to maintain those properties. We are not in the Everglades National Park, the Airboat Association of Florida, that's my concern.

Organization:

Commenter: Paul Bailey **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 145 **Comment Id:** 97163 **Coder's Initials:** V_CHARTIER

Comment Text: I also believe limiting the airboats would also be beneficial with more canoe and chickee camping access is a wonderful idea along with a few more walkways. Some of the trails on Turner River Road, Loop road, swamp walks etc could have better access for more people to enjoy it without having to use 4 wheel drive. The roads have been very poor over the past few years especially after the Katrina hurricane year. However, I do believe for people that cannot canoe and want to go a little further into the River of Grass that a limited amount of airboat concessions should be allowed not just the few elite people that always had access in the past. That is not right for the people that have not always lived in South Florida and owned part of the land or belonged to an elite club. To help remedy who should have the concessions I believe the National Park service should only run the concessions or maybe one other concession with the Indian tribe to be fair limiting the access and areas where the airboats will be able to travel. The airboat ride into the Everglades would also then teach about the ecosystem and environment as well as the history of the River of grass and the inhabitants and be able to preserve the way of the people that lived there if that would be promoted by the tribe and or National park. This is seen in other National parks such as the Smokies in 3 areas such as Airport Road preserving the homesteaders way of life, Yosemite with the Indian Cultural Center, etc. Hopefully then the airboat ride can remain affordable for all yet limited not to ruin the environment. Moreover I believe that the private four wheelers should not be allowed any access into the Everglades or Big Cypress ruining the land since most people that go on the trails do not respect the privilege and damage the land. Perhaps the National Park Service could also have a 4 wheel or swamp buggy ride on an already designated trail for all to enjoy not just a few elite people.

Organization: Sierra Club

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 5 **Comment Id:** 96013 **Coder's Initials:** L_FLANK_MAGGI

Comment Text: You are in a unique position to overcome and correct the ignorance and mistakes of the past. Please let your knowledge and understanding of the needs of the present and the future inform your decisions and move swiftly to restore the



Everglades by proceeding without delay to pass the Northeast Shark River Slough Restoration. We are counting on your best judgement and prompt action to save the this part of the planet to the seventh generation.

Organization: Sierra Club

Commenter: Juliana M Gill **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 4 **Comment Id:** 96087 **Coder's Initials:** V_CHARTIER

Comment Text: I also think that it would have been beneficial for the NPS mission to be stated clearly at the beginning of the presentation. I think that many people in the local community don't really understand that the NPS is required by law to preserve the natural resources of the park unimpaired for future generations. Explanation of the mission at the beginning of all public meetings would go a long way toward helping members of local communities understand the decisions and actions of NPS.

Organization:

Commenter: N/A N/A **Page:** **Paragraph:**

Kept Private: No

PN5000 Purpose And Need: Regulatory Framework (Substantive)

Correspondence Id: 38 **Comment Id:** 96091 **Coder's Initials:** V_CHARTIER

Comment Text: What Dan just said, Eric, he's going to do whatever he can, within the boundaries of the Everglades National Park to maintain those properties. We are not in the Everglades National Park, the Airboat Association of Florida, that's my concern.

Organization:

Commenter: Paul Bailey **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 59 **Comment Id:** 97108 **Coder's Initials:** V_CHARTIER

Comment Text: Elaborating on the latter position, Park staff has indicated that the Park must comply with the 1989 Act and that the Park intends to purchase all commercial airboat facilities within the Park's expansion area and the Trail project area, except for the Airboat Association of Florida, through the Tamiami Trail Next Steps process. Park staff has further explained that planning for the management of these newly acquired areas will be conducted through the Park's General Management Plan (GMP) process. However, the Park has also indicated that it will maintain the current physical locations of these properties, once acquired, and is committed to providing access to them through the TT Next Steps Process. If this is the Park's position, we support the Park's decision to move forward with the land purchases; but, we recommend that the Park consider other viable locations for the commercial airboat facilities as part of TT Next Steps planning. If the Park evaluates the best potential sites for future concession



operations now, it will be more efficient and strategic in bridge planning. By reflecting on a variety of siting alternatives for the commercial airboat facilities, the Park will avoid predetermining the project outcome and potentially constraining the ecosystem restoration potential of this project. In addition, these actions will enable the Department of the Interior (DOI) to avoid the misuse of taxpayer dollars and the addition of unnecessary costs to current bridge planning alternatives. If all commercial airboat facilities in the Park expansion area remain as they are today, costly access ramps will need to be constructed to ensure entry to these operations and each site's facilities will have to be reinforced to combat the potential for flooding from the higher water flows that will result from bridging. Given these large infrastructure costs, it does not make sense for the Park to decide to reconfigure or modify the location of these facilities after bridge construction finishes. We advise the Park to address commercial airboat facilities siting now.

Organization: National Parks Conservation Association, Audubon of Florida, Everglades Foundation et al.

Commenter: Rebecca Garvoille **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 59 **Comment Id:** 97107 **Coder's Initials:** V_CHARTIER

Comment Text: We are aware of pending airboat concession and land acquisition issues between the Park and the commercial airboat operators along the Tamiami Trail and seek immediate clarification on this issue. The 1989 Everglades National Park Protection and Expansion Act (1989 Act) provided authorization to the Park to acquire the commercial airboat properties located along the Trail and within the Park's expansion area; and also provided the Park the authorization to enter into concessions contracts with commercial airboat business owners along the Trail. However, the Park seems to be of two contradictory minds on this issue. It is 1) committing to maintaining the commercial airboat properties and interests along the Trail but is also 2) expressing the need to acquire these lands and determine the location and operation of commercial airboat concessions per the 1989 Act. We ask the Park to immediately clarify its intentions.

Organization: National Parks Conservation Association, Audubon of Florida, Everglades Foundation et al.

Commenter: Rebecca Garvoille **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 192 **Comment Id:** 96665 **Coder's Initials:** V_CHARTIER

Comment Text: (1) Alternative 6 is the only alternative that satisfies the objectives of the 2009 Omnibus Appropriations Act. Congress directed the NPS to restore more natural water flow to the Everglades National Park and Florida Bay, and to restore habitat within the Park and the ecological connectivity between the Park and the Water Conservation Areas. The 2009 Omnibus Act gives the NPS an unprecedented opportunity to take the necessary steps to fully restore Everglades National Park and



advance the Everglades' restoration by implementing Alternative 6 and fully bridging the Tamiami Trail. The NPS has already acknowledged that the other alternatives offered would not provide the flow necessary to restore more natural flow or to restore habitat within the Park.

Organization: Center for Biological Diversity

Commenter: Jacki M Lopez **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 8 **Comment Id:** 96037 **Coder's Initials:** L_FLANK_MAGGI

Comment Text: In order to convert us from potential adversaries, to allies, we want the following: Our Property rights, including our current usage protected. Access to our property. Access to ENP, And the Gladesman Culture. This in accordance with all Federal housing law's. Provide this in writing. The current Omnibus Appropriations Act directs the Department of the Interior, thru NPS to research among other issues to research: Recreation, Cultural and state Historic preservation, with regards to this project. Public access points, recreational landings for fishing, walking, sightseeing, bird-watching, boat ramps, ETC need to be included in this project.

Organization: Airboat Association of Florida

Commenter: Mark Kendall **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 203 **Comment Id:** 97081 **Coder's Initials:** V_CHARTIER

Comment Text: CERP AND NON-CERP PROJECTS: The EIS should look at the compatibility of the alternatives with Comprehensive Everglades Restoration Projects ("CERP") projects and non-CERP projects. The EIS should discuss each of the projects to be built and contain a time line for their completion. Any redundancies of the alternatives with future projects should be divulged. The alternatives must also be compatible with the spreader swale pilot project.

Organization: Miccosukee Tribe of Indians of Florida

Commenter: Dexter Lehtinen **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 203 **Comment Id:** 97073 **Coder's Initials:** V_CHARTIER

Comment Text: SHARK RIVER SLOUGH RESTORATION: The EIS must analyze alternatives that facilitate both components of Shark River Slough restoration: 1) flows through WCA 3A and WCA 3B into Shark River Slough and 2) the lost component due to urbanization. Congress specifically directed that a purpose of the study is to restore connectivity between the Park and the WCAs. Thus, impacts of the alternatives on the WCAs must be fully analyzed in the EIS.

Organization: Miccosukee Tribe of Indians of Florida

Commenter: Dexter Lehtinen **Page:** **Paragraph:**



Kept Private: No

Correspondence Id: 203 **Comment Id:** 97067 **Coder's Initials:** V_CHARTIER

Comment Text: The Tribe is confused by the term "proposed project" in the federal register notice, since DOI was only instructed to evaluate feasibility. No "project" was authorized in the Act cited by NPS. However, since the NPS is conducting an EIS, it must fully comply with the National Environmental Policy Act ("NEPA") and other federal law. The Tribe is concerned that the EIS, which is hastily being undertaken by the NPS, will not adhere to the requirements of federal law.

Organization: Miccosukee Tribe of Indians of Florida

Commenter: Dexter Lehtinen **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 6 **Comment Id:** 96029 **Coder's Initials:** L_FLANK_MAGGI

Comment Text: I would urge the adoption of alternative six as the preferred alternative since it provides the maximum bridging and hence will result in the best water flow to the Northeast Shark River Slough. The 2009 Omnibus Appropriations Act has called for the establishment of more natural flows as well as connectivity aimed at full restoration. Ideally, total bridging would be the answer to meet these objectives. Since that does not appear to be a realistic alternative, the maximum bridging offered in alternative six appears to be the most effective means to meet the stated objective. All other proposals seem to suffer from the deficiencies of previous LRR's. Half way measures have been deemed insufficient to provide the benefits desired and delay has proved costly both financially and environmentally.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 6 **Comment Id:** 96031 **Coder's Initials:** L_FLANK_MAGGI

Comment Text: Since any construction project implemented will cause disruption and environmental degradation while ongoing, the alternative providing maximum water flow should be preferred so as to make the costs, including financial, cultural, recreational and commercial, worthwhile. While the commercial interests in the affected area do provide an Everglades experience for certain segments of the public and those interests should be considered, the Omnibus Appropriations Act has a stated purpose that the selected alternative must embrace.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

PN6000 Purpose And Need: Land Management Laws, Exec Orders (Substantive)



Correspondence Id: 6 **Comment Id:** 96029 **Coder's Initials:** L_FLANK_MAGGI

Comment Text: I would urge the adoption of alternative six as the preferred alternative since it provides the maximum bridging and hence will result in the best water flow to the Northeast Shark River Slough. The 2009 Omnibus Appropriations Act has called for the establishment of more natural flows as well as connectivity aimed at full restoration. Ideally, total bridging would be the answer to meet these objectives. Since that does not appear to be a realistic alternative, the maximum bridging offered in alternative six appears to be the most effective means to meet the stated objective. All other proposals seem to suffer from the deficiencies of previous LRR's. Half way measures have been deemed insufficient to provide the benefits desired and delay has proved costly both financially and environmentally.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

PN7000 Purpose And Need: NEPA And Ceq (Substantive)

Correspondence Id: 203 **Comment Id:** 97067 **Coder's Initials:** V_CHARTIER

Comment Text: The Tribe is confused by the term "proposed project" in the federal register notice, since DOI was only instructed to evaluate feasibility. No "project" was authorized in the Act cited by NPS. However, since the NPS is conducting an EIS, it must fully comply with the National Environmental Policy Act ("NEPA") and other federal law. The Tribe is concerned that the EIS, which is hastily being undertaken by the NPS, will not adhere to the requirements of federal law.

Organization: Miccosukee Tribe of Indians of Florida

Commenter: Dexter Lehtinen **Page:** **Paragraph:**

Kept Private: No

PN8000 Purpose And Need: Objectives In Taking Action (Substantive)

Correspondence Id: 32 **Comment Id:** 96099 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: The 2009 Omnibus Appropriation Act directive is an unparalleled opportunity for the National Park Service to take the step to fully restore Everglades National Park and to advance Everglades restoration by maximizing additional bridging along the Tamiami Trail. It is critical that this important and timely Congressional directive be appropriately implemented.

Organization: National Parks Conservation Association

Commenter: Rebecca Garvoille **Page:** **Paragraph:**

Kept Private: No



Correspondence Id: 28 **Comment Id:** 96104 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: We are having more concerns over getting this kind of thing done, above and beyond our traditional Everglades restoration and habitat concerns that we've always had, but now also in light of climate change projections, really getting Everglades restoration done is one of the ultimate things that we need to do to help the people of South Florida to be able to stay there and have freshwater and drinking water.

Organization: Audubon of Florida

Commenter: Julie Hill **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 12 **Comment Id:** 96080 **Coder's Initials:** V_CHARTIER

Comment Text: Clearly identify and explain the project objectives and how they are weighted in the decision making process. The FBP supports the proposed project objectives listed in the newsletter.

Organization: Florida Biodiversity Project

Commenter: Brian Scherf **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 6 **Comment Id:** 96029 **Coder's Initials:** L_FLANK_MAGGI

Comment Text: I would urge the adoption of alternative six as the preferred alternative since it provides the maximum bridging and hence will result in the best water flow to the Northeast Shark River Slough. The 2009 Omnibus Appropriations Act has called for the establishment of more natural flows as well as connectivity aimed at full restoration. Ideally, total bridging would be the answer to meet these objectives. Since that does not appear to be a realistic alternative, the maximum bridging offered in alternative six appears to be the most effective means to meet the stated objective. All other proposals seem to suffer from the deficiencies of previous LRR's. Half way measures have been deemed insufficient to provide the benefits desired and delay has proved costly both financially and environmentally.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

PO1000 Park Operations: Guiding Policies, Regs And Laws (Substantive)

Correspondence Id: 38 **Comment Id:** 96091 **Coder's Initials:** V_CHARTIER

Comment Text: What Dan just said, Eric, he's going to do whatever he can, within the boundaries of the Everglades National Park to maintain those properties. We are not in the Everglades National Park, the Airboat Association of Florida, that's my concern.



Organization:

Commenter: Paul Bailey **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 4 **Comment Id:** 96087 **Coder's Initials:** V_CHARTIER

Comment Text: I also think that it would have been beneficial for the NPS mission to be stated clearly at the beginning of the presentation. I think that many people in the local community don't really understand that the NPS is required by law to preserve the natural resources of the park unimpaired for future generations. Explanation of the mission at the beginning of all public meetings would go a long way toward helping members of local communities understand the decisions and actions of NPS.

Organization:

Commenter: N/A N/A **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 17 **Comment Id:** 96053 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: I am with Everglades Coordinating Council. We are an organization of sportsmen group. It's too preliminary to make specific comments, but I am concerned about the cost. Where is the money going to come from with so many other projects? It's my understanding that even with the Appropriations Bill that provided for this evaluation you didn't get fresh money. You had to switch it from another account or something. That to me was a bait and switch for ya'll. I mean, I am not blaming you for it, but it isn't a new appropriation. So we are really robbing another project in order to do this study which concerns me. I am concerned about time delay. I can understand why Congress said we have got to do this in a year, because like we started this in 1989 and we are nowhere near there yet. So I think that's the reason they might have done it, but the Everglades is dying. And every time we get close to doing something -- okay, we are going to do culverts, we are going to do whatever; we get almost there and somebody gets a new idea and everything stops until we do this.

Organization: Everglades Coordinating Council

Commenter: Barbara J Powell **Page:** **Paragraph:**

Kept Private: No

PO4000 Park Operations: Impact Of Proposal And Alternatives (Substantive)

Correspondence Id: 17 **Comment Id:** 96053 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: I am with Everglades Coordinating Council. We are an organization of sportsmen group. It's too preliminary to make specific comments, but I am concerned about the cost. Where is the money going to come from with so many other projects?



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Organization: Everglades Coordinating Council

Commenter: Barbara J Powell **Page:** **Paragraph:**

Kept Private: No

SE1000 Socioeconomics: Guiding Policies, Regs And Laws (Substantive)

Correspondence Id: 17 **Comment Id:** 96053 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: I am with Everglades Coordinating Council. We are an organization of sportsmen group. It's too preliminary to make specific comments, but I am concerned about the cost. Where is the money going to come from with so many other projects? It's my understanding that even with the Appropriations Bill that provided for this evaluation you didn't get fresh money. You had to switch it from another account or something. That to me was a bait and switch for ya'll. I mean, I am not blaming you for it, but it isn't a new appropriation. So we are really robbing another project in order to do this study which concerns me. I am concerned about time delay. I can understand why Congress said we have got to do this in a year, because like we started this in 1989 and we are nowhere near there yet. So I think that's the reason they might have done it, but the Everglades is dying. And every time we get close to doing something -- okay, we are going to do culverts, we are going to do whatever; we get almost there and somebody gets a new idea and everything stops until we do this.

Organization: Everglades Coordinating Council

Commenter: Barbara J Powell **Page:** **Paragraph:**

Kept Private: No

SE2000 Socioeconomics: Methodology And Assumptions (Substantive)

Correspondence Id: 171 **Comment Id:** 97132 **Coder's Initials:** V_CHARTIER

Comment Text: Has there been and Cultural Impact study done on this new plan for the Native Americans and the Gladesman cultures? Has there been an economic study done? Has there been a social economic study done or is this project trying to piggyback on all the necessary socio/economic/cultural impacts? This funding is



independent of and goes beyond MOD and Cerp which in turn creates a cause of concern and would require all of the impact studies done over again because of the greater impact on the cultural community and resource.

Organization:

Commenter: Shane Snell **Page:** **Paragraph:**

Kept Private: No

SE3000 Socioeconomics: Study Area (Substantive)

Correspondence Id: 203 **Comment Id:** 97069 **Coder's Initials:** V_CHARTIER

Comment Text: CONSTRUCTION: The EIS must analyze any adverse impacts from construction, and postconstruction, on the Tiger Tail and Osceola Camps (i.e. noise light, traffic, privacy, and cultural impacts) and all such adverse impacts must be avoided. NPS should not consider any alternative that places a bridge over or close to these camps. Impacts on hurricane, health, fire, and other vital access to Tamiami Trail must be analyzed and safety maintained. Any blocking of culverts during construction to prevent pollution from entering the Park will result in higher water levels in WCA 3A, and adversely impact the endangered Snail Kite, and must be analyzed in the EIS. The EIS should also review whether any hazardous waste sites exist along Tamiami Trail and divulge the cost of cleaning them up.

Organization: Miccosukee Tribe of Indians of Florida

Commenter: Dexter Lehtinen **Page:** **Paragraph:**

Kept Private: No

SE4000 Socioeconomics: Impact Of Proposal And Alternatives (Substantive)

Correspondence Id: 199 **Comment Id:** 96442 **Coder's Initials:** V_CHARTIER

Comment Text: I am also in strong favor of buying out the existing airboat concessions that operate along the Tamiami Trail!

Organization:

Commenter: Jason D Feldman **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 38 **Comment Id:** 96091 **Coder's Initials:** V_CHARTIER

Comment Text: What Dan just said, Eric, he's going to do whatever he can, within the boundaries of the Everglades National Park to maintain those properties. We are not in the Everglades National Park, the Airboat Association of Florida, that's my concern.

Organization:

Commenter: Paul Bailey **Page:** **Paragraph:**

Kept Private: No



Correspondence Id: 37 **Comment Id:** 96090 **Coder's Initials:** V_CHARTIER

Comment Text: Well, I am not sure how to word this correctly, but with all this talk about costs, I know that the U.S. Army Corps of Engineers -- the most cost effective solution usually is to aquisite (sic) property versus mitigation or allowing you to keep your property. So I am concerned that now this is money, like in the other projects across the state, when they had Appropriations Act, if you might revert back to instead of allowing these properties to stay you might take them, you know, because that is the cheapest way out. Can we get anything guarantee that you are not going to take any of the properties before this even -- before even commenting any further on these plans, because there is no point in commenting if down the line... Yeah, but is there anyone in the park that has authority to say right now, before we start collaborating and trying to come out with an alternative they can say right now that we aren't going to take these properties? Okay. But is that in writing though the Department of Interior letterhead because, I mean, in the old days a handshake, a verbal agreement was fine. And I believe you wholeheartedly, because you are that kind of person, but I know from bad experience -- I lost 400 acres of land one time (unintelligible) and condemnation of land on Quail Roost Drive. When it comes to land -- and I also lost land in Cuba. I'm one of the few Americans that lost land in Cuba, so when it comes to land being taken, I'm very sensitive. I have no interest in them. Myself and my family, you know, but I don't want to see Jesse or the Airboat Club or anybody...

Organization:

Commenter: N/A N/A **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 33 **Comment Id:** 96095 **Coder's Initials:**

L_FLANK_MAGGI

Comment Text: A few protections that we will be needing, before we even considered any of this would be; no taking of any private properties or Native American properties, put in place multiple public and property access north and south of the Tamiami Trail from land islands between these bridges.

Organization:

Commenter: Eric Kimmel **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 10 **Comment Id:** 96042 **Coder's Initials:**

L_FLANK_MAGGI

Comment Text: To achieve significant restoration to Everglades National Park, Sierra Club Florida strongly recommends the National Park Service to pursue purchasing the inholdings of private property along Tamiami Trail. The exception to this pursuit would be the tribal lands of Native American nations, such as the Miccosukee Tribes. The purchase of inholding properties would: 1. remove sizable blockages from the main



flows of Northeast Shark River Slough, 2. utilize the full extent of the Alternative 6 bridging to enhance sheetflow, 3. establish newly created habitat for native species, 4. reduce construction costs by eliminating numerous on and off ramps, 5. reduce point sources of pollution from commercial enterprises, and 6. provide additional support for achieving Wilderness Designation for the East Everglades Expansion Area.

Organization: Everglades Committee, Sierra Club Florida

Commenter: Mark P Oncavage **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 30 **Comment Id:** 96101 **Coder's Initials:**

L_FLANK_MAGGI

Comment Text: First question, economic impact on for the airboat tourism. We are going to lose a lot because of construction, dump trucks, on and on it will go. It will be a nightmare with travel across the state, with dump trucks, with all the vehicles, asphalt vehicles, all the people trying to get to these places. They are going to have a big loss of income. Has anybody ever thought about seeing how that's going to affect these? Are you going to let them take their loss or are you going to help them with their loss? How is this going to happen?

Organization:

Commenter: N/A N/A **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 4 **Comment Id:** 96011 **Coder's Initials:** L_FLANK_MAGGI

Comment Text: I understand the concerns of local airboat companies about impacts to their businesses, but I also think that much of their resistance is natural human reaction to a fear of the unknown. In the end after the project is completed, I expect that they will genuinely like the project. In addition to solving the connectivity problem, the end result will look nice and will probably even give the public increased access to the airboat businesses. There is a definite need in the community for airboat concessioners to supply their services -- though I do not think that that need necessarily has to be met inside the boundaries of the park. Airboating is a more appropriate activity outside the park boundary.

Organization:

Commenter: N/A N/A **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 8 **Comment Id:** 96037 **Coder's Initials:** L_FLANK_MAGGI

Comment Text: In order to convert us from potential adversaries, to allies, we want the following: Our Property rights, including our current usage protected. Access to our property. Access to ENP, And the Gladesman Culture. This in accordance with all Federal housing law's. Provide this in writing. The current Omnibus Appropriations Act



directs the Department of the Interior, thru NPS to research among other issues to research: Recreation, Cultural and state Historic preservation, with regards to this project. Public access points, recreational landings for fishing, walking, sightseeing, bird-watching, boat ramps, ETC need to be included in this project.

Organization: Airboat Association of Florida

Commenter: Mark Kendall **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 8 **Comment Id:** 96036 **Coder's Initials:** L_FLANK_MAGGI

Comment Text: Our main concern is Property access from any road work that is done, and if we are forced to take a flowage easement, the language of that agreement should not be restrictive to our current activities.

Organization: Airboat Association of Florida

Commenter: Mark Kendall **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 194 **Comment Id:** 96662 **Coder's Initials:** V_CHARTIER

Comment Text: BUY OUT AND REMOVE ALL COMMERCIAL AIRBOAT OPERATIONS ALONG THE SOUTH SIDE OF TAMiami TRAIL (private airboat owners of record only - 1989 - to be allowed access on designated trails according to the terms of the Everglades Expansion and Protection Act). While some tourists do use these commercial tours as a way of getting a quick peek of the Everglades and possibly an alligator, there are serious ecological problems encountered with their continued operation (and there are many places in south Florida to ride an airboat outside the confines of a national park). If Alternative 6 is chosen, leaving these commercial operations in place will - interfere with the historic movement of waters the bridging is supposed to return by leaving enormous 'island concessions' with parking lots, stores and docks in the historic flow of Shark River Slough - require costly and complicated off ramps (cloverleaf's on Tamiami Trail?) to provide public access - placing still more human engineering in the water flow - interfere with the natural hydrology of the Shark River Slough (research conducted in adjacent areas of Big Cypress National Preserve found a five fold increase in water moving through airboat trails regardless of their direction). - prevent a safe and quiet non-motorized experience of the park for south Florida residents and tourists.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 68 **Comment Id:** 96480 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: lets save one of the most unique national parks in the world. UNESCO



recognized and now finally US government is recognizing its role, importance and role in the environment. chose alternative 6: This allows for maximum bridging across Tamiami Trail and is closest to the Army Corps of Engineers original recommendation of an 11 mile bridge to allow for sufficient water flow into the park. When completed, it will provide the greatest environmental benefits to an ecosystem containing a mix of plants and animals found nowhere else on the planet - including 36 species listed as threatened or endangered. These include the manatee, green sea turtle, American Crocodile, and the critically endangered Florida panther. this will allow for the maximum flow of water into the Shark River Slough and the heart of Everglades National Park. It will also likely create the greatest number of jobs during construction. amazingly, the most effective measures to protect the environment, also create the most jobs locally, and often rather high quality and high paid jobs. it seems so easy and obvious. lets act smartly and keep the most precious Everglades in a better shape for our kids and theirs.

Organization: University of Miami

Commenter: Stefan Glück **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 31 **Comment Id:** 96063 **Coder's Initials:**

L_FLANK_MAGGI

Comment Text: I'm Jesse Kennen from Coopertown. I have been following this for quite a few years. (unintelligible) part of the 2005 plan, basically you are going to be shifting a road south. And how is that going to go into -- are you going to still follow along this type of engineering or do you have another type thing that's coming as an alternative or another way to fix it? Like my place, for instance, if you move the road 30 foot south, my parking lot is gone. And I can stand there, if a guy slows down, I can stand there and hand him a coffee out of the front. The basic design -- there has to come up with something, either a piling with a (unintelligible). One of them shows a bridge totaling the south (unintelligible). How are you going to address this if you are going to put a bridge across? Park is not going to give me a foot, so that's a pretty done deal unless you put a long shoulder and I put parking on the side. You said there was no cost restraints, because that would be no problem.

Organization: Coopertown

Commenter: Jesse Kennen **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 6 **Comment Id:** 96031 **Coder's Initials:** L_FLANK_MAGGI

Comment Text: Since any construction project implemented will cause disruption and environmental degradation while ongoing, the alternative providing maximum water flow should be preferred so as to make the costs, including financial, cultural, recreational and commercial, worthwhile. While the commercial interests in the affected area do provide an Everglades experience for certain segments of the public and those interests should be considered, the Omnibus Appropriations Act has a stated purpose that the selected alternative must embrace.



Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 195 **Comment Id:** 96449 **Coder's Initials:** V_CHARTIER

Comment Text: - a livery for canoes and kayaks operated as an authorized National Park Service rental concession (by contrast, the commercial airboat operations we are advocating be removed have been operating for 20 years with no such required contract with NPS)

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 17 **Comment Id:** 96053 **Coder's Initials:**

L_FLANK_MAGGI

Comment Text: I am with Everglades Coordinating Council. We are an organization of sportsmen group. It's too preliminary to make specific comments, but I am concerned about the cost. Where is the money going to come from with so many other projects? It's my understanding that even with the Appropriations Bill that provided for this evaluation you didn't get fresh money. You had to switch it from another account or something. That to me was a bait and switch for ya'll. I mean, I am not blaming you for it, but it isn't a new appropriation. So we are really robbing another project in order to do this study which concerns me. I am concerned about time delay. I can understand why Congress said we have got to do this in a year, because like we started this in 1989 and we are nowhere near there yet. So I think that's the reason they might have done it, but the Everglades is dying. And every time we get close to doing something -- okay, we are going to do culverts, we are going to do whatever; we get almost there and somebody gets a new idea and everything stops until we do this.

Organization: Everglades Coordinating Council

Commenter: Barbara J Powell **Page:** **Paragraph:**

Kept Private: No

SE5000 Socioeconomics: Cumulative Impacts (Substantive)

Correspondence Id: 25 **Comment Id:** 96105 **Coder's Initials:**

L_FLANK_MAGGI

Comment Text: In the additional cultural historical evaluation that's required or is there an economic analysis part as well that can link into economic impact analysis that can link into each of these alternatives? Because I imagine that you can do comparative studies with other similar projects in other places. But it will really need a real economic impact analysis done to be able to tell comparative study to say, okay, in other places



where we have done this kind of bridging or not, how has it affected or not, what kinds of businesses? That's the only way you can really know that.

Organization:

Commenter: Laura Ogden **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 24 **Comment Id:** 96106 **Coder's Initials:**

L_FLANK_MAGGI

Comment Text: I want to ask you what's going to happen to the three tourist attractions on the trail if they, you know, raise the road up so it will be high, bring it down the slope - a lot of us, you know, the parking lots and stuff will be diminished and we won't be able to run our business the way it used to be.

Organization: Everglades Safari Park

Commenter: Richard Farace **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 17 **Comment Id:** 96053 **Coder's Initials:**

L_FLANK_MAGGI

Comment Text: I am with Everglades Coordinating Council. We are an organization of sportsmen group. It's too preliminary to make specific comments, but I am concerned about the cost. Where is the money going to come from with so many other projects? It's my understanding that even with the Appropriations Bill that provided for this evaluation you didn't get fresh money. You had to switch it from another account or something. That to me was a bait and switch for ya'll. I mean, I am not blaming you for it, but it isn't a new appropriation. So we are really robbing another project in order to do this study which concerns me. I am concerned about time delay. I can understand why Congress said we have got to do this in a year, because like we started this in 1989 and we are nowhere near there yet. So I think that's the reason they might have done it, but the Everglades is dying. And every time we get close to doing something -- okay, we are going to do culverts, we are going to do whatever; we get almost there and somebody gets a new idea and everything stops until we do this.

Organization: Everglades Coordinating Council

Commenter: Barbara J Powell **Page:** **Paragraph:**

Kept Private: No

TC100 THREATS - Threats to cultural resources (Substantive)

Correspondence Id: 33 **Comment Id:** 96095 **Coder's Initials:**

L_FLANK_MAGGI

Comment Text: A few protections that we will be needing, before we even considered any of this would be; no taking of any private properties or Native American properties,



put in place multiple public and property access north and south of the Tamiami Trail from land islands between these bridges.

Organization:

Commenter: Eric Kimmel **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 16 **Comment Id:** 96121 **Coder's Initials:**

L_FLANK_MAGGI

Comment Text: Before consideration of any aspect of this project be considered there must be put into place some protections of the historical cultures and Native Americans. A few of these protections would be: No taking of any private properties or Native American properties.

Organization:

Commenter: Eric Kimmel **Page:** **Paragraph:**

Kept Private: No

TE3000 Threatened And Endangered Species: Study Area (Substantive)

Correspondence Id: 203 **Comment Id:** 97077 **Coder's Initials:** V_CHARTIER

Comment Text: ENDANGERED SPECIES: The EIS must assess the impacts of construction and operations of each of the alternatives on all threatened and endangered species, including the Wood Stork colonies along Tamiami Trail and the Snail Kite in WCA 3A.

Organization: Miccosukee Tribe of Indians of Florida

Commenter: Dexter Lehtinen **Page:** **Paragraph:**

Kept Private: No

TE4000 Threatened And Endangered Species: Impact Of Proposal And Alternatives (Substantive)

Correspondence Id: 38 **Comment Id:** 96060 **Coder's Initials:**

L_FLANK_MAGGI

Comment Text: You also mentioned the gentleman over here said something about trying to keep the water in the Everglades National Park once you get it there. Well, let's go on the other side of the road. What level do you have to maintain that water at in order for it to flow over there? And when do you close area 3(a) and 3(b) because of high water? I can see a problem here that you are going to start closing area 3(a) and 3(b) to recreation. You are going to destroy the hardwood hammocks. You are going to destroy the deers, the hog and any other animal that you have over there. The ducks are going to love it, let me tell you, but I don't duck hunt, so what are we going to do more than that?



Organization:

Commenter: Paul Bailey **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 12 **Comment Id:** 96046 **Coder's Initials:**

L_FLANK_MAGGI

Comment Text: Add the U.S. Fish and Wildlife Service as a cooperating agency since the Park has an exceptional concentration of federally listed species.

Organization: Florida Biodiversity Project

Commenter: Brian Scherf **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 203 **Comment Id:** 97077 **Coder's Initials:** V_CHARTIER

Comment Text: ENDANGERED SPECIES: The EIS must assess the impacts of construction and operations of each of the alternatives on all threatened and endangered species, including the Wood Stork colonies along Tamiami Trail and the Snail Kite in WCA 3A.

Organization: Miccosukee Tribe of Indians of Florida

Commenter: Dexter Lehtinen **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 68 **Comment Id:** 96480 **Coder's Initials:**

L_FLANK_MAGGI

Comment Text: lets save one of the most unique national parks in the world. UNESCO recognized and now finally US government is recognizing its role, importance and role in the environment. chose alternative 6: This allows for maximum bridging across Tamiami Trail and is closest to the Army Corps of Engineers original recommendation of an 11 mile bridge to allow for sufficient water flow into the park. When completed, it will provide the greatest environmental benefits to an ecosystem containing a mix of plants and animals found nowhere else on the planet - including 36 species listed as threatened or endangered. These include the manatee, green sea turtle, American Crocodile, and the critically endangered Florida panther. this will allow for the maximum flow of water into the Shark River Slough and the heart of Everglades National Park. It will also likely create the greatest number of jobs during construction. amazingly, the most effective measures to protect the environment, also create the most jobs locally, and often rather high quality and high paid jobs. it seems so easy and obvious. lets act smartly and keep the most precious Everglades in a better shape for our kids and theirs.

Organization: University of Miami

Commenter: Stefan Glück **Page:** **Paragraph:**

Kept Private: No



TE5000 Threatened And Endangered Species: Cumulative Impacts (Substantive)

Correspondence Id: 12 **Comment Id:** 96046 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: Add the U.S. Fish and Wildlife Service as a cooperating agency since the Park has an exceptional concentration of federally listed species.

Organization: Florida Biodiversity Project

Commenter: Brian Scherf **Page:** **Paragraph:**

Kept Private: No

TE6000 Threatened And Endangered Species: Impairment Analyses (Substantive)

Correspondence Id: 203 **Comment Id:** 97077 **Coder's Initials:** V_CHARTIER

Comment Text: ENDANGERED SPECIES: The EIS must assess the impacts of construction and operations of each of the alternatives on all threatened and endangered species, including the Wood Stork colonies along Tamiami Trail and the Snail Kite in WCA 3A.

Organization: Miccosukee Tribe of Indians of Florida

Commenter: Dexter Lehtinen **Page:** **Paragraph:**

Kept Private: No

TV100 THREATS - Threats to visitor use or experience (Substantive)

Correspondence Id: 8 **Comment Id:** 96037 **Coder's Initials:** L_FLANK_MAGGI

Comment Text: In order to convert us from potential adversaries, to allies, we want the following: Our Property rights, including our current usage protected. Access to our property. Access to ENP, And the Gladesman Culture. This in accordance with all Federal housing law's. Provide this in writing. The current Omnibus Appropriations Act directs the Department of the Interior, thru NPS to research among other issues to research: Recreation, Cultural and state Historic preservation, with regards to this project. Public access points, recreational landings for fishing, walking, sightseeing, bird-watching, boat ramps, ETC need to be included in this project.

Organization: Airboat Association of Florida

Commenter: Mark Kendall **Page:** **Paragraph:**

Kept Private: No

UP1000 Short Term/Long Term Use and Productivity: General Comments (Substantive)

Correspondence Id: 30 **Comment Id:** 96101 **Coder's Initials:**



L_FLANK_MAGGI

Comment Text: First question, economic impact on for the airboat tourism. We are going to lose a lot because of construction, dump trucks, on and on it will go. It will be a nightmare with travel across the state, with dump trucks, with all the vehicles, asphalt vehicles, all the people trying to get to these places. They are going to have a big loss of income. Has anybody ever thought about seeing how that's going to affect these? Are you going to let them take their loss or are you going to help them with their loss? How is this going to happen?

Organization:

Commenter: N/A N/A **Page:** **Paragraph:**

Kept Private: No

VE3000 Visitor Experience: Study Area (Substantive)

Correspondence Id: 30 **Comment Id:** 96101 **Coder's Initials:**

L_FLANK_MAGGI

Comment Text: First question, economic impact on for the airboat tourism. We are going to lose a lot because of construction, dump trucks, on and on it will go. It will be a nightmare with travel across the state, with dump trucks, with all the vehicles, asphalt vehicles, all the people trying to get to these places. They are going to have a big loss of income. Has anybody ever thought about seeing how that's going to affect these? Are you going to let them take their loss or are you going to help them with their loss? How is this going to happen?

Organization:

Commenter: N/A N/A **Page:** **Paragraph:**

Kept Private: No

VE4000 Visitor Experience: Impact Of Proposal And Alternatives (Substantive)

Correspondence Id: 38 **Comment Id:** 96060 **Coder's Initials:**

L_FLANK_MAGGI

Comment Text: You also mentioned the gentleman over here said something about trying to keep the water in the Everglades National Park once you get it there. Well, let's go on the other side of the road. What level do you have to maintain that water at in order for it to flow over there? And when do you close area 3(a) and 3(b) because of high water? I can see a problem here that you are going to start closing area 3(a) and 3(b) to recreation. You are going to destroy the hardwood hammocks. You are going to destroy the deers, the hog and any other animal that you have over there. The ducks are going to love it, let me tell you, but I don't duck hunt, so what are we going to do more than that?

Organization:

Commenter: Paul Bailey **Page:** **Paragraph:**



Kept Private: No

Correspondence Id: 34 **Comment Id:** 96058 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: I heard L-31N being mentioned. The L-31N levy, that's the one that goes north and south just west of the Miccosukee gaming area. That levy was to be used for the path that was supposed to be built along Krome Avenue, but they had problems building it there, so they decided to put it on the L-31 levy. So, please, if anything is going to be done to the L-31 levy, make sure that a path can be built there, so the L-29 levy and the L-31 levy should be protected so that they can build a path. If that's not possible make sure that there is a path access along the road. In addition, when the road is built there should be raised shoulders at least four and five foot wide, so that when cyclists who ride on the road, you know, the Spandex devils that ride with the fast bikes, so they have a place to ride on the side of the road and aren't going to be run over.

Organization: Bicycle and Pedestrian Advisory Committee of Miami-Dade County

Commenter: Eric Tullberg **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 34 **Comment Id:** 96057 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: I would also recommend that you put parking areas on either side of these bridges, so that people can enjoy them. You don't want people stopping on top of the bridge to take a look at the view, you know. And I have seen this on the bridge to the Keys and, of course, that's a nightmare for traffic. You want -- if people want to sightsee, have them park before the bridge, walk up over the top and take a look around and go back to their cars. Maybe if they get used to walking around a bit they will come and enjoy it later. But it's absolutely essential that there is a way for a path to go all the way from Collier County to Dade County.

Organization: Bicycle and Pedestrian Advisory Committee of Miami-Dade County

Commenter: Eric Tullberg **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 34 **Comment Id:** 96056 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: Now, if it does go alongside the road and it has to go over the bridges, the pedestrian path needs to be about 12 foot wide. Now, you know, many of the bridges, they only have a five-foot path, and that's fine if you have a pedestrian or two going across. But realize you are going to have people fishing off the bridge. You are going to have people sightseeing off the bridge. It needs to be wide enough so that those people can enjoy the bridge.

Organization: Bicycle and Pedestrian Advisory Committee of Miami-Dade County



Commenter: Eric Tullberg **Page:** **Paragraph:**
Kept Private: No

Correspondence Id: 34 **Comment Id:** 96055 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: Many of you may not realize, but the river of grass greenway has been proposed from Collier County to Dade County. And right now for somebody riding a bicycle or on a long-distance backpacking trip, they really have no way to get across the state. I mean, obviously Alligator Alley isn't a reasonable way to cross. Tamiami Trail is dangerous to say the least. The greenway was proposed on the north side of the Tamiami Trail using the levies, in particular, the L-29 levy. I would hope that the trail can still go along there, but if the water is planned to be raised above the surface of the levy, other provisions will have to be made for the path to go alongside the road.

Organization: Bicycle and Pedestrian Advisory Committee of Miami-Dade County

Commenter: Eric Tullberg **Page:** **Paragraph:**
Kept Private: No

Correspondence Id: 2 **Comment Id:** 96009 **Coder's Initials:** L_FLANK_MAGGI

Comment Text: I am for whatever helps restore the natural sheet flow of the Everglades to Florida Bay as long as it does not mean the filling in of any canal system along the Tamiami Trail or Alligator Alley. The freshwater fishery that has established in these canal systems needs to remain so future generations can enjoy them the way I have and my family has. I would like to see the canal systems have easier access so fishermen of all ages can enjoy the fine freshwater fishing that these man made canals have to offer.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**
Kept Private: Yes

Correspondence Id: 195 **Comment Id:** 96449 **Coder's Initials:** V_CHARTIER

Comment Text: - a livery for canoes and kayaks operated as an authorized National Park Service rental concession (by contrast, the commercial airboat operations we are advocating be removed have been operating for 20 years with no such required contract with NPS)

Organization:

Commenter: Kept Private **Page:** **Paragraph:**
Kept Private: Yes

VE5000 Visitor Experience: Cumulative Impacts (Substantive)



Correspondence Id: 11 **Comment Id:** 96043 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: It is important to encourage people to leave their cars and experience the Everglades on foot or bicycle. It is the only way for a cyclist or pedestrian to get from the west coast of Florida to the east coast south of Lake Okeechobee. It also intersects with the north / south Florida Trail. The L-31 N levee is the planned route of the Krome Av. trail from SW 8 St. to SW 136 St. The ROGG will connect with the Krome trail and thereby with the rest of Dade Co. It is vital that a path be built into this project.

Organization: MDC MPO BPAC, GMN

Commenter: Eric Tullberg **Page:** **Paragraph:**

Kept Private: No

VN100 VALUES - Value the natural resources or setting (flora, fauna, views, natural quiet, undev. areas) (Substantive)

Correspondence Id: 28 **Comment Id:** 96103 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: was just wondering how are the ecological benefits going to be measured or habitats measured?

Organization: Audubon of Florida

Commenter: Julie Hill **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 11 **Comment Id:** 96043 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: It is important to encourage people to leave their cars and experience the Everglades on foot or bicycle. It is the only way for a cyclist or pedestrian to get from the west coast of Florida to the east coast south of Lake Okeechobee. It also intersects with the north / south Florida Trail. The L-31 N levee is the planned route of the Krome Av. trail from SW 8 St. to SW 136 St. The ROGG will connect with the Krome trail and thereby with the rest of Dade Co. It is vital that a path be built into this project.

Organization: MDC MPO BPAC, GMN

Commenter: Eric Tullberg **Page:** **Paragraph:**

Kept Private: No

VS4000 Visitor Conflicts And Safety: Impact Of Proposal And Alternatives (Substantive)

Correspondence Id: 8 **Comment Id:** 96038 **Coder's Initials:** L_FLANK_MAGGI

Comment Text: The Miami Dade fire department uses the AAoF club grounds to train its Airboat crew for rescue, including plan crash activities, they were involved with prior



trail planning to make sure ANY BRIDGE that is located close to AAoF property is high enough for them to get there rescue airboats under, in case of plane crash on the North side of Tamiami trail.

Organization: Airboat Association of Florida

Commenter: Mark Kendall **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 168 **Comment Id:** 97050 **Coder's Initials:** V_CHARTIER

Comment Text: I firmly believe that air boots damage the park and therefore should not be allowed to operate in the park. I suggest you do not continue their license for operation or better buy them out to make room for a more environmental friendly enjoyment of the park by allowing canoe and kayak rental and use. The National Park Service should coordinate this and arrange for trails and tours. And for those that do not want to explore the park by boat, a nice boardwalk or hiking trail would give these visitors a chance to see the beauty of the park.

Organization: Broward Sierra Club

Commenter: Maria Lucassen **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 17 **Comment Id:** 96052 **Coder's Initials:**

L_FLANK_MAGGI

Comment Text: The next question I had, you know, FDOT had said a couple of years ago that the trail along that area was so degraded already that it was a safety issue, and it was my understanding that they had indicated that they weren't going to be able to wait a number of years because people would die.

Organization: Everglades Coordinating Council

Commenter: Barbara J Powell **Page:** **Paragraph:**

Kept Private: No

VS5000 Visitor Conflicts And Safety: Cumulative Impacts (Substantive)

Correspondence Id: 8 **Comment Id:** 96038 **Coder's Initials:** L_FLANK_MAGGI

Comment Text: The Miami Dade fire department uses the AAoF club grounds to train its Airboat crew for rescue, including plan crash activities, they were involved with prior trail planning to make sure ANY BRIDGE that is located close to AAoF property is high enough for them to get there rescue airboats under, in case of plane crash on the North side of Tamiami trail.

Organization: Airboat Association of Florida

Commenter: Mark Kendall **Page:** **Paragraph:**

Kept Private: No



Correspondence Id: 17 **Comment Id:** 96052 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: The next question I had, you know, FDOT had said a couple of years ago that the trail along that area was so degraded already that it was a safety issue, and it was my understanding that they had indicated that they weren't going to be able to wait a number of years because people would die.

Organization: Everglades Coordinating Council

Commenter: Barbara J Powell **Page:** **Paragraph:**

Kept Private: No

VU2000 Visitor Use: Methodology And Assumptions (Substantive)

Correspondence Id: 181 **Comment Id:** 96718 **Coder's Initials:** V_CHARTIER

Comment Text: I bring this up and pose a challenge the Natl. Park Service to recognize that access to the Everglades should be afforded to all, but with sound reasoning. The Everglades National Park is a Jewel as is and will be in the future. We all should be able to enjoy it's natural wonder. This includes bird watchers as well as fishermen as well as naturalist as well as tourist. Please consider the "public" use of the Everglades and not exclude any Floridians or world citizens the opportunities to enjoy such a marvelous place.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

VU4000 Visitor Use: Impact Of Proposal And Alternatives (Substantive)

Correspondence Id: 34 **Comment Id:** 96058 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: I heard L-31N being mentioned. The L-31N levy, that's the one that goes north and south just west of the Miccosukee gaming area. That levy was to be used for the path that was supposed to be built along Krome Avenue, but they had problems building it there, so they decided to put it on the L-31 levy. So, please, if anything is going to be done to the L-31 levy, make sure that a path can be built there, so the L-29 levy and the L-31 levy should be protected so that they can build a path. If that's not possible make sure that there is a path access along the road. In addition, when the road is built there should be raised shoulders at least four and five foot wide, so that when cyclists who ride on the road, you know, the Spandex devils that ride with the fast bikes, so they have a place to ride on the side of the road and aren't going to be run over.

Organization: Bicycle and Pedestrian Advisory Committee of Miami-Dade County



Commenter: Eric Tullberg **Page:** **Paragraph:**
Kept Private: No

Correspondence Id: 34 **Comment Id:** 96056 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: Now, if it does go alongside the road and it has to go over the bridges, the pedestrian path needs to be about 12 foot wide. Now, you know, many of the bridges, they only have a five-foot path, and that's fine if you have a pedestrian or two going across. But realize you are going to have people fishing off the bridge. You are going to have people sightseeing off the bridge. It needs to be wide enough so that those people can enjoy the bridge.

Organization: Bicycle and Pedestrian Advisory Committee of Miami-Dade County

Commenter: Eric Tullberg **Page:** **Paragraph:**
Kept Private: No

Correspondence Id: 34 **Comment Id:** 96055 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: Many of you may not realize, but the river of grass greenway has been proposed from Collier County to Dade County. And right now for somebody riding a bicycle or on a long-distance backpacking trip, they really have no way to get across the state. I mean, obviously Alligator Alley isn't a reasonable way to cross. Tamiami Trail is dangerous to say the least. The greenway was proposed on the north side of the Tamiami Trail using the levies, in particular, the L-29 levy. I would hope that the trail can still go along there, but if the water is planned to be raised above the surface of the levy, other provisions will have to be made for the path to go alongside the road.

Organization: Bicycle and Pedestrian Advisory Committee of Miami-Dade County

Commenter: Eric Tullberg **Page:** **Paragraph:**
Kept Private: No

Correspondence Id: 26 **Comment Id:** 96066 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: There was a couple of boat ramps, you know, where we can load into the canal, okay. They started already installing these guardrails, and they are nice enough to leave little openings where you can get to the boat ramp, but then they put a guardrail right in front of the ramp, so if you got a long boat and a long truck you can't pull straight out anymore.

Organization:

Commenter: N/A N/A **Page:** **Paragraph:**
Kept Private: No

Correspondence Id: 2 **Comment Id:** 96009 **Coder's Initials:** L_FLANK_MAGGI



Comment Text: I am for whatever helps restore the natural sheet flow of the Everglades to Florida Bay as long as it does not mean the filling in of any canal system along the Tamiami Trail or Alligator Alley. The freshwater fishery that has established in these canal systems needs to remain so future generations can enjoy them the way I have and my family has. I would like to see the canal systems have easier access so fishermen of all ages can enjoy the fine freshwater fishing that these man made canals have to offer.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 195 **Comment Id:** 96448 **Coder's Initials:** V_CHARTIER

Comment Text: 'put ins' on either side of the bridging to provide access for canoes and kayaks (current access is only behind a dumpster at one of the airboat concessions - and there are no designated non-motorized areas to provide for safety and quiet. Paddlecraft and airboats in the same area are not a safe combination.)

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

WH3000 Wildlife And Wildlife Habitat: Study Area (Substantive)

Correspondence Id: 204 **Comment Id:** 97046 **Coder's Initials:** V_CHARTIER

Comment Text: The EIS should include evaluation of ecological and hydrological benefits, including effects on fish, birds, and other wildlife in WCA3a and WCA3b, as well as ENP. It should also evaluate water quality and quantity effects on the natural system and regional wellfields. The EIS should evaluate flood protection, including operational criteria for S-357 and other seepage features under various canal stages and high water conditions.

Organization: Miami-Dade County DERM

Commenter: Carlos Espinosa **Page:** **Paragraph:**

Kept Private: No

WH4000 Wildlife And Wildlife Habitat: Impact Of Proposal And Alternatives (Substantive)

Correspondence Id: 38 **Comment Id:** 96060 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: You also mentioned the gentleman over here said something about trying to keep the water in the Everglades National Park once you get it there. Well, let's go on the other side of the road. What level do you have to maintain that water at in



order for it to flow over there? And when do you close area 3(a) and 3(b) because of high water? I can see a problem here that you are going to start closing area 3(a) and 3(b) to recreation. You are going to destroy the hardwood hammocks. You are going to destroy the deers, the hog and any other animal that you have over there. The ducks are going to love it, let me tell you, but I don't duck hunt, so what are we going to do more than that?

Organization:

Commenter: Paul Bailey **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 13 **Comment Id:** 96074 **Coder's Initials:** V_CHARTIER

Comment Text: An inadequate span won't protect wildlife if it is less than ten percent of the trail. With so little land base ceasing road kill will fail its objective. By leaving 90% of the Trail landmass, even raised it will continue to serve as one of Florida's main ribbons of death.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

WQ2000 Water Resources: Methodology And Assumptions (Substantive)

Correspondence Id: 204 **Comment Id:** 97047 **Coder's Initials:** V_CHARTIER

Comment Text: The Miami-Dade Department of Environmental Resources Management (DERM) conducts surface and groundwater monitoring programs in Miami-Dade County, and has extensive experience in stormwater management master planning and wellfield protection. DERM may have water quality data or surface and groundwater modeling information that would be of assistance in the development of your EIS.

Organization: Miami-Dade County DERM

Commenter: Carlos Espinosa **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 204 **Comment Id:** 97046 **Coder's Initials:** V_CHARTIER

Comment Text: The EIS should include evaluation of ecological and hydrological benefits, including effects on fish, birds, and other wildlife in WCA3a and WCA3b, as well as ENP. It should also evaluate water quality and quantity effects on the natural system and regional wellfields. The EIS should evaluate flood protection, including operational criteria for S-357 and other seepage features under various canal stages and high water conditions.

Organization: Miami-Dade County DERM

Commenter: Carlos Espinosa **Page:** **Paragraph:**



Kept Private: No

WQ3000 Water Resources: Study Area (Substantive)

Correspondence Id: 32 **Comment Id:** 96096 **Coder's Initials:**

L_FLANK_MAGGI

Comment Text: For many years Tamiami Trail has acted as a dam preventing water from freely flowing along its historic and natural path from water conservation area three into Everglades National Park and out to Florida Bay. This situation has effectively starved the park of vital water, hindered Everglades restoration and resulted in the deterioration of the park's unique ecosystem

Organization: National Parks Conservation Association

Commenter: Rebecca Garvoille **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 204 **Comment Id:** 97046 **Coder's Initials:** V_CHARTIER

Comment Text: The EIS should include evaluation of ecological and hydrological benefits, including effects on fish, birds, and other wildlife in WCA3a and WCA3b, as well as ENP. It should also evaluate water quality and quantity effects on the natural system and regional wellfields. The EIS should evaluate flood protection, including operational criteria for S-357 and other seepage features under various canal stages and high water conditions.

Organization: Miami-Dade County DERM

Commenter: Carlos Espinosa **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 15 **Comment Id:** 96133 **Coder's Initials:**

L_FLANK_MAGGI

Comment Text: For many years, Tamiami Trail has acted as a dam, preventing water from freely flowing along its historic and natural path from Water Conservation Area 3 into Everglades National Park and out to Florida Bay. This situation has effectively starved the Park of vital water, hindered Everglades restoration and resulted in the deterioration of the Park's unique ecosystems. The 2009 Omnibus Appropriations Act (Omnibus Act) directive is an unparalleled opportunity for the National Park Service (NPS) to take steps to fully restore Everglades National Park and advance Everglades restoration by maximizing additional bridging along the Tamiami Trail.

Organization: National Parks Conservation Association

Commenter: Rebecca Garvoille **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 17 **Comment Id:** 96054 **Coder's Initials:**



L_FLANK_MAGGI

Comment Text: have got concerns about water supplies. As I mentioned earlier, we may be building bridges that may not get the adequate -- we don't have assurances yet. We have ideas for flow from the north, but we don't have those assurances yet and I'm - I don't know. I am concerned about building a bridge that we might not -- that we may be able to still keep our, you know, our gates closed at certain times. So with all of that being said to the gladesmen culture, Everglades restoration will be as good as it gets, when one of these guys can take an airboat from the Kissimmee chain of lakes and run it all the way down to Florida Bay, admitting that the last 20 miles there is going to be a ranger on their back, but we will work that out later. But frustration does not truly happen until that capability is there. So we do support the concept, but there are concerns.

Organization: Everglades Coordinating Council

Commenter: Barbara J Powell **Page:** **Paragraph:**

Kept Private: No

WQ4000 Water Resources: Impact Of Proposal And Alternatives (Substantive)

Correspondence Id: 28 **Comment Id:** 96104 **Coder's Initials:**

L_FLANK_MAGGI

Comment Text: We are having more concerns over getting this kind of thing done, above and beyond our traditional Everglades restoration and habitat concerns that we've always had, but now also in light of climate change projections, really getting Everglades restoration done is one of the ultimate things that we need to do to help the people of South Florida to be able to stay there and have freshwater and drinking water.

Organization: Audubon of Florida

Commenter: Julie Hill **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 203 **Comment Id:** 97076 **Coder's Initials:** V_CHARTIER

Comment Text: WATER QUALITY: The EIS must assess the impacts of construction and operations of each of the alternatives on water quality.

Organization: Miccosukee Tribe of Indians of Florida

Commenter: Dexter Lehtinen **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 17 **Comment Id:** 96054 **Coder's Initials:**

L_FLANK_MAGGI

Comment Text: have got concerns about water supplies. As I mentioned earlier, we may be building bridges that may not get the adequate -- we don't have assurances yet. We have ideas for flow from the north, but we don't have those assurances yet and I'm - I don't know. I am concerned about building a bridge that we might not -- that we may



be able to still keep our, you know, our gates closed at certain times. So with all of that being said to the gladesmen culture, Everglades restoration will be as good as it gets, when one of these guys can take an airboat from the Kissimmee chain of lakes and run it all the way down to Florida Bay, admitting that the last 20 miles there is going to be a ranger on their back, but we will work that out later. But frustration does not truly happen until that capability is there. So we do support the concept, but there are concerns.

Organization: Everglades Coordinating Council

Commenter: Barbara J Powell **Page:** **Paragraph:**

Kept Private: No

WQ5000 Water Resources: Cumulative Impacts (Substantive)

Correspondence Id: 10 **Comment Id:** 96041 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: Alternatives 1 - 5 do not provide sufficient improvement for native biological connectivity between Water Conservation Area 3B and Everglades National Park, when compared to Alternative 6. For Everglades restoration, the largest volume of flows must be under the western half of the project area, where the main streams of the Northeast Shark River Slough are located. Alternatives 1 - 5 are insufficient in this respect. Alternatives 1 - 5 also direct the flows into channels that are not conducive to restoring sheetflow and habitat for native species. Clearly, Alternative 6 is far superior to all other alternatives for restoring the Everglades. Alternative 6 must be designated as the preferred alternative.

Organization: Everglades Committee, Sierra Club Florida

Commenter: Mark P Oncavage **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 13 **Comment Id:** 96070 **Coder's Initials:** V_CHARTIER

Comment Text: There are many issues to consider and resolve before deciding on a plan that may seem adequate today. There may be unforeseen impacts and changes any NPS plan should take into consideration. There are issues that may contribute and result in further cumulative impacts on impacted species or that may influence drainage, re-watering, and storage for mimicing seasonal flows into NE Shark Slough. A few samples: 1. Global warming impacts 2. Lack of funding 3. WQ impacts by not restoring sheetflow in a natural southerly direction 4. Timing_Distribution_Quality_Quantity

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 8 **Comment Id:** 96039 **Coder's Initials:** L_FLANK_MAGGI

Comment Text: Our understanding there is 55 culverts in place under the Trail now.



These culverts flow water to the south. The Tamiami Trail canal or L-29 water level is currently restricted to about 7.5 ' in height, in order not to de-stabilize the road structure. If the Roadway was elevated, so a 9.7' water level in L-29 could be maintained, we believe the culverts will flow plenty of additional water, PROVIDED&their is a place for the water to go&&&Clean to the south pathways at least 1000 feet, in addition proposed spreader swales will give the water a place to flow. Any additional bridges will certainly ADD to water flow&.if there is water to flow. Any bridge structure should follow the natural low areas or "slews". Bridges, spreader swales, and a path, south will all help the water to flow in an unimpeded into Everglades National Park. We are also, as taxpayers, concerned about total public cost. For the last 2 weeks, South Florida Water management (SFWM), has the 333 gate open, which drains area 3A, moves water EAST, this while the 334 Gate is closed raises the L-29 canal, the results, combined with rain are:

http://waterdata.usgs.gov/fl/nwis/uv?cb_00065=on&format=html&period=30&site_no=254130080380500 Shown is this graph. Water levels are UP over almost 2 feet in ENP. We look forward to working with NPS on this project.

Organization: Airboat Association of Florida

Commenter: Mark Kendall **Page:** **Paragraph:**

Kept Private: No

WQ6000 Water Resources: Impairment Analyses (Substantive)

Correspondence Id: 203 **Comment Id:** 97076 **Coder's Initials:** V_CHARTIER

Comment Text: WATER QUALITY: The EIS must assess the impacts of construction and operations of each of the alternatives on water quality.

Organization: Miccosukee Tribe of Indians of Florida

Commenter: Dexter Lehtinen **Page:** **Paragraph:**

Kept Private: No



APPENDIX 5: INDEX BY ORGANIZATION TYPE REPORT

(Generated from NPS PEPC on August 4, 2009)

Org. Type	Organization	Corr. ID	Code	Description
B	Coopertown	31	AL1001	Alternatives: Elements Common to All Alternatives (Non-substantive)
			AL3000	Alternatives: Envir. Preferred Alt./NEPA § .101&102
			SE4000	Socioeconomics: Impact Of Proposal And Alternatives
	Coopertown Airboat Tours	202	AE20001	Affected Environment: Land Use (Non-Substantive)
			AE21001	Affected Environment: Socioeconomics (Non-substantive)
			AE24001	Affected Environment: Hydrology (Non-substantive)
			AL4000	Alternatives: New Alternatives Or Elements
	Everglades Park	41	AE12000	Affected Environment: Wildlife And Wildlife Habitat
	Everglades Safari Park	24	AE1000	Affected Environment: Geologic Resources
			AE10000	Affected Environment: Rare Or Unusual Vegetation
			AE21000	Affected Environment: Socioeconomics
			AL1000	Alternatives: Elements Common To All Alternatives
			MT1001	Miscellaneous Topics: General Comments (Non-substantive)
			SE5000	Socioeconomics: Cumulative Impacts
	Kayak Jeff Inc	52	AL3001	Alternatives: Envir. Preferred Alt./NEPA § .101&102 (Non-substantive)
			AL4000	Alternatives: New Alternatives Or Elements
	Little Manatee Kayaking	100	AE20001	Affected Environment: Land Use (Non-Substantive)
			AE21001	Affected Environment: Socioeconomics (Non-substantive)
R	Palm Beach Meeting of the Religious Society of Friends (Quakers)	200	AE11001	Affected Environment: Species Of Special Concern (Non-Substantive)



Org. Type	Organization	Corr. ID	Code	Description
			AE12001	Affected Environment: Wildlife And Wildlife Habitat (Non-substantive)
			AE24001	Affected Environment: Hydrology (Non-substantive)
			AL3001	Alternatives: Envir. Preferred Alt./NEPA § .101&102 (Non-substantive)
O	Bicycle and Pedestrian Advisory Committee of Miami-Dade County	34	AE22000	Affected Environment: Visitor Use
			AL1000	Alternatives: Elements Common To All Alternatives
			AL3000	Alternatives: Envir. Preferred Alt./NEPA § .101&102
			AL4000	Alternatives: New Alternatives Or Elements
			VE4000	Visitor Experience: Impact Of Proposal And Alternatives
			VU4000	Visitor Use: Impact Of Proposal And Alternatives
	Everglades Coordinating Council	17	AE16000	Affected Environment: Ethnographic Resources
			AE24000	Affected Environment: Hydrology
			AL1000	Alternatives: Elements Common To All Alternatives
			PN3000	Purpose And Need: Scope Of The Analysis
			PO1000	Park Operations: Guiding Policies, Regs And Laws
			PO4000	Park Operations: Impact Of Proposal And Alternatives
			SE1000	Socioeconomics: Guiding Policies, Regs And Laws
			SE4000	Socioeconomics: Impact Of Proposal And Alternatives
			SE5000	Socioeconomics: Cumulative Impacts
			VS4000	Visitor Conflicts And Safety: Impact Of Proposal And Alternatives
			VS5000	Visitor Conflicts And Safety: Cumulative Impacts
			WQ3000	Water Resources: Study Area
			WQ4000	Water Resources: Impact Of Proposal And Alternatives
		19	AL1001	Alternatives: Elements Common to All Alternatives (Non-substantive)



Org. Type	Organization	Corr. ID	Code	Description
			AL5001	Alternatives: Cost (Non-Substantive)
	League of Women Voters	116	AE12001	Affected Environment: Wildlife And Wildlife Habitat (Non-substantive)
			AE24001	Affected Environment: Hydrology (Non-substantive)
			AE25001	Affected Environment: Climate Change (Non-Substantive)
	MDC MPO BPAC, GMN	11	AE22000	Affected Environment: Visitor Use
			AL1000	Alternatives: Elements Common To All Alternatives
			AL4000	Alternatives: New Alternatives Or Elements
			AL5001	Alternatives: Cost (Non-Substantive)
			VE5000	Visitor Experience: Cumulative Impacts
			VN100	VALUES - Value the natural resources or setting (flora, fauna, views, natural quiet, undev. areas)
P	Audubon of Florida	28	PN8000	Purpose And Need: Objectives In Taking Action
			VN100	VALUES - Value the natural resources or setting (flora, fauna, views, natural quiet, undev. areas)
			WQ4000	Water Resources: Impact Of Proposal And Alternatives
	Audubon, Sierra	135	AE22001	Affected Environment: Visitor Use (Non-substantive)
			AE23001	Affected Environment: Visitor Conflicts (Non-Substantive)
			AL3001	Alternatives: Envir. Preferred Alt./NEPA § .101&102 (Non-substantive)
	Broward Sierra Club	168	AE11001	Affected Environment: Species Of Special Concern (Non-Substantive)
			AE22001	Affected Environment: Visitor Use (Non-substantive)
			AE23000	Affected Environment: Visitor Conflicts
			AE24001	Affected Environment: Hydrology (Non-substantive)
			AL3001	Alternatives: Envir. Preferred Alt./NEPA § .101&102 (Non-substantive)
			AL4000	Alternatives: New Alternatives Or Elements



Org. Type	Organization	Corr. ID	Code	Description
			TE4001	Threatened And Endangered Species: Impact Of Proposal And Alternatives (Non-substantive)
			VE4001	Visitor Experience: Impact of Proposal and Alternatives (Non-substantive)
			VS4000	Visitor Conflicts And Safety: Impact Of Proposal And Alternatives
	Caloosahatchee River Citizens Association, Board Member	96	AE16001	Affected Environment: Ethnographic Resources (Non-Substantive)
			AE20001	Affected Environment: Land Use (Non-Substantive)
			AE21001	Affected Environment: Socioeconomics (Non-substantive)
			AE22001	Affected Environment: Visitor Use (Non-substantive)
			AL3001	Alternatives: Envir. Preferred Alt./NEPA § .101&102 (Non-substantive)
	Center for Biological Diversity	192	AE11001	Affected Environment: Species Of Special Concern (Non-Substantive)
			AE12001	Affected Environment: Wildlife And Wildlife Habitat (Non-substantive)
			AE20000	Affected Environment: Land Use
			AE21001	Affected Environment: Socioeconomics (Non-substantive)
			AE24001	Affected Environment: Hydrology (Non-substantive)
			AE25000	Affected Environment: Climate Change
			AL1000	Alternatives: Elements Common To All Alternatives
			AL3001	Alternatives: Envir. Preferred Alt./NEPA § .101&102 (Non-substantive)
			AL4000	Alternatives: New Alternatives Or Elements
			AL5001	Alternatives: Cost (Non-Substantive)
			PN1000	Purpose And Need: Planning Process And Policy
			PN11000	Purpose And Need: Other Policies And Mandates



Org. Type	Organization	Corr. ID	Code	Description
			PN11001	Purpose And Need: Other Policies And Mandates (Non-Substantive)
			PN2000	Purpose And Need: Park Purpose And Significance
			PN5000	Purpose And Need: Regulatory Framework
			PN5001	Purpose And Need: Regulatory Framework (Non-Substantive)
			TE4001	Threatened And Endangered Species: Impact Of Proposal And Alternatives (Non-substantive)
			WH4001	Wildlife And Wildlife Habitat: Impact Of Proposal And Alternatives (Non-substantive)
	Elders for Earth's Future	74	AL3001	Alternatives: Envir. Preferred Alt./NEPA § .101&102 (Non-substantive)
			VN1001	VALUES - Value the natural resources or setting (Non-substantive)
	Everglades Committee, Sierra Club Florida	10	AE13000	Affected Environment: Cultural Resources
			AE14000	Affected Environment: Historic Structures
			AE21000	Affected Environment: Socioeconomics
			AE24000	Affected Environment: Hydrology
			AE25000	Affected Environment: Climate Change
			AL1000	Alternatives: Elements Common To All Alternatives
			AL3000	Alternatives: Envir. Preferred Alt./NEPA § .101&102
			SE4000	Socioeconomics: Impact Of Proposal And Alternatives
			WQ5000	Water Resources: Cumulative Impacts
	Florida Biodiversity Project	12	AE11000	Affected Environment: Species Of Special Concern
			AE25000	Affected Environment: Climate Change
			AL1000	Alternatives: Elements Common To All Alternatives
			AL3000	Alternatives: Envir. Preferred Alt./NEPA § .101&102
			AL5001	Alternatives: Cost (Non-Substantive)



Org. Type	Organization	Corr. ID	Code	Description
			GA1000	Impact Analysis: Impact Analyses
			GA3000	Impact Analysis: General Methodology For Establishing Impacts/Effects
			PN1000	Purpose And Need: Planning Process And Policy
			PN1001	Purpose and Need: Planning Process And Policy (Non-substantive)
			PN11000	Purpose And Need: Other Policies And Mandates
			PN3000	Purpose And Need: Scope Of The Analysis
			PN8000	Purpose And Need: Objectives In Taking Action
			TE4000	Threatened And Endangered Species: Impact Of Proposal And Alternatives
			TE5000	Threatened And Endangered Species: Cumulative Impacts
	Florida Biodiversity Project	130	AE20001	Affected Environment: Land Use (Non-Substantive)
			AE21001	Affected Environment: Socioeconomics (Non-substantive)
			AE22001	Affected Environment: Visitor Use (Non-substantive)
			AE23001	Affected Environment: Visitor Conflicts (Non-Substantive)
			AE24001	Affected Environment: Hydrology (Non-substantive)
			AL3001	Alternatives: Envir. Preferred Alt./NEPA § .101&102 (Non-substantive)
			AL5001	Alternatives: Cost (Non-Substantive)
			PN11001	Purpose And Need: Other Policies And Mandates (Non-Substantive)
			PN5001	Purpose And Need: Regulatory Framework (Non-Substantive)
			PN8001	Purpose and Need: Objectives in Taking Action (Non-Substantive)
	Florida Trail Association	123	AE20001	Affected Environment: Land Use (Non-Substantive)
			AE21001	Affected Environment: Socioeconomics (Non-substantive)
			AE22001	Affected Environment: Visitor Use (Non-substantive)



Org. Type	Organization	Corr. ID	Code	Description
			AE24001	Affected Environment: Hydrology (Non-substantive)
			AL3001	Alternatives: Envir. Preferred Alt./NEPA § .101&102 (Non-substantive)
			AL4000	Alternatives: New Alternatives Or Elements
	J.N."Ding" Darling Wildlife Society	126	AE22001	Affected Environment: Visitor Use (Non-substantive)
			AL3001	Alternatives: Envir. Preferred Alt./NEPA § .101&102 (Non-substantive)
			CC1000	Consultation and Coordination: General Comments
	Loxahatchee Sierra Club	125	AE20001	Affected Environment: Land Use (Non-Substantive)
			AE21001	Affected Environment: Socioeconomics (Non-substantive)
			AE22001	Affected Environment: Visitor Use (Non-substantive)
			AE24001	Affected Environment: Hydrology (Non-substantive)
			AL3001	Alternatives: Envir. Preferred Alt./NEPA § .101&102 (Non-substantive)
	NWF	175	AL3001	Alternatives: Envir. Preferred Alt./NEPA § .101&102 (Non-substantive)
			PN2001	Purpose And Need: Park Purpose And Significance (Non-substantive)
	NWF WWF FWF NABA Sierra club members	104	AE11001	Affected Environment: Species Of Special Concern (Non-Substantive)
			AE12001	Affected Environment: Wildlife And Wildlife Habitat (Non-substantive)
			AL3001	Alternatives: Envir. Preferred Alt./NEPA § .101&102 (Non-substantive)
			ED1001	Editorial
			PN2001	Purpose And Need: Park Purpose And Significance (Non-substantive)
	National Parks Conservation Association	15	AE13000	Affected Environment: Cultural Resources



Org. Type	Organization	Corr. ID	Code	Description
			AE17000	Affected Environment: Non Historic Structures
			AE20000	Affected Environment: Land Use
			AE21000	Affected Environment: Socioeconomics
			AE24001	Affected Environment: Hydrology (Non-substantive)
			AL1001	Alternatives: Elements Common to All Alternatives (Non-substantive)
			AL4001	Alternatives: New Alternatives Or Elements
			IN100	ISSUES - Natural resource issues
			PN8001	Purpose and Need: Objectives in Taking Action (Non-Substantive)
			WQ3000	Water Resources: Study Area
		32	AE13000	Affected Environment: Cultural Resources
			AE17000	Affected Environment: Non Historic Structures
			AE20000	Affected Environment: Land Use
			AE21000	Affected Environment: Socioeconomics
			AE24000	Affected Environment: Hydrology
			AL1000	Alternatives: Elements Common To All Alternatives
			AL1001	Alternatives: Elements Common to All Alternatives (Non-substantive)
			AL4001	Alternatives: New Alternatives Or Elements
			IN100	ISSUES - Natural resource issues
			PN8000	Purpose And Need: Objectives In Taking Action
			WQ3000	Water Resources: Study Area
	Nature Coast Group, Sierra Club	143	AE20001	Affected Environment: Land Use (Non-Substantive)
			AE21001	Affected Environment: Socioeconomics (Non-substantive)
			AE24001	Affected Environment: Hydrology (Non-substantive)
			AL3001	Alternatives: Envir. Preferred Alt./NEPA § .101&102 (Non-substantive)



Org. Type	Organization	Corr. ID	Code	Description
			PN2001	Purpose And Need: Park Purpose And Significance (Non-substantive)
	Nature Conservancy	67	AL3001	Alternatives: Envir. Preferred Alt./NEPA § .101&102 (Non-substantive)
	Project NatureConnect	94	ED1001	Editorial
			MT1001	Miscellaneous Topics: General Comments (Non-substantive)
	SIERRA	86	AE22001	Affected Environment: Visitor Use (Non-substantive)
			ED1001	Editorial
	SIERRA CLUB	147	AE21001	Affected Environment: Socioeconomics (Non-substantive)
			AL3001	Alternatives: Envir. Preferred Alt./NEPA § .101&102 (Non-substantive)
	Sanibel Captiva Conservation Foundation	118	AE20001	Affected Environment: Land Use (Non-Substantive)
			AE21001	Affected Environment: Socioeconomics (Non-substantive)
			AE22001	Affected Environment: Visitor Use (Non-substantive)
			AE23001	Affected Environment: Visitor Conflicts (Non-Substantive)
			AE24001	Affected Environment: Hydrology (Non-substantive)
			AL3001	Alternatives: Envir. Preferred Alt./NEPA § .101&102 (Non-substantive)
	Save Boca Raton Green Space	177	VN1001	VALUES - Value the natural resources or setting (Non-substantive)
	Save It Now Glades	133	AE24001	Affected Environment: Hydrology (Non-substantive)
			AL3001	Alternatives: Envir. Preferred Alt./NEPA § .101&102 (Non-substantive)
			ED1001	Editorial
	Sierra Club	5	PN1001	Purpose and Need: Planning Process And Policy (Non-substantive)
			PN4000	Purpose And Need: Park Legislation/Authority
		14	AE21001	Affected Environment: Socioeconomics (Non-substantive)



Org. Type	Organization	Corr. ID	Code	Description
			AE24001	Affected Environment: Hydrology (Non-substantive)
			AE25001	Affected Environment: Climate Change (Non-Substantive)
			AL3001	Alternatives: Envir. Preferred Alt./NEPA § .101&102 (Non-substantive)
		63	VN1001	VALUES - Value the natural resources or setting (Non-substantive)
		73	AL3001	Alternatives: Envir. Preferred Alt./NEPA § .101&102 (Non-substantive)
		145	AE12001	Affected Environment: Wildlife And Wildlife Habitat (Non-substantive)
			AE20001	Affected Environment: Land Use (Non-Substantive)
			AE22001	Affected Environment: Visitor Use (Non-substantive)
			AE23001	Affected Environment: Visitor Conflicts (Non-Substantive)
			AE24001	Affected Environment: Hydrology (Non-substantive)
			PN2001	Purpose And Need: Park Purpose And Significance (Non-substantive)
			PN4000	Purpose And Need: Park Legislation/Authority
		155	AE24001	Affected Environment: Hydrology (Non-substantive)
			AL3001	Alternatives: Envir. Preferred Alt./NEPA § .101&102 (Non-substantive)
			VE4001	Visitor Experience: Impact of Proposal and Alternatives (Non-substantive)
			VU4001	Visitor Use: Impact of Proposal and Alternatives (Non-substantive)
		160	AE24001	Affected Environment: Hydrology (Non-substantive)
			AL3001	Alternatives: Envir. Preferred Alt./NEPA § .101&102 (Non-substantive)
		162	AE21001	Affected Environment: Socioeconomics (Non-substantive)
			AE24001	Affected Environment: Hydrology (Non-substantive)



Org. Type	Organization	Corr. ID	Code	Description
			AL3001	Alternatives: Envir. Preferred Alt./NEPA § .101&102 (Non-substantive)
			AL4000	Alternatives: New Alternatives Or Elements
			SE4001	Socioeconomics: Impact Of Proposal And Alternatives (Non-substantive)
		173	PN2001	Purpose And Need: Park Purpose And Significance (Non-substantive)
		201	AE12001	Affected Environment: Wildlife And Wildlife Habitat (Non-substantive)
			AE20001	Affected Environment: Land Use (Non-Substantive)
			AE21001	Affected Environment: Socioeconomics (Non-substantive)
			AE22001	Affected Environment: Visitor Use (Non-substantive)
			AE23001	Affected Environment: Visitor Conflicts (Non-Substantive)
			AE24001	Affected Environment: Hydrology (Non-substantive)
			AE25001	Affected Environment: Climate Change (Non-Substantive)
			AL2000	Alternatives: Alternatives Eliminated
			AL3000	Alternatives: Envir. Preferred Alt./NEPA § .101&102
			AL3001	Alternatives: Envir. Preferred Alt./NEPA § .101&102 (Non-substantive)
			PN11001	Purpose And Need: Other Policies And Mandates (Non-Substantive)
			PN2001	Purpose And Need: Park Purpose And Significance (Non-substantive)
			PN5001	Purpose And Need: Regulatory Framework (Non-Substantive)
	Sierra Club, Loxahatchee Group	151	AE20001	Affected Environment: Land Use (Non-Substantive)
			AE21001	Affected Environment: Socioeconomics (Non-substantive)
			AE22001	Affected Environment: Visitor Use (Non-substantive)
			AE23001	Affected Environment: Visitor Conflicts (Non-Substantive)



Org. Type	Organization	Corr. ID	Code	Description
			AE24001	Affected Environment: Hydrology (Non-substantive)
			AL3001	Alternatives: Envir. Preferred Alt./NEPA § .101&102 (Non-substantive)
			WH4001	Wildlife And Wildlife Habitat: Impact Of Proposal And Alternatives (Non-substantive)
	South Florida Audubon Society	70	AE24001	Affected Environment: Hydrology (Non-substantive)
			AL3001	Alternatives: Envir. Preferred Alt./NEPA § .101&102 (Non-substantive)
			AL4001	Alternatives: New Alternatives Or Elements
			AL5001	Alternatives: Cost (Non-Substantive)
	Tampa Bay Sierra Club	186	AE11001	Affected Environment: Species Of Special Concern (Non-Substantive)
			AE24001	Affected Environment: Hydrology (Non-substantive)
			AL3001	Alternatives: Envir. Preferred Alt./NEPA § .101&102 (Non-substantive)
			TE4001	Threatened And Endangered Species: Impact Of Proposal And Alternatives (Non-substantive)
	sierra club	64	VN1001	VALUES - Value the natural resources or setting (Non-substantive)
C	Miami-Dade County DERM	204	AE11001	Affected Environment: Species Of Special Concern (Non-Substantive)
			AE12000	Affected Environment: Wildlife And Wildlife Habitat
			AE12001	Affected Environment: Wildlife And Wildlife Habitat (Non-substantive)
			AE24001	Affected Environment: Hydrology (Non-substantive)
			AE4001	Affected Environment: Floodplains (Non-Substantive)
			AE5000	Affected Environment: Wetlands
			PN11001	Purpose And Need: Other Policies And Mandates (Non-Substantive)



Org. Type	Organization	Corr. ID	Code	Description
			PN5001	Purpose And Need: Regulatory Framework (Non-Substantive)
			WH3000	Wildlife And Wildlife Habitat: Study Area
			WH4001	Wildlife And Wildlife Habitat: Impact Of Proposal And Alternatives (Non-substantive)
			WQ2000	Water Resources: Methodology And Assumptions
			WQ3000	Water Resources: Study Area
			WQ4001	Water Resources: Impact Of Proposal And Alternatives (Non-Substantive)
F	FTA	43	AL4000	Alternatives: New Alternatives Or Elements
L	Wildlands CPR	191	AE21001	Affected Environment: Socioeconomics (Non-substantive)
			AE22001	Affected Environment: Visitor Use (Non-substantive)
			AE23001	Affected Environment: Visitor Conflicts (Non-Substantive)
			AE24001	Affected Environment: Hydrology (Non-substantive)
			AL3001	Alternatives: Envir. Preferred Alt./NEPA § .101&102 (Non-substantive)
			AL4000	Alternatives: New Alternatives Or Elements
			GA3000	Impact Analysis: General Methodology For Establishing Impacts/Effects
			SE4001	Socioeconomics: Impact Of Proposal And Alternatives (Non-substantive)
			VS4001	Visitor Conflicts And Safety: Impact Of Proposal And Alternatives (Non-Substantive)
H	Airboat Association of FI	7	MT1001	Miscellaneous Topics: General Comments (Non-substantive)
			PN100000	Purpose and Need: Planning Process And Policy (Non-substantive)
			VE4001	Visitor Experience: Impact of Proposal and Alternatives (Non-substantive)
			VU4001	Visitor Use: Impact of Proposal and Alternatives (Non-substantive)



Org. Type	Organization	Corr. ID	Code	Description
	Airboat Association of Florida	8	AE13000	Affected Environment: Cultural Resources
			AE14000	Affected Environment: Historic Structures
			AE16000	Affected Environment: Ethnographic Resources
			AE23000	Affected Environment: Visitor Conflicts
			AE24000	Affected Environment: Hydrology
			AL1000	Alternatives: Elements Common To All Alternatives
			AL5001	Alternatives: Cost (Non-Substantive)
			PN1000	Purpose And Need: Planning Process And Policy
			PN5000	Purpose And Need: Regulatory Framework
			SE4000	Socioeconomics: Impact Of Proposal And Alternatives
			TV100	THREATS - Threats to visitor use or experience
			VS4000	Visitor Conflicts And Safety: Impact Of Proposal And Alternatives
			VS5000	Visitor Conflicts And Safety: Cumulative Impacts
			VU4001	Visitor Use: Impact of Proposal and Alternatives (Non-substantive)
			WQ5000	Water Resources: Cumulative Impacts
		21	AE13000	Affected Environment: Cultural Resources
			AE17000	Affected Environment: Non Historic Structures
			AE20000	Affected Environment: Land Use
			AE21000	Affected Environment: Socioeconomics
			AL1001	Alternatives: Elements Common to All Alternatives (Non-substantive)
			CR4000	Cultural Resources: Impact Of Proposal And Alternatives
			GA1000	Impact Analysis: Impact Analyses
	Caloosa Riders Bicycle Club	53	AL4000	Alternatives: New Alternatives Or Elements
	Everglades River of Grass Greenway	47	AL4000	Alternatives: New Alternatives Or Elements



Org. Type	Organization	Corr. ID	Code	Description
	FLFFC.org	190	AL4000	Alternatives: New Alternatives Or Elements
	Gladesman Cultural Community	148	AE13001	Affected Environment: Cultural Resources (Non-Substantive)
			AE16001	Affected Environment: Ethnographic Resources (Non-Substantive)
			AE21001	Affected Environment: Socioeconomics (Non-substantive)
			AE22001	Affected Environment: Visitor Use (Non-substantive)
			AL3001	Alternatives: Envir. Preferred Alt./NEPA § .101&102 (Non-substantive)
			AL4000	Alternatives: New Alternatives Or Elements
			AL5001	Alternatives: Cost (Non-Substantive)
			ED1001	Editorial
	Hendry BPAC	44	AL4000	Alternatives: New Alternatives Or Elements
	JET PORT CONSERVATION & RECREATION CLUB	174	AE22001	Affected Environment: Visitor Use (Non-substantive)
			AE23001	Affected Environment: Visitor Conflicts (Non-Substantive)
			AE24001	Affected Environment: Hydrology (Non-substantive)
			AL4000	Alternatives: New Alternatives Or Elements
	Naples Pathways Coalition	45	AL4000	Alternatives: New Alternatives Or Elements
		46	AL4000	Alternatives: New Alternatives Or Elements
		51	AL4000	Alternatives: New Alternatives Or Elements
	Palm Beach Kayak Fishing club	61	AE12001	Affected Environment: Wildlife And Wildlife Habitat (Non-substantive)
			AE20001	Affected Environment: Land Use (Non-Substantive)
			AE21001	Affected Environment: Socioeconomics (Non-substantive)
			AE22001	Affected Environment: Visitor Use (Non-substantive)
			AE23001	Affected Environment: Visitor Conflicts (Non-Substantive)



Org. Type	Organization	Corr. ID	Code	Description
			AE24001	Affected Environment: Hydrology (Non-substantive)
			AL3001	Alternatives: Envir. Preferred Alt./NEPA § .101&102 (Non-substantive)
			AL4000	Alternatives: New Alternatives Or Elements
			PN11001	Purpose And Need: Other Policies And Mandates (Non-Substantive)
			PN2001	Purpose And Need: Park Purpose And Significance (Non-substantive)
			PN5001	Purpose And Need: Regulatory Framework (Non-Substantive)
	Palm Beach Water Yaks	54	AL3000	Alternatives: Envir. Preferred Alt./NEPA § .101&102
			AL4000	Alternatives: New Alternatives Or Elements
	ROGG	48	AL4000	Alternatives: New Alternatives Or Elements
	River of Grass Greenway	42	AL4000	Alternatives: New Alternatives Or Elements
	River of Grass Greenway Committee	50	AL4000	Alternatives: New Alternatives Or Elements
	SAFER	18	AL3000	Alternatives: Envir. Preferred Alt./NEPA § .101&102
			AL4000	Alternatives: New Alternatives Or Elements
			AL5001	Alternatives: Cost (Non-Substantive)
		183	AE21001	Affected Environment: Socioeconomics (Non-substantive)
			AE24001	Affected Environment: Hydrology (Non-substantive)
			AL3001	Alternatives: Envir. Preferred Alt./NEPA § .101&102 (Non-substantive)
			AL4000	Alternatives: New Alternatives Or Elements
			AL5001	Alternatives: Cost (Non-Substantive)
			GA3000	Impact Analysis: General Methodology For Establishing Impacts/Effects
			PN3000	Purpose And Need: Scope Of The Analysis
			SE4001	Socioeconomics: Impact Of Proposal And Alternatives (Non-substantive)



Org. Type	Organization	Corr. ID	Code	Description
	SAFER, FLFFC	187	AE21001	Affected Environment: Socioeconomics (Non-substantive)
			AE22001	Affected Environment: Visitor Use (Non-substantive)
			AL4000	Alternatives: New Alternatives Or Elements
			AL5001	Alternatives: Cost (Non-Substantive)
			ED1001	Editorial
			PN8001	Purpose and Need: Objectives in Taking Action (Non-Substantive)
			PO1001	Park Operations: Guiding Policies, Regs And Laws (Non-Substantive)
			SE4001	Socioeconomics: Impact Of Proposal And Alternatives (Non-substantive)
			VU4001	Visitor Use: Impact of Proposal and Alternatives (Non-substantive)
S	State Representative	88	AE12001	Affected Environment: Wildlife And Wildlife Habitat (Non-substantive)
			AE24001	Affected Environment: Hydrology (Non-substantive)
			AL3000	Alternatives: Envir. Preferred Alt./NEPA § .101&102
			CC1000	Consultation and Coordination: General Comments
			WH4001	Wildlife And Wildlife Habitat: Impact Of Proposal And Alternatives (Non-substantive)
T	Greater Hollywood Chamber of Commerce	167	AE21001	Affected Environment: Socioeconomics (Non-substantive)
			AE24001	Affected Environment: Hydrology (Non-substantive)
			AL3001	Alternatives: Envir. Preferred Alt./NEPA § .101&102 (Non-substantive)
			AL4000	Alternatives: New Alternatives Or Elements
			AL5001	Alternatives: Cost (Non-Substantive)
			SE4001	Socioeconomics: Impact Of Proposal And Alternatives (Non-substantive)



Org. Type	Organization	Corr. ID	Code	Description
Q	Miccosukee Tribe of Indians of Florida	203	AE11000	Affected Environment: Species Of Special Concern
			AE16000	Affected Environment: Ethnographic Resources
			AE19000	Affected Environment: Other Agencies_ Land Use Plans
			AE20000	Affected Environment: Land Use
			AE21000	Affected Environment: Socioeconomics
			AE24000	Affected Environment: Hydrology
			AE4000	Affected Environment: Floodplains
			AL4000	Alternatives: New Alternatives Or Elements
			AL5001	Alternatives: Cost (Non-Substantive)
			ED1001	Editorial
			GA1000	Impact Analysis: Impact Analyses
			PN1000	Purpose And Need: Planning Process And Policy
			PN1001	Purpose and Need: Planning Process And Policy (Non-substantive)
			PN11000	Purpose And Need: Other Policies And Mandates
			PN11001	Purpose And Need: Other Policies And Mandates (Non-Substantive)
			PN3000	Purpose And Need: Scope Of The Analysis
			PN5000	Purpose And Need: Regulatory Framework
			PN5001	Purpose And Need: Regulatory Framework (Non-Substantive)
			PN7000	Purpose And Need: NEPA And Ceq
			SE3000	Socioeconomics: Study Area
			TE3000	Threatened And Endangered Species: Study Area
			TE4000	Threatened And Endangered Species: Impact Of Proposal And Alternatives
			TE6000	Threatened And Endangered Species: Impairment Analyses
			WQ4000	Water Resources: Impact Of Proposal And Alternatives
			WQ6000	Water Resources: Impairment Analyses



Org. Type	Organization	Corr. ID	Code	Description
I	Everglades Bicycle Club	58	AL4000	Alternatives: New Alternatives Or Elements
	National Parks Conservation Association, Audubon of Florida, Everglades Foundation et al.	59	AE16001	Affected Environment: Ethnographic Resources (Non-Substantive)
			AE20000	Affected Environment: Land Use
			AE20001	Affected Environment: Land Use (Non-Substantive)
			AE21000	Affected Environment: Socioeconomics
			AE24001	Affected Environment: Hydrology (Non-substantive)
			AE4001	Affected Environment: Floodplains (Non-Substantive)
			AL1000	Alternatives: Elements Common To All Alternatives
			AL3001	Alternatives: Envir. Preferred Alt./NEPA § .101&102 (Non-substantive)
			AL4000	Alternatives: New Alternatives Or Elements
			AL5000	Alternatives: Cost
			CC1000	Consultation and Coordination: General Comments
			GA1000	Impact Analysis: Impact Analyses
			MT1000	Miscellaneous Topics: General Comments
			PN1000	Purpose And Need: Planning Process And Policy
			PN11000	Purpose And Need: Other Policies And Mandates
			PN11001	Purpose And Need: Other Policies And Mandates (Non-Substantive)
			PN5000	Purpose And Need: Regulatory Framework
			PN5001	Purpose And Need: Regulatory Framework (Non-Substantive)
			PN8001	Purpose and Need: Objectives in Taking Action (Non-Substantive)
	Resident	180	AE21001	Affected Environment: Socioeconomics (Non-substantive)



Org. Type	Organization	Corr. ID	Code	Description
			AL3001	Alternatives: Envir. Preferred Alt./NEPA § .101&102 (Non-substantive)
			SE4001	Socioeconomics: Impact Of Proposal And Alternatives (Non-substantive)
	STOP THE MADNESS	1	AL5001	Alternatives: Cost (Non-Substantive)
			ED1001	Editorial
			PN8001	Purpose and Need: Objectives in Taking Action (Non-Substantive)
	citizen	166	AE16001	Affected Environment: Ethnographic Resources (Non-Substantive)
			ED1001	Editorial
	retired ecologist	81	AL1000	Alternatives: Elements Common To All Alternatives
			AL3001	Alternatives: Envir. Preferred Alt./NEPA § .101&102 (Non-substantive)
	N/A	2	AE22000	Affected Environment: Visitor Use
			AE24001	Affected Environment: Hydrology (Non-substantive)
			VE4000	Visitor Experience: Impact Of Proposal And Alternatives
			VU4000	Visitor Use: Impact Of Proposal And Alternatives
		4	AE16000	Affected Environment: Ethnographic Resources
			AE8000	Affected Environment: Visual Quality
			AL1000	Alternatives: Elements Common To All Alternatives
			AL3000	Alternatives: Envir. Preferred Alt./NEPA § .101&102
			PN1001	Purpose and Need: Planning Process And Policy (Non-substantive)
			PN2000	Purpose And Need: Park Purpose And Significance
			PN4000	Purpose And Need: Park Legislation/Authority
			PO1000	Park Operations: Guiding Policies, Regs And Laws
			SE4000	Socioeconomics: Impact Of Proposal And Alternatives
		6	AE21000	Affected Environment: Socioeconomics



Org. Type	Organization	Corr. ID	Code	Description
			AE24000	Affected Environment: Hydrology
			AL1000	Alternatives: Elements Common To All Alternatives
			AL3000	Alternatives: Envir. Preferred Alt./NEPA § .101&102
			PN1000	Purpose And Need: Planning Process And Policy
			PN5000	Purpose And Need: Regulatory Framework
			PN6000	Purpose And Need: Land Management Laws, Exec Orders
			PN8000	Purpose And Need: Objectives In Taking Action
			SE4000	Socioeconomics: Impact Of Proposal And Alternatives
		9	AL3000	Alternatives: Envir. Preferred Alt./NEPA § .101&102
			PN1000	Purpose And Need: Planning Process And Policy
		13	AE24000	Affected Environment: Hydrology
			AE24001	Affected Environment: Hydrology (Non-substantive)
			AE25001	Affected Environment: Climate Change (Non-Substantive)
			AL3000	Alternatives: Envir. Preferred Alt./NEPA § .101&102
			AL5001	Alternatives: Cost (Non-Substantive)
			PN1000	Purpose And Need: Planning Process And Policy
			PN8001	Purpose and Need: Objectives in Taking Action (Non-Substantive)
			WH4000	Wildlife And Wildlife Habitat: Impact Of Proposal And Alternatives
			WQ5000	Water Resources: Cumulative Impacts
		16	AE17000	Affected Environment: Non Historic Structures
			AE21000	Affected Environment: Socioeconomics
			AL1001	Alternatives: Elements Common to All Alternatives (Non-substantive)
			AL4001	Alternatives: New Alternatives Or Elements
			AL5001	Alternatives: Cost (Non-Substantive)
			IC100	ISSUES - Cultural resource issues
			MT1000	Miscellaneous Topics: General Comments



Org. Type	Organization	Corr. ID	Code	Description
			TC100	THREATS - Threats to cultural resources
		20	AL1001	Alternatives: Elements Common to All Alternatives (Non-substantive)
		22	AE24000	Affected Environment: Hydrology
		23	AE24001	Affected Environment: Hydrology (Non-substantive)
		25	AE21000	Affected Environment: Socioeconomics
			GA1000	Impact Analysis: Impact Analyses
			SE5000	Socioeconomics: Cumulative Impacts
		26	AE22000	Affected Environment: Visitor Use
			AL1000	Alternatives: Elements Common To All Alternatives
			AL1001	Alternatives: Elements Common to All Alternatives (Non-substantive)
			VE4001	Visitor Experience: Impact of Proposal and Alternatives (Non-substantive)
			VU4000	Visitor Use: Impact Of Proposal And Alternatives
		27	AL1001	Alternatives: Elements Common to All Alternatives (Non-substantive)
		29	AL1001	Alternatives: Elements Common to All Alternatives (Non-substantive)
			AL4001	Alternatives: New Alternatives Or Elements
		30	AE21000	Affected Environment: Socioeconomics
			AE22000	Affected Environment: Visitor Use
			AE23000	Affected Environment: Visitor Conflicts
			GA2000	Impact Analysis: Use Trends And Assumptions
			MT1001	Miscellaneous Topics: General Comments (Non-substantive)
			SE4000	Socioeconomics: Impact Of Proposal And Alternatives
			UP1000	Short Term/Long Term Use and Productivity: General Comments
			VE3000	Visitor Experience: Study Area
		33	AE21000	Affected Environment: Socioeconomics



Org. Type	Organization	Corr. ID	Code	Description
			AE24000	Affected Environment: Hydrology
			MT1000	Miscellaneous Topics: General Comments
			SE4000	Socioeconomics: Impact Of Proposal And Alternatives
			TC100	THREATS - Threats to cultural resources
		35	ED1001	Editorial
			PN1000	Purpose And Need: Planning Process And Policy
		36	MT1001	Miscellaneous Topics: General Comments (Non-substantive)
			PN8001	Purpose and Need: Objectives in Taking Action (Non-Substantive)
		37	AL5001	Alternatives: Cost (Non-Substantive)
			SE4000	Socioeconomics: Impact Of Proposal And Alternatives
		38	AE11000	Affected Environment: Species Of Special Concern
			AE12000	Affected Environment: Wildlife And Wildlife Habitat
			AE24000	Affected Environment: Hydrology
			AE9000	Affected Environment: Vegetation
			IN100	ISSUES - Natural resource issues
			PN4000	Purpose And Need: Park Legislation/Authority
			PN5000	Purpose And Need: Regulatory Framework
			PO1000	Park Operations: Guiding Policies, Regs And Laws
			SE4000	Socioeconomics: Impact Of Proposal And Alternatives
			TE4000	Threatened And Endangered Species: Impact Of Proposal And Alternatives
			VE4000	Visitor Experience: Impact Of Proposal And Alternatives
			WH4000	Wildlife And Wildlife Habitat: Impact Of Proposal And Alternatives
		39	AE24001	Affected Environment: Hydrology (Non-substantive)
			PN3000	Purpose And Need: Scope Of The Analysis
		40	ED1001	Editorial
			MT1001	Miscellaneous Topics: General Comments (Non-substantive)



Org. Type	Organization	Corr. ID	Code	Description
			PN1000	Purpose And Need: Planning Process And Policy
		49	AL4000	Alternatives: New Alternatives Or Elements
		55	AE23000	Affected Environment: Visitor Conflicts
			IV100	ISSUES - Visitor use or experience issues
		56	AE22000	Affected Environment: Visitor Use
			AL3001	Alternatives: Envir. Preferred Alt./NEPA § .101&102 (Non-substantive)
		57	AE23000	Affected Environment: Visitor Conflicts
			AL4000	Alternatives: New Alternatives Or Elements
		60	AL3001	Alternatives: Envir. Preferred Alt./NEPA § .101&102 (Non-substantive)
			PN8001	Purpose and Need: Objectives in Taking Action (Non-Substantive)
			VN1001	VALUES - Value the natural resources or setting (Non-substantive)
		62	VN1001	VALUES - Value the natural resources or setting (Non-substantive)
		65	AE23000	Affected Environment: Visitor Conflicts
			AE24001	Affected Environment: Hydrology (Non-substantive)
			AL4001	Alternatives: New Alternatives Or Elements
		66	AE23000	Affected Environment: Visitor Conflicts
			AL3001	Alternatives: Envir. Preferred Alt./NEPA § .101&102 (Non-substantive)
		69	AL3001	Alternatives: Envir. Preferred Alt./NEPA § .101&102 (Non-substantive)
		71	AL3001	Alternatives: Envir. Preferred Alt./NEPA § .101&102 (Non-substantive)
		72	AE23000	Affected Environment: Visitor Conflicts



Org. Type	Organization	Corr. ID	Code	Description
			AL3001	Alternatives: Envir. Preferred Alt./NEPA § .101&102 (Non-substantive)
			AL4000	Alternatives: New Alternatives Or Elements
		75	AL3001	Alternatives: Envir. Preferred Alt./NEPA § .101&102 (Non-substantive)
		76	AL3001	Alternatives: Envir. Preferred Alt./NEPA § .101&102 (Non-substantive)
		77	AE23000	Affected Environment: Visitor Conflicts
			AL1000	Alternatives: Elements Common To All Alternatives
			AL3001	Alternatives: Envir. Preferred Alt./NEPA § .101&102 (Non-substantive)
		78	AL3001	Alternatives: Envir. Preferred Alt./NEPA § .101&102 (Non-substantive)
			VN1001	VALUES - Value the natural resources or setting (Non-substantive)
		79	AL3001	Alternatives: Envir. Preferred Alt./NEPA § .101&102 (Non-substantive)
		80	AE22001	Affected Environment: Visitor Use (Non-substantive)
			AE23000	Affected Environment: Visitor Conflicts
			AL3001	Alternatives: Envir. Preferred Alt./NEPA § .101&102 (Non-substantive)
		82	AE12001	Affected Environment: Wildlife And Wildlife Habitat (Non-substantive)
			AE20001	Affected Environment: Land Use (Non-Substantive)
			AE21001	Affected Environment: Socioeconomics (Non-substantive)
			AE22001	Affected Environment: Visitor Use (Non-substantive)
			AE23001	Affected Environment: Visitor Conflicts (Non-Substantive)
			AE24001	Affected Environment: Hydrology (Non-substantive)
			AL3001	Alternatives: Envir. Preferred Alt./NEPA § .101&102 (Non-substantive)



Org. Type	Organization	Corr. ID	Code	Description
			AL5001	Alternatives: Cost (Non-Substantive)
			WH4001	Wildlife And Wildlife Habitat: Impact Of Proposal And Alternatives (Non-substantive)
		85	AL3001	Alternatives: Envir. Preferred Alt./NEPA § .101&102 (Non-substantive)
			PN2001	Purpose And Need: Park Purpose And Significance (Non-substantive)
		87	ED1001	Editorial
		90	AL3001	Alternatives: Envir. Preferred Alt./NEPA § .101&102 (Non-substantive)
		91	ED1001	Editorial
			MT1001	Miscellaneous Topics: General Comments (Non-substantive)
			PN2001	Purpose And Need: Park Purpose And Significance (Non-substantive)
		93	AE20001	Affected Environment: Land Use (Non-Substantive)
			AE21001	Affected Environment: Socioeconomics (Non-substantive)
			AE22001	Affected Environment: Visitor Use (Non-substantive)
			AE23001	Affected Environment: Visitor Conflicts (Non-Substantive)
			AE24001	Affected Environment: Hydrology (Non-substantive)
			AL3001	Alternatives: Envir. Preferred Alt./NEPA § .101&102 (Non-substantive)
		95	AE22001	Affected Environment: Visitor Use (Non-substantive)
			AL3001	Alternatives: Envir. Preferred Alt./NEPA § .101&102 (Non-substantive)
			ED1001	Editorial
		97	AE20001	Affected Environment: Land Use (Non-Substantive)
			AE21001	Affected Environment: Socioeconomics (Non-substantive)
			AE22001	Affected Environment: Visitor Use (Non-substantive)
			AE24001	Affected Environment: Hydrology (Non-substantive)



Org. Type	Organization	Corr. ID	Code	Description
			AL3001	Alternatives: Envir. Preferred Alt./NEPA § .101&102 (Non-substantive)
			ED1001	Editorial
			VE4001	Visitor Experience: Impact of Proposal and Alternatives (Non-substantive)
			VU4001	Visitor Use: Impact of Proposal and Alternatives (Non-substantive)
		98	AE20001	Affected Environment: Land Use (Non-Substantive)
			AE21001	Affected Environment: Socioeconomics (Non-substantive)
			AE22001	Affected Environment: Visitor Use (Non-substantive)
			AE23001	Affected Environment: Visitor Conflicts (Non-Substantive)
			AE24001	Affected Environment: Hydrology (Non-substantive)
			AL3001	Alternatives: Envir. Preferred Alt./NEPA § .101&102 (Non-substantive)
		99	AE24001	Affected Environment: Hydrology (Non-substantive)
			ED1001	Editorial
			MT1001	Miscellaneous Topics: General Comments (Non-substantive)
		101	AL3001	Alternatives: Envir. Preferred Alt./NEPA § .101&102 (Non-substantive)
		105	AE20001	Affected Environment: Land Use (Non-Substantive)
			AE21001	Affected Environment: Socioeconomics (Non-substantive)
			AE24001	Affected Environment: Hydrology (Non-substantive)
			AL3001	Alternatives: Envir. Preferred Alt./NEPA § .101&102 (Non-substantive)
			ED1001	Editorial
		106	AE20001	Affected Environment: Land Use (Non-Substantive)
			AE21001	Affected Environment: Socioeconomics (Non-substantive)
			AE24001	Affected Environment: Hydrology (Non-substantive)



Org. Type	Organization	Corr. ID	Code	Description
			AL3001	Alternatives: Envir. Preferred Alt./NEPA § .101&102 (Non-substantive)
		107	AE22001	Affected Environment: Visitor Use (Non-substantive)
			AE24001	Affected Environment: Hydrology (Non-substantive)
			AL3001	Alternatives: Envir. Preferred Alt./NEPA § .101&102 (Non-substantive)
			ED1001	Editorial
		108	AE20001	Affected Environment: Land Use (Non-Substantive)
			AE21001	Affected Environment: Socioeconomics (Non-substantive)
			AE22001	Affected Environment: Visitor Use (Non-substantive)
			AE23001	Affected Environment: Visitor Conflicts (Non-Substantive)
			AE24001	Affected Environment: Hydrology (Non-substantive)
			AL3001	Alternatives: Envir. Preferred Alt./NEPA § .101&102 (Non-substantive)
		110	AL3001	Alternatives: Envir. Preferred Alt./NEPA § .101&102 (Non-substantive)
			ED1001	Editorial
		111	AE20001	Affected Environment: Land Use (Non-Substantive)
			AE21001	Affected Environment: Socioeconomics (Non-substantive)
			AL3001	Alternatives: Envir. Preferred Alt./NEPA § .101&102 (Non-substantive)
		112	AE22001	Affected Environment: Visitor Use (Non-substantive)
		114	AL3001	Alternatives: Envir. Preferred Alt./NEPA § .101&102 (Non-substantive)
		115	AE12001	Affected Environment: Wildlife And Wildlife Habitat (Non-substantive)
			AE25000	Affected Environment: Climate Change
		117	AE12001	Affected Environment: Wildlife And Wildlife Habitat (Non-substantive)



Org. Type	Organization	Corr. ID	Code	Description
			AE20001	Affected Environment: Land Use (Non-Substantive)
			AE21001	Affected Environment: Socioeconomics (Non-substantive)
			AE23001	Affected Environment: Visitor Conflicts (Non-Substantive)
			AL3000	Alternatives: Envir. Preferred Alt./NEPA § .101&102
		121	AE11001	Affected Environment: Species Of Special Concern (Non-Substantive)
			AE12001	Affected Environment: Wildlife And Wildlife Habitat (Non-substantive)
			AE20001	Affected Environment: Land Use (Non-Substantive)
			AE21001	Affected Environment: Socioeconomics (Non-substantive)
			AE23001	Affected Environment: Visitor Conflicts (Non-Substantive)
			AE24001	Affected Environment: Hydrology (Non-substantive)
			AL3001	Alternatives: Envir. Preferred Alt./NEPA § .101&102 (Non-substantive)
			AL5001	Alternatives: Cost (Non-Substantive)
			PN2001	Purpose And Need: Park Purpose And Significance (Non-substantive)
			WH4001	Wildlife And Wildlife Habitat: Impact Of Proposal And Alternatives (Non-substantive)
			WQ4001	Water Resources: Impact Of Proposal And Alternatives (Non-Substantive)
		122	AE12001	Affected Environment: Wildlife And Wildlife Habitat (Non-substantive)
			AE24001	Affected Environment: Hydrology (Non-substantive)
			AL3001	Alternatives: Envir. Preferred Alt./NEPA § .101&102 (Non-substantive)
			ED1001	Editorial
			MT1001	Miscellaneous Topics: General Comments (Non-substantive)



Org. Type	Organization	Corr. ID	Code	Description
			PN2001	Purpose And Need: Park Purpose And Significance (Non-substantive)
		124	AE21001	Affected Environment: Socioeconomics (Non-substantive)
			AE22001	Affected Environment: Visitor Use (Non-substantive)
			AE24001	Affected Environment: Hydrology (Non-substantive)
			AL3001	Alternatives: Envir. Preferred Alt./NEPA § .101&102 (Non-substantive)
			AL5001	Alternatives: Cost (Non-Substantive)
			PN2001	Purpose And Need: Park Purpose And Significance (Non-substantive)
			VE4001	Visitor Experience: Impact of Proposal and Alternatives (Non-substantive)
		128	AE20001	Affected Environment: Land Use (Non-Substantive)
			AE21001	Affected Environment: Socioeconomics (Non-substantive)
			AE22001	Affected Environment: Visitor Use (Non-substantive)
			AE23001	Affected Environment: Visitor Conflicts (Non-Substantive)
			AE24001	Affected Environment: Hydrology (Non-substantive)
			PN2001	Purpose And Need: Park Purpose And Significance (Non-substantive)
		131	AE24001	Affected Environment: Hydrology (Non-substantive)
			AL3001	Alternatives: Envir. Preferred Alt./NEPA § .101&102 (Non-substantive)
		132	AE21001	Affected Environment: Socioeconomics (Non-substantive)
			AE24001	Affected Environment: Hydrology (Non-substantive)
			AL3001	Alternatives: Envir. Preferred Alt./NEPA § .101&102 (Non-substantive)
			ED1001	Editorial
			MT1001	Miscellaneous Topics: General Comments (Non-substantive)



Org. Type	Organization	Corr. ID	Code	Description
		134	AE11001	Affected Environment: Species Of Special Concern (Non-Substantive)
			AE12001	Affected Environment: Wildlife And Wildlife Habitat (Non-substantive)
			AE22001	Affected Environment: Visitor Use (Non-substantive)
			AL3001	Alternatives: Envir. Preferred Alt./NEPA § .101&102 (Non-substantive)
		137	AE21001	Affected Environment: Socioeconomics (Non-substantive)
			AE22001	Affected Environment: Visitor Use (Non-substantive)
			AE23001	Affected Environment: Visitor Conflicts (Non-Substantive)
			AL3001	Alternatives: Envir. Preferred Alt./NEPA § .101&102 (Non-substantive)
			PN1001	Purpose and Need: Planning Process And Policy (Non-substantive)
		138	AE12001	Affected Environment: Wildlife And Wildlife Habitat (Non-substantive)
			AE22001	Affected Environment: Visitor Use (Non-substantive)
			AE23001	Affected Environment: Visitor Conflicts (Non-Substantive)
		139	AE20001	Affected Environment: Land Use (Non-Substantive)
			AE21001	Affected Environment: Socioeconomics (Non-substantive)
			AE23001	Affected Environment: Visitor Conflicts (Non-Substantive)
			AL3001	Alternatives: Envir. Preferred Alt./NEPA § .101&102 (Non-substantive)
		140	AE22001	Affected Environment: Visitor Use (Non-substantive)
			AL3001	Alternatives: Envir. Preferred Alt./NEPA § .101&102 (Non-substantive)
			ED1001	Editorial
		142	AE22001	Affected Environment: Visitor Use (Non-substantive)
			AE23001	Affected Environment: Visitor Conflicts (Non-Substantive)



Org. Type	Organization	Corr. ID	Code	Description
			PN2001	Purpose And Need: Park Purpose And Significance (Non-substantive)
		149	ED1001	Editorial
			PN2001	Purpose And Need: Park Purpose And Significance (Non-substantive)
		152	AE22001	Affected Environment: Visitor Use (Non-substantive)
			AE23001	Affected Environment: Visitor Conflicts (Non-Substantive)
		153	AE16001	Affected Environment: Ethnographic Resources (Non-Substantive)
			AE20001	Affected Environment: Land Use (Non-Substantive)
			AE21001	Affected Environment: Socioeconomics (Non-substantive)
			AE22001	Affected Environment: Visitor Use (Non-substantive)
		156	AE11001	Affected Environment: Species Of Special Concern (Non-Substantive)
			AE21001	Affected Environment: Socioeconomics (Non-substantive)
			AE24001	Affected Environment: Hydrology (Non-substantive)
			AL3001	Alternatives: Envir. Preferred Alt./NEPA § .101&102 (Non-substantive)
			TE4001	Threatened And Endangered Species: Impact Of Proposal And Alternatives (Non-substantive)
		157	ED1001	Editorial
			MT1001	Miscellaneous Topics: General Comments (Non-substantive)
		158	AE20001	Affected Environment: Land Use (Non-Substantive)
			AE21001	Affected Environment: Socioeconomics (Non-substantive)
			AL3001	Alternatives: Envir. Preferred Alt./NEPA § .101&102 (Non-substantive)
		159	AE24001	Affected Environment: Hydrology (Non-substantive)
			AL3001	Alternatives: Envir. Preferred Alt./NEPA § .101&102 (Non-substantive)



Org. Type	Organization	Corr. ID	Code	Description
			TE4001	Threatened And Endangered Species: Impact Of Proposal And Alternatives (Non-substantive)
		163	AE22001	Affected Environment: Visitor Use (Non-substantive)
			AE23001	Affected Environment: Visitor Conflicts (Non-Substantive)
		165	AE21001	Affected Environment: Socioeconomics (Non-substantive)
			AL3001	Alternatives: Envir. Preferred Alt./NEPA § .101&102 (Non-substantive)
			ED1001	Editorial
		169	ED1001	Editorial
		170	AE21001	Affected Environment: Socioeconomics (Non-substantive)
			AE24001	Affected Environment: Hydrology (Non-substantive)
			AL3001	Alternatives: Envir. Preferred Alt./NEPA § .101&102 (Non-substantive)
			AL4000	Alternatives: New Alternatives Or Elements
			SE4001	Socioeconomics: Impact Of Proposal And Alternatives (Non-substantive)
		171	AE13000	Affected Environment: Cultural Resources
			AE13001	Affected Environment: Cultural Resources (Non-Substantive)
			AE16000	Affected Environment: Ethnographic Resources
			AE16001	Affected Environment: Ethnographic Resources (Non-Substantive)
			AE20000	Affected Environment: Land Use
			AE20001	Affected Environment: Land Use (Non-Substantive)
			AE21000	Affected Environment: Socioeconomics
			AE21001	Affected Environment: Socioeconomics (Non-substantive)
			AE22000	Affected Environment: Visitor Use
			AE22001	Affected Environment: Visitor Use (Non-substantive)
			AE24000	Affected Environment: Hydrology
			AE24001	Affected Environment: Hydrology (Non-substantive)



Org. Type	Organization	Corr. ID	Code	Description
			AL1001	Alternatives: Elements Common to All Alternatives (Non-substantive)
			AL3001	Alternatives: Envir. Preferred Alt./NEPA § .101&102 (Non-substantive)
			AL4000	Alternatives: New Alternatives Or Elements
			AL4001	Alternatives: New Alternatives Or Elements
			AL5001	Alternatives: Cost (Non-Substantive)
			CC1000	Consultation and Coordination: General Comments
			CR2000	Cultural Resources: Methodology And Assumptions
			ED1001	Editorial
			GA1000	Impact Analysis: Impact Analyses
			SE2000	Socioeconomics: Methodology And Assumptions
		172	AE13000	Affected Environment: Cultural Resources
			AE16000	Affected Environment: Ethnographic Resources
			AE17000	Affected Environment: Non Historic Structures
			AE20001	Affected Environment: Land Use (Non-Substantive)
			AL1000	Alternatives: Elements Common To All Alternatives
			AL3001	Alternatives: Envir. Preferred Alt./NEPA § .101&102 (Non-substantive)
			ED1001	Editorial
		176	AE21001	Affected Environment: Socioeconomics (Non-substantive)
			AE22001	Affected Environment: Visitor Use (Non-substantive)
			AE24001	Affected Environment: Hydrology (Non-substantive)
			AL3001	Alternatives: Envir. Preferred Alt./NEPA § .101&102 (Non-substantive)
			AL4000	Alternatives: New Alternatives Or Elements
			AL5001	Alternatives: Cost (Non-Substantive)
			ED1001	Editorial



Org. Type	Organization	Corr. ID	Code	Description
			PN11001	Purpose And Need: Other Policies And Mandates (Non-Substantive)
		179	AE22001	Affected Environment: Visitor Use (Non-substantive)
			AL3001	Alternatives: Envir. Preferred Alt./NEPA § .101&102 (Non-substantive)
			VE4001	Visitor Experience: Impact of Proposal and Alternatives (Non-substantive)
		181	AE16001	Affected Environment: Ethnographic Resources (Non-Substantive)
			AE22000	Affected Environment: Visitor Use
			ED1001	Editorial
			VU2000	Visitor Use: Methodology And Assumptions
		182	AE21001	Affected Environment: Socioeconomics (Non-substantive)
			AE24001	Affected Environment: Hydrology (Non-substantive)
			AL3001	Alternatives: Envir. Preferred Alt./NEPA § .101&102 (Non-substantive)
			SE4001	Socioeconomics: Impact Of Proposal And Alternatives (Non-substantive)
		184	AE12001	Affected Environment: Wildlife And Wildlife Habitat (Non-substantive)
			AE22001	Affected Environment: Visitor Use (Non-substantive)
			PN2001	Purpose And Need: Park Purpose And Significance (Non-substantive)
		185	ED1001	Editorial
			MT1001	Miscellaneous Topics: General Comments (Non-substantive)
			PN8001	Purpose and Need: Objectives in Taking Action (Non-Substantive)
		188	AE21000	Affected Environment: Socioeconomics
			AE22000	Affected Environment: Visitor Use



Org. Type	Organization	Corr. ID	Code	Description
			AE22001	Affected Environment: Visitor Use (Non-substantive)
			AE23000	Affected Environment: Visitor Conflicts
			AL3001	Alternatives: Envir. Preferred Alt./NEPA § .101&102 (Non-substantive)
		189	AE21001	Affected Environment: Socioeconomics (Non-substantive)
			AE24001	Affected Environment: Hydrology (Non-substantive)
			AL4000	Alternatives: New Alternatives Or Elements
			AL5001	Alternatives: Cost (Non-Substantive)
			ED1001	Editorial
			SE4001	Socioeconomics: Impact Of Proposal And Alternatives (Non-substantive)
		193	AE11001	Affected Environment: Species Of Special Concern (Non-Substantive)
			AE24001	Affected Environment: Hydrology (Non-substantive)
			AL3001	Alternatives: Envir. Preferred Alt./NEPA § .101&102 (Non-substantive)
			TE4001	Threatened And Endangered Species: Impact Of Proposal And Alternatives (Non-substantive)
		194	AE21000	Affected Environment: Socioeconomics
			AE21001	Affected Environment: Socioeconomics (Non-substantive)
			AE22001	Affected Environment: Visitor Use (Non-substantive)
			AE24001	Affected Environment: Hydrology (Non-substantive)
			AL3001	Alternatives: Envir. Preferred Alt./NEPA § .101&102 (Non-substantive)
			SE4000	Socioeconomics: Impact Of Proposal And Alternatives
			SE4001	Socioeconomics: Impact Of Proposal And Alternatives (Non-substantive)
			VU4001	Visitor Use: Impact of Proposal and Alternatives (Non-substantive)



Org. Type	Organization	Corr. ID	Code	Description
		195	AE21000	Affected Environment: Socioeconomics
			AE22000	Affected Environment: Visitor Use
			AE22001	Affected Environment: Visitor Use (Non-substantive)
			AE23000	Affected Environment: Visitor Conflicts
			AL1000	Alternatives: Elements Common To All Alternatives
			AL3001	Alternatives: Envir. Preferred Alt./NEPA § .101&102 (Non-substantive)
			AL4000	Alternatives: New Alternatives Or Elements
			SE4000	Socioeconomics: Impact Of Proposal And Alternatives
			VE4000	Visitor Experience: Impact Of Proposal And Alternatives
			VU4000	Visitor Use: Impact Of Proposal And Alternatives
		196	AL3001	Alternatives: Envir. Preferred Alt./NEPA § .101&102 (Non-substantive)
		197	AL4000	Alternatives: New Alternatives Or Elements
		198	AE24000	Affected Environment: Hydrology
			AL3001	Alternatives: Envir. Preferred Alt./NEPA § .101&102 (Non-substantive)
			ED1001	Editorial
			VE4001	Visitor Experience: Impact of Proposal and Alternatives (Non-substantive)
			WH4001	Wildlife And Wildlife Habitat: Impact Of Proposal And Alternatives (Non-substantive)
			WH6001	Wildlife And Wildlife Habitat: Impairment Analyses (Non-substantive)
		199	AE21000	Affected Environment: Socioeconomics
			AE24001	Affected Environment: Hydrology (Non-substantive)
			AL3001	Alternatives: Envir. Preferred Alt./NEPA § .101&102 (Non-substantive)
			SE4000	Socioeconomics: Impact Of Proposal And Alternatives



Org. Type	Organization	Corr. ID	Code	Description
A	Florida Atlantic University	92	AE24001	Affected Environment: Hydrology (Non-substantive)
			AL3000	Alternatives: Envir. Preferred Alt./NEPA § .101&102
	University of Miami	68	AE24001	Affected Environment: Hydrology (Non-substantive)
			AL3001	Alternatives: Envir. Preferred Alt./NEPA § .101&102 (Non-substantive)
			SE4000	Socioeconomics: Impact Of Proposal And Alternatives
			TE4000	Threatened And Endangered Species: Impact Of Proposal And Alternatives

A = University/Professional Society
 B = Business
 C = County Government
 F = Federal Government
 H = Recreational Groups
 I = Unaffiliated Individual
 L = Non-Governmental
 O = Civic Groups
 P = Conservation/Preservation Groups
 Q = Tribal Government
 R = Churches, Religious Groups
 S = State Government
 T = Town or City Government



APPENDIX 6: INDEX BY CODE REPORT

(Generated from NPS PEPC on August 4, 2009)

AE1000 - Affected Environment: Geologic Resources

Everglades Safari Park - 24

AE10000 - Affected Environment: Rare Or Unusual Vegetation

Everglades Safari Park - 24

AE11000 - Affected Environment: Species Of Special Concern

Florida Biodiversity Project - 12

Miccosukee Tribe of Indians of Florida - 203

N/A - 38

AE11001 - Affected Environment: Species Of Special Concern (Non-Substantive)

Broward Sierra Club - 168

Center for Biological Diversity - 192

Miami-Dade County DERM - 204

NWF WWF FWF NABA Sierra club members - 104

Palm Beach Meeting of the Religious Society of Friends (Quakers) - 200

Tampa Bay Sierra Club - 186

N/A - 121, 134, 156, 193

AE12000 - Affected Environment: Wildlife And Wildlife Habitat

Everglades Park - 41

Miami-Dade County DERM - 204

N/A - 38

AE12001 - Affected Environment: Wildlife And Wildlife Habitat (Non-substantive)

Center for Biological Diversity - 192

League of Women Voters - 116

Miami-Dade County DERM - 204

NWF WWF FWF NABA Sierra club members - 104

Palm Beach Kayak Fishing club - 61

Palm Beach Meeting of the Religious Society of Friends (Quakers) - 200

Sierra Club - 145, 201

State Representative - 88

N/A - 82, 115, 117, 121, 122, 134, 138, 184

AE13000 - Affected Environment: Cultural Resources

Airboat Association of Florida - 8, 21

Everglades Committee, Sierra Club Florida - 10

National Parks Conservation Association - 15, 32



N/A - 171, 172

AE13001 - Affected Environment: Cultural Resources (Non-Substantive)

Gladesman Cultural Community - 148

N/A - 171

AE14000 - Affected Environment: Historic Structures

Airboat Association of Florida - 8

Everglades Committee, Sierra Club Florida - 10

AE16000 - Affected Environment: Ethnographic Resources

Airboat Association of Florida - 8

Everglades Coordinating Council - 17

Miccosukee Tribe of Indians of Florida - 203

N/A - 4, 171, 172

AE16001 - Affected Environment: Ethnographic Resources (Non-Substantive)

Caloosahatchee River Citizens Association, Board Member - 96

Gladesman Cultural Community - 148

National Parks Conservation Association, Audubon of Florida, Everglades Foundation et al. - 59

citizen - 166

N/A - 153, 171, 181

AE17000 - Affected Environment: Non Historic Structures

Airboat Association of Florida - 21

National Parks Conservation Association - 15, 32

N/A - 16, 172

AE19000 - Affected Environment: Other Agencies Land Use Plans

Miccosukee Tribe of Indians of Florida - 203

AE20000 - Affected Environment: Land Use

Airboat Association of Florida - 21

Center for Biological Diversity - 192

Miccosukee Tribe of Indians of Florida - 203

National Parks Conservation Association - 15, 32

National Parks Conservation Association, Audubon of Florida, Everglades Foundation et al. - 59

N/A - 171

AE20001 - Affected Environment: Land Use (Non-Substantive)

Caloosahatchee River Citizens Association, Board Member - 96

Coopertown Airboat Tours - 202

Florida Biodiversity Project - 130



Florida Trail Association - 123
Little Manatee Kayaking - 100
Loxahatchee Sierra Club - 125
National Parks Conservation Association, Audubon of Florida, Everglades Foundation
et al. - 59
Nature Coast Group, Sierra Club - 143
Palm Beach Kayak Fishing club - 61
Sanibel Captiva Conservation Foundation - 118
Sierra Club - 145, 201
Sierra Club, Loxahatchee Group - 151
N/A - 82, 93, 97, 98, 105, 106, 108, 111, 117, 121, 128, 139, 153, 158, 171, 172

AE21000 - Affected Environment: Socioeconomics

Airboat Association of Florida - 21
Everglades Committee, Sierra Club Florida - 10
Everglades Safari Park - 24
Miccosukee Tribe of Indians of Florida - 203
National Parks Conservation Association - 15, 32
National Parks Conservation Association, Audubon of Florida, Everglades Foundation
et al. - 59
N/A - 6, 16, 25, 30, 33, 171, 188, 194, 195, 199

AE21001 - Affected Environment: Socioeconomics (Non-substantive)

Caloosahatchee River Citizens Association, Board Member - 96
Center for Biological Diversity - 192
Coopertown Airboat Tours - 202
Florida Biodiversity Project - 130
Florida Trail Association - 123
Gladesman Cultural Community - 148
Greater Hollywood Chamber of Commerce - 167
Little Manatee Kayaking - 100
Loxahatchee Sierra Club - 125
Nature Coast Group, Sierra Club - 143
Palm Beach Kayak Fishing club - 61
Resident - 180
SAFER - 183
SAFER, FLFFC - 187
SIERRA CLUB - 147
Sanibel Captiva Conservation Foundation - 118
Sierra Club - 14, 162, 201
Sierra Club, Loxahatchee Group - 151
Wildlands CPR - 191
N/A - 82, 93, 97, 98, 105, 106, 108, 111, 117, 121, 124, 128, 132, 137, 139, 153, 156,
158, 165, 170, 171, 176, 182, 189, 194



AE22000 - Affected Environment: Visitor Use

Bicycle and Pedestrian Advisory Committee of Miami-Dade County - 34

MDC MPO BPAC, GMN - 11

N/A - 2, 26, 30, 56, 171, 181, 188, 195

AE22001 - Affected Environment: Visitor Use (Non-substantive)

Audubon, Sierra - 135

Broward Sierra Club - 168

Caloosahatchee River Citizens Association, Board Member - 96

Florida Biodiversity Project - 130

Florida Trail Association - 123

Gladesman Cultural Community - 148

J.N."Ding" Darling Wildlife Society - 126

JET PORT CONSERVATION & RECREATION CLUB - 174

Loxahatchee Sierra Club - 125

Palm Beach Kayak Fishing club - 61

SAFER, FLFFC - 187

SIERRA - 86

Sanibel Captiva Conservation Foundation - 118

Sierra Club - 145, 201

Sierra Club, Loxahatchee Group - 151

Wildlands CPR - 191

N/A - 80, 82, 93, 95, 97, 98, 107, 108, 112, 124, 128, 134, 137, 138, 140, 142, 152, 153, 163, 171, 176, 179, 184, 188, 194, 195

AE23000 - Affected Environment: Visitor Conflicts

Airboat Association of Florida - 8

Broward Sierra Club - 168

N/A - 30, 55, 57, 65, 66, 72, 77, 80, 188, 195

AE23001 - Affected Environment: Visitor Conflicts (Non-Substantive)

Audubon, Sierra - 135

Florida Biodiversity Project - 130

JET PORT CONSERVATION & RECREATION CLUB - 174

Palm Beach Kayak Fishing club - 61

Sanibel Captiva Conservation Foundation - 118

Sierra Club - 145, 201

Sierra Club, Loxahatchee Group - 151

Wildlands CPR - 191

N/A - 82, 93, 98, 108, 117, 121, 128, 137, 138, 139, 142, 152, 163

AE24000 - Affected Environment: Hydrology

Airboat Association of Florida - 8

Everglades Committee, Sierra Club Florida - 10

Everglades Coordinating Council - 17



Miccosukee Tribe of Indians of Florida - 203
National Parks Conservation Association - 32
N/A - 6, 13, 22, 33, 38, 171, 198

AE24001 - Affected Environment: Hydrology (Non-substantive)

Broward Sierra Club - 168
Center for Biological Diversity - 192
Coopertown Airboat Tours - 202
Florida Atlantic University - 92
Florida Biodiversity Project - 130
Florida Trail Association - 123
Greater Hollywood Chamber of Commerce - 167
JET PORT CONSERVATION & RECREATION CLUB - 174
League of Women Voters - 116
Loxahatchee Sierra Club - 125
Miami-Dade County DERM - 204
National Parks Conservation Association - 15
National Parks Conservation Association, Audubon of Florida, Everglades Foundation et al. - 59
Nature Coast Group, Sierra Club - 143
Palm Beach Kayak Fishing club - 61
Palm Beach Meeting of the Religious Society of Friends (Quakers) - 200
SAFER - 183
Sanibel Captiva Conservation Foundation - 118
Save It Now Glades - 133
Sierra Club - 14, 145, 155, 160, 162, 201
Sierra Club, Loxahatchee Group - 151
South Florida Audubon Society - 70
State Representative - 88
Tampa Bay Sierra Club - 186
University of Miami - 68
Wildlands CPR - 191
N/A - 2, 13, 23, 39, 65, 82, 93, 97, 98, 99, 105, 106, 107, 108, 121, 122, 124, 128, 131, 132, 156, 159, 170, 171, 176, 182, 189, 193, 194, 199

AE25000 - Affected Environment: Climate Change

Center for Biological Diversity - 192
Everglades Committee, Sierra Club Florida - 10
Florida Biodiversity Project - 12
N/A - 115

AE25001 - Affected Environment: Climate Change (Non-Substantive)

League of Women Voters - 116
Sierra Club - 14, 201
N/A - 13



AE4000 - Affected Environment: Floodplains

Miccosukee Tribe of Indians of Florida - 203

AE4001 - Affected Environment: Floodplains (Non-Substantive)

Miami-Dade County DERM - 204

National Parks Conservation Association, Audubon of Florida, Everglades Foundation et al. - 59

AE5000 - Affected Environment: Wetlands

Miami-Dade County DERM - 204

AE8000 - Affected Environment: Visual Quality

N/A - 4

AE9000 - Affected Environment: Vegetation

N/A - 38

AL1000 - Alternatives: Elements Common To All Alternatives

Airboat Association of Florida - 8

Bicycle and Pedestrian Advisory Committee of Miami-Dade County - 34

Center for Biological Diversity - 192

Everglades Committee, Sierra Club Florida - 10

Everglades Coordinating Council - 17

Everglades Safari Park - 24

Florida Biodiversity Project - 12

MDC MPO BPAC, GMN - 11

National Parks Conservation Association - 32

National Parks Conservation Association, Audubon of Florida, Everglades Foundation et al. - 59

retired ecologist - 81

N/A - 4, 6, 26, 77, 172, 195

AL1001 - Alternatives: Elements Common to All Alternatives (Non-substantive)

Airboat Association of Florida - 21

Coopertown - 31

Everglades Coordinating Council - 19

National Parks Conservation Association - 15, 32

N/A - 16, 20, 26, 27, 29, 171

AL2000 - Alternatives: Alternatives Eliminated

Sierra Club - 201

AL3000 - Alternatives: Envir. Preferred Alt./NEPA § .101&102

Bicycle and Pedestrian Advisory Committee of Miami-Dade County - 34



Coopertown - 31
Everglades Committee, Sierra Club Florida - 10
Florida Biodiversity Project - 12
Florida Atlantic University - 92
Palm Beach Water Yaks - 54
SAFER - 18
Sierra Club - 201
State Representative - 88
N/A - 4, 6, 9, 13, 117

AL3001 - Alternatives: Envir. Preferred Alt./NEPA § .101&102 (Non-substantive)

Audubon, Sierra - 135
Broward Sierra Club - 168
Caloosahatchee River Citizens Association, Board Member - 96
Center for Biological Diversity - 192
Elders for Earth's Future - 74
Florida Biodiversity Project - 130
Florida Trail Association - 123
Gladesman Cultural Community - 148
Greater Hollywood Chamber of Commerce - 167
J.N."Ding" Darling Wildlife Society - 126
Kayak Jeff Inc - 52
Loxahatchee Sierra Club - 125
NWF - 175
NWF WWF FWF NABA Sierra club members - 104
National Parks Conservation Association, Audubon of Florida, Everglades Foundation et al. - 59
Nature Coast Group, Sierra Club - 143
Nature Conservancy - 67
Palm Beach Kayak Fishing club - 61
Palm Beach Meeting of the Religious Society of Friends (Quakers) - 200
Resident - 180
SAFER - 183
SIERRA CLUB - 147
Sanibel Captiva Conservation Foundation - 118
Save It Now Glades - 133
Sierra Club - 14, 73, 155, 160, 162, 201
Sierra Club, Loxahatchee Group - 151
South Florida Audubon Society - 70
Tampa Bay Sierra Club - 186
University of Miami - 68
Wildlands CPR - 191
retired ecologist - 81
N/A - 56, 60, 66, 69, 71, 72, 75, 76, 77, 78, 79, 80, 82, 85, 90, 93, 95, 97, 98, 101, 105, 106, 107, 108, 110, 111, 114, 121, 122, 124, 131, 132, 134, 137, 139, 140, 156, 158,



159, 165, 170, 171, 172, 176, 179, 182, 188, 193, 194, 195, 196, 198, 199

AL4000 - Alternatives: New Alternatives Or Elements

Bicycle and Pedestrian Advisory Committee of Miami-Dade County - 34
Broward Sierra Club - 168
Caloosa Riders Bicycle Club - 53
Center for Biological Diversity - 192
Coopertown Airboat Tours - 202
Everglades Bicycle Club - 58
Everglades River of Grass Greenway - 47
FLFFC.org - 190
FTA - 43
Florida Trail Association - 123
Gladesman Cultural Community - 148
Greater Hollywood Chamber of Commerce - 167
Hendry BPAC - 44
JET PORT CONSERVATION & RECREATION CLUB - 174
Kayak Jeff Inc - 52
MDC MPO BPAC, GMN - 11
Miccosukee Tribe of Indians of Florida - 203
Naples Pathways Coalition - 45, 46, 51
National Parks Conservation Association, Audubon of Florida, Everglades Foundation et al. - 59
Palm Beach Kayak Fishing club - 61
Palm Beach Water Yaks - 54
ROGG - 48
River of Grass Greenway - 42
River of Grass Greenway Committee - 50
SAFER - 18, 183
SAFER, FLFFC - 187
Sierra Club - 162
Wildlands CPR - 191
N/A - 49, 57, 72, 170, 171, 176, 189, 195, 197

AL4001 - Alternatives: New Alternatives Or Elements

National Parks Conservation Association - 15, 32
South Florida Audubon Society - 70
N/A - 16, 29, 65, 171

AL5000 - Alternatives: Cost

National Parks Conservation Association, Audubon of Florida, Everglades Foundation et al. - 59

AL5001 - Alternatives: Cost (Non-Substantive)

Airboat Association of Florida - 8



Center for Biological Diversity - 192
Everglades Coordinating Council - 19
Florida Biodiversity Project - 12
Florida Biodiversity Project - 130
Gladesman Cultural Community - 148
Greater Hollywood Chamber of Commerce - 167
MDC MPO BPAC, GMN - 11
Miccosukee Tribe of Indians of Florida - 203
SAFER - 18, 183
SAFER, FLFFC - 187
STOP THE MADNESS - 1
South Florida Audubon Society - 70
N/A - 13, 16, 37, 82, 121, 124, 171, 176, 189

CC1000 - Consultation and Coordination: General Comments

J.N."Ding" Darling Wildlife Society - 126
National Parks Conservation Association, Audubon of Florida, Everglades Foundation
et al. - 59
State Representative - 88
N/A - 171

CR2000 - Cultural Resources: Methodology And Assumptions

N/A - 171

CR4000 - Cultural Resources: Impact Of Proposal And Alternatives

Airboat Association of Florida - 21

ED1001 - Editorial

Gladesman Cultural Community - 148
Miccosukee Tribe of Indians of Florida - 203
NWF WWF FWF NABA Sierra club members - 104
Project NatureConnect - 94
SAFER, FLFFC - 187
SIERRA - 86
STOP THE MADNESS - 1
Save It Now Glades - 133
citizen - 166
N/A - 35, 40, 87, 91, 95, 97, 99, 105, 107, 110, 122, 132, 140, 149, 157, 165, 169, 171,
172, 176, 181, 185, 189, 198

GA1000 - Impact Analysis: Impact Analyses

Airboat Association of Florida - 21
Florida Biodiversity Project - 12
Miccosukee Tribe of Indians of Florida - 203
National Parks Conservation Association, Audubon of Florida, Everglades Foundation



et al. - 59
N/A - 25, 171

GA2000 - Impact Analysis: Use Trends And Assumptions
N/A - 30

GA3000 - Impact Analysis: General Methodology For Establishing Impacts/Effects
Florida Biodiversity Project - 12
SAFER - 183
Wildlands CPR - 191

IC100 - ISSUES - Cultural resource issues
N/A - 16

IN100 - ISSUES - Natural resource issues
National Parks Conservation Association - 15, 32
N/A - 38

IV100 - ISSUES - Visitor use or experience issues
N/A - 55

MT1000 - Miscellaneous Topics: General Comments
National Parks Conservation Association, Audubon of Florida, Everglades Foundation
et al. - 59
N/A - 16, 33

MT1001 - Miscellaneous Topics: General Comments (Non-substantive)
Airboat Association of FL - 7
Everglades Safari Park - 24
Project NatureConnect - 94
N/A - 30, 36, 40, 91, 99, 122, 132, 157, 185

PN1000 - Purpose And Need: Planning Process And Policy
Airboat Association of Florida - 8
Center for Biological Diversity - 192
Florida Biodiversity Project - 12
Miccosukee Tribe of Indians of Florida - 203
National Parks Conservation Association, Audubon of Florida, Everglades Foundation
et al. - 59
N/A - 6, 9, 13, 35, 40

PN100000 - Purpose and Need: Planning Process And Policy (Non-substantive)
Airboat Association of FL - 7

PN1001 - Purpose and Need: Planning Process And Policy (Non-substantive)



Florida Biodiversity Project - 12
Miccosukee Tribe of Indians of Florida - 203
Sierra Club - 5
N/A - 4, 137

PN11000 - Purpose And Need: Other Policies And Mandates

Center for Biological Diversity - 192
Florida Biodiversity Project - 12
Miccosukee Tribe of Indians of Florida - 203
National Parks Conservation Association, Audubon of Florida, Everglades Foundation et al. - 59

PN11001 - Purpose And Need: Other Policies And Mandates (Non-Substantive)

Center for Biological Diversity - 192
Florida Biodiversity Project - 130
Miami-Dade County DERM - 204
Miccosukee Tribe of Indians of Florida - 203
National Parks Conservation Association, Audubon of Florida, Everglades Foundation et al. - 59
Palm Beach Kayak Fishing club - 61
Sierra Club - 201
N/A - 176

PN2000 - Purpose And Need: Park Purpose And Significance

Center for Biological Diversity - 192
N/A - 4

PN2001 - Purpose And Need: Park Purpose And Significance (Non-substantive)

NWF - 175
NWF WWF FWF NABA Sierra club members - 104
Nature Coast Group, Sierra Club - 143
Palm Beach Kayak Fishing club - 61
Sierra Club - 145, 173, 201
N/A - 85, 91, 121, 122, 124, 128, 142, 149, 184

PN3000 - Purpose And Need: Scope Of The Analysis

Everglades Coordinating Council - 17
Florida Biodiversity Project - 12
Miccosukee Tribe of Indians of Florida - 203
SAFER - 183
N/A - 39

PN4000 - Purpose And Need: Park Legislation/Authority

Sierra Club - 5, 145
N/A - 4, 38



PN5000 - Purpose And Need: Regulatory Framework

Airboat Association of Florida - 8
Center for Biological Diversity - 192
Miccosukee Tribe of Indians of Florida - 203
National Parks Conservation Association, Audubon of Florida, Everglades Foundation et al. - 59
N/A - 6, 38

PN5001 - Purpose And Need: Regulatory Framework (Non-Substantive)

Center for Biological Diversity - 192
Florida Biodiversity Project - 130
Miami-Dade County DERM - 204
Miccosukee Tribe of Indians of Florida - 203
National Parks Conservation Association, Audubon of Florida, Everglades Foundation et al. - 59
Palm Beach Kayak Fishing club - 61
Sierra Club - 201

PN6000 - Purpose And Need: Land Management Laws, Exec Orders

N/A - 6

PN7000 - Purpose And Need: NEPA And Ceq

Miccosukee Tribe of Indians of Florida - 203

PN8000 - Purpose And Need: Objectives In Taking Action

Audubon of Florida - 28
Florida Biodiversity Project - 12
National Parks Conservation Association - 32
N/A - 6

PN8001 - Purpose and Need: Objectives in Taking Action (Non-Substantive)

Florida Biodiversity Project - 130
National Parks Conservation Association - 15
National Parks Conservation Association, Audubon of Florida, Everglades Foundation et al. - 59
SAFER, FLFFC - 187
STOP THE MADNESS - 1
N/A - 13, 36, 60, 185

PO1000 - Park Operations: Guiding Policies, Regs And Laws

Everglades Coordinating Council - 17
N/A - 4, 38

PO1001 - Park Operations: Guiding Policies, Regs And Laws (Non-Substantive)

SAFER, FLFFC - 187

PO4000 - Park Operations: Impact Of Proposal And Alternatives

Everglades Coordinating Council - 17

SE1000 - Socioeconomics: Guiding Policies, Regs And Laws

Everglades Coordinating Council - 17

SE2000 - Socioeconomics: Methodology And Assumptions

N/A - 171

SE3000 - Socioeconomics: Study Area

Miccosukee Tribe of Indians of Florida - 203

SE4000 - Socioeconomics: Impact Of Proposal And Alternatives

Airboat Association of Florida - 8

Coopertown - 31

Everglades Committee, Sierra Club Florida - 10

Everglades Coordinating Council - 17

University of Miami - 68

N/A - 4, 6, 30, 33, 37, 38, 194, 195, 199

SE4001 - Socioeconomics: Impact Of Proposal And Alternatives (Non-substantive)

Greater Hollywood Chamber of Commerce - 167

Resident - 180

SAFER - 183

SAFER, FLFFC - 187

Sierra Club - 162

Wildlands CPR - 191

N/A - 170, 182, 189, 194

SE5000 - Socioeconomics: Cumulative Impacts

Everglades Coordinating Council - 17

Everglades Safari Park - 24

N/A - 25

TC100 - THREATS - Threats to cultural resources

N/A - 16, 33

TE3000 - Threatened And Endangered Species: Study Area

Miccosukee Tribe of Indians of Florida - 203

TE4000 - Threatened And Endangered Species: Impact Of Proposal And Alternatives



Florida Biodiversity Project - 12
Miccosukee Tribe of Indians of Florida - 203
University of Miami - 68
N/A - 38

TE4001 - Threatened And Endangered Species: Impact Of Proposal And Alternatives (Non-substantive)

Broward Sierra Club - 168
Center for Biological Diversity - 192
Tampa Bay Sierra Club - 186
N/A - 156, 159, 193

TE5000 - Threatened And Endangered Species: Cumulative Impacts

Florida Biodiversity Project - 12

TE6000 - Threatened And Endangered Species: Impairment Analyses

Miccosukee Tribe of Indians of Florida - 203

TV100 - THREATS - Threats to visitor use or experience

Airboat Association of Florida - 8

UP1000 - Short Term/Long Term Use and Productivity: General Comments

N/A - 30

VE3000 - Visitor Experience: Study Area

N/A - 30

VE4000 - Visitor Experience: Impact Of Proposal And Alternatives

Bicycle and Pedestrian Advisory Committee of Miami-Dade County - 34
N/A - 2, 38, 195

VE4001 - Visitor Experience: Impact of Proposal and Alternatives (Non-substantive)

Airboat Association of FI - 7
Broward Sierra Club - 168
Sierra Club - 155
N/A - 26, 97, 124, 179, 198

VE5000 - Visitor Experience: Cumulative Impacts

MDC MPO BPAC, GMN - 11

VN100 - VALUES - Value the natural resources or setting (flora, fauna, views, natural quiet, undev. areas)

Audubon of Florida - 28
MDC MPO BPAC, GMN - 11



VN1001 - VALUES - Value the natural resources or setting (Non-substantive)

Elders for Earth's Future - 74
Save Boca Raton Green Space - 177
Sierra Club - 63, 64
N/A - 60, 62, 78

VS4000 - Visitor Conflicts And Safety: Impact Of Proposal And Alternatives

Airboat Association of Florida - 8
Broward Sierra Club - 168
Everglades Coordinating Council - 17

VS4001 - Visitor Conflicts And Safety: Impact Of Proposal And Alternatives (Non-Substantive)

Wildlands CPR - 191

VS5000 - Visitor Conflicts And Safety: Cumulative Impacts

Airboat Association of Florida - 8
Everglades Coordinating Council - 17

VU2000 - Visitor Use: Methodology And Assumptions

N/A - 181

VU4000 - Visitor Use: Impact Of Proposal And Alternatives

Bicycle and Pedestrian Advisory Committee of Miami-Dade County - 34
N/A - 2, 26, 195

VU4001 - Visitor Use: Impact of Proposal and Alternatives (Non-substantive)

Airboat Association of FI - 7
Airboat Association of Florida - 8
SAFER, FLFFC - 187
Sierra Club - 155
N/A - 97, 194

WH3000 - Wildlife And Wildlife Habitat: Study Area

Miami-Dade County DERM - 204

WH4000 - Wildlife And Wildlife Habitat: Impact Of Proposal And Alternatives

N/A - 13, 38

WH4001 - Wildlife And Wildlife Habitat: Impact Of Proposal And Alternatives (Non-substantive)

Center for Biological Diversity - 192
Miami-Dade County DERM - 204
Sierra Club, Loxahatchee Group - 151



State Representative - 88
N/A - 82, 121, 198

WH6001 - Wildlife And Wildlife Habitat: Impairment Analyses (Non-substantive)
N/A - 198

WQ2000 - Water Resources: Methodology And Assumptions
Miami-Dade County DERM - 204

WQ3000 - Water Resources: Study Area
Everglades Coordinating Council - 17
Miami-Dade County DERM - 204
National Parks Conservation Association - 15, 32

WQ4000 - Water Resources: Impact Of Proposal And Alternatives
Audubon of Florida - 28
Everglades Coordinating Council - 17
Miccosukee Tribe of Indians of Florida - 203

WQ4001 - Water Resources: Impact Of Proposal And Alternatives (Non-Substantive)
Miami-Dade County DERM - 204
N/A - 121

WQ5000 - Water Resources: Cumulative Impacts
Airboat Association of Florida - 8
Everglades Committee, Sierra Club Florida - 10
N/A - 13

WQ6000 - Water Resources: Impairment Analyses
Miccosukee Tribe of Indians of Florida - 203



APPENDIX 7: NON-SUBSTANTIVE COMMENTS REPORT

(Generated from NPS PEPC on August 4, 2009)

AE11001 Affected Environment: Species Of Special Concern (Non-Substantive) (Non-Substantive)

Correspondence Id: 121 **Comment Id:** 97179 **Coder's Initials:** V_CHARTIER

Comment Text: The Everglades is dying and it is only your efforts that can forestall that outcome and it is for that reason, I urge you to adopt alternative 6. Alternative 6 provides for maximum bridging over the Tamiami Trail among the preferred options and as such, provides the greatest environmental benefit. Protecting what is left of the Everglades, by selecting alternative 6 that provides the maximum environmental benefit, is also the most beneficial for the economy of South Florida. The Everglades region and Everglades National Park bring countless tourist dollars to South Florida. Protecting Everglades wetlands that recharge the sole source aquifer for drinking water in South Florida is of incalculable benefit, and is a resource that deserves utmost protection. Saving highly endangered species that populate the Everglades is best accomplished by alternative 6 that provides maximal restoration of historic water flows. While it is difficult to accord a dollar value to a species on the verge of extinction, that does not under law, prevent you from taking that criteria into account. And if one were to assign a dollar value to stopping an extinction, the value of saving a unique species would be so high as to make any countervailing short term economic benefit derived from higher construction costs or some limited potential development, simply pale in comparison. The Everglades is just a tiny fraction of the wilderness and habitat that existed prior to 20th century ditching and diverting water flows. Alternative 6 is by far the best option presented to restoring some small semblance of water flow, without which the area and Everglades National Park stand little chance of surviving.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 204 **Comment Id:** 97045 **Coder's Initials:** V_CHARTIER

Comment Text: Miami-Dade County expects that improved flow will not only benefit hydrology and the ecosystem in ENP, but will also help to relieve unnaturally high water levels in portions of the WCAs, benefit fish and wildlife species (including listed species) in marshes and downstream areas, and enhance water quality and potential for water deliveries for human water supply. However, increased stages in eastern portions of the WCA and ENP and in certain canals may affect seepage and flood protection level of service to the east.

Organization: Miami-Dade County DERM

Commenter: Carlos Espinosa **Page:** **Paragraph:**



Kept Private: No

Correspondence Id: 134 **Comment Id:** 97161 **Coder's Initials:** V_CHARTIER

Comment Text: The Sierra Club has always had my approval and if they stand behind alternative six, then I too stand behind alternative six. This alternative makes sense, and will prove beneficial for both animals and humans, not to mention the general chemistry of the eco system.

Organization:

Commenter: N/A N/A **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 134 **Comment Id:** 97160 **Coder's Initials:** V_CHARTIER

Comment Text: Please do whatever is best for the animals in the Everglades!

Organization:

Commenter: N/A N/A **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 193 **Comment Id:** 96495 **Coder's Initials:** V_CHARTIER

Comment Text: I firmly support ALTERNATIVE 6. This alternative allows for maximum bridging across Tamiami Trail and is closest to the Army Corps of Engineers original recommendation of an 11 mile bridge to allow for sufficient water flow into the park. When completed, it will provide the greatest environmental benefits to an ecosystem containing a mix of plants and animals found nowhere else on the planet - including 36 species listed as threatened or endangered.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 168 **Comment Id:** 97049 **Coder's Initials:** V_CHARTIER

Comment Text: I have looked at the different alternatives and prefer that the bridge should have the maximum length with no access to commercial facilities (alternative 6). This would allow the most water flow through the Everglades Park that would bring more wildlife into the park and help survive some of the endangered species like manatees, crocodiles.

Organization: Broward Sierra Club

Commenter: Maria Lucassen **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 200 **Comment Id:** 96501 **Coder's Initials:** V_CHARTIER



Comment Text: The proper water flow is necessary in order to facilitate restoration of the Everglades and the preservation of the many indigenous species of flora and fauna.

Organization: Palm Beach Meeting of the Religious Society of Friends (Quakers)

Commenter: Annabeth Karson **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 104 **Comment Id:** 97208 **Coder's Initials:** V_CHARTIER

Comment Text: Growing up in South Florida (since 1953) I enjoyed exploring and hiking and in awe of all nature had to offer. I could not get enough and as you can see I still enjoy nature with my many memberships. However, things have changed dramatically and the wildlife has gone or whats left moved to the Everglades. The green snakes, box turtles, beetles, frogs native species can only be found, if any here in our beautiful Everglades which we have to protect from people who do not care or know about these very important plants and animals which may be at the end of their time. I always say if we can save one (species) we will save many by protecting habitat. We owe it to our future generations. This is serious stuff. I support Alt 6 because I am also a Habitat Steward here in Broward County and believe this will help support the Everglades habitat and environment from destruction that we can't afford to let happen. We need to protect this precious gift God has given us.

Organization: NWF WWF FWF NABA Sierra club members

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 156 **Comment Id:** 97111 **Coder's Initials:** V_CHARTIER

Comment Text: Please chose alternative 6 for the bridging of Tamiami Trail. This will allow for the maximum flow of water into the Shark River Slough and the heart of Everglades National Park. It will also likely create the greatest number of jobs during construction. When completed, it will provide the greatest environmental benefits to an ecosystem containing a mix of plants and animals found nowhere else on the planet - including 36 species listed as threatened or endangered. These include the manatee, green sea turtle, American Crocodile, and the critically endangered Florida panther.

Organization:

Commenter: N/A N/A **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 186 **Comment Id:** 96689 **Coder's Initials:** V_CHARTIER

Comment Text: THE SIERRA CLUB IS FIRMLY BEHIND ALTERNATIVE 6. This allows for maximum bridging across Tamiami Trail and is closest to the Army Corps of Engineers original recommendation of an 11 mile bridge to allow for sufficient water flow into the park. When completed, it will provide the greatest environmental benefits to an ecosystem containing a mix of plants and animals found nowhere else on the



planet - including 36 species listed as threatened or endangered. These include the manatee, green sea turtle, American Crocodile, and the critically endangered Florida panther.

Organization: Tampa Bay Sierra Club

Commenter: Steven D Tryon **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 192 **Comment Id:** 96666 **Coder's Initials:** V_CHARTIER

Comment Text: 2) Alternative 6 will help further the goals of species and habitat management in the Everglades. The purpose of the Tamiami Trail construction is to restore more natural water flow to Everglades National Park and Florida Bay and restore habitat and ecological connectivity between the Park and Water Conservation Areas; and to ensure that future Comprehensive Everglades Restoration Plan projects will not require additional modifications to the Trail. Numerous species of plants and wildlife rely on the health of the Florida Everglades for their survival. The historic draining of wetlands and alteration of water flow are some of the leading causes of these species' decline. These species include the American crocodile, Arctic peregrine falcon, green turtle, Atlantic Ridley turtle, Atlantic hawksbill turtle, Atlantic leatherback turtle, Cape Sable seaside sparrow, Everglades snail kite, wood stork, West Indian manatee, Florida panther, Key Largo wood rat, Key Largo cotton mouse, red-cockaded woodpecker, Schaus swallowtail butterfly, Garber's Spurge, smalltooth sawfish, and southern bald eagle. It is the policy established by Congress in the Endangered Species Act that all federal agencies shall seek to conserve endangered and threatened species and shall utilize their authorities in furtherance of that goal. Alternative 6 is the alternative that most fully complies with the policy of the ESA and aids the Fish and Wildlife Service and National Marine Fisheries Service in their duties to recover imperiled species. Likewise, NPS should consider the affects of the alternatives on nearby public lands owned by the government including Big Cypress National Preserve, Biscayne National Park, Dry Tortugas National Park, the Florida Keys National Marine Sanctuary, the Rookery Bay National Marine Estuarine Research Reserve, and 16 national wildlife refuges. Furthermore, the overarching goal of Comprehensive Everglades Restoration Plan is to "get the water right" by restoring the natural hydrological conditions of the region. Alternative 6 is the only alternative that will enable NPS to help the Army Corps of Engineers realize that goal.

Organization: Center for Biological Diversity

Commenter: Jacki M Lopez **Page:** **Paragraph:**

Kept Private: No

AE12001 Affected Environment: Wildlife And Wildlife Habitat (Non-substantive) (Non-Substantive)

Correspondence Id: 201 **Comment Id:** 97232 **Coder's Initials:** V_CHARTIER



Comment Text: Again, it is helpful to see what the Act had to say about the future of airboats in the East Everglades Expansion Area: (c) PROTECTION OF FLORA AND FAUNA- The park shall be closed to the operation of airboats-- (1) except as provided in subsection (d); and (2) except that within a limited capacity and on designated routes within the addition, owners of record of registered airboats in use within the addition as of January 1, 1989, shall be issued nontransferable, nonrenewable permits, for their individual lifetimes, to operate personally-owned airboats for noncommercial use in accordance with rules prescribed by the Secretary to determine ownership and registration, establish uses, permit conditions, and penalties, and to protect the biological resources of the area. (d) CONCESSION CONTRACTS - The Secretary is authorized to negotiate and enter into concession contracts with the owners of commercial airboat and tour facilities in existence on or before January 1, 1989, located within the addition for the provision of such services at their current locations under such rules and conditions as he may deem necessary for the accommodation of visitors and protection of biological resources of the area. The Act envisioned limited airboat use. The Act allows all owners of record as of 1989 continued access to park property via personally owned airboats. However, that use is supposed to be of a 'limited capacity' and on 'designated routes' only. Consistent with the Organic Act and all other NPS legislation, protection of the 'biological resources of the area' is paramount. To my knowledge, NPS has yet to establish a list of 'owners of record' nor has it created the designated trails that could be accessed by individual airboat owners.

Organization: Sierra Club

Commenter: Matthew Schwartz **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 134 **Comment Id:** 97161 **Coder's Initials:** V_CHARTIER

Comment Text: The Sierra Club has always had my approval and if they stand behind alternative six, then I too stand behind alternative six. This alternative makes sense, and will prove beneficial for both animals and humans, not to mention the general chemsity of the eco system.

Organization:

Commenter: N/A N/A **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 192 **Comment Id:** 96666 **Coder's Initials:** V_CHARTIER

Comment Text: 2) Alternative 6 will help further the goals of species and habitat management in the Everglades. The purpose of the Tamiami Trail construction is to restore more natural water flow to Everglades National Park and Florida Bay and restore habitat and ecological connectivity between the Park and Water Conservation Areas; and to ensure that future Comprehensive Everglades Restoration Plan projects will not require additional modifications to the Trail. Numerous species of plants and wildlife rely on the health of the Florida Everglades for their survival. The historic draining of wetlands and alteration of water flow are some of the leading causes of



these species' decline. These species include the American crocodile, Arctic peregrine falcon, green turtle, Atlantic Ridley turtle, Atlantic hawksbill turtle, Atlantic leatherback turtle, Cape Sable seaside sparrow, Everglades snail kite, wood stork, West Indian manatee, Florida panther, Key Largo wood rat, Key Largo cotton mouse, red-cockaded woodpecker, Schaus swallowtail butterfly, Garber's Spurge, smalltooth sawfish, and southern bald eagle. It is the policy established by Congress in the Endangered Species Act that all federal agencies shall seek to conserve endangered and threatened species and shall utilize their authorities in furtherance of that goal.

Alternative 6 is the alternative that most fully complies with the policy of the ESA and aids the Fish and Wildlife Service and National Marine Fisheries Service in their duties to recover imperiled species. Likewise, NPS should consider the affects of the alternatives on nearby public lands owned by the government including Big Cypress National Preserve, Biscayne National Park, Dry Tortugas National Park, the Florida Keys National Marine Sanctuary, the Rookery Bay National Marine Estuarine Research Reserve, and 16 national wildlife refuges. Furthermore, the overarching goal of Comprehensive Everglades Restoration Plan is to "get the water right" by restoring the natural hydrological conditions of the region. Alternative 6 is the only alternative that will enable NPS to help the Army Corps of Engineers realize that goal.

Organization: Center for Biological Diversity

Commenter: Jacki M Lopez **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 145 **Comment Id:** 97162 **Coder's Initials:** V_CHARTIER

Comment Text: I believe that having a true open flow of the Everglades would be in the best interst for the enviroenment, humans and all animals. A natural flow provided by the bridges to go over Tamiami Trail at this point in time would be the best answer for the water flow and animal access.

Organization: Sierra Club

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 122 **Comment Id:** 97166 **Coder's Initials:** V_CHARTIER

Comment Text: Please listen to the recommendation of the Sierra Club in choosing which alternative is better for the improvements of the Tamiami Trail. Alternative #6 is what is recommended for the maximum benefit to the wildlife and ecosystem of the Everglades. I am grateful that the opportunity exists for these improvements, and hope that the project will have long lasting benefits for Everglades National Park.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 115 **Comment Id:** 97181 **Coder's Initials:** V_CHARTIER



Comment Text: I realize a lot of effort has gone into the concept of allowing more water under the Tamiami Trail. However I would like to raise an issue for consideration, one that I am sure few have thought about. With the potential for rising sea level in the next 100 years or more, much of Everglades National Park may be inundated with saltwater from the south since the elevations are so low. 3 feet of sea level rise would push Florida Bay northward into Shark Valley for miles. As a result, the ENP will become much more of a salt marsh than the current sawgrass system creating a significant displacement of the current wildlife population, and altering future wildlife composition. It is likely the wildlife will attempt to migrate northward. If the Tamiami Trail is raised, then there would not be a break across the Everglades to prevent continued northward migration of saltwater and eventually the entire Everglades would be lost. Hence the "Dam" that is the Trail actually may provide a significant opportunity to protect the Everglades in the long term, by preventing migration of seawater to the north. Better to use parallel canals, pump stations and limited crossings, than raising the Trail.

Organization:

Commenter: Frederick Bloetscher **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 184 **Comment Id:** 96502 **Coder's Initials:** V_CHARTIER

Comment Text: The Everglades are a national treasure that must be protected now. As a birding enthusiast, I often visit the Everglades to view and photograph the plants and animals. I have been distressed for many years at the abuse the Everglades have suffered. I urge to you take action to protect the Everglades for the wildlife and future generations of wildlife viewers and supporters.

Organization:

Commenter: Candice E Guth **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 200 **Comment Id:** 96501 **Coder's Initials:** V_CHARTIER

Comment Text: The proper water flow is necessary in order to facilitate restoration of the Everglades and the preservation of the many indigenous species of flora and fauna.

Organization: Palm Beach Meeting of the Religious Society of Friends (Quakers)

Commenter: Annabeth Karson **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 116 **Comment Id:** 97185 **Coder's Initials:** V_CHARTIER

Comment Text: Restoring the flow to the Everglades is very important. It is important to saving this valuable ecosystem with its unique plant and animal life. It is important to preserving the water supply for people as well as flora and fauna. It is important in view of the effects of global warming on the water levels to coastal Florida as well as the



Everglades watershed.

Organization: League of Women Voters

Commenter: Theresa Lianzi **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 61 **Comment Id:** 97224 **Coder's Initials:** V_CHARTIER

Comment Text: As this area is in the heart of Shark River Slough, the main source of water for most of ENP, airboat trails are not to conflict with the terms of the Everglades Expansion and Protection Act which calls for the restoration of "the natural hydrological conditions within the park." The elimination of airboats from this area will greatly facilitate a return of the natural vegetation and hydrological flows (a study conducted in the adjacent Big Cypress National Preserve found that airboat trails increased water flow five times over surrounding areas regardless of their directional orientation); decrease stress on animal life (commercial airboats are enormous and loud twin engine 'buses'); and provide visitors with a tranquil experience of the natural ecosystem that is very near and accessible to the dense urban populations of the east coast of Florida. Fishing opportunities and access to fishing spots south of Tamiami trail would improve as well as a result of this decision.

Organization: Palm Beach Kayak Fishing club

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 82 **Comment Id:** 97206 **Coder's Initials:** V_CHARTIER

Comment Text: As a former long-time resident of South Florida and still a resident of the state of Florida, I am in favor of raising the Tamiami Trail to increase the flow of water into Shark Valley and surrounding areas of the Everglades, restoring somewhat the original water levels of the environment. Improving wildlife habitat and water quality will benefit the area economically by preserving a key attraction for southern Florida know all around the world and will improve the quality of life for all of us who live near and visit the Park. These improvements will also provide much-needed jobs to many in the construction industry in South Florida and will be a beneficial use of the stimulus money in harmony with the goals of the legislation.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 104 **Comment Id:** 97208 **Coder's Initials:** V_CHARTIER

Comment Text: Growing up in South Florida (since 1953) I enjoyed exploring and hiking and in awe of all nature had to offer. I could not get enough and as you can see I still enjoy nature with my many memberships. However, things have changed dramatically and the wildlife has gone or whats left moved to the Everglades. The green



snakes, box turtles, beetles, frogs native species can only be found, if any here in our beautiful Everglades which we have to protect from people who do not care or know about these very important plants and animals which may be at the end of their time. I always say if we can save one (species) we will save many by protecting habitat. We owe it to our future generations. This is serious stuff. I support Alt 6 because I am also a Habitat Steward here in Broward County and believe this will help support the Everglades habitat and environment from destruction that we can't afford to let happen. We need to protect this precious gift God has given us.

Organization: NWF WWF FWF NABA Sierra club members

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 117 **Comment Id:** 97173 **Coder's Initials:** V_CHARTIER

Comment Text: I am writing to you regarding the plans to raise sections of the Tamiami Trail (US 41). As a citizen of Florida, I would encourage that Alternative 6 is chosen in order to allow the greatest amount of bridging. This plan will have the most beneficial outcome for the plants and animals in our great park.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 138 **Comment Id:** 97157 **Coder's Initials:** V_CHARTIER

Comment Text: Please do what you can to insure that kayakers, like myself, have plenty of locations to access the rivers and coast without the risk of being run over by motorized boats....especially airboats. Secondly, please do what you can to reduce the number of airboat operators in the 10,000 islands. They can be heard from miles away and disrupt the wildlife. If you are not aware, some of these operators have drivers that feed the wildlife (alligators and wild boar).

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 88 **Comment Id:** 97211 **Coder's Initials:** V_CHARTIER

Comment Text: As a Florida native and member of the state's legislature, I am in support of proposal six (6). I feel the proposal provides the most benefit for the Everglades and am confident the project will restore the historic waterflow thus improving habitat and quality of water in Florida Bay.

Organization: State Representative

Commenter: Mark S Pafford **Page:** **Paragraph:**

Kept Private: No



Correspondence Id: 134 **Comment Id:** 97160 **Coder's Initials:** V_CHARTIER

Comment Text: Please do whatever is best for the animals in the Everglades!

Organization:

Commenter: N/A N/A **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 204 **Comment Id:** 97045 **Coder's Initials:** V_CHARTIER

Comment Text: Miami-Dade County expects that improved flow will not only benefit hydrology and the ecosystem in ENP, but will also help to relieve unnaturally high water levels in portions of the WCAs, benefit fish and wildlife species (including listed species) in marshes and downstream areas, and enhance water quality and potential for water deliveries for human water supply. However, increased stages in eastern portions of the WCA and ENP and in certain canals may affect seepage and flood protection level of service to the east.

Organization: Miami-Dade County DERM

Commenter: Carlos Espinosa **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 201 **Comment Id:** 97230 **Coder's Initials:** V_CHARTIER

Comment Text: In calling for Alternative 6 and the buyout and removal of the commercial airboat operations, Sierra Club is concerned about a range of factors. As mentioned above, left in place these operations would remain as large scale impediments to the historic natural flows of water in Shark River Slough. Access ramps to these 'island concessions' would put additional human engineering in the path of waters this project is supposed to eliminate. Other factors include changes in hydrology caused by the airboat trails (e.g. a study in neighboring Big Cypress National Preserve found up to a 5 fold increase in rates of water flow within airboat trails regardless of the trail's orientation). Airboats have also been shown to have impacts on water turbidity, soils, plants, and wildlife behavior. An excellent summary of the literature on this topic has been compiled by Wildlands CPR. It has also been attached to these comments for consideration during the preparation of the NPS' preferred alternative. As stated in the Everglades Protection and Expansion Act, restoration and enhancement of the area is a fundamental purpose of the Act: (b) PURPOSE- The purposes of this Act are to-- (1) increase the level of protection of the outstanding natural values of Everglades National Park and to enhance and restore the ecological values, natural hydrologic conditions, and public enjoyment of such area by adding the area commonly known as the Northeast Shark River Slough and the East Everglades to Everglades National Park; and (2) assure that the park is managed in order to maintain the natural abundance, diversity, and ecological integrity of native plants and animals, as well as the behavior of native animals, as a part of their ecosystem.

Organization: Sierra Club



Commenter: Matthew Schwartz **Page:** **Paragraph:**
Kept Private: No

Correspondence Id: 121 **Comment Id:** 97180 **Coder's Initials:** V_CHARTIER
Comment Text: I urge you to stop permitting air boats south of the Tamiami Trail. These environmentally disruptive, incredibly loud and intrusive vehicles greatly harm habitat and wildlife and are impossible to co-exist with non-motorized boating.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**
Kept Private: Yes

AE13001 Affected Environment: Cultural Resources (Non-Substantive) (Non-Substantive)

Correspondence Id: 148 **Comment Id:** 97221 **Coder's Initials:** V_CHARTIER
Comment Text: Our culturally significant sites such as the Airboat Association of Florida plus Coopertown and it's Airboat Ride operation should remain in place forever in my opinion as well as everything else existing out there today if at all possible. There isn't really very much anyway. These properties are South Florida treasures to local residents plus many repeat tourist visitors to our area. Removal of these facilities will be traumatic to employees, locals and tourists. Please bear this in mind when deciding on an alternative.

Organization: Gladesman Cultural Community

Commenter: Frank F Denninger **Page:** **Paragraph:**
Kept Private: No

Correspondence Id: 171 **Comment Id:** 97141 **Coder's Initials:** V_CHARTIER
Comment Text: I ask that the NPS give Folks more time to further review the alternatives and give us the individual costs of the different type of bridging so that we can decide which gives us the most bang for the buck a water delivery schedule and protections for the cultural property values.

Organization:

Commenter: Shane Snell **Page:** **Paragraph:**
Kept Private: No

Correspondence Id: 171 **Comment Id:** 97139 **Coder's Initials:** V_CHARTIER
Comment Text: Again with any regards to the historical cultural communities properties the Sierra Club recommends buying out all the commercial airboat operations along the South Side of the Tamiami Trail. These operations are part of South Florida's Historical Culture and our part of the Gladesman Cultural property values. The airboating



operations and their base of operations are not significant in interfering with water flow. We could get the water flow now simply if the culverts were maintained and the levees opened at the natural times would allow for sufficient water flow for any delivery schedule. But the agencies would rather spend money on plans that will hurt the culture and artificially manipulate the waters to suit whatever experiment they wish to perform with our public lands.

Organization:

Commenter: Shane Snell **Page:** **Paragraph:**

Kept Private: No

**AE16001 Affected Environment: Ethnographic Resources (Non-Substantive)
(Non-Substantive)**

Correspondence Id: 59 **Comment Id:** 97102 **Coder's Initials:** V_CHARTIER

Comment Text: Along these lines, we support the inclusion of Alternative 6 in the suite of alternatives for Environmental Impact Statement (EIS) analysis. Alternative 6 maximizes bridging and ecosystem benefits without adversely impacting traditional Tribal residences and land uses at the Osceola and Tigertail Camps.

Organization: National Parks Conservation Association, Audubon of Florida, Everglades Foundation et al.

Commenter: Rebecca Garvoille **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 59 **Comment Id:** 97100 **Coder's Initials:** V_CHARTIER

Comment Text: First, considering the development of project alternatives, we recommend that the NPS explore all possibilities for maximum bridging along the Trail in order to make the most of the current opportunity to advance Everglades and Park restoration. There is no doubt that maximum bridging along the Tamiami Trail, beyond that currently being evaluated, confers the greatest benefits to the natural system. Indeed, the U.S. Army Corps of Engineers 2005 Revised General Re-Evaluation Report (RGRR) demonstrated that a 10.7 mile continuous bridge spanning Shark River Slough was the environmentally preferred alternative. While we recognize that this particular bridge configuration is not a viable option today because it creates physical challenges relative to the Miccosukee Tribe of Indians' Osceola and Tigertail Camps, the Legislative findings about maximizing bridge length should be fully considered during the NPS' planning and evaluation of additional bridging scenarios.

Organization: National Parks Conservation Association, Audubon of Florida, Everglades Foundation et al.

Commenter: Rebecca Garvoille **Page:** **Paragraph:**

Kept Private: No



Correspondence Id: 181 **Comment Id:** 96717 **Coder's Initials:** V_CHARTIER

Comment Text: Thank you for receiving my comments regarding the Florida Everglades. I appreciate the National Parks Service desire to restore the Everglades to it's more natural state by allowing sheet flow. I also know that man has been involved with the Everglades from prehistorical times to present. Some of man's influence has been good and some of his influence, not so good. With this in mind, man's current involvement should be considered. The restoration of the Everglades by man is certainly a positive cause. It will make for a more healthy ecosystem where wildlife and plantlife will thrive. It will make for a more healthy and diverse habitat, from the beginnings of the "Glades" to Florida Bay. A desire most people encourage. A ultimate healthy marsh and mangrove swamp in the end will be something we all can enjoy and pass down to the next generation. The saving of the "Glades" ultimately will be a jewel for all Floridians and the world for that matter to see and be part of. As said, man has been part of the "Glades" since man entered South Florida. From Native Indians, Spanish Explorers, Frontiersmen, Settlers, Out Laws, farmers, fishermen, hunters, developers, politicians, sight-seers and birdwatchers. Some good and some bad. All have had an impact. It is necessary to realize the differences between the good and the bad. Just as not all farmers are bad, nor all politicians are bad and just as some folks wishing to enjoy the "Glades" aren't bad, some will abuse the area.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 148 **Comment Id:** 97218 **Coder's Initials:** V_CHARTIER

Comment Text: Please see to it Mr. Kimball that NPS does everything it can to maintain the sustainability of our Gladesman Cultural Community through this planning process. Doing this is one of the many mission responsibilities of NPS as we are both well aware. I trust that a person as ethical and professional as you will do their best. A large portion of our Gladesmen Culture's viability into the future is in your agency (NPS's) hands so please do what you can to guide others at all levels to be concerned about our culture as I know you are.

Organization: Gladesman Cultural Community

Commenter: Frank F Denninger **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 166 **Comment Id:** 97056 **Coder's Initials:** V_CHARTIER

Comment Text: I AGREE WITH MR. KIMBLE, LEAVE CULTURES ALONE LET EVERYONE HAVE THEIR FUN, STOP TRYING TO CHANGE FLORIDA, THEIR'S STILL A FEW REAL FLORIDA CRACKERS LEFT THE INDIANS KNOW HOW THE GOV.WORKS, NOW THE YANKEE'S WANT TO TAKE OVER AND RUN EVERYTHING AND SCREW UP THE SOUTH, GO BACK NORTH AND LIVE ANYWAY YOU WANT, BUT LEAVE US ALONE PLEASE



Organization: citizen

Commenter: merrell e daugharty **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 171 **Comment Id:** 97139 **Coder's Initials:** V_CHARTIER

Comment Text: Again with any regards to the historical cultural communities properties the Sierra Club recommends buying out all the commercial airboat operations along the South Side of the Tamiami Trail. These operations are part of South Florida's Historical Culture and our part of the Gladesman Cultural property values. The airboating operations and their base of operations are not significant in interfering with water flow. We could get the water flow now simply if the culverts were maintained and the levees opened at the natural times would allow for sufficient water flow for any delivery schedule. But the agencies would rather spend money on plans that will hurt the culture and artificially manipulate the waters to suit whatever experiment they wish to perform with our public lands.

Organization:

Commenter: Shane Snell **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 171 **Comment Id:** 97137 **Coder's Initials:** V_CHARTIER

Comment Text: There is simply not enough money available for any of the proposed alternatives the construction costs will be borne by our grandchildren and further increase the counties deficit. The jobs supposedly created by this project will be short lived and actually have an adverse impact on the existing cultural communities way of life their businesses and tourism.

Organization:

Commenter: Shane Snell **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 153 **Comment Id:** 97145 **Coder's Initials:** V_CHARTIER

Comment Text: NPS should insure that all commercial ventures in the area are protected. The tribes and commercial vendors should be allowed to continue with airboat operations. These are a draw for tourism and the economic impacts have not been studied. Also the Airboat Assoc. property needs to be protected and allow users their traditional usage.

Organization:

Commenter: Brian McMahon **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 96 **Comment Id:** 97123 **Coder's Initials:** V_CHARTIER



Comment Text: Respect Native American's rights and ecology.

Organization: Caloosahatchee River Citizens Association, Board Member

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

AE20001 Affected Environment: Land Use (Non-Substantive) (Non-Substantive)

Correspondence Id: 201 **Comment Id:** 97233 **Coder's Initials:** V_CHARTIER

Comment Text: As far as the commercial airboat operations are concerned, NPS was supposed to have entered into a contractual concession agreement with the operators only "under such rules and conditions&for the accommodation of visitors and protection of the biological resources of the area'. This contractual relationship was not a requirement, but an option that NPS could decide to exercise based on appropriate research as to biological effects and accommodation of all visitors. Since the incorporation of the East Everglades Expansion Area into Everglades National Park, no concession agreement has been signed nor has any formal biological impact study been undertaken or completed. Likewise, the current management of the area allows for virtually no satisfactory enjoyment by the non-airboat user.

Organization: Sierra Club

Commenter: Matthew Schwartz **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 201 **Comment Id:** 97232 **Coder's Initials:** V_CHARTIER

Comment Text: Again, it is helpful to see what the Act had to say about the future of airboats in the East Everglades Expansion Area: (c) PROTECTION OF FLORA AND FAUNA- The park shall be closed to the operation of airboats-- (1) except as provided in subsection (d); and (2) except that within a limited capacity and on designated routes within the addition, owners of record of registered airboats in use within the addition as of January 1, 1989, shall be issued nontransferable, nonrenewable permits, for their individual lifetimes, to operate personally-owned airboats for noncommercial use in accordance with rules prescribed by the Secretary to determine ownership and registration, establish uses, permit conditions, and penalties, and to protect the biological resources of the area. (d) CONCESSION CONTRACTS - The Secretary is authorized to negotiate and enter into concession contracts with the owners of commercial airboat and tour facilities in existence on or before January 1, 1989, located within the addition for the provision of such services at their current locations under such rules and conditions as he may deem necessary for the accommodation of visitors and protection of biological resources of the area. The Act envisioned limited airboat use. The Act allows all owners of record as of 1989 continued access to park property via personally owned airboats. However, that use is supposed to be of a 'limited capacity' and on 'designated routes' only. Consistent with the Organic Act and all other NPS legislation, protection of the 'biological resources of the area' is paramount. To my



knowledge, NPS has yet to establish a list of 'owners of record' nor has it created the designated trails that could be accessed by individual airboat owners.

Organization: Sierra Club

Commenter: Matthew Schwartz **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 201 **Comment Id:** 97230 **Coder's Initials:** V_CHARTIER

Comment Text: In calling for Alternative 6 and the buyout and removal of the commercial airboat operations, Sierra Club is concerned about a range of factors. As mentioned above, left in place these operations would remain as large scale impediments to the historic natural flows of water in Shark River Slough. Access ramps to these 'island concessions' would put additional human engineering in the path of waters this project is supposed to eliminate. Other factors include changes in hydrology caused by the airboat trails (e.g. a study in neighboring Big Cypress National Preserve found up to a 5 fold increase in rates of water flow within airboat trails regardless of the trail's orientation). Airboats have also been shown to have impacts on water turbidity, soils, plants, and wildlife behavior. An excellent summary of the literature on this topic has been compiled by Wildlands CPR. It has also been attached to these comments for consideration during the preparation of the NPS' preferred alternative. As stated in the Everglades Protection and Expansion Act, restoration and enhancement of the area is a fundamental purpose of the Act: (b) PURPOSE- The purposes of this Act are to-- (1) increase the level of protection of the outstanding natural values of Everglades National Park and to enhance and restore the ecological values, natural hydrologic conditions, and public enjoyment of such area by adding the area commonly known as the Northeast Shark River Slough and the East Everglades to Everglades National Park; and (2) assure that the park is managed in order to maintain the natural abundance, diversity, and ecological integrity of native plants and animals, as well as the behavior of native animals, as a part of their ecosystem.

Organization: Sierra Club

Commenter: Matthew Schwartz **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 201 **Comment Id:** 96513 **Coder's Initials:** V_CHARTIER

Comment Text: In his comments, Mr. Oncavage also stressed the Club's position that the private commercial airboat operations which operate on the south side of Tamiami Trail and take tourists on sightseeing trips into the East Everglades Expansion Area be bought out by NPS and eliminated. As stated in Mr. Oncavage's comments - "To achieve significant restoration to Everglades National Park, Sierra Club Florida strongly recommends the National Park Service to pursue purchasing the inholdings of private property along Tamiami Trail. The exception to this pursuit would be the tribal lands of Native American nations, such as the Miccosukee Tribes. The purchase of inholding properties would: 1. remove sizable blockages from the main flows of Northeast Shark River Slough, 2. utilize the full extent of the Alternative 6 bridging to enhance sheetflow,



3. establish newly created habitat for native species, 4. reduce construction costs by eliminating numerous on and off ramps, 5. reduce point sources of pollution from commercial enterprises, and 6. provide additional support for achieving Wilderness Designation for the East Everglades Expansion Area." This point of view is completely in line with the comments the Sierra Club submitted during the public comment period on the proposed General Management Plan (GMP) for the East Everglades Expansion Area in 2007. The position was also represented by NPS itself as alternative 'D' in its 2007 ENP newsletter.

Organization: Sierra Club

Commenter: Matthew Schwartz **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 121 **Comment Id:** 97180 **Coder's Initials:** V_CHARTIER

Comment Text: I urge you to stop permitting air boats south of the Tamiami Trail. These environmentally disruptive, incredibly loud and intrusive vehicles greatly harm habitat and wildlife and are impossible to co-exist with non-motorized boating.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 98 **Comment Id:** 97200 **Coder's Initials:** V_CHARTIER

Comment Text: In addition, since the Park is set apart as a permanent wilderness preserving essential primitive conditions, I ask you to remove all commercial airboat operations and instead provide quaility access for non-motorized boats.

Organization:

Commenter: Katya Kovalenko **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 100 **Comment Id:** 97205 **Coder's Initials:** V_CHARTIER

Comment Text: Sometimes drastic situation require drastic measures ... and while it will impact the airboat tor operators, the effect will be minimal if you set up specific areas in which they can operate. At least, make them muffle their exhausts and maintain a minimum speed in protected areas.

Organization: Little Manatee Kayaking

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 202 **Comment Id:** 97128 **Coder's Initials:** V_CHARTIER

Comment Text: I oppose any alternative that would not allow access to commercial airboats from the Tamiami Trail. In reference to the elevation of the Tamiami Trail in



relation to Coopertown Airboats Tour, with the elevation of 2 feet of the re-align would it be possible to move the buildings 75 -100 feet south. There is sufficient property for the relocation. Otherwise the road will be 6-7 feet from the front on the building leaving no room for customer parking. Please advice if this would be possible.

Organization: Coopertown Airboat Tours

Commenter: Jesse Kennon **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 117 **Comment Id:** 97174 **Coder's Initials:** V_CHARTIER

Comment Text: I would like to encourage the state to buy out and remove all commercial airboat operations on the southern side of the Tamiami Trail. Having been taken on a tour of the Everglades as a child, I remember the noise and disruption that were caused by these vehicles. It is in the interest of the National Park to discontinue there use.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 118 **Comment Id:** 97184 **Coder's Initials:** V_CHARTIER

Comment Text: I also would like to see the commercial airboat operations removed from the Park. I have always felt it disturbed the bird and canoes or kayaks are a fine way to observe nature.

Organization: Sanibel Captiva Conservation Foundation

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 123 **Comment Id:** 97213 **Coder's Initials:** V_CHARTIER

Comment Text: I hate to see the commercial (& private) air boat facilities forced out of business, but Alternative 6 with 3.5-, 1.75-, 1.0- and 0.8-mile bridges is what would restore maximum flow to the eastern Everglades and come the closest to approximating the natural flow conditions before the area was changed into a desert. It would have been nice if the old Frog City property could have been developed into a drive-in camp site, but if the 3.5-mile bridge should take it off the map, then so be it. It would also be nice if the Blue Shanty Canal were to remain open for canoe access from the L-29 Canal.

Organization: Florida Trail Association

Commenter: David B Denham **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 125 **Comment Id:** 97215 **Coder's Initials:** V_CHARTIER



Comment Text: We support Option 6 for elevating Tamiami Trail to provide maximum water to the Park and a buyout and removal of all private airboat concessions on the south side of Tamiami Trail. Provisions for public access should include sites to launch canoes and kayaks and hammocks and chickees for paddlers in the park interior.

Organization: Loxahatchee Sierra Club

Commenter: John B Koch **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 128 **Comment Id:** 97182 **Coder's Initials:** V_CHARTIER

Comment Text: In conjunction with Alternative 6, the NPS should buy out all commercial airboat operations along the south side of Tamiami Trail. Without taking this step, parking lots, docks, and stores will still create substantial interference with the historic flow of waters, the very thing the bridging project is supposed to restore. Also, the continued existence of these concessions will require new off-ramps, further engineering hampering the historic flow. The existing concessions also hinder non-motorized access to the park. In place of the commercial airboat operations which have been in place for decades without a required concession contract with NPS, there should be a concession for canoes and kayaks, with the operator making rental payments to NPS. There should also be "put-in" locations for those who bring their own canoes and kayaks to safely enter and use the park. Finally, there should be boardwalks with interpretive signs to allow families and non-paddlers to enjoy the park on foot. All these steps would allow a true eco-tourism experience, rather than the superficial tourism that airboats permit. Moreover, they allow preservation of the pristine nature of the park for future generations, an important goal of the NPS.

Organization:

Commenter: Mara Shlackman **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 143 **Comment Id:** 97154 **Coder's Initials:** V_CHARTIER

Comment Text: Airboats need to be removed and 'ins' for kayaks and canoes need to be made available to maintain the quality of serenity the Everglades was originally given by nature.

Organization: Nature Coast Group, Sierra Club

Commenter: Theresa Waldron **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 171 **Comment Id:** 97139 **Coder's Initials:** V_CHARTIER

Comment Text: Again with any regards to the historical cultural communities properties the Sierra Club recommends buying out all the commercial airboat operations along the South Side of the Tamiami Trail. These operations are part of South Florida's Historical Culture and our part of the Gladesman Cultural property values. The airboating



operations and their base of operations are not significant in interfering with water flow. We could get the water flow now simply if the culverts were maintained and the levees opened at the natural times would allow for sufficient water flow for any delivery schedule. But the agencies would rather spend money on plans that will hurt the culture and artificially manipulate the waters to suit whatever experiment they wish to perform with our public lands.

Organization:

Commenter: Shane Snell **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 171 **Comment Id:** 97140 **Coder's Initials:** V_CHARTIER

Comment Text: Access for both motorized and non-motorized is a must. Some folks have made it clear that their greed should supersede all others recreational wants and needs, but as a native gladesman I choose motorized and non-motorized forms of transportation. Where would this planet be without technology, and motorized transportation? There are some that think when it comes to recreation we all should be living in the stone age, and they will stop at nothing, even using public projects such as this to achieve their goals, and this must be stopped. That is why private property rights, and access to traditional recreational opportunities must be protected and not sacrificed during this project.

Organization:

Commenter: Shane Snell **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 93 **Comment Id:** 97194 **Coder's Initials:** V_CHARTIER

Comment Text: It's also time to remove the commercial airboat operators. This recreation is not consistent with maintaining the natural resource and thus doesn't really belong in the Park as it interferes with waterflow and is generally disruptive of wildlife. Access can be provided via less damaging, intrusive, and quieter means.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 105 **Comment Id:** 97187 **Coder's Initials:** V_CHARTIER

Comment Text: I just wanted to write a short comment in support of Alternative 6 for the Shark River Slough Restoration. It's time our community take extreme action to restore the Everglades and its inhabitants. I am sure some of the fears of Alternative 6 include closing the closing of many commercial airboat operations. However, if the Everglades dries up because we do not restore in properly and in a timely fashion, then these airboat operations will end up shutting down anyways and without the buy out. I can't imagine losing the Everglades and all of the life it supports. I support moving



forward with Alternative 6 so we can attempt to make the Everglades healthy again.

Organization:

Commenter: Courtney N/A **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 106 **Comment Id:** 97198 **Coder's Initials:** V_CHARTIER

Comment Text: Also, please eliminate the existing commercial air boat operations to the south of Tamiami Trail.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 130 **Comment Id:** 97217 **Coder's Initials:** V_CHARTIER

Comment Text: The Powerpoint presentation on the NPS website titled "Enabling NE Shark River Slough Restoration" identified six alternatives of which the FBP recommended Alternative 6 ☐ Maximized Bridging ☐ No Direct Access to Commercial Facilities. Our support of this alternative is conditional on the complete removal of the commercial airboat concessions (Everglades Safari Park, Gator Park and Coopertown). These commercial airboat concessions should be completely removed for the following reasons: " They are not required by the Everglades National Park Protection and Expansion Act. " Commercial airboat operations are not compatible with the proposed project objectives. " Airboats create significant adverse impacts on natural resources such as the hydrology, soils, vegetation, and wildlife. A substantial network of airboat trails is already visible on the aerial photographs used in the presentation. " The removal of the concessions would allow additional habitat restoration, ecological connectivity, and even distribution of water flows. " It would cost too much to protect the commercial airboat facilities from flooding due to higher water levels required by CERP. " Commercial airboat operations create user conflicts (including noise) with non motorized canoeists and kayakers. " Commercial airboat operations are not compatible with wilderness. " The NPS has failed to adequately manage the commercial airboat concessions by not complying with Executive Orders 11644 and 11989. The NPS has also failed to comply with NEPA by not producing an Environmental Assessment as soon as it achieved administrative control of the East Everglades Expansion Area years ago. " Entrance and exit ramps to the commercial airboat concessions would be too expensive to construct. " Commercial airboat operators violate Federal and State law by feeding alligators and flushing wading birds for tourist photographs.

Organization: Florida Biodiversity Project

Commenter: Brian Scherf **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 153 **Comment Id:** 97145 **Coder's Initials:** V_CHARTIER



Comment Text: NPS should insure that all commercial ventures in the area are protected. The tribes and commercial vendors should be allowed to continue with airboat operations. These are a draw for tourism and the economic impacts have not been studied. Also the Airboat Assoc. property needs to be protected and allow users their traditional usage.

Organization:

Commenter: Brian McMahon **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 61 **Comment Id:** 97223 **Coder's Initials:** V_CHARTIER

Comment Text: Alternative D calls for the eventual phasing out of small private airboats (no permits other than by owners of record as of 1989 - no new permitting); the buyout by the National Park Service of three commercial airboat operations which run tours within the boundaries of ENP; and the creation of a new 106,000 acre wilderness area just west of Krome Avenue and south of Tamiami Trail less than an hour from downtown Miami. New access and camping opportunities are to be provided for paddlers.

Organization: Palm Beach Kayak Fishing club

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 61 **Comment Id:** 97224 **Coder's Initials:** V_CHARTIER

Comment Text: As this area is in the heart of Shark River Slough, the main source of water for most of ENP, airboat trails are not to conflict with the terms of the Everglades Expansion and Protection Act which calls for the restoration of "the natural hydrological conditions within the park." The elimination of airboats from this area will greatly facilitate a return of the natural vegetation and hydrological flows (a study conducted in the adjacent Big Cypress National Preserve found that airboat trails increased water flow five times over surrounding areas regardless of their directional orientation); decrease stress on animal life (commercial airboats are enormous and loud twin engine 'buses'); and provide visitors with a tranquil experience of the natural ecosystem that is very near and accessible to the dense urban populations of the east coast of Florida. Fishing opportunities and access to fishing spots south of Tamiami trail would improve as well as a result of this decision.

Organization: Palm Beach Kayak Fishing club

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 61 **Comment Id:** 97225 **Coder's Initials:** V_CHARTIER

Comment Text: It is also absolutely essential that designated airboat trails for private airboat owners be established and laid out so that paddlers can have safe and tranquil



access to this easily accessible area without the noise or danger of an airboat encounter. Given the proximity to Miami, we can expect this area to receive heavy use from paddlers once access is provided. Routes should be created for those who want access to the natural soundscape of East Everglades and the wildlife viewing opportunities the quiet atmosphere will facilitate. Freedom to paddle without worrying about a collision with an airboat in the dense sawgrass of this area is also a major consideration in the establishment of routes for both types of users.

Organization: Palm Beach Kayak Fishing club

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 61 **Comment Id:** 97227 **Coder's Initials:** V_CHARTIER

Comment Text: The buyout of the airboat concessions will also make it easier for the eventual construction of the Tamiami Trail Skyway. This eleven mile elevated roadway has been identified by the Army Corps of Engineers as the optimal method for restoring sheetflow into the main body of Everglades National Park. This project is very much supported by the Sierra Club as it will bring in much needed water to vast areas of ENP.

Organization: Palm Beach Kayak Fishing club

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 82 **Comment Id:** 97207 **Coder's Initials:** V_CHARTIER

Comment Text: I also favor closing the airboat concessions in the area and generally limiting the motorized traffic in this area of the park. Opening up canoe and kayak trails will allow more people to access the beauty of the Everglades without endangering the wildlife that makes it an attractive visitor destination. I have attempted kayaking in eastern boundary areas of the park and the waters have become so saturated with gasoline runoff and the air polluted with exhaust from motorboats, that it is a disgusting experience to be close to the surface of the water.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 96 **Comment Id:** 97121 **Coder's Initials:** V_CHARTIER

Comment Text: Buy-out and remove all commercial airboat operations along the south side of the Tamiami Trail.

Organization: Caloosahatchee River Citizens Association, Board Member

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes



Correspondence Id: 97 **Comment Id:** 97189 **Coder's Initials:** V_CHARTIER

Comment Text: I urge to you adopt alternative SIX, in that it will most closely start the natural process of restoring this part of the Glades back to what mother nature created long ago. The days of fleecing tourist with a six foot high pile of shells, reservation Indians dressed up as alligator wrestlers, environmentally, dangerously noisy, destructive airboats is OVER. The huge majority of Americans now support a more passive, sustainable involvement with natural wonders such as the Glades. The past fatal, flawed policies of Water Management Districts on the Glades goes without saying and every American is paying the price today. Lets get it RIGHT this TIME.

Organization:

Commenter: wilson k bagwell **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 172 **Comment Id:** 97091 **Coder's Initials:** V_CHARTIER

Comment Text: This proposed plan for expanding the bridging of the Tamiami Trail beyond what is to be constructed pursuant to Mod Waters has the potential to negatively impact both public and private property access north and south of the trail. This also opens up a door that places the Airboat Association of Florida's property in a predicament whereas the agencies involve may try to negate or circumvent Mod Waters's current prohibition of acquiring the AAoF property.

Organization:

Commenter: Robert Cruz **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 139 **Comment Id:** 97126 **Coder's Initials:** V_CHARTIER

Comment Text: Please buy out and remove the commercial airboat operations which prevent paddlers from getting safe and peaceful access to a national park. This is OUR park. Gigantic airboats charging fees to take tourists out on airboats the size of school buses may be appropriate for a place like Disney World - but they are hardly compatible with the values that bring people to a national park.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 145 **Comment Id:** 97163 **Coder's Initials:** V_CHARTIER

Comment Text: I also believe limiting the airboats would also be beneficial with more canoe and chickee camping access is a wonderful idea along with a few more walkways. Some of the trails on turner River Road, Loop road, swamp walks etc could have better access for more people to enjoy it without having to use 4 wheel drive. The roads have been very poor over the past sfew years especailly after the Katrina hurricane year. However, I do believe for people that cannot canoe and want to go a



little further into the River of Grass that a limited amount of airboat concessions should be allowed not just the few elite people that always had access in the past. That is not right for the people that have not always lived in South Florida and owned part of the land or belonged to an elite club. To help remedy who should have the concessions I believe the National Park service should only run the concessions or maybe one other concession with the Indian tribe to be fair limiting the access and areas where the airboats will be able to travel. The airboat ride into the Everglades would also then teach about the ecosystem and environment as well as the history of the River of grass and the inhabitants and be able to preserve the way of the people that lived there if that would be promoted by the tribe and or National park. This is seen in other National parks such as the Smokies in 3 areas such as Airport Road preserving the homesteaders way of life, Yosemite with the Indian Cultural Center, etc. Hopefully then the airboat ride can remain affordable for all yet limited not to ruin the environment. Moreover I believe that the private four wheelers should not be allowed any access into the Everglades or Big Cypress ruining the land since most people that go on the trails do not respect the privilege and damage the land. Perhaps the National Park Service could also have a 4 wheel or swamp buggy ride on an already designated trail for all to enjoy not just a few elite people.

Organization: Sierra Club

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 158 **Comment Id:** 97144 **Coder's Initials:** V_CHARTIER

Comment Text: And for the BUY OUT AND removal of ALL COMMERCIAL AIRBOAT OPERATIONS ALONG THE SOUTH SIDE OF TAMIAMI TRAIL.

Organization:

Commenter: Ann E Fonfa **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 111 **Comment Id:** 97172 **Coder's Initials:** V_CHARTIER

Comment Text: I also hope that airboat operators will be bought out and barred south of the Tamiami Trail.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 59 **Comment Id:** 97101 **Coder's Initials:** V_CHARTIER

Comment Text: Importantly, additional maximum bridging along the Tamiami Trail is critical to realizing the greatest restoration benefits from the State of Florida's recent River of Grass land acquisition in the Everglades Agricultural Area (EAA). Increased water storage and treatment in the EAA means that the much-needed vital water flows



from north to south to restore the southern Everglades will be possible. Raising the Tamiami Trail to the maximum extent possible is an essential complement to the River of Grass project. Additional maximum bridging will make possible the conveyance of the water to be stored and treated in the EAA into the southern Everglades and the Park.

Organization: National Parks Conservation Association, Audubon of Florida, Everglades Foundation et al.

Commenter: Rebecca Garvoille **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 59 **Comment Id:** 97102 **Coder's Initials:** V_CHARTIER

Comment Text: Along these lines, we support the inclusion of Alternative 6 in the suite of alternatives for Environmental Impact Statement (EIS) analysis. Alternative 6 maximizes bridging and ecosystem benefits without adversely impacting traditional Tribal residences and land uses at the Osceola and Tigertail Camps.

Organization: National Parks Conservation Association, Audubon of Florida, Everglades Foundation et al.

Commenter: Rebecca Garvoille **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 108 **Comment Id:** 97176 **Coder's Initials:** V_CHARTIER

Comment Text: I also support removing commercial airboats along the south side of the Tamiami trail and making better acces for paddle boats.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 151 **Comment Id:** 97148 **Coder's Initials:** V_CHARTIER

Comment Text: We support an elevated 11 mile bridge. We recommend the puchase of air boat concessions in the area of this bridging. We recommend that the Department of Interior and the Park BUY OUT AND REMOVE ALL COMMERCIAL AIRBOAT OPERATIONS ALONG THE SOUTH SIDE OF TAMIAMI TRAIL (private airboat owners of record only - 1989 - to be allowed access on designated trails according to the terms of the Everglades Expansion and Protection Act). While the Sierra Club understands that some tourists do use these commercial tours as a way of getting a quick peek of the Everglades and possibly an alligator, there are serious ecological problems encountered with their continued operation (and there are many places in south Florida to ride an airboat outside the confines of a national park). If Alternative 6 is chosen, leaving these commercial operations in place could interfere with the historic movement of waters the bridging is supposed to return by leaving enormous 'island concessions' with parking lots, stores and docks in the historic flow of Shark River Slough.

Organization: Sierra Club, Loxahatchee Group



Commenter: Drew Martin **Page:** **Paragraph:**
Kept Private: No

Correspondence Id: 201 **Comment Id:** 97228 **Coder's Initials:** V_CHARTIER

Comment Text: In conversations with staff of Everglades National Park, we have been told that the superintendent is committed to keeping the three existing commercial airboat operations in place, at least for the purpose of developing the Tamiami Trail bridging alternatives - and the selection of the preferred alternative. From our conversations with Fred Herling of NPS, we understand that no decision has as yet been reached on the preferred alternative for the East Everglades Expansion Area and no decision on the eventual fate of the commercial airboat operations. Clearly, an alternative put forward by NPS in its own scoping should be considered in the decision making process. Conversely, elimination of that alternative (removal of all airboat operations in the East Everglades Expansion Area) from NPS consideration on Tamiami Trail bridging should not be done.

Organization: Sierra Club

Commenter: Matthew Schwartz **Page:** **Paragraph:**
Kept Private: No

AE21001 Affected Environment: Socioeconomics (Non-substantive) (Non-Substantive)

Correspondence Id: 201 **Comment Id:** 97233 **Coder's Initials:** V_CHARTIER

Comment Text: As far as the commercial airboat operations are concerned, NPS was supposed to have entered into a contractual concession agreement with the operators only "under such rules and conditions&for the accommodation of visitors and protection of the biological resources of the area'. This contractual relationship was not a requirement, but an option that NPS could decide to exercise based on appropriate research as to biological effects and accommodation of all visitors. Since the incorporation of the East Everglades Expansion Area into Everglades National Park, no concession agreement has been signed nor has any formal biological impact study been undertaken or completed. Likewise, the current management of the area allows for virtually no satisfactory enjoyment by the non-airboat user.

Organization: Sierra Club

Commenter: Matthew Schwartz **Page:** **Paragraph:**
Kept Private: No

Correspondence Id: 201 **Comment Id:** 97232 **Coder's Initials:** V_CHARTIER

Comment Text: Again, it is helpful to see what the Act had to say about the future of airboats in the East Everglades Expansion Area: (c) PROTECTION OF FLORA AND FAUNA- The park shall be closed to the operation of airboats-- (1) except as provided in subsection (d); and (2) except that within a limited capacity and on designated routes



within the addition, owners of record of registered airboats in use within the addition as of January 1, 1989, shall be issued nontransferable, nonrenewable permits, for their individual lifetimes, to operate personally-owned airboats for noncommercial use in accordance with rules prescribed by the Secretary to determine ownership and registration, establish uses, permit conditions, and penalties, and to protect the biological resources of the area. (d) CONCESSION CONTRACTS - The Secretary is authorized to negotiate and enter into concession contracts with the owners of commercial airboat and tour facilities in existence on or before January 1, 1989, located within the addition for the provision of such services at their current locations under such rules and conditions as he may deem necessary for the accommodation of visitors and protection of biological resources of the area. The Act envisioned limited airboat use. The Act allows all owners of record as of 1989 continued access to park property via personally owned airboats. However, that use is supposed to be of a 'limited capacity' and on 'designated routes' only. Consistent with the Organic Act and all other NPS legislation, protection of the 'biological resources of the area' is paramount. To my knowledge, NPS has yet to establish a list of 'owners of record' nor has it created the designated trails that could be accessed by individual airboat owners.

Organization: Sierra Club

Commenter: Matthew Schwartz **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 201 **Comment Id:** 97230 **Coder's Initials:** V_CHARTIER

Comment Text: In calling for Alternative 6 and the buyout and removal of the commercial airboat operations, Sierra Club is concerned about a range of factors. As mentioned above, left in place these operations would remain as large scale impediments to the historic natural flows of water in Shark River Slough. Access ramps to these 'island concessions' would put additional human engineering in the path of waters this project is supposed to eliminate. Other factors include changes in hydrology caused by the airboat trails (e.g. a study in neighboring Big Cypress National Preserve found up to a 5 fold increase in rates of water flow within airboat trails regardless of the trail's orientation). Airboats have also been shown to have impacts on water turbidity, soils, plants, and wildlife behavior. An excellent summary of the literature on this topic has been compiled by Wildlands CPR. It has also been attached to these comments for consideration during the preparation of the NPS' preferred alternative. As stated in the Everglades Protection and Expansion Act, restoration and enhancement of the area is a fundamental purpose of the Act: (b) PURPOSE- The purposes of this Act are to-- (1) increase the level of protection of the outstanding natural values of Everglades National Park and to enhance and restore the ecological values, natural hydrologic conditions, and public enjoyment of such area by adding the area commonly known as the Northeast Shark River Slough and the East Everglades to Everglades National Park; and (2) assure that the park is managed in order to maintain the natural abundance, diversity, and ecological integrity of native plants and animals, as well as the behavior of native animals, as a part of their ecosystem.

Organization: Sierra Club



Commenter: Matthew Schwartz **Page:** **Paragraph:**
Kept Private: No

Correspondence Id: 201 **Comment Id:** 97228 **Coder's Initials:** V_CHARTIER

Comment Text: In conversations with staff of Everglades National Park, we have been told that the superintendent is committed to keeping the three existing commercial airboat operations in place, at least for the purpose of developing the Tamiami Trail bridging alternatives - and the selection of the preferred alternative. From our conversations with Fred Herling of NPS, we understand that no decision has as yet been reached on the preferred alternative for the East Everglades Expansion Area and no decision on the eventual fate of the commercial airboat operations. Clearly, an alternative put forward by NPS in its own scoping should be considered in the decision making process. Conversely, elimination of that alternative (removal of all airboat operations in the East Everglades Expansion Area) from NPS consideration on Tamiami Trail bridging should not be done.

Organization: Sierra Club

Commenter: Matthew Schwartz **Page:** **Paragraph:**
Kept Private: No

Correspondence Id: 151 **Comment Id:** 97148 **Coder's Initials:** V_CHARTIER

Comment Text: We support an elevated 11 mile bridge. We recommend the purchase of air boat concessions in the area of this bridging. We recommend that the Department of Interior and the Park BUY OUT AND REMOVE ALL COMMERCIAL AIRBOAT OPERATIONS ALONG THE SOUTH SIDE OF TAMIAMI TRAIL (private airboat owners of record only - 1989 - to be allowed access on designated trails according to the terms of the Everglades Expansion and Protection Act). While the Sierra Club understands that some tourists do use these commercial tours as a way of getting a quick peek of the Everglades and possibly an alligator, there are serious ecological problems encountered with their continued operation (and there are many places in south Florida to ride an airboat outside the confines of a national park). If Alternative 6 is chosen, leaving these commercial operations in place could interfere with the historic movement of waters the bridging is supposed to return by leaving enormous 'island concessions' with parking lots, stores and docks in the historic flow of Shark River Slough.

Organization: Sierra Club, Loxahatchee Group

Commenter: Drew Martin **Page:** **Paragraph:**
Kept Private: No

Correspondence Id: 121 **Comment Id:** 97179 **Coder's Initials:** V_CHARTIER

Comment Text: The Everglades is dying and it is only your efforts that can forestall that outcome and it is for that reason, I urge you to adopt alternative 6. Alternative 6 provides for maximum bridging over the Tamiami Trail among the preferred options and as such, provides the greatest environmental benefit. Protecting what is left of the



Everglades, by selecting alternative 6 that provides the maximum environmental benefit, is also the most beneficial for the economy of South Florida. The Everglades region and Everglades National Park bring countless tourist dollars to South Florida. Protecting Everglades wetlands that recharge the sole source aquifer for drinking water in South Florida is of incalculable benefit, and is a resource that deserves utmost protection. Saving highly endangered species that populate the Everglades is best accomplished by alternative 6 that provides maximal restoration of historic water flows. While it is difficult to accord a dollar value to a species on the verge of extinction, that does not under law, prevent you from taking that criteria into account. And if one were to assign a dollar value to stopping an extinction, the value of saving a unique species would be so high as to make any countervailing short term economic benefit derived from higher construction costs or some limited potential development, simply pale in comparison. The Everglades is just a tiny fraction of the wilderness and habitat that existed prior to 20th century ditching and diverting water flows. Alternative 6 is by far the best option presented to restoring some small semblance of water flow, without which the area and Everglades National Park stand little chance of surviving.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 139 **Comment Id:** 97126 **Coder's Initials:** V_CHARTIER

Comment Text: Please buy out and remove the commercial airboat operations which prevent paddlers from getting safe and peaceful access to a national park. This is OUR park. Gigantic airboats charging fees to take tourists out on airboats the size of school buses may be appropriate for a place like Disney World - but they are hardly compatible with the values that bring people to a national park.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 147 **Comment Id:** 97152 **Coder's Initials:** V_CHARTIER

Comment Text: I wish to support alternate 6. this will allow for maximum flow in the Shark RIVER SOUGH and provide for the GREATEST NUMBER OF JOBS during construction.

Organization: SIERRA CLUB

Commenter: CHARLES F BELMONT **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 148 **Comment Id:** 97221 **Coder's Initials:** V_CHARTIER

Comment Text: Our culturally significant sites such as the Airboat Association of Florida plus Coopertown and it's Airboat Ride operation should remain in place forever



in my opinion as well as everything else existing out there today if at all possible. There isn't really very much anyway. These properties are South Florida treasures to local residents plus many repeat tourist visitors to our area. Removal of these facilities will be traumatic to employees, locals and tourists. Please bear this in mind when deciding on an alternative.

Organization: Gladesman Cultural Community

Commenter: Frank F Denninger **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 158 **Comment Id:** 97144 **Coder's Initials:** V_CHARTIER

Comment Text: And for the BUY OUT AND removal of ALL COMMERCIAL AIRBOAT OPERATIONS ALONG THE SOUTH SIDE OF TAMIAMI TRAIL.

Organization:

Commenter: Ann E Fonfa **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 187 **Comment Id:** 96684 **Coder's Initials:** V_CHARTIER

Comment Text: Bridging the Trail and putting private businesses out of business just isn't right.

Organization: SAFER, FLFFC

Commenter: Richard Persson **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 192 **Comment Id:** 96669 **Coder's Initials:** V_CHARTIER

Comment Text: NPS should attempt to address ongoing issues with commercial airboat facilities along the Tamiami Trail before selecting an alternative. The 1989 Everglades National Park Protection and Expansion Act provided NPS authority to acquire commercial airboat properties along the Tamiami Trail and enter into concessions contracts with commercial airboat business owners. If NPS is able to purchase these properties in the near future, it will not need to consider constructing costly access ramps.

Organization: Center for Biological Diversity

Commenter: Jacki M Lopez **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 111 **Comment Id:** 97172 **Coder's Initials:** V_CHARTIER

Comment Text: I also hope that airboat operators will be bought out and barred south of the Tamiami Trail.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**



Kept Private: Yes

Correspondence Id: 14 **Comment Id:** 96048 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: Tamiami Trail is a dam that blocks water flow into Everglades National Park and Florida Bay. Please choose Alternative 6- maximum bridging. It is the only option that can restore natural fresh water flows to a dying Everglades. It will also make the Everglades more resilient to the threat of sea level rise caused by climate change. America's Everglades is a national treasure that is in danger. Alternative 6-maximum bridging provides the greatest environmental benefit and the most jobs. Please elevate Tamiami Trail so that after 90 years water can flow again into Everglades National Park.

Organization: Sierra Club

Commenter: Sierra Club **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 108 **Comment Id:** 97176 **Coder's Initials:** V_CHARTIER

Comment Text: I also support removing commercial airboats along the south side of the Tamiami trail and making better acces for paddle boats.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 191 **Comment Id:** 96675 **Coder's Initials:** V_CHARTIER

Comment Text: I am pasting in a copy of an article that addresses some of the ecological impacts of airboats. Wildlands CPR put this literature review together in December 2000, and we request that all of the ecological impacts of maintaining these airboat operations in the park be considered and addressed as part of the environmental analysis, including any new or additional studies that were not completed or not mentioned in the attached article. You can access the article here: <http://www.wildlandscpr.org/biblio-notes/not-just-bunch-hot-air-ecological-impacts-airboats>, but the text is also pasted in below.

Organization: Wildlands CPR

Commenter: Bethanie Walder **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 194 **Comment Id:** 96504 **Coder's Initials:** V_CHARTIER

Comment Text: I CHOOSE ALTERNATIVE 6 FOR THE BRIDGING OF TAMIAMI TRAIL. This will allow for the maximum flow of water into the Shark River Slough and the heart of Everglades National Park. It will also likely create the greatest number of jobs during construction.



Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 123 **Comment Id:** 97213 **Coder's Initials:** V_CHARTIER

Comment Text: I hate to see the commercial (& private) air boat facilities forced out of business, but Alternative 6 with 3.5-, 1.75-, 1.0- and 0.8-mile bridges is what would restore maximum flow to the eastern Everglades and come the closest to approximating the natural flow conditions before the area was changed into a desert. It would have been nice if the old Frog City property could have been developed into a drive-in camp site, but if the 3.5-mile bridge should take it off the map, then so be it. It would also be nice if the Blue Shanty Canal were to remain open for canoe access from the L-29 Canal.

Organization: Florida Trail Association

Commenter: David B Denham **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 124 **Comment Id:** 97168 **Coder's Initials:** V_CHARTIER

Comment Text: Alternative 6 is my choice for the Tamiami Trail. This project will have maximum benefit for the Glades while providing major employment for the local economy. This is perhaps the only road project I have supported in forty years of campaigning to get the Everglades fixed, and I'm happy to support what amounts to a reversal of a blunder made back in 1928. If we want the hydro/eco systems there to revive and run with minimal human management, we must remove the dam-aging effects of the Tamiami Trail's surface bed.

Organization:

Commenter: Joe Podgor **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 125 **Comment Id:** 97215 **Coder's Initials:** V_CHARTIER

Comment Text: We support Option 6 for elevating Tamiami Trail to provide maximum water to the Park and a buyout and removal of all private airboat concessions on the south side of Tamiami Trail. Provisions for public access should include sites to launch canoes and kayaks and hammocks and chickees for paddlers in the park interior.

Organization: Loxahatchee Sierra Club

Commenter: John B Koch **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 128 **Comment Id:** 97182 **Coder's Initials:** V_CHARTIER

Comment Text: In conjunction with Alternative 6, the NPS should buy out all



commercial airboat operations along the south side of Tamiami Trail. Without taking this step, parking lots, docks, and stores will still create substantial interference with the historic flow of waters, the very thing the bridging project is supposed to restore. Also, the continued existence of these concessions will require new off-ramps, further engineering hampering the historic flow. The existing concessions also hinder non-motorized access to the park. In place of the commercial airboat operations which have been in place for decades without a required concession contract with NPS, there should be a concession for canoes and kayaks, with the operator making rental payments to NPS. There should also be "put-in" locations for those who bring their own canoes and kayaks to safely enter and use the park. Finally, there should be boardwalks with interpretive signs to allow families and non-paddlers to enjoy the park on foot. All these steps would allow a true eco-tourism experience, rather than the superficial tourism that airboats permit. Moreover, they allow preservation of the pristine nature of the park for future generations, an important goal of the NPS.

Organization:

Commenter: Mara Shlackman **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 143 **Comment Id:** 97154 **Coder's Initials:** V_CHARTIER

Comment Text: Airboats need to be removed and 'ins' for kayaks and canoes need to be made available to maintain the quality of serenity the Everglades was originally given by nature.

Organization: Nature Coast Group, Sierra Club

Commenter: Theresa Waldron **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 156 **Comment Id:** 97111 **Coder's Initials:** V_CHARTIER

Comment Text: Please chose alternative 6 for the bridging of Tamiami Trail. This will allow for the maximum flow of water into the Shark River Slough and the heart of Everglades National Park. It will also likely create the greatest number of jobs during construction. When completed, it will provide the greatest environmental benefits to an ecosystem containing a mix of plants and animals found nowhere else on the planet - including 36 species listed as threatened or endangered. These include the manatee, green sea turtle, American Crocodile, and the critically endangered Florida panther.

Organization:

Commenter: N/A N/A **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 137 **Comment Id:** 97158 **Coder's Initials:** V_CHARTIER

Comment Text: I am so happy that the elevated roadway for the Tamiami Trail is going to happen. We need all 11 miles to be elevated and commercial airboat enterprises to



be bought out and canoe entrances and trails put in place. Save our environment through thorough planning and implementing.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 98 **Comment Id:** 97200 **Coder's Initials:** V_CHARTIER

Comment Text: In addition, since the Park is set apart as a permanent wilderness preserving essential primitive conditions, I ask you to remove all commercial airboat operations and instead provide quality access for non-motorized boats.

Organization:

Commenter: Katya Kovalenko **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 100 **Comment Id:** 97205 **Coder's Initials:** V_CHARTIER

Comment Text: Sometimes drastic situation require drastic measures ... and while it will impact the airboat tor operators, the effect will be minimal if you set up specific areas in which they can operate. At least, make them muffle their exhausts and maintain a minimum speed in protected areas.

Organization: Little Manatee Kayaking

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 202 **Comment Id:** 97128 **Coder's Initials:** V_CHARTIER

Comment Text: I oppose any alternative that would not allow access to commercial airboats from the Tamiami Trail. In reference to the elevation of the Tamiami Trail in relation to Coopertown Airboats Tour, with the elevation of 2 feet of the re-align would it be possible to move the buildings 75 -100 feet south. There is sufficient property for the relocation. Otherwise the road will be 6-7 feet from the front on the building leaving no room for customer parking. Please advice if this would be possible.

Organization: Coopertown Airboat Tours

Commenter: Jesse Kennon **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 183 **Comment Id:** 96692 **Coder's Initials:** V_CHARTIER

Comment Text: We are not in favor of any plan which intereres with the ability of the public to access the businesses which already exist on the south side of the Trail.

Organization: SAFER

Commenter: Al Ovies **Page:** **Paragraph:**



Kept Private: No

Correspondence Id: 189 **Comment Id:** 96679 **Coder's Initials:** V_CHARTIER

Comment Text: There are more things in the Everglades than birds. Fishing is a multimillion dollar industry in the area. Thousands of fishermen have spent thousands of dollars pursuing fishing. The bridging of the Tamiami Trail will cause undue hardships on these people not to mention the loss of income to the area.

Organization:

Commenter: Paul J Rauschenplat **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 117 **Comment Id:** 97174 **Coder's Initials:** V_CHARTIER

Comment Text: I would like to encourage the state to buy out and remove all commercial airboat operations on the southern side of the Tamiami Trail. Having been taken on a tour of the Everglades as a child, I remember the noise and disruption that were caused by these vehicles. It is in the interest of the National Park to discontinue there use.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 118 **Comment Id:** 97184 **Coder's Initials:** V_CHARTIER

Comment Text: I also would like to see the commercial airboat operations removed from the Park. I have always felt it disturbed the bird and canoes or kayaks are a fine way to observe nature.

Organization: Sanibel Captiva Conservation Foundation

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 191 **Comment Id:** 96673 **Coder's Initials:** V_CHARTIER

Comment Text: We'd like you to consider strengthening alternative 6, or adding another alternative that addresses the problems with commercial airboat use in the park. The impacts of airboats are significant and are not consistent with the objective to restore ecological connectivity. In addition, motorized and nonmotorized recreation rarely mix effectively. Airboats can make canoeing or kayaking much more dangerous.

Organization: Wildlands CPR

Commenter: Bethanie Walder **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 191 **Comment Id:** 96674 **Coder's Initials:** V_CHARTIER



Comment Text: We respectfully request that you choose the most restorative alternative (currently alternative 6), and that you strengthen that alternative by eliminating or buying out the commercial airboat operators on the south side of US 41. If the agency is going to restore connectivity in the Shark River Slough, it's imperative that it be done as well as possible. Therefore leaving islands for airboat concessions just doesn't make any sense - especially since there are many other places in south Florida where people can go on airboat rides.

Organization: Wildlands CPR

Commenter: Bethanie Walder **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 180 **Comment Id:** 96721 **Coder's Initials:** V_CHARTIER

Comment Text: I support buying out the airboat operations on the South side of the US 41, except for those already owned and operated by Native Americans.

Organization: Resident

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 93 **Comment Id:** 97194 **Coder's Initials:** V_CHARTIER

Comment Text: It's also time to remove the commercial airboat operators. This recreation is not consistent with maintaining the natural resource and thus doesn't really belong in the Park as it interferes with waterflow and is generally disruptive of wildlife. Access can be provided via less damaging, intrusive, and quieter means.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 105 **Comment Id:** 97187 **Coder's Initials:** V_CHARTIER

Comment Text: I just wanted to write a short comment in support of Alternative 6 for the Shark River Slough Restoration. It's time our community take extreme action to restore the Everglades and its inhabitants. I am sure some of the fears of Alternative 6 include closing the closing of many commercial airboat operations. However, if the Everglades dries up because we do not restore in properly and in a timely fashion, then these airboat operations will end up shutting down anyways and without the buy out. I can't imagine losing the Everglades and all of the life it supports. I support moving forward with Alternative 6 so we can attempt to make the Everglades healthy again.

Organization:

Commenter: Courtney N/A **Page:** **Paragraph:**

Kept Private: No



Correspondence Id: 106 **Comment Id:** 97198 **Coder's Initials:** V_CHARTIER

Comment Text: Also, please eliminate the existing commercial air boat operations to the south of Tamiami Trail.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 130 **Comment Id:** 97217 **Coder's Initials:** V_CHARTIER

Comment Text: The Powerpoint presentation on the NPS website titled "Enabling NE Shark River Slough Restoration" identified six alternatives of which the FBP recommended Alternative 6 ☐ Maximized Bridging ☐ No Direct Access to Commercial Facilities. Our support of this alternative is conditional on the complete removal of the commercial airboat concessions (Everglades Safari Park, Gator Park and Coopertown). These commercial airboat concessions should be completely removed for the following reasons: " They are not required by the Everglades National Park Protection and Expansion Act. " Commercial airboat operations are not compatible with the proposed project objectives. " Airboats create significant adverse impacts on natural resources such as the hydrology, soils, vegetation, and wildlife. A substantial network of airboat trails is already visible on the aerial photographs used in the presentation. " The removal of the concessions would allow additional habitat restoration, ecological connectivity, and even distribution of water flows. " It would cost too much to protect the commercial airboat facilities from flooding due to higher water levels required by CERP. " Commercial airboat operations create user conflicts (including noise) with non motorized canoeists and kayakers. " Commercial airboat operations are not compatible with wilderness. " The NPS has failed to adequately manage the commercial airboat concessions by not complying with Executive Orders 11644 and 11989. The NPS has also failed to comply with NEPA by not producing an Environmental Assessment as soon as it achieved administrative control of the East Everglades Expansion Area years ago. " Entrance and exit ramps to the commercial airboat concessions would be too expensive to construct. " Commercial airboat operators violate Federal and State law by feeding alligators and flushing wading birds for tourist photographs.

Organization: Florida Biodiversity Project

Commenter: Brian Scherf **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 132 **Comment Id:** 97177 **Coder's Initials:** V_CHARTIER

Comment Text: I would like to see the Tamiami Trail rasied for as long a distance as possible, allowing more water and animals to pass. Option 6 appears to be the best approach to me. In addition to the benefits to the natural world, the more bridge that is built the more jobs there will be.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**



Kept Private: Yes

Correspondence Id: 153 **Comment Id:** 97145 **Coder's Initials:** V_CHARTIER

Comment Text: NPS should insure that all commercial ventures in the area are protected. The tribes and commercial vendors should be allowed to continue with airboat operations. These are a draw for tourism and the economic impacts have not been studied. Also the Airboat Assoc. property needs to be protected and allow users their traditional usage.

Organization:

Commenter: Brian McMahon **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 61 **Comment Id:** 97223 **Coder's Initials:** V_CHARTIER

Comment Text: Alternative D calls for the eventual phasing out of small private airboats (no permits other than by owners of record as of 1989 - no new permitting); the buyout by the National Park Service of three commercial airboat operations which run tours within the boundaries of ENP; and the creation of a new 106,000 acre wilderness area just west of Krome Avenue and south of Tamiami Trail less than an hour from downtown Miami. New access and camping opportunities are to be provided for paddlers.

Organization: Palm Beach Kayak Fishing club

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 61 **Comment Id:** 97225 **Coder's Initials:** V_CHARTIER

Comment Text: It is also absolutely essential that designated airboat trails for private airboat owners be established and laid out so that paddlers can have safe and tranquil access to this easily accessible area without the noise or danger of an airboat encounter. Given the proximity to Miami, we can expect this area to receive heavy use from paddlers once access is provided. Routes should be created for those who want access to the natural soundscape of East Everglades and the wildlife viewing opportunities the quiet atmosphere will facilitate. Freedom to paddle without worrying about a collision with an airboat in the dense sawgrass of this area is also a major consideration in the establishment of routes for both types of users.

Organization: Palm Beach Kayak Fishing club

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 182 **Comment Id:** 96716 **Coder's Initials:** V_CHARTIER

Comment Text: CHOOSE ALTERNATIVE 6 FOR THE BRIDGING OF TAMIAMI TRAIL. This will allow for the maximum flow of water into the Shark River Slough and



the heart of Everglades National Park. It will also likely create the greatest number of jobs during construction.

Organization:

Commenter: Bill Stokes **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 170 **Comment Id:** 97052 **Coder's Initials:** V_CHARTIER

Comment Text: commercialairboats must be excluded south of the highway and severely restricted north of the highway. airboats are available outside the park.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 171 **Comment Id:** 97137 **Coder's Initials:** V_CHARTIER

Comment Text: There is simply not enough money available for any of the proposed alternatives the construction costs will be borne by our grandchildren and further increase the counties deficit. The jobs supposedly created by this project will be short lived and actually have an adverse impact on the existing cultural communities way of life their businesses and tourism.

Organization:

Commenter: Shane Snell **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 171 **Comment Id:** 97139 **Coder's Initials:** V_CHARTIER

Comment Text: Again with any regards to the historical cultural communities properties the Sierra Club recommends buying out all the commercial airboat operations along the South Side of the Tamiami Trail. These operations are part of South Florida's Historical Culture and our part of the Gladesman Cultural property values. The airboating operations and their base of operations are not significant in interfering with water flow. We could get the water flow now simply if the culverts were maintained and the levees opened at the natural times would allow for sufficient water flow for any delivery schedule. But the agencies would rather spend money on plans that will hurt the culture and artificially manipulate the waters to suit whatever experiment they wish to perform with our public lands.

Organization:

Commenter: Shane Snell **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 176 **Comment Id:** 97022 **Coder's Initials:** V_CHARTIER

Comment Text: I support the implementation of Alternative D, including the aquisition



of the East Everglades expansion area, the construction of the 11-mile Tamiami Skyway, and the phasing out of commercial airboat operations in the northeast Shark River Slough.

Organization:

Commenter: Keith Wasserman **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 61 **Comment Id:** 97227 **Coder's Initials:** V_CHARTIER

Comment Text: The buyout of the airboat concessions will also make it easier for the eventual construction of the Tamiami Trail Skyway. This eleven mile elevated roadway has been identified by the Army Corps of Engineers as the optimal method for restoring sheetflow into the main body of Everglades National Park. This project is very much supported by the Sierra Club as it will bring in much needed water to vast areas of ENP.

Organization: Palm Beach Kayak Fishing club

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 162 **Comment Id:** 97060 **Coder's Initials:** V_CHARTIER

Comment Text: I support BUYING OUT AND REMOVING ALL COMMERCIAL AIRBOAT OPERATIONS ALONG THE SOUTH SIDE OF TAMIAMI TRAIL (private airboat owners of record only - 1989 - to be allowed access on designated trails according to the terms of the Everglades Expansion and Protection Act).

Organization: Sierra Club

Commenter: Shelby Norris **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 82 **Comment Id:** 97206 **Coder's Initials:** V_CHARTIER

Comment Text: As a former long-time resident of South Florida and still a resident of the state of Florida, I am in favor of raising the Tamiami Trail to increase the flow of water into Shark Valley and surrounding areas of the Everglades, restoring somewhat the original water levels of the environment. Improving wildlife habitat and water quality will benefit the area economically by preserving a key attraction for southern Florida know all around the world and will improve the quality of life for all of us who live near and visit the Park. These improvements will also provide much-needed jobs to many in the construction industry in South Florida and will be a beneficial use of the stimulus money in harmony with the goals of the legislation.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes



Correspondence Id: 82 **Comment Id:** 97207 **Coder's Initials:** V_CHARTIER

Comment Text: I also favor closing the airboat concessions in the area and generally limiting the motorized traffic in this area of the park. Opening up canoe and kayak trails will allow more people to access the beauty of the Everglades without endangering the wildlife that makes it an attractive visitor destination. I have attempted kayaking in eastern boundary areas of the park and the waters have become so saturated with gasoline runoff and the air polluted with exhaust from motorboats, that it is a disgusting experience to be close to the surface of the water.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 165 **Comment Id:** 97057 **Coder's Initials:** V_CHARTIER

Comment Text: I completely support the return of the Everglades to it's natural form. This includes stopping most airboat traffic by no longer issuing any new licenses and retro back to those acquired since 1989. Also buy out the existing airboat concessions as well as build the eventual Tamiami Trail Skyway.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 167 **Comment Id:** 97055 **Coder's Initials:** V_CHARTIER

Comment Text: I also support buy out and removal of all commercial airboat operations along the south side of Tamiami Trail.

Organization: Greater Hollywood Chamber of Commerce

Commenter: Sean Atkinson **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 96 **Comment Id:** 97121 **Coder's Initials:** V_CHARTIER

Comment Text: Buy-out and remove all commercial airboat operations along the south side of the Tamiami Trail.

Organization: Caloosahatchee River Citizens Association, Board Member

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 97 **Comment Id:** 97189 **Coder's Initials:** V_CHARTIER

Comment Text: I urge to you adopt alternative SIX, in that it will most closely start the natural process of restoring this part of the Glades back to what mother nature created long ago. The days of fleecing tourist with a six foot high pile of shells, reservation Indians dressed up as alligator wrestlers, environmentally, dangerously noisy,



destructive airboats is OVER. The huge majority of Americans now support a more passive, sustainable involvement with natural wonders such as the Glades. The past fatal, flawed policies of Water Management Districts on the Glades goes without saying and every American is paying the price today. Lets get it RIGHT this TIME.

Organization:

Commenter: wilson k bagwell **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 121 **Comment Id:** 97180 **Coder's Initials:** V_CHARTIER

Comment Text: I urge you to stop permitting air boats south of the Tamiami Trail. These environmentally disruptive, incredibly loud and intrusive vehicles greatly harm habitat and wildlife and are impossible to co-exist with non-motorized boating.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 201 **Comment Id:** 96513 **Coder's Initials:** V_CHARTIER

Comment Text: In his comments, Mr. Oncavage also stressed the Club's position that the private commercial airboat operations which operate on the south side of Tamiami Trail and take tourists on sightseeing trips into the East Everglades Expansion Area be bought out by NPS and eliminated. As stated in Mr. Oncavage's comments - "To achieve significant restoration to Everglades National Park, Sierra Club Florida strongly recommends the National Park Service to pursue purchasing the inholdings of private property along Tamiami Trail. The exception to this pursuit would be the tribal lands of Native American nations, such as the Miccosukee Tribes. The purchase of inholding properties would: 1. remove sizable blockages from the main flows of Northeast Shark River Slough, 2. utilize the full extent of the Alternative 6 bridging to enhance sheetflow, 3. establish newly created habitat for native species, 4. reduce construction costs by eliminating numerous on and off ramps, 5. reduce point sources of pollution from commercial enterprises, and 6. provide additional support for achieving Wilderness Designation for the East Everglades Expansion Area." This point of view is completely in line with the comments the Sierra Club submitted during the public comment period on the proposed General Management Plan (GMP) for the East Everglades Expansion Area in 2007. The position was also represented by NPS itself as alternative 'D' in its 2007 ENP newsletter.

Organization: Sierra Club

Commenter: Matthew Schwartz **Page:** **Paragraph:**

Kept Private: No

AE22001 Affected Environment: Visitor Use (Non-substantive) (Non-Substantive)



Correspondence Id: 201 **Comment Id:** 97233 **Coder's Initials:** V_CHARTIER

Comment Text: As far as the commercial airboat operations are concerned, NPS was supposed to have entered into a contractual concession agreement with the operators only "under such rules and conditions&for the accommodation of visitors and protection of the biological resources of the area'. This contractual relationship was not a requirement, but an option that NPS could decide to exercise based on appropriate research as to biological effects and accommodation of all visitors. Since the incorporation of the East Everglades Expansion Area into Everglades National Park, no concession agreement has been signed nor has any formal biological impact study been undertaken or completed. Likewise, the current management of the area allows for virtually no satisfactory enjoyment by the non-airboat user.

Organization: Sierra Club

Commenter: Matthew Schwartz **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 201 **Comment Id:** 97235 **Coder's Initials:** V_CHARTIER

Comment Text: The process of creating non-motorized areas and safe designated routes for paddlers where they will not encounter motorized transportation should begin immediately. It is an activity far more appropriate to the spirit of the National Park Service and the way the first 'biological park' in our nation's history was intended to be enjoyed than 'airboat rides'. It will also allow for the full extent of land deemed 'wilderness eligible' by NPS within the expansion area (approximately 97%), to be incorporated as 'designated wilderness' into the federal wilderness system without 'incompatible uses'. As stated in the 1934 enabling legislation for all of Everglades National Park - "The said area or areas shall be permanently reserved as a wilderness, and no development of the project or plan for the entertainment of visitors shall be undertaken which will interfere with the preservation intact of the unique flora and fauna and the essential primitive natural conditions now prevailing in this area."

Organization: Sierra Club

Commenter: Matthew Schwartz **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 151 **Comment Id:** 97148 **Coder's Initials:** V_CHARTIER

Comment Text: We support an elevated 11 mile bridge. We recommend the purchase of air boat concessions in the area of this bridging. We recommend that the Department of Interior and the Park BUY OUT AND REMOVE ALL COMMERCIAL AIRBOAT OPERATIONS ALONG THE SOUTH SIDE OF TAMIAMI TRAIL (private airboat owners of record only - 1989 - to be allowed access on designated trails according to the terms of the Everglades Expansion and Protection Act). While the Sierra Club understands that some tourists do use these commercial tours as a way of getting a quick peek of the Everglades and possibly an alligator, there are serious ecological problems encountered with their continued operation (and there are many places in south Florida



to ride an airboat outside the confines of a national park). If Alternative 6 is chosen, leaving these commercial operations in place could interfere with the historic movement of waters the bridging is supposed to return by leaving enormous 'island concessions' with parking lots, stores and docks in the historic flow of Shark River Slough.

Organization: Sierra Club, Loxahatchee Group

Commenter: Drew Martin **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 95 **Comment Id:** 97188 **Coder's Initials:** V_CHARTIER

Comment Text: I support alternative six...Raising a bridge on the Tamiami Trail will keep the road from forming an unhealthy dam across the Everglades. I use the Tamiami trail to visit Shark Valley and the Miccosukee Reservation and know how beautiful that area is. Having a bridge will not only be better for the ecosystem, it will give visitors a great view of terrain that's generally difficult to access. The more people know about the Everglades, the more they'll realize what a national treasure it is.

Organization:

Commenter: Maria Puente-Duany **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 112 **Comment Id:** 97186 **Coder's Initials:** V_CHARTIER

Comment Text: I like the sound of everything about the plan except the exclusive livery concession. Any human powered livery should be allowed to operate within the park. Any individual should be able to operate a human powered vessel within the park as well.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 152 **Comment Id:** 97146 **Coder's Initials:** V_CHARTIER

Comment Text: Please eliminate big boats from our national parks,,,especially airboats from the everglades. these big airboats prevent kayaks from having safe access to this national park. Also make a wider bridge over Tamiami Trail for safer access. Keep our National parks waterways for the average outdoor tourist on a kayak....not the ones who just want to pay lots of money for a tour on a big boat. I have just visited the everglades.

Organization:

Commenter: chelsea montgomery **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 125 **Comment Id:** 97215 **Coder's Initials:** V_CHARTIER

Comment Text: We support Option 6 for elevating Tamiami Trail to provide maximum



water to the Park and a buyout and removal of all private airboat concessions on the south side of Tamiami Trail. Provisions for public access should include sites to launch canoes and kayaks and hammocks and chickees for paddlers in the park interior.

Organization: Loxahatchee Sierra Club

Commenter: John B Koch **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 128 **Comment Id:** 97182 **Coder's Initials:** V_CHARTIER

Comment Text: In conjunction with Alternative 6, the NPS should buy out all commercial airboat operations along the south side of Tamiami Trail. Without taking this step, parking lots, docks, and stores will still create substantial interference with the historic flow of waters, the very thing the bridging project is supposed to restore. Also, the continued existence of these concessions will require new off-ramps, further engineering hampering the historic flow. The existing concessions also hinder non-motorized access to the park. In place of the commercial airboat operations which have been in place for decades without a required concession contract with NPS, there should be a concession for canoes and kayaks, with the operator making rental payments to NPS. There should also be "put-in" locations for those who bring their own canoes and kayaks to safely enter and use the park. Finally, there should be boardwalks with interpretive signs to allow families and non-paddlers to enjoy the park on foot. All these steps would allow a true eco-tourism experience, rather than the superficial tourism that airboats permit. Moreover, they allow preservation of the pristine nature of the park for future generations, an important goal of the NPS.

Organization:

Commenter: Mara Shlackman **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 142 **Comment Id:** 97155 **Coder's Initials:** V_CHARTIER

Comment Text: When I think of our national parks, what comes to my mind is a place where the natural environment is preserved for people to enjoy. While there are different ways to enjoy the outdoors, I believe some are better suited to the mission of our national parks than others. More specifically, I do not consider airboats to be a good fit with our national park goals, as I understand them. The presence of airboats makes it impossible for anyone to enjoy the sounds of nature and for anyone without ear protection to even safely function. With airboats in the area, overall safety of smaller craft is always an issue. I think that having canoe and kayak access is less harmful to the environment and more consistent with the way most people view national parks. I would favor the park service offering a rental service and providing canoe launches for people with their own boats (without the threat of being run over by airboats). I am generally in favor of live and let live, but it is not possible for small craft such as canoes and kayaks to coexist with airboats. This would be like going for a hike on the runway of an airport -- both unpleasant and unsafe. If airboats must be allowed, which still seems counter productive to the park mission, then it seems that there are two possible



options: 1) have separate airboat-free areas and 2) have separate seasons set aside for airboats. I know that some of our northern national parks have controversial snow mobile policies. While I still view them as destructive in more ways than one, allowing airboat access in the summer months (rather than the winter months as up north) might be a compromise.

Organization:

Commenter: Doug Waggle **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 137 **Comment Id:** 97158 **Coder's Initials:** V_CHARTIER

Comment Text: I am so happy that the elevated roadway for the Tamiami Trail is going to happen. We need all 11 miles to be elevated and commercial airboat enterprises to be bought out and canoe entrances and trails put in place. Save our environment through thorough planning and implementing.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 138 **Comment Id:** 97157 **Coder's Initials:** V_CHARTIER

Comment Text: Please do what you can to insure that kayakers, like myself, have plenty of locations to access the rivers and coast without the risk of being run over by motorized boats....especially airboats. Secondly, please do what you can to reduce the number of airboat operators in the 10,000 islands. They can be heard from miles away and disrupt the wildlife. If you are not aware, some of these operators have drivers that feed the wildlife (alligators and wild boar).

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 140 **Comment Id:** 97156 **Coder's Initials:** V_CHARTIER

Comment Text: It is a very great honor to be alive at this point in time when we have the opportunity to actually do something of significance to help preserve our Everglades. Though, due to my disability I have had extremely limited contact with the echo system. I am certainly looking forward to more boardwalks where my wheelchair may take me into further investigations of such a beautiful paradise. I agree with the Sierra Club that number six is the best opportunity to provide the most good to the echo system and to the public.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes



Correspondence Id: 145 **Comment Id:** 97163 **Coder's Initials:** V_CHARTIER

Comment Text: I also believe limiting the airboats would also be beneficial with more canoe and chickee camping access is a wonderful idea along with a few more walkways. Some of the trails on Turner River Road, Loop road, swamp walks etc could have better access for more people to enjoy it without having to use 4 wheel drive. The roads have been very poor over the past few years especially after the Katrina hurricane year. However, I do believe for people that cannot canoe and want to go a little further into the River of Grass that a limited amount of airboat concessions should be allowed not just the few elite people that always had access in the past. That is not right for the people that have not always lived in South Florida and owned part of the land or belonged to an elite club. To help remedy who should have the concessions I believe the National Park service should only run the concessions or maybe one other concession with the Indian tribe to be fair limiting the access and areas where the airboats will be able to travel. The airboat ride into the Everglades would also then teach about the ecosystem and environment as well as the history of the River of grass and the inhabitants and be able to preserve the way of the people that lived there if that would be promoted by the tribe and or National park. This is seen in other National parks such as the Smokies in 3 areas such as Airport Road preserving the homesteaders way of life, Yosemite with the Indian Cultural Center, etc. Hopefully then the airboat ride can remain affordable for all yet limited not to ruin the environment. Moreover I believe that the private four wheelers should not be allowed any access into the Everglades or Big Cypress ruining the land since most people that go on the trails do not respect the priviledge and damage the land. Perhaps the National Park Service could also have a 4 wheel or swamp buggy ride on an already designated trail for all to enjoy not just a few elite people.

Organization: Sierra Club

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 148 **Comment Id:** 97220 **Coder's Initials:** V_CHARTIER

Comment Text: Many people want a lot of amenities. Sierra wants exclusive canoe liveries and ?canoe ramps? when they know existing ramps are available. How do people develop such disdain for fellow citizens that happen to prefer a different method of transportation (e.g. motorized)? Seems as though they would prefer America to be a third world nation. These type folks are strange. It is surprising that they want an alternative choice to focus upon such a non-essential selfish item. The cost Sierra's discriminatory and exclusive canoe ramp and livery might fund 2 more feet of bridge-I thought Sierra Club was pushing for more bridge but maybe a request like this is part of a membership drive. All of those with their hand out for a handout should consider today's kids who will have to pay for their non-essential desires.

Organization: Gladesman Cultural Community

Commenter: Frank F Denninger **Page:** **Paragraph:**



Kept Private: No

Correspondence Id: 148 **Comment Id:** 97221 **Coder's Initials:** V_CHARTIER

Comment Text: Our culturally significant sites such as the Airboat Association of Florida plus Coopertown and it's Airboat Ride operation should remain in place forever in my opinion as well as everything else existing out there today if at all possible. There isn't really very much anyway. These properties are South Florida treasures to local residents plus many repeat tourist visitors to our area. Removal of these facilities will be traumatic to employees, locals and tourists. Please bear this in mind when deciding on an alternative.

Organization: Gladesman Cultural Community

Commenter: Frank F Denninger **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 188 **Comment Id:** 96497 **Coder's Initials:** V_CHARTIER

Comment Text: I also support the removal of commercial airboats in this area of the Everglades National Park.

Organization:

Commenter: Valerie T Ellis **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 118 **Comment Id:** 97184 **Coder's Initials:** V_CHARTIER

Comment Text: I also would like to see the commercial airboat operations removed from the Park. I have always felt it disturbed the bird and canoes or kayaks are a fine way to observe nature.

Organization: Sanibel Captiva Conservation Foundation

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 191 **Comment Id:** 96673 **Coder's Initials:** V_CHARTIER

Comment Text: We'd like you to consider strengthening alternative 6, or adding another alternative that addresses the problems with commercial airboat use in the park. The impacts of airboats are significant and are not consistent with the objective to restore ecological connectivity. In addition, motorized and nonmotorized recreation rarely mix effectively. Airboats can make canoeing or kayaking much more dangerous.

Organization: Wildlands CPR

Commenter: Bethanie Walder **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 191 **Comment Id:** 96674 **Coder's Initials:** V_CHARTIER



Comment Text: We respectfully request that you choose the most restorative alternative (currently alternative 6), and that you strengthen that alternative by eliminating or buying out the commercial airboat operators on the south side of US 41. If the agency is going to restore connectivity in the Shark River Slough, it's imperative that it be done as well as possible. Therefore leaving islands for airboat concessions just doesn't make any sense - especially since there are many other places in south Florida where people can go on airboat rides.

Organization: Wildlands CPR

Commenter: Bethanie Walder **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 194 **Comment Id:** 96662 **Coder's Initials:** V_CHARTIER

Comment Text: BUY OUT AND REMOVE ALL COMMERCIAL AIRBOAT OPERATIONS ALONG THE SOUTH SIDE OF TAMIAMI TRAIL (private airboat owners of record only - 1989 - to be allowed access on designated trails according to the terms of the Everglades Expansion and Protection Act). While some tourists do use these commercial tours as a way of getting a quick peek of the Everglades and possibly an alligator, there are serious ecological problems encountered with their continued operation (and there are many places in south Florida to ride an airboat outside the confines of a national park). If Alternative 6 is chosen, leaving these commercial operations in place will - interfere with the historic movement of waters the bridging is supposed to return by leaving enormous 'island concessions' with parking lots, stores and docks in the historic flow of Shark River Slough - require costly and complicated off ramps (cloverleaf's on Tamiami Trail?) to provide public access - placing still more human engineering in the water flow - interfere with the natural hydrology of the Shark River Slough (research conducted in adjacent areas of Big Cypress National Preserve found a five fold increase in water moving through airboat trails regardless of their direction). - prevent a safe and quiet non-motorized experience of the park for south Florida residents and tourists.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 194 **Comment Id:** 96663 **Coder's Initials:** V_CHARTIER

Comment Text: On the nature of this quality non-motorized access: - 'put ins' on either side of the bridging to provide access for canoes and kayaks (current access is only behind a dumpster at one of the airboat concessions - and there are no designated non-motorized areas to provide for safety and quiet. Paddlecraft and airboats in the same area are not a safe combination.) - a livery for canoes and kayaks operated as an authorized National Park Service rental concession (by contrast, the commercial airboat operations we are advocating be removed have been operating for 20 years with no such required contract with NPS) - a series of 'chickees' similar to those in Florida Bay and in other parts of the park for backcountry camping - canoe routes that would allow



for multi-day wilderness excursions (for those who want that experience) to places like the Ten Thousand Islands and the Wilderness Waterway both of which connect to Shark River Slough - interpretive boardwalks to allow non-paddlers and families a chance to experience and understand this incredible ecosystem on foot

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 123 **Comment Id:** 97213 **Coder's Initials:** V_CHARTIER

Comment Text: I hate to see the commercial (& private) air boat facilities forced out of business, but Alternative 6 with 3.5-, 1.75-, 1.0- and 0.8-mile bridges is what would restore maximum flow to the eastern Everglades and come the closest to approximating the natural flow conditions before the area was changed into a desert. It would have been nice if the old Frog City property could have been developed into a drive-in camp site, but if the 3.5-mile bridge should take it off the map, then so be it. It would also be nice if the Blue Shanty Canal were to remain open for canoe access from the L-29 Canal.

Organization: Florida Trail Association

Commenter: David B Denham **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 123 **Comment Id:** 97214 **Coder's Initials:** V_CHARTIER

Comment Text: As I understand all alternatives of this proposed project, the L-29 levee is to remain in place separating WCA-3B from this canal, the Tamiami Trail and the ENP. This levee would continue to serve as the unofficial extension of the Florida Trail southward from the BCNP towards the Florida Keys, and it would provide mountain bike access to cross the State between Miami and Everglades City.

Organization: Florida Trail Association

Commenter: David B Denham **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 124 **Comment Id:** 97169 **Coder's Initials:** V_CHARTIER

Comment Text: Not only will this allow the water to return in a natural way, at minimal costs for M & O, but it will provide a spectacular vantage point for travelers, offering an increase in visitor interest and eco-tourism. For critics who deride the size and cost of such a project, direct them to the cost sheets of I-10 leading into New Orleans, or any bridge/tunnel passage so common through the mountainous areas of the U.S. I'm also reminded of the \$1.3 billion cost of the 13 mile stretch of I-595 that went from Andy Town (at US 27) and the Fort Lauderdale Airport, or the Billion Dollar Metro Rail phase one. There are an incredible number of costly roads to nowhere in our part of Florida to compare with this, but none of those project help now when we need the jobs, nor did



any of them save an ecosystem of global significance.

Organization:

Commenter: Joe Podgor **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 130 **Comment Id:** 97217 **Coder's Initials:** V_CHARTIER

Comment Text: The Powerpoint presentation on the NPS website titled "Enabling NE Shark River Slough Restoration" identified six alternatives of which the FBP recommended Alternative 6 ☐ Maximized Bridging ☐ No Direct Access to Commercial Facilities. Our support of this alternative is conditional on the complete removal of the commercial airboat concessions (Everglades Safari Park, Gator Park and Coopertown). These commercial airboat concessions should be completely removed for the following reasons: " They are not required by the Everglades National Park Protection and Expansion Act. " Commercial airboat operations are not compatible with the proposed project objectives. " Airboats create significant adverse impacts on natural resources such as the hydrology, soils, vegetation, and wildlife. A substantial network of airboat trails is already visible on the aerial photographs used in the presentation. " The removal of the concessions would allow additional habitat restoration, ecological connectivity, and even distribution of water flows. " It would cost too much to protect the commercial airboat facilities from flooding due to higher water levels required by CERP. " Commercial airboat operations create user conflicts (including noise) with non motorized canoeists and kayakers. " Commercial airboat operations are not compatible with wilderness. " The NPS has failed to adequately manage the commercial airboat concessions by not complying with Executive Orders 11644 and 11989. The NPS has also failed to comply with NEPA by not producing an Environmental Assessment as soon as it achieved administrative control of the East Everglades Expansion Area years ago. " Entrance and exit ramps to the commercial airboat concessions would be too expensive to construct. " Commercial airboat operators violate Federal and State law by feeding alligators and flushing wading birds for tourist photographs.

Organization: Florida Biodiversity Project

Commenter: Brian Scherf **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 135 **Comment Id:** 97159 **Coder's Initials:** V_CHARTIER

Comment Text: Please construct bridges or other crossings to allow maximum flow and prohibit airboats operating above 3 miles per hour. I have enjoyed a number of kayaking trips in the Everglades, save for an encounter with a multi-passenger airboat.

Organization: Audubon, Sierra

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 153 **Comment Id:** 97145 **Coder's Initials:** V_CHARTIER



Comment Text: NPS should insure that all commercial ventures in the area are protected. The tribes and commercial vendors should be allowed to continue with airboat operations. These are a draw for tourism and the economic impacts have not been studied. Also the Airboat Assoc. property needs to be protected and allow users their traditional usage.

Organization:

Commenter: Brian McMahon **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 61 **Comment Id:** 97223 **Coder's Initials:** V_CHARTIER

Comment Text: Alternative D calls for the eventual phasing out of small private airboats (no permits other than by owners of record as of 1989 - no new permitting); the buyout by the National Park Service of three commercial airboat operations which run tours within the boundaries of ENP; and the creation of a new 106,000 acre wilderness area just west of Krome Avenue and south of Tamiami Trail less than an hour from downtown Miami. New access and camping opportunities are to be provided for paddlers.

Organization: Palm Beach Kayak Fishing club

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 61 **Comment Id:** 97224 **Coder's Initials:** V_CHARTIER

Comment Text: As this area is in the heart of Shark River Slough, the main source of water for most of ENP, airboat trails are not to conflict with the terms of the Everglades Expansion and Protection Act which calls for the restoration of "the natural hydrological conditions within the park." The elimination of airboats from this area will greatly facilitate a return of the natural vegetation and hydrological flows (a study conducted in the adjacent Big Cypress National Preserve found that airboat trails increased water flow five times over surrounding areas regardless of their directional orientation); decrease stress on animal life (commercial airboats are enormous and loud twin engine 'buses'); and provide visitors with a tranquil experience of the natural ecosystem that is very near and accessible to the dense urban populations of the east coast of Florida. Fishing opportunities and access to fishing spots south of Tamiami trail would improve as well as a result of this decision.

Organization: Palm Beach Kayak Fishing club

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 61 **Comment Id:** 97225 **Coder's Initials:** V_CHARTIER

Comment Text: It is also absolutely essential that designated airboat trails for private airboat owners be established and laid out so that paddlers can have safe and tranquil



access to this easily accessible area without the noise or danger of an airboat encounter. Given the proximity to Miami, we can expect this area to receive heavy use from paddlers once access is provided. Routes should be created for those who want access to the natural soundscape of East Everglades and the wildlife viewing opportunities the quiet atmosphere will facilitate. Freedom to paddle without worrying about a collision with an airboat in the dense sawgrass of this area is also a major consideration in the establishment of routes for both types of users.

Organization: Palm Beach Kayak Fishing club

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 61 **Comment Id:** 97226 **Coder's Initials:** V_CHARTIER

Comment Text: East Everglades is a great representation of the 'classic Everglades' sawgrass and alligator marsh habitat and ridge and slough topology (low wet areas interspersed with higher tree hammocks). In extremely wet seasons, it allows for a canoe/kayak route from Tamiami Trail to Florida Bay through the historical waters of Shark River Slough. New visitor access in terms of canoe and kayak rental concessions, walking trails and boardwalks should be constructed to allow for non-damaging usages of the area by tourists and residents alike. Currently there is no public access to this area for paddling activities as the private concessions do not permit passage through their properties. The L67 Canal extension runs along the western boundary of the expansion area and does allow access to the park. However, it is a completely confined north-south channel offering no paddling access to the surrounding Everglades for the first 7 miles south of Tamiami Trail.

Organization: Palm Beach Kayak Fishing club

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 82 **Comment Id:** 97206 **Coder's Initials:** V_CHARTIER

Comment Text: As a former long-time resident of South Florida and still a resident of the state of Florida, I am in favor of raising the Tamiami Trail to increase the flow of water into Shark Valley and surrounding areas of the Everglades, restoring somewhat the original water levels of the environment. Improving wildlife habitat and water quality will benefit the area economically by preserving a key attraction for southern Florida know all around the world and will improve the quality of life for all of us who live near and visit the Park. These improvements will also provide much-needed jobs to many in the construction industry in South Florida and will be a beneficial use of the stimulus money in harmony with the goals of the legislation.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes



Correspondence Id: 82 **Comment Id:** 97207 **Coder's Initials:** V_CHARTIER

Comment Text: I also favor closing the airboat concessions in the area and generally limiting the motorized traffic in this area of the park. Opening up canoe and kayak trails will allow more people to access the beauty of the Everglades without endangering the wildlife that makes it an attractive visitor destination. I have attempted kayaking in eastern boundary areas of the park and the waters have become so saturated with gasoline runoff and the air polluted with exhaust from motorboats, that it is a disgusting experience to be close to the surface of the water.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 184 **Comment Id:** 96502 **Coder's Initials:** V_CHARTIER

Comment Text: The Everglades are a national treasure that must be protected now. As a birding enthusiast, I often visit the Everglades to view and photograph the plants and animals. I have been distressed for many years at the abuse the Everglades have suffered. I urge to you take action to protect the Everglades for the wildlife and future generations of wildlife viewers and supporters.

Organization:

Commenter: Candice E Guth **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 195 **Comment Id:** 96450 **Coder's Initials:** V_CHARTIER

Comment Text: - a series of 'chickees' similar to those in Florida Bay and in other parts of the park for backcountry camping

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 195 **Comment Id:** 96451 **Coder's Initials:** V_CHARTIER

Comment Text: - canoe routes that would allow for multi-day wilderness excursions (for those who want that experience) to places like the Ten Thousand Islands and the Wilderness Waterway both of which connect to Shark River Slough

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 195 **Comment Id:** 96452 **Coder's Initials:** V_CHARTIER

Comment Text: - interpretive boardwalks to allow non-paddlers and families a chance to experience and understand this incredible ecosystem on foot



Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 86 **Comment Id:** 97210 **Coder's Initials:** V_CHARTIER

Comment Text: I have done several hikes and clean up in the Everglades, so Prehistoric it takes my breath away. Whatever needs to be done to keep it flowing I will fight for

Organization: SIERRA

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 171 **Comment Id:** 97140 **Coder's Initials:** V_CHARTIER

Comment Text: Access for both motorized and non-motorized is a must. Some folks have made it clear that their greed should supersede all others recreational wants and needs, but as a native gladesman I choose motorized and non-motorized forms of transportation. Where would this planet be without technology, and motorized transportation? There are some that think when it comes to recreation we all should be living in the stone age, and they will stop at nothing, even using public projects such as this to achieve their goals, and this must be stopped. That is why private property rights, and access to traditional recreational opportunities must be protected and not sacrificed during this project.

Organization:

Commenter: Shane Snell **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 176 **Comment Id:** 97021 **Coder's Initials:** V_CHARTIER

Comment Text: I have had the privilege of traveling the length of the Slough from the L-67 extension down to Bottle Creek at Rookery Branch, a trip made in a home-built Glades skiff based on the plans in Glen Simmons' book "Gladesmen". This was a life-changing experience for me and brought home to me the dire need for the return of the natural sheet flow of water to the southern Glades, and to provide access to this incredible wilderness treasure for others to see and experience as I have done.

Organization:

Commenter: Keith Wasserman **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 179 **Comment Id:** 96722 **Coder's Initials:** V_CHARTIER

Comment Text: I agree with the effort to restore the Everglades, but I am AGAINST any plan that will restrict public or private access to this wonderful resource. I do NOT



support any effort or plan that will restrict access to this property.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 93 **Comment Id:** 97194 **Coder's Initials:** V_CHARTIER

Comment Text: It's also time to remove the commercial airboat operators. This recreation is not consistent with maintaining the natural resource and thus doesn't really belong in the Park as it interferes with waterflow and is generally disruptive of wildlife. Access can be provided via less damaging, intrusive, and quieter means.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 107 **Comment Id:** 97201 **Coder's Initials:** V_CHARTIER

Comment Text: After reading about the plans for everglades restoration of Shark Slough Alternative 6 seems like the best plan. This plan allows for the maximum flow of water into the system. I have experienced the beauty of the Everglades personally. For the past few years, my husband and I embark on the Shark Valley bike ride. We have had the opportunity to see wildlife and appreciate the stillness of being. The everglades is important to all of us who live in Florida and all attempts should be made to restore it.

Organization:

Commenter: Nancy E Hartgold **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 126 **Comment Id:** 97216 **Coder's Initials:** V_CHARTIER

Comment Text: Bridging the roads across the Everglades is the best idea that has been thought of. Mrs. Ester Peterson from the Fort Myers area submitted this idea in "letters to the editor" at least 5 years ago. We never saw a response afterward, until this "comment time". Interstate 75 and Route 41 would be 100% better for this treatment. What a view the passengers in vehicles will have! What a savings the Everglades would have as clean water once again can flow to Florida Bay and where the "critters" can roam free again. Please consider these bridges across the Everglades part of the total restoration of the "Sea of Grass".

Organization: J.N."Ding" Darling Wildlife Society

Commenter: Ann C Wollschlager **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 163 **Comment Id:** 97095 **Coder's Initials:** V_CHARTIER

Comment Text: Please do what you can to make these waterways more accessible to



paddlers and to remove the issue of commercial airboat intimidation.

Organization:

Commenter: JoAnn J **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 168 **Comment Id:** 97050 **Coder's Initials:** V_CHARTIER

Comment Text: I firmly believe that air boots damage the park and therefore should not be allowed to operate in the park. I suggest you do not continue their license for operation or better buy them out to make room for a more environmental friendly enjoyment of the park by allowing canoe and kayak rental and use. The National Park Service should coordinate this and arrange for trails and tours. And for those that do not want to explore the park by boat, a nice boardwalk or hiking trail would give these visitors a chance to see the beauty of the park.

Organization: Broward Sierra Club

Commenter: Maria Lucassen **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 174 **Comment Id:** 97065 **Coder's Initials:** V_CHARTIER

Comment Text: As far as canoe & kayak trails go, I guess they will be using the trails made by the traditional gladesmen over the past 50+ years who basically made travel into these areas for all to see possible. There is no way a canoe or kayak can penetrate these areas without some type of trail system.

Organization: JET PORT CONSERVATION & RECREATION CLUB

Commenter: john a CAMERON **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 80 **Comment Id:** 96493 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: I fully support the Sierra Club's recommendations for the Restoration of the Everglades and the Tamiami Trail, including maximum bridging across the Trail, the removal of air boats, and allowing access for kayaks and canoes.

Organization:

Commenter: Jane Terrell **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 96 **Comment Id:** 97122 **Coder's Initials:** V_CHARTIER

Comment Text: Increase low intensity paddling opportunities.

Organization: Caloosahatchee River Citizens Association, Board Member

Commenter: Kept Private **Page:** **Paragraph:**



Kept Private: Yes

Correspondence Id: 96 **Comment Id:** 97124 **Coder's Initials:** V_CHARTIER

Comment Text: Prevent scarring of Florida Bay by motorized boats.

Organization: Caloosahatchee River Citizens Association, Board Member

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 97 **Comment Id:** 97189 **Coder's Initials:** V_CHARTIER

Comment Text: I urge to you adopt alternative SIX, in that it will most closely start the natural process of restoring this part of the Glades back to what mother nature created long ago. The days of fleecing tourist with a six foot high pile of shells, reservation Indians dressed up as alligator wrestlers, environmentally, dangerously noisy, destructive airboats is OVER. The huge majority of Americans now support a more passive, sustainable involvement with natural wonders such as the Glades. The past fatal, flawed policies of Water Management Districts on the Glades goes without saying and every American is paying the price today. Lets get it RIGHT this TIME.

Organization:

Commenter: wilson k bagwell **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 98 **Comment Id:** 97200 **Coder's Initials:** V_CHARTIER

Comment Text: In addition, since the Park is set apart as a permanent wilderness preserving essential primitive conditions, I ask you to remove all commercial airboat operations and instead provide quaility access for non-motorized boats.

Organization:

Commenter: Katya Kovalenko **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 187 **Comment Id:** 96685 **Coder's Initials:** V_CHARTIER

Comment Text: The public has little or no access to the park now, bridging will only prohinit bank fishermen from using the culvert areas to fish. Just one more way to keep the public out of the Park (oh by the way) I seem to remember the public paid for the Park and the land, not just the Seirra Club.

Organization: SAFER, FLFFC

Commenter: Richard Persson **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 134 **Comment Id:** 97161 **Coder's Initials:** V_CHARTIER



Comment Text: The Sierra Club has always had my approval and if they stand behind alternative six, then I too stand behind alternative six. This alternative makes sense, and will prove beneficial for both animals and humans, not to mention the general chemistry of the eco system.

Organization:

Commenter: N/A N/A **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 108 **Comment Id:** 97176 **Coder's Initials:** V_CHARTIER

Comment Text: I also support removing commercial airboats along the south side of the Tamiami trail and making better access for paddle boats.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 201 **Comment Id:** 97234 **Coder's Initials:** V_CHARTIER

Comment Text: The Sierra Club is calling for the development of facilities and services for the non-motorized user of the East Everglades Expansion Area and the incorporation of those into the preferred alternatives for both the Tamiami Trail bridging and the East Everglades Expansion Area. Considering the purpose of the area as a unit of the National Park Service, and the twenty years which have elapsed in which non-motorized users have been unable to enjoy this important public land, some of these changes should be phased in as soon as possible: - 'put ins' on either side of the new bridging to provide access for canoes and kayaks - a livery for canoes and kayaks operated as an authorized National Park Service rental concession - a series of 'chickees' similar to those in Florida Bay and in other parts of the park for backcountry camping - canoe routes that would allow for multi-day wilderness excursions (for those who want that experience) to places like the Ten Thousand Islands and the Wilderness Waterway both of which connect to Shark River Slough - interpretive boardwalks to allow non-paddlers and families a chance to experience and understand the heart of the Everglades ecosystem on foot

Organization: Sierra Club

Commenter: Matthew Schwartz **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 201 **Comment Id:** 97230 **Coder's Initials:** V_CHARTIER

Comment Text: In calling for Alternative 6 and the buyout and removal of the commercial airboat operations, Sierra Club is concerned about a range of factors. As mentioned above, left in place these operations would remain as large scale impediments to the historic natural flows of water in Shark River Slough. Access ramps to these 'island concessions' would put additional human engineering in the path of



waters this project is supposed to eliminate. Other factors include changes in hydrology caused by the airboat trails (e.g. a study in neighboring Big Cypress National Preserve found up to a 5 fold increase in rates of water flow within airboat trails regardless of the trail's orientation). Airboats have also been shown to have impacts on water turbidity, soils, plants, and wildlife behavior. An excellent summary of the literature on this topic has been compiled by Wildlands CPR. It has also been attached to these comments for consideration during the preparation of the NPS' preferred alternative. As stated in the Everglades Protection and Expansion Act, restoration and enhancement of the area is a fundamental purpose of the Act: (b) PURPOSE- The purposes of this Act are to-- (1) increase the level of protection of the outstanding natural values of Everglades National Park and to enhance and restore the ecological values, natural hydrologic conditions, and public enjoyment of such area by adding the area commonly known as the Northeast Shark River Slough and the East Everglades to Everglades National Park; and (2) assure that the park is managed in order to maintain the natural abundance, diversity, and ecological integrity of native plants and animals, as well as the behavior of native animals, as a part of their ecosystem.

Organization: Sierra Club

Commenter: Matthew Schwartz **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 201 **Comment Id:** 97231 **Coder's Initials:** V_CHARTIER

Comment Text: User conflict is still another problem which emerges from the continued existence of the commercial airboat operations within the boundaries of ENP. This section of the park is by far the most accessible to the enormous resident and tourist populations of south Florida. Access to Shark River Slough by canoeists and kayakers (a rapidly growing outdoor sport in our region) is currently obtained through a 7 mile paddling trip (one way) to the point on the L-67 Canal Extension where the canal has been degraded and natural conditions have been allowed to return. I have made this trip and it is not easy. Access through this route is only possible for those capable of at least 14 miles of flatwater paddling. Less than that and visitors are only paddling in a canal and not experiencing anything close to the natural conditions of the Everglades. Another 'put in' has been arranged by the park superintendent and the owners of the Coopertown Airboat Tour at the east end of Tamiami Trail. Entering behind a dumpster on the property one is able to get access to the slough during high water conditions. However, the combination of airboats and paddlecraft in the same area is not safe. It is also not conducive to a form of recreation which emphasizes the experience of the natural landscape and soundscape, and opportunities for tranquillity and wildlife viewing.

Organization: Sierra Club

Commenter: Matthew Schwartz **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 201 **Comment Id:** 97232 **Coder's Initials:** V_CHARTIER



Comment Text: Again, it is helpful to see what the Act had to say about the future of airboats in the East Everglades Expansion Area: (c) PROTECTION OF FLORA AND FAUNA- The park shall be closed to the operation of airboats-- (1) except as provided in subsection (d); and (2) except that within a limited capacity and on designated routes within the addition, owners of record of registered airboats in use within the addition as of January 1, 1989, shall be issued nontransferable, nonrenewable permits, for their individual lifetimes, to operate personally-owned airboats for noncommercial use in accordance with rules prescribed by the Secretary to determine ownership and registration, establish uses, permit conditions, and penalties, and to protect the biological resources of the area. (d) CONCESSION CONTRACTS - The Secretary is authorized to negotiate and enter into concession contracts with the owners of commercial airboat and tour facilities in existence on or before January 1, 1989, located within the addition for the provision of such services at their current locations under such rules and conditions as he may deem necessary for the accommodation of visitors and protection of biological resources of the area. The Act envisioned limited airboat use. The Act allows all owners of record as of 1989 continued access to park property via personally owned airboats. However, that use is supposed to be of a 'limited capacity' and on 'designated routes' only. Consistent with the Organic Act and all other NPS legislation, protection of the 'biological resources of the area' is paramount. To my knowledge, NPS has yet to establish a list of 'owners of record' nor has it created the designated trails that could be accessed by individual airboat owners.

Organization: Sierra Club

Commenter: Matthew Schwartz **Page:** **Paragraph:**

Kept Private: No

AE23001 Affected Environment: Visitor Conflicts (Non-Substantive) (Non-Substantive)

Correspondence Id: 201 **Comment Id:** 97233 **Coder's Initials:** V_CHARTIER

Comment Text: As far as the commercial airboat operations are concerned, NPS was supposed to have entered into a contractual concession agreement with the operators only "under such rules and conditions&for the accommodation of visitors and protection of the biological resources of the area'. This contractual relationship was not a requirement, but an option that NPS could decide to exercise based on appropriate research as to biological effects and accommodation of all visitors. Since the incorporation of the East Everglades Expansion Area into Everglades National Park, no concession agreement has been signed nor has any formal biological impact study been undertaken or completed. Likewise, the current management of the area allows for virtually no satisfactory enjoyment by the non-airboat user.

Organization: Sierra Club

Commenter: Matthew Schwartz **Page:** **Paragraph:**

Kept Private: No



Correspondence Id: 191 **Comment Id:** 96673 **Coder's Initials:** V_CHARTIER

Comment Text: We'd like you to consider strengthening alternative 6, or adding another alternative that addresses the problems with commercial airboat use in the park. The impacts of airboats are significant and are not consistent with the objective to restore ecological connectivity. In addition, motorized and nonmotorized recreation rarely mix effectively. Airboats can make canoeing or kayaking much more dangerous.

Organization: Wildlands CPR

Commenter: Bethanie Walder **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 191 **Comment Id:** 96674 **Coder's Initials:** V_CHARTIER

Comment Text: We respectfully request that you choose the most restorative alternative (currently alternative 6), and that you strengthen that alternative by eliminating or buying out the commercial airboat operators on the south side of US 41. If the agency is going to restore connectivity in the Shark River Slough, it's imperative that it be done as well as possible. Therefore leaving islands for airboat concessions just doesn't make any sense - especially since there are many other places in south Florida where people can go on airboat rides.

Organization: Wildlands CPR

Commenter: Bethanie Walder **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 128 **Comment Id:** 97182 **Coder's Initials:** V_CHARTIER

Comment Text: In conjunction with Alternative 6, the NPS should buy out all commercial airboat operations along the south side of Tamiami Trail. Without taking this step, parking lots, docks, and stores will still create substantial interference with the historic flow of waters, the very thing the bridging project is supposed to restore. Also, the continued existence of these concessions will require new off-ramps, further engineering hampering the historic flow. The existing concessions also hinder non-motorized access to the park. In place of the commercial airboat operations which have been in place for decades without a required concession contract with NPS, there should be a concession for canoes and kayaks, with the operator making rental payments to NPS. There should also be "put-in" locations for those who bring their own canoes and kayaks to safely enter and use the park. Finally, there should be boardwalks with interpretive signs to allow families and non-paddlers to enjoy the park on foot. All these steps would allow a true eco-tourism experience, rather than the superficial tourism that airboats permit. Moreover, they allow preservation of the pristine nature of the park for future generations, an important goal of the NPS.

Organization:

Commenter: Mara Shlackman **Page:** **Paragraph:**

Kept Private: No



Correspondence Id: 142 **Comment Id:** 97155 **Coder's Initials:** V_CHARTIER

Comment Text: When I think of our national parks, what comes to my mind is a place where the natural environment is preserved for people to enjoy. While there are different ways to enjoy the outdoors, I believe some are better suited to the mission of our national parks than others. More specifically, I do not consider airboats to be a good fit with our national park goals, as I understand them. The presence of airboats makes it impossible for anyone to enjoy the sounds of nature and for anyone without ear protection to even safely function. With airboats in the area, overall safety of smaller craft is always an issue. I think that having canoe and kayak access is less harmful to the environment and more consistent with the way most people view national parks. I would favor the park service offering a rental service and providing canoe launches for people with their own boats (without the threat of being run over by airboats). I am generally in favor of live and let live, but it is not possible for small craft such as canoes and kayaks to coexist with airboats. This would be like going for a hike on the runway of an airport -- both unpleasant and unsafe. If airboats must be allowed, which still seems counter productive to the park mission, then it seems that there are two possible options: 1) have separate airboat-free areas and 2) have separate seasons set aside for airboats. I know that some of our northern national parks have controversial snow mobile policies. While I still view them as destructive in more ways than one, allowing airboat access in the summer months (rather than the winter months as up north) might be a compromise.

Organization:

Commenter: Doug Waggle **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 137 **Comment Id:** 97158 **Coder's Initials:** V_CHARTIER

Comment Text: I am so happy that the elevated roadway for the Tamiami Trail is going to happen. We need all 11 miles to be elevated and commercial airboat enterprises to be bought out and canoe entrances and trails put in place. Save our environment through thorough planning and implementing.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 138 **Comment Id:** 97157 **Coder's Initials:** V_CHARTIER

Comment Text: Please do what you can to insure that kayakers, like myself, have plenty of locations to access the rivers and coast without the risk of being run over by motorized boats....especially airboats. Secondly, please do what you can to reduce the number of airboat operators in the 10,000 islands. They can be heard from miles away and disrupt the wildlife. If you are not aware, some of these operators have drivers that feed the wildlife (alligators and wild boar).

Organization:



Commenter: Kept Private **Page:** **Paragraph:**
Kept Private: Yes

Correspondence Id: 139 **Comment Id:** 97126 **Coder's Initials:** V_CHARTIER

Comment Text: Please buy out and remove the commercial airboat operations which prevent paddlers from getting safe and peaceful access to a national park. This is OUR park. Gigantic airboats charging fees to take tourists out on airboats the size of school buses may be appropriate for a place like Disney World - but they are hardly compatible with the values that bring people to a national park.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**
Kept Private: Yes

Correspondence Id: 145 **Comment Id:** 97163 **Coder's Initials:** V_CHARTIER

Comment Text: I also believe limiting the airboats would also be beneficial with more canoe and chickee camping access is a wonderful idea along with a few more walkways. Some of the trails on Turner River Road, Loop road, swamp walks etc could have better access for more people to enjoy it without having to use 4 wheel drive. The roads have been very poor over the past few years especially after the Katrina hurricane year. However, I do believe for people that cannot canoe and want to go a little further into the River of Grass that a limited amount of airboat concessions should be allowed not just the few elite people that always had access in the past. That is not right for the people that have not always lived in South Florida and owned part of the land or belonged to an elite club. To help remedy who should have the concessions I believe the National Park service should only run the concessions or maybe one other concession with the Indian tribe to be fair limiting the access and areas where the airboats will be able to travel. The airboat ride into the Everglades would also then teach about the ecosystem and environment as well as the history of the River of grass and the inhabitants and be able to preserve the way of the people that lived there if that would be promoted by the tribe and or National park. This is seen in other National parks such as the Smokies in 3 areas such as Airport Road preserving the homesteaders way of life, Yosemite with the Indian Cultural Center, etc. Hopefully then the airboat ride can remain affordable for all yet limited not to ruin the environment. Moreover I believe that the private four wheelers should not be allowed any access into the Everglades or Big Cypress ruining the land since most people that go on the trails do not respect the privilege and damage the land. Perhaps the National Park Service could also have a 4 wheel or swamp buggy ride on an already designated trail for all to enjoy not just a few elite people.

Organization: Sierra Club

Commenter: Kept Private **Page:** **Paragraph:**
Kept Private: Yes



Correspondence Id: 152 **Comment Id:** 97146 **Coder's Initials:** V_CHARTIER

Comment Text: Please eliminate big boats from our national parks,,,,,especially airboats from the everglades. these big airboats prevent kayaks from having safe access to this national park. Also make a wider bridge over Tamiami Trail for safer access. Keep our National parks waterways for the average outdoor tourist on a kayak....not the ones who just want to pay lots of money for a tour on a big boat. I have just visited the everglades.

Organization:

Commenter: chelsea montgomery **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 135 **Comment Id:** 97159 **Coder's Initials:** V_CHARTIER

Comment Text: Please construct bridges or other crossings to allow maximum flow and prohibit airboats operating above 3 miles per hour. I have enjoyed a number of kayaking trips in the Everglades, save for an encounter with a multi-passenger airboat.

Organization: Audubon, Sierra

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 61 **Comment Id:** 97224 **Coder's Initials:** V_CHARTIER

Comment Text: As this area is in the heart of Shark River Slough, the main source of water for most of ENP, airboat trails are not to conflict with the terms of the Everglades Expansion and Protection Act which calls for the restoration of "the natural hydrological conditions within the park." The elimination of airboats from this area will greatly facilitate a return of the natural vegetation and hydrological flows (a study conducted in the adjacent Big Cypress National Preserve found that airboat trails increased water flow five times over surrounding areas regardless of their directional orientation); decrease stress on animal life (commercial airboats are enormous and loud twin engine 'buses'); and provide visitors with a tranquil experience of the natural ecosystem that is very near and accessible to the dense urban populations of the east coast of Florida. Fishing opportunities and access to fishing spots south of Tamiami trail would improve as well as a result of this decision.

Organization: Palm Beach Kayak Fishing club

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 61 **Comment Id:** 97225 **Coder's Initials:** V_CHARTIER

Comment Text: It is also absolutely essential that designated airboat trails for private airboat owners be established and laid out so that paddlers can have safe and tranquil access to this easily accessible area without the noise or danger of an airboat encounter. Given the proximity to Miami, we can expect this area to receive heavy use



from paddlers once access is provided. Routes should be created for those who want access to the natural soundscape of East Everglades and the wildlife viewing opportunities the quiet atmosphere will facilitate. Freedom to paddle without worrying about a collision with an airboat in the dense sawgrass of this area is also a major consideration in the establishment of routes for both types of users.

Organization: Palm Beach Kayak Fishing club

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 82 **Comment Id:** 97207 **Coder's Initials:** V_CHARTIER

Comment Text: I also favor closing the airboat concessions in the area and generally limiting the motorized traffic in this area of the park. Opening up canoe and kayak trails will allow more people to access the beauty of the Everglades without endangering the wildlife that makes it an attractive visitor destination. I have attempted kayaking in eastern boundary areas of the park and the waters have become so saturated with gasoline runoff and the air polluted with exhaust from motorboats, that it is a disgusting experience to be close to the surface of the water.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 163 **Comment Id:** 97095 **Coder's Initials:** V_CHARTIER

Comment Text: Please do what you can to make these waterways more accessible to paddlers and to remove the issue of commercial airboat intimidation.

Organization:

Commenter: JoAnn J **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 174 **Comment Id:** 97065 **Coder's Initials:** V_CHARTIER

Comment Text: As far as canoe & kayak trails go, I guess they will be using the trails made by the traditional gladesmen over the past 50+ years who basically made travel into these areas for all to see possible. There is no way a canoe or kayak can penetrate these areas without some type of trail system.

Organization: JET PORT CONSERVATION & RECREATION CLUB

Commenter: john a CAMERON **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 98 **Comment Id:** 97200 **Coder's Initials:** V_CHARTIER

Comment Text: In addition, since the Park is set apart as a permanent wilderness preserving essential primitive conditions, I ask you to remove all commercial airboat



operations and instead provide quality access for non-motorized boats.

Organization:

Commenter: Katya Kovalenko **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 117 **Comment Id:** 97174 **Coder's Initials:** V_CHARTIER

Comment Text: I would like to encourage the state to buy out and remove all commercial airboat operations on the southern side of the Tamiami Trail. Having been taken on a tour of the Everglades as a child, I remember the noise and disruption that were caused by these vehicles. It is in the interest of the National Park to discontinue there use.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 118 **Comment Id:** 97184 **Coder's Initials:** V_CHARTIER

Comment Text: I also would like to see the commercial airboat operations removed from the Park. I have always felt it disturbed the bird and canoes or kayaks are a fine way to observe nature.

Organization: Sanibel Captiva Conservation Foundation

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 93 **Comment Id:** 97194 **Coder's Initials:** V_CHARTIER

Comment Text: It's also time to remove the commercial airboat operators. This recreation is not consistent with maintaining the natural resource and thus doesn't really belong in the Park as it interferes with waterflow and is generally disruptive of wildlife. Access can be provided via less damaging, intrusive, and quieter means.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 130 **Comment Id:** 97217 **Coder's Initials:** V_CHARTIER

Comment Text: The Powerpoint presentation on the NPS website titled "Enabling NE Shark River Slough Restoration" identified six alternatives of which the FBP recommended Alternative 6 ☐ Maximized Bridging ☐ No Direct Access to Commercial Facilities. Our support of this alternative is conditional on the complete removal of the commercial airboat concessions (Everglades Safari Park, Gator Park and Coopertown). These commercial airboat concessions should be completely removed for the following reasons: " They are not required by the Everglades National Park Protection and



Expansion Act. " Commercial airboat operations are not compatible with the proposed project objectives. " Airboats create significant adverse impacts on natural resources such as the hydrology, soils, vegetation, and wildlife. A substantial network of airboat trails is already visible on the aerial photographs used in the presentation. " The removal of the concessions would allow additional habitat restoration, ecological connectivity, and even distribution of water flows. " It would cost too much to protect the commercial airboat facilities from flooding due to higher water levels required by CERP. " Commercial airboat operations create user conflicts (including noise) with non motorized canoeists and kayakers. " Commercial airboat operations are not compatible with wilderness. " The NPS has failed to adequately manage the commercial airboat concessions by not complying with Executive Orders 11644 and 11989. The NPS has also failed to comply with NEPA by not producing an Environmental Assessment as soon as it achieved administrative control of the East Everglades Expansion Area years ago. " Entrance and exit ramps to the commercial airboat concessions would be too expensive to construct. " Commercial airboat operators violate Federal and State law by feeding alligators and flushing wading birds for tourist photographs.

Organization: Florida Biodiversity Project

Commenter: Brian Scherf **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 201 **Comment Id:** 97235 **Coder's Initials:** V_CHARTIER

Comment Text: The process of creating non-motorized areas and safe designated routes for paddlers where they will not encounter motorized transportation should begin immediately. It is an activity far more appropriate to the spirit of the National Park Service and the way the first 'biological park' in our nation's history was intended to be enjoyed than 'airboat rides'. It will also allow for the full extent of land deemed 'wilderness eligible' by NPS within the expansion area (approximately 97%), to be incorporated as 'designated wilderness' into the federal wilderness system without 'incompatible uses'. As stated in the 1934 enabling legislation for all of Everglades National Park - "The said area or areas shall be permanently reserved as a wilderness, and no development of the project or plan for the entertainment of visitors shall be undertaken which will interfere with the preservation intact of the unique flora and fauna and the essential primitive natural conditions now prevailing in this area."

Organization: Sierra Club

Commenter: Matthew Schwartz **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 201 **Comment Id:** 97234 **Coder's Initials:** V_CHARTIER

Comment Text: The Sierra Club is calling for the development of facilities and services for the non-motorized user of the East Everglades Expansion Area and the incorporation of those into the preferred alternatives for both the Tamiami Trail bridging and the East Everglades Expansion Area. Considering the purpose of the area as a unit of the National Park Service, and the twenty years which have elapsed in which non-



motorized users have been unable to enjoy this important public land, some of these changes should be phased in as soon as possible: - 'put ins' on either side of the new bridging to provide access for canoes and kayaks - a livery for canoes and kayaks operated as an authorized National Park Service rental concession - a series of 'chickees' similar to those in Florida Bay and in other parts of the park for backcountry camping - canoe routes that would allow for multi-day wilderness excursions (for those who want that experience) to places like the Ten Thousand Islands and the Wilderness Waterway both of which connect to Shark River Slough - interpretive boardwalks to allow non-paddlers and families a chance to experience and understand the heart of the Everglades ecosystem on foot

Organization: Sierra Club

Commenter: Matthew Schwartz **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 151 **Comment Id:** 97148 **Coder's Initials:** V_CHARTIER

Comment Text: We support an elevated 11 mile bridge. We recommend the purchase of air boat concessions in the area of this bridging. We recommend that the Department of Interior and the Park BUY OUT AND REMOVE ALL COMMERCIAL AIRBOAT OPERATIONS ALONG THE SOUTH SIDE OF TAMIAMI TRAIL (private airboat owners of record only - 1989 - to be allowed access on designated trails according to the terms of the Everglades Expansion and Protection Act). While the Sierra Club understands that some tourists do use these commercial tours as a way of getting a quick peek of the Everglades and possibly an alligator, there are serious ecological problems encountered with their continued operation (and there are many places in south Florida to ride an airboat outside the confines of a national park). If Alternative 6 is chosen, leaving these commercial operations in place could interfere with the historic movement of waters the bridging is supposed to return by leaving enormous 'island concessions' with parking lots, stores and docks in the historic flow of Shark River Slough.

Organization: Sierra Club, Loxahatchee Group

Commenter: Drew Martin **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 108 **Comment Id:** 97176 **Coder's Initials:** V_CHARTIER

Comment Text: I also support removing commercial airboats along the south side of the Tamiami trail and making better access for paddle boats.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 121 **Comment Id:** 97180 **Coder's Initials:** V_CHARTIER

Comment Text: I urge you to stop permitting air boats south of the Tamiami Trail.



These environmentally disruptive, incredibly loud and intrusive vehicles greatly harm habitat and wildlife and are impossible to co-exist with non-motorized boating.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 201 **Comment Id:** 97231 **Coder's Initials:** V_CHARTIER

Comment Text: User conflict is still another problem which emerges from the continued existence of the commercial airboat operations within the boundaries of ENP. This section of the park is by far the most accessible to the enormous resident and tourist populations of south Florida. Access to Shark River Slough by canoeists and kayakers (a rapidly growing outdoor sport in our region) is currently obtained through a 7 mile paddling trip (one way) to the point on the L-67 Canal Extension where the canal has been degraded and natural conditions have been allowed to return. I have made this trip and it is not easy. Access through this route is only possible for those capable of at least 14 miles of flatwater paddling. Less than that and visitors are only paddling in a canal and not experiencing anything close to the natural conditions of the Everglades. Another 'put in' has been arranged by the park superintendent and the owners of the Coopertown Airboat Tour at the east end of Tamiami Trail. Entering behind a dumpster on the property one is able to get access to the slough during high water conditions. However, the combination of airboats and paddlecraft in the same area is not safe. It is also not conducive to a form of recreation which emphasizes the experience of the natural landscape and soundscape, and opportunities for tranquillity and wildlife viewing.

Organization: Sierra Club

Commenter: Matthew Schwartz **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 201 **Comment Id:** 97232 **Coder's Initials:** V_CHARTIER

Comment Text: Again, it is helpful to see what the Act had to say about the future of airboats in the East Everglades Expansion Area: (c) PROTECTION OF FLORA AND FAUNA- The park shall be closed to the operation of airboats-- (1) except as provided in subsection (d); and (2) except that within a limited capacity and on designated routes within the addition, owners of record of registered airboats in use within the addition as of January 1, 1989, shall be issued nontransferable, nonrenewable permits, for their individual lifetimes, to operate personally-owned airboats for noncommercial use in accordance with rules prescribed by the Secretary to determine ownership and registration, establish uses, permit conditions, and penalties, and to protect the biological resources of the area. (d) CONCESSION CONTRACTS - The Secretary is authorized to negotiate and enter into concession contracts with the owners of commercial airboat and tour facilities in existence on or before January 1, 1989, located within the addition for the provision of such services at their current locations under such rules and conditions as he may deem necessary for the accommodation of visitors



and protection of biological resources of the area. The Act envisioned limited airboat use. The Act allows all owners of record as of 1989 continued access to park property via personally owned airboats. However, that use is supposed to be of a 'limited capacity' and on 'designated routes' only. Consistent with the Organic Act and all other NPS legislation, protection of the 'biological resources of the area' is paramount. To my knowledge, NPS has yet to establish a list of 'owners of record' nor has it created the designated trails that could be accessed by individual airboat owners.

Organization: Sierra Club

Commenter: Matthew Schwartz **Page:** **Paragraph:**

Kept Private: No

AE24001 Affected Environment: Hydrology (Non-substantive) (Non-Substantive)

Correspondence Id: 201 **Comment Id:** 97230 **Coder's Initials:** V_CHARTIER

Comment Text: In calling for Alternative 6 and the buyout and removal of the commercial airboat operations, Sierra Club is concerned about a range of factors. As mentioned above, left in place these operations would remain as large scale impediments to the historic natural flows of water in Shark River Slough. Access ramps to these 'island concessions' would put additional human engineering in the path of waters this project is supposed to eliminate. Other factors include changes in hydrology caused by the airboat trails (e.g. a study in neighboring Big Cypress National Preserve found up to a 5 fold increase in rates of water flow within airboat trails regardless of the trail's orientation). Airboats have also been shown to have impacts on water turbidity, soils, plants, and wildlife behavior. An excellent summary of the literature on this topic has been compiled by Wildlands CPR. It has also been attached to these comments for consideration during the preparation of the NPS' preferred alternative. As stated in the Everglades Protection and Expansion Act, restoration and enhancement of the area is a fundamental purpose of the Act: (b) PURPOSE- The purposes of this Act are to-- (1) increase the level of protection of the outstanding natural values of Everglades National Park and to enhance and restore the ecological values, natural hydrologic conditions, and public enjoyment of such area by adding the area commonly known as the Northeast Shark River Slough and the East Everglades to Everglades National Park; and (2) assure that the park is managed in order to maintain the natural abundance, diversity, and ecological integrity of native plants and animals, as well as the behavior of native animals, as a part of their ecosystem.

Organization: Sierra Club

Commenter: Matthew Schwartz **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 151 **Comment Id:** 97149 **Coder's Initials:** V_CHARTIER

Comment Text: The most important goal needs to be to return the natural flow of Shark River Slough in its original location and size. This should provide immediate



benefits to the Park. The Park needs to be restored to provide the scenic and wild experience that was intended when ENP was created. It is important that the hydrology be restored to protect both Florida Bay and the other natural areas of the Park. It is important that the Shark River Slough's flow be reestablished. This will benefit the maximum number of species in the Park and reestablish the natural hydrology.

Organization: Sierra Club, Loxahatchee Group

Commenter: Drew Martin **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 151 **Comment Id:** 97147 **Coder's Initials:** V_CHARTIER

Comment Text: THE SIERRA CLUB IS FIRMLY BEHIND ALTERNATIVE 6. We support maximum bridging across Tamiami Trail as was recommended by the Army Corps of Engineers in their original recommendation. We need to allow for sufficient water flow into the park. Right now Tamiami Trail is blocking this flow. We believe that it is imperative that this bridging be built as soon as possible.

Organization: Sierra Club, Loxahatchee Group

Commenter: Drew Martin **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 121 **Comment Id:** 97179 **Coder's Initials:** V_CHARTIER

Comment Text: The Everglades is dying and it is only your efforts that can forestall that outcome and it is for that reason, I urge you to adopt alternative 6. Alternative 6 provides for maximum bridging over the Tamiami Trail among the preferred options and as such, provides the greatest environmental benefit. Protecting what is left of the Everglades, by selecting alternative 6 that provides the maximum environmental benefit, is also the most beneficial for the economy of South Florida. The Everglades region and Everglades National Park bring countless tourist dollars to South Florida. Protecting Everglades wetlands that recharge the sole source aquifer for drinking water in South Florida is of incalculable benefit, and is a resource that deserves utmost protection. Saving highly endangered species that populate the Everglades is best accomplished by alternative 6 that provides maximal restoration of historic water flows. While it is difficult to accord a dollar value to a species on the verge of extinction, that does not under law, prevent you from taking that criteria into account. And if one were to assign a dollar value to stopping an extinction, the value of saving a unique species would be so high as to make any countervailing short term economic benefit derived from higher construction costs or some limited potential development, simply pale in comparison. The Everglades is just a tiny fraction of the wilderness and habitat that existed prior to 20th century ditching and diverting water flows. Alternative 6 is by far the best option presented to restoring some small semblance of water flow, without which the area and Everglades National Park stand little chance of surviving.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**



Kept Private: Yes

Correspondence Id: 59 **Comment Id:** 97103 **Coder's Initials:** V_CHARTIER

Comment Text: In certain scoping alternatives, the NPS is proposing the potential inclusion of con-spans instead of traditional raised bridging to move water under the Trail. If these designs are included for the EIS analysis, the NPS needs to provide adequate documentation to demonstrate that this design will provide equal flow and ecological benefits as traditional raised bridging. We ask that the NPS include this information in the EIS.

Organization: National Parks Conservation Association, Audubon of Florida, Everglades Foundation et al.

Commenter: Rebecca Garvoille **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 59 **Comment Id:** 97098 **Coder's Initials:** V_CHARTIER

Comment Text: For many years, Tamiami Trail has acted as a dam, preventing water from freely flowing along its historic and natural path from Water Conservation Area 3 into Everglades National Park and out to Florida Bay. This situation has effectively starved the Park of vital water, hindered Everglades restoration and resulted in the deterioration of the Park's unique ecosystems. The 2009 Omnibus Appropriations Act (2009 Omnibus Act) directive is an unparalleled opportunity for the National Park Service (NPS) to take steps to fully restore Everglades National Park (the Park) and advance Everglades restoration by maximizing additional bridging along the Tamiami Trail.

Organization: National Parks Conservation Association, Audubon of Florida, Everglades Foundation et al.

Commenter: Rebecca Garvoille **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 14 **Comment Id:** 96048 **Coder's Initials:** L_FLANK_MAGGI

Comment Text: Tamiami Trail is a dam that blocks water flow into Everglades National Park and Florida Bay. Please choose Alternative 6- maximum bridging. It is the only option that can restore natural fresh water flows to a dying Everglades. It will also make the Everglades more resilient to the threat of sea level rise caused by climate change. America's Everglades is a national treasure that is in danger. Alternative 6-maximum bridging provides the greatest environmental benefit and the most jobs. Please elevate Tamiami Trail so that after 90 years water can flow again into Everglades National Park.

Organization: Sierra Club

Commenter: Sierra Club **Page:** **Paragraph:**

Kept Private: No



Correspondence Id: 186 **Comment Id:** 96689 **Coder's Initials:** V_CHARTIER

Comment Text: THE SIERRA CLUB IS FIRMLY BEHIND ALTERNATIVE 6. This allows for maximum bridging across Tamiami Trail and is closest to the Army Corps of Engineers original recommendation of an 11 mile bridge to allow for sufficient water flow into the park. When completed, it will provide the greatest environmental benefits to an ecosystem containing a mix of plants and animals found nowhere else on the planet - including 36 species listed as threatened or endangered. These include the manatee, green sea turtle, American Crocodile, and the critically endangered Florida panther.

Organization: Tampa Bay Sierra Club

Commenter: Steven D Tryon **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 70 **Comment Id:** 97112 **Coder's Initials:** V_CHARTIER

Comment Text: For many years I have advocated the improvement of water sheetflow to the balance of the Everglades, not only by the bridging of the Tamiami Trail, but through bridges and/or culverts in all east-west roadways south of Lake Okeechobee, whether vehicular or rail.

Organization: South Florida Audubon Society

Commenter: Grant Campbell **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 88 **Comment Id:** 97211 **Coder's Initials:** V_CHARTIER

Comment Text: As a Florida native and member of the state's legislature, I am in support of proposal six (6). I feel the proposal provides the most benefit for the Everglades and am confident the project will restore the historic waterflow thus improving habitat and quality of water in Florida Bay.

Organization: State Representative

Commenter: Mark S Pafford **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 192 **Comment Id:** 96664 **Coder's Initials:** V_CHARTIER

Comment Text: We strongly support Alternative 6, which will allow the greatest connectivity between Water Conservation Area 3 and the Everglades National Park.

Organization: Center for Biological Diversity

Commenter: Jacki M Lopez **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 192 **Comment Id:** 96665 **Coder's Initials:** V_CHARTIER



Comment Text: (1) Alternative 6 is the only alternative that satisfies the objectives of the 2009 Omnibus Appropriations Act. Congress directed the NPS to restore more natural water flow to the Everglades National Park and Florida Bay, and to restore habitat within the Park and the ecological connectivity between the Park and the Water Conservation Areas. The 2009 Omnibus Act gives the NPS an unprecedented opportunity to take the necessary steps to fully restore Everglades National Park and advance the Everglades' restoration by implementing Alternative 6 and fully bridging the Tamiami Trail. The NPS has already acknowledged that the other alternatives offered would not provide the flow necessary to restore more natural flow or to restore habitat within the Park.

Organization: Center for Biological Diversity

Commenter: Jacki M Lopez **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 192 **Comment Id:** 96666 **Coder's Initials:** V_CHARTIER

Comment Text: 2) Alternative 6 will help further the goals of species and habitat management in the Everglades. The purpose of the Tamiami Trail construction is to restore more natural water flow to Everglades National Park and Florida Bay and restore habitat and ecological connectivity between the Park and Water Conservation Areas; and to ensure that future Comprehensive Everglades Restoration Plan projects will not require additional modifications to the Trail. Numerous species of plants and wildlife rely on the health of the Florida Everglades for their survival. The historic draining of wetlands and alteration of water flow are some of the leading causes of these species' decline. These species include the American crocodile, Arctic peregrine falcon, green turtle, Atlantic Ridley turtle, Atlantic hawksbill turtle, Atlantic leatherback turtle, Cape Sable seaside sparrow, Everglades snail kite, wood stork, West Indian manatee, Florida panther, Key Largo wood rat, Key Largo cotton mouse, red-cockaded woodpecker, Schaus swallowtail butterfly, Garber's Spurge, smalltooth sawfish, and southern bald eagle. It is the policy established by Congress in the Endangered Species Act that all federal agencies shall seek to conserve endangered and threatened species and shall utilize their authorities in furtherance of that goal. Alternative 6 is the alternative that most fully complies with the policy of the ESA and aids the Fish and Wildlife Service and National Marine Fisheries Service in their duties to recover imperiled species. Likewise, NPS should consider the affects of the alternatives on nearby public lands owned by the government including Big Cypress National Preserve, Biscayne National Park, Dry Tortugas National Park, the Florida Keys National Marine Sanctuary, the Rookery Bay National Marine Estuarine Research Reserve, and 16 national wildlife refuges. Furthermore, the overarching goal of Comprehensive Everglades Restoration Plan is to "get the water right" by restoring the natural hydrological conditions of the region. Alternative 6 is the only alternative that will enable NPS to help the Army Corps of Engineers realize that goal.

Organization: Center for Biological Diversity

Commenter: Jacki M Lopez **Page:** **Paragraph:**



Kept Private: No

Correspondence Id: 15 **Comment Id:** 96133 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: For many years, Tamiami Trail has acted as a dam, preventing water from freely flowing along its historic and natural path from Water Conservation Area 3 into Everglades National Park and out to Florida Bay. This situation has effectively starved the Park of vital water, hindered Everglades restoration and resulted in the deterioration of the Park's unique ecosystems. The 2009 Omnibus Appropriations Act (Omnibus Act) directive is an unparalleled opportunity for the National Park Service (NPS) to take steps to fully restore Everglades National Park and advance Everglades restoration by maximizing additional bridging along the Tamiami Trail.

Organization: National Parks Conservation Association

Commenter: Rebecca Garvoille **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 204 **Comment Id:** 97044 **Coder's Initials:** V_CHARTIER

Comment Text: Miami-Dade County staff has participated on a variety of technical teams involved in the development of the Modified Water Delivery Project elements and Comprehensive Everglades Restoration. The County recognizes that improvements to the Tamiami Trail are part of a critical step in achieving more natural flow of water from the Water Conservation Areas (WCA) to northeast Shark River Slough and Everglades National Park (ENP). The 2009 Omnibus Appropriations Act provides an opportunity to move forward on this key component of south Florida ecosystem restoration.

Organization: Miami-Dade County DERM

Commenter: Carlos Espinosa **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 204 **Comment Id:** 97045 **Coder's Initials:** V_CHARTIER

Comment Text: Miami-Dade County expects that improved flow will not only benefit hydrology and the ecosystem in ENP, but will also help to relieve unnaturally high water levels in portions of the WCAs, benefit fish and wildlife species (including listed species) in marshes and downstream areas, and enhance water quality and potential for water deliveries for human water supply. However, increased stages in eastern portions of the WCA and ENP and in certain canals may affect seepage and flood protection level of service to the east.

Organization: Miami-Dade County DERM

Commenter: Carlos Espinosa **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 118 **Comment Id:** 97183 **Coder's Initials:** V_CHARTIER



Comment Text: I would support Option # 6 to restore the natural flow of water to the Everglades as the best solution.

Organization: Sanibel Captiva Conservation Foundation

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 191 **Comment Id:** 96672 **Coder's Initials:** V_CHARTIER

Comment Text: We are writing to request that you choose alternative 6 as your preferred alternative, as this will do the most to restore waterflow in the Everglades.

Organization: Wildlands CPR

Commenter: Bethanie Walder **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 193 **Comment Id:** 96495 **Coder's Initials:** V_CHARTIER

Comment Text: I firmly support ALTERNATIVE 6. This alternative allows for maximum bridging across Tamiami Trail and is closest to the Army Corps of Engineers original recommendation of an 11 mile bridge to allow for sufficient water flow into the park. When completed, it will provide the greatest environmental benefits to an ecosystem containing a mix of plants and animals found nowhere else on the planet - including 36 species listed as threatened or endangered.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 194 **Comment Id:** 96504 **Coder's Initials:** V_CHARTIER

Comment Text: I CHOOSE ALTERNATIVE 6 FOR THE BRIDGING OF TAMIAMI TRAIL. This will allow for the maximum flow of water into the Shark River Slough and the heart of Everglades National Park. It will also likely create the greatest number of jobs during construction.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 194 **Comment Id:** 96662 **Coder's Initials:** V_CHARTIER

Comment Text: BUY OUT AND REMOVE ALL COMMERCIAL AIRBOAT OPERATIONS ALONG THE SOUTH SIDE OF TAMIAMI TRAIL (private airboat owners of record only - 1989 - to be allowed access on designated trails according to the terms of the Everglades Expansion and Protection Act). While some tourists do use these commercial tours as a way of getting a quick peek of the Everglades and possibly an alligator, there are serious ecological problems encountered with their continued



operation (and there are many places in south Florida to ride an airboat outside the confines of a national park). If Alternative 6 is chosen, leaving these commercial operations in place will - interfere with the historic movement of waters the bridging is supposed to return by leaving enormous 'island concessions' with parking lots, stores and docks in the historic flow of Shark River Slough - require costly and complicated off ramps (cloverleaf's on Tamiami Trail?) to provide public access - placing still more human engineering in the water flow - interfere with the natural hydrology of the Shark River Slough (research conducted in adjacent areas of Big Cypress National Preserve found a five fold increase in water moving through airboat trails regardless of their direction). - prevent a safe and quiet non-motorized experience of the park for south Florida residents and tourists.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 39 **Comment Id:** 96059 **Coder's Initials:**

L_FLANK_MAGGI

Comment Text: You said you want the water flow to be like it used to be. Used to be when? In 1920? But you said like it was -- like it was when? The Everglades National park was established the year I was born and I was born here. I'm wondering how many people in this group here have ever been right there or have ever been right there. Do you understand what I'm saying? I'm sure that everybody here has this great intention, and nothing against the Army Corps of Engineers, but the way that I understand the problems that we have were created by the Army Corps Engineers. And we are under directives again. We are not giving this poor man to study what he has to study. So what year are you going back to, the first question was. My parents came here in 1923, and I was born here in 1947 when the park was created.

Organization:

Commenter: N/A N/A **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 122 **Comment Id:** 97166 **Coder's Initials:** V_CHARTIER

Comment Text: Please listen to the recommendation of the Sierra Club in choosing which alternative is better for the improvements of the Tamiami Trail. Alternative #6 is what is recommended for the maximum benefit to the wildlife and ecosystem of the Everglades. I am grateful that the opportunity exists for these improvements, and hope that the project will have long lasting benefits for Everglades National Park.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 123 **Comment Id:** 97213 **Coder's Initials:** V_CHARTIER



Comment Text: I hate to see the commercial (& private) air boat facilities forced out of business, but Alternative 6 with 3.5-, 1.75-, 1.0- and 0.8-mile bridges is what would restore maximum flow to the eastern Everglades and come the closest to approximating the natural flow conditions before the area was changed into a desert. It would have been nice if the old Frog City property could have been developed into a drive-in camp site, but if the 3.5-mile bridge should take it off the map, then so be it. It would also be nice if the Blue Shanty Canal were to remain open for canoe access from the L-29 Canal.

Organization: Florida Trail Association

Commenter: David B Denham **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 124 **Comment Id:** 97169 **Coder's Initials:** V_CHARTIER

Comment Text: Not only will this allow the water to return in a natural way, at minimal costs for M & O, but it will provide a spectacular vantage point for travelers, offering an increase in visitor interest and eco-tourism. For critics who deride the size and cost of such a project, direct them to the cost sheets of I-10 leading into New Orleans, or any bridge/tunnel passage so common through the mountainous areas of the U.S. I'm also reminded of the \$1.3 billion cost of the 13 mile stretch of I-595 that went from Andy Town (at US 27) and the Fort Lauderdale Airport, or the Billion Dollar Metro Rail phase one. There are an incredible number of costly roads to nowhere in our part of Florida to compare with this, but none of those project help now when we need the jobs, nor did any of them save an ecosystem of global significance.

Organization:

Commenter: Joe Podgor **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 125 **Comment Id:** 97215 **Coder's Initials:** V_CHARTIER

Comment Text: We support Option 6 for elevating Tamiami Trail to provide maximum water to the Park and a buyout and removal of all private airboat concessions on the south side of Tamiami Trail. Provisions for public access should include sites to launch canoes and kayaks and hammocks and chickees for paddlers in the park interior.

Organization: Loxahatchee Sierra Club

Commenter: John B Koch **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 128 **Comment Id:** 97182 **Coder's Initials:** V_CHARTIER

Comment Text: In conjunction with Alternative 6, the NPS should buy out all commercial airboat operations along the south side of Tamiami Trail. Without taking this step, parking lots, docks, and stores will still create substantial interference with the historic flow of waters, the very thing the bridging project is supposed to restore. Also,



the continued existence of these concessions will require new off-ramps, further engineering hampering the historic flow. The existing concessions also hinder non-motorized access to the park. In place of the commercial airboat operations which have been in place for decades without a required concession contract with NPS, there should be a concession for canoes and kayaks, with the operator making rental payments to NPS. There should also be "put-in" locations for those who bring their own canoes and kayaks to safely enter and use the park. Finally, there should be boardwalks with interpretive signs to allow families and non-paddlers to enjoy the park on foot. All these steps would allow a true eco-tourism experience, rather than the superficial tourism that airboats permit. Moreover, they allow preservation of the pristine nature of the park for future generations, an important goal of the NPS.

Organization:

Commenter: Mara Shlackman **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 13 **Comment Id:** 96051 **Coder's Initials:**

L_FLANK_MAGGI

Comment Text: We support the maximum spanning of Tamiami Trail to service surface water flows into NE Shark Slough. Only Alternative 6 offers the broadest possible breadth and distribution of surface flows to restore seasonal flows. If NPS hopes to attain the proposed objectives stated in the May 2009 newsletter for NESS the vast majority of the eleven-mile stretch of the trail will require elevation. The Tamiami Trail (Trail) dam has long impeded normal flows of any pattern to NESS disrupting habitat and wildlife and exacerbating fires in NESS. The majority of the Trail needs degrading and ultimate removal so NPS can proceed with Everglades restoration. Only a series of connected bridges or the vision of a Skyway presented by Sierra Club will restore slow, southerly natural sheetflow, which provides the time to filter and cleanse surface waters. We support only an Alternative 6 style series of bridges or a skyway that can reverse the impacts of a dam and restore balance to a maligned system.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 143 **Comment Id:** 97153 **Coder's Initials:** V_CHARTIER

Comment Text: As a Florida native and representative of our group of over 1000 persons, I would ask that you choose Alternative 6 in your bridging process. This is our last chance to give this park an opportunity to survive what has destroyed Florida, growth. Nature created systems for a reason and when our people chose to destroy the natural flow, the Everglades spiroled down to a less than 'splendid' condition that we are now attempting to recover.

Organization: Nature Coast Group, Sierra Club

Commenter: Theresa Waldron **Page:** **Paragraph:**



Kept Private: No

Correspondence Id: 156 **Comment Id:** 97111 **Coder's Initials:** V_CHARTIER

Comment Text: Please chose alternative 6 for the bridging of Tamiami Trail. This will allow for the maximum flow of water into the Shark River Slough and the heart of Everglades National Park. It will also likely create the greatest number of jobs during construction. When completed, it will provide the greatest environmental benefits to an ecosystem containing a mix of plants and animals found nowhere else on the planet - including 36 species listed as threatened or endangered. These include the manatee, green sea turtle, American Crocodile, and the critically endangered Florida panther.

Organization:

Commenter: N/A N/A **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 145 **Comment Id:** 97162 **Coder's Initials:** V_CHARTIER

Comment Text: I believe that having a true open flow of the Everglades would be in the best interest for the environment, humans and all animals. A natural flow provided by the bridges to go over Tamiami Trail at this point in time would be the best answer for the water flow and animal access.

Organization: Sierra Club

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 159 **Comment Id:** 97062 **Coder's Initials:** V_CHARTIER

Comment Text: I would like to support Alternative 6. This allows for maximum bridging across Tamiami Trail and is closest to the Army Corps of Engineers original recommendation of an 11 mile bridge to allow for sufficient water flow into the park. When completed, it will provide the greatest environmental benefits to an ecosystem containing a mix of plants and animals found nowhere else on the planet - including 36 species listed as threatened or endangered. These include the manatee, green sea turtle, American Crocodile, and the critically endangered Florida panther.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 65 **Comment Id:** 96475 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: I am in favor of building the 11 mile skyway to improve water flow into Shark River Slough, the alternative that has been shown by the Corps of Engineers to be the best alternative for the Everglades.



Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 182 **Comment Id:** 96716 **Coder's Initials:** V_CHARTIER

Comment Text: CHOOSE ALTERNATIVE 6 FOR THE BRIDGING OF TAMIAMI TRAIL. This will allow for the maximum flow of water into the Shark River Slough and the heart of Everglades National Park. It will also likely create the greatest number of jobs during construction.

Organization:

Commenter: Bill Stokes **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 200 **Comment Id:** 96501 **Coder's Initials:** V_CHARTIER

Comment Text: The proper water flow is necessary in order to facilitate restoration of the Everglades and the preservation of the many indigenous species of flora and fauna.

Organization: Palm Beach Meeting of the Religious Society of Friends (Quakers)

Commenter: Annabeth Karson **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 170 **Comment Id:** 97051 **Coder's Initials:** V_CHARTIER

Comment Text: tamiami trail highway upgrades should follow plan 6toallow more water flow underthe highway.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 171 **Comment Id:** 97139 **Coder's Initials:** V_CHARTIER

Comment Text: Again with any regards to the historical cultural communities properties the Sierra Club recommends buying out all the commercial airboat operations along the South Side of the Tamiami Trail. These operations are part of South Florida's Historical Culture and our part of the Gladesman Cultural property values. The airboating operations and their base of operations are not significant in interfering with water flow. We could get the water flow now simply if the culverts were maintained and the levees opened at the natural times would allow for sufficient water flow for any delivery schedule. But the agencies would rather spend money on plans that will hurt the culture and artificially manipulate the waters to suit whatever experiment they wish to perform with our public lands.

Organization:

Commenter: Shane Snell **Page:** **Paragraph:**



Kept Private: No

Correspondence Id: 171 **Comment Id:** 97141 **Coder's Initials:** V_CHARTIER

Comment Text: I ask that the NPS give Folks more time to further review the alternatives and give us the individual costs of the different type of bridging so that we can decide which gives us the most bang for the buck a water delivery schedule and protections for the cultural property values.

Organization:

Commenter: Shane Snell **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 171 **Comment Id:** 97130 **Coder's Initials:** V_CHARTIER

Comment Text: It is my firm belief that there are a lot less expensive and viable alternatives to these bridges and skyways that would achieve the same or greater water delivery goals in a shorter amount of time.

Organization:

Commenter: Shane Snell **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 171 **Comment Id:** 97129 **Coder's Initials:** V_CHARTIER

Comment Text: I believe that everyone from the Gladesman Cultural Community truly wants to get the water delivery schedule right for the benefit of the Northern Everglades and Everglades National Park.

Organization:

Commenter: Shane Snell **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 176 **Comment Id:** 97024 **Coder's Initials:** V_CHARTIER

Comment Text: We need to remove the asphalt dam of the Tamiami Trail and allow the water to flow freely and naturally. This, along with the opening of the water corridor south of Lake Okeechobee as a result of the US Sugar deal, will make the Comprehensive Everglades RESTORATION Plan actually live up to it's name. Otherwise, the CERP will remain just another bad water management project that will never result in true restoration of the Everglades ecosystem.

Organization:

Commenter: Keith Wasserman **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 92 **Comment Id:** 97202 **Coder's Initials:** V_CHARTIER



Comment Text: I teach Environmental Chemistry at both undergraduate and graduate levels. My reserach is on the effect of nutrients (phosphorous, nitrogen, iron, etc.) on microalgal communities. I have been involved in reserch in the Greater EVerglades systems for 15+^ years. All existing Science points to Alternative #6, the 11 mile bridging of the Tamiami Trail, as the best alternative. It is imperative that some semblance of sheet flow be restored in order to aid the rejuvenation of Taylor Slough and assist the repair of northeast FLorida Bay, which has been experiencing strong cyanobacterial blooms over the past several years. This IS the turning point-half measures will not suffice.

Organization: Florida Atlantic University

Commenter: Dr. J.William Louda **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 93 **Comment Id:** 97193 **Coder's Initials:** V_CHARTIER

Comment Text: Alternative 6 is the best alternative. It's time to let the "river of grass" flow again. The ecosystem which the National Park Service is charged to protect is being slowly strangled by Tamiami Trail. It's time to take the biggest corrective measures available and that's Alternative 6 -- build the bridge.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 105 **Comment Id:** 97187 **Coder's Initials:** V_CHARTIER

Comment Text: I just wanted to write a short comment in support of Alternative 6 for the Shark River Slough Restoration. It's time our community take extreme action to restore the Everglades and its inhabitants. I am sure some of the fears of Alternative 6 include closing the closing of many commercial airboat operations. However, if the Everglades dries up because we do not restore in properly and in a timely fashion, then these airboat operations will end up shutting down anyways and without the buy out. I can't imagine losing the Everglades and all of the life it supports. I support moving forward with Alternative 6 so we can attempt to make the Everglades healthy again.

Organization:

Commenter: Courtney N/A **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 106 **Comment Id:** 97197 **Coder's Initials:** V_CHARTIER

Comment Text: Please implement option '6' to restore water flow to the Everglades.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes



Correspondence Id: 107 **Comment Id:** 97201 **Coder's Initials:** V_CHARTIER

Comment Text: After reading about the plans for everglades restoration of Shark Slough Alternative 6 seems like the best plan. This plan allows for the maximum flow of water into the system. I have experienced the beauty of the Everglades personally. For the past few years, my husband and I embark on the Shark Valley bike ride. We have had the opportunity to see wildlife and appreciate the stillness of being. The everglades is important to all of us who live in Florida and all attempts should be made to restore it.

Organization:

Commenter: Nancy E Hartgold **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 116 **Comment Id:** 97185 **Coder's Initials:** V_CHARTIER

Comment Text: Restoring the flow to the Everglades is very important. It is important to saving this valuable ecosystem with its unique plant and animal life. It is important to preserving the water supply for people as well as flora and fauna. It is important in view of the effects of global warming on the water levels to coastal Florida as well as the Everglades watershed.

Organization: League of Women Voters

Commenter: Theresa Lianzi **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 130 **Comment Id:** 97217 **Coder's Initials:** V_CHARTIER

Comment Text: The Powerpoint presentation on the NPS website titled "Enabling NE Shark River Slough Restoration" identified six alternatives of which the FBP recommended Alternative 6 □ Maximized Bridging □ No Direct Access to Commercial Facilities. Our support of this alternative is conditional on the complete removal of the commercial airboat concessions (Everglades Safari Park, Gator Park and Coopertown). These commercial airboat concessions should be completely removed for the following reasons: " They are not required by the Everglades National Park Protection and Expansion Act. " Commercial airboat operations are not compatible with the proposed project objectives. " Airboats create significant adverse impacts on natural resources such as the hydrology, soils, vegetation, and wildlife. A substantial network of airboat trails is already visible on the aerial photographs used in the presentation. " The removal of the concessions would allow additional habitat restoration, ecological connectivity, and even distribution of water flows. " It would cost too much to protect the commercial airboat facilities from flooding due to higher water levels required by CERP. " Commercial airboat operations create user conflicts (including noise) with non motorized canoeists and kayakers. " Commercial airboat operations are not compatible with wilderness. " The NPS has failed to adequately manage the commercial airboat concessions by not complying with Executive Orders 11644 and 11989. The NPS has also failed to comply with NEPA by not producing an Environmental Assessment as



soon as it achieved administrative control of the East Everglades Expansion Area years ago. " Entrance and exit ramps to the commercial airboat concessions would be too expensive to construct. " Commercial airboat operators violate Federal and State law by feeding alligators and flushing wading birds for tourist photographs.

Organization: Florida Biodiversity Project

Commenter: Brian Scherf **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 131 **Comment Id:** 97165 **Coder's Initials:** V_CHARTIER

Comment Text: I strongly support Alternative 6, and the opportunity to restore the water flows so crucial to bringing back the critical functions of the Everglades.

Organization:

Commenter: Robin Mann **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 132 **Comment Id:** 97177 **Coder's Initials:** V_CHARTIER

Comment Text: I would like to see the Tamiami Trail raised for as long a distance as possible, allowing more water and animals to pass. Option 6 appears to be the best approach to me. In addition to the benefits to the natural world, the more bridge that is built the more jobs there will be.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 2 **Comment Id:** 96009 **Coder's Initials:** L_FLANK_MAGGI

Comment Text: I am for whatever helps restore the natural sheet flow of the Everglades to Florida Bay as long as it does not mean the filling in of any canal system along the Tamiami Trail or Alligator Alley. The freshwater fishery that has established in these canal systems needs to remain so future generations can enjoy them the way I have and my family has. I would like to see the canal systems have easier access so fishermen of all ages can enjoy the fine freshwater fishing that these man made canals have to offer.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 133 **Comment Id:** 97164 **Coder's Initials:** V_CHARTIER

Comment Text: I worked very hard to help implement the Sierra Club sponsored plan to restore the Everglades by building a bridge to restore NE Shark River Slough instead of just a cheaper cement abutment that would permanently block full restoration of the



sheet flow. I want to see the best possible plan for restoring the Everglades without caving in to developers or the Army Corps of Engineers or any group involved trying to cut corners - half measures avail us nothing. Please do this whole-heartedly for the best for the future of our Everglades.

Organization: Save It Now Glades

Commenter: Deb Arnason **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 155 **Comment Id:** 97116 **Coder's Initials:** V_CHARTIER

Comment Text: I agree with the Sierra Clubs stance on Alternative 6 which allows maximum water flow into the Everglades National Park and also provides a non-motorized experience of the park which will help to preserve its natural primitive conditions.

Organization: Sierra Club

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 160 **Comment Id:** 97061 **Coder's Initials:** V_CHARTIER

Comment Text: Restoring water flow to the Everglades is critical. I support #6, allowing the maximum water flow to this area.

Organization: Sierra Club

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 61 **Comment Id:** 97224 **Coder's Initials:** V_CHARTIER

Comment Text: As this area is in the heart of Shark River Slough, the main source of water for most of ENP, airboat trails are not to conflict with the terms of the Everglades Expansion and Protection Act which calls for the restoration of "the natural hydrological conditions within the park." The elimination of airboats from this area will greatly facilitate a return of the natural vegetation and hydrological flows (a study conducted in the adjacent Big Cypress National Preserve found that airboat trails increased water flow five times over surrounding areas regardless of their directional orientation); decrease stress on animal life (commercial airboats are enormous and loud twin engine 'buses'); and provide visitors with a tranquil experience of the natural ecosystem that is very near and accessible to the dense urban populations of the east coast of Florida. Fishing opportunities and access to fishing spots south of Tamiami trail would improve as well as a result of this decision.

Organization: Palm Beach Kayak Fishing club

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes



Correspondence Id: 61 **Comment Id:** 97227 **Coder's Initials:** V_CHARTIER

Comment Text: The buyout of the airboat concessions will also make it easier for the eventual construction of the Tamiami Trail Skyway. This eleven mile elevated roadway has been identified by the Army Corps of Engineers as the optimal method for restoring sheetflow into the main body of Everglades National Park. This project is very much supported by the Sierra Club as it will bring in much needed water to vast areas of ENP.

Organization: Palm Beach Kayak Fishing club

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 162 **Comment Id:** 97059 **Coder's Initials:** V_CHARTIER

Comment Text: I support the SIERRA CLUB advocacy of ALTERNATIVE 6. This allows for maximum bridging across Tamiami Trail and is closest to the Army Corps of Engineers original recommendation of an 11 mile bridge to allow for sufficient water flow into the park. It will also likely create the greatest number of jobs during construction.

Organization: Sierra Club

Commenter: Shelby Norris **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 82 **Comment Id:** 97206 **Coder's Initials:** V_CHARTIER

Comment Text: As a former long-time resident of South Florida and still a resident of the state of Florida, I am in favor of raising the Tamiami Trail to increase the flow of water into Shark Valley and surrounding areas of the Everglades, restoring somewhat the original water levels of the environment. Improving wildlife habitat and water quality will benefit the area economically by preserving a key attraction for southern Florida know all around the world and will improve the quality of life for all of us who live near and visit the Park. These improvements will also provide much-needed jobs to many in the construction industry in South Florida and will be a beneficial use of the stimulus money in harmony with the goals of the legislation.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 167 **Comment Id:** 97054 **Coder's Initials:** V_CHARTIER

Comment Text: I fully support ALTERNATIVE 6 FOR THE BRIDGING OF TAMIAMI TRAIL. This will allow for the maximum flow of water into the Shark River Slough and the heart of Everglades National Park.

Organization: Greater Hollywood Chamber of Commerce



Commenter: Sean Atkinson **Page:** **Paragraph:**
Kept Private: No

Correspondence Id: 168 **Comment Id:** 97049 **Coder's Initials:** V_CHARTIER

Comment Text: I have looked at the different alternatives and prefer that the bridge should have the maximum length with no access to commercial facilities (alternative 6). This would allow the most water flow through the Everglades Park that would bring more wildlife into the park and help survive some of the endangered species like manatees, crocodiles.

Organization: Broward Sierra Club

Commenter: Maria Lucassen **Page:** **Paragraph:**
Kept Private: No

Correspondence Id: 68 **Comment Id:** 96480 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: lets save one of the most unique national parks in the world. UNESCO recognized and now finally US government is recognizing its role, importance and role in the environment. chose alternative 6: This allows for maximum bridging across Tamiami Trail and is closest to the Army Corps of Engineers original recommendation of an 11 mile bridge to allow for sufficient water flow into the park. When completed, it will provide the greatest environmental benefits to an ecosystem containing a mix of plants and animals found nowhere else on the planet - including 36 species listed as threatened or endangered. These include the manatee, green sea turtle, American Crocodile, and the critically endangered Florida panther. this will allow for the maximum flow of water into the Shark River Slough and the heart of Everglades National Park. It will also likely create the greatest number of jobs during construction. amazingly, the most effective measures to protect the environment, also create the most jobs locally, and often rather high quality and high paid jobs. it seems so easy and obvious. lets act smartly and keep the most precious Everglades in a better shape for our kids and theirs.

Organization: University of Miami

Commenter: Stefan Glück **Page:** **Paragraph:**
Kept Private: No

Correspondence Id: 174 **Comment Id:** 97064 **Coder's Initials:** V_CHARTIER

Comment Text: Building a bridge on tamiami trail is ridiculous. If additional culverts were added & existing culverts were cleaned out there would be plenty of surface water flow and no need for a bridge. Most water flow occurs under ground through the porous rock. Ever wonder how Artesian wells get their water or fresh water boils occur in the bays?? Send more water south instead of dumping it into the east- west canals. Construction along our coastline is the biggest impedance of surface water flow ever.

Organization: JET PORT CONSERVATION & RECREATION CLUB



Commenter: john a CAMERON **Page:** **Paragraph:**
Kept Private: No

Correspondence Id: 97 **Comment Id:** 97189 **Coder's Initials:** V_CHARTIER

Comment Text: I urge to you adopt alternative SIX, in that it will most closely start the natural process of restoring this part of the Glades back to what mother nature created long ago. The days of fleecing tourist with a six foot high pile of shells, reservation Indians dressed up as alligator wrestlers, environmentally, dangerously noisy, destructive airboats is OVER. The huge majority of Americans now support a more passive, sustainable involvement with natural wonders such as the Glades. The past fatal, flawed policies of Water Management Districts on the Glades goes without saying and every American is paying the price today. Lets get it RIGHT this TIME.

Organization:

Commenter: wilson k bagwell **Page:** **Paragraph:**
Kept Private: No

Correspondence Id: 98 **Comment Id:** 97199 **Coder's Initials:** V_CHARTIER

Comment Text: I ask you to choos ealternative 6 for bridging the Tamiami Trail (US 41) as the most reasonable way to restore Park's hydrology and ecosystem function and with that the plentiful life it supports and which is the park's main attraction.

Organization:

Commenter: Katya Kovalenko **Page:** **Paragraph:**
Kept Private: No

Correspondence Id: 99 **Comment Id:** 97196 **Coder's Initials:** V_CHARTIER

Comment Text: Lets get this project completed already before Florida Bay is a memory! Lets clean up what the Corps messed up decades ago!We need a natural flow under Tamiami Tr immediately- stop wasting time!

Organization:

Commenter: N/A N/A **Page:** **Paragraph:**
Kept Private: No

Correspondence Id: 202 **Comment Id:** 97127 **Coder's Initials:** V_CHARTIER

Comment Text: In reviewing the Enabling Northeast Shark Slough Restoration- Modification of the Tamiami Trail presentation below are my alternate suggestions: - Proceed with the one mile bridge already approved on the east side of the project. - Install conspan like structures with 5 or more openings replacing the existing culverts #55, 46, 45 and 44 elevating to road 1 ft. instead of 2 ft. - Complete removal of vegetation south of the Tamiami Trail to natural ground level, except at wood start colony. - Dredge the small drainage channels that run over 1 mile south, no rock



removal necessary. - Temporary block partial culvert #59 until the seepage into L31 is corrected or slowed down, resulting in losing less seepage to L31. - Remove the balance of L67 south. As a result to these alternatives, would not be necessary to elevate the road more than one foot. The 8.5 ft. water elevation in L29 would be adequate to create sheet flow. When the Western gate is open very high and the Eastern gate is closed. At culvert #45 there will be white water rapids and at the same time the water flow at #52 and #53 will be small ripples and swirls. Which means more water is flowing south at the Western side of the project. When the Western end is open with a one mile bridge the Western side will receive the larger amount of water flow instead of the Eastern side. Which would indicate the larger amount of water would be moving to the Southwest instead of the Eastern side of the project. Degrading the vegetation South of Tamiami Trail swales would not be necessary or beneficial to help sheet flow south. I do not feel that any additional bridges outside of conspan bridges is necessary. The elevation of 9.7 ft in L29 will be difficult to obtain. In 2004 the Western flood gate was open maximum 14 days and the maximum water elevation obtained before they lost headwater was 9.4 ft and was not able to sustain it so why would they consider elevating the road way two feet?

Organization: Coopertown Airboat Tours

Commenter: Jesse Kennon **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 183 **Comment Id:** 96690 **Coder's Initials:** V_CHARTIER

Comment Text: South Florida Anglers For Everglades Restoration (SAFER) is in favor of the No Action Alternative- a one mile bridge located on the east side of the Tamiami Trail, and combined with a clean out of the culverts already in existence under the roadbed, and maintained to keep the culverts free of impediments to the flow of water.

Organization: SAFER

Commenter: Al Ovies **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 189 **Comment Id:** 96677 **Coder's Initials:** V_CHARTIER

Comment Text: About five years ago the plan was being discussed and the bridging of the Tamiami Trail at then unknown cost was brought up. At that time I spoke up and suggested that they clean out the culverts under US-41 and clean out the downstream areas that had been silted over with both silt and vegetation. This has never been maintained and as a result, no flow of water.

Organization:

Commenter: Paul J Rauschenplat **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 23 **Comment Id:** 96067 **Coder's Initials:**
L_FLANK_MAGGI



Comment Text: I don't think your seepage (unintelligible) lateral percolations, but Chokoloskee to Florida Bay, it's wide open and it's low. You get ten bridges, 50 bridges, I don't see how you are -- if you start channeling with little projects and make everything funnel, it would do the same thing that you are doing now, put the barrier in with saltwater on the lake side. I don't understand how you are going to -- Old Cutler Road. We are protected from saltwater. It's the same thing. You put up a clay wall. If you get all that work done and push everybody out the loop. 20 feet deep? Yeah, and they have done some drilling and there is a nice basement rock and they are trying to key into that. We have a rock pit too. Your over-the-top water. You can block your lateral percolation and put whatever gallons you want south of trailer; it all goes out to Chokoloskee and Florida Bay.

Organization:

Commenter: N/A N/A **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 59 **Comment Id:** 97097 **Coder's Initials:** V_CHARTIER

Comment Text: On behalf of the undersigned organizations, we are writing to provide scoping comments on the National Park Service's Enabling Northeast Shark River Slough Restoration project (Tamiami Trail Next Steps). As advocates for Everglades restoration, we would like to emphasize that, in the overall scheme of Everglades restoration, additional Tamiami Trail bridging is one of the most critical steps necessary to restore the greater Everglades ecosystem. Along these lines, we strongly support the inclusion of Alternative 6, which maximizes bridging, in the suite of alternatives for Environmental Impact Statement (EIS) analysis. Alternative 6 will allow for the greatest connectivity between Water Conservation Area 3 and Everglades National Park and, consequently, will provide the most significant ecosystem benefits.

Organization: National Parks Conservation Association, Audubon of Florida, Everglades Foundation et al.

Commenter: Rebecca Garvoille **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 59 **Comment Id:** 97101 **Coder's Initials:** V_CHARTIER

Comment Text: Importantly, additional maximum bridging along the Tamiami Trail is critical to realizing the greatest restoration benefits from the State of Florida's recent River of Grass land acquisition in the Everglades Agricultural Area (EAA). Increased water storage and treatment in the EAA means that the much-needed vital water flows from north to south to restore the southern Everglades will be possible. Raising the Tamiami Trail to the maximum extent possible is an essential complement to the River of Grass project. Additional maximum bridging will make possible the conveyance of the water to be stored and treated in the EAA into the southern Everglades and the Park.

Organization: National Parks Conservation Association, Audubon of Florida, Everglades Foundation et al.



Commenter: Rebecca Garvoille **Page:** **Paragraph:**
Kept Private: No

Correspondence Id: 108 **Comment Id:** 97175 **Coder's Initials:** V_CHARTIER
Comment Text: I support Alternative #6, to support maximum bridging of the Tamiami Trail allowing water to flow as freely as possible.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**
Kept Private: Yes

Correspondence Id: 151 **Comment Id:** 97150 **Coder's Initials:** V_CHARTIER

Comment Text: We do not believe that half measures will accomplish the reestablishment of the natural hydrology. Please act to implement Alternative 6.

Organization: Sierra Club, Loxahatchee Group

Commenter: Drew Martin **Page:** **Paragraph:**
Kept Private: No

Correspondence Id: 151 **Comment Id:** 97148 **Coder's Initials:** V_CHARTIER

Comment Text: We support an elevated 11 mile bridge. We recommend the purchase of air boat concessions in the area of this bridging. We recommend that the Department of Interior and the Park BUY OUT AND REMOVE ALL COMMERCIAL AIRBOAT OPERATIONS ALONG THE SOUTH SIDE OF TAMIAMI TRAIL (private airboat owners of record only - 1989 - to be allowed access on designated trails according to the terms of the Everglades Expansion and Protection Act). While the Sierra Club understands that some tourists do use these commercial tours as a way of getting a quick peek of the Everglades and possibly an alligator, there are serious ecological problems encountered with their continued operation (and there are many places in south Florida to ride an airboat outside the confines of a national park). If Alternative 6 is chosen, leaving these commercial operations in place could interfere with the historic movement of waters the bridging is supposed to return by leaving enormous 'island concessions' with parking lots, stores and docks in the historic flow of Shark River Slough.

Organization: Sierra Club, Loxahatchee Group

Commenter: Drew Martin **Page:** **Paragraph:**
Kept Private: No

Correspondence Id: 201 **Comment Id:** 96511 **Coder's Initials:** V_CHARTIER

Comment Text: These comments are an addendum to those already submitted by the Sierra Club on the Tamiami Trail Next Steps project and restoration of Shark River Slough. Mark Oncavage, Conservation Chair of the Miami Sierra Club Group and a long time member of the Sierra Club's Everglades Committee, submitted comments



expressing the Club's strong support for Alternative 6. When completed, the bridging over Tamiami Trail provided by this alternative will not only have the immediate effect of increasing the flow of water to the Shark River Slough (to a greater extent than the other alternatives presented), but will also create a healthier ecosystem. Bringing back historic water flows south of Tamiami Trail will enable Everglades National Park (ENP) to withstand the stresses brought about by global climate change, salt water intrusion, the likely rise of sea levels, and increased human development, disturbances and water use in areas 'upstream' from the park. This principle is in line with both the Sierra Club's and the Department of the Interior's strong commitment to the concept of developing 'resilient habitats' in our nation's ever shrinking natural areas.

Organization: Sierra Club

Commenter: Matthew Schwartz **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 199 **Comment Id:** 96441 **Coder's Initials:** V_CHARTIER

Comment Text: I am in strong favor of alternative #6 - the bridging of Tamiami Trail. We need to establish maximum water flow to the Park and this alternative does that.

Organization:

Commenter: Jason D Feldman **Page:** **Paragraph:**

Kept Private: No

AE25001 Affected Environment: Climate Change (Non-Substantive) (Non-Substantive)

Correspondence Id: 201 **Comment Id:** 96511 **Coder's Initials:** V_CHARTIER

Comment Text: These comments are an addendum to those already submitted by the Sierra Club on the Tamiami Trail Next Steps project and restoration of Shark River Slough. Mark Oncavage, Conservation Chair of the Miami Sierra Club Group and a long time member of the Sierra Club's Everglades Committee, submitted comments expressing the Club's strong support for Alternative 6. When completed, the bridging over Tamiami Trail provided by this alternative will not only have the immediate effect of increasing the flow of water to the Shark River Slough (to a greater extent than the other alternatives presented), but will also create a healthier ecosystem. Bringing back historic water flows south of Tamiami Trail will enable Everglades National Park (ENP) to withstand the stresses brought about by global climate change, salt water intrusion, the likely rise of sea levels, and increased human development, disturbances and water use in areas 'upstream' from the park. This principle is in line with both the Sierra Club's and the Department of the Interior's strong commitment to the concept of developing 'resilient habitats' in our nation's ever shrinking natural areas.

Organization: Sierra Club

Commenter: Matthew Schwartz **Page:** **Paragraph:**

Kept Private: No



Correspondence Id: 14 **Comment Id:** 96048 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: Tamiami Trail is a dam that blocks water flow into Everglades National Park and Florida Bay. Please choose Alternative 6- maximum bridging. It is the only option that can restore natural fresh water flows to a dying Everglades. It will also make the Everglades more resilient to the threat of sea level rise caused by climate change. America's Everglades is a national treasure that is in danger. Alternative 6-maximum bridging provides the greatest environmental benefit and the most jobs. Please elevate Tamiami Trail so that after 90 years water can flow again into Everglades National Park.

Organization: Sierra Club

Commenter: Sierra Club **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 13 **Comment Id:** 96070 **Coder's Initials:** V_CHARTIER

Comment Text: There are many issues to consider and resolve before deciding on a plan that may seem adequate today. There may be unforeseen impacts and changes any NPS plan should take into consideration. There are issues that may contribute and result in further cumulative impacts on impacted species or that may influence drainage, re-watering, and storage for mimicing seasonal flows into NE Shark Slough. A few samples: 1. Global warming impacts 2. Lack of funding 3. WQ impacts by not restoring sheetflow in a natural southerly direction 4. Timing_Distribution_Quality_Quantity

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 116 **Comment Id:** 97185 **Coder's Initials:** V_CHARTIER

Comment Text: Restoring the flow to the Everglades is very important. It is important to saving this valuable ecosystem with its unique plant and animal life. It is important to preserving the water supply for people as well as flora and fauna. It is important in view of the effects of golobal warming on the water levels to coastal Florida as well as the Everglades watershed.

Organization: League of Women Voters

Commenter: Theresa Lianzi **Page:** **Paragraph:**

Kept Private: No

AE4001 Affected Environment: Floodplains (Non-Substantive) (Non-Substantive)

Correspondence Id: 59 **Comment Id:** 97109 **Coder's Initials:** V_CHARTIER

Comment Text: So much of the current ecosystem restoration work is more difficult and costly today because of past failures to resolve issues of potential conflict, and



there is no room to make the same mistakes again. We urge the Park to engage in immediate discussions with all affected commercial airboaters along the Trail about the pending land acquisition and the potential re-organization of these facilities. This strategy will enable the Park to plan for more accurate and cost effective bridging and future concessions while considering the interests and livelihoods of the airboater community. Alternative 6 or some variation thereof can maximize restoration benefits to the natural system and could allow for a reconfiguration of commercial airboat facilities to serve the Park's and public's concession needs without constraining ecosystem benefits to the Park and for Everglades restoration. To further address these issues, we recommend that all bridging alternatives to be considered in the EIS show the potentially best sites for future concessions. We also propose including an additional alternative for EIS analysis. Alternative 6 should be represented as Alternative 6A and 6B. Alternative 6A would represent the current design for Alternative 6: maximum bridging that provides access to all commercial airboat facilities in the project area. Alternative 6B would show the same bridging as Alternative 6A, but without access ramps to the commercial airboat facilities. If the NPS adheres to its position that the commercial airboat properties and interests along the Trail must be maintained, then the EIS alternatives analysis should indicate the cost of each project alternative with and without access ramps to each commercial airboat facilities and the cost of each project alternative with and without any necessary flood protection reinforcements to each commercial airboat facility.

Organization: National Parks Conservation Association, Audubon of Florida, Everglades Foundation et al.

Commenter: Rebecca Garvoille **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 204 **Comment Id:** 97045 **Coder's Initials:** V_CHARTIER

Comment Text: Miami-Dade County expects that improved flow will not only benefit hydrology and the ecosystem in ENP, but will also help to relieve unnaturally high water levels in portions of the WCAs, benefit fish and wildlife species (including listed species) in marshes and downstream areas, and enhance water quality and potential for water deliveries for human water supply. However, increased stages in eastern portions of the WCA and ENP and in certain canals may affect seepage and flood protection level of service to the east.

Organization: Miami-Dade County DERM

Commenter: Carlos Espinosa **Page:** **Paragraph:**

Kept Private: No

AL1001 Alternatives: Elements Common to All Alternatives (Non-substantive)
(Non-Substantive)

Correspondence Id: 32 **Comment Id:** 96115 **Coder's Initials:**
L_FLANK_MAGGI



Comment Text: While NPCA recognizes that this particular bridge configuration is not a viable option today, because it interferes with the Miccosukee tribe of Indians, Osceola and Tiger Tail camps, NPCA does think that the findings about maximizing bridge length should be duly considered during the National Park Services planning and evaluation of additional bridging scenarios. Along these lines NPCA appreciates the inclusion of alternative six in the alternatives displayed tonight, which maximizes bridging, without adversely impacting traditional tribal residences and land uses.

Organization: National Parks Conservation Association

Commenter: Rebecca Garvoille **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 15 **Comment Id:** 96134 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: There is no doubt that maximum bridging along the Tamiami Trail, beyond that currently being evaluated, confers the greatest benefits to the natural system. Indeed, the U.S. Army Corps of Engineers 2005 Revised General Re-Evaluation Report (RGRR) demonstrated that a 10.7 mile continuous bridge spanning Shark River Slough was the environmentally preferred alternative. While NPCA recognizes that this particular bridge configuration is not a viable option today because it interferes with the Miccosukee Tribe of Indians' Osceola and Tigertail Camps, NPCA does think that the findings about maximizing bridge length should be duly considered during the NPS' planning and evaluation of additional bridging scenarios.

Organization: National Parks Conservation Association

Commenter: Rebecca Garvoille **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 21 **Comment Id:** 96110 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: And we need some more information on the road design, so we know how it's going to impact, and the bridge height railings, et cetera, ramp designs, if it changes.

Organization: Airboat Association of Florida

Commenter: Joel Marco **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 27 **Comment Id:** 96065 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: My question is: Out of all these alternatives, can one of you guys tell me which one do you favor or do you see more feasible?

Organization:

Commenter: N/A N/A **Page:** **Paragraph:**



Kept Private: No

Correspondence Id: 19 **Comment Id:** 96114 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: mean, this is a (unintelligible) session. I don't know if you want precise input, but like Jesse was talking about, we were interested in the road being one height and the shoulders, and the tapering off 30 feet to the south, and raise in the elevation of the road. But what I see now on the expressway construction you could save a lot of land by the concrete slabs that interlock. And basically instead of having a taper on an overpass they have to share a wall either right at the edge of pavement, you know, across the front of any business. And then like you were saying, the ramps, you know, facilitate a way to hold back the earth there from pressure of the road traffic and what have you -- I don't know what the word is.

Organization: Everglades Coordinating Council

Commenter: Frank Denninger **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 16 **Comment Id:** 96122 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: Put in place multiple public and private property access north and south of Tamiami Trail from land islands between the bridges.

Organization:

Commenter: Eric Kimmel **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 16 **Comment Id:** 96123 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: bridge high enough to pass at the high water mark with any airboats this could be incorporated in the previous plans without having to implement this new alternative plan.

Organization:

Commenter: Eric Kimmel **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 171 **Comment Id:** 97136 **Coder's Initials:** V_CHARTIER

Comment Text: I would liked to have had more time to study some of the new short prefab bridges and possible sites to install them in conjunction with the pilot swale program and the one already agreed upon bridge.

Organization:

Commenter: Shane Snell **Page:** **Paragraph:**



Kept Private: No

Correspondence Id: 31 **Comment Id:** 96063 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: I'm Jesse Kennen from Coopertown. I have been following this for quite a few years. (unintelligible) part of the 2005 plan, basically you are going to be shifting a road south. And how is that going to go into -- are you going to still follow along this type of engineering or do you have another type thing that's coming as an alternative or another way to fix it? Like my place, for instance, if you move the road 30 foot south, my parking lot is gone. And I can stand there, if a guy slows down, I can stand there and hand him a coffee out of the front. The basic design -- there has to come up with something, either a piling with a (unintelligible). One of them shows a bridge totaling the south (unintelligible). How are you going to address this if you are going to put a bridge across? Park is not going to give me a foot, so that's a pretty done deal unless you put a long shoulder and I put parking on the side. You said there was no cost restraints, because that would be no problem.

Organization: Coopertown

Commenter: Jesse Kennen **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 26 **Comment Id:** 96066 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: There was a couple of boat ramps, you know, where we can load into the canal, okay. They started already installing these guardrails, and they are nice enough to leave little openings where you can get to the boat ramp, but then they put a guardrail right in front of the ramp, so if you got a long boat and a long truck you can't pull straight out anymore.

Organization:

Commenter: N/A N/A **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 20 **Comment Id:** 96050 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: The other thing is supposedly the 2008 program is build the one-mile bridge and raise the road to eight and a half feet. Now, is the plan to raise it in all these programs to raise it to 9.7 at the same time that it's being raised to eight and a half, so instead of going from eight foot to eight and a half, and then coming back between eight and a half and 9.7, it's going to be done at one time or is it planned to be two steps?

Organization:

Commenter: N/A N/A **Page:** **Paragraph:**

Kept Private: No



Correspondence Id: 29 **Comment Id:** 96064 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: Okay. So if I understood right, these aren't fixed bridges. We could tweak these a little bit, if we see something that might work if we move one over?

Organization:

Commenter: N/A N/A **Page:** **Paragraph:**

Kept Private: No

**AL3001 Alternatives: Envir. Preferred Alt./NEPA § .101&102 (Non-substantive)
(Non-Substantive)**

Correspondence Id: 201 **Comment Id:** 97230 **Coder's Initials:** V_CHARTIER

Comment Text: In calling for Alternative 6 and the buyout and removal of the commercial airboat operations, Sierra Club is concerned about a range of factors. As mentioned above, left in place these operations would remain as large scale impediments to the historic natural flows of water in Shark River Slough. Access ramps to these 'island concessions' would put additional human engineering in the path of waters this project is supposed to eliminate. Other factors include changes in hydrology caused by the airboat trails (e.g. a study in neighboring Big Cypress National Preserve found up to a 5 fold increase in rates of water flow within airboat trails regardless of the trail's orientation). Airboats have also been shown to have impacts on water turbidity, soils, plants, and wildlife behavior. An excellent summary of the literature on this topic has been compiled by Wildlands CPR. It has also been attached to these comments for consideration during the preparation of the NPS' preferred alternative. As stated in the Everglades Protection and Expansion Act, restoration and enhancement of the area is a fundamental purpose of the Act: (b) PURPOSE- The purposes of this Act are to-- (1) increase the level of protection of the outstanding natural values of Everglades National Park and to enhance and restore the ecological values, natural hydrologic conditions, and public enjoyment of such area by adding the area commonly known as the Northeast Shark River Slough and the East Everglades to Everglades National Park; and (2) assure that the park is managed in order to maintain the natural abundance, diversity, and ecological integrity of native plants and animals, as well as the behavior of native animals, as a part of their ecosystem.

Organization: Sierra Club

Commenter: Matthew Schwartz **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 151 **Comment Id:** 97150 **Coder's Initials:** V_CHARTIER

Comment Text: We do not believe that half measures will accomplish the reestablishment of the natural hydrology. Please act to implement Alternative 6.

Organization: Sierra Club, Loxahatchee Group



Commenter: Drew Martin **Page:** **Paragraph:**
Kept Private: No

Correspondence Id: 108 **Comment Id:** 97175 **Coder's Initials:** V_CHARTIER
Comment Text: I support Alternative #6, to support maximum bridging of the Tamiami Trail allowing water to flow as freely as possible.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**
Kept Private: Yes

Correspondence Id: 59 **Comment Id:** 97109 **Coder's Initials:** V_CHARTIER
Comment Text: So much of the current ecosystem restoration work is more difficult and costly today because of past failures to resolve issues of potential conflict, and there is no room to make the same mistakes again. We urge the Park to engage in immediate discussions with all affected commercial airboaters along the Trail about the pending land acquisition and the potential re-organization of these facilities. This strategy will enable the Park to plan for more accurate and cost effective bridging and future concessions while considering the interests and livelihoods of the airboater community. Alternative 6 or some variation thereof can maximize restoration benefits to the natural system and could allow for a reconfiguration of commercial airboat facilities to serve the Park's and public's concession needs without constraining ecosystem benefits to the Park and for Everglades restoration. To further address these issues, we recommend that all bridging alternatives to be considered in the EIS show the potentially best sites for future concessions. We also propose including an additional alternative for EIS analysis. Alternative 6 should be represented as Alternative 6A and 6B. Alternative 6A would represent the current design for Alternative 6: maximum bridging that provides access to all commercial airboat facilities in the project area. Alternative 6B would show the same bridging as Alternative 6A, but without access ramps to the commercial airboat facilities. If the NPS adheres to its position that the commercial airboat properties and interests along the Trail must be maintained, then the EIS alternatives analysis should indicate the cost of each project alternative with and without access ramps to each commercial airboat facilities and the cost of each project alternative with and without any necessary flood protection reinforcements to each commercial airboat facility.

Organization: National Parks Conservation Association, Audubon of Florida, Everglades Foundation et al.

Commenter: Rebecca Garvoille **Page:** **Paragraph:**
Kept Private: No

Correspondence Id: 59 **Comment Id:** 97097 **Coder's Initials:** V_CHARTIER
Comment Text: On behalf of the undersigned organizations, we are writing to provide scoping comments on the National Park Service's Enabling Northeast Shark River



Slough Restoration project (Tamiami Trail Next Steps). As advocates for Everglades restoration, we would like to emphasize that, in the overall scheme of Everglades restoration, additional Tamiami Trail bridging is one of the most critical steps necessary to restore the greater Everglades ecosystem. Along these lines, we strongly support the inclusion of Alternative 6, which maximizes bridging, in the suite of alternatives for Environmental Impact Statement (EIS) analysis. Alternative 6 will allow for the greatest connectivity between Water Conservation Area 3 and Everglades National Park and, consequently, will provide the most significant ecosystem benefits.

Organization: National Parks Conservation Association, Audubon of Florida, Everglades Foundation et al.

Commenter: Rebecca Garvoille **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 186 **Comment Id:** 96689 **Coder's Initials:** V_CHARTIER

Comment Text: THE SIERRA CLUB IS FIRMLY BEHIND ALTERNATIVE 6. This allows for maximum bridging across Tamiami Trail and is closest to the Army Corps of Engineers original recommendation of an 11 mile bridge to allow for sufficient water flow into the park. When completed, it will provide the greatest environmental benefits to an ecosystem containing a mix of plants and animals found nowhere else on the planet - including 36 species listed as threatened or endangered. These include the manatee, green sea turtle, American Crocodile, and the critically endangered Florida panther.

Organization: Tampa Bay Sierra Club

Commenter: Steven D Tryon **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 70 **Comment Id:** 97115 **Coder's Initials:** V_CHARTIER

Comment Text: Alternative 6, although not the best alternative, comes closest to reaching this goal. If we can enlarge and improve upon Alternative 6, so much the better.

Organization: South Florida Audubon Society

Commenter: Grant Campbell **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 192 **Comment Id:** 96664 **Coder's Initials:** V_CHARTIER

Comment Text: We strongly support Alternative 6, which will allow the greatest connectivity between Water Conservation Area 3 and the Everglades National Park.

Organization: Center for Biological Diversity

Commenter: Jacki M Lopez **Page:** **Paragraph:**

Kept Private: No



Correspondence Id: 192 **Comment Id:** 96666 **Coder's Initials:** V_CHARTIER

Comment Text: 2) Alternative 6 will help further the goals of species and habitat management in the Everglades. The purpose of the Tamiami Trail construction is to restore more natural water flow to Everglades National Park and Florida Bay and restore habitat and ecological connectivity between the Park and Water Conservation Areas; and to ensure that future Comprehensive Everglades Restoration Plan projects will not require additional modifications to the Trail. Numerous species of plants and wildlife rely on the health of the Florida Everglades for their survival. The historic draining of wetlands and alteration of water flow are some of the leading causes of these species' decline. These species include the American crocodile, Arctic peregrine falcon, green turtle, Atlantic Ridley turtle, Atlantic hawksbill turtle, Atlantic leatherback turtle, Cape Sable seaside sparrow, Everglades snail kite, wood stork, West Indian manatee, Florida panther, Key Largo wood rat, Key Largo cotton mouse, red-cockaded woodpecker, Schaus swallowtail butterfly, Garber's Spurge, smalltooth sawfish, and southern bald eagle. It is the policy established by Congress in the Endangered Species Act that all federal agencies shall seek to conserve endangered and threatened species and shall utilize their authorities in furtherance of that goal. Alternative 6 is the alternative that most fully complies with the policy of the ESA and aids the Fish and Wildlife Service and National Marine Fisheries Service in their duties to recover imperiled species. Likewise, NPS should consider the affects of the alternatives on nearby public lands owned by the government including Big Cypress National Preserve, Biscayne National Park, Dry Tortugas National Park, the Florida Keys National Marine Sanctuary, the Rookery Bay National Marine Estuarine Research Reserve, and 16 national wildlife refuges. Furthermore, the overarching goal of Comprehensive Everglades Restoration Plan is to "get the water right" by restoring the natural hydrological conditions of the region. Alternative 6 is the only alternative that will enable NPS to help the Army Corps of Engineers realize that goal.

Organization: Center for Biological Diversity

Commenter: Jacki M Lopez **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 196 **Comment Id:** 96446 **Coder's Initials:** V_CHARTIER

Comment Text: Alternative 6 (the bridging of the Tamiami Trail)

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 198 **Comment Id:** 96444 **Coder's Initials:** V_CHARTIER

Comment Text: In particular the construction of bridges would greatly improve the water flow as well as the ability of visitors to appreciate the beauty of the park. Water is critical to the beauty of the park - wading birds are a particular attraction for me and an



adequate water supply is critical to their survival. I urge you to choose option 6, and supply as much fresh water to the glades as possible.

Organization:

Commenter: Cynthia Busch **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 111 **Comment Id:** 97171 **Coder's Initials:** V_CHARTIER

Comment Text: I am writing to encourage the adoption of option #6. I feel this is the best option for the future of the Everglades and the public.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 134 **Comment Id:** 97161 **Coder's Initials:** V_CHARTIER

Comment Text: The Sierra Club has always had my approval and if they stand behind alternative six, then I too stand behind alternative six. This alternative makes sense, and will prove beneficial for both animals and humans, not to mention the general chemistry of the eco system.

Organization:

Commenter: N/A N/A **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 14 **Comment Id:** 96048 **Coder's Initials:**

L_FLANK_MAGGI

Comment Text: Tamiami Trail is a dam that blocks water flow into Everglades National Park and Florida Bay. Please choose Alternative 6- maximum bridging. It is the only option that can restore natural fresh water flows to a dying Everglades. It will also make the Everglades more resilient to the threat of sea level rise caused by climate change. America's Everglades is a national treasure that is in danger. Alternative 6-maximum bridging provides the greatest environmental benefit and the most jobs. Please elevate Tamiami Trail so that after 90 years water can flow again into Everglades National Park.

Organization: Sierra Club

Commenter: Sierra Club **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 172 **Comment Id:** 97090 **Coder's Initials:** V_CHARTIER

Comment Text: I am against ALTERNATIVE 6 FOR THE BRIDGING OF TAMIAMI TRAIL. Alternative 6 is a selfish attempt for one group to exclude another and has absolutely no regard for others. At this moment in time a No Action Alternative is the only viable solution until better, more just alternatives can be had.



Organization:

Commenter: Robert Cruz **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 137 **Comment Id:** 97158 **Coder's Initials:** V_CHARTIER

Comment Text: I am so happy that the elevated roadway for the Tamiami Trail is going to happen. We need all 11 miles to be elevated and commercial airboat enterprises to be bought out and canoe entrances and trails put in place. Save our environment through thorough planning and implementing.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 139 **Comment Id:** 97125 **Coder's Initials:** V_CHARTIER

Comment Text: Please provide maximum bridging over Tamiami Trail to let the water flow.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 140 **Comment Id:** 97156 **Coder's Initials:** V_CHARTIER

Comment Text: It is a very great honor to be alive at this point in time when we have the opportunity to actually do something of significance to help preserve our Everglades. Though, due to my disability I have had extremely limited contact with the echo system. I am certainly looking forward to more boardwalks where my wheelchair may take me into further investigations of such a beautiful paradise. I agree with the Sierra Club that number six is the best opportunity to provide the most good to the echo system and to the public.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 147 **Comment Id:** 97152 **Coder's Initials:** V_CHARTIER

Comment Text: I wish to support alternate 6. this will allow for maximum flow in the Shark RIVER SOUGH and provide for the GREATEST NUMBER OF JOBS during construction.

Organization: SIERRA CLUB

Commenter: CHARLES F BELMONT **Page:** **Paragraph:**

Kept Private: No



Correspondence Id: 148 **Comment Id:** 97219 **Coder's Initials:** V_CHARTIER

Comment Text: As far as the eventual alternative choice is concerned I would offer the following suggestion. America is in a very bad economic situation for the foreseeable future (1 - 2 generations). I recommend that all involved act as if the project is all within a WILDERNESS area and be thinking of "the minimal tool criteria" when selecting an alternative. I mean that the least expensive alternative that demands the least dirt digging that will accomplish the goal, you all decide upon, should be given extra consideration since future generations not the current one will be encumbered with paying off the debt generated by the project. Today's children and their children who can't comment on this should be taken into our consideration by those in charge of choosing what happens.

Organization: Gladesman Cultural Community

Commenter: Frank F Denninger **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 158 **Comment Id:** 97143 **Coder's Initials:** V_CHARTIER

Comment Text: I stand with the Sierra club on Alternative 6 for the Tamiami Trail.

Organization:

Commenter: Ann E Fonfa **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 159 **Comment Id:** 97062 **Coder's Initials:** V_CHARTIER

Comment Text: I would like to support Alternative 6. This allows for maximum bridging across Tamiami Trail and is closest to the Army Corps of Engineers original recommendation of an 11 mile bridge to allow for sufficient water flow into the park. When completed, it will provide the greatest environmental benefits to an ecosystem containing a mix of plants and animals found nowhere else on the planet - including 36 species listed as threatened or endangered. These include the manatee, green sea turtle, American Crocodile, and the critically endangered Florida panther.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 69 **Comment Id:** 96481 **Coder's Initials:**

L_FLANK_MAGGI

Comment Text: After reviewing the Alternatives, I believe Alternative 6 is the best choice for the future of the Everglades.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**



Kept Private: Yes

Correspondence Id: 183 **Comment Id:** 96693 **Coder's Initials:** V_CHARTIER

Comment Text: While we understand that the elevated skyway bridge is the most desired, ecologically sound alternative, we feel this alternative is cost prohibitive. This alternative was rejected by the US Army Corps of Engineers some time back, and we do not understand how this alternative keeps coming back to the table.

Organization: SAFER

Commenter: Al Ovies **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 104 **Comment Id:** 97208 **Coder's Initials:** V_CHARTIER

Comment Text: Growing up in South Florida (since 1953) I enjoyed exploring and hiking and in awe of all nature had to offer. I could not get enough and as you can see I still enjoy nature with my many memberships. However, things have changed dramatically and the wildlife has gone or what's left moved to the Everglades. The green snakes, box turtles, beetles, frogs native species can only be found, if any here in our beautiful Everglades which we have to protect from people who do not care or know about these very important plants and animals which may be at the end of their time. I always say if we can save one (species) we will save many by protecting habitat. We owe it to our future generations. This is serious stuff. I support Alt 6 because I am also a Habitat Steward here in Broward County and believe this will help support the Everglades habitat and environment from destruction that we can't afford to let happen. We need to protect this precious gift God has given us.

Organization: NWF WWF FWF NABA Sierra club members

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 188 **Comment Id:** 96496 **Coder's Initials:** V_CHARTIER

Comment Text: I support the restoration option No. 6, which offers the longest (11 miles) span of elevated roadway to replace the current US 41.

Organization:

Commenter: Valerie T Ellis **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 118 **Comment Id:** 97183 **Coder's Initials:** V_CHARTIER

Comment Text: I would support Option # 6 to restore the natural flow of water to the Everglades as the best solution.

Organization: Sanibel Captiva Conservation Foundation

Commenter: Kept Private **Page:** **Paragraph:**



Kept Private: Yes

Correspondence Id: 191 **Comment Id:** 96672 **Coder's Initials:** V_CHARTIER

Comment Text: We are writing to request that you choose alternative 6 as your preferred alternative, as this will do the most to restore waterflow in the Everglades.

Organization: Wildlands CPR

Commenter: Bethanie Walder **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 193 **Comment Id:** 96495 **Coder's Initials:** V_CHARTIER

Comment Text: I firmly support ALTERNATIVE 6. This alternative allows for maximum bridging across Tamiami Trail and is closest to the Army Corps of Engineers original recommendation of an 11 mile bridge to allow for sufficient water flow into the park. When completed, it will provide the greatest environmental benefits to an ecosystem containing a mix of plants and animals found nowhere else on the planet - including 36 species listed as threatened or endangered.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 194 **Comment Id:** 96504 **Coder's Initials:** V_CHARTIER

Comment Text: I CHOOSE ALTERNATIVE 6 FOR THE BRIDGING OF TAMIAMI TRAIL. This will allow for the maximum flow of water into the Shark River Slough and the heart of Everglades National Park. It will also likely create the greatest number of jobs during construction.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 52 **Comment Id:** 96463 **Coder's Initials:**

L_FLANK_MAGGI

Comment Text: After reviewing the available alternatives I would like to support Alternative 6 with maximum bridging without access to commercial properties.

Organization: Kayak Jeff Inc

Commenter: Jeffrey Bingham **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 122 **Comment Id:** 97166 **Coder's Initials:** V_CHARTIER

Comment Text: Please listen to the recommendation of the Sierra Club in choosing



which alternative is better for the improvements of the Tamiami Trail. Alternative #6 is what is recommended for the maximum benefit to the wildlife and ecosystem of the Everglades. I am grateful that the opportunity exists for these improvements, and hope that the project will have long lasting benefits for Everglades National Park.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 162 **Comment Id:** 97059 **Coder's Initials:** V_CHARTIER

Comment Text: I support the SIERRA CLUB advocacy of ALTERNATIVE 6. This allows for maximum bridging across Tamiami Trail and is closest to the Army Corps of Engineers original recommendation of an 11 mile bridge to allow for sufficient water flow into the park. It will also likely create the greatest number of jobs during construction.

Organization: Sierra Club

Commenter: Shelby Norris **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 82 **Comment Id:** 97206 **Coder's Initials:** V_CHARTIER

Comment Text: As a former long-time resident of South Florida and still a resident of the state of Florida, I am in favor of raising the Tamiami Trail to increase the flow of water into Shark Valley and surrounding areas of the Everglades, restoring somewhat the original water levels of the environment. Improving wildlife habitat and water quality will benefit the area economically by preserving a key attraction for southern Florida know all around the world and will improve the quality of life for all of us who live near and visit the Park. These improvements will also provide much-needed jobs to many in the construction industry in South Florida and will be a beneficial use of the stimulus money in harmony with the goals of the legislation.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 165 **Comment Id:** 97057 **Coder's Initials:** V_CHARTIER

Comment Text: I completely support the return of the Everglades to it's natural form. This includes stopping most airboat traffic by no longer issuing any new licenses and retro back to those acquired since 1989. Also buy out the existing airboat concessions as well as build the eventual Tamiami Trail Skyway.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes



Correspondence Id: 167 **Comment Id:** 97054 **Coder's Initials:** V_CHARTIER
Comment Text: I fully support ALTERNATIVE 6 FOR THE BRIDGING OF TAMIAMI TRAIL. This will allow for the maximum flow of water into the Shark River Slough and the heart of Everglades National Park.
Organization: Greater Hollywood Chamber of Commerce
Commenter: Sean Atkinson **Page:** **Paragraph:**
Kept Private: No

Correspondence Id: 168 **Comment Id:** 97049 **Coder's Initials:** V_CHARTIER
Comment Text: I have looked at the different alternatives and prefer that the bridge should have the maximum length with no access to commercial facilities (alternative 6). This would allow the most water flow through the Everglades Park that would bring more wildlife into the park and help survive some of the endangered species like manatees, crocodiles.
Organization: Broward Sierra Club
Commenter: Maria Lucassen **Page:** **Paragraph:**
Kept Private: No

Correspondence Id: 68 **Comment Id:** 96480 **Coder's Initials:** L_FLANK_MAGGI
Comment Text: lets save one of the most unique national parks in the world. UNESCO recognized and now finally US government is recognizing its role, importance and role in the environment. chose alternative 6: This allows for maximum bridging across Tamiami Trail and is closest to the Army Corps of Engineers original recommendation of an 11 mile bridge to allow for sufficient water flow into the park. When completed, it will provide the greatest environmental benefits to an ecosystem containing a mix of plants and animals found nowhere else on the planet - including 36 species listed as threatened or endangered. These include the manatee, green sea turtle, American Crocodile, and the critically endangered Florida panther. this will allow for the maximum flow of water into the Shark River Slough and the heart of Everglades National Park. It will also likely create the greatest number of jobs during construction. amazingly, the most effective measures to protect the environment, also create the most jobs locally, and often rather high quality and high paid jobs. it seems so easy and obvious. lets act smartly and keep the most precious Everglades in a better shape for our kids and theirs.
Organization: University of Miami
Commenter: Stefan Glück **Page:** **Paragraph:**
Kept Private: No

Correspondence Id: 75 **Comment Id:** 96487 **Coder's Initials:**



L_FLANK_MAGGI

Comment Text: I support alternative 6.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 76 **Comment Id:** 96488 **Coder's Initials:**

L_FLANK_MAGGI

Comment Text: I am in favor of alternative 6 for the bridging of the Tamiami trail.

Organization:

Commenter: Brian G Paradise **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 77 **Comment Id:** 96489 **Coder's Initials:**

L_FLANK_MAGGI

Comment Text: I strongly support Alternative 6 for bridging the Tamiami Trail. This will allow for the maximum flow of water into the Shark River Slough and the heart of Everglades National Park. It will also likely create the greatest number of jobs during construction.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 110 **Comment Id:** 97119 **Coder's Initials:** V_CHARTIER

Comment Text: I am in support of Altrenative 6. Please save our Everglades.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 114 **Comment Id:** 97117 **Coder's Initials:** V_CHARTIER

Comment Text: Please choose Alternative 6.

Organization:

Commenter: N/A f N/A **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 126 **Comment Id:** 97216 **Coder's Initials:** V_CHARTIER

Comment Text: Bridging the roads across the Everglades is the best idea that has been thought of. Mrs. Ester Peterson from the Fort Myers area submitted this idea in



"letters to the editor" at least 5 years ago. We never saw a response afterward, until this "comment time". Interstate 75 and Route 41 would be 100% better for this treatment. What a view the passengers in vehicles will have! What a savings the Everglades would have as clean water once again can flow to Florida Bay and where the "critters" can roam free again. Please consider these bridges across the Everglades part of the total restoration of the "Sea of Grass".

Organization: J.N."Ding" Darling Wildlife Society

Commenter: Ann C Wollschlager **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 130 **Comment Id:** 97217 **Coder's Initials:** V_CHARTIER

Comment Text: The Powerpoint presentation on the NPS website titled "Enabling NE Shark River Slough Restoration" identified six alternatives of which the FBP recommended Alternative 6 ☐ Maximized Bridging ☐ No Direct Access to Commercial Facilities. Our support of this alternative is conditional on the complete removal of the commercial airboat concessions (Everglades Safari Park, Gator Park and Coopertown). These commercial airboat concessions should be completely removed for the following reasons: " They are not required by the Everglades National Park Protection and Expansion Act. " Commercial airboat operations are not compatible with the proposed project objectives. " Airboats create significant adverse impacts on natural resources such as the hydrology, soils, vegetation, and wildlife. A substantial network of airboat trails is already visible on the aerial photographs used in the presentation. " The removal of the concessions would allow additional habitat restoration, ecological connectivity, and even distribution of water flows. " It would cost too much to protect the commercial airboat facilities from flooding due to higher water levels required by CERP. " Commercial airboat operations create user conflicts (including noise) with non motorized canoeists and kayakers. " Commercial airboat operations are not compatible with wilderness. " The NPS has failed to adequately manage the commercial airboat concessions by not complying with Executive Orders 11644 and 11989. The NPS has also failed to comply with NEPA by not producing an Environmental Assessment as soon as it achieved administrative control of the East Everglades Expansion Area years ago. " Entrance and exit ramps to the commercial airboat concessions would be too expensive to construct. " Commercial airboat operators violate Federal and State law by feeding alligators and flushing wading birds for tourist photographs.

Organization: Florida Biodiversity Project

Commenter: Brian Scherf **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 131 **Comment Id:** 97165 **Coder's Initials:** V_CHARTIER

Comment Text: I strongly support Alternative 6, and the opportunity to restore the water flows so crucial to bringing back the critical functions of the Everglades.

Organization:



Commenter: Robin Mann **Page:** **Paragraph:**
Kept Private: No

Correspondence Id: 132 **Comment Id:** 97177 **Coder's Initials:** V_CHARTIER

Comment Text: I would like to see the Tamiami Trail raised for as long a distance as possible, allowing more water and animals to pass. Option 6 appears to be the best approach to me. In addition to the benefits to the natural world, the more bridge that is built the more jobs there will be.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**
Kept Private: Yes

Correspondence Id: 133 **Comment Id:** 97164 **Coder's Initials:** V_CHARTIER

Comment Text: I worked very hard to help implement the Sierra Club sponsored plan to restore the Everglades by building a bridge to restore NE Shark River Slough instead of just a cheaper cement abutment that would permanently block full restoration of the sheet flow. I want to see the best possible plan for restoring the Everglades without caving in to developers or the Army Corps of Engineers or any group involved trying to cut corners - half measures avail us nothing. Please do this whole-heartedly for the best for the future of our Everglades.

Organization: Save It Now Glades

Commenter: Deb Arnason **Page:** **Paragraph:**
Kept Private: No

Correspondence Id: 135 **Comment Id:** 97159 **Coder's Initials:** V_CHARTIER

Comment Text: Please construct bridges or other crossings to allow maximum flow and prohibit airboats operating above 3 miles per hour. I have enjoyed a number of kayaking trips in the Everglades, save for an encounter with a multi-passenger airboat.

Organization: Audubon, Sierra

Commenter: Kept Private **Page:** **Paragraph:**
Kept Private: Yes

Correspondence Id: 155 **Comment Id:** 97116 **Coder's Initials:** V_CHARTIER

Comment Text: I agree with the Sierra Clubs stance on Alternative 6 which allows maximum water flow into the Everglades National Park and also provides a non-motorized experience of the park which will help to preserve its natural primitive conditions.

Organization: Sierra Club

Commenter: Kept Private **Page:** **Paragraph:**
Kept Private: Yes



Correspondence Id: 182 **Comment Id:** 96716 **Coder's Initials:** V_CHARTIER
Comment Text: CHOOSE ALTERNATIVE 6 FOR THE BRIDGING OF TAMIAMI TRAIL. This will allow for the maximum flow of water into the Shark River Slough and the heart of Everglades National Park. It will also likely create the greatest number of jobs during construction.

Organization:

Commenter: Bill Stokes **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 195 **Comment Id:** 96447 **Coder's Initials:** V_CHARTIER
Comment Text: Alternative six must pass!

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 200 **Comment Id:** 96440 **Coder's Initials:** V_CHARTIER
Comment Text: Please choose ALTERNATIVE 6 for the bridging of Tamiami Trail.

Organization: Palm Beach Meeting of the Religious Society of Friends (Quakers)

Commenter: Annabeth Karson **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 85 **Comment Id:** 97209 **Coder's Initials:** V_CHARTIER
Comment Text: PLEASE ADOPT ALTERNATIVE 6. THE EVERGLADES ARE CRITICAL TO THE ENVIRONMENTAL HEALTH OF THE UNITED STATES, NOT JUST FLORIDA. IT IS OUR RESPONSIBILITY TO PROTECT AND RESTORE WHAT WE HAVE DESTROYED OR NEARLY DESTROYED. WE NEED TO DO THE MAXIMUM POSSIBLE TO RETURN THE EVERGLADES TO WHAT IT ONCE WAS.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 170 **Comment Id:** 97051 **Coder's Initials:** V_CHARTIER
Comment Text: tamiami trail highway upgrades should follow plan 6toallow more water flow underthe highway.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes



Correspondence Id: 171 **Comment Id:** 97135 **Coder's Initials:** V_CHARTIER

Comment Text: Of all the alternatives only the no action alternative is the only acceptable alternative at this time due to lack of study, lack of fiscal responsibility in regards that cost is not a factor in picking any of the other alternatives. There also has been not enough time allotted for public input.

Organization:

Commenter: Shane Snell **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 175 **Comment Id:** 97025 **Coder's Initials:** V_CHARTIER

Comment Text: One of America's Jewels is Everglades National Park. Please do all you can to conserve, preserve and strengthen it by choosing Alternative 6.

Organization: NWF

Commenter: Stuart H Krantz **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 176 **Comment Id:** 97023 **Coder's Initials:** V_CHARTIER

Comment Text: The current plan for a 1-mile bridge is far too little to make the necessary difference that will restore this area to a healthy state, and will amount to an expensive waste of time that will provide little benefit.

Organization:

Commenter: Keith Wasserman **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 176 **Comment Id:** 97022 **Coder's Initials:** V_CHARTIER

Comment Text: I support the implementation of Alternative D, including the aquisition of the East Everglades expansion area, the construction of the 11-mile Tamiami Skyway, and the phasing out of commercial airboat operations in the northeast Shark River Slough.

Organization:

Commenter: Keith Wasserman **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 56 **Comment Id:** 97096 **Coder's Initials:** V_CHARTIER

Comment Text: If I had to select one of the alternatives as written, I vote for Alternative D. Ideally, I would like D, but with one significantly sized portion of the water-depth-controlled areas to be instead "by boat size/type" (maybe 30-40%). This would allow the most sensitive (and paddle-accessible) areas to be by water depth, but also allow an area for small, non-destructive fishing boats, with permitted (educated) operators.

Organization:



Commenter: Kept Private **Page:** **Paragraph:**
Kept Private: Yes

Correspondence Id: 60 **Comment Id:** 96471 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: I welcome the plan to return this beautiful part of the Everglades back to its pristine condition.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**
Kept Private: Yes

Correspondence Id: 179 **Comment Id:** 96722 **Coder's Initials:** V_CHARTIER

Comment Text: I agree with the effort to restore the Everglades, but I am AGAINST any plan that will restrict public or private access to this wonderful resource. I do NOT support any effort or plan that will restrict access to this property.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**
Kept Private: Yes

Correspondence Id: 180 **Comment Id:** 96720 **Coder's Initials:** V_CHARTIER

Comment Text: I support Alternative #6 for the bridging of US41.

Organization: Resident

Commenter: Kept Private **Page:** **Paragraph:**
Kept Private: Yes

Correspondence Id: 90 **Comment Id:** 97203 **Coder's Initials:** V_CHARTIER

Comment Text: As an avid outdoorsman who spends 25-40 days per year salt water fishing in the Keys and Florida Bay. As an employee of Waste Management currently providing environmental remediation solutions throughout South Florida. I am strongly advocating "alternative six".

Organization:

Commenter: STEVE P SWEENEY **Page:** **Paragraph:**
Kept Private: No

Correspondence Id: 93 **Comment Id:** 97193 **Coder's Initials:** V_CHARTIER

Comment Text: Alternative 6 is the best alternative. It's time to let the "river of grass" flow again. The ecosystem which the National Park Service is charged to protect is being slowly strangled by Tamiami Trail. It's time to take the biggest corrective measures available and that's Alternative 6 -- build the bridge.



Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 101 **Comment Id:** 97118 **Coder's Initials:** V_CHARTIER

Comment Text: I support recommendation 6.

Organization:

Commenter: Clio Knowles **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 105 **Comment Id:** 97187 **Coder's Initials:** V_CHARTIER

Comment Text: I just wanted to write a short comment in support of Alternative 6 for the Shark River Slough Restoration. It's time our community take extreme action to restore the Everglades and its inhabitants. I am sure some of the fears of Alternative 6 include closing the closing of many commercial airboat operations. However, if the Everglades dries up because we do not restore in properly and in a timely fashion, then these airboat operations will end up shutting down anyways and without the buy out. I can't imagine losing the Everglades and all of the life it supports. I support moving forward with Alternative 6 so we can attempt to make the Everglades healthy again.

Organization:

Commenter: Courtney N/A **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 106 **Comment Id:** 97197 **Coder's Initials:** V_CHARTIER

Comment Text: Please implement option '6' to restore water flow to the Everglades.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 107 **Comment Id:** 97201 **Coder's Initials:** V_CHARTIER

Comment Text: After reading about the plans for everglades restoration of Shark Slough Alternative 6 seems like the best plan. This plan allows for the maximum flow of water into the system. I have experienced the beauty of the Everglades personally. For the past few years, my husband and I embark on the Shark Valley bike ride. We have had the opportunity to see wildlife and appreciate the stillness of being. The everglades is important to all of us who live in Florida and all attempts should be made to restore it.

Organization:

Commenter: Nancy E Hartgold **Page:** **Paragraph:**

Kept Private: No



Correspondence Id: 160 **Comment Id:** 97061 **Coder's Initials:** V_CHARTIER

Comment Text: Restoring water flow to the Everglades is critical. I support #6, allowing the maximum water flow to this area.

Organization: Sierra Club

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 61 **Comment Id:** 97223 **Coder's Initials:** V_CHARTIER

Comment Text: Alternative D calls for the eventual phasing out of small private airboats (no permits other than by owners of record as of 1989 - no new permitting); the buyout by the National Park Service of three commercial airboat operations which run tours within the boundaries of ENP; and the creation of a new 106,000 acre wilderness area just west of Krome Avenue and south of Tamiami Trail less than an hour from downtown Miami. New access and camping opportunities are to be provided for paddlers.

Organization: Palm Beach Kayak Fishing club

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 61 **Comment Id:** 97227 **Coder's Initials:** V_CHARTIER

Comment Text: The buyout of the airboat concessions will also make it easier for the eventual construction of the Tamiami Trail Skyway. This eleven mile elevated roadway has been identified by the Army Corps of Engineers as the optimal method for restoring sheetflow into the main body of Everglades National Park. This project is very much supported by the Sierra Club as it will bring in much needed water to vast areas of ENP.

Organization: Palm Beach Kayak Fishing club

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 71 **Comment Id:** 96482 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: I strongly encourage all options that will increase waterflow, specifically alternative number 6 raising the road to allow water and wildlife free movement. This is the only way to begin to undo the damage caused by years of blocked waterflow

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes



Correspondence Id: 72 **Comment Id:** 96483 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: PLEASE CHOOSE ALTERNATIVE 6 FOR THE BRIDGING OF TAMIA MI TRAIL. This will allow for the maximum flow of water into the Shark River Slough and the heart of Everglades National Park. It will also likely create the greatest number of jobs during construction.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 73 **Comment Id:** 96485 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: I would like to see ALTERNATIVE #6 This allows for maximum bridging across Tamiami Trail and is closest to the Army Corps of Engineers original recommendation of an 11 mile bridge to allow for sufficient water flow into the park. When completed, it will provide the greatest environmental benefits to an ecosystem containing a mix of plants and animals found nowhere else on the planet - including 36 species listed as threatened or endangered. Alternative#6 will allow for the maximum flow of water into the Shark River Slough and the heart of Everglades National Park. It will also likely create the greatest number of jobs during construction

Organization: Sierra Club

Commenter: MArY-Slater Linn **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 74 **Comment Id:** 96486 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: Please follow Option 6. The restoration of the Everglades is important to all of us, whether we ever visit there or not. Wilderness and wildlife are essential to life.

Organization: Elders for Earth's Future

Commenter: Janet C Spring **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 81 **Comment Id:** 96494 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: I favor alternative 6 for nearly complete bridging of the Tamiami Trail. The only caveat is that some pullout ovrlooks and possibly boardwalks should be added at intervals along the bridge.

Organization: retired ecologist

Commenter: Thomas Poulson **Page:** **Paragraph:**



Kept Private: No

Correspondence Id: 78 **Comment Id:** 96491 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: I am very excited that there is now a possibility for restoring the natural flow of the waters so that this unique ecosystem can be preserved for generations to come. While it is convenient to have a road crossing the Everglades, it is now possible to have both the convenience and the natural flow of the water that will protect the life of the ecosystem. After looking over the alternatives, I believe Alternative 6 will give maximum bridging and therefore maximum natural life to this beautiful area. Please do all that is possible to protect and preserve this national, natural treasure.

Organization:

Commenter: Mary Sue Rose **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 79 **Comment Id:** 96492 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: PLEASE CHOOSE ALTERNATIVE 6 FOR THE BRIDGING OF
TAMIAMI TRAIL.

Organization:

Commenter: mike bleecker **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 80 **Comment Id:** 96493 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: I fully support the Sierra Club's recommendations for the Restoration of the Everglades and the Tamiami Trail, including maximum bridging across the Trail, the removal of air boats, and allowing access for kayaks and canoes.

Organization:

Commenter: Jane Terrell **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 96 **Comment Id:** 97120 **Coder's Initials:** V_CHARTIER

Comment Text: Choose Alternative 6

Organization: Caloosahatchee River Citizens Association, Board Member

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 97 **Comment Id:** 97189 **Coder's Initials:** V_CHARTIER



Comment Text: I urge to you adopt alternative SIX, in that it will most closely start the natural process of restoring this part of the Glades back to what mother nature created long ago. The days of fleecing tourist with a six foot high pile of shells, reservation Indians dressed up as alligator wrestlers, environmentally, dangerously noisy, destructive airboats is OVER. The huge majority of Americans now support a more passive, sustainable involvement with natural wonders such as the Glades. The past fatal, flawed policies of Water Management Districts on the Glades goes without saying and every American is paying the price today. Lets get it RIGHT this TIME.

Organization:

Commenter: wilson k bagwell **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 98 **Comment Id:** 97199 **Coder's Initials:** V_CHARTIER

Comment Text: I ask you to choos ealternative 6 for bridging the Tamiami Trail (US 41) as the most reasonable way to restore Park's hydrology and ecosystem function and with that the plentiful life it supports and which is the park's main attraction.

Organization:

Commenter: Katya Kovalenko **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 183 **Comment Id:** 96690 **Coder's Initials:** V_CHARTIER

Comment Text: South Florida Anglers For Everglades Restoration (SAFER)is in favor of the No Action Alternative- a one mile bridge located on the east side of the Tamiami Trail, and combined with a clean out of the culverts already in existence under the roadbed, and maintained to keep the culverts free of impediments to the flow of water.

Organization: SAFER

Commenter: Al Ovies **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 183 **Comment Id:** 96692 **Coder's Initials:** V_CHARTIER

Comment Text: We are not in favor of any plan which intereres with the ability of the public to access the businesses which already exist on the south side of the Trail.

Organization: SAFER

Commenter: Al Ovies **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 123 **Comment Id:** 97213 **Coder's Initials:** V_CHARTIER

Comment Text: I hate to see the commercial (& private) air boat facilities forced out of business, but Alternative 6 with 3.5-, 1.75-, 1.0- and 0.8-mile bridges is what would restore maximum flow to the eastern Everglades and come the closest to approximating



the natural flow conditions before the area was changed into a desert. It would have been nice if the old Frog City property could have been developed into a drive-in camp site, but if the 3.5-mile bridge should take it off the map, then so be it. It would also be nice if the Blue Shanty Canal were to remain open for canoe access from the L-29 Canal.

Organization: Florida Trail Association

Commenter: David B Denham **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 124 **Comment Id:** 97168 **Coder's Initials:** V_CHARTIER

Comment Text: Alternative 6 is my choice for the Tamiami Trail. This project will have maximum benefit for the Glades while providing major employment for the local economy. This is perhaps the only road project I have supported in forty years of campaigning to get the Everglades fixed, and I'm happy to support what amounts to a reversal of a blunder made back in 1928. If we want the hydro/eco systems there to revive and run with minimal human management, we must remove the dam-aging effects of the Tamiami Trail's surface bed.

Organization:

Commenter: Joe Podgor **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 124 **Comment Id:** 97170 **Coder's Initials:** V_CHARTIER

Comment Text: It's time to get it right, and stop fooling around with this project of world importance. Alternative 6, please.

Organization:

Commenter: Joe Podgor **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 125 **Comment Id:** 97215 **Coder's Initials:** V_CHARTIER

Comment Text: We support Option 6 for elevating Tamiami Trail to provide maximum water to the Park and a buyout and removal of all private airboat concessions on the south side of Tamiami Trail. Provisions for public access should include sites to launch canoes and kayaks and hammocks and chickees for paddlers in the park interior.

Organization: Loxahatchee Sierra Club

Commenter: John B Koch **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 143 **Comment Id:** 97153 **Coder's Initials:** V_CHARTIER

Comment Text: As a Florida native and representative of our group of over 1000 persons, I would ask that you choose Alternative 6 in your bridging process. This is our



last chance to give this park an opportunity to survive what has destroyed Florida, growth. Nature created systems for a reason and when our people chose to destroy the natural flow, the Everglades spiraled down to a less than 'splendid' condition that we are now attempting to recover.

Organization: Nature Coast Group, Sierra Club

Commenter: Theresa Waldron **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 156 **Comment Id:** 97111 **Coder's Initials:** V_CHARTIER

Comment Text: Please chose alternative 6 for the bridging of Tamiami Trail. This will allow for the maximum flow of water into the Shark River Slough and the heart of Everglades National Park. It will also likely create the greatest number of jobs during construction. When completed, it will provide the greatest environmental benefits to an ecosystem containing a mix of plants and animals found nowhere else on the planet - including 36 species listed as threatened or endangered. These include the manatee, green sea turtle, American Crocodile, and the critically endangered Florida panther.

Organization:

Commenter: N/A N/A **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 66 **Comment Id:** 96477 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: I am in favor of raising the Tamiami Trail the 11 miles that basically has been recommended by the Army Corp of Engineers. I am in favor of Alternative 6.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 67 **Comment Id:** 96479 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: As a long time resident of Florida (born, raised, resident, tax payer, teacher, environmentalist) I have seen the wanton destruction of the state for profit by the few. This can make you callous and bitter; however, there is always hope that someone in a responsible position will listen and support the right action. So I urge you to select ALTERNATIVE 6 when bridging the Tamiami Trail. This option is the one closest to the recommendation by the Army Corp of Engineers, it is supported by environmental groups, AND it will have the most benefit for wild life and outdoor enthausists. Lest I forget, it has the potential for many jobs which is important in this weak economy which will enhance life in South Florida (if the workers hired are local and not migrants). Again, please select ALTERNATIVE 6 when bridging the Tamiami Trail.



Organization: Nature Conservancy
Commenter: Kept Private **Page:** **Paragraph:**
Kept Private: Yes

Correspondence Id: 59 **Comment Id:** 97102 **Coder's Initials:** V_CHARTIER

Comment Text: Along these lines, we support the inclusion of Alternative 6 in the suite of alternatives for Environmental Impact Statement (EIS) analysis. Alternative 6 maximizes bridging and ecosystem benefits without adversely impacting traditional Tribal residences and land uses at the Osceola and Tigertail Camps.

Organization: National Parks Conservation Association, Audubon of Florida, Everglades Foundation et al.

Commenter: Rebecca Garvoille **Page:** **Paragraph:**
Kept Private: No

Correspondence Id: 95 **Comment Id:** 97188 **Coder's Initials:** V_CHARTIER

Comment Text: I support alternative six...Raising a bridge on the Tamiami Trail will keep the road from forming an unhealthy dam across the Everglades. I use the Tamiami trail to visit Shark Valley and the Miccosukee Reservation and know how beautiful that area is. Having a bridge will not only be better for the ecosystem, it will give visitors a great view of terrain that's generally difficult to access. The more people know about the Everglades, the more they'll realize what a national treasure it is.

Organization:

Commenter: Maria Puente-Duany **Page:** **Paragraph:**
Kept Private: No

Correspondence Id: 121 **Comment Id:** 97179 **Coder's Initials:** V_CHARTIER

Comment Text: The Everglades is dying and it is only your efforts that can forestall that outcome and it is for that reason, I urge you to adopt alternative 6. Alternative 6 provides for maximum bridging over the Tamiami Trail among the preferred options and as such, provides the greatest environmental benefit. Protecting what is left of the Everglades, by selecting alternative 6 that provides the maximum environmental benefit, is also the most beneficial for the economy of South Florida. The Everglades region and Everglades National Park bring countless tourist dollars to South Florida. Protecting Everglades wetlands that recharge the sole source aquifer for drinking water in South Florida is of incalculable benefit, and is a resource that deserves utmost protection. Saving highly endangered species that populate the Everglades is best accomplished by alternative 6 that provides maximal restoration of historic water flows. While it is difficult to accord a dollar value to a species on the verge of extinction, that does not under law, prevent you from taking that criteria into account. And if one were to assign a dollar value to stopping an extinction, the value of saving a unique species would be so high as to make any countervailing short term economic benefit derived from higher construction costs or some limited potential development, simply pale in



comparison. The Everglades is just a tiny fraction of the wilderness and habitat that existed prior to 20th century ditching and diverting water flows. Alternative 6 is by far the best option presented to restoring some small semblance of water flow, without which the area and Everglades National Park stand little chance of surviving.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 151 **Comment Id:** 97147 **Coder's Initials:** V_CHARTIER

Comment Text: THE SIERRA CLUB IS FIRMLY BEHIND ALTERNATIVE 6. We support maximum bridging across Tamiami Trail as was recommended by the Army Corps of Engineers in their original recommendation. We need to allow for sufficient water flow into the park. Right now Tamiami Trail is blocking this flow. We believe that it is imperative that this bridging be built as soon as possible.

Organization: Sierra Club, Loxahatchee Group

Commenter: Drew Martin **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 201 **Comment Id:** 96511 **Coder's Initials:** V_CHARTIER

Comment Text: These comments are an addendum to those already submitted by the Sierra Club on the Tamiami Trail Next Steps project and restoration of Shark River Slough. Mark Oncavage, Conservation Chair of the Miami Sierra Club Group and a long time member of the Sierra Club's Everglades Committee, submitted comments expressing the Club's strong support for Alternative 6. When completed, the bridging over Tamiami Trail provided by this alternative will not only have the immediate effect of increasing the flow of water to the Shark River Slough (to a greater extent than the other alternatives presented), but will also create a healthier ecosystem. Bringing back historic water flows south of Tamiami Trail will enable Everglades National Park (ENP) to withstand the stresses brought about by global climate change, salt water intrusion, the likely rise of sea levels, and increased human development, disturbances and water use in areas 'upstream' from the park. This principle is in line with both the Sierra Club's and the Department of the Interior's strong commitment to the concept of developing 'resilient habitats' in our nation's ever shrinking natural areas.

Organization: Sierra Club

Commenter: Matthew Schwartz **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 151 **Comment Id:** 97148 **Coder's Initials:** V_CHARTIER

Comment Text: We support an elevated 11 mile bridge. We recommend the purchase of air boat concessions in the area of this bridging. We recommend that the Department of Interior and the Park BUY OUT AND REMOVE ALL COMMERCIAL AIRBOAT



OPERATIONS ALONG THE SOUTH SIDE OF TAMIAMI TRAIL (private airboat owners of record only - 1989 - to be allowed access on designated trails according to the terms of the Everglades Expansion and Protection Act). While the Sierra Club understands that some tourists do use these commercial tours as a way of getting a quick peek of the Everglades and possibly an alligator, there are serious ecological problems encountered with their continued operation (and there are many places in south Florida to ride an airboat outside the confines of a national park). If Alternative 6 is chosen, leaving these commercial operations in place could interfere with the historic movement of waters the bridging is supposed to return by leaving enormous 'island concessions' with parking lots, stores and docks in the historic flow of Shark River Slough.

Organization: Sierra Club, Loxahatchee Group

Commenter: Drew Martin **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 199 **Comment Id:** 96441 **Coder's Initials:** V_CHARTIER

Comment Text: I am in strong favor of alternative #6 - the bridging of Tamiami Trail. We need to establish maximum water flow to the Park and this alternative does that.

Organization:

Commenter: Jason D Feldman **Page:** **Paragraph:**

Kept Private: No

AL4001 Alternatives: New Alternatives Or Elements (Non-Substantive)

Correspondence Id: 32 **Comment Id:** 96117 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: To address these issues NPCA recommends an additional bridging alternative to be considered, possibly alternative six that would maximize restoration benefit to the natural system and allow for a reconfiguration of airboat concessions to serve the park's needs. This would benefit both the park and visitor access to the Everglades.

Organization: National Parks Conservation Association

Commenter: Rebecca Garvoille **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 16 **Comment Id:** 96122 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: Put in place multiple public and private property access north and south of Tamiami Trail from land islands between the bridges.

Organization:

Commenter: Eric Kimmel **Page:** **Paragraph:**



Kept Private: No

Correspondence Id: 16 **Comment Id:** 96123 **Coder's Initials:**

L_FLANK_MAGGI

Comment Text: bridge high enough to pass at the high water mark with any airboats this could be incorporated in the previous plans without having to implement this new alternative plan.

Organization:

Commenter: Eric Kimmel **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 15 **Comment Id:** 96134 **Coder's Initials:**

L_FLANK_MAGGI

Comment Text: There is no doubt that maximum bridging along the Tamiami Trail, beyond that currently being evaluated, confers the greatest benefits to the natural system. Indeed, the U.S. Army Corps of Engineers 2005 Revised General Re-Evaluation Report (RGRR) demonstrated that a 10.7 mile continuous bridge spanning Shark River Slough was the environmentally preferred alternative. While NPCA recognizes that this particular bridge configuration is not a viable option today because it interferes with the Miccosukee Tribe of Indians' Osceola and Tigertail Camps, NPCA does think that the findings about maximizing bridge length should be duly considered during the NPS' planning and evaluation of additional bridging scenarios.

Organization: National Parks Conservation Association

Commenter: Rebecca Garvoille **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 70 **Comment Id:** 97114 **Coder's Initials:** V_CHARTIER

Comment Text: Elevated causeways are nothing new and can be found in several places throughout the US. If that is what it takes to restore the Everglades to as near its original function it must be done.

Organization: South Florida Audubon Society

Commenter: Grant Campbell **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 65 **Comment Id:** 96475 **Coder's Initials:**

L_FLANK_MAGGI

Comment Text: I am in favor of building the 11 mile skyway to improve water flow into Shark River Slough, the alternative that has been shown by the Corps of Engineers to be the best alternative for the Everglades.

Organization:



Commenter: Kept Private **Page:** **Paragraph:**
Kept Private: Yes

Correspondence Id: 171 **Comment Id:** 97130 **Coder's Initials:** V_CHARTIER

Comment Text: It is my firm belief that there are a lot less expensive and viable alternatives to these bridges and skyways that would achieve the same or greater water delivery goals in a shorter amount of time.

Organization:

Commenter: Shane Snell **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 29 **Comment Id:** 96064 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: Okay. So if I understood right, these aren't fixed bridges. We could tweak these a little bit, if we see something that might work if we move one over?

Organization:

Commenter: N/A N/A **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 15 **Comment Id:** 96136 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: To address these issues, NPCA recommends a bridging alternative be considered that could maximize restoration benefits to the natural system and could allow for a reconfiguration of airboat concessions to serve the Park's needs. Alternative 6 or some variation thereof would provide this opportunity and be best for the Park and for Everglades restoration.

Organization: National Parks Conservation Association

Commenter: Rebecca Garvoille **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 32 **Comment Id:** 96115 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: While NPCA recognizes that this particular bridge configuration is not a viable option today, because it interferes with the Miccosukee tribe of Indians, Osceola and Tiger Tail camps, NPCA does think that the findings about maximizing bridge length should be duly considered during the National Park Services planning and evaluation of additional bridging scenarios. Along these lines NPCA appreciates the inclusion of alternative six in the alternatives displayed tonight, which maximizes bridging, without adversely impacting traditional tribal residences and land uses.

Organization: National Parks Conservation Association



Commenter: Rebecca Garvoille **Page:** **Paragraph:**
Kept Private: No

AL5001 Alternatives: Cost (Non-Substantive) (Non-Substantive)

Correspondence Id: 121 **Comment Id:** 97179 **Coder's Initials:** V_CHARTIER

Comment Text: The Everglades is dying and it is only your efforts that can forestall that outcome and it is for that reason, I urge you to adopt alternative 6. Alternative 6 provides for maximum bridging over the Tamiami Trail among the proffered options and as such, provides the greatest environmental benefit. Protecting what is left of the Everglades, by selecting alternative 6 that provides the maximum environmental benefit, is also the most beneficial for the economy of South Florida. The Everglades region and Everglades National Park bring countless tourist dollars to South Florida. Protecting Everglades wetlands that recharge the sole source aquifer for drinking water in South Florida is of incalculable benefit, and is a resource that deserves utmost protection. Saving highly endangered species that populate the Everglades is best accomplished by alternative 6 that provides maximal restoration of historic water flows. While it is difficult to accord a dollar value to a species on the verge of extinction, that does not under law, prevent you from taking that criteria into account. And if one were to assign a dollar value to stopping an extinction, the value of saving a unique species would be so high as to make any countervailing short term economic benefit derived from higher construction costs or some limited potential development, simply pale in comparison. The Everglades is just a tiny fraction of the wilderness and habitat that existed prior to 20th century ditching and diverting water flows. Alternative 6 is by far the best option presented to restoring some small semblance of water flow, without which the area and Everglades National Park stand little chance of surviving.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 8 **Comment Id:** 96112 **Coder's Initials:** V_CHARTIER

Comment Text: At the June 02 meeting there were 6 alterinives presented. None had cost, or science information.

Organization: Airboat Association of Florida

Commenter: Mark Kendall **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 11 **Comment Id:** 96085 **Coder's Initials:** V_CHARTIER

Comment Text: If we are to spend large sums to improve water flow in the Everglades we need to provide a way to see it without driving.

Organization: MDC MPO BPAC, GMN



Commenter: Eric Tullberg **Page:** **Paragraph:**
Kept Private: No

Correspondence Id: 124 **Comment Id:** 97169 **Coder's Initials:** V_CHARTIER

Comment Text: Not only will this allow the water to return in a natural way, at minimal costs for M & O, but it will provide a spectacular vantage point for travelers, offering an increase in visitor interest and eco-tourism. For critics who deride the size and cost of such a project, direct them to the cost sheets of I-10 leading into New Orleans, or any bridge/tunnel passage so common through the mountainous areas of the U.S. I'm also reminded of the \$1.3 billion cost of the 13 mile stretch of I-595 that went from Andy Town (at US 27) and the Fort Lauderdale Airport, or the Billion Dollar Metro Rail phase one. There are an incredible number of costly roads to nowhere in our part of Florida to compare with this, but none of those project help now when we need the jobs, nor did any of them save an ecosystem of global significance.

Organization:

Commenter: Joe Podgor **Page:** **Paragraph:**
Kept Private: No

Correspondence Id: 12 **Comment Id:** 96044 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: Despite the various EIS conclusions that full bridging achieves the most hydrological and ecological benefits, that alternative has not been chosen by the relevant federal agencies. Rather we are now stuck with an approximately one mile bridge preferred alternative that will largely waste \$244 million of the taxpayer's money since the environmental benefits are relatively minimal and the project will need to be redone in the future if it is to realistically meet project hydrological and ecological objectives. The FBP is disillusioned that the political decision making always seem to trump science-based decision making in regards to elevating Tamiami Trail and other CERP projects. Further, agencies seem to kowtow to the Miccosukee Tribe and their endless lawsuits with the result that the preferred alternative is selected by using the lowest common denominator method of decisionmaking □ the path of least political resistance. The FBP is pessimistic regarding any future expansion of bridging the Tamiami Trail. With the federal debt now at extreme levels its seems highly unlikely that the federal government will be able to garner enough political support to fully bridge Tamiami Trail to meet the proposed project objectives, much less CERP. In effect this EIS is largely an academic exercise.

Organization: Florida Biodiversity Project

Commenter: Brian Scherf **Page:** **Paragraph:**
Kept Private: No

Correspondence Id: 12 **Comment Id:** 96047 **Coder's Initials:**
L_FLANK_MAGGI



Comment Text: The methodology for estimating construction costs should be fully explained.

Organization: Florida Biodiversity Project

Commenter: Brian Scherf **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 12 **Comment Id:** 96082 **Coder's Initials:** V_CHARTIER

Comment Text: The selection of the preferred alternative should be based on science-based decision making. Fully explain how the selection of the preferred alternative will be made including any weighting of objectives and costs.

Organization: Florida Biodiversity Project

Commenter: Brian Scherf **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 13 **Comment Id:** 96069 **Coder's Initials:** V_CHARTIER

Comment Text: Even though the Modified Water Delivery Project has been languishing for twenty years, we support only taxpayer projects that provide real ecosystem restoration.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 13 **Comment Id:** 96071 **Coder's Initials:** V_CHARTIER

Comment Text: NPS own Proposed Objectives do not seem best served by a costly minimum project

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 13 **Comment Id:** 96075 **Coder's Initials:** V_CHARTIER

Comment Text: The 20008 LRR admittedly fails in restoration benefits, and is even recognized by Congress as "not sufficient to restore NESRS." Don't build the short bridges. They will not contribute to restoration of NESS and have not been evaluated under the reality of sea level rise. To spend \$244 million to not accomplish restoration is a waste of taxpayer funds. Western senators will not support duplicate funds in upcoming years for a failed project. With the state of the American economy degrading as boomers retire later this decade this project may never have chance for funding again.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**



Kept Private: Yes

Correspondence Id: 167 **Comment Id:** 97053 **Coder's Initials:** V_CHARTIER

Comment Text: I realize both of these options place a higher burnden on me as a taxpayer, but by God, somethings are just worth it, and some things just demand it. This is more than important enough and essential enough.

Organization: Greater Hollywood Chamber of Commerce

Commenter: Sean Atkinson **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 203 **Comment Id:** 97078 **Coder's Initials:** V_CHARTIER

Comment Text: LAND TO BE ACQUIRED: The EIS must divulge the amount, and cost, of the land that must be acquired in the Everglades National Park Expansion Area and divulge that such land must be purchased before any benefits can be realized from operations.

Organization: Miccosukee Tribe of Indians of Florida

Commenter: Dexter Lehtinen **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 203 **Comment Id:** 97079 **Coder's Initials:** V_CHARTIER

Comment Text: COST CAP: According to NPS representatives, DOI leadership advised that there should be NO COST CAP for the preferred alternative. This is irresponsible in light of the current fiscal crisis in this country. Cost should be fully evaluated, and used as a factor to screen out alternatives.

Organization: Miccosukee Tribe of Indians of Florida

Commenter: Dexter Lehtinen **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 203 **Comment Id:** 97080 **Coder's Initials:** V_CHARTIER

Comment Text: COST OF DELAY: Irreversible damage to the Everglades must be stopped. Delay has a cost. All alternatives analyzed should look at the cost of delay to the Everglades. The amount of time it would take to implement each alternative should be used as a performance measure.

Organization: Miccosukee Tribe of Indians of Florida

Commenter: Dexter Lehtinen **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 1 **Comment Id:** 96008 **Coder's Initials:** L_FLANK_MAGGI

Comment Text: When are you going to stop destroying florida in the name of



conservation? I only wish we could start one last taxpayer funded project and that would be to make florida what it was at the turn of the century now theres a project i could get into and could truly be called FIXING THE MESS YOU HAVE MADE OF FLORIDA!!!!!!

Organization: STOP THE MADNESS

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 183 **Comment Id:** 96693 **Coder's Initials:** V_CHARTIER

Comment Text: While we understand that the elevated skyway bridge is the most desired, ecologically sound alternative, we feel this alternative is cost prohibitive. This alternative was rejected by the US Army Corps of Engineers some time back, and we do not understand how this alternative keeps coming back to the table.

Organization: SAFER

Commenter: Al Ovies **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 18 **Comment Id:** 96098 **Coder's Initials:** V_CHARTIER

Comment Text: What are the projected costs of each of these alternatives? We got all these alternatives, and you didn't mention anything about money involved. I can't see the idea of supporting any of these designs right now, because we don't even know the cost of them. I don't buy anything without knowing the price of it.

Organization: SAFER

Commenter: Rick Persson **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 189 **Comment Id:** 96680 **Coder's Initials:** V_CHARTIER

Comment Text: In addition, the building of an 11 mile bridge will costs millions of dollars that can be avoided by simply cleaning out the culverts and the downstream areas at considerable savings to tax payers.

Organization:

Commenter: Paul J Rauschenplat **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 19 **Comment Id:** 96113 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: heard a good bit of concern impressed about money, how are we going to pay for it one account to the next? Basically, the only way we are going to pay for it is kind of like we did things back in the '80s when it was 16 percent of inflation. Right now we have a nation that's bankrupt. Actually we have a world that's bankrupt,



but we are going to handle our own stuff, so we are going (unintelligible) money that they have already pumped in about 11 trillion dollars, okay? So the way the money is going to come is everybody's grandkids and kids are going to be paying this debt, and maybe your great-grandchildren. If the bridging is necessary, I can see build it, but this country in the shape that it's in, partly by doing stuff like this that isn't necessary that's pushed politically by people that know how to do it. So just keep doing more of the same and this country will be in deeper.

Organization: Everglades Coordinating Council

Commenter: Frank Denninger **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 16 **Comment Id:** 96118 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: There are a lot less expensive and viable alternatives to these bridges and skyways. That could bring the proper water deliveries in a lot quicker than these proposed plans.

Organization:

Commenter: Eric Kimmel **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 171 **Comment Id:** 97137 **Coder's Initials:** V_CHARTIER

Comment Text: There is simply not enough money available for any of the proposed alternatives the construction costs will be borne by our grandchildren and further increase the counties deficit. The jobs supposedly created by this project will be short lived and actually have an adverse impact on the existing cultural communities way of life their businesses and tourism.

Organization:

Commenter: Shane Snell **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 171 **Comment Id:** 97141 **Coder's Initials:** V_CHARTIER

Comment Text: I ask that the NPS give Folks more time to further review the alternatives and give us the individual costs of the different type of bridging so that we can decide which gives us the most bang for the buck a water delivery schedule and protections for the cultural property values.

Organization:

Commenter: Shane Snell **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 171 **Comment Id:** 97130 **Coder's Initials:** V_CHARTIER



Comment Text: It is my firm belief that there are a lot less expensive and viable alternatives to these bridges and skyways that would achieve the same or greater water delivery goals in a shorter amount of time.

Organization:

Commenter: Shane Snell **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 171 **Comment Id:** 97131 **Coder's Initials:** V_CHARTIER

Comment Text: The NPS has not tried the pilot swale project that was being considered. Where does this new money and project leave that project?

Organization:

Commenter: Shane Snell **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 171 **Comment Id:** 97135 **Coder's Initials:** V_CHARTIER

Comment Text: Of all the alternatives only the no action alternative is the only acceptable alternative at this time due to lack of study, lack of fiscal responsibility in regards that cost is not a factor in picking any of the other alternatives. There also has been not enough time allotted for public input.

Organization:

Commenter: Shane Snell **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 176 **Comment Id:** 97023 **Coder's Initials:** V_CHARTIER

Comment Text: The current plan for a 1-mile bridge is far too little to make the necessary difference that will restore this area to a healthy state, and will amount to an expensive waste of time that will provide little benefit.

Organization:

Commenter: Keith Wasserman **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 130 **Comment Id:** 97217 **Coder's Initials:** V_CHARTIER

Comment Text: The Powerpoint presentation on the NPS website titled "Enabling NE Shark River Slough Restoration" identified six alternatives of which the FBP recommended Alternative 6 ☐ Maximized Bridging ☐ No Direct Access to Commercial Facilities. Our support of this alternative is conditional on the complete removal of the commercial airboat concessions (Everglades Safari Park, Gator Park and Coopertown). These commercial airboat concessions should be completely removed for the following reasons: " They are not required by the Everglades National Park Protection and Expansion Act. " Commercial airboat operations are not compatible with the proposed



project objectives. " Airboats create significant adverse impacts on natural resources such as the hydrology, soils, vegetation, and wildlife. A substantial network of airboat trails is already visible on the aerial photographs used in the presentation. " The removal of the concessions would allow additional habitat restoration, ecological connectivity, and even distribution of water flows. " It would cost too much to protect the commercial airboat facilities from flooding due to higher water levels required by CERP. " Commercial airboat operations create user conflicts (including noise) with non motorized canoeists and kayakers. " Commercial airboat operations are not compatible with wilderness. " The NPS has failed to adequately manage the commercial airboat concessions by not complying with Executive Orders 11644 and 11989. The NPS has also failed to comply with NEPA by not producing an Environmental Assessment as soon as it achieved administrative control of the East Everglades Expansion Area years ago. " Entrance and exit ramps to the commercial airboat concessions would be too expensive to construct. " Commercial airboat operators violate Federal and State law by feeding alligators and flushing wading birds for tourist photographs.

Organization: Florida Biodiversity Project

Commenter: Brian Scherf **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 82 **Comment Id:** 97206 **Coder's Initials:** V_CHARTIER

Comment Text: As a former long-time resident of South Florida and still a resident of the state of Florida, I am in favor of raising the Tamiami Trail to increase the flow of water into Shark Valley and surrounding areas of the Everglades, restoring somewhat the original water levels of the environment. Improving wildlife habitat and water quality will benefit the area economically by preserving a key attraction for southern Florida know all around the world and will improve the quality of life for all of us who live near and visit the Park. These improvements will also provide much-needed jobs to many in the construction industry in South Florida and will be a beneficial use of the stimulus money in harmony with the goals of the legislation.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 70 **Comment Id:** 97113 **Coder's Initials:** V_CHARTIER

Comment Text: Cost is certainly at issue, but when cost is compared to the loss of this unique ecosystem, cost suddenly becomes insignificant. The Everglades has been reduced to approximately one-half its original size through indiscriminate building, dredging and filling, and draining projects and the function has been deteriorated to the point that the entire system is in jeopardy. What we can do to restore the Everglades must be done, and not only in ENP. Throughout South Florida, obstructions to sheetflow and wildlife migration should be removed to the maximum extent possible.

Organization: South Florida Audubon Society



Commenter: Grant Campbell **Page:** **Paragraph:**
Kept Private: No

Correspondence Id: 187 **Comment Id:** 96682 **Coder's Initials:** V_CHARTIER
Comment Text: The alternatives cannot be considered until the test is done to prove if just cleaning out the culverts will do the job. You have the money for the test site, now just do it !!!
Organization: SAFER, FLFFC
Commenter: Richard Persson **Page:** **Paragraph:**
Kept Private: No

Correspondence Id: 148 **Comment Id:** 97219 **Coder's Initials:** V_CHARTIER
Comment Text: As far as the eventual alternative choice is concerned I would offer the following suggestion. America is in a very bad economic situation for the foreseeable future (1 - 2 generations). I recommend that all involved act as if the project is all within a WILDERNESS area and be thinking of "the minimal tool criteria" when selecting an alternative. I mean that the least expensive alternative that demands the least dirt digging that will accomplish the goal, you all decide upon, should be given extra consideration since future generations not the current one will be encumbered with paying off the debt generated by the project. Today's children and their children who can't comment on this should be taken into our consideration by those in charge of choosing what happens.
Organization: Gladesman Cultural Community
Commenter: Frank F Denninger **Page:** **Paragraph:**
Kept Private: No

Correspondence Id: 13 **Comment Id:** 96070 **Coder's Initials:** V_CHARTIER
Comment Text: There are many issues to consider and resolve before deciding on a plan that may seem adequate today. There may be unforeseen impacts and changes any NPS plan should take into consideration. There are issues that may contribute and result in further cumulative impacts on impacted species or that may influence drainage, re-watering, and storage for mimicing seasonal flows into NE Shark Slough. A few samples: 1. Global warming impacts 2. Lack of funding 3. WQ impacts by not restoring sheetflow in a natural southerly direction 4. Timing_Distribution_Quality_Quantity
Organization:
Commenter: Kept Private **Page:** **Paragraph:**
Kept Private: Yes

Correspondence Id: 13 **Comment Id:** 96072 **Coder's Initials:** V_CHARTIER
Comment Text: How will such a plan develop and be accomplished and under what



schedule? By the time this ballooning project is completed, future costs may prohibit any further Congressional funding for this same project.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 192 **Comment Id:** 96669 **Coder's Initials:** V_CHARTIER

Comment Text: NPS should attempt to address ongoing issues with commercial airboat facilities along the Tamiami Trail before selecting an alternative. The 1989 Everglades National Park Protection and Expansion Act provided NPS authority to acquire commercial airboat properties along the Tamiami Trail and enter into concessions contracts with commercial airboat business owners. If NPS is able to purchase these properties in the near future, it will not need to consider constructing costly access ramps.

Organization: Center for Biological Diversity

Commenter: Jacki M Lopez **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 37 **Comment Id:** 96090 **Coder's Initials:** V_CHARTIER

Comment Text: Well, I am not sure how to word this correctly, but with all this talk about costs, I know that the U.S. Army Corps of Engineers -- the most cost effective solution usually is to aquisite (sic) property versus mitigation or allowing you to keep your property. So I am concerned that now this is money, like in the other projects across the state, when they had Appropriations Act, if you might revert back to instead of allowing these properties to stay you might take them, you know, because that is the cheapest way out. Can we get anything guarantee that you are not going to take any of the properties before this even -- before even commenting any further on these plans, because there is no point in commenting if down the line... Yeah, but is there anyone in the park that has authority to say right now, before we start collaborating and trying to come out with an alternative they can say right now that we aren't going to take these properties? Okay. But is that in writing though the Department of Interior letterhead because, I mean, in the old days a handshake, a verbal agreement was fine. And I believe you wholeheartedly, because you are that kind of person, but I know from bad experience -- I lost 400 acres of land one time (unintelligible) and condemnation of land on Quail Roost Drive. When it comes to land -- and I also lost land in Cuba. I'm one of the few Americans that lost land in Cuba, so when it comes to land being taken, I'm very sensitive. I have no interest in them. Myself and my family, you know, but I don't want to see Jesse or the Airboat Club or anybody...

Organization:

Commenter: N/A N/A **Page:** **Paragraph:**

Kept Private: No



ED1001 Editorial (Non-Substantive)

Correspondence Id: 95 **Comment Id:** 97188 **Coder's Initials:** V_CHARTIER

Comment Text: I support alternative six...Raising a bridge on the Tamiami Trail will keep the road from forming an unhealthy dam across the Everglades. I use the Tamiami trail to visit Shark Valley and the Miccosukee Reservation and know how beautiful that area is. Having a bridge will not only be better for the ecosystem, it will give visitors a great view of terrain that's generally difficult to access. The more people know about the Everglades, the more they'll realize what a national treasure it is.

Organization:

Commenter: Maria Puente-Duany **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 91 **Comment Id:** 97195 **Coder's Initials:** V_CHARTIER

Comment Text: IT IS VITAL TO KEEP THE LINE AND PRESERVE WHAT LITTLE FORESTS AND NATIONAL PARKS THAT WE HAVE. THE EVERGLADES IS VITAL TO OUR FRESH WATER SYSTEM, AND WE MUST NOT BUILD FURTHER INTO IT DESTROYING ITS FUNCTION TO MILLIONS OF PEOPLE PLUS THE ANIMALS BIRDS AND VEGETATION THAT DEPEND ON ITS EXISTENCE. WE WERE THE FIRST TO ENACT LAWS OF CONSERVATION BUT FORGOT THIS WHEN BIG BUSINESS KNOCKED ON OUR DOORS. NOW, WE ARE ONE OF THE LAST TO RECLAIM OUT LAND FROM DISTRUCTION. I REQUEST THAT YOU THINK OF THE FUTURE, PEOPLE WILL LEARN FROM NOW, BUT WE WILL HAVE NOTHING LEFT IF YOU SELL IT OFF.

Organization:

Commenter: ADRIENNE I CHIRON **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 105 **Comment Id:** 97187 **Coder's Initials:** V_CHARTIER

Comment Text: I just wanted to write a short comment in support of Alternative 6 for the Shark River Slough Restoration. It's time our community take extreme action to restore the Everglades and its inhabitants. I am sure some of the fears of Alternative 6 include closing the closing of many commercial airboat operations. However, if the Everglades dries up because we do not restore in properly and in a timely fashion, then these airboat operations will end up shutting down anyways and without the buy out. I can't imagine losing the Everglades and all of the life it supports. I support moving forward with Alternative 6 so we can attempt to make the Everglades healthy again.

Organization:

Commenter: Courtney N/A **Page:** **Paragraph:**

Kept Private: No



Correspondence Id: 107 **Comment Id:** 97201 **Coder's Initials:** V_CHARTIER

Comment Text: After reading about the plans for everglades restoration of Shark Slough Alternative 6 seems like the best plan. This plan allows for the maximum flow of water into the system. I have experienced the beauty of the Everglades personally. For the past few years, my husband and I embark on the Shark Valley bike ride. We have had the opportunity to see wildlife and appreciate the stillness of being. The everglades is important to all of us who live in Florida and all attempts should be made to restore it.

Organization:

Commenter: Nancy E Hartgold **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 110 **Comment Id:** 97119 **Coder's Initials:** V_CHARTIER

Comment Text: I am in support of Altrenative 6. Please save our Everglades.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 132 **Comment Id:** 97178 **Coder's Initials:** V_CHARTIER

Comment Text: Sure, airboats might be fun, but so it drag racing down Main Street. Just because it's fun doesn't mean it's a good idea.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 133 **Comment Id:** 97164 **Coder's Initials:** V_CHARTIER

Comment Text: I worked very hard to help implement the Sierra Club sponsored plan to restore the Everglades by building a bridge to restore NE Shark River Slough instead of just a cheaper cement abutment that would permanently block full restoration of the sheet flow. I want to see the best possible plan for restoring the Everglades without caving in to developers or the Army Corps of Engineers or any group involved trying to cut corners - half measures avail us nothing. Please do this whole-heartedly for the best for the future of our Everglades.

Organization: Save It Now Glades

Commenter: Deb Arnason **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 157 **Comment Id:** 97063 **Coder's Initials:** V_CHARTIER

Comment Text: Sounds like a great idea!

Organization:



Commenter: Kristy N/A **Page:** **Paragraph:**
Kept Private: No

Correspondence Id: 165 **Comment Id:** 97058 **Coder's Initials:** V_CHARTIER
Comment Text: It's time we give the Everglades the glory it once had. This is probably the only way we can insure the quality of life in S.Florida for years to come.
Organization:
Commenter: Kept Private **Page:** **Paragraph:**
Kept Private: Yes

Correspondence Id: 166 **Comment Id:** 97056 **Coder's Initials:** V_CHARTIER
Comment Text: I AGREE WITH MR. KIMBLE, LEAVE CULTURES ALONE LET EVERYONE HAVE THEIR FUN,STOP TRYING TO CHANGE FLORIDA,THEIR'S STILL A FEW REAL FLORIDA CRACKERS LEFT THE INDIANS KNOW HOW THE GOV.WORKS,NOW THE YANKEE'S WANT TO TAKE OVER AND RUN EVERYTHING AND SCREW UP THE SOUTH,GO BACK NORTH AND LIVE ANYWAY YOU WANT,BUT LEAVE US ALONE PLEASE
Organization: citizen
Commenter: merrell e daugharty **Page:** **Paragraph:**
Kept Private: No

Correspondence Id: 86 **Comment Id:** 97210 **Coder's Initials:** V_CHARTIER
Comment Text: I have done several hikes and clean up in the Everglades, so Prehistoric it takes my breath away. Whatever needs to be done to keep it flowing I will fight for
Organization: SIERRA
Commenter: Kept Private **Page:** **Paragraph:**
Kept Private: Yes

Correspondence Id: 169 **Comment Id:** 97142 **Coder's Initials:** V_CHARTIER
Comment Text: Straight and simple, Please do NOTHING to further infringe on the rights of citizens of Florida by eliminating motorized boat traffic south of US 41.
Organization:
Commenter: Kept Private **Page:** **Paragraph:**
Kept Private: Yes

Correspondence Id: 171 **Comment Id:** 97140 **Coder's Initials:** V_CHARTIER
Comment Text: Access for both motorized and non-motorized is a must. Some folks have made it clear that their greed should superscede all others recreational wants and



needs, but as a native gladesman I choose motorized and non-motorized forms of transportation. Where would this planet be without technology, and motorized transportation? There are some that think when it comes to recreation we all should be living in the stone age, and they will stop at nothing, even using public projects such as this to achieve their goals, and this must be stopped. That is why private property rights, and access to traditional recreational opportunities must be protected and not sacrificed during this project.

Organization:

Commenter: Shane Snell **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 176 **Comment Id:** 97021 **Coder's Initials:** V_CHARTIER

Comment Text: I have had the privilege of traveling the length of the Slough from the L-67 extension down to Bottle Creek at Rookery Branch, a trip made in a home-built Glades skiff based on the plans in Glen Simmons' book "Gladesmen". This was a life-changing experience for me and brought home to me the dire need for the return of the natural sheet flow of water to the southern Glades, and to provide access to this incredible wilderness treasure for others to see and experience as I have done.

Organization:

Commenter: Keith Wasserman **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 97 **Comment Id:** 97189 **Coder's Initials:** V_CHARTIER

Comment Text: I urge to you adopt alternative SIX, in that it will most closely start the natural process of restoring this part of the Glades back to what mother nature created long ago. The days of fleecing tourist with a six foot high pile of shells, reservation Indians dressed up as alligator wrestlers, environmentally, dangerously noisy, destructive airboats is OVER. The huge majority of Americans now support a more passive, sustainable involvement with natural wonders such as the Glades. The past fatal, flawed policies of Water Management Districts on the Glades goes without saying and every American is paying the price today. Lets get it RIGHT this TIME.

Organization:

Commenter: wilson k bagwell **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 99 **Comment Id:** 97196 **Coder's Initials:** V_CHARTIER

Comment Text: Lets get this project completed already before Florida Bay is a memory! Lets clean up what the Corps messed up decades ago! We need a natural flow under Tamiami Tr immediately- stop wasting time!

Organization:

Commenter: N/A N/A **Page:** **Paragraph:**



Kept Private: No

Correspondence Id: 203 **Comment Id:** 97079 **Coder's Initials:** V_CHARTIER

Comment Text: COST CAP: According to NPS representatives, DOI leadership advised that there should be NO COST CAP for the preferred alternative. This is irresponsible in light of the current fiscal crisis in this country. Cost should be fully evaluated, and used as a factor to screen out alternatives.

Organization: Miccosukee Tribe of Indians of Florida

Commenter: Dexter Lehtinen **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 203 **Comment Id:** 97082 **Coder's Initials:** V_CHARTIER

Comment Text: In closing, Tribal representatives have personally observed the NPS' attempt to hurriedly slap together something it can call an EIS, even though Congress gave no deadline for completing the feasibility study. In order to rush out a document, NPS intends to improperly rely on the Army Corps of Engineers, Second Supplemental Environmental Impact Statement for the Tamiami Trail Modifications for the Modified Water Deliveries Project (2005). NPS is even seeking to extrapolate modeling from a completely different suite of alternatives and apply it to new alternatives, rather than conduct the requisite modeling. It plans to rely on a 2005 Mod Waters SEIS, even while claiming that its so-called "proposed project" is neither Mod Waters nor CERP. The NPS is clearly not conducting the feasibility evaluation that Congress directed.

Organization: Miccosukee Tribe of Indians of Florida

Commenter: Dexter Lehtinen **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 203 **Comment Id:** 97083 **Coder's Initials:** V_CHARTIER

Comment Text: Congress asked for an evaluation of the feasibility of, among other things, restoring "the ecological connectivity between the Park and the Water Conservation Areas." The 2005 SEIS did not study the connectivity between the Park and the WCAs. It only studied benefits in the Park. This is only one example of why reliance on this antiquated document, and its flawed science, is certain to result in an inadequate analysis and a legally deficient document. DOI appears to be attempting to hi-jack the language in the Omnibus Appropriations Act to rush through an "EIS" in order to claim it has a shovel-ready project, so it can seek stimulus money to achieve its plans for Tamiami Trail. DOI is doing so with no regard for science, fiscal responsibility, the needs of the greater Everglades ecosystem, or the rights and concerns of the Miccosukee Tribe, whose members lived in the Everglades long before the Park existed.

Organization: Miccosukee Tribe of Indians of Florida

Commenter: Dexter Lehtinen **Page:** **Paragraph:**



Kept Private: No

Correspondence Id: 1 **Comment Id:** 96008 **Coder's Initials:** L_FLANK_MAGGI

Comment Text: When are you going to stop destroying florida in the name of conservation? I only wish we could start one last taxpayer funded project and that would be to make florida what it was at the turn of the century now theres a project i could get into and could truly be called FIXING THE MESS YOU HAVE MADE OF FLORIDA!!!!!!

Organization: STOP THE MADNESS

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 104 **Comment Id:** 97208 **Coder's Initials:** V_CHARTIER

Comment Text: Growing up in South Florida (since 1953) I enjoyed exploring and hiking and in awe of all nature had to offer. I could not get enough and as you can see I still enjoy nature with my many memberships. However, things have changed dramatically and the wildlife has gone or whats left moved to the Everglades. The green snakes, box turtles, beetles, frogs native species can only be found, if any here in our beautiful Everglades which we have to protect from people who do not care or know about these very important plants and animals which may be at the end of their time. I always say if we can save one (species) we will save many by protecting habitat. We owe it to our future generations. This is serious stuff. I support Alt 6 because I am also a Habitat Steward here in Broward County and believe this will help support the Everglades habitat and environment from destruction that we can't afford to let happen. We need to protect this precious gift God has given us.

Organization: NWF WWF FWF NABA Sierra club members

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 185 **Comment Id:** 96500 **Coder's Initials:** V_CHARTIER

Comment Text: The time has come to restore this vital area, it just doesn't get any simpler than that.

Organization:

Commenter: Joseph W Jeffries **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 189 **Comment Id:** 96678 **Coder's Initials:** V_CHARTIER

Comment Text: It is admirable to try to restore the Everglades, but it is the same as restoring virginity to an adult woman. Impossible...

Organization:



Commenter: Paul J Rauschenplat **Page:** **Paragraph:**
Kept Private: No

Correspondence Id: 40 **Comment Id:** 96089 **Coder's Initials:** V_CHARTIER

Comment Text: I am sorry. You have a vast resource here of experience. You have people that have been out here stomping those grounds for 50 years. There is no account like an eyewitness account. You got testimonies, people that have -- this is their backyard. Me, I'm a new kid on the block and I was born and raised here and I'm only 47. I'm a new kid -- eyewitness accounts of what that place right there on that little chart is supposed to be like. The only way that you can restore it is if you open it up and don't manage water, don't touch nothing. That's the only way you can restore something. As long as you got a handle on gates or floodgates and you can manipulate, you really are not going to accomplish much. These people here are an incredible resource. If you want eyewitness first-hand account of what it is to romp around and slide and glide in that place that you have pictured on your board. That right there is meaningless. You all need to take an airboat ride. You all need to take an airboat ride on the north side and the south side. You all need to take some airplane rides. As a matter of fact, the closer to the ground that you get the better it looks; that's a suggestion. If you want first-hand account you need to talk to some of these people. You can sit in an office and conduct all kinds of feasibility studies and environmental impacts and accounts and water tables, but these people will tell you firsthand. They can go back as far as you want. Tell us about when this happened. Tell us about when these culverts plugged up and weren't maintained. Tell us about what happened to the wild life out there. Tell me how much dead deer you saw when the high water and all of that water control thing. You have a vast resource here in your private tour people that see it on a daily basis, and some of your old-timers here that have paved the road that we are all enjoying. So do not -- you engineers, I'm talking to you all. Don't discount the experience of some of these guys. You need to tap into that resource, if you really want to tell the truth. If you want to blow smoke then go ahead. If you really want to get down to the nitty gritty and get down to the truth of what we are really working with here, it ain't just money and bridges that we are building. By the way, the more bridges you build the more the contractors are going to make. The less you do, the less money we are going to spend. The more you do the more flow. We understand how that works. So we are going

Organization:

Commenter: N/A N/A **Page:** **Paragraph:**
Kept Private: No

Correspondence Id: 122 **Comment Id:** 97167 **Coder's Initials:** V_CHARTIER

Comment Text: We know of and have visited some, including the Great Smokies, Yosemite, Bryce Canyon, Zion, and the Grand Canyon. We have loved every one, but especially appreciate the uniqueness and beauty of the Everglades, in our own "backyard!"



Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 149 **Comment Id:** 97151 **Coder's Initials:** V_CHARTIER

Comment Text: Please help move the Everglades project forward. It is the one thing we have, and that I have seen in my life time that is indeed great. There is nothing in the world like it.

Organization:

Commenter: Carlos Fernandez **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 172 **Comment Id:** 97090 **Coder's Initials:** V_CHARTIER

Comment Text: I am against ALTERNATIVE 6 FOR THE BRIDGING OF TAMIAMI TRAIL. Alternative 6 is a selfish attempt for one group to exclude another and has absolutely no regard for others. At this moment in time a No Action Alternative is the only viable solution until better, more just alternatives can be had.

Organization:

Commenter: Robert Cruz **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 140 **Comment Id:** 97156 **Coder's Initials:** V_CHARTIER

Comment Text: It is a very great honor to be alive at this point in time when we have the opportunity to actually do something of significance to help preserve our Everglades. Though, due to my disability I have had extremely limited contact with the echo system. I am certainly looking forward to more boardwalks where my wheelchair may take me into further investigations of such a beautiful paradise. I agree with the Sierra Club that number six is the best opportunity to provide the most good to the echo system and to the public.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 148 **Comment Id:** 97220 **Coder's Initials:** V_CHARTIER

Comment Text: Many people want a lot of amenities. Sierra wants exclusive canoe liveries and ?canoe ramps? when they know existing ramps are available. How do people develop such disdain for fellow citizens that happen to prefer a different method of transportation (e.g. motorized)? Seems as though they would prefer America to be a third world nation. These type folks are strange. It is surprising that they want an alternative choice to focus upon such a non-essential selfish item. The cost Sierra's



discriminatory and exclusive canoe ramp and livery might fund 2 more feet of bridge-I thought Sierra Club was pushing for more bridge but maybe a request like this is part of a membership drive. All of those with their hand out for a handout should consider today's kids who will have to pay for their non-essential desires.

Organization: Gladesman Cultural Community

Commenter: Frank F Denninger **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 181 **Comment Id:** 96717 **Coder's Initials:** V_CHARTIER

Comment Text: Thank you for receiving my comments regarding the Florida Everglades. I appreciate the National Parks Service desire to restore the Everglades to it's more natural state by allowing sheet flow. I also know that man has been involved with the Everglades from prehistorical times to present. Some of man's influence has been good and some of his influence, not so good. With this in mind, man's current involvement should be considered. The restoration of the Everglades by man is certainly a positive cause. It will make for a more healthy ecosystem where wildlife and plantlife will thrive. It will make for a more healthy and diverse habitat, from the beginnings of the "Glades" to Florida Bay. A desire most people encourage. A ultimate healthy marsh and mangrove swamp in the end will be something we all can enjoy and pass down to the next generation. The saving of the "Glades" ultimately will be a jewel for all Floridians and the world for that matter to see and be part of. As said, man has been part of the "Glades" since man entered South Florida. From Native Indians, Spanish Explorers, Frontiersmen, Settlers, Out Laws, farmers, fishermen, hunters, developers, politicians, sight-seers and birdwatchers. Some good and some bad. All have had an impact. It is necessary to realize the differences between the good and the bad. Just as not all farmers are bad, nor all politicians are bad and just as some folks wishing to enjoy the "Glades" aren't bad, some will abuse the area.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 94 **Comment Id:** 97192 **Coder's Initials:** V_CHARTIER

Comment Text: Nature's Path to Earth and Us in Peaceful Balance June, 17, 2009: This year marks the fiftieth anniversary of Educating, Counseling and Healing With Nature (ECHN) a UNESCO approved, online, sensory art and science developed by Michael J. Cohen, Ph.D. at the Institute of Global Education. ECHN provides a lasting remedy for personal, social and environmental deterioration. It offers accredited courses, degree programs and jobs from Project NatureConnect in cooperation with Akamai and Portland State Universities. By giving us the means to create moments that let Earth teach, ECHN genuinely connects contemporary thinking with the the grace of nature's self-correcting and restorative ways. This helps us nurture and energize nature's healing powers within us. It enables of our natural senses to sensibly recycle the pollutants in our mind that bond us to our destructive relationships. Engaging in



ECHN is like forever taking a powerful and spiritually renewing walk in the park. It transforms our disorders into the rewards of clear thinking, well-being and peaceful balance. It may be added to any discipline or profession.

Organization: Project NatureConnect

Commenter: Michael J Cohen **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 94 **Comment Id:** 97191 **Coder's Initials:** V_CHARTIER

Comment Text: NAE results from fifty-five years of natural system observation by hundreds of trained individuals who made conscious sensory contact with natural areas. The outcomes of their research is shared online in <<http://www.ecopsych.com/books.html>>books, in <<http://www.ecopsych.com/2004artnews.html>>studies and articles and in <<http://www.ecopsych.com>>accredited coursework and Degree programs. The complete history of Natural Attraction Ecology, the prejudice against it and its application of Ecopsychology since 1959 is described at <http://www.ecopsych.com/ksanity.html> and may be downloaded at no cost. It will help the Everglades gain the support it deserves to once again flow wild and free.

Organization: Project NatureConnect

Commenter: Michael J Cohen **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 94 **Comment Id:** 97190 **Coder's Initials:** V_CHARTIER

Comment Text: How to help stop Industrial Society's runaway deterioration of nature in and around us. Educating, counseling and healing with nature will help NPS remedy the Everglades flow blocking. A Powerful Sensory Art and Science is Certified: Holistic Educating, Counseling and Healing With Nature. Those of us who recognize that humanity and Earth are at risk also realize that we must become more holistic, scientific and sensible if we are to remedy our great troubles such as the deterioration of the Everglades. It is imperative that we become more sensitive and accurate to increasingly contribute to well being at every level including that of the Everglades. To this end, the science of Ecology must painstakingly scrutinize all forms of valid evidence. New evidence now includes the fact that a critical contribution to life in balance emanates from at least fifty-three natural attraction sensitivities inherent in natural systems, within and around us. These sensory attractions are often overlooked yet they continually register in our mind. They are key to nature's, and our, ability to self-correct, regenerate and restore the web-of-life, including humanity. To help us remedy our many problems, the unique art of an empirical scientific model, <<http://www.naturalattractionecology.com>>Natural Attraction Ecology (NAE), enables our fifty-three natural senses to consciously connect our psyche with nature's self-correcting powers. Never before seen, this social technology enables our thinking to most sensibly create balanced relationships with people and places like the Everglades. NAE provides us with the means to benefit from sensory attraction discoveries we make



while educating, counseling and healing with nature, backyard or backcountry. This enables nature to beneficially embrace our thoughts and feelings. We restore our inborn love of nature and our protection of it as part of our life and the Web of Life. Online, NAE offers accredited, organic, environment and psychology axioms, courses, jobs, grants and degree programs that help us increase personal, social and environmental well-being.

Organization: Project NatureConnect

Commenter: Michael J Cohen **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 187 **Comment Id:** 96685 **Coder's Initials:** V_CHARTIER

Comment Text: The public has little or no access to the park now, bridging will only prohibit bank fishermen from using the culvert areas to fish. Just one more way to keep the public out of the Park (oh by the way) I seem to remember the public paid for the Park and the land, not just the Seirra Club.

Organization: SAFER, FLFFC

Commenter: Richard Persson **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 87 **Comment Id:** 97204 **Coder's Initials:** V_CHARTIER

Comment Text: Why must you even consider building in the Everglades? There has to be a line drawn between destroying life of all kinds and your greed. If you continue doing this to our environment.. Not only would you leave a destruction legacy, but you won't be around to spend the money. Your greed is killing all of us! Please stop, so we all may live.

Organization:

Commenter: Bobbi Lamarche **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 198 **Comment Id:** 96443 **Coder's Initials:** V_CHARTIER

Comment Text: As a South Florida resident I am greatly concerned about the health of the everglades ecosystem. It is unique and I have taken many trips to the National Park in the 13 years I have lived in South Florida. I have biked at shark valley, canoed in ten thousand islands as well as enjoyed the boardwalks at roadside stops. I find the drive on the Tami Trail to be very scenic particularly once you approach the Shark Valley bike path. However, the 17 mile drive between Miami and Shark Valley could be improved dramatically.

Organization:

Commenter: Cynthia Busch **Page:** **Paragraph:**

Kept Private: No



Correspondence Id: 35 **Comment Id:** 96062 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: I am standing here listening to nothing about nothing. You have given us nothing. You have told us what you are going to do. Every time a question is asked to you, well, we have got that under advisement. We are thinking about doing this. Maybe we are going to do this. You have given us nothing at all concrete to make any informed decision upon. At what time -- what point in time will you give us concrete information so we can therefore go forward with a response?

Organization:

Commenter: George Edwards **Page:** **Paragraph:**
Kept Private: No

MT1001 Miscellaneous Topics: General Comments (Non-substantive) (Non-Substantive)

Correspondence Id: 36 **Comment Id:** 96061 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: You have a plan that hasn't been implemented, but we are going to go ahead and do this project, because we have this money and because it's being jammed down our throats, but we really don't know what the impact is. All I'm asking for is a little bit, you know, more concrete information, so we can try to make some intelligent decisions. We all want the best for the Everglades.

Organization:

Commenter: N/A N/A **Page:** **Paragraph:**
Kept Private: No

Correspondence Id: 24 **Comment Id:** 96108 **Coder's Initials:** V_CHARTIER

Comment Text: How do we convey our input? Is there going to be a website that we can send e-mails to you? How do we flood you with our concerns? Other than this forum, what is the appropriate forum?

Organization: Everglades Safari Park

Commenter: Richard Farace **Page:** **Paragraph:**
Kept Private: No

Correspondence Id: 91 **Comment Id:** 97195 **Coder's Initials:** V_CHARTIER

Comment Text: IT IS VITAL TO KEEP THE LINE AND PRESERVE WHAT LITTLE FORESTS AND NATIONAL PARKS THAT WE HAVE. THE EVERGLADES IS VITAL TO OUR FRESH WATER SYSTEM, AND WE MUST NOT BUILD FURTHER INTO IT DESTROYING ITS FUNCTION TO MILLIONS OF PEOPLE PLUS THE ANIMALS BIRDS AND VEGETATION THAT DEPEND ON ITS EXISTENCE. WE WERE THE



FIRST TO ENACT LAWS OF CONSERVATION BUT FORGOT THIS WHEN BIG BUSINESS KNOCKED ON OUR DOORS. NOW, WE ARE ONE OF THE LAST TO RECLAIM OUT LAND FROM DISTRUCTION. I REQUEST THAT YOU THINK OF THE FUTURE, PEOPLE WILL LEARN FROM NOW, BUT WE WILL HAVE NOTHING LEFT IF YOU SELL IT OFF.

Organization:

Commenter: ADRIENNE I CHIRON **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 132 **Comment Id:** 97178 **Coder's Initials:** V_CHARTIER

Comment Text: Sure, airboats might be fun, but so it drag racing down Main Street. Just because it's fun doesn't mean it's a good idea.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 157 **Comment Id:** 97063 **Coder's Initials:** V_CHARTIER

Comment Text: Sounds like a great idea!

Organization:

Commenter: Kristy N/A **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 99 **Comment Id:** 97196 **Coder's Initials:** V_CHARTIER

Comment Text: Lets get this project completed already before Florida Bay is a memory! Lets clean up what the Corps messed up decades ago!We need a natural flow under Tamiami Tr immediately- stop wasting time!

Organization:

Commenter: N/A N/A **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 7 **Comment Id:** 96034 **Coder's Initials:** L_FLANK_MAGGI

Comment Text: Unfortunately, in the past, everything that has been done to the park has been done in a knee jerk manor without having extensive scientific testing and research done as to the effects of the actions. At the recent public meeting there were 6 beautiful artist renderings shown as alternatives for water flow improvement paid for with Federal Government blank check stimulus money. Not a single one of these had any scientific data to show what effect or cost they would have. They appeared to be just feel good ideas without any research as to the effects. In that sense there can only be one possible alternative, which is the 1 mile bridge at the east end, which is going to be constructed as per Mod Waters, and to "properly maintain" the existing culverts



already in place. "Everglades Restoration" should not be a fodder for government stimulus programs, but be a way to realistically help a dying park.

Organization: Airboat Association of FI

Commenter: Charles Erwin **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 94 **Comment Id:** 97190 **Coder's Initials:** V_CHARTIER

Comment Text: How to help stop Industrial Society's runaway deterioration of nature in and around us. Educating, counseling and healing with nature will help NPS remedy the Everglades flow blocking. A Powerful Sensory Art and Science is Certified: Holistic Educating, Counseling and Healing With Nature. Those of us who recognize that humanity and Earth are at risk also realize that we must become more holistic, scientific and sensible if we are to remedy our great troubles such as the deterioration of the Everglades. It is imperative that we become more sensitive and accurate to increasingly contribute to well being at every level including that of the Everglades. To this end, the science of Ecology must painstakingly scrutinize all forms of valid evidence. New evidence now includes the fact that a critical contribution to life in balance emanates from at least fifty-three natural attraction sensitivities inherent in natural systems, within and around us. These sensory attractions are often overlooked yet they continually register in our mind. They are key to nature's, and our, ability to self-correct, regenerate and restore the web-of-life, including humanity. To help us remedy our many problems, the unique art of an empirical scientific model, <<http://www.naturalattractionecology.com>>Natural Attraction Ecology (NAE), enables our fifty-three natural senses to consciously connect our psyche with nature's self-correcting powers. Never before seen, this social technology enables our thinking to most sensibly create balanced relationships with people and places like the Everglades. NAE provides us with the means to benefit from sensory attraction discoveries we make while educating, counseling and healing with nature, backyard or backcountry. This enables nature to beneficially embrace our thoughts and feelings. We restore our inborn love of nature and our protection of it as part of our life and the Web of Life. Online, NAE offers accredited, organic, environment and psychology axioms, courses, jobs, grants and degree programs that help us increase personal, social and environmental well-being.

Organization: Project NatureConnect

Commenter: Michael J Cohen **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 30 **Comment Id:** 96102 **Coder's Initials:**

L_FLANK_MAGGI

Comment Text: My second question is: When possibly can we have more people on our benefit or the trail at these meetings, because you keep having these meetings short, first of all, you know, we don't know when they are going to happen. Call us Sunday, we have a meeting Tuesday. And also your 5 o'clock times -- there is not a lot



of people that can make 5 o'clock meetings. There is a lot of people that are working and they would love to be here giving their input. It seems like every time we have these meetings it's the same thing. Oh, we are going to have a meeting really quick and there is tons of people out there that would love to be here.

Organization:

Commenter: N/A N/A **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 122 **Comment Id:** 97167 **Coder's Initials:** V_CHARTIER

Comment Text: We know of and have visited some, including the Great Smokies, Yosemite, Bryce Canyon, Zion, and the Grand Canyon. We have loved every one, but especially appreciate the uniqueness and beauty of the Everglades, in our own "backyard!"

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 185 **Comment Id:** 96500 **Coder's Initials:** V_CHARTIER

Comment Text: The time has come to restore this vital area, it just doesn't get any simpler than that.

Organization:

Commenter: Joseph W Jeffries **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 40 **Comment Id:** 96089 **Coder's Initials:** V_CHARTIER

Comment Text: I am sorry. You have a vast resource here of experience. You have people that have been out here stomping those grounds for 50 years. There is no account like an eyewitness account. You got testimonies, people that have -- this is their backyard. Me, I'm a new kid on the block and I was born and raised here and I'm only 47. I'm a new kid -- eyewitness accounts of what that place right there on that little chart is supposed to be like. The only way that you can restore it is if you open it up and don't manage water, don't touch nothing. That's the only way you can restore something. As long as you got a handle on gates or floodgates and you can manipulate, you really are not going to accomplish much. These people here are an incredible resource. If you want eyewitness first-hand account of what it is to romp around and slide and glide in that place that you have pictured on your board. That right there is meaningless. You all need to take an airboat ride. You all need to take an airboat ride on the north side and the south side. You all need to take some airplane rides. As a matter of fact, the closer to the ground that you get the better it looks; that's a suggestion. If you want first-hand account you need to talk to some of these people. You can sit in an office and conduct all kinds of feasibility studies and environmental



impacts and accounts and water tables, but these people will tell you firsthand. They can go back as far as you want. Tell us about when this happened. Tell us about when these culverts plugged up and weren't maintained. Tell us about what happened to the wild life out there. Tell me how much dead deer you saw when the high water and all of that water control thing. You have a vast resource here in your private tour people that see it on a daily basis, and some of your old-timers here that have paved the road that we are all enjoying. So do not -- you engineers, I'm talking to you all. Don't discount the experience of some of these guys. You need to tap into that resource, if you really want to tell the truth. If you want to blow smoke then go ahead. If you really want to get down to the nitty gritty and get down to the truth of what we are really working with here, it ain't just money and bridges that we are building. By the way, the more bridges you build the more the contractors are going to make. The less you do, the less money we are going to spend. The more you do the more flow. We understand how that works. So we are going

Organization:

Commenter: N/A N/A **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 94 **Comment Id:** 97191 **Coder's Initials:** V_CHARTIER

Comment Text: NAE results from fifty-five years of natural system observation by hundreds of trained individuals who made conscious sensory contact with natural areas. The outcomes of their research is shared online in <http://www.ecopsych.com/books.html> books, in <http://www.ecopsych.com/2004artnews.html> studies and articles and in <http://www.ecopsych.com> accredited coursework and Degree programs. The complete history of Natural Attraction Ecology, the prejudice against it and its application of Ecopsychology since 1959 is described at <http://www.ecopsych.com/ksanity.html> and may be downloaded at no cost. It will help the Everglades gain the support it deserves to once again flow wild and free.

Organization: Project NatureConnect

Commenter: Michael J Cohen **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 94 **Comment Id:** 97192 **Coder's Initials:** V_CHARTIER

Comment Text: Nature's Path to Earth and Us in Peaceful Balance June, 17, 2009: This year marks the fiftieth anniversary of Educating, Counseling and Healing With Nature (ECHN) a UNESCO approved, online, sensory art and science developed by Michael J. Cohen, Ph.D. at the Institute of Global Education. ECHN provides a lasting remedy for personal, social and environmental deterioration. It offers accredited courses, degree programs and jobs from Project NatureConnect in cooperation with Akamai and Portland State Universities. By giving us the means to create moments that let Earth teach, ECHN genuinely connects contemporary thinking with the the grace of nature's self-correcting and restorative ways. This helps us nurture and energize



nature's healing powers within us. It enables of our natural senses to sensibly recycle the pollutants in our mind that bond us to our destructive relationships. Engaging in ECHN is like forever taking a powerful and spiritually renewing walk in the park. It transforms our disorders into the rewards of clear thinking, well-being and peaceful balance. It may be added to any discipline or profession.

Organization: Project NatureConnect

Commenter: Michael J Cohen **Page:** **Paragraph:**

Kept Private: No

PN1001 Purpose and Need: Planning Process And Policy (Non-substantive) (Non-Substantive)

Correspondence Id: 5 **Comment Id:** 96013 **Coder's Initials:** L_FLANK_MAGGI

Comment Text: You are in a unique position to overcome and correct the ignorance and mistakes of the past. Please let your knowledge and understanding of the needs of the present and the future inform your decisions and move swiftly to restore the Everglades by proceeding without delay to pass the Northeast Shark River Slough Restoration. We are counting on your best judgement and prompt action to save the this part of the planet to the seventh generation.

Organization: Sierra Club

Commenter: Juliana M Gill **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 4 **Comment Id:** 96012 **Coder's Initials:** L_FLANK_MAGGI

Comment Text: In regards to the presentation put on by NPS at the meeting on June 2, 2009, I would have appreciated if fewer acronyms had been used. Even being familiar with the projects, I found it hard to understand/remember what each acronym meant during the presentation, and therefore my comprehension of much of the presentation was compromised.

Organization:

Commenter: N/A N/A **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 12 **Comment Id:** 96044 **Coder's Initials:**

L_FLANK_MAGGI

Comment Text: Despite the various EIS conclusions that full bridging achieves the most hydrological and ecological benefits, that alternative has not been chosen by the relevant federal agencies. Rather we are now stuck with an approximately one mile bridge preferred alternative that will largely waste \$244 million of the taxpayer's money since the environmental benefits are relatively minimal and the project will need to be redone in the future if it is to realistically meet project hydrological and ecological



objectives. The FBP is disillusioned that the political decision making always seem to trump science-based decision making in regards to elevating Tamiami Trail and other CERP projects. Further, agencies seem to kowtow to the Miccosukee Tribe and their endless lawsuits with the result that the preferred alternative is selected by using the lowest common denominator method of decisionmaking □ the path of least political resistance. The FBP is pessimistic regarding any future expansion of bridging the Tamiami Trail. With the federal debt now at extreme levels its seems highly unlikely that the federal government will be able to garner enough political support to fully bridge Tamiami Trail to meet the proposed project objectives, much less CERP. In effect this EIS is largely an academic exercise.

Organization: Florida Biodiversity Project

Commenter: Brian Scherf **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 203 **Comment Id:** 97082 **Coder's Initials:** V_CHARTIER

Comment Text: In closing, Tribal representatives have personally observed the NPS' attempt to hurriedly slap together something it can call an EIS, even though Congress gave no deadline for completing the feasibility study. In order to rush out a document, NPS intends to improperly rely on the Army Corps of Engineers, Second Supplemental Environmental Impact Statement for the Tamiami Trail Modifications for the Modified Water Deliveries Project (2005). NPS is even seeking to extrapolate modeling from a completely different suite of alternatives and apply it to new alternatives, rather than conduct the requisite modeling. It plans to rely on a 2005 Mod Waters SEIS, even while claiming that its so- called "proposed project" is neither Mod Waters nor CERP. The NPS is clearly not conducting the feasibility evaluation that Congress directed.

Organization: Miccosukee Tribe of Indians of Florida

Commenter: Dexter Lehtinen **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 203 **Comment Id:** 97083 **Coder's Initials:** V_CHARTIER

Comment Text: Congress asked for an evaluation of the feasibility of, among other things, restoring "the ecological connectivity between the Park and the Water Conservation Areas." The 2005 SEIS did not study the connectivity between the Park and the WCAs. It only studied benefits in the Park. This is only one example of why reliance on this antiquated document, and its flawed science, is certain to result in an inadequate analysis and a legally deficient document. DOI appears to be attempting to hi-jack the language in the Omnibus Appropriations Act to rush through an "EIS" in order to claim it has a shovel-ready project, so it can seek stimulus money to achieve its plans for Tamiami Trail. DOI is doing so with no regard for science, fiscal responsibility, the needs of the greater Everglades ecosystem, or the rights and concerns of the Miccosukee Tribe, whose members lived in the Everglades long before the Park existed.



Organization: Miccosukee Tribe of Indians of Florida
Commenter: Dexter Lehtinen **Page:** **Paragraph:**
Kept Private: No

Correspondence Id: 137 **Comment Id:** 97158 **Coder's Initials:** V_CHARTIER

Comment Text: I am so happy that the elevated roadway for the Tamiami Trail is going to happen. We need all 11 miles to be elevated and commercial airboat enterprises to be bought out and canoe entrances and trails put in place. Save our environment through thorough planning and implementing.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**
Kept Private: Yes

PN11001 Purpose And Need: Other Policies And Mandates (Non-Substantive)
(Non-Substantive)

Correspondence Id: 201 **Comment Id:** 97230 **Coder's Initials:** V_CHARTIER

Comment Text: In calling for Alternative 6 and the buyout and removal of the commercial airboat operations, Sierra Club is concerned about a range of factors. As mentioned above, left in place these operations would remain as large scale impediments to the historic natural flows of water in Shark River Slough. Access ramps to these 'island concessions' would put additional human engineering in the path of waters this project is supposed to eliminate. Other factors include changes in hydrology caused by the airboat trails (e.g. a study in neighboring Big Cypress National Preserve found up to a 5 fold increase in rates of water flow within airboat trails regardless of the trail's orientation). Airboats have also been shown to have impacts on water turbidity, soils, plants, and wildlife behavior. An excellent summary of the literature on this topic has been compiled by Wildlands CPR. It has also been attached to these comments for consideration during the preparation of the NPS' preferred alternative. As stated in the Everglades Protection and Expansion Act, restoration and enhancement of the area is a fundamental purpose of the Act: (b) PURPOSE- The purposes of this Act are to-- (1) increase the level of protection of the outstanding natural values of Everglades National Park and to enhance and restore the ecological values, natural hydrologic conditions, and public enjoyment of such area by adding the area commonly known as the Northeast Shark River Slough and the East Everglades to Everglades National Park; and (2) assure that the park is managed in order to maintain the natural abundance, diversity, and ecological integrity of native plants and animals, as well as the behavior of native animals, as a part of their ecosystem.

Organization: Sierra Club

Commenter: Matthew Schwartz **Page:** **Paragraph:**
Kept Private: No



Correspondence Id: 201 **Comment Id:** 97235 **Coder's Initials:** V_CHARTIER

Comment Text: The process of creating non-motorized areas and safe designated routes for paddlers where they will not encounter motorized transportation should begin immediately. It is an activity far more appropriate to the spirit of the National Park Service and the way the first 'biological park' in our nation's history was intended to be enjoyed than 'airboat rides'. It will also allow for the full extent of land deemed 'wilderness eligible' by NPS within the expansion area (approximately 97%), to be incorporated as 'designated wilderness' into the federal wilderness system without 'incompatible uses'. As stated in the 1934 enabling legislation for all of Everglades National Park - "The said area or areas shall be permanently reserved as a wilderness, and no development of the project or plan for the entertainment of visitors shall be undertaken which will interfere with the preservation intact of the unique flora and fauna and the essential primitive natural conditions now prevailing in this area."

Organization: Sierra Club

Commenter: Matthew Schwartz **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 204 **Comment Id:** 97044 **Coder's Initials:** V_CHARTIER

Comment Text: Miami-Dade County staff has participated on a variety of technical teams involved in the development of the Modified Water Delivery Project elements and Comprehensive Everglades Restoration. The County recognizes that improvements to the Tamiami Trail are part of a critical step in achieving more natural flow of water from the Water Conservation Areas (WCA) to northeast Shark River Slough and Everglades National Park (ENP). The 2009 Omnibus Appropriations Act provides an opportunity to move forward on this key component of south Florida ecosystem restoration.

Organization: Miami-Dade County DERM

Commenter: Carlos Espinosa **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 192 **Comment Id:** 96666 **Coder's Initials:** V_CHARTIER

Comment Text: 2) Alternative 6 will help further the goals of species and habitat management in the Everglades. The purpose of the Tamiami Trail construction is to restore more natural water flow to Everglades National Park and Florida Bay and restore habitat and ecological connectivity between the Park and Water Conservation Areas; and to ensure that future Comprehensive Everglades Restoration Plan projects will not require additional modifications to the Trail. Numerous species of plants and wildlife rely on the health of the Florida Everglades for their survival. The historic draining of wetlands and alteration of water flow are some of the leading causes of these species' decline. These species include the American crocodile, Arctic peregrine falcon, green turtle, Atlantic Ridley turtle, Atlantic hawksbill turtle, Atlantic leatherback turtle, Cape Sable seaside sparrow, Everglades snail kite, wood stork, West Indian manatee, Florida panther, Key Largo wood rat, Key Largo cotton mouse, red-cockaded



woodpecker, Schaus swallowtail butterfly, Garber's Spurge, smalltooth sawfish, and southern bald eagle. It is the policy established by Congress in the Endangered Species Act that all federal agencies shall seek to conserve endangered and threatened species and shall utilize their authorities in furtherance of that goal. Alternative 6 is the alternative that most fully complies with the policy of the ESA and aids the Fish and Wildlife Service and National Marine Fisheries Service in their duties to recover imperiled species. Likewise, NPS should consider the affects of the alternatives on nearby public lands owned by the government including Big Cypress National Preserve, Biscayne National Park, Dry Tortugas National Park, the Florida Keys National Marine Sanctuary, the Rookery Bay National Marine Estuarine Research Reserve, and 16 national wildlife refuges. Furthermore, the overarching goal of Comprehensive Everglades Restoration Plan is to "get the water right" by restoring the natural hydrological conditions of the region. Alternative 6 is the only alternative that will enable NPS to help the Army Corps of Engineers realize that goal.

Organization: Center for Biological Diversity

Commenter: Jacki M Lopez **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 203 **Comment Id:** 97075 **Coder's Initials:** V_CHARTIER

Comment Text: CULVERTS: NPS reported that DOI Leadership Guidance includes the recommendation to "use con-span-like structures (prefabricated culverts) as potentially a more cost effective way to meet the Congressional intent to improved connectivity." Since con-spans are essentially large culverts, and culverts are technically small bridges, clearing out the exotic vegetation downstream of the existing culverts, and constructing additional culverts and swales, should be evaluated in the EIS as a cost effective alternative to meet Congressional intent.

Organization: Miccosukee Tribe of Indians of Florida

Commenter: Dexter Lehtinen **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 176 **Comment Id:** 97024 **Coder's Initials:** V_CHARTIER

Comment Text: We need to remove the asphalt dam of the Tamiami Trail and allow the water to flow freely and naturally. This, along with the opening of the water corridor south of Lake Okeechobee as a result of the US Sugar deal, will make the Comprehensive Everglades RESTORATION Plan actually live up to it's name. Otherwise, the CERP will remain just another bad water management project that will never result in true restoration of the Everglades ecosystem.

Organization:

Commenter: Keith Wasserman **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 130 **Comment Id:** 97217 **Coder's Initials:** V_CHARTIER



Comment Text: The Powerpoint presentation on the NPS website titled "Enabling NE Shark River Slough Restoration" identified six alternatives of which the FBP recommended Alternative 6 □ Maximized Bridging □ No Direct Access to Commercial Facilities. Our support of this alternative is conditional on the complete removal of the commercial airboat concessions (Everglades Safari Park, Gator Park and Coopertown). These commercial airboat concessions should be completely removed for the following reasons: " They are not required by the Everglades National Park Protection and Expansion Act. " Commercial airboat operations are not compatible with the proposed project objectives. " Airboats create significant adverse impacts on natural resources such as the hydrology, soils, vegetation, and wildlife. A substantial network of airboat trails is already visible on the aerial photographs used in the presentation. " The removal of the concessions would allow additional habitat restoration, ecological connectivity, and even distribution of water flows. " It would cost too much to protect the commercial airboat facilities from flooding due to higher water levels required by CERP. " Commercial airboat operations create user conflicts (including noise) with non motorized canoeists and kayakers. " Commercial airboat operations are not compatible with wilderness. " The NPS has failed to adequately manage the commercial airboat concessions by not complying with Executive Orders 11644 and 11989. The NPS has also failed to comply with NEPA by not producing an Environmental Assessment as soon as it achieved administrative control of the East Everglades Expansion Area years ago. " Entrance and exit ramps to the commercial airboat concessions would be too expensive to construct. " Commercial airboat operators violate Federal and State law by feeding alligators and flushing wading birds for tourist photographs.

Organization: Florida Biodiversity Project

Commenter: Brian Scherf **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 61 **Comment Id:** 97223 **Coder's Initials:** V_CHARTIER

Comment Text: Alternative D calls for the eventual phasing out of small private airboats (no permits other than by owners of record as of 1989 - no new permitting); the buyout by the National Park Service of three commercial airboat operations which run tours within the boundaries of ENP; and the creation of a new 106,000 acre wilderness area just west of Krome Avenue and south of Tamiami Trail less than an hour from downtown Miami. New access and camping opportunities are to be provided for paddlers.

Organization: Palm Beach Kayak Fishing club

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 203 **Comment Id:** 97083 **Coder's Initials:** V_CHARTIER

Comment Text: Congress asked for an evaluation of the feasibility of, among other things, restoring "the ecological connectivity between the Park and the Water Conservation Areas." The 2005 SEIS did not study the connectivity between the Park



and the WCAs. It only studied benefits in the Park. This is only one example of why reliance on this antiquated document, and its flawed science, is certain to result in an inadequate analysis and a legally deficient document. DOI appears to be attempting to hi-jack the language in the Omnibus Appropriations Act to rush through an "EIS" in order to claim it has a shovel-ready project, so it can seek stimulus money to achieve its plans for Tamiami Trail. DOI is doing so with no regard for science, fiscal responsibility, the needs of the greater Everglades ecosystem, or the rights and concerns of the Miccosukee Tribe, whose members lived in the Everglades long before the Park existed.

Organization: Miccosukee Tribe of Indians of Florida

Commenter: Dexter Lehtinen **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 192 **Comment Id:** 96669 **Coder's Initials:** V_CHARTIER

Comment Text: NPS should attempt to address ongoing issues with commercial airboat facilities along the Tamiami Trail before selecting an alternative. The 1989 Everglades National Park Protection and Expansion Act provided NPS authority to acquire commercial airboat properties along the Tamiami Trail and enter into concessions contracts with commercial airboat business owners. If NPS is able to purchase these properties in the near future, it will not need to consider constructing costly access ramps.

Organization: Center for Biological Diversity

Commenter: Jacki M Lopez **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 59 **Comment Id:** 97098 **Coder's Initials:** V_CHARTIER

Comment Text: For many years, Tamiami Trail has acted as a dam, preventing water from freely flowing along its historic and natural path from Water Conservation Area 3 into Everglades National Park and out to Florida Bay. This situation has effectively starved the Park of vital water, hindered Everglades restoration and resulted in the deterioration of the Park's unique ecosystems. The 2009 Omnibus Appropriations Act (2009 Omnibus Act) directive is an unparalleled opportunity for the National Park Service (NPS) to take steps to fully restore Everglades National Park (the Park) and advance Everglades restoration by maximizing additional bridging along the Tamiami Trail.

Organization: National Parks Conservation Association, Audubon of Florida, Everglades Foundation et al.

Commenter: Rebecca Garvoille **Page:** **Paragraph:**

Kept Private: No

PN2001 Purpose And Need: Park Purpose And Significance (Non-substantive) (Non-Substantive)



Correspondence Id: 201 **Comment Id:** 97230 **Coder's Initials:** V_CHARTIER

Comment Text: In calling for Alternative 6 and the buyout and removal of the commercial airboat operations, Sierra Club is concerned about a range of factors. As mentioned above, left in place these operations would remain as large scale impediments to the historic natural flows of water in Shark River Slough. Access ramps to these 'island concessions' would put additional human engineering in the path of waters this project is supposed to eliminate. Other factors include changes in hydrology caused by the airboat trails (e.g. a study in neighboring Big Cypress National Preserve found up to a 5 fold increase in rates of water flow within airboat trails regardless of the trail's orientation). Airboats have also been shown to have impacts on water turbidity, soils, plants, and wildlife behavior. An excellent summary of the literature on this topic has been compiled by Wildlands CPR. It has also been attached to these comments for consideration during the preparation of the NPS' preferred alternative. As stated in the Everglades Protection and Expansion Act, restoration and enhancement of the area is a fundamental purpose of the Act: (b) PURPOSE- The purposes of this Act are to-- (1) increase the level of protection of the outstanding natural values of Everglades National Park and to enhance and restore the ecological values, natural hydrologic conditions, and public enjoyment of such area by adding the area commonly known as the Northeast Shark River Slough and the East Everglades to Everglades National Park; and (2) assure that the park is managed in order to maintain the natural abundance, diversity, and ecological integrity of native plants and animals, as well as the behavior of native animals, as a part of their ecosystem.

Organization: Sierra Club

Commenter: Matthew Schwartz **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 145 **Comment Id:** 97163 **Coder's Initials:** V_CHARTIER

Comment Text: I also believe limiting the airboats would also be beneficial with more canoe and chickee camping access is a wonderful idea along with a few more walkways. Some of the trails on turner River Road, Loop road, swamp walks etc could have better access for more people to enjoy it without having to use 4 wheel drive. The roads have been very poor over the past sfew years especailly after the Katrina hurricane year. However, I do believe for people that cannot canoe and want to go a little further into the River of Grass that a limited amount of airboat concessions should be allowed not just the few elite people that always had access in the past. That is not right for the people that have not always lived in South Florida and owned part of the land or belonged to an elite club. To help remedy who should have the concessions I believe the National Park service should only run the concessions or maybe one other concession with the Indian tribe to be fair limiting the access and areas where the airboats will be able to travel. The airboat ride into the Everglades would also then teach about the ecosystem and environment as well as the history of the River of grass and th einhabitants and be able to perserve the way of the people that lived there if that



would be promoted by the tribe and or National park. This is seen in other Natinal parks such as the Smokies in 3 areas such as Airport Road perseving the homesteaders way of life, Yosemite with the Indian Cultural Center, ect. Hopefully then the airboat ride can remain affordadable for all yet limited not to ruin the environment. Moreover I beleieve that the private four wheelers should not be allowed any access into the Everglades or Big Cypress ruining the land since most people that go on the trails do not respect the privaledge and damage the land. Perhaps the National Park Service could also have a 4 wheel or swamp buggy ride on an already designated trail for all to enjoy not just a few elite people.

Organization: Sierra Club

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 143 **Comment Id:** 97153 **Coder's Initials:** V_CHARTIER

Comment Text: As a Florida native and representative of our group of over 1000 persons, I would ask that you choose Alternative 6 in your bridging process. This is our last chance to give this park an opportunity to survive what has destroyed Florida, growth. Nature created systems for a reason and when our people chose to destroy the natural flow, the Everglades spiroled down to a less than 'splendid' condition that we are now attempting to recover.

Organization: Nature Coast Group, Sierra Club

Commenter: Theresa Waldron **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 142 **Comment Id:** 97155 **Coder's Initials:** V_CHARTIER

Comment Text: When I think of our national parks, what comes to my mind is a place where the natural environment is preserved for people to enjoy. While there are different ways to enjoy the outdoors, I believe some are better suited to the mission of our national parks than others. More specifically, I do not consider airboats to be a good fit with our national park goals, as I understand them. The presence of airboats makes it impossible for anyone to enjoy the sounds of nature and for anyone without ear protection to even safely function. With airboats in the area, overall safety of smaller craft is always an issue. I think that having canoe and kayak access is less harmful to the environment and more consistent with the way most people view national parks. I would favor the park service offering a rental service and providing canoe launches for people with their own boats (without the threat of being run over by airboats). I am generally in favor of live and let live, but it is not possible for small craft such as canoes and kayaks to coexist with airboats. This would be like going for a hike on the runway of an airport -- both unpleasant and unsafe. If airboats must be allowed, which still seems counter productive to the park mission, then it seems that there are two possible options: 1) have separate airboat-free areas and 2) have separate seasons set aside for airboats. I know that some of our northern national parks have controversial snow mobile policies. While I still view them as destructive in more ways than one, allowing



airboat access in the summer months (rather than the winter months as up north) might be a compromise.

Organization:

Commenter: Doug Waggle **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 124 **Comment Id:** 97169 **Coder's Initials:** V_CHARTIER

Comment Text: Not only will this allow the water to return in a natural way, at minimal costs for M & O, but it will provide a spectacular vantage point for travelers, offering an increase in visitor interest and eco-tourism. For critics who deride the size and cost of such a project, direct them to the cost sheets of I-10 leading into New Orleans, or any bridge/tunnel passage so common through the mountainous areas of the U.S. I'm also reminded of the \$1.3 billion cost of the 13 mile stretch of I-595 that went from Andy Town (at US 27) and the Fort Lauderdale Airport, or the Billion Dollar Metro Rail phase one. There are an incredible number of costly roads to nowhere in our part of Florida to compare with this, but none of those project help now when we need the jobs, nor did any of them save an ecosystem of global significance.

Organization:

Commenter: Joe Podgor **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 184 **Comment Id:** 96502 **Coder's Initials:** V_CHARTIER

Comment Text: The Everglades are a national treasure that must be protected now. As a birding enthusiast, I often visit the Everglades to view and photograph the plants and animals. I have been distressed for many years at the abuse the Everglades have suffered. I urge to you take action to protect the Everglades for the wildlife and future generations of wildlife viewers and supporters.

Organization:

Commenter: Candice E Guth **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 85 **Comment Id:** 97209 **Coder's Initials:** V_CHARTIER

Comment Text: PLEASE ADOPT ALTERNATIVE 6. THE EVERGLADES ARE CRITICAL TO THE ENVIRONMENTAL HEALTH OF THE UNITED STATES, NOT JUST FLORIDA. IT IS OUR RESPONSIBILITY TO PROTECT AND RESTORE WHAT WE HAVE DESTROYED OR NEARLY DESTROYED. WE NEED TO DO THE MAXIMUM POSSIBLE TO RETURN THE EVERGLADES TO WHAT IT ONCE WAS.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes



Correspondence Id: 175 **Comment Id:** 97025 **Coder's Initials:** V_CHARTIER

Comment Text: One of America's Jewels is Everglades National Park. Please do all you can to conserve, preserve and strengthen it by choosing Alternative 6.

Organization: NWF

Commenter: Stuart H Krantz **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 91 **Comment Id:** 97195 **Coder's Initials:** V_CHARTIER

Comment Text: IT IS VITAL TO KEEP THE LINE AND PRESERVE WHAT LITTLE FORESTS AND NATIONAL PARKS THAT WE HAVE. THE EVERGLADES IS VITAL TO OUR FRESH WATER SYSTEM, AND WE MUST NOT BUILD FURTHER INTO IT DESTROYING ITS FUNCTION TO MILLIONS OF PEOPLE PLUS THE ANIMALS BIRDS AND VEGETATION THAT DEPEND ON ITS EXISTENCE. WE WERE THE FIRST TO ENACT LAWS OF CONSERVATION BUT FORGOT THIS WHEN BIG BUSINESS KNOCKED ON OUR DOORS. NOW, WE ARE ONE OF THE LAST TO RECLAIM OUT LAND FROM DISTRUCTION. I REQUEST THAT YOU THINK OF THE FUTURE, PEOPLE WILL LEARN FROM NOW, BUT WE WILL HAVE NOTHING LEFT IF YOU SELL IT OFF.

Organization:

Commenter: ADRIENNE I CHIRON **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 61 **Comment Id:** 97224 **Coder's Initials:** V_CHARTIER

Comment Text: As this area is in the heart of Shark River Slough, the main source of water for most of ENP, airboat trails are not to conflict with the terms of the Everglades Expansion and Protection Act which calls for the restoration of "the natural hydrological conditions within the park." The elimination of airboats from this area will greatly facilitate a return of the natural vegetation and hydrological flows (a study conducted in the adjacent Big Cypress National Preserve found that airboat trails increased water flow five times over surrounding areas regardless of their directional orientation); decrease stress on animal life (commercial airboats are enormous and loud twin engine 'buses'); and provide visitors with a tranquil experience of the natural ecosystem that is very near and accessible to the dense urban populations of the east coast of Florida. Fishing opportunities and access to fishing spots south of Tamiami trail would improve as well as a result of this decision.

Organization: Palm Beach Kayak Fishing club

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 104 **Comment Id:** 97208 **Coder's Initials:** V_CHARTIER



Comment Text: Growing up in South Florida (since 1953) I enjoyed exploring and hiking and in awe of all nature had to offer. I could not get enough and as you can see I still enjoy nature with my many memberships. However, things have changed dramatically and the wildlife has gone or what's left moved to the Everglades. The green snakes, box turtles, beetles, frogs native species can only be found, if any here in our beautiful Everglades which we have to protect from people who do not care or know about these very important plants and animals which may be at the end of their time. I always say if we can save one (species) we will save many by protecting habitat. We owe it to our future generations. This is serious stuff. I support Alt 6 because I am also a Habitat Steward here in Broward County and believe this will help support the Everglades habitat and environment from destruction that we can't afford to let happen. We need to protect this precious gift God has given us.

Organization: NWF WWF FWF NABA Sierra club members

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 122 **Comment Id:** 97167 **Coder's Initials:** V_CHARTIER

Comment Text: We know of and have visited some, including the Great Smokies, Yosemite, Bryce Canyon, Zion, and the Grand Canyon. We have loved every one, but especially appreciate the uniqueness and beauty of the Everglades, in our own "backyard!"

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 128 **Comment Id:** 97182 **Coder's Initials:** V_CHARTIER

Comment Text: In conjunction with Alternative 6, the NPS should buy out all commercial airboat operations along the south side of Tamiami Trail. Without taking this step, parking lots, docks, and stores will still create substantial interference with the historic flow of waters, the very thing the bridging project is supposed to restore. Also, the continued existence of these concessions will require new off-ramps, further engineering hampering the historic flow. The existing concessions also hinder non-motorized access to the park. In place of the commercial airboat operations which have been in place for decades without a required concession contract with NPS, there should be a concession for canoes and kayaks, with the operator making rental payments to NPS. There should also be "put-in" locations for those who bring their own canoes and kayaks to safely enter and use the park. Finally, there should be boardwalks with interpretive signs to allow families and non-paddlers to enjoy the park on foot. All these steps would allow a true eco-tourism experience, rather than the superficial tourism that airboats permit. Moreover, they allow preservation of the pristine nature of the park for future generations, an important goal of the NPS.

Organization:



Commenter: Mara Shlackman **Page:** **Paragraph:**
Kept Private: No

Correspondence Id: 143 **Comment Id:** 97154 **Coder's Initials:** V_CHARTIER
Comment Text: Airboats need to be removed and 'ins' for kayaks and canoes need to be made available to maintain the quality of serenity the Everglades was originally given by nature.

Organization: Nature Coast Group, Sierra Club

Commenter: Theresa Waldron **Page:** **Paragraph:**
Kept Private: No

Correspondence Id: 149 **Comment Id:** 97151 **Coder's Initials:** V_CHARTIER
Comment Text: Please help move the Everglades project forward. It is the one thing we have, and that I have seen in my life time that is indeed great. There is nothing in the world like it.

Organization:

Commenter: Carlos Fernandez **Page:** **Paragraph:**
Kept Private: No

Correspondence Id: 173 **Comment Id:** 97048 **Coder's Initials:** V_CHARTIER
Comment Text: Everglades National Park is a public park for the benefit and enjoyment of the people. It is set apart as a permanent wilderness preserving essential primitive conditions, including the natural abundance, diversity, behavior, and ecological integrity of the unique flora and fauna.

Organization: Sierra Club

Commenter: Gaylan L Cooper **Page:** **Paragraph:**
Kept Private: No

Correspondence Id: 201 **Comment Id:** 96512 **Coder's Initials:** V_CHARTIER
Comment Text: In south Florida, Everglades National Park (ENP) represents the most significant and largest portion of the remaining Everglades ecosystem. Simply put, it needs all the help it can get. As the National Park Service (NPS) is well aware, Secretary Salazar has just requested that the park be placed back on the list of UNESCO World Heritage Sites in Danger.

Organization: Sierra Club

Commenter: Matthew Schwartz **Page:** **Paragraph:**
Kept Private: No

Correspondence Id: 121 **Comment Id:** 97179 **Coder's Initials:** V_CHARTIER



Comment Text: The Everglades is dying and it is only your efforts that can forestall that outcome and it is for that reason, I urge you to adopt alternative 6. Alternative 6 provides for maximum bridging over the Tamiami Trail among the preferred options and as such, provides the greatest environmental benefit. Protecting what is left of the Everglades, by selecting alternative 6 that provides the maximum environmental benefit, is also the most beneficial for the economy of South Florida. The Everglades region and Everglades National Park bring countless tourist dollars to South Florida. Protecting Everglades wetlands that recharge the sole source aquifer for drinking water in South Florida is of incalculable benefit, and is a resource that deserves utmost protection. Saving highly endangered species that populate the Everglades is best accomplished by alternative 6 that provides maximal restoration of historic water flows. While it is difficult to accord a dollar value to a species on the verge of extinction, that does not under law, prevent you from taking that criteria into account. And if one were to assign a dollar value to stopping an extinction, the value of saving a unique species would be so high as to make any countervailing short term economic benefit derived from higher construction costs or some limited potential development, simply pale in comparison. The Everglades is just a tiny fraction of the wilderness and habitat that existed prior to 20th century ditching and diverting water flows. Alternative 6 is by far the best option presented to restoring some small semblance of water flow, without which the area and Everglades National Park stand little chance of surviving.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 201 **Comment Id:** 97235 **Coder's Initials:** V_CHARTIER

Comment Text: The process of creating non-motorized areas and safe designated routes for paddlers where they will not encounter motorized transportation should begin immediately. It is an activity far more appropriate to the spirit of the National Park Service and the way the first 'biological park' in our nation's history was intended to be enjoyed than 'airboat rides'. It will also allow for the full extent of land deemed 'wilderness eligible' by NPS within the expansion area (approximately 97%), to be incorporated as 'designated wilderness' into the federal wilderness system without 'incompatible uses'. As stated in the 1934 enabling legislation for all of Everglades National Park - "The said area or areas shall be permanently reserved as a wilderness, and no development of the project or plan for the entertainment of visitors shall be undertaken which will interfere with the preservation intact of the unique flora and fauna and the essential primitive natural conditions now prevailing in this area."

Organization: Sierra Club

Commenter: Matthew Schwartz **Page:** **Paragraph:**

Kept Private: No

PN5001 Purpose And Need: Regulatory Framework (Non-Substantive) (Non-Substantive)



Correspondence Id: 201 **Comment Id:** 97230 **Coder's Initials:** V_CHARTIER

Comment Text: In calling for Alternative 6 and the buyout and removal of the commercial airboat operations, Sierra Club is concerned about a range of factors. As mentioned above, left in place these operations would remain as large scale impediments to the historic natural flows of water in Shark River Slough. Access ramps to these 'island concessions' would put additional human engineering in the path of waters this project is supposed to eliminate. Other factors include changes in hydrology caused by the airboat trails (e.g. a study in neighboring Big Cypress National Preserve found up to a 5 fold increase in rates of water flow within airboat trails regardless of the trail's orientation). Airboats have also been shown to have impacts on water turbidity, soils, plants, and wildlife behavior. An excellent summary of the literature on this topic has been compiled by Wildlands CPR. It has also been attached to these comments for consideration during the preparation of the NPS' preferred alternative. As stated in the Everglades Protection and Expansion Act, restoration and enhancement of the area is a fundamental purpose of the Act: (b) PURPOSE- The purposes of this Act are to-- (1) increase the level of protection of the outstanding natural values of Everglades National Park and to enhance and restore the ecological values, natural hydrologic conditions, and public enjoyment of such area by adding the area commonly known as the Northeast Shark River Slough and the East Everglades to Everglades National Park; and (2) assure that the park is managed in order to maintain the natural abundance, diversity, and ecological integrity of native plants and animals, as well as the behavior of native animals, as a part of their ecosystem.

Organization: Sierra Club

Commenter: Matthew Schwartz **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 130 **Comment Id:** 97217 **Coder's Initials:** V_CHARTIER

Comment Text: The Powerpoint presentation on the NPS website titled "Enabling NE Shark River Slough Restoration" identified six alternatives of which the FBP recommended Alternative 6 ☐ Maximized Bridging ☐ No Direct Access to Commercial Facilities. Our support of this alternative is conditional on the complete removal of the commercial airboat concessions (Everglades Safari Park, Gator Park and Coopertown). These commercial airboat concessions should be completely removed for the following reasons: " They are not required by the Everglades National Park Protection and Expansion Act. " Commercial airboat operations are not compatible with the proposed project objectives. " Airboats create significant adverse impacts on natural resources such as the hydrology, soils, vegetation, and wildlife. A substantial network of airboat trails is already visible on the aerial photographs used in the presentation. " The removal of the concessions would allow additional habitat restoration, ecological connectivity, and even distribution of water flows. " It would cost too much to protect the commercial airboat facilities from flooding due to higher water levels required by CERP. " Commercial airboat operations create user conflicts (including noise) with non



motorized canoeists and kayakers. " Commercial airboat operations are not compatible with wilderness. " The NPS has failed to adequately manage the commercial airboat concessions by not complying with Executive Orders 11644 and 11989. The NPS has also failed to comply with NEPA by not producing an Environmental Assessment as soon as it achieved administrative control of the East Everglades Expansion Area years ago. " Entrance and exit ramps to the commercial airboat concessions would be too expensive to construct. " Commercial airboat operators violate Federal and State law by feeding alligators and flushing wading birds for tourist photographs.

Organization: Florida Biodiversity Project

Commenter: Brian Scherf **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 61 **Comment Id:** 97223 **Coder's Initials:** V_CHARTIER

Comment Text: Alternative D calls for the eventual phasing out of small private airboats (no permits other than by owners of record as of 1989 - no new permitting); the buyout by the National Park Service of three commercial airboat operations which run tours within the boundaries of ENP; and the creation of a new 106,000 acre wilderness area just west of Krome Avenue and south of Tamiami Trail less than an hour from downtown Miami. New access and camping opportunities are to be provided for paddlers.

Organization: Palm Beach Kayak Fishing club

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 61 **Comment Id:** 97224 **Coder's Initials:** V_CHARTIER

Comment Text: As this area is in the heart of Shark River Slough, the main source of water for most of ENP, airboat trails are not to conflict with the terms of the Everglades Expansion and Protection Act which calls for the restoration of "the natural hydrological conditions within the park." The elimination of airboats from this area will greatly facilitate a return of the natural vegetation and hydrological flows (a study conducted in the adjacent Big Cypress National Preserve found that airboat trails increased water flow five times over surrounding areas regardless of their directional orientation); decrease stress on animal life (commercial airboats are enormous and loud twin engine 'buses'); and provide visitors with a tranquil experience of the natural ecosystem that is very near and accessible to the dense urban populations of the east coast of Florida. Fishing opportunities and access to fishing spots south of Tamiami trail would improve as well as a result of this decision.

Organization: Palm Beach Kayak Fishing club

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 204 **Comment Id:** 97044 **Coder's Initials:** V_CHARTIER



Comment Text: Miami-Dade County staff has participated on a variety of technical teams involved in the development of the Modified Water Delivery Project elements and Comprehensive Everglades Restoration. The County recognizes that improvements to the Tamiami Trail are part of a critical step in achieving more natural flow of water from the Water Conservation Areas (WCA) to northeast Shark River Slough and Everglades National Park (ENP). The 2009 Omnibus Appropriations Act provides an opportunity to move forward on this key component of south Florida ecosystem restoration.

Organization: Miami-Dade County DERM

Commenter: Carlos Espinosa **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 192 **Comment Id:** 96669 **Coder's Initials:** V_CHARTIER

Comment Text: NPS should attempt to address ongoing issues with commercial airboat facilities along the Tamiami Trail before selecting an alternative. The 1989 Everglades National Park Protection and Expansion Act provided NPS authority to acquire commercial airboat properties along the Tamiami Trail and enter into concessions contracts with commercial airboat business owners. If NPS is able to purchase these properties in the near future, it will not need to consider constructing costly access ramps.

Organization: Center for Biological Diversity

Commenter: Jacki M Lopez **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 192 **Comment Id:** 96666 **Coder's Initials:** V_CHARTIER

Comment Text: 2) Alternative 6 will help further the goals of species and habitat management in the Everglades. The purpose of the Tamiami Trail construction is to restore more natural water flow to Everglades National Park and Florida Bay and restore habitat and ecological connectivity between the Park and Water Conservation Areas; and to ensure that future Comprehensive Everglades Restoration Plan projects will not require additional modifications to the Trail. Numerous species of plants and wildlife rely on the health of the Florida Everglades for their survival. The historic draining of wetlands and alteration of water flow are some of the leading causes of these species' decline. These species include the American crocodile, Arctic peregrine falcon, green turtle, Atlantic Ridley turtle, Atlantic hawksbill turtle, Atlantic leatherback turtle, Cape Sable seaside sparrow, Everglades snail kite, wood stork, West Indian manatee, Florida panther, Key Largo wood rat, Key Largo cotton mouse, red-cockaded woodpecker, Schaus swallowtail butterfly, Garber's Spurge, smalltooth sawfish, and southern bald eagle. It is the policy established by Congress in the Endangered Species Act that all federal agencies shall seek to conserve endangered and threatened species and shall utilize their authorities in furtherance of that goal. Alternative 6 is the alternative that most fully complies with the policy of the ESA and aids the Fish and Wildlife Service and National Marine Fisheries Service in their duties to recover imperiled species. Likewise, NPS should consider the affects of the



alternatives on nearby public lands owned by the government including Big Cypress National Preserve, Biscayne National Park, Dry Tortugas National Park, the Florida Keys National Marine Sanctuary, the Rookery Bay National Marine Estuarine Research Reserve, and 16 national wildlife refuges. Furthermore, the overarching goal of Comprehensive Everglades Restoration Plan is to "get the water right" by restoring the natural hydrological conditions of the region. Alternative 6 is the only alternative that will enable NPS to help the Army Corps of Engineers realize that goal.

Organization: Center for Biological Diversity

Commenter: Jacki M Lopez **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 203 **Comment Id:** 97075 **Coder's Initials:** V_CHARTIER

Comment Text: CULVERTS: NPS reported that DOI Leadership Guidance includes the recommendation to "use con-span-like structures (prefabricated culverts) as potentially a more cost effective way to meet the Congressional intent to improved connectivity." Since con-spans are essentially large culverts, and culverts are technically small bridges, clearing out the exotic vegetation downstream of the existing culverts, and constructing additional culverts and swales, should be evaluated in the EIS as a cost effective alternative to meet Congressional intent.

Organization: Miccosukee Tribe of Indians of Florida

Commenter: Dexter Lehtinen **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 203 **Comment Id:** 97083 **Coder's Initials:** V_CHARTIER

Comment Text: Congress asked for an evaluation of the feasibility of, among other things, restoring "the ecological connectivity between the Park and the Water Conservation Areas." The 2005 SEIS did not study the connectivity between the Park and the WCAs. It only studied benefits in the Park. This is only one example of why reliance on this antiquated document, and its flawed science, is certain to result in an inadequate analysis and a legally deficient document. DOI appears to be attempting to hi-jack the language in the Omnibus Appropriations Act to rush through an "EIS" in order to claim it has a shovel-ready project, so it can seek stimulus money to achieve its plans for Tamiami Trail. DOI is doing so with no regard for science, fiscal responsibility, the needs of the greater Everglades ecosystem, or the rights and concerns of the Miccosukee Tribe, whose members lived in the Everglades long before the Park existed.

Organization: Miccosukee Tribe of Indians of Florida

Commenter: Dexter Lehtinen **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 59 **Comment Id:** 97098 **Coder's Initials:** V_CHARTIER



Comment Text: For many years, Tamiami Trail has acted as a dam, preventing water from freely flowing along its historic and natural path from Water Conservation Area 3 into Everglades National Park and out to Florida Bay. This situation has effectively starved the Park of vital water, hindered Everglades restoration and resulted in the deterioration of the Park's unique ecosystems. The 2009 Omnibus Appropriations Act (2009 Omnibus Act) directive is an unparalleled opportunity for the National Park Service (NPS) to take steps to fully restore Everglades National Park (the Park) and advance Everglades restoration by maximizing additional bridging along the Tamiami Trail.

Organization: National Parks Conservation Association, Audubon of Florida, Everglades Foundation et al.

Commenter: Rebecca Garvoille **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 201 **Comment Id:** 97235 **Coder's Initials:** V_CHARTIER

Comment Text: The process of creating non-motorized areas and safe designated routes for paddlers where they will not encounter motorized transportation should begin immediately. It is an activity far more appropriate to the spirit of the National Park Service and the way the first 'biological park' in our nation's history was intended to be enjoyed than 'airboat rides'. It will also allow for the full extent of land deemed 'wilderness eligible' by NPS within the expansion area (approximately 97%), to be incorporated as 'designated wilderness' into the federal wilderness system without 'incompatible uses'. As stated in the 1934 enabling legislation for all of Everglades National Park - "The said area or areas shall be permanently reserved as a wilderness, and no development of the project or plan for the entertainment of visitors shall be undertaken which will interfere with the preservation intact of the unique flora and fauna and the essential primitive natural conditions now prevailing in this area."

Organization: Sierra Club

Commenter: Matthew Schwartz **Page:** **Paragraph:**

Kept Private: No

PN8001 Purpose and Need: Objectives in Taking Action (Non-Substantive) (Non-Substantive)

Correspondence Id: 36 **Comment Id:** 96061 **Coder's Initials:** L_FLANK_MAGGI

Comment Text: You have a plan that hasn't been implemented, but we are going to go ahead and do this project, because we have this money and because it's being jammed down our throats, but we really don't know what the impact is. All I'm asking for is a little bit, you know, more concrete information, so we can try to make some intelligent decisions. We all want the best for the Everglades.

Organization:



Commenter: N/A N/A **Page:** **Paragraph:**
Kept Private: No

Correspondence Id: 13 **Comment Id:** 96071 **Coder's Initials:** V_CHARTIER
Comment Text: NPS own Proposed Objectives do not seem best served by a costly minimum project
Organization:
Commenter: Kept Private **Page:** **Paragraph:**
Kept Private: Yes

Correspondence Id: 1 **Comment Id:** 96008 **Coder's Initials:** L_FLANK_MAGGI
Comment Text: When are you going to stop destroying florida in the name of conservation? I only wish we could start one last taxpayer funded project and that would be to make florida what it was at the turn of the century now theres a project i could get into and could truly be called FIXING THE MESS YOU HAVE MADE OF FLORIDA!!!!!!
Organization: STOP THE MADNESS
Commenter: Kept Private **Page:** **Paragraph:**
Kept Private: Yes

Correspondence Id: 60 **Comment Id:** 96471 **Coder's Initials:**
L_FLANK_MAGGI
Comment Text: I welcome the plan to return this beautiful part of the Everglades back to its pristine condition.
Organization:
Commenter: Kept Private **Page:** **Paragraph:**
Kept Private: Yes

Correspondence Id: 130 **Comment Id:** 97217 **Coder's Initials:** V_CHARTIER
Comment Text: The Powerpoint presentation on the NPS website titled "Enabling NE Shark River Slough Restoration" identified six alternatives of which the FBP recommended Alternative 6 ☐ Maximized Bridging ☐ No Direct Access to Commercial Facilities. Our support of this alternative is conditional on the complete removal of the commercial airboat concessions (Everglades Safari Park, Gator Park and Coopertown). These commercial airboat concessions should be completely removed for the following reasons: " They are not required by the Everglades National Park Protection and Expansion Act. " Commercial airboat operations are not compatible with the proposed project objectives. " Airboats create significant adverse impacts on natural resources such as the hydrology, soils, vegetation, and wildlife. A substantial network of airboat trails is already visible on the aerial photographs used in the presentation. " The



removal of the concessions would allow additional habitat restoration, ecological connectivity, and even distribution of water flows. " It would cost too much to protect the commercial airboat facilities from flooding due to higher water levels required by CERP. " Commercial airboat operations create user conflicts (including noise) with non motorized canoeists and kayakers. " Commercial airboat operations are not compatible with wilderness. " The NPS has failed to adequately manage the commercial airboat concessions by not complying with Executive Orders 11644 and 11989. The NPS has also failed to comply with NEPA by not producing an Environmental Assessment as soon as it achieved administrative control of the East Everglades Expansion Area years ago. " Entrance and exit ramps to the commercial airboat concessions would be too expensive to construct. " Commercial airboat operators violate Federal and State law by feeding alligators and flushing wading birds for tourist photographs.

Organization: Florida Biodiversity Project

Commenter: Brian Scherf **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 185 **Comment Id:** 96500 **Coder's Initials:** V_CHARTIER

Comment Text: The time has come to restore this vital area, it just doesn't get any simpler than that.

Organization:

Commenter: Joseph W Jeffries **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 187 **Comment Id:** 96682 **Coder's Initials:** V_CHARTIER

Comment Text: The alternatives cannot be considered until the test is done to prove if just cleaning out the culverts will do the job. You have the money for the test site, now just do it !!!

Organization: SAFER, FLFFC

Commenter: Richard Persson **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 59 **Comment Id:** 97099 **Coder's Initials:** V_CHARTIER

Comment Text: But the implementation details of this important and timely Congressional directive are all important to meet the achievement of its specified objectives: 1) "to restore more natural water flow to Everglades National Park and Florida Bay" and 2) "[to] restor[e] habitat within the Park and the ecological connectivity between the Park and the Water Conservation Areas." To ensure that this process actually achieves the ecosystem restoration goals outlined in the 2009 Omnibus Act, we would like to offer several comments and concerns at this stage in the

Organization: National Parks Conservation Association, Audubon of Florida, Everglades Foundation et al.



Commenter: Rebecca Garvoille **Page:** **Paragraph:**
Kept Private: No

Correspondence Id: 15 **Comment Id:** 96133 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: For many years, Tamiami Trail has acted as a dam, preventing water from freely flowing along its historic and natural path from Water Conservation Area 3 into Everglades National Park and out to Florida Bay. This situation has effectively starved the Park of vital water, hindered Everglades restoration and resulted in the deterioration of the Park's unique ecosystems. The 2009 Omnibus Appropriations Act (Omnibus Act) directive is an unparalleled opportunity for the National Park Service (NPS) to take steps to fully restore Everglades National Park and advance Everglades restoration by maximizing additional bridging along the Tamiami Trail.

Organization: National Parks Conservation Association

Commenter: Rebecca Garvoille **Page:** **Paragraph:**
Kept Private: No

PO1001 Park Operations: Guiding Policies, Regs And Laws (Non-Substantive)
(Non-Substantive)

Correspondence Id: 187 **Comment Id:** 96685 **Coder's Initials:** V_CHARTIER

Comment Text: The public has little or no access to the park now, bridging will only prohibit bank fishermen from using the culvert areas to fish. Just one more way to keep the public out of the Park (oh by the way) I seem to remember the public paid for the Park and the land, not just the Seirra Club.

Organization: SAFER, FLFFC

Commenter: Richard Persson **Page:** **Paragraph:**
Kept Private: No

SE4001 Socioeconomics: Impact Of Proposal And Alternatives (Non-substantive)
(Non-Substantive)

Correspondence Id: 187 **Comment Id:** 96684 **Coder's Initials:** V_CHARTIER

Comment Text: Bridging the Trail and putting private businesses out of business just isn't right.

Organization: SAFER, FLFFC

Commenter: Richard Persson **Page:** **Paragraph:**
Kept Private: No

Correspondence Id: 194 **Comment Id:** 96504 **Coder's Initials:** V_CHARTIER



Comment Text: I CHOOSE ALTERNATIVE 6 FOR THE BRIDGING OF TAMIAMI TRAIL. This will allow for the maximum flow of water into the Shark River Slough and the heart of Everglades National Park. It will also likely create the greatest number of jobs during construction.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 183 **Comment Id:** 96692 **Coder's Initials:** V_CHARTIER

Comment Text: We are not in favor of any plan which intererres with the ability of the public to access the businesses which already exist on the south side of the Trail.

Organization: SAFER

Commenter: Al Ovies **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 189 **Comment Id:** 96679 **Coder's Initials:** V_CHARTIER

Comment Text: There are more things in the Everglades than birds. Fishing is a multimillion dollar industry in the area. Thousands of fishermen have spent thousands of dollars pursuing fishing. The bridging of the Tamiami Trail will cause undue hardships on these people not to mention the loss of income to the area.

Organization:

Commenter: Paul J Rauschenplat **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 191 **Comment Id:** 96675 **Coder's Initials:** V_CHARTIER

Comment Text: I am pasting in a copy of an article that addresses some of the ecological impacts of airboats. Wildlands CPR put this literature review together in December 2000, and we request that all of the ecological impacts of maintaining these airboat operations in the park be considered and addressed as part of the environmental analysis, including any new or additional studies that were not completed or not mentioned in the attached article. You can access the article here: <http://www.wildlandscpr.org/biblio-notes/not-just-bunch-hot-air-ecological-impacts-airboats>, but the text is also pasted in below.

Organization: Wildlands CPR

Commenter: Bethanie Walder **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 167 **Comment Id:** 97055 **Coder's Initials:** V_CHARTIER

Comment Text: I also support buy out and removal of all commercial airboat operations along the south side of Tamiami Trail.



Organization: Greater Hollywood Chamber of Commerce

Commenter: Sean Atkinson **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 180 **Comment Id:** 96721 **Coder's Initials:** V_CHARTIER

Comment Text: I support buying out the airboat operations on the South side of the US 41, except for those already owned and operated by Native Americans.

Organization: Resident

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 182 **Comment Id:** 96716 **Coder's Initials:** V_CHARTIER

Comment Text: CHOOSE ALTERNATIVE 6 FOR THE BRIDGING OF TAMIAMI TRAIL. This will allow for the maximum flow of water into the Shark River Slough and the heart of Everglades National Park. It will also likely create the greatest number of jobs during construction.

Organization:

Commenter: Bill Stokes **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 170 **Comment Id:** 97052 **Coder's Initials:** V_CHARTIER

Comment Text: commercialairboats must be excluded south of the highway and severely restricted north of the highway. airboats are available outside the park.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 162 **Comment Id:** 97059 **Coder's Initials:** V_CHARTIER

Comment Text: I support the SIERRA CLUB advocacy of ALTERNATIVE 6. This allows for maximum bridging across Tamiami Trail and is closest to the Army Corps of Engineers original recommendation of an 11 mile bridge to allow for sufficient water flow into the park. It will also likely create the greatest number of jobs during construction.

Organization: Sierra Club

Commenter: Shelby Norris **Page:** **Paragraph:**

Kept Private: No

TE4001 Threatened And Endangered Species: Impact Of Proposal And Alternatives (Non-substantive) (Non-Substantive)



Correspondence Id: 192 **Comment Id:** 96666 **Coder's Initials:** V_CHARTIER

Comment Text: 2) Alternative 6 will help further the goals of species and habitat management in the Everglades. The purpose of the Tamiami Trail construction is to restore more natural water flow to Everglades National Park and Florida Bay and restore habitat and ecological connectivity between the Park and Water Conservation Areas; and to ensure that future Comprehensive Everglades Restoration Plan projects will not require additional modifications to the Trail. Numerous species of plants and wildlife rely on the health of the Florida Everglades for their survival. The historic draining of wetlands and alteration of water flow are some of the leading causes of these species' decline. These species include the American crocodile, Arctic peregrine falcon, green turtle, Atlantic Ridley turtle, Atlantic hawksbill turtle, Atlantic leatherback turtle, Cape Sable seaside sparrow, Everglades snail kite, wood stork, West Indian manatee, Florida panther, Key Largo wood rat, Key Largo cotton mouse, red-cockaded woodpecker, Schaus swallowtail butterfly, Garber's Spurge, smalltooth sawfish, and southern bald eagle. It is the policy established by Congress in the Endangered Species Act that all federal agencies shall seek to conserve endangered and threatened species and shall utilize their authorities in furtherance of that goal. Alternative 6 is the alternative that most fully complies with the policy of the ESA and aids the Fish and Wildlife Service and National Marine Fisheries Service in their duties to recover imperiled species. Likewise, NPS should consider the affects of the alternatives on nearby public lands owned by the government including Big Cypress National Preserve, Biscayne National Park, Dry Tortugas National Park, the Florida Keys National Marine Sanctuary, the Rookery Bay National Marine Estuarine Research Reserve, and 16 national wildlife refuges. Furthermore, the overarching goal of Comprehensive Everglades Restoration Plan is to "get the water right" by restoring the natural hydrological conditions of the region. Alternative 6 is the only alternative that will enable NPS to help the Army Corps of Engineers realize that goal.

Organization: Center for Biological Diversity

Commenter: Jacki M Lopez **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 186 **Comment Id:** 96689 **Coder's Initials:** V_CHARTIER

Comment Text: THE SIERRA CLUB IS FIRMLY BEHIND ALTERNATIVE 6. This allows for maximum bridging across Tamiami Trail and is closest to the Army Corps of Engineers original recommendation of an 11 mile bridge to allow for sufficient water flow into the park. When completed, it will provide the greatest environmental benefits to an ecosystem containing a mix of plants and animals found nowhere else on the planet - including 36 species listed as threatened or endangered. These include the manatee, green sea turtle, American Crocodile, and the critically endangered Florida panther.

Organization: Tampa Bay Sierra Club

Commenter: Steven D Tryon **Page:** **Paragraph:**



Kept Private: No

Correspondence Id: 156 **Comment Id:** 97111 **Coder's Initials:** V_CHARTIER

Comment Text: Please chose alternative 6 for the bridging of Tamiami Trail. This will allow for the maximum flow of water into the Shark River Slough and the heart of Everglades National Park. It will also likely create the greatest number of jobs during construction. When completed, it will provide the greatest environmental benefits to an ecosystem containing a mix of plants and animals found nowhere else on the planet - including 36 species listed as threatened or endangered. These include the manatee, green sea turtle, American Crocodile, and the critically endangered Florida panther.

Organization:

Commenter: N/A N/A **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 168 **Comment Id:** 97049 **Coder's Initials:** V_CHARTIER

Comment Text: I have looked at the different alternatives and prefer that the bridge should have the maximum length with no access to commercial facilities (alternative 6). This would allow the most water flow through the Everglades Park that would bring more wildlife into the park and help survive some of the endangered species like manatees, crocodiles.

Organization: Broward Sierra Club

Commenter: Maria Lucassen **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 193 **Comment Id:** 96495 **Coder's Initials:** V_CHARTIER

Comment Text: I firmly support ALTERNATIVE 6. This alternative allows for maximum bridging across Tamiami Trail and is closest to the Army Corps of Engineers original recommendation of an 11 mile bridge to allow for sufficient water flow into the park. When completed, it will provide the greatest environmental benefits to an ecosystem containing a mix of plants and animals found nowhere else on the planet - including 36 species listed as threatened or endangered.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 159 **Comment Id:** 97062 **Coder's Initials:** V_CHARTIER

Comment Text: I would like to support Alternative 6. This allows for maximum bridging across Tamiami Trail and is closest to the Army Corps of Engineers original recommendation of an 11 mile bridge to allow for sufficient water flow into the park. When completed, it will provide the greatest environmental benefits to an ecosystem containing a mix of plants and animals found nowhere else on the planet - including 36



species listed as threatened or endangered. These include the manatee, green sea turtle, American Crocodile, and the critically endangered Florida panther.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

VE4001 Visitor Experience: Impact of Proposal and Alternatives (Non-substantive) (Non-Substantive)

Correspondence Id: 198 **Comment Id:** 96444 **Coder's Initials:** V_CHARTIER

Comment Text: In particular the construction of bridges would greatly improve the water flow as well as the ability of visitors to appreciate the beauty of the park. Water is critical to the beauty of the park - wading birds are a particular attraction for me and an adequate water supply is critical to their survival. I urge you to choose option 6, and supply as much fresh water to the glades as possible.

Organization:

Commenter: Cynthia Busch **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 124 **Comment Id:** 97169 **Coder's Initials:** V_CHARTIER

Comment Text: Not only will this allow the water to return in a natural way, at minimal costs for M & O, but it will provide a spectacular vantage point for travelers, offering an increase in visitor interest and eco-tourism. For critics who deride the size and cost of such a project, direct them to the cost sheets of I-10 leading into New Orleans, or any bridge/tunnel passage so common through the mountainous areas of the U.S. I'm also reminded of the \$1.3 billion cost of the 13 mile stretch of I-595 that went from Andy Town (at US 27) and the Fort Lauderdale Airport, or the Billion Dollar Metro Rail phase one. There are an incredible number of costly roads to nowhere in our part of Florida to compare with this, but none of those project help now when we need the jobs, nor did any of them save an ecosystem of global significance.

Organization:

Commenter: Joe Podgor **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 7 **Comment Id:** 96033 **Coder's Initials:** L_FLANK_MAGGI

Comment Text: As a forth generation resident of Florida, I understand the issues relevant to the restoration of Everglades National Park. I too would love to see "our park" restored to its original beauty. A park available for all to enjoy, including airboaters, hunters, fishermen and women, bird watchers and everyone else who enjoys the beauty of the park in their own way.

Organization: Airboat Association of FI



Commenter: Charles Erwin **Page:** **Paragraph:**
Kept Private: No

Correspondence Id: 155 **Comment Id:** 97116 **Coder's Initials:** V_CHARTIER

Comment Text: I agree with the Sierra Clubs stance on Alternative 6 which allows maximum water flow into the Everglades National Park and also provides a non-motorized experience of the park which will help to preserve its natural primitive conditions.

Organization: Sierra Club

Commenter: Kept Private **Page:** **Paragraph:**
Kept Private: Yes

Correspondence Id: 168 **Comment Id:** 97050 **Coder's Initials:** V_CHARTIER

Comment Text: I firmly believe that air boots damage the park and therefore should not be allowed to operate in the park. I suggest you do not continue their license for operation or better buy them out to make room for a more environmental friendly enjoyment of the park by allowing canoe and kayak rental and use. The National Park Service should coordinate this and arrange for trails and tours. And for those that do not want to explore the park by boat, a nice boardwalk or hiking trail would give these visitors a chance to see the beauty of the park.

Organization: Broward Sierra Club

Commenter: Maria Lucassen **Page:** **Paragraph:**
Kept Private: No

Correspondence Id: 97 **Comment Id:** 97189 **Coder's Initials:** V_CHARTIER

Comment Text: I urge to you adopt alternative SIX, in that it will most closely start the natural process of restoring this part of the Glades back to what mother nature created long ago. The days of fleecing tourist with a six foot high pile of shells, reservation Indians dressed up as alligator wrestlers, environmentally, dangerously noisy, destructive airboats is OVER. The huge majority of Americans now support a more passive, sustainable involvement with natural wonders such as the Glades. The past fatal, flawed policies of Water Management Districts on the Glades goes without saying and every American is paying the price today. Lets get it RIGHT this TIME.

Organization:

Commenter: wilson k bagwell **Page:** **Paragraph:**
Kept Private: No

Correspondence Id: 26 **Comment Id:** 96066 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: There was a couple of boat ramps, you know, where we can load into



the canal, okay. They started already installing these guardrails, and they are nice enough to leave little openings where you can get to the boat ramp, but then they put a guardrail right in front of the ramp, so if you got a long boat and a long truck you can't pull straight out anymore.

Organization:

Commenter: N/A N/A **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 179 **Comment Id:** 96722 **Coder's Initials:** V_CHARTIER

Comment Text: I agree with the effort to restore the Everglades, but I am AGAINST any plan that will restrict public or private access to this wonderful resource. I do NOT support any effort or plan that will restrict access to this property.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

VN1001 VALUES - Value the natural resources or setting (Non-substantive) (Non-Substantive)

Correspondence Id: 64 **Comment Id:** 96474 **Coder's Initials:**

L_FLANK_MAGGI

Comment Text: save our national parks state and local parks too....

Organization: sierra club

Commenter: N/A N/A **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 74 **Comment Id:** 96486 **Coder's Initials:**

L_FLANK_MAGGI

Comment Text: Please follow Option 6. The restoration of the Everglades is important to all of us, whether we ever visit there or not. Wilderness and wildlife are essential to life.

Organization: Elders for Earth's Future

Commenter: Janet C Spring **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 62 **Comment Id:** 96472 **Coder's Initials:**

L_FLANK_MAGGI

Comment Text: The ecosystem is very important, please work this out..

Organization:



Commenter: Kept Private **Page:** **Paragraph:**
Kept Private: Yes

Correspondence Id: 177 **Comment Id:** 96503 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: As a leader of Save Boca Raton Green Space and a member of the Sierra Club, I urge the NPS to to restore the Northeast Shark River Slough in our to preserve our environment.

Organization: Save Boca Raton Green Space

Commenter: Robert DuKate **Page:** **Paragraph:**
Kept Private: No

Correspondence Id: 60 **Comment Id:** 96471 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: I welcome the plan to return this beautiful part of the Everglades back to its pristine condition.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**
Kept Private: Yes

Correspondence Id: 78 **Comment Id:** 96491 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: I am very excited that there is now a possibility for restoring the natural flow of the waters so that this unique ecosystem can be preserved for generations to come. While it is convenient to have a road crossing the Everglades, it is now possible to have both the convenience and the natural flow of the water that will protect the life of the ecosystem. After looking over the alternatives, I believe Alternative 6 will give maximum bridging and therefore maximum natural life to this beautiful area. Please do all that is possible to protect and preserve this national, natural treasure.

Organization:

Commenter: Mary Sue Rose **Page:** **Paragraph:**
Kept Private: No

Correspondence Id: 63 **Comment Id:** 96473 **Coder's Initials:**
L_FLANK_MAGGI

Comment Text: I am interested in visiting Florida--it's so different from Southern Arizona--and I want to see areas like this protected. Florida's wildlife is unique. I don't think manatees are living in any other state in the United States.

Organization: Sierra Club

Commenter: Lee Oler **Page:** **Paragraph:**



Kept Private: No

VS4001 Visitor Conflicts And Safety: Impact Of Proposal And Alternatives (Non-Substantive) (Non-Substantive)

Correspondence Id: 191 **Comment Id:** 96674 **Coder's Initials:** V_CHARTIER

Comment Text: We respectfully request that you choose the most restorative alternative (currently alternative 6), and that you strengthen that alternative by eliminating or buying out the commercial airboat operators on the south side of US 41. If the agency is going to restore connectivity in the Shark River Slough, it's imperative that it be done as well as possible. Therefore leaving islands for airboat concessions just doesn't make any sense - especially since there are many other places in south Florida where people can go on airboat rides.

Organization: Wildlands CPR

Commenter: Bethanie Walder **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 191 **Comment Id:** 96673 **Coder's Initials:** V_CHARTIER

Comment Text: We'd like you to consider strengthening alternative 6, or adding another alternative that addresses the problems with commercial airboat use in the park. The impacts of airboats are significant and are not consistent with the objective to restore ecological connectivity. In addition, motorized and nonmotorized recreation rarely mix effectively. Airboats can make canoeing or kayaking much more dangerous.

Organization: Wildlands CPR

Commenter: Bethanie Walder **Page:** **Paragraph:**

Kept Private: No

VU4001 Visitor Use: Impact of Proposal and Alternatives (Non-substantive) (Non-Substantive)

Correspondence Id: 187 **Comment Id:** 96685 **Coder's Initials:** V_CHARTIER

Comment Text: The public has little or no access to the park now, bridging will only prohibit bank fishermen from using the culvert areas to fish. Just one more way to keep the public out of the Park (oh by the way) I seem to remember the public paid for the Park and the land, not just the Seirra Club.

Organization: SAFER, FLFFC

Commenter: Richard Persson **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 7 **Comment Id:** 96033 **Coder's Initials:** L_FLANK_MAGGI



Comment Text: As a forth generation resident of Florida, I understand the issues relevant to the restoration of Everglades National Park. I too would love to see "our park" restored to its original beauty. A park available for all to enjoy, including airboaters, hunters, fishermen and women, bird watchers and everyone else who enjoys the beauty of the park in their own way.

Organization: Airboat Association of FI

Commenter: Charles Erwin **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 97 **Comment Id:** 97189 **Coder's Initials:** V_CHARTIER

Comment Text: I urge to you adopt alternative SIX, in that it will most closely start the natural process of restoring this part of the Glades back to what mother nature created long ago. The days of fleecing tourist with a six foot high pile of shells, reservation Indians dressed up as alligator wrestlers, environmentally, dangerously noisy, destructive airboats is OVER. The huge majority of Americans now support a more passive, sustainable involvement with natural wonders such as the Glades. The past fatal, flawed policies of Water Management Districts on the Glades goes without saying and every American is paying the price today. Lets get it RIGHT this TIME.

Organization:

Commenter: wilson k bagwell **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 155 **Comment Id:** 97116 **Coder's Initials:** V_CHARTIER

Comment Text: I agree with the Sierra Clubs stance on Alternative 6 which allows maximum water flow into the Everglades National Park and also provides a non-motorized experience of the park which will help to preserve its natural primitive conditions.

Organization: Sierra Club

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 194 **Comment Id:** 96662 **Coder's Initials:** V_CHARTIER

Comment Text: BUY OUT AND REMOVE ALL COMMERCIAL AIRBOAT OPERATIONS ALONG THE SOUTH SIDE OF TAMIAMI TRAIL (private airboat owners of record only - 1989 - to be allowed access on designated trails according to the terms of the Everglades Expansion and Protection Act). While some tourists do use these commercial tours as a way of getting a quick peek of the Everglades and possibly an alligator, there are serious ecological problems encountered with their continued operation (and there are many places in south Florida to ride an airboat outside the confines of a national park). If Alternative 6 is chosen, leaving these commercial operations in place will - interfere with the historic movement of waters the bridging is



supposed to return by leaving enormous 'island concessions' with parking lots, stores and docks in the historic flow of Shark River Slough - require costly and complicated off ramps (cloverleaf's on Tamiami Trail?) to provide public access - placing still more human engineering in the water flow - interfere with the natural hydrology of the Shark River Slough (research conducted in adjacent areas of Big Cypress National Preserve found a five fold increase in water moving through airboat trails regardless of their direction). - prevent a safe and quiet non-motorized experience of the park for south Florida residents and tourists.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 8 **Comment Id:** 96037 **Coder's Initials:** L_FLANK_MAGGI

Comment Text: In order to convert us from potential adversaries, to allies, we want the following: Our Property rights, including our current usage protected. Access to our property. Access to ENP, And the Gladesman Culture. This in accordance with all Federal housing law's. Provide this in writing. The current Omnibus Appropriations Act directs the Department of the Interior, thru NPS to research among other issues to research: Recreation, Cultural and state Historic preservation, with regards to this project. Public access points, recreational landings for fishing, walking, sightseeing, bird-watching, boat ramps, ETC need to be included in this project.

Organization: Airboat Association of Florida

Commenter: Mark Kendall **Page:** **Paragraph:**

Kept Private: No

WH4001 Wildlife And Wildlife Habitat: Impact Of Proposal And Alternatives (Non-substantive) (Non-Substantive)

Correspondence Id: 151 **Comment Id:** 97149 **Coder's Initials:** V_CHARTIER

Comment Text: The most important goal needs to be to return the natural flow of Shark River Slough in its original location and size. This should provide immediate benefits to the Park. The Park needs to be restored to provide the scenic and wild experience that was intended when ENP was created. It is important that the hydrology be restored to protect both Florida Bay and the other natural areas of the Park. It is important that the Shark River Slough's flow be reestablished. This will benefit the maximum number of species in the Park and reestablish the natural hydrology.

Organization: Sierra Club, Loxahatchee Group

Commenter: Drew Martin **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 121 **Comment Id:** 97180 **Coder's Initials:** V_CHARTIER



Comment Text: I urge you to stop permitting air boats south of the Tamiami Trail. These environmentally disruptive, incredibly loud and intrusive vehicles greatly harm habitat and wildlife and are impossible to co-exist with non-motorized boating.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 204 **Comment Id:** 97045 **Coder's Initials:** V_CHARTIER

Comment Text: Miami-Dade County expects that improved flow will not only benefit hydrology and the ecosystem in ENP, but will also help to relieve unnaturally high water levels in portions of the WCAs, benefit fish and wildlife species (including listed species) in marshes and downstream areas, and enhance water quality and potential for water deliveries for human water supply. However, increased stages in eastern portions of the WCA and ENP and in certain canals may affect seepage and flood protection level of service to the east.

Organization: Miami-Dade County DERM

Commenter: Carlos Espinosa **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 198 **Comment Id:** 96444 **Coder's Initials:** V_CHARTIER

Comment Text: In particular the construction of bridges would greatly improve the water flow as well as the ability of visitors to appreciate the beauty of the park. Water is critical to the beauty of the park - wading birds are a particular attraction for me and an adequate water supply is critical to their survival. I urge you to choose option 6, and supply as much fresh water to the glades as possible.

Organization:

Commenter: Cynthia Busch **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 192 **Comment Id:** 96666 **Coder's Initials:** V_CHARTIER

Comment Text: 2) Alternative 6 will help further the goals of species and habitat management in the Everglades. The purpose of the Tamiami Trail construction is to restore more natural water flow to Everglades National Park and Florida Bay and restore habitat and ecological connectivity between the Park and Water Conservation Areas; and to ensure that future Comprehensive Everglades Restoration Plan projects will not require additional modifications to the Trail. Numerous species of plants and wildlife rely on the health of the Florida Everglades for their survival. The historic draining of wetlands and alteration of water flow are some of the leading causes of these species' decline. These species include the American crocodile, Arctic peregrine falcon, green turtle, Atlantic Ridley turtle, Atlantic hawksbill turtle, Atlantic leatherback turtle, Cape Sable seaside sparrow, Everglades snail kite, wood stork, West Indian



manatee, Florida panther, Key Largo wood rat, Key Largo cotton mouse, red-cockaded woodpecker, Schaus swallowtail butterfly, Garber's Spurge, smalltooth sawfish, and southern bald eagle. It is the policy established by Congress in the Endangered Species Act that all federal agencies shall seek to conserve endangered and threatened species and shall utilize their authorities in furtherance of that goal. Alternative 6 is the alternative that most fully complies with the policy of the ESA and aids the Fish and Wildlife Service and National Marine Fisheries Service in their duties to recover imperiled species. Likewise, NPS should consider the affects of the alternatives on nearby public lands owned by the government including Big Cypress National Preserve, Biscayne National Park, Dry Tortugas National Park, the Florida Keys National Marine Sanctuary, the Rookery Bay National Marine Estuarine Research Reserve, and 16 national wildlife refuges. Furthermore, the overarching goal of Comprehensive Everglades Restoration Plan is to "get the water right" by restoring the natural hydrological conditions of the region. Alternative 6 is the only alternative that will enable NPS to help the Army Corps of Engineers realize that goal.

Organization: Center for Biological Diversity

Commenter: Jacki M Lopez **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 88 **Comment Id:** 97211 **Coder's Initials:** V_CHARTIER

Comment Text: As a Florida native and member of the state's legislature, I am in support of proposal six (6). I feel the proposal provides the most benefit for the Everglades and am confident the project will restore the historic waterflow thus improving habitat and quality of water in Florida Bay.

Organization: State Representative

Commenter: Mark S Pafford **Page:** **Paragraph:**

Kept Private: No

Correspondence Id: 82 **Comment Id:** 97206 **Coder's Initials:** V_CHARTIER

Comment Text: As a former long-time resident of South Florida and still a resident of the state of Florida, I am in favor of raising the Tamiami Trail to increase the flow of water into Shark Valley and surrounding areas of the Everglades, restoring somewhat the original water levels of the environment. Improving wildlife habitat and water quality will benefit the area economically by preserving a key attraction for southern Florida known all around the world and will improve the quality of life for all of us who live near and visit the Park. These improvements will also provide much-needed jobs to many in the construction industry in South Florida and will be a beneficial use of the stimulus money in harmony with the goals of the legislation.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes



**WH6001 Wildlife And Wildlife Habitat: Impairment Analyses (Non-substantive)
(Non-Substantive)**

Correspondence Id: 198 **Comment Id:** 96444 **Coder's Initials:** V_CHARTIER

Comment Text: In particular the construction of bridges would greatly improve the water flow as well as the ability of visitors to appreciate the beauty of the park. Water is critical to the beauty of the park - wading birds are a particular attraction for me and an adequate water supply is critical to their survival. I urge you to choose option 6, and supply as much fresh water to the glades as possible.

Organization:

Commenter: Cynthia Busch **Page:** **Paragraph:**

Kept Private: No

WQ4001 Water Resources: Impact Of Proposal And Alternatives (Non-Substantive) (Non-Substantive)

Correspondence Id: 121 **Comment Id:** 97179 **Coder's Initials:** V_CHARTIER

Comment Text: The Everglades is dying and it is only your efforts that can forestall that outcome and it is for that reason, I urge you to adopt alternative 6. Alternative 6 provides for maximum bridging over the Tamiami Trail among the proffered options and as such, provides the greatest environmental benefit. Protecting what is left of the Everglades, by selecting alternative 6 that provides the maximum environmental benefit, is also the most beneficial for the economy of South Florida. The Everglades region and Everglades National Park bring countless tourist dollars to South Florida. Protecting Everglades wetlands that recharge the sole source aquifer for drinking water in South Florida is of incalculable benefit, and is a resource that deserves utmost protection. Saving highly endangered species that populate the Everglades is best accomplished by alternative 6 that provides maximal restoration of historic water flows. While it is difficult to accord a dollar value to a species on the verge of extinction, that does not under law, prevent you from taking that criteria into account. And if one were to assign a dollar value to stopping an extinction, the value of saving a unique species would be so high as to make any countervailing short term economic benefit derived from higher construction costs or some limited potential development, simply pale in comparison. The Everglades is just a tiny fraction of the wilderness and habitat that existed prior to 20th century ditching and diverting water flows. Alternative 6 is by far the best option presented to restoring some small semblance of water flow, without which the area and Everglades National Park stand little chance of surviving.

Organization:

Commenter: Kept Private **Page:** **Paragraph:**

Kept Private: Yes

Correspondence Id: 204 **Comment Id:** 97045 **Coder's Initials:** V_CHARTIER



Comment Text: Miami-Dade County expects that improved flow will not only benefit hydrology and the ecosystem in ENP, but will also help to relieve unnaturally high water levels in portions of the WCAs, benefit fish and wildlife species (including listed species) in marshes and downstream areas, and enhance water quality and potential for water deliveries for human water supply. However, increased stages in eastern portions of the WCA and ENP and in certain canals may affect seepage and flood protection level of service to the east.

Organization: Miami-Dade County DERM

Commenter: Carlos Espinosa **Page:** **Paragraph:**

Kept Private: No



APPENDIX 8: PUBLIC MEETING TRANSCRIPT



1
2
3 TAMIAMI TRAIL PUBLIC SCOPING MEETING

4 NORTHEAST SHARK SLOUGH

5 EVERGLADES NATIONAL PARK
6
7
8
9

10
11 South Dade Government Center

10710 SW 211 Street

12 First Floor/Medium Sized Room

Cutler Ridge, Florida

13 5:00 p.m. - 8:10 p.m.

June 2, 2009
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1 MR. LEVY: State your name.

2 BARBARA JEAN POWELL: I'm Barbara Jane
3 Powell with Everglades Coordinating Council. I
4 have two questions. We are talking about
5 building or designing something to accommodate
6 a certain hedge flow, yet we are nowhere near
7 having the appropriate upstream flows and I am
8 really concerned. I mean, are you really
9 taking the reality of the lack of that flow in
10 consideration in this design phase?

11 MR. BOLER: In this phase we don't want to
12 have to go back and raise the road every time
13 we bring on another reservoir that allows us to
14 move a little farther south, because then the
15 cost of us raising the road up in segments
16 (unintelligible) to nine and a half. Every
17 time you have to pull the road up it would be
18 exorbitantly expensive.

19 So the guidance we were given is we know
20 what to expect that future flows would provide
21 and what water levels would be moved over there
22 and move the road up and bridging up so you can
23 provide for these future flows that you could
24 do it just this one time and then they will be
25 in place for the future flows.

1 BARBARA JEAN POWELL: Okay. I will
2 address that later. I am a reasonably
3 intelligent woman, certainly not the most
4 intelligent person in the room. This whole
5 thing is way too fast. This is all I received,
6 Dan. I love you but this is all I received.
7 There is nothing on a website. This real quick
8 PowerPoint presentation with a lot of acronyms
9 and especially all the (unintelligible) the
10 public needs something other than going by
11 memory when they leave here in order to base
12 our input. And June 12th -- I know they gave
13 you a year and we have already used up three
14 months of it. You are asking a lot of the
15 public. And how will we address this, Dan?

16 MR. KIMBALL: I think we are dealing with
17 a law that says we are supposed to submit a
18 feasibility report. And as you can tell, we
19 are doing our darndest to meet that deadline.
20 We are not going to have a final -- we are not
21 going to have a record decision by that date.

22 BARBARA JEAN POWELL: Can you get this
23 stuff online for us?

24 MR. KIMBALL: We can get a lot of this
25 stuff online. We do have a newsletter.

1 MR. SIKEMA: We will get the PowerPoint
2 presentation on our website this week.

3 BARBARA JEAN POWELL: You have four pages?

4 MR. KIMBALL: We are at the scoping stage
5 and we are at the scoping stage. We are
6 working on a very tight time frame.

7 BARBARA JEAN POWELL: But we can get this
8 full PowerPoint presentation?

9 MR. LEVY: We are going to take the
10 gentleman in the back.

11 MR. SIKEMA: Please remember too that much
12 of the information that we are going to be
13 using in this report is going to be drawn
14 heavily from 2005 and 2008 documents. So if
15 you are really concerned about the information
16 that's going to be presented in the document,
17 it would be helpful to look at benefit
18 analysis, because much of the information is
19 going to be repeated again here.

20 BARBARA JEAN POWELL: You are asking us by
21 June 12th?

22 MR. SIKEMA: I am assuming that a lot of
23 people are familiar with that.

24 BARBARA JEAN POWELL: Right. But that's a
25 lot to put together and we need help, if the

1 public is going to comment.

2 MR. KIMBALL: The 12th was something that
3 went out with a newsletter. We were able to
4 get through Washington a notice of intent to
5 start this enterprise. We got that approved.
6 The sooner you can get it to us the better.
7 The Federal Register notice actually says, and
8 I think it was published on May 29th, so the
9 Federal Register notice says actually the
10 formal date for closing the comment period is
11 the end of June, so...

12 MR. LEVY: We had a question over here.

13 MR. PERSSON: Rick Persson with SAFER. I
14 have two questions also. My first question is:
15 What are the projected costs of each of these
16 alternatives? We got all these alternatives,
17 and you didn't mention anything about money
18 involved. That's my first question.

19 The second question is: Earlier this year
20 I attended a meeting at Everglades National
21 Park where you handed a check for one million
22 dollars to the Corps of Engineers to build a
23 test project to clear two culverts and build a
24 spreader swale. I haven't heard anything
25 mentioned about that here and if it's not in

1 the works I would like to know what happened to
2 the million dollars.

3 MR. KIMBALL: There are a number of things
4 going on. As you can see here, when Bruce put
5 the list on here there are a lot of different
6 moving pieces on the Tamiami Trail. One of
7 those is the event that we had last December,
8 December 12th that sticks in my mind, was
9 actually to start the activity here, which then
10 ultimately got into this appropriation's law.
11 So that was dollars from Everglades National
12 Park to the Corps of Engineers and they are
13 helping us with this analysis, so they are
14 working on that part. That check was really a
15 ceremonial check by the way, was related
16 directly to this Tamiami Trail next steps
17 planning.

18 Now we also have -- we went through a
19 process with just looking at the swales and
20 doing pilot tests, going through the
21 environmental assessments and we are moving
22 forward on that project. That's a different
23 evaluation and maybe you can say exactly where
24 we are with that, because we are moving forward
25 with a pilot swale.

1 MR. SIKEMA: As Dan said, that is a
2 completely separate project and is being done
3 under the modified water project authority,
4 very different from the authority for this
5 project.

6 Where we are with that, if you followed
7 it, is we have identified a selected
8 alternative that consists of doing some initial
9 modeling first to determine whether there are
10 going to be benefits associated with
11 constructing the swales immediately downstream
12 of the culverts. If it turns out that the
13 benefits associated with the swales from the
14 modeling indicate that they may be advantageous
15 we can construct two swales at two separate
16 locations immediately south of Tamiami Trail
17 associated with those two culverts to have two
18 controlled culverts adjacent to those, which we
19 are then going to be able to do an in-field
20 experiment to determine if there is a
21 difference contained at the swales. The
22 modeling is going to be completed by -- is Roy
23 here? I think October of this year. November
24 is the final report, and we'll have a decision
25 on whether we are going to proceed with the

1 actual construction of the swales soon
2 thereafter. The monitor that is associated
3 with those swales has already been initiated,
4 that's preconstruction monitoring. That will
5 be conducted for approximately one year. We
6 construct the swales that the model indicates
7 and the model will be monitored for another
8 year. The information that's going to come
9 from the combination of the modeling, and the
10 monitoring we will have a good set of
11 information to provide benefits that I would
12 think they may apply.

13 MR. KIMBALL: Going back to your first
14 question about cost. We don't have those up
15 here tonight. We don't have cost effective
16 information, but for all the alternatives there
17 will be costs identified in the report.

18 MR. LEVY: Is there another question?

19 FRANK DENNINGER: Frank Denninger with
20 Everglades coordinated counsel. I mean, I
21 appreciate I heard some consistency here
22 tonight between what Mr. Kimball said earlier,
23 but I got worried when you look at the DOI
24 leadership guidance document that was on the
25 screen. I think Mr. Kimball mentioned that

1 assuming GMP is going to provide access to
2 areas along the road or assuming that things
3 are going to stay pretty well accessible,
4 whether it's airboat or whatever. The one
5 alternative there is the six, I mean, I
6 don't -- certainly areas I don't see orange
7 shading, which indicates a raised road and that
8 area type project, but the yellow indicates the
9 bridge. I didn't see -- I mean, it looks like
10 the airboat association itself is in most of
11 them, but I didn't see it as to where it could
12 survive the bridging in that area. So I
13 don't -- you know -- but I directly perceive a
14 conflict in between what was said.

15 MR. BOLER: We were assuming if we did not
16 provide access by a road we would provide it by
17 a ramp. It would have an access ramp, so the
18 assumption is there is still access to all of
19 this.

20 MR. SIKEMA: It's unfortunate. Maybe a
21 curly black line.

22 MR. KIMBALL: There is a -- we are hoping
23 that we would be able to do this activity and
24 have it come in on the same time with our
25 general manager plan. Well, that's not quite

1 going to happen, because Congress has told us
2 to come back early next year. And we are not
3 going to have -- I know a number of you have
4 gone to our general management meetings. We
5 are probably going to come out with a draft
6 environmental impact statement with a preferred
7 alternative a year from October, and then we
8 won't have a record of decision until the
9 following spring probably. So, I mean, we are
10 not just quite in sync. So at this point we
11 think the appropriate thing to do is provide
12 access to all the interest along the highway.

13 MR. LEVY: You had a question, sir, then I
14 get you.

15 UNKNOWN SPEAKER: Frank (unintelligible).
16 You said you were going to put out that
17 PowerPoint presentation. Could you put it in
18 Adobe Acrobat, because not everybody has
19 PowerPoint on their PCs.

20 MR. KIMBALL: Larry will do it. He's the
21 man and we could do hard copy too.

22 UNKNOWN SPEAKER: The other thing is
23 supposedly the 2008 program is build the
24 one-mile bridge and raise the road to eight and
25 a half feet. Now, is the plan to raise it in

1 all these programs to raise it to 9.7 at the
2 same time that it's being raised to eight and a
3 half, so instead of going from eight foot to
4 eight and a half, and then coming back between
5 eight and a half and 9.7, it's going to be done
6 at one time or is it planned to be two steps?

7 MR. KIMBALL: I will take this one.

8 MR. SIKEMA: Actually, I was interested in
9 how you were going to answer, Dan.

10 MR. KIMBALL: I will let him try and
11 follow up.

12 MR. BOLER: We have an approved plan to do
13 the (unintelligible) and so we have to move
14 forward with that plan. The guidance from
15 Congress was separate from that approved plan
16 to come up with a recommended plan with
17 additional bridging. They want to do it on a
18 very accelerated -- we assume somehow these two
19 different actions must collide somewhere and
20 get in sync. And the assumption would be that
21 we wouldn't go in, raise all the roads and have
22 them come in and tear it down and put a bridge
23 over it. We are hoping that people are smart
24 enough that we do corroborate on that.

25 MR. KIMBALL: The trick is also

1 (unintelligible) the decision we are right now
2 with the future decision and then ultimately
3 link that with the funding. The idea would be
4 back in 2005 with the RGR, the other plans most
5 of you know, the two miles on the west, one
6 mile on the east, raise the road up and the
7 target level was 9.7 feet. The idea would be
8 do it once, so you don't have to come back and
9 mess around with the road again; that would be
10 our goal. We kind of have this colliding
11 project and hopefully we will figure out a way
12 to fit them together, so we don't have to build
13 a road up to handle a flow of eight and a half
14 feet and rip it out later to deal with a bigger
15 flow.

16 MR. LEVY: I will take this gentleman's
17 question, and then the one in the back and we
18 will spread them out.

19 JOEL MARCO: My name is Joel with the
20 Airboat Association. I was talking today
21 earlier. All of the other points are covered.
22 You guys have done well with this, going back
23 to the studies and decisions. I think it's
24 still fresh in everybody's mind that we can
25 assist in this in a short period. We were

1 speaking earlier, they did a cultural study for
2 the project area. Will there be another
3 project study that we will be engaged in and
4 you have shared some -- that there is new
5 information to be put into the old project
6 study or the different things? Because we want
7 to know how they are going to impact all the
8 cultural sites, whether it's our place or
9 Jesse's place, Safari, et cetera. How will a
10 bridge affect us or raising of the road or that
11 particular design with slope would affect the
12 activities, the bridge fishing activities that
13 have been there forever.

14 MR. BOLER: We have to update the cultural
15 historical analysis that was done before. So
16 any of those facilities that were not
17 adequately surveyed for 2005 we will have to
18 update those surveys.

19 JOEL MARCO: Okay. We are anticipating
20 some direct contact again from your persons
21 with that.

22 MR. BOLER: Yes.

23 JOEL MARCO: And we need some more
24 information on the road design, so we know how
25 it's going to impact, and the bridge height

1 railings, et cetera, ramp designs, if it
2 changes.

3 MR. SIKEMA: I can take that a little bit.
4 Bruce is absolutely right. According to the
5 memory of our staff, there is some new
6 information that indicates that we are going to
7 have to update the historical and cultural
8 analysis that's been done previously, the
9 Airboat Association is one of the sites. It's
10 my hope that we can get some input from the
11 occupants of the Airboat Association to do
12 those updates. If we do that in the time line
13 (unintelligible) alternative that we have, so
14 when we actually nail those together we will
15 know your concerns and document, as far as
16 impact and have a little bit better idea of the
17 footprint of what the new alternative is going
18 to be and a little bit better idea to do an
19 analysis.

20 JOEL MARCO: Okay. Looking forward to
21 having contact.

22 MR. SIKEMA: We are looking forward for
23 Dan's letter. It should be coming in the
24 mailbox within a week.

25 MR. LEVY: Gentlemen, if the --

1 UNKNOWN SPEAKER: Once you do get the
2 water on the south side how are you going to
3 keep it there?

4 MR. BOLER: There has been some
5 suggestions on how to do that as part of the
6 seepage management plan that's been put on
7 hold. There are several other projects that
8 are ongoing. There is actually a very
9 interesting project going with the rock miners
10 along the L-31 north, in which they are going
11 to put in a fairly shallow but obstruction wall
12 for several miles, and we will see how it holds
13 back water in this area.

14 Of course, we have a pilot program going
15 on in the L-30/31 pilot program that's going to
16 go down like 60 feet or 80 feet. And that's
17 going to give us some information about the
18 effectiveness because it's going down very
19 deep.

20 So we have some plans going on and there
21 is other plans even to do some other kinds of
22 alternatives ways to do seepage management
23 along that area.

24 UNKNOWN SPEAKER: I don't think your
25 seepage (unintelligible) lateral percolations,

1 but Chokoloskee to Florida Bay, it's wide open
2 and it's low. You get ten bridges, 50 bridges,
3 I don't see how you are -- if you start
4 channeling with little projects and make
5 everything funnel, it would do the same thing
6 that you are doing now, put the barrier in with
7 saltwater on the lake side. I don't understand
8 how you are going to --

9 MR. BOLER: You are talking about the
10 barrier?

11 UNKNOWN SPEAKER: Old Cutler Road.

12 MR. BOLER: You mean just trying to block
13 flow?

14 UNKNOWN SPEAKER: We are protected from
15 saltwater. It's the same thing. You put up a
16 clay wall.

17 MR. BOLER: We do have some information,
18 and I don't know if Roy wants to talk about it.
19 We do know some stuff about the area along the
20 eastern boundary of the park and how fast
21 seepage. It is very transmissive, so we know
22 that we are going to have very rigorous seepage
23 management requirements along that area, but
24 there are possibilities that we are looking at
25 that could be very helpful.

1 UNKNOWN SPEAKER: If you get all that work
2 done and push everybody out the loop.

3 MR. KIMBALL: Just a footnote on the --
4 right now the rock mining industry has the
5 approval to go in and do a thousand-foot-long
6 seepage barrier; it's less than 20 feet deep
7 and see how that performs. Ultimately they are
8 thinking about doing that seven to eight miles
9 on the east side.

10 UNKNOWN SPEAKER: 20 feet deep?

11 MR. KIMBALL: Yeah, and they have done
12 some drilling and there is a nice basement rock
13 and they are trying to key into that.

14 UNKNOWN SPEAKER: We have a rock pit too.

15 MR. KIMBALL: The key is try to block that
16 superficial groundwater flow and let deeper
17 flows go in.

18 UNKNOWN SPEAKER: Your over-the-top water.
19 You can block your lateral percolation and put
20 whatever gallons you want south of trailer; it
21 all goes out to Chokoloskee and Florida Bay.

22 MR. KIMBALL: They need water.

23 MR. SIKEMA: We redistribute the water the
24 entire -- one of the benefits is that
25 ultimately when water arrives in Florida Bay

1 you will have benefits there, as well.

2 MR. LEVY: Is there any other questions
3 from this side? Barbara?

4 BARBARA JEAN POWELL: The next question I
5 had, you know, FDOT had said a couple of years
6 ago that the trail along that area was so
7 degraded already that it was a safety issue,
8 and it was my understanding that they had
9 indicated that they weren't going to be able to
10 wait a number of years because people would
11 die. How -- you are shaking your head no.

12 MR. BOLER: That's not what they told us.
13 We met with them very recently.

14 BARBARA JEAN POWELL: They are okay with
15 the delay?

16 MR. BOLER: They are saying if they were
17 doing a project for just improving the road
18 they would -- it's okay, as long as you don't
19 raise water levels in the adjacent areas. They
20 would actually not have it on one of their top
21 priorities for maintenance, as long as you
22 don't raise the water level. The whole idea is
23 a lot of people have been saying they need to
24 get more water through there and they have been
25 asking to go up to eight feet. Remember during

1 this last spring when the water levels came up
2 so high and 3(a) was under water and everyone
3 was saying it's too high.

4 BARBARA JEAN POWELL: In some cases it's
5 unavoidable and that's why it's my
6 understanding that FDOT wanted to raise the
7 road.

8 MR. BOLER: It's not on their priority
9 list to do in the next number of years. As
10 long as you don't raise water levels in the
11 channels.

12 MR. KIMBALL: What they have concerns,
13 even going to eight feet like we did last fall,
14 even for a short period of time.

15 BARBARA JEAN POWELL: We have all seen the
16 big holes that have eroded.

17 MR. KIMBALL: Their goal is to keep it at
18 a max of seven and half feet.

19 MR. LEVY: Go ahead, sir.

20 RICHARD FARACE: Richard Farace with the
21 Everglades Safari Park. This has been going on
22 since 1989 and every time I come here it's like
23 I don't know what's going to happen sometimes.
24 I want to ask you what's going to happen to the
25 three tourist attractions on the trail if they,

1 you know, raise the road up so it will be high,
2 bring it down the slope -- a lot of us, you
3 know, the parking lots and stuff will be
4 diminished and we won't be able to run our
5 business the way it used to be.

6 The other thing is getting back to this
7 road thing. I was always on the understanding
8 that they could not raise it up very high,
9 because underneath was very porous and it would
10 erode the road away, and they had to come up
11 with some alternative, and that's why they
12 could bring it up to seven and a half or eight
13 feet. And if you bring it up to 9.7 you are
14 going to put layers of asphalt --

15 MR. BOLER: We might ask Gwen to answer
16 that.

17 MS. NELSON: I am Gwen Nelson with the
18 Corps of Engineers. We have come up with some
19 new alternatives with design, because the LRR
20 and the planning are going to eight and a half.
21 Yes, it's not that the road is porous, but it's
22 sitting on a (unintelligible) and that's one of
23 the reasons why, if anybody has ridden down the
24 road, you will notice it kind of goes like this
25 (indicating). It's not only because it has a

1 canal next to it, but it settles differentially
2 along the roadway. As we go up -- the original
3 plan in 2005 did put as much as five feet of
4 asphalt on top of the road, because it wasn't
5 ever built -- DOT and because we've got a
6 completed plan for the LLR, our pavement
7 designs now have us taken off the asphalt on
8 the road, raising the road bed and putting a
9 foot of asphalt where it is so we don't have to
10 go as high. So now it gives it a lot less
11 stress that we are putting towards the roads.
12 We are also putting an RMR layer, which is kind
13 of like a layer of tar almost that goes
14 underneath or a little fabric that kind of
15 breaks the roadway up to keep any kind of
16 cracking or any kind of differential settlement
17 from happening to help it out a little bit.

18 RICHARD FARACE: You still have a
19 settlement there. You have a limestone and
20 then you have muck underneath it, because
21 that's built in the 20s and 30s. Then you put
22 fill on top of it and I go along the trail once
23 a week to Naples and you can see.

24 MS. NELSON: Yeah. And it really depends,
25 if you will notice where it's raised a little

1 higher, west of 333, you have got the distance
2 from the canal which helps it out a good bit,
3 and we are having some problems right now
4 because we went up to eight and a half and it
5 sunk right there next to the road a little bit,
6 and we are going to have to fix when we come
7 back through. What's happening is where we are
8 sitting it has been allowed to settle on its
9 own for years. So at this point it doesn't
10 have that much settlement to do. We have
11 conducted the geotechnical studies that were
12 necessary, and if we add this extra material,
13 even if we go up to 9.7, you are not going to
14 get more than two or three inches of
15 settlement, which we are going to fix during
16 construction.

17 RICHARD FARACE: You used to have trees
18 along the side, the Australian pine trees and
19 that kept it together and once that was cut
20 down all the roots started rotting away over
21 the years. You are going to have to put some
22 kind of base on the north side of Tamiami
23 Trail, because most of the deterioration is on
24 that side.

25 MS. NELSON: A lot of that has to do with

1 the quashing of the topsoil into the canal.
2 That area has up to seven foot on top of it.
3 So as we raise the canal levels and we haven't
4 taken anything off and raised the area right
5 there next to the road, you are having the
6 water come up and wash that stuff off, which is
7 causing it to degrade even more. And because
8 we did drill into it it's kind of crumbled on
9 the top, so that's bringing some more of that
10 material out and that's where the problems run
11 into. That whole area is fractured lime rock
12 and if you dig into it -- that's why all the
13 rock, because you dig into it really good, you
14 can basically dig off the first foot of
15 material really, really easy. And if you start
16 riding over it with heavy equipment it breaks
17 up.

18 RICHARD FARACE: What's going to happen to
19 the tourist attraction?

20 MS. NELSON: We are going to look at this
21 with this report. Nothing is off the table.
22 Some of the areas would probably have to have
23 some sort of wall or something where you ramp
24 down from the wall or something like that to
25 maintain it. It really depends on the

1 alternatives we select and what kind of road
2 raising is going to happen. I can't give you a
3 definite answer with that until we know what
4 the alternative is going to be.

5 MR. SIKEMA: Rick, if you have some ideas
6 on how that could be accomplished, please let
7 us know.

8 MR. LEVY: We have a question over here.

9 LAURA OGDEN: Me?

10 MR. LEVY: Yes.

11 LAURA OGDEN: Laura Ogden. Just following
12 up on Rick's question. In the additional
13 cultural historical evaluation that's required
14 or is there an economic analysis part as well
15 that can link into economic impact analysis
16 that can link into each of these alternatives?
17 Because I imagine that you can do comparative
18 studies with other similar projects in other
19 places.

20 MR. SIKEMA: I know part of the study that
21 we contract with the Corps is to take the new
22 information that we have on historical and
23 cultural and also update the social economic
24 section.

25 LAURA OGDEN: But it will really need a

1 real economic impact analysis done to be able
2 to tell comparative study to say, okay, in
3 other places where we have done this kind of
4 bridging or not, how has it affected or not,
5 what kinds of businesses? That's the only way
6 you can really know that.

7 MR. SIKEMA: Randy, do you have anything
8 that you want to add to that?

9 UNKNOWN SPEAKER: I don't have a lot to
10 add, because we really haven't looked into the
11 impacts of each of these alternatives. Yet
12 they are still very new and we are still
13 gathering info.

14 LAURA OGDEN: Right.

15 UNKNOWN SPEAKER: But we do have an
16 economist that we will be looking at it
17 comparing costs. But also the impact to
18 businesses and to other uses along the highway
19 traffic.

20 MR. SIKEMA: Laura, if you would, could
21 you please contact Mel Sosa (as spoken) because
22 she's our primarily conduit for what she feels
23 is necessary to make sure that this document
24 addresses all the requirements. And if you
25 have some thoughts of what you think, would you

1 share those with her.

2 MR. KIMBALL: I think an important contact
3 would be the economist for the Corps.

4 MR. LEVY: We have time for a couple more
5 questions, then we are going to move into the
6 public comment section. If there is a lot of
7 questions we can do some modifications too to
8 that. I know we have two hands here. And
9 before we get to these two gentlemen, is there
10 anybody else that has a question, just so we
11 can kind of gauge our time? Three, four, all
12 right. So we have about four questions. I
13 think we would probably just -- we will go in
14 order one, two, three and four.

15 UNKNOWN SPEAKER: You said you were going
16 to have a picture of the Con/Span. Can you
17 describe it or --

18 MR. LEVY: Somebody can ask a question and
19 then while he is getting that, I guess, a
20 question in the back.

21 UNKNOWN SPEAKER: I am a little confused.
22 You're talk about raising the road from eight
23 and a half to nine feet; that means nothing to
24 me.

25 MR. BOLER: It's actually not the road,

1 but the road in relation to the opening in the
2 canal.

3 UNKNOWN SPEAKER: How high is it now?

4 MR. BOLER: The canal right now is seven
5 feet. We are allowed to go up to seven and a
6 half stage in the L-29 canal. Now, if we go
7 above that it starts degrading the road bed to
8 the trail itself.

9 UNKNOWN SPEAKER: How much higher is the
10 road going to be; two feet, three feet?

11 MS. NELSON: First you've got to -- the
12 canal is variable, so the design high water is
13 seven and half and the lowest point is at 10.1
14 feet. When we go up to 9.7 it should be a
15 fairly continual 12.75 all the way down the
16 road, except at the bridges, which will be
17 higher. They do go up. So every bridge goes
18 up. I can't remember the exact number, but it
19 goes up quite a ways, because they have to --
20 the bottom has to be six feet over the eight
21 8.75 control high water. The height of the
22 road at 8.75 for our alternative and the LLR
23 varies, because it depends on where we are on
24 the road and what we are doing. Our
25 construction elevation raises it, I think, to

1 like 10.75 preconstruction areas, but I would
2 have to go back and look. In some places we
3 are just raising it an inch, because we are
4 just resurfacing the road. So there is three
5 different alternatives and it depends where it
6 is.

7 UNKNOWN SPEAKER: So the most that they
8 are going to make the road higher is maybe two
9 feet?

10 MS. NELSON: Right now it's 2.65.

11 UNKNOWN SPEAKER: I have one more
12 question.

13 MS. NELSON: Sure. Go right ahead.

14 UNKNOWN SPEAKER: There was a couple of
15 boat ramps, you know, where we can load into
16 the canal, okay. They started already
17 installing these guardrails, and they are nice
18 enough to leave little openings where you can
19 get to the boat ramp, but then they put a
20 guardrail right in front of the ramp, so if you
21 got a long boat and a long truck you can't pull
22 straight out anymore.

23 MS. NELSON: Are these the ones off the
24 L-29, DOT?

25 UNKNOWN SPEAKER: Not only that. They put

1 a guardrail in there and it just took away ten
2 parking spaces.

3 MS. NELSON: Where exactly is this at?

4 MR. KIMBALL: Is it on the north side.

5 UNKNOWN SPEAKER: 333 along the twelve
6 service.

7 MS. NELSON: So it's basically west of our
8 project. That's probably DOT but I can find
9 out.

10 UNKNOWN SPEAKER: Can you yell at them
11 about the guardrail?

12 MR. LEVY: We have that document.

13 MS. NELSON: I will be happy to ask them
14 what is going on with that. Thank you.

15 UNKNOWN SPEAKER: You are welcome.

16 UNKNOWN SPEAKER: My question is: Out of
17 all these alternatives, can one of you guys
18 tell me which one do you favor or do you see
19 more feasible?

20 MR. KIMBALL: We haven't gotten to that.
21 We are just at the very beginning.

22 MR. SIKEMA: Please understand that's an
23 important question, because all we have done so
24 far is offer these as ideas and what do you
25 think about it? Is there any way that we can

1 improve or are there alternatives that we can
2 consider. So we are not really close to
3 identifying as what we see --

4 MR. LEVY: We got you right there. Hold
5 on. We got -- it looks like more questions
6 popping up. So we still got some flexibility
7 in here.

8 JULIE HILL: Julie Hill here from Audubon
9 of Florida. I was just wondering how are the
10 ecological benefits going to be measured or
11 habitats measured? Is that the same that was
12 done in 2005 or different method?

13 MR. BOLER: The proposal is to begin with
14 that. If we can use other measures, performed
15 by either the public or through agency meetings
16 that are consistent with what we have done
17 before, we don't have to go out and do new
18 modeling. We can incorporate that, so they are
19 not fixed. It's still open, but that's where
20 we are going to start from what was done
21 before.

22 UNKNOWN SPEAKER: Okay. So if I
23 understood right, these aren't fixed bridges.
24 We could tweak these a little bit, if we see
25 something that might work if we move one over?

1 MR. KIMBALL: Yes.

2 UNKNOWN SPEAKER: When can we get hard
3 copies of all of this?

4 MR. SIKEMA: On the website tomorrow.

5 UNKNOWN SPEAKER: Some of us are computer
6 illiterate.

7 MR. LEVY: We have one question in the
8 back and we will come back over to you.

9 UNKNOWN SPEAKER: Almost two questions.
10 First question, economic impact on for the
11 airboat tourism. We are going to lose a lot
12 because of construction, dump trucks, on and on
13 it will go. It will be a nightmare with travel
14 across the state, with dump trucks, with all
15 the vehicles, asphalt vehicles, all the people
16 trying to get to these places. They are going
17 to have a big loss of income. Has anybody ever
18 thought about seeing how that's going to affect
19 these? Are you going to let them take their
20 loss or are you going to help them with their
21 loss? How is this going to happen?

22 MS. NELSON: Well, we did think about
23 that. It's not a bail-out. We did that on the
24 project that we have already that didn't get
25 awarded yet, but the project that we have out

1 there we did think about how we were going to
2 maintain access to the roads. There always has
3 to be one-lane access. You also have to be
4 able to traverse the place. There has to be
5 access to businesses. The guys will not be
6 taking out the (unintelligible) of business
7 except at night. They get to work all but
8 about four hours during the day. And these
9 guys are going to be working day and night. So
10 it will be slower traveling through there, but
11 travel would not be restricted. There always
12 has to be one lane open the whole time working.
13 When they are done for the night they have to
14 have two lanes open. So we will have plenty of
15 traffic barrels and things like that, but you
16 will always have access back and forth. So
17 that's what we did to help maintain that
18 continually, because we knew that there were
19 people like Rick, Jesse and others that had to
20 have access.

21 MR. SIKEMA: Will we address the
22 maintenance of traffic in this document as
23 well?

24 MS. NELSON: Yes, we sure will.

25 UNKNOWN SPEAKER: My second question is:

1 When possibly can we have more people on our
2 benefit or the trail at these meetings, because
3 you keep having these meetings short, first of
4 all, you know, we don't know when they are
5 going to happen. Call us Sunday, we have a
6 meeting Tuesday.

7 And also your 5 o'clock times -- there is
8 not a lot of people that can make 5 o'clock
9 meetings. There is a lot of people that are
10 working and they would love to be here giving
11 their input. It seems like every time we have
12 these meetings it's the same thing. Oh, we are
13 going to have a meeting really quick and there
14 is tons of people out there that would love to
15 be here.

16 MR. KIMBALL: I think if you had a chance
17 to come to any of our general management plan
18 meetings, I think we have a good track record.
19 I have a lot of public meetings in a lot of
20 different places and a lot of different times.
21 We will do everything that we can as we move
22 forward with this project to do exactly what
23 you are saying, sir.

24 MR. LEVY: Yes.

25 JESSE KENNEN: I'm Jesse Kennen from

1 Coopertown. I have been following this for
2 quite a few years. (unintelligible) part of
3 the 2005 plan, basically you are going to be
4 shifting a road south. And how is that going
5 to go into -- are you going to still follow
6 along this type of engineering or do you have
7 another type thing that's coming as an
8 alternative or another way to fix it? Like my
9 place, for instance, if you move the road 30
10 foot south, my parking lot is gone. And I can
11 stand there, if a guy slows down, I can stand
12 there and hand him a coffee out of the front.

13 MS. NELSON: I just made you a
14 drive-through.

15 MR. SIKEMA: A new business model.

16 JESSE KENNEN: The basic design -- there
17 has to come up with something, either a piling
18 with a (unintelligible).

19 MS. NELSON: We can look at all those
20 other alternatives like I told Rick and like I
21 told you earlier today. We can look at putting
22 a ramp or whatever works best for you. I know
23 that some of them do have bridging and if you
24 start talking 50 foot to the south you are
25 going to be gone anyway. I realize that those

1 are things that will impact you. And these are
2 the kinds of comments that we need to have now.
3 What can you do to help me out. Because this
4 has no price limit we are not constrained by
5 the price. We also have a new pavement type
6 design that we have gotten a lesson from DOT to
7 use on this project, which may help us on how
8 high we actually have to go with stuff. We
9 have yet to have that kind of time. As
10 everybody said, this is a short time frame. We
11 are going to be looking at all those things.
12 We are going to be bringing them all together,
13 so yes, we can look at some things to help you
14 out.

15 JESSE KENNEN: One of them shows a bridge
16 totaling the south (unintelligible). How are
17 you going to address this if you are going to
18 put a bridge across?

19 MS. NELSON: That may be one of the
20 reasons that alternatives falls out in the
21 analysis, Jesse doesn't get to stay. This is
22 part of the process. You have to have
23 alternatives and some of them are ones that you
24 are not going to use.

25 MR. SIKEMA: Directed under the

1 circumstances to do we are going to have to
2 provide ramps from that bridge down.

3 MS. NELSON: Then when we start saying we
4 have to move Jesse another 75 feet into the
5 park, the park says no.

6 JESSE KENNEN: Park is not going to give
7 me a foot, so that's a pretty done deal unless
8 you put a long shoulder and I put parking on
9 the side.

10 MR. LEVY: Two more and the last two
11 questions, unless there is a third one out here
12 that we missed.

13 BARBARA JEAN POWELL: A follow-up, today
14 you had indicated that tomorrow all of this
15 information will be on the website, could
16 perhaps Linda or someone send out an e-mail
17 letting us know where to find it? It would be
18 very helpful in e-mail form, because we can get
19 it out to a lot of people very quickly.

20 MR. KIMBALL: In the sign-in people put
21 their e-mail addresses.

22 BARBARA JEAN POWELL: Perfect.

23 FRANK DENNINGER: Frank Denninger,
24 Everglades Coordinating Council again. I mean,
25 this is a (unintelligible) session. I don't

1 know if you want precise input, but like Jesse
2 was talking about, we were interested in the
3 road being one height and the shoulders, and
4 the tapering off 30 feet to the south, and
5 raise in the elevation of the road. But what I
6 see now on the expressway construction you
7 could save a lot of land by the concrete slabs
8 that interlock. And basically instead of
9 having a taper on an overpass they have to
10 share a wall either right at the edge of
11 pavement, you know, across the front of any
12 business. And then like you were saying, the
13 ramps, you know, facilitate a way to hold back
14 the earth there from pressure of the road
15 traffic and what have you -- I don't know what
16 the word is.

17 MS. NELSON: Reinforcing containing walls.
18 Well, with DOT, but in regular engineering we
19 call them containing walls. It's the same
20 thing.

21 JESSE KENNEN: I am just saying maybe it
22 ought to be.

23 MS. NELSON: Well, you can use them in
24 certain places, but in certain places they are
25 not as beneficial. And in some areas it would

1 be beneficial not to use them. They do get
2 kind of expensive over time. And one of the
3 reasons that they use them is because they
4 don't have --

5 JESSE KENNEN: You said there was no cost
6 restraints, because that would be no problem.

7 MS. NELSON: Right. But we would not want
8 to use them down the whole road.

9 MR. LEVY: All right. We are going to
10 switch it over to the public comment period
11 now. And if we have more questions we can ask
12 those later. We have until 8:00, but I think
13 they are going to give us a little flexibility,
14 so we can go a little bit longer. At this
15 point we had seven registered speakers. So if
16 we look at our time, that's about a five-minute
17 window each, roughly. We don't have to be too
18 rigorous on the time. So if we could get the
19 first speaker to come up.

20 UNKNOWN SPEAKER: That would be Rick
21 Persson with SAFER.

22 MR. LEVY: You can just stand right up
23 and -- if you are -- I guess, if you are
24 documenting the names, if there is any spelling
25 or anything else let us know.

1 UNKNOWN SPEAKER: A question was asked
2 about the Con/Span and this is essentially what
3 they look like. If that is how they are
4 actually implemented in this project, we don't
5 know. At least this gives you an idea of what
6 it is. Many of these things that appear in
7 Florida, it's my understanding are
8 prefabricated.

9 UNKNOWN SPEAKER: So they are just precast
10 tubes.

11 MS. NELSON: They are not tubes, they are
12 half culverts.

13 MR. SIKEMA: Concrete.

14 MS. NELSON: There is nothing at the
15 bottom.

16 UNKNOWN SPEAKER: There is nothing
17 underneath.

18 UNKNOWN SPEAKER: What keeps it from just
19 sinking into the ground?

20 MS. NELSON: Because there is no -- that's
21 basically -- this sits down on the bottom. It
22 has a foundation associated with it. These are
23 like little bridge piers right here is what
24 they actually are.

25 UNKNOWN SPEAKER: Okay.

1 MS. NELSON: It has a guardrail that comes
2 with it, and you put the dirt over the top and
3 the road on top of it. Does that kind of give
4 you a better -- now they do make a culvert and
5 this one is like a bridge. And I'm using one
6 in Kissimmee right now.

7 MR. LEVY: All right. Rick, I guess for
8 you are --

9 RICK PERSSON: Rick Persson, vice
10 president of SAFER again. For the past eight
11 years we have always supported the cleaning out
12 of the existing culverts and building a better
13 swale through south of Tamiami Trail. And when
14 we heard that there was going to be a model
15 built on this design we got a little excited
16 about it. So until that model is built and the
17 results of that model included, I can't support
18 any of these alternatives, because for years we
19 supported the culvert. I can't see the idea of
20 supporting any of these designs right now,
21 because we don't even know the cost of them. I
22 don't buy anything without knowing the price of
23 it.

24 UNKNOWN SPEAKER: You did
25 (unintelligible).

1 MR. RICK: So as far as SAFER is
2 concerned, we can't support any of these
3 alternatives, until we find out what the
4 results of the model is concerned.

5 MR. LEVY: Okay. Noted. Fine on that, I
6 guess. Chris, who do we have as speaker number
7 two?

8 UNKNOWN SPEAKER: Joel Marco and he's from
9 the Airboat Association of Florida.

10 JOEL MARCO: Correct. The question and
11 answer period pretty much took care of the
12 comments that were well presented. We are
13 looking for answers. The time line is going to
14 be an issue through that. I am sure those
15 here -- we most certainly can't support
16 anything yet and it's premature for that to be
17 asked anyway. We will wait and see the prices
18 and where designs come out on the final of the
19 types of bridging and reinforced walls, et
20 cetera, how they impact us. We will wait and
21 see how much the folks come through on the
22 cultural and economic studies and we are
23 looking for all that. The question and answer
24 period is not enough ground to carry on
25 comments. We all want to get the water right.

1 The Airboat Association wants to get the water
2 right, without dramatically killing or
3 impacting the cultural and historic values and
4 usages of human beings, which pay for all of
5 this and the future generation to come. Thank
6 you.

7 MR. LEVY: Thank you for the comment.
8 Number three.

9 UNKNOWN SPEAKER: Rebecca Garvalle.

10 REBECCA GARVALLE: Good evening. My name
11 is Rebecca Garvalle and I am here on behalf of
12 the National Park Conservation Association and
13 its more than 340,000 members. NPCA is a
14 leading voice for the American people for the
15 protection and enhancement of our national
16 parks for our children and grandchildren.

17 For many years Tamiami Trail has acted as
18 a dam preventing water from freely flowing
19 along its historic and natural path from water
20 conservation area three into Everglades
21 National Park and out to Florida Bay.

22 This situation has effectively starved the
23 park of vital water, hindered Everglades
24 restoration and resulted in the deterioration
25 of the park's unique ecosystem.

1 The 2009 Omnibus Appropriation Act
2 directive is an unparalleled opportunity for
3 the National Park Service to take the step to
4 fully restore Everglades National Park and to
5 advance Everglades restoration by maximizing
6 additional bridging along the Tamiami Trail.

7 It is critical that this important and
8 timely Congressional directive be appropriately
9 implemented. To ensure that this process stays
10 true to the ecosystem restoration's goal
11 outlined in the Omnibus Act, NPCA would like to
12 offer several comments about the planning
13 process.

14 First, considering the development of
15 project alternatives, NPCA recommends that the
16 National Park Service explore all possibilities
17 for maximum bridging along the Trail, in order
18 to make the most of the current opportunity to
19 advance Everglades restoration and park
20 restoration.

21 There is no doubt that maximum bridging
22 along the Tamiami Trail confers the greatest
23 benefit to the natural system. Indeed the U.S.
24 Army Corps of Engineers 2005 revised general
25 evaluation report demonstrated that a 10.7 mile

1 continuous bridge spanning (unintelligible)
2 river slough was the environmentally preferred
3 alternative.

4 While NPCA recognizes that this particular
5 bridge configuration is not a viable option
6 today, because it interferes with the
7 Miccosukee tribe of Indians, Osceola and Tiger
8 Tail camps, NPCA does think that the findings
9 about maximizing bridge length should be duly
10 considered during the National Park Services
11 planning and evaluation of additional bridging
12 scenarios. Along these lines NPCA appreciates
13 the inclusion of alternative six in the
14 alternatives displayed tonight, which maximizes
15 bridging, without adversely impacting
16 traditional tribal residences and land uses.

17 NPCA is aware of pending airboat
18 concession issues between Everglades National
19 Park and the airboat operators along the
20 Tamiami Trail. While NPCA recognizes the need
21 for some visitor and tourist access along the
22 trail to the Everglades National Park, NPCA is
23 concerned that the National Park Service will
24 allow commercial operations adjacent to the
25 Tamiami Trail to preclude the most

1 environmentally or ecologically sound bridging
2 from moving forward. The current planning
3 effort must prioritize the Everglades
4 ecosystem; not business opportunities.

5 To address these issues NPCA recommends an
6 additional bridging alternative to be
7 considered, possibly alternative six that would
8 maximize restoration benefit to the natural
9 system and allow for a reconfiguration of
10 airboat concessions to serve the park's needs.
11 This would benefit both the park and visitor
12 access to the Everglades.

13 Finally, President Obama has made clear
14 both his commitment to science and to
15 Everglades restoration. This project should do
16 the same. The current planning effort must be
17 built upon sound ecological science.
18 Ecological data about each proposed bridge
19 designs benefit to the parks and Florida Bay's
20 natural resources should inform bridge planning
21 and the eventual selection of a preferred
22 bridge alternative. Thank you for this
23 opportunity to make public comment on this
24 project, which is essential to Everglades
25 restoration and Everglades National Park.

1 MR. LEVY: Thank you.

2 UNKNOWN SPEAKER: Speaker number four.

3 MR. LEVY: Our next person is?

4 ERIC KIMMEL: Eric Kimmel and I am here
5 for family and friends. First let me be clear
6 the trail bed does hold water back, but most of
7 the time the water is held back by Army Corps
8 of Engineers and the park service, because
9 there is a way of means of allowing the water
10 to flow through, so that is a misconception
11 many people have, but that was from the
12 National Parks people; I just wanted to clarify
13 that. They have had many years that we could
14 have had natural flow. We artificially held it
15 back for seaside sparrow, you know, manmade
16 endangered species management.

17 Anyhow, this was kind of short notice. I
18 just kind of threw this together real quick. I
19 had like twelve hours notice on this meeting.
20 I believe everybody truly wants to get the
21 water schedule right for the benefit of
22 northern glades and Everglades National Parks.
23 This Appropriation Act, however, may cause
24 problems and further delay. The project is
25 already in the pipeline. There are a lot of

1 less expensive and viable alternatives, these
2 bridges and skyways, that could bring the
3 proper water delivery and a lot quicker than
4 some of these proposed plans. They already
5 covered the pilot swales and we have got
6 socioeconomic studies to be done still. But
7 this proposed plan of expanding the bridging of
8 Tamiami Trail beyond what is constructed
9 pursuant to (unintelligible) water has a
10 potential to negatively impact both public and
11 private property access north and south of the
12 Trail.

13 This also opens a door that places the
14 Airboat Association, Jesse's, all these various
15 entities all along the trail in danger, you
16 know.

17 The trouble with appropriation acts, they
18 don't always have to follow the same law. We
19 have a law that says verbally, I can guarantee
20 that airboat club is going to be there, but an
21 appropriations act, the way the money is
22 handled and other projects across the nation,
23 they sometimes overrule a previous agreement,
24 so that's something that I am really concerned
25 about.

1 A few protections that we will be needing,
2 before we even considered any of this would be;
3 no taking of any private properties or Native
4 American properties, put in place multiple
5 public and property access north and south of
6 the Tamiami Trail from land islands between
7 these bridges. I am glad that, after talking
8 to a few other people, that we might be able to
9 manipulate a few of those and get maximum flow,
10 so I'm glad those aren't set in stone, if I am
11 correct.

12 There is a need for assurances that there
13 will be no net loss 24-hour, seven-day-a-week
14 recreational uses; examples would be boat ramps
15 north and south of the Trail, bank fishing
16 access, access for historical tours, airboat
17 rides, historical -- me going out in the woods
18 with my kid, rides. One of the bridges would
19 be appropriate and also a safety issue, would
20 be build one of the bridges high enough so that
21 at high watermark any airboat could pass.
22 This -- I talked to a gentleman that works for
23 fire and rescue, I mean, for the fire rescue?

24 UNKNOWN SPEAKER: Yeah, Dade County.

25 ERIC KIMELL: Yeah, Dade County Fire and

1 Rescue. And he would be more than happy to
2 keep one of the Metro Dade boats on hand if we
3 have access. We need full protection of
4 gladesmen and the Native American cultures and
5 associated activities are necessary. There
6 must be full protection in writing of airboat
7 associations and Florida properties that this
8 property will not be adversely impacted or
9 mitigated away. Because I am telling you, with
10 the way that I have seen other things with
11 these appropriation acts, verbal agreement is
12 nothing. So I really would like to see
13 something in writing protect those folks and
14 cover the swales.

15 And you covered a lot of stuff and I would
16 like to -- when I have time to actually review
17 the full documentation and I would really need
18 a hard copy, if possible. Thank you for your
19 time.

20 MR. LEVY: Thank you for the comment. I
21 appreciate it.

22 UNKNOWN SPEAKER: Eric Tullberg.

23 ERIC TULLBERG: Hello. My name is Eric
24 Tullberg. I am a member of the bicycle and
25 pedestrian advisory committee for Miami-Dade

1 County. I am also a member of Green Mobility
2 Network. I am concerned about nonmotorized
3 access along the Tamiami Trail.

4 Many of you may not realize, but the river
5 of grass greenway has been proposed from
6 Collier County to Dade County. And right now
7 for somebody riding a bicycle or on a
8 long-distance backpacking trip, they really
9 have no way to get across the state. I mean,
10 obviously Alligator Alley isn't a reasonable
11 way to cross. Tamiami Trail is dangerous to
12 say the least. The greenway was proposed on
13 the north side of the Tamiami Trail using the
14 levies, in particular, the L-29 levy. I would
15 hope that the trail can still go along there,
16 but if the water is planned to be raised above
17 the surface of the levy, other provisions will
18 have to be made for the path to go alongside
19 the road.

20 Now, if it does go alongside the road and
21 it has to go over the bridges, the pedestrian
22 path needs to be about 12 foot wide. Now, you
23 know, many of the bridges, they only have a
24 five-foot path, and that's fine if you have a
25 pedestrian or two going across. But realize

1 you are going to have people fishing off the
2 bridge. You are going to have people
3 sightseeing off the bridge. It needs to be
4 wide enough so that those people can enjoy the
5 bridge.

6 I would also recommend that you put
7 parking areas on either side of these bridges,
8 so that people can enjoy them. You don't want
9 people stopping on top of the bridge to take a
10 look at the view, you know. And I have seen
11 this on the bridge to the Keys and, of course,
12 that's a nightmare for traffic. You want -- if
13 people want to sightsee, have them park before
14 the bridge, walk up over the top and take a
15 look around and go back to their cars. Maybe
16 if they get used to walking around a bit they
17 will come and enjoy it later. But it's
18 absolutely essential that there is a way for a
19 path to go all the way from Collier County to
20 Dade County.

21 I heard L-31N being mentioned. The L-31N
22 levy, that's the one that goes north and south
23 just west of the Miccosukee gaming area. That
24 levy was to be used for the path that was
25 supposed to be built along Krome Avenue, but

1 they had problems building it there, so they
2 decided to put it on the L-31 levy. So,
3 please, if anything is going to be done to the
4 L-31 levy, make sure that a path can be built
5 there, so the L-29 levy and the L-31 levy
6 should be protected so that they can build a
7 path. If that's not possible make sure that
8 there is a path access along the road.

9 In addition, when the road is built there
10 should be raised shoulders at least four and
11 five foot wide, so that when cyclists who ride
12 on the road, you know, the Spandex devils that
13 ride with the fast bikes, so they have a place
14 to ride on the side of the road and aren't
15 going to be run over. Thank you very much.

16 MR. LEVY: You are welcome.

17 UNKNOWN SPEAKER: The next person up is
18 Barbara Jean Powell Howard from the Everglades
19 Coordinating Council.

20 BARBARA JEAN POWELL: I am with Everglades
21 Coordinating Council. We are an organization
22 of sportsmen group. It's too preliminary to
23 make specific comments, but I am concerned
24 about the cost. Where is the money going to
25 come from with so many other projects? It's my

1 understanding that even with the Appropriations
2 Bill that provided for this evaluation you
3 didn't get fresh money. You had to switch it
4 from another account or something. That to me
5 was a bait and switch for ya'll. I mean, I am
6 not blaming you for it, but it isn't a new
7 appropriation. So we are really robbing
8 another project in order to do this study which
9 concerns me. I am concerned about time delay.
10 I can understand why Congress said we have got
11 to do this in a year, because like we started
12 this in 1989 and we are nowhere near there yet.
13 So I think that's the reason they might have
14 done it, but the Everglades is dying. And
15 every time we get close to doing something --
16 okay, we are going to do culverts, we are going
17 to do whatever; we get almost there and
18 somebody gets a new idea and everything stops
19 until we do this.

20 I have got concerns about water supplies.
21 As I mentioned earlier, we may be building
22 bridges that may not get the adequate -- we
23 don't have assurances yet. We have ideas for
24 flow from the north, but we don't have those
25 assurances yet and I'm -- I don't know. I am

1 concerned about building a bridge that we might
2 not -- that we may be able to still keep our,
3 you know, our gates closed at certain times.
4 So with all of that being said to the gladesmen
5 culture, Everglades restoration will be as good
6 as it gets, when one of these guys can take an
7 airboat from the Kissimmee chain of lakes and
8 run it all the way down to Florida Bay,
9 admitting that the last 20 miles there is going
10 to be a ranger on their back, but we will work
11 that out later. But frustration does not truly
12 happen until that capability is there. So we
13 do support the concept, but there are concerns.
14 Thank you.

15 MR. LEVY: I think we have our last
16 speaker.

17 UNKNOWN SPEAKER: Last speaker is Julie
18 Hill from Audubon of Florida.

19 JULIE HILL: Good evening, everyone. I'm
20 Julie Hill from Audubon. I think we have
21 spoken about a number of things today. I have
22 to say we are encouraged to see this
23 fast-moving progress. It's a little nerve
24 racking for all of us. I'm sure it's nerve
25 racking for those of you who have to implement

1 it and try to work at this, but we have been
2 doing this for 20 years. There is a lot of
3 information that we can use. And I see it
4 positive moving forward as quickly as possible.
5 We are having more concerns over getting this
6 kind of thing done, above and beyond our
7 traditional Everglades restoration and habitat
8 concerns that we've always had, but now also in
9 light of climate change projections, really
10 getting Everglades restoration done is one of
11 the ultimate things that we need to do to help
12 the people of South Florida to be able to stay
13 there and have freshwater and drinking water.

14 I also want to say that I think this was a
15 very encouraging meeting. I know none of us
16 had a bunch of advance notice, but I think
17 having a really (unintelligible) process is
18 absolutely necessary in order to get the
19 maximum buy-in, so we can move forward with
20 this, and not just have the same log jam that
21 we have had for decades, so thanks.

22 UNKNOWN SPEAKER: We just had one more
23 added. His name is Frank Denninger of the ECC.

24 FRANK DENNINGER: Frank Denninger,
25 Everglades Coordinated Council, last time.

1 I heard a good bit of concern impressed
2 about money, how are we going to pay for it one
3 account to the next? Basically, the only way
4 we are going to pay for it is kind of like we
5 did things back in the '80s when it was
6 16 percent of inflation. Right now we have a
7 nation that's bankrupt. Actually we have a
8 world that's bankrupt, but we are going to
9 handle our own stuff, so we are going
10 (unintelligible) money that they have already
11 pumped in about 11 trillion dollars, okay?

12 So the way the money is going to come is
13 everybody's grandkids and kids are going to be
14 paying this debt, and maybe your
15 great-grandchildren. If the bridging is
16 necessary, I can see build it, but this country
17 in the shape that it's in, partly by doing
18 stuff like this that isn't necessary that's
19 pushed politically by people that know how to
20 do it. So just keep doing more of the same and
21 this country will be in deeper.

22 Actually, a friend of mine today e-mailed
23 a article out of the English version of profit
24 newspaper out of Russia, this is honest to God,
25 and said by the time it's all over with America

1 will be equal to the (unintelligible) republic
2 of (unintelligible) or something from Tanzania
3 as an economic force.

4 UNKNOWN SPEAKER: How come nobody from
5 water management is here, if they are the ones
6 that control the water going down?

7 UNKNOWN SPEAKER: They didn't get the
8 notice.

9 MR. LEVY: We do have extra time left, so
10 we can address any questions. We also have
11 comment cards, if anybody wants to make a
12 comment, or send it in later, or have an
13 associate or friend that was not able to make
14 it here.

15 UNKNOWN SPEAKER: Do I get an answer?

16 MR. LEVY: I don't know why the management
17 didn't come. I believe they were on the --

18 MR. SIKEMA: The water management district
19 is on the project levy team. They actually
20 participate in the internal scoping. The lead
21 from the district doing work and project
22 manager, John Wesley, are very much aware of
23 this project and are going to be actively
24 participating. Why they are not here tonight,
25 I cannot speak to that.

1 UNKNOWN SPEAKER: You are not guaranteed
2 water with them?

3 MR. SIKEMA: That's what I'm saying. They
4 will participate.

5 MS. NELSON: They are not the only ones
6 that control the operation of the water. It's
7 a joint team between the Corps, DOI, South
8 Florida and FDEP that are involved on how the
9 water and regulation scheduled for everything
10 and try to work it out together. It's a team
11 effort. It's not just South Florida.

12 MR. LEVY: Yes.

13 RICHARD FARACE: Richard Farace from the
14 Airboat Association. Clearly, you have a
15 directive before you that you must act on. It
16 is going to happen. You have to appropriate
17 funds and take care of some directives that are
18 before you. From here on out it's how to take
19 care of this in the best interest of everybody.
20 My question is: How do we convey our input?
21 Is there going to be a website that we can send
22 e-mails to you? How do we flood you with our
23 concerns? Other than this forum, what is the
24 appropriate forum?

25 MR. BOLER: We actually have a website

1 that you can send comments on. It's called
2 PEPC that's set up through our Denver office.
3 And we are having our contractor URS, who is
4 facilitating this meeting, to set up and
5 publish those comments onto that site and we
6 will probably set up a way to inform you
7 through -- probably through our communication
8 people on how you can continue to post comments
9 to that site.

10 UNKNOWN SPEAKER: Also we left our
11 e-mails, if you could just include that in
12 putting out the notice.

13 MR. LEVY: Absolutely. That was the point
14 of having this public meeting to at least get
15 as much people as can. We are going to try to
16 get as much information out and if there is
17 over individuals let us know and we will add
18 them to the list yes.

19 GEORGE EDWARDS: George Edwards. I got
20 one comment to make about this. I am standing
21 here listening to nothing about nothing. You
22 have given us nothing. You have told us what
23 you are going to do. Every time a question is
24 asked to you, well, we have got that under
25 advisement. We are thinking about doing this.

1 Maybe we are going to do this. You have given
2 us nothing at all concrete to make any informed
3 decision upon. At what time -- what point in
4 time will you give us concrete information so
5 we can therefore go forward with a response?

6 MR. BOLER: I think the best way to answer
7 that is that we were given direction from
8 Congress. They did not give us concrete
9 information to work on. They just told us to
10 take what has been done before and the
11 direction is to make modifications, proposed
12 modifications to the Trail to meet this target
13 that they are trying to do of restoring flows
14 and ecological conditions in the Everglades
15 National Park. Now from that direction this is
16 generally what happens; Congress tells you to
17 go do something and then you begin by scoping,
18 asking -- telling the public this is the
19 proposal Congress gave us to act on. And we
20 want to get input from you on what you think
21 about the information that we have so far,
22 which is not a lot of information. We have a
23 project purpose that came from the omnibus
24 bill. We have objectives that we think will
25 very closely match up with that direction from

1 the omnibus bill. And from that direction we
2 have proposed some alternatives, based on work
3 that's been done on the Trail for the last 10
4 to 15 or 20 years we have been working on the
5 trail. So we have some ideas of what needs to
6 be done to meet that objective given to us by
7 Congress. So that's what we are bringing to
8 you tonight. If you have concerns with what we
9 are proposing, we would like your input on how
10 we could improve that the purpose, the
11 objectives, the alternatives, that's what we
12 know right now. We haven't costed an amount.
13 We have to redo that, but we need to know what
14 the proposed alternatives are before we cost
15 those out. The recommendations from everybody
16 may be something that will be different once we
17 cost them out, when we start looking at the
18 alternatives. So we can't give you a cost of
19 what this is going to be, because we don't know
20 what alternative we are going to choose yet.

21 UNKNOWN SPEAKER: It's not only cost. I
22 am a visitor. I am from up north, obviously,
23 and I am new at this whole game, but you
24 haven't given us anything. You have had 20
25 years in your own words to develop a plan,

1 which you don't have a plan. You haven't
2 implemented it. You don't even have a model
3 yet.

4 MR. BOLER: Actually, we do. We have a
5 plan that has been approved before and a record
6 decision in 2005.

7 UNKNOWN SPEAKER: You have a plan that
8 hasn't been implemented, but we are going to go
9 ahead and do this project, because we have this
10 money and because it's being jammed down our
11 throats, but we really don't know what the
12 impact is. All I'm asking for is a little bit,
13 you know, more concrete information, so we can
14 try to make some intelligent decisions. We all
15 want the best for the Everglades.

16 MR. LEVY: Dave, do you want to --

17 MR. SIKEMA: I guess I want to agree with
18 you, because at this stage, even though we have
19 been working on modifications to Tamiami Trail
20 for a very long time, at this particular stage
21 we don't have the information necessary for you
22 to evaluate and make a decision on your own.
23 However, with the schedule that we showed
24 earlier, it's our hope that we will be able to
25 compile that information, certainly by the fall

1 and make much of that information then
2 available to the public. And in combination
3 with the tentatively selected plan that we at
4 the National Park service has identified for
5 you to respond to. I realize that may not make
6 you happy, but that's the schedule we have and
7 we really do hope that you provide the comments
8 at that time.

9 UNKNOWN SPEAKER: Thank you.

10 MR. LEVY: Yes.

11 BARBARA JEAN POWELL: I have a question.
12 This is appropriations for a feasibility study,
13 what is the difference between a feasibility
14 study and developing a plan? I mean, it seems
15 like a feasibility study, we just say these
16 options are feasible and these options are not
17 feasible or are we going to be recommending an
18 alternative?

19 MR. KIMBALL: Yes, we will be recommending
20 one. We will also be looking at cost. We will
21 be looking at all the other issues that were
22 brought up in cultural are resources to the
23 properties to the road. All these are going to
24 be evaluated during that short period of time.
25 As you heard from Bruce and as you heard from

1 Dave and as you heard from Dan and everybody
2 else, there is a tremendous amount of
3 information that has been done. And we are
4 going to take a lot of that information and
5 repackage it and use it to finalize these six.

6 BARBARA JEAN POWELL: So we will be coming
7 up with a preferred alternative and not just a
8 range of alternatives that are feasible?

9 MR. BOLER: We will have a proposed
10 alternative at the end.

11 UNKNOWN SPEAKER: Well, I am not sure how
12 to word this correctly, but with all this talk
13 about costs, I know that the U.S. Army Corps of
14 Engineers -- the most cost effective solution
15 usually is to aquisite (sic) property versus
16 mitigation or allowing you to keep your
17 property. So I am concerned that now this is
18 money, like in the other projects across the
19 state, when they had Appropriations Act, if you
20 might revert back to instead of allowing these
21 properties to stay you might take them, you
22 know, because that is the cheapest way out.

23 MR. LEVY: When you do any analysis you
24 are looking at numerous factors, cost is just
25 one of them and we are going to be evaluating

1 everything.

2 UNKNOWN SPEAKER: Can we get anything
3 guarantee that you are not going to take any of
4 the properties before this even -- before even
5 commenting any further on these plans, because
6 there is no point in commenting if down the
7 line...

8 MR. KIMBALL: I guess, I would go back to
9 what Gwen was saying. We are going to look at
10 all the alternatives. We have a range of
11 alternatives here. There is bridging -- some
12 like back to the 2005 plan, a two-mile western
13 bridge and raise the water up to 9.7 feet and
14 the bridge on the eastern side. And I think,
15 Eric, you have to go through and look at these
16 alternatives. At this point we are -- I want
17 to do everything that I can to maintain the
18 interest out there. We want to do everything
19 that we can. That's why ultimately, you know,
20 at this point we have not made, from a
21 standpoint of the park and the general manager
22 plan, we haven't made any decisions at all.

23 UNKNOWN SPEAKER: Yeah, but is there
24 anyone in the park that has authority to say
25 right now, before we start collaborating and

1 trying to come out with an alternative they can
2 say right now that we aren't going to take
3 these properties?

4 MR. KIMBALL: We are going to do
5 everything that we can, and I speak for the
6 boundary of Everglades National Park, to
7 maintain those properties.

8 UNKNOWN SPEAKER: Okay. But is that in
9 writing though the Department of Interior
10 letterhead because, I mean, in the old days a
11 handshake, a verbal agreement was fine. And I
12 believe you wholeheartedly, because you are
13 that kind of person, but I know from bad
14 experience -- I lost 400 acres of land one time
15 (unintelligible) and condemnation of land on
16 Quail Roost Drive. When it comes to land --
17 and I also lost land in Cuba. I'm one of the
18 few Americans that lost land in Cuba, so when
19 it comes to land being taken, I'm very
20 sensitive.

21 MR. BOLER: We are sensitive as well.

22 UNKNOWN SPEAKER: I have no interest in
23 them. Myself and my family, you know, but I
24 don't want to see Jesse or the Airboat Club or
25 anybody...

1 UNKNOWN SPEAKER: Rick.

2 UNKNOWN SPEAKER: He never talks to me
3 so...

4 MR. KIMBALL: I got some wrap-up comments,
5 but maybe I will just hold them off.

6 MR. LEVY: I think we had a couple more
7 hands up.

8 UNKNOWN SPEAKER: Is there any kind of
9 agenda for any more public input, as far as
10 public meeting or whatever?

11 MR. KIMBALL: Yes, I think we are looking
12 at a draft environmental impact statement in
13 early December.

14 MR. SIKEMA: By the end of this year.

15 UNKNOWN SPEAKER: You will have something
16 a little more of what you recommend.

17 MR. SIKEMA: I think what you are getting
18 too, are you not, that you might be interested
19 in possibly attending a team meeting?

20 UNKNOWN SPEAKER: Yeah.

21 MR. SIKEMA: There may be an opportunity
22 for that as well.

23 MR. LEVY: Yes.

24 MR. KIMBALL: Just to this gentleman's
25 point, when we have a draft environmental

1 statement we are going to have a lot more
2 information and we will have alternatives, we
3 will have preferred alternatives, attentively
4 selected plans and all the impact that is run
5 with them from natural resources to social
6 economic.

7 MR. LEVY: Go ahead.

8 PAUL BAILEY: Paul Bailey. What Dan just
9 said, Eric, he's going to do whatever he can,
10 within the boundaries of the Everglades
11 National Park to maintain those properties. We
12 are not in the Everglades National Park, the
13 Airboat Association of Florida, that's my
14 concern.

15 You also mentioned the gentleman over here
16 said something about trying to keep the water
17 in the Everglades National Park once you get it
18 there. Well, let's go on the other side of the
19 road. What level do you have to maintain that
20 water at in order for it to flow over there?
21 And when do you close area 3(a) and 3(b)
22 because of high water? I can see a problem
23 here that you are going to start closing area
24 3(a) and 3(b) to recreation. You are going to
25 destroy the hardwood hammocks. You are going

1 to destroy the deers, the hog and any other
2 animal that you have over there. The ducks are
3 going to love it, let me tell you, but I don't
4 duck hunt, so what are we going to do more than
5 that?

6 UNKNOWN SPEAKER: Kill more deer than the
7 hunters.

8 MS. NELSON: I don't know if they closed
9 3(a) when it was high.

10 UNKNOWN SPEAKER: They close it every year
11 because of high water.

12 UNKNOWN SPEAKER: It may be because of the
13 snail --

14 UNKNOWN SPEAKER: It's high water. Deer
15 can't swim and that's why they close it.

16 MS. NELSON: Yeah, but there are natural
17 hammocks out there and there are --

18 UNKNOWN SPEAKER: There are dikes out
19 there.

20 MS. NELSON: Well, maybe in 3(a) but 3(b)
21 there are natural hammocks and they do come
22 back after they change the water elevations.
23 That has been a problem in the past, and when
24 you go back to a natural system flow, which
25 this is supposed to go to, which is what the

1 river of grass there is going to be sometimes
2 that there is high water and there is going to
3 be times that there is low water, because
4 that's what a natural system does. You get a
5 lot of rainfall it does that. But the whole
6 plan is, and it's not just this project and
7 Decome (as spoken) and Serp (as spoken) and
8 everything that's coming on line, is to make
9 the water flow the way it used to, so it's more
10 of a natural flow, so you don't have so much
11 regulation and regulated things like you have
12 to close the S-12 at certain times. That's the
13 whole plan.

14 The Airboat Association, as for land, they
15 will be evaluated, basically, by the real
16 estate agencies. They will let you know per
17 variance what we can and can't do to help them
18 out. And that will be something that we will
19 do with the real estate. I don't what the
20 regulations are. Our real estate guy is not
21 here, but they are not trying to wipe out the
22 Airboat Association.

23 UNKNOWN SPEAKER: I can't hold it anymore.
24 I prevail on you to let me use your little
25 chart up here?

1 MR. LEVY: Absolutely.

2 UNKNOWN SPEAKER: You said you want the
3 water flow to be like it used to be. Used to
4 be when? In 1920?

5 BARBARA JEAN POWELL: The water when we
6 did the 1992 GDM the flow is to come back
7 through the slough through this area back down.

8 UNKNOWN SPEAKER: But you said like it
9 was -- like it was when? The Everglades
10 National park was established the year I was
11 born and I was born here. I'm wondering how
12 many people in this group here have ever been
13 right there or have ever been right there.

14 MS. NELSON: I have been right there.

15 UNKNOWN SPEAKER: Do you understand what
16 I'm saying? I'm sure that everybody here has
17 this great intention, and nothing against the
18 Army Corps of Engineers, but the way that I
19 understand the problems that we have were
20 created by the Army Corps Engineers.

21 MS. NELSON: You are right, but they were
22 under the directives that we were asked to do
23 again.

24 UNKNOWN SPEAKER: And we are under
25 directives again. We are not giving this poor

1 man to study what he has to study.

2 MS. NELSON: We are under directives again
3 but we have done a lot of studies.

4 UNKNOWN SPEAKER: So what year are you
5 going back to, the first question was.

6 MS. NELSON: We are going back to a more
7 natural system model, and I would have to check
8 with the modelers as to what year that actually
9 is.

10 MR. SIKEMA: It's not one year.

11 MS. NELSON: It's a series of years.

12 UNKNOWN SPEAKER: My parents came here in
13 1923, and I was born here in 1947 when the park
14 was created.

15 MS. NELSON: Well, it was before '47,
16 because I think it goes back to at least 1936.

17 UNKNOWN SPEAKER: That's good. I am
18 sorry.

19 MR. LEVY: You have it.

20 UNKNOWN SPEAKER: I am sorry. You have a
21 vast resource here of experience. You have
22 people that have been out here stomping those
23 grounds for 50 years. There is no account like
24 an eyewitness account. You got testimonies,
25 people that have -- this is their backyard.

1 Me, I'm a new kid on the block and I was born
2 and raised here and I'm only 47. I'm a new
3 kid -- eyewitness accounts of what that place
4 right there on that little chart is supposed to
5 be like. The only way that you can restore it
6 is if you open it up and don't manage water,
7 don't touch nothing. That's the only way you
8 can restore something. As long as you got a
9 handle on gates or floodgates and you can
10 manipulate, you really are not going to a
11 accomplish much. These people here are an
12 incredible resource. If you want eyewitness
13 first-hand account of what it is to romp around
14 and slide and glide in that place that you have
15 pictured on your board. That right there is
16 meaningless. You all need to take an airboat
17 ride. You all need to take an airboat ride on
18 the north side and the south side. You all
19 need to take some airplane rides. As a matter
20 of fact, the closer to the ground that you get
21 the better it looks; that's a suggestion. If
22 you want first-hand account you need to talk to
23 some of these people. You can sit in an office
24 and conduct all kinds of feasibility studies
25 and environmental impacts and accounts and

1 water tables, but these people will tell you
2 firsthand. They can go back as far as you
3 want. Tell us about when this happened. Tell
4 us about when these culverts plugged up and
5 weren't maintained. Tell us about what
6 happened to the wild life out there. Tell me
7 how much dead deer you saw when the high water
8 and all of that water control thing. You have
9 a vast resource here in your private tour
10 people that see it on a daily basis, and some
11 of your old-timers here that have paved the
12 road that we are all enjoying.

13 So do not -- you engineers, I'm talking to
14 you all. Don't discount the experience of some
15 of these guys. You need to tap into that
16 resource, if you really want to tell the truth.
17 If you want to blow smoke then go ahead. If
18 you really want to get down to the nitty gritty
19 and get down to the truth of what we are really
20 working with here, it ain't just money and
21 bridges that we are building. By the way, the
22 more bridges you build the more the contractors
23 are going to make. The less you do, the less
24 money we are going to spend. The more you do
25 the more flow. We understand how that works.

1 So we are going to work with you all. We are
2 going to put some flow into this. Flow this,
3 because know the flow is coming. And we are
4 going to put some flow back into the water
5 thing, but you need to talk to some of these
6 old geezers. No disrespect, y'all.

7 FRANK DENNINGER: Frank Denninger again
8 with the Everglades Coordinating Council. It's
9 getting near the end and this guy, Mr. Kimball,
10 he's probably one of the best superintendents
11 that comes south of Lake Okeechobee.

12 MR. KIMBALL: Thanks.

13 UNKNOWN SPEAKER: Between you and Pedro
14 Ramos in Big Cypress, and we have had some of
15 the worst too. But anyway, when I look at
16 these drawings here I don't know if this is
17 just a scoping session or hearing, because I
18 don't know if that lady is a court stenographer
19 there or not.

20 MR. LEVY: She is.

21 UNKNOWN SPEAKER: Is this a hearing or a
22 workshop?

23 MR. LEVY: It's a scoping hearing, but we
24 wanted to document it. And we wanted to
25 capture everybody's point of view. So that was

1 the whole point of having a court reporter.

2 UNKNOWN SPEAKER: Great. I think it's
3 great. The question I have is that Mr. Kimball
4 was nice and he explained how that section was,
5 even if it was a full bridge or the yellow and
6 alternative six, there will be facilities with
7 a working mind set for facility to get down to
8 those properties. But now it's the old saying
9 what we have here is what is in writing, so I
10 don't know if this is actually a legally
11 binding -- like what's on these maps, what they
12 are bound by or is -- that's what worries me
13 two years from now what we see.

14 MS. NELSON: Frank, give me a drawing and
15 we will put it on. If you see one of those you
16 want to adjust, let me know how you want to
17 adjust it and we can do it. That's fine, but
18 anyway, if you want to move a bridge, let me
19 know.

20 JOSE NOBEL: Name is Jose Nobel and I'm
21 from Everglades Park. What I am a little
22 worried about is: I see a lot of people asking
23 for a lot of water in that area and I have seen
24 the culverts flow a lot of water. And I have
25 seen that side of the Everglades

1 (unintelligible) out for eight or nine years
2 constant water flow, the same amount of water
3 flow, which is very high. I have seen the palm
4 apple trees dying. I have seen the sawgrass
5 dying. I have seen a lot of wildlife out there
6 get smaller. I have seen alligators get very
7 sick from the waters held for that long in
8 certain areas. And to flow the water south the
9 way that they are wanting to flow it and get it
10 all the way down south, of course, you are
11 going to have to hold it up north in some
12 areas. So other areas in the Everglades are
13 going to suffer, because of the amount of water
14 you want to get south. So I think that there
15 has to be -- I haven't seen any biologist out
16 there catching alligators, which are at the top
17 of the food chain. I haven't seen any studies
18 with the wildlife, you know, finding out why
19 there aren't any more red belly mud snakes
20 anymore laying all over the banks like they
21 used to be or why the gar fish aren't big
22 anymore. The more water I have seen in certain
23 areas, the sicker I have seen the animals. So
24 I think that there also has to be a lot of
25 studies done on the wildlife itself. Is this

1 really for the Everglades or is it for drinking
2 water?

3 So there has to be some pretty serious
4 studies, before you put these huge bridges in.
5 And I think there should be test done on the
6 culverts. I think the area (unintelligible)
7 should be cleaned out before any of this is
8 done. Because once you put those big bridges
9 in you can't control that water flow anymore
10 going south. And if those areas are flooded,
11 for a huge amount of time everything is going
12 to be dying again. The hammocks were all dying
13 ten years ago. Right now this drought went
14 through new sprouts and everything. About five
15 years ago another drought, stuff was sprouting
16 left and right and the wildlife got strong. I
17 think there is a lot more that has to be done,
18 before you go ahead and put these huge bridges,
19 not only costwise and stuff like that, but we
20 deal with thousands of people every day and we
21 teach them about the Everglades. And we see
22 the Everglades every single day. I have been
23 going out there since I was four or five years.
24 You know, I think there is a lot more studies
25 that have to go on, before you spend billions

1 on this project and end up killing large areas
2 of Everglades and lots of wildlife.

3 MR. LEVY: Okay. Do we have any more
4 comments? If not, let me turn this over to Dan
5 Kimball.

6 MR. KIMBALL: Thanks. Well, I want to
7 thank everyone for coming tonight. We have got
8 some great input. And I think a lot of you
9 came to all the general management plan
10 meetings. I looked out tonight and I put great
11 stock in local knowledge. And there is a lot
12 of local knowledge in this room, and that's
13 exactly what this gentleman was talking about
14 over there.

15 On the other hand, I looked at the map and
16 we look at what we have to prove for the
17 limited reevaluation report. When I talked to
18 Bob Johnson I said, Bob, how much water is
19 coming across Tamiami Trail compared to
20 historic? I think Bob says it's like 20 to
21 30 percent of what the water was originally.

22 So we know we are taking a step with this
23 limited reevaluation report. The important
24 thing that, and the commitment that was made by
25 the Department of Interior, and became part of

1 the '09 Appropriation Bill was that we would
2 look at the next step, the benefits we need for
3 full range of benefits.

4 And what we started here tonight, I know
5 it's frustrating for some of you, but this is
6 kind of the beginning of the NEPA process.
7 Public involvement process is challenging and
8 sometimes not very pretty. You get there and
9 kind of where are the specific alternatives
10 that we need to respond to? The point is here
11 we have studied this, the scenario that Bruce
12 laid out. We studied this thing for a long,
13 long time. And there are a lot of different
14 plans and a lot of fits and starts. And even
15 though the plan we have right now, the LRR, I
16 mean, as we sit here today there is still a
17 preliminary injunction that's holding us up
18 from moving forward with that project. We went
19 to court, I think, May 12th and the case was
20 made with other language and appropriations
21 directing us to move forward with the project.
22 And that's under consideration by the Eleventh
23 Circuit Court of Appeals.

24 So, I mean, our base condition here we
25 don't really have the approval at this point to

1 go forward with that, but we are kind of hoping
2 that the case made before the Court of Appeals
3 that the law of the land said move ahead with
4 this project and that's what we are going to
5 try to do. This is the beginning of a process
6 tonight. The time frames are in the law. We
7 are trying to follow time frames. If you look
8 at the process that Bruce Boler laid out even
9 the process that we have we are not going to
10 have a feasibility study signed, sealed and
11 delivered and given to Congress by March 10th
12 of 2010. We are not going to get there. We
13 can get as close as we can to that date to get
14 those benefits that we are hoping for. You can
15 go back. If you really want to know if -- the
16 questions that Julie asked about what range of
17 benefits are we looking at? What are the
18 indexes? Go back and look at the LRR report.
19 There is some nice big tables that have all the
20 different alternatives and all the different
21 benefits to go cross and costs, to look at
22 those, and that will give you a sense of the
23 range of projects. Given the time frame we are
24 going to rely on a lot of that information. We
25 are going to try to update it. And we are

1 going to be relying on that for the impacts to
2 resources. We are going to try to update some
3 of these things.

4 One of the things that came to light for
5 me was trying to link what we are learning
6 through the pilot swale project, had we figured
7 out how to move forward in this process. I
8 think we have to think a little bit more of how
9 we take the outcome of the modeling. And we
10 are going to get the swale project in the
11 ground. As soon as we go forward with that.
12 And determine what the benefits are and factor
13 that into the process. It's something that we
14 are going to have to look carefully at. This
15 gentleman was right over here when he said
16 (unintelligible) Everglades National Park.
17 Well, those are the lands that I am responsible
18 for. I think if you look at the history with
19 the modified water delivery project with the
20 LRR, we figured out a way within that project
21 to protect the lands that are in the Airboat
22 Association, outside of the boundaries of the
23 Everglades National Park and we will continue
24 to do that. So I pledge to you that we will do
25 that.

1 I think one thing is we are going to
2 submit this report, a feasibility study that
3 goes to Congress. And then Congress is going
4 to look at what the benefits are, what the
5 costs are, look at where we are in the country
6 with our budget situation. And, you know,
7 that's -- Frank brought it up tonight about
8 just the issues of how we spend the money in
9 the country and what the benefits are. There
10 are a lot of things going on in the Everglades
11 and we had Secretary Salas down here last week
12 and looking at things that we are doing south
13 of the lake with the river of grass
14 acquisition. And then trying to figure out
15 that with necessary storage and treatment so we
16 can store water, treat it and bring it south.

17 I was out in Florida Bay with the
18 assistant secretary last week and we were doing
19 some salinity measurements. And the water in
20 Florida Bay, which basically should be more of
21 a brackish situation, was almost 60,000 parts
22 per million (unintelligible) and just so
23 everybody knows sea water is 35,000. So that
24 freshwater that we want to come south, we have
25 a very imperiled resource in Everglades

1 National Park at the bottom of the system.

2 So when Congress gets the feasibility
3 study that's not the end of it. They are going
4 to look at that and figure out what the
5 appropriate recommendation is of what we should
6 build down here and look at all the factors in
7 terms of impact and costs as well.

8 And so, I guess, what I would end up is
9 please stay involved. I grant you that we had
10 a very short time frame here. We were -- given
11 the green light on this project, even though we
12 did some things back in December, it wasn't
13 until early March when Congress and the
14 president signed the bill and the bill was
15 enacted saying we are going to do this. So I
16 think we've done a lot. We finally got the
17 Federal Register notice out, which is a whole
18 story in and of itself, but there was short
19 notice for this. I promise to you we will get
20 all this information out, not only on the web
21 and electronically, but also a hard copy as
22 well. So we will get that out to you and then
23 our next step would be to distill this
24 information, call in the alternatives,
25 preferred alternatives, and have a draft

1 environmental impact statement later in the
2 fall.

3 So please stay involved. In terms of
4 commenting, there is good ole snail mail.
5 We've got you all recorded on your comments
6 tonight. You can also go to this PEPC site,
7 where you can actually get onto our site and
8 send your stuff in via e-mail and that would be
9 great. And I really appreciate you coming
10 tonight. Somebody said that you guys really
11 want to work with you, well we want to work
12 with you too. Thanks for coming and we will
13 stick around here as long as we can. Thanks.

14 (Thereupon, the proceedings concluded at
15 8:10 a.m.)

1 CERTIFICATE

2
3 STATE OF FLORIDA:

SS:

4 COUNTY OF MIAMI-DADE:
56 I DIANA SANTOS, Shorthand Reporter, do hereby
7 certify that the Tamiami Trail Public Scoping Meeting, was
8 had on June 2, 2009; and that the foregoing pages, numbered
9 from 1 - 85, inclusive, constitute a true and correct
10 transcription of my shorthand report of the proceedings.
1112 WITNESS my hand and official seal in the City of
13 Miami, County of MIAMI-DADE, State of Florida, this 10th day
14 of June 2009.
15
16
17

Diana Santos

18 Notary Public - State of Florida

My Commission No. DD 437554
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<p>A</p> <p>able 5:3 7:19 9:23 18:9 20:4 25:1 32:4 48:8 54:2 55:12 57:13 62:24</p> <p>absolutely 14:4 51:18 55:18 59:13 71:1</p> <p>accelerated 11:18</p> <p>access 9:1,16,17,18 10:12 32:2,3,5,16 32:20 44:21 45:12 47:11 48:5,16,16 49:3 50:3 52:8</p> <p>accessible 9:3</p> <p>accommodate 2:5</p> <p>accomplish 73:11</p> <p>accomplished 24:6</p> <p>account 53:4 56:3 72:23,24 73:13,22</p> <p>accounts 73:3,25</p> <p>acquisition 83:14</p> <p>acres 66:14</p> <p>Acrobat 10:18</p> <p>acronyms 3:8</p> <p>act 43:1,11 46:23 47:21 58:15 60:19 64:19</p> <p>acted 42:17</p> <p>actions 11:19</p> <p>actively 57:23</p> <p>activities 13:12,12 49:5</p> <p>activity 6:9 9:23</p> <p>acts 47:17 49:11</p> <p>actual 8:1</p> <p>add 22:12 25:8,10 59:17</p> <p>added 55:23</p> <p>addition 52:9</p> <p>additional 11:17 24:12 43:6 44:11 45:6</p> <p>address 3:2,15 32:21 35:17 45:5 57:10</p> <p>addresses 25:24 36:21</p> <p>adequate 53:22</p> <p>adequately 13:17</p>	<p>adjacent 7:18 18:19 44:24</p> <p>adjust 76:16,17</p> <p>admitting 54:9</p> <p>Adobe 10:18</p> <p>advance 43:5,19 55:16</p> <p>advantageous 7:14</p> <p>adversely 44:15 49:8</p> <p>advisement 59:25</p> <p>advisory 49:25</p> <p>affect 13:10,11 31:18</p> <p>agencies 70:16</p> <p>agency 30:15</p> <p>agenda 67:9</p> <p>ago 18:6 78:13,15</p> <p>agree 62:17</p> <p>agreement 47:23 49:11 66:11</p> <p>ahead 19:19 28:13 62:9 68:7 74:17 78:18 81:3</p> <p>ain't 74:20</p> <p>airboat 9:4,10 12:20 14:9,11 31:11 41:9 42:1 44:17,19 45:10 47:14,20 48:16,21 49:6 54:7 58:14 66:24 68:13 70:14 70:22 73:16,17 82:21</p> <p>airplane 73:19</p> <p>Alley 50:10</p> <p>Alligator 50:10</p> <p>alligators 77:6,16</p> <p>allow 44:24 45:9</p> <p>allowed 22:8 27:5</p> <p>allowing 46:9 64:16 64:20</p> <p>allows 2:13</p> <p>alongside 50:18,20</p> <p>alternative 7:8 9:5 10:7 14:13,17 20:11 24:4 27:22 34:8 44:3,13 45:6,7,22 61:20 63:18 64:7,10 66:1 76:6</p> <p>alternatives 5:16,16</p>	<p>8:16 15:22 20:19 24:1,16 25:11 28:5 29:17 30:1 34:20 35:20,23 40:18 41:3 43:15 44:14 47:1 61:2,11,14,18 64:8 65:10,11,16 68:2,3 80:9 81:20 84:24,25</p> <p>America 56:25</p> <p>American 42:14 48:4 49:4</p> <p>Americans 66:18</p> <p>amount 61:12 64:2 77:2,13 78:11</p> <p>analysis 4:18 6:13 13:15 14:8,19 24:14 24:15 25:1 35:21 64:23</p> <p>animal 69:2</p> <p>animals 77:23</p> <p>answer 11:9 20:15 24:3 41:11,23 57:15 60:6</p> <p>answers 41:13</p> <p>anticipating 13:19</p> <p>anybody 20:23 26:10 31:17 57:11 66:25</p> <p>anymore 28:22 70:23 77:20,22 78:9</p> <p>anyway 34:25 41:17 75:15 76:18</p> <p>Appeals 80:23 81:2</p> <p>appear 39:6</p> <p>apple 77:4</p> <p>apply 8:12</p> <p>appreciate 8:21 49:21 85:9</p> <p>appreciates 44:12</p> <p>appropriate 2:7 10:11 48:19 58:16 58:24 84:5</p> <p>appropriately 43:8</p> <p>appropriation 43:1 46:23 47:17 49:11 53:7 80:1</p> <p>appropriations 47:21 53:1 63:12 64:19 80:20</p>	<p>appropriation's 6:10</p> <p>approval 17:5 80:25</p> <p>approved 5:5 11:12 11:15 62:5</p> <p>approximately 8:5</p> <p>aquisite 64:15</p> <p>area 9:8,12 13:2 15:13,23 16:19,23 18:6 23:2,4,11 42:20 51:23 68:21 68:23 71:7 76:23 78:6</p> <p>areas 9:2,6 18:19 23:22 28:1 37:25 51:7 77:8,12,12,23 78:10 79:1</p> <p>Army 43:24 46:7 64:13 71:18,20</p> <p>arrives 17:25</p> <p>article 56:23</p> <p>artificially 46:14</p> <p>asked 39:1 41:17 59:24 71:22 81:16</p> <p>asking 3:14 4:20 18:25 60:18 62:12 76:22</p> <p>asphalt 20:14 21:4,7 21:9 31:15</p> <p>assessments 6:21</p> <p>assist 12:25</p> <p>assistant 83:18</p> <p>associate 57:13</p> <p>associated 7:10,13,17 8:2 39:22 49:5</p> <p>association 9:10 12:20 14:9,11 41:9 42:1,12 47:14 58:14 68:13 70:14,22 82:22</p> <p>associations 49:7</p> <p>assume 11:18</p> <p>assuming 4:22 9:1,2 9:15</p> <p>assumption 9:18 11:20</p> <p>assurances 48:12 53:23,25</p> <p>attended 5:20</p>
----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

attending 67:19 attentively 68:3 attraction 23:19 attractions 19:25 Audubon 30:8 54:18 54:20 Australian 22:18 authority 7:3,4 65:24 available 63:2 Avenue 51:25 awarded 31:25 aware 44:17 57:22 a.m 85:15	34:3 37:8 39:21 56:3 70:15 83:20 basis 74:10 Bay 16:1 17:21,25 42:21 54:8 83:17,20 Bay's 45:19 bed 21:8 27:7 46:6 beginning 29:21 80:6 81:5 behalf 42:11 beings 42:4 believe 46:20 57:17 66:12 belly 77:19 beneficial 37:25 38:1 benefit 4:17 33:2 43:23 45:8,11,19 46:21 benefits 7:10,13 8:11 17:24 18:1 30:10 80:2,3 81:14,17,21 82:12 83:4,9 best 34:22 58:19 60:6 62:15 75:10 better 5:6 14:16,18 40:4,12 73:21 beyond 47:8 55:6 bicycle 49:24 50:7 big 19:16 31:17 75:14 77:21 78:8 81:19 bigger 12:14 bikes 52:13 bill 53:2 60:24 61:1 80:1 84:14,14 billions 78:25 binding 76:11 biologist 77:15 bit 14:3,16,18 21:17 22:2,5 30:24 38:14 51:16 56:1 62:12 82:8 black 9:21 blaming 53:6 block 16:12 17:15,19 73:1 blow 74:17 board 73:15 boat 28:15,19,21	48:14 boats 49:2 Bob 79:18,18,20 Boler 2:11 9:15 11:12 13:14,22 15:4 16:9 16:12,17 18:12,16 19:8 20:15 26:25 27:4 30:13 58:25 60:6 62:4 64:9 66:21 81:8 born 71:11,11 72:13 73:1 bottom 27:20 39:15 39:21 84:1 bound 76:12 boundaries 68:10 82:22 boundary 16:20 66:6 brackish 83:21 breaks 21:15 23:16 bridge 9:9 10:24 11:22 13:10,12,25 27:17 35:15,18 36:2 39:23 40:5 44:1,5,9 45:18,20,22 51:2,3 51:5,9,11,14 54:1 65:13,14 76:5,18 bridges 16:2,2 27:16 30:23 47:2 48:7,18 48:20 50:21,23 51:7 53:22 74:21,22 78:4 78:8,18 bridging 2:22 9:12 11:17 25:4 34:23 41:19 43:6,17,21 44:11,15 45:1,6 47:7 56:15 65:11 bring 2:13 20:2,12,13 47:2 83:16 bringing 23:9 35:12 61:7 brought 63:22 83:7 Bruce 6:4 14:4 63:25 80:11 81:8 budget 83:6 build 5:22,23 10:23 12:12 48:20 52:6 56:16 74:22 84:6	building 2:5 40:12 52:1 53:21 54:1 74:21 built 21:5,21 40:15 40:16 45:17 51:25 52:4,9 bunch 55:16 business 20:5 32:6 34:15 37:12 45:4 businesses 25:5,18 32:5 buy 40:22 buy-in 55:19
<hr/> B			<hr/> C
back 2:12 4:10 8:13 10:2 11:4 12:4,8,17 12:22 15:13 20:6 22:7 26:20 28:2 31:8,8 32:16 37:13 46:6,7,15 51:15 54:10 56:5 64:20 65:8,12 69:22,24 71:6,7 72:5,6,16 74:2 75:4 81:15,18 84:12 backpacking 50:8 backyard 72:25 bad 66:13 Bailey 68:8,8 bail-out 31:23 bait 53:5 bank 48:15 bankrupt 56:7,8 banks 77:20 Barbara 2:2,2 3:1,22 4:3,7,20,24 18:3,4 18:14 19:4,15 36:13 36:22 52:18,20 63:11 64:6 71:5 barrels 32:15 barrier 16:6,10 17:6 base 3:11 22:22 80:24 based 61:2 basement 17:12 basic 34:16 basically 23:14 29:7			call 33:5 37:19 84:24 called 59:1 camps 44:8 canal 21:1 22:2 23:1 23:3 27:2,4,6,12 28:16 capability 54:12 capture 75:25 cards 57:11 care 41:11 58:17,19 carefully 82:14 carry 41:24 cars 51:15 case 80:19 81:2 cases 19:4 catching 77:16 cause 46:23 causing 23:7 Center 1:11 ceremonial 6:15 certain 2:6 37:24,24 54:3 70:12 77:8,22 certainly 3:3 9:6 41:15 62:25 CERTIFICATE 86:1 certify 86:7 cetera 13:9 14:1 41:20 chain 54:7 77:17 challenging 80:7 chance 33:16 change 55:9 69:22 changes 14:2

channeling 16:4 channels 19:11 chart 70:25 73:4 cheapest 64:22 check 5:21 6:14,15 72:7 children 42:16 Chokoloskee 16:1 17:21 choose 61:20 Chris 41:6 Circuit 80:23 circumstances 36:1 City 86:12 clarify 46:12 clay 16:16 cleaned 78:7 cleaning 40:11 clear 5:23 45:13 46:5 Clearly 58:14 climate 55:9 close 30:2 53:15 68:21 69:10,15 70:12 81:13 closed 54:3 69:8 closely 60:25 closer 73:20 closing 5:10 68:23 club 47:20 66:24 coffee 34:12 collaborating 65:25 collide 11:19 colliding 12:10 Collier 50:6 51:19 combination 8:9 63:2 come 8:8 9:24 10:2,5 11:16,22 12:8 19:22 20:10,18 22:6 23:6 31:8 33:17 34:17 38:19 41:18,21 42:5 51:17 52:25 56:12 57:4,17 66:1 69:21 71:6 83:24 comes 40:1 66:16,19 75:11 coming 11:4 14:23 34:7 64:6 70:8 75:3 79:7,19 85:9,12	comment 5:1,10 26:6 38:10 42:7 45:23 49:20 57:11,12 59:20 commenting 65:5,6 85:4 comments 35:2 41:12 41:25 43:12 52:23 59:1,5,8 63:7 67:4 79:4 85:5 commercial 44:24 Commission 86:18 commitment 45:14 79:24 committee 49:25 communication 59:7 comparative 24:17 25:2 compared 79:19 comparing 25:17 compile 62:25 completed 7:22 21:6 completely 7:2 computer 31:5 concept 54:13 concern 56:1 68:14 concerned 2:8 4:15 41:2,4 44:23 47:24 50:2 52:23 53:9 54:1 64:17 concerns 14:15 19:12 53:9,20 54:13 55:5 55:8 58:23 61:8 concession 44:18 concessions 45:10 concluded 85:14 concrete 37:7 39:13 60:2,4,8 62:13 condemnation 66:15 condition 80:24 conditions 60:14 conduct 73:24 conducted 8:5 22:11 conduit 25:22 confers 43:22 configuration 44:5 conflict 9:14 confused 26:21	Congress 10:1 11:15 53:10 60:8,16,19 61:7 81:11 83:3,3 84:2,13 Congressional 43:8 conservation 42:12 42:20 consider 30:2 consideration 2:10 80:22 considered 44:10 45:7 48:2 considering 43:14 consistency 8:21 consistent 30:16 consists 7:8 constant 77:2 constitute 86:9 constrained 35:4 construct 7:15 8:6 constructed 47:8 constructing 7:11 construction 8:1 22:16 27:25 31:12 37:6 contact 13:20 14:21 25:21 26:2 contained 7:21 containing 37:17,19 continual 27:15 continually 32:18 continue 59:8 82:23 continuous 44:1 contract 24:21 contractor 59:3 contractors 74:22 control 27:21 57:6 58:6 74:8 78:9 controlled 7:18 convey 58:20 Con/Span 26:16 39:2 Coopertown 34:1 coordinated 8:20 55:25 Coordinating 2:3 36:24 52:19,21 75:8 copies 31:3 copy 10:21 49:18	84:21 Corps 5:22 6:12 20:18 24:21 26:3 43:24 46:7 58:7 64:13 71:18,20 correct 41:10 48:11 86:9 correctly 64:12 corroborate 11:24 cost 2:15 8:14,15 38:5 40:21 52:24 61:14,17,18,21 63:20 64:14,24 costed 61:12 costs 5:15 8:17 25:17 64:13 81:21 83:5 84:7 costwise 78:19 Council 2:3 36:24 52:19,21 55:25 75:8 counsel 8:20 country 56:16,21 83:5,9 County 48:24,25 50:1,6,6 51:19,20 86:4,13 couple 18:5 26:4 28:14 67:6 course 15:14 51:11 77:10 court 75:18 76:1 80:19,23 81:2 cover 49:14 covered 12:21 47:5 49:15 cracking 21:16 created 71:20 72:14 critical 43:7 cross 50:11 81:21 crumbled 23:8 Cuba 66:17,18 cultural 13:1,8,14 14:7 24:13,23 41:22 42:3 63:22 culture 54:5 cultures 49:4 culvert 40:4,19 culverts 5:23 7:12,17
-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

7:18 39:12 40:12 53:16 74:4 76:24 78:6 curly 9:21 current 43:18 45:2 45:16 cut 22:19 Cutler 1:12 16:11 cyclists 52:11 Cypress 75:14	definite 24:3 degrade 23:7 degraded 18:7 degrading 27:7 delay 18:15 46:24 53:9 delivered 81:11 delivery 47:3 82:19 demonstrated 43:25 Denninger 8:19,19 36:23,23 55:23,24 55:24 75:7,7 Denver 59:2 Department 66:9 79:25 depends 21:24 23:25 27:23 28:5 describe 26:17 design 2:10 13:11,24 20:19 27:12 34:16 35:6 40:15 designing 2:5 designs 14:1 21:7 40:20 41:18 45:19 destroy 68:25 69:1 deterioration 22:23 42:24 determine 7:9,20 82:12 develop 61:25 developing 63:14 development 43:14 devils 52:12 Diana 86:6,17 die 18:11 difference 7:21 63:13 different 6:5,22 7:4 11:19 13:6 28:5 30:12 33:20,20 61:16 80:13 81:20 81:20 differential 21:16 differentially 21:1 dig 23:12,13,14 dikes 69:18 diminished 20:4 direct 13:20 Directed 35:25	directing 80:21 direction 60:7,11,15 60:25 61:1 directive 43:2,8 58:15 directives 58:17 71:22,25 72:2 directly 6:16 9:13 dirt 40:2 discount 74:14 displayed 44:14 disrespect 75:6 distance 22:1 distill 84:23 district 57:18,21 document 4:16 8:24 14:15 25:23 29:12 32:22 75:24 documentation 49:17 documenting 38:24 documents 4:14 DOI 8:23 58:7 doing 3:19 6:20 7:8 16:6 17:8 18:17 27:24 53:15 55:2 56:17,20 57:21 59:25 83:12,18 dollars 5:22 6:2,11 56:11 door 47:13 DOT 21:5 28:24 29:8 35:6 37:18 doubt 43:21 downstream 7:11 draft 10:5 67:12,25 84:25 dramatically 42:2 drawing 76:14 drawings 75:16 drawn 4:13 drill 23:8 drilling 17:12 drinking 55:13 78:1 Drive 66:16 drive-through 34:14 drought 78:13,15 duck 69:4 ducks 69:2	duly 44:9 dump 31:12,14 dying 53:14 77:4,5 78:12,12
D	E		
Dade 1:11 48:24,25 49:2 50:6 51:20 daily 74:10 dam 42:18 Dan 3:6,15 7:1 11:9 64:1 68:8 79:4 danger 47:15 dangerous 50:11 Dan's 14:23 darndest 3:19 data 45:18 date 3:21 5:10 81:13 Dave 62:16 64:1 day 32:8,9 78:20,22 86:13 days 66:10 DD 86:18 dead 74:7 deadline 3:19 deal 12:14 36:7 78:20 dealing 3:16 debt 56:14 decades 55:21 December 6:7,8 67:13 84:12 decided 52:2 decision 3:21 7:24 10:8 12:1,2 60:3 62:6,22 decisions 12:23 62:14 65:22 Decome 70:7 deep 15:19 17:6,10 deeper 17:16 56:21 deer 69:6,14 74:7 deers 69:1	earlier 5:19 8:22 12:21 13:1 34:21 53:21 62:24 early 10:2 67:13 84:13 earth 37:14 east 12:6 17:9 eastern 16:20 65:14 easy 23:15 ECC 55:23 ecological 30:10 45:17,18 60:14 ecologically 45:1 economic 24:14,15 24:23 25:1 31:10 41:22 57:3 68:6 economist 25:16 26:3 ecosystem 42:25 43:10 45:4 edge 37:10 Edwards 59:19,19 effective 8:15 64:14 effectively 42:22 effectiveness 15:18 effort 45:3,16 58:11 eight 10:24 11:2,3,4,5 12:13 17:8 18:25 19:13 20:12,20 22:4 26:22 27:20 40:10 77:1 either 30:15 34:17 37:10 51:7 electronically 84:21 elevation 27:25 37:5 elevations 69:22 Eleventh 80:22 enacted 84:15 encouraged 54:22 encouraging 55:15 endangered 46:16 engaged 13:3 engineering 34:6		

37:18 engineers 5:22 6:12 20:18 43:24 46:8 64:14 71:18,20 74:13 English 56:23 enhancement 42:15 enjoy 51:4,8,17 enjoying 74:12 ensure 43:9 enterprise 5:5 entire 17:24 entities 47:15 environmental 6:21 10:6 67:12,25 73:25 85:1 environmentally 44:2 45:1 equal 57:1 equipment 23:16 Eric 46:4,4 48:25 49:22,23,23 65:15 68:9 erode 20:10 eroded 19:16 especially 3:9 essential 45:24 51:18 essentially 39:2 established 71:10 estate 70:16,19,20 et 13:9 14:1 41:19 evaluate 62:22 evaluated 63:24 70:15 evaluating 64:25 evaluation 6:23 24:13 43:25 44:11 53:2 evening 42:10 54:19 event 6:7 eventual 45:21 Everglades 1:5 2:3 5:20 6:11 8:20 19:21 36:24 42:20 42:23 43:4,5,19 44:18,22 45:3,12,15 45:24,25 46:22 52:18,20 53:14 54:5	55:7,10,25 60:14 62:15 66:6 68:10,12 68:17 71:9 75:8 76:21,25 77:12 78:1 78:21,22 79:2 82:16 82:23 83:10,25 everybody 10:18 17:2 35:10 46:20 58:19 61:15 64:1 71:16 83:23 everybody's 12:24 56:13 75:25 exact 27:18 exactly 6:23 29:3 33:22 79:13 examples 48:14 excited 40:15 existing 40:12 exorbitantly 2:18 expanding 47:7 expect 2:20 expensive 2:18 38:2 47:1 experience 66:14 72:21 74:14 experiment 7:20 explained 76:4 explore 43:16 expressway 37:6 extra 22:12 57:9 eyewitness 72:24 73:3,12 e-mail 36:16,18,21 85:8 e-mailed 56:22 e-mails 58:22 59:11	falls 35:20 familiar 4:23 family 46:5 66:23 far 14:15 29:24 41:1 60:21 67:9 74:2 Farace 19:20,20 21:18 22:17 23:18 58:13,13 farther 2:14 fast 3:5 16:20 52:13 fast-moving 54:23 favor 29:18 FDEP 58:8 FDOT 18:5 19:6 feasibility 3:18 63:12 63:13,15 73:24 81:10 83:2 84:2 feasible 29:19 63:16 63:17 64:8 Federal 5:7,9 84:17 feels 25:22 feet 10:25 12:7,14 15:16,16 17:6,10 18:25 19:13,18 20:13 21:3 26:23 27:5,10,10,14,20 28:9 36:4 37:4 65:13 figure 12:11 83:14 84:4 figured 82:6,20 fill 21:22 final 3:20 7:24 41:18 finalize 64:5 finally 45:13 84:16 find 29:8 36:17 41:3 finding 77:18 findings 44:8 fine 41:5 50:24 66:11 76:17 fire 48:23,23,25 first 1:12 5:14,18 7:9 8:13 23:14 27:11 31:10 33:3 38:19 43:14 46:5 72:5 firsthand 74:2 first-hand 73:13,22 fish 77:21	fishing 13:12 48:15 51:1 fit 12:12 fits 80:14 five 21:3 52:11 78:14 78:23 five-foot 50:24 five-minute 38:16 fix 22:6,15 34:8 fixed 30:19,23 flexibility 30:6 38:13 flood 58:22 flooded 78:10 floodgates 73:9 Floor/Medium 1:12 Florida 1:12 16:1 17:21,25 30:9 39:7 41:9 42:21 45:19 49:7 54:8,18 55:12 58:8,11 68:13 83:17 83:20 86:3,13,18 flow 2:6,9 12:13,15 16:13 17:16 46:10 46:14 48:9 53:24 68:20 69:24 70:9,10 71:3,6 74:25 75:2,2 75:3,4 76:24 77:2,3 77:8,9 78:9 flowing 42:18 flows 2:7,20,23,25 17:17 60:13 folks 41:21 49:13 follow 11:11 34:5 47:18 81:7 followed 7:6 following 10:9 24:11 34:1 follow-up 36:13 food 77:17 foot 11:3 21:9 23:2 23:14 34:10,24 36:7 50:22 52:11 footnote 17:3 footprint 14:17 force 57:3 foregoing 86:8 forever 13:13 form 36:18
------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

formal 5:10 forth 32:16 forum 58:23,24 forward 6:22,24 11:14 14:20,22 33:22 45:2 55:4,19 60:5 80:18,21 81:1 82:7,11 foundation 39:22 four 4:3 26:11,12,14 32:8 46:2 52:10 78:23 fractured 23:11 frame 4:6 35:10 81:23 84:10 frames 81:6,7 Frank 8:19,19 10:15 36:23,23 55:23,24 55:24 75:7,7 76:14 83:7 freely 42:18 fresh 12:24 53:3 freshwater 55:13 83:24 friend 56:22 57:13 friends 46:5 front 28:20 34:12 37:11 frustrating 80:5 frustration 54:11 full 4:8 49:3,6,17 76:5 80:3 fully 43:4 funding 12:3 funds 58:17 funnel 16:5 further 46:24 65:5 future 2:20,23,25 12:2 42:5	gauge 26:11 GDM 71:6 geezers 75:6 general 9:25 10:4 33:17 43:24 65:21 79:9 generally 60:16 generation 42:5 gentleman 4:10 48:22 68:15 79:13 82:15 gentleman's 12:16 67:24 gentlemen 14:25 26:9 George 59:19,19 geotechnical 22:11 getting 20:6 26:19 55:5,10 67:17 75:9 give 15:17 24:2 36:6 38:13 40:3 60:4,8 61:18 76:14 81:22 given 2:19 59:22 60:1 60:7 61:6,24 81:11 81:23 84:10 gives 21:10 39:5 giving 33:10 71:25 glad 48:7,10 glades 46:22 gladesmen 49:4 54:4 glide 73:14 GMP 9:1 go 2:12 11:21 15:16 17:5,17 18:25 19:19 21:2,10,22 22:13 26:13 27:5,6,14,17 28:2,13 30:17 31:13 34:5 35:8 38:14 50:15,18,20,21 51:15,19 60:5,17 62:8 65:8,15 68:7 68:18 69:24,25 74:2 74:17 78:18,25 81:1 81:15,18,21 82:11 85:6 goal 12:10 19:17 43:10 God 56:24 goes 17:21 20:24	21:13 27:17,19 51:22 72:16 83:3 going 3:10,20,21 4:9 4:12,13,16,19 5:1 6:4,20 7:10,19,22 7:25 8:8,13 9:1,3 10:1,3,5,16 11:3,5,9 12:22 13:7,25 14:6 14:17 15:2,9,10,14 15:15,17,18,20 16:8 16:22 18:9 19:13,21 19:23,24 20:14,20 22:6,13,15,21 23:18 23:20 24:2,4 26:5 26:15 27:10 28:8 29:14 30:10,20 31:11,16,18,19,20 31:21 32:1,9 33:5 33:13 34:3,4,5,25 35:11,12,17,17,24 36:1,6 38:9,13 40:14 41:13 47:20 48:17 50:25 51:1,2 52:3,15,24 53:16,16 54:9 56:2,4,8,9,12 56:13 57:6,23 58:16 58:21 59:15,23 60:1 61:19,20 62:8 63:17 63:23 64:4,25 65:3 65:9 66:2,4 68:1,9 68:23,24,25 69:3,4 70:1,2 72:5,6 73:10 74:23,24 75:1,2,4 77:11,13 78:10,11 78:23 81:4,9,12,24 81:25 82:1,2,10,14 83:1,3,10 84:3,15 good 8:10 22:2 23:13 33:18 42:10 54:5,19 56:1 72:17 85:4 gotten 29:20 35:6 Government 1:11 grandchildren 42:16 grandkids 56:13 grant 84:9 grass 50:5 70:1 83:13 great 71:17 76:2,3 79:8,10 85:9	greatest 43:22 great-grandchildren 56:15 green 50:1 84:11 greenway 50:5,12 gritty 74:18 ground 39:19 41:24 73:20 82:11 grounds 72:23 groundwater 17:16 group 52:22 71:12 guarantee 47:19 65:3 guaranteed 58:1 guardrail 28:20 29:1 29:11 40:1 guardrails 28:17 guess 26:19 38:23 40:7 41:6 62:17 65:8 84:8 guidance 2:19 8:24 11:14 guy 34:11 70:20 75:9 guys 12:22 29:17 32:5,9 54:6 74:15 85:10 Gwen 20:15,17 65:9
G			
gallons 17:20 game 61:23 gaming 51:23 gar 77:21 Garvalle 42:9,10,11 gates 54:3 73:9 gathering 25:13			
			H
			habitat 55:7 habitats 30:11 half 2:16 10:25 11:3 11:4,5 12:13 19:18 20:12,20 22:4 26:23 27:6,13 39:12 hammocks 68:25 69:17,21 78:12 hand 34:12 49:2 79:15 86:12 handed 5:21 handle 12:13 56:9 73:9 handled 47:22 hands 26:8 67:7 handshake 66:11 happen 10:1 19:23 19:24 23:18 24:2 31:21 33:5 54:12 58:16

<p>happened 6:1 74:3,6 happening 21:17 22:7 happens 60:16 happy 29:13 49:1 63:6 hard 10:21 31:2 49:18 84:21 hardwood 68:25 head 18:11 heard 5:24 8:21 40:14 51:21 56:1 63:25,25 64:1 hearing 75:17,21,23 heavily 4:14 heavy 23:16 hedge 2:6 height 13:25 27:21 37:3 held 46:7,14 77:7 Hello 49:23 help 4:25 21:17 31:20 32:17 35:3,7,13 55:11 70:17 helpful 4:17 16:25 36:18 helping 6:13 helps 22:2 high 19:2,3 20:1,8 21:10 27:3,12,21 35:8 48:20,21 68:22 69:9,11,14 70:2 74:7 77:3 higher 22:1 27:9,17 28:8 highway 10:12 25:18 Hill 30:8,8 54:18,19 54:20 hindered 42:23 historic 42:3,19 79:20 historical 13:15 14:7 24:13,22 48:16,17 history 82:18 hog 69:1 hold 15:7 30:4 37:13 46:6 67:5 70:23 77:11</p>	<p>holding 80:17 holds 15:12 holes 19:16 honest 56:24 hope 14:10 50:15 62:24 63:7 hopefully 12:11 hoping 9:22 11:23 81:1,14 hours 32:8 46:19 Howard 52:18 huge 78:4,11,18 human 42:4 hunt 69:4 hunters 69:7</p> <hr/> <p style="text-align: center;">I</p> <hr/> <p>idea 12:3,7 14:16,18 18:22 39:5 40:19 53:18 ideas 24:5 29:24 53:23 61:5 identified 7:7 8:17 63:4 identifying 30:3 illiterate 31:6 imagine 24:17 immediately 7:11,16 impact 10:6 13:7,25 14:16 24:15 25:1,17 31:10 35:1 41:20 47:10 62:12 67:12 68:4 84:7 85:1 impacted 49:8 impacting 42:3 44:15 impacts 25:11 73:25 82:1 imperiled 83:25 implement 54:25 implemented 39:4 43:9 62:2,8 important 26:2 29:23 43:7 79:23 impressed 56:1 improve 30:1 61:10 improving 18:17 inch 28:3 inches 22:14</p>	<p>include 59:11 included 40:17 inclusion 44:13 inclusive 86:9 income 31:17 incorporate 30:18 incredible 73:12 indexes 81:18 Indians 44:7 indicate 7:14 indicated 18:9 36:14 indicates 8:6 9:7,8 14:6 indicating 20:25 individuals 59:17 industry 17:4 inflation 56:6 info 25:13 inform 45:20 59:6 information 4:12,15 4:18 8:8,11,16 13:5 13:24 14:6 15:17 16:17 24:22 36:15 55:3 59:16 60:4,9 60:21,22 62:13,21 62:25 63:1 64:3,4 68:2 81:24 84:20,24 informed 60:2 initial 7:8 initiated 8:3 injunction 80:17 input 3:12 14:10 33:11 37:1 58:20 60:20 61:9 67:9 79:8 installing 28:17 instance 34:9 intelligent 3:3,4 62:14 intent 5:4 intention 71:17 interest 10:12 58:19 65:18 66:22 interested 11:8 37:2 67:18 interesting 15:9 interferes 44:6 Interior 66:9 79:25</p>	<p>interlock 37:8 internal 57:20 involved 5:18 58:8 84:9 85:3 involvement 80:7 in-field 7:19 islands 48:6 issue 18:7 41:14 48:19 issues 44:18 45:5 63:21 83:8</p> <hr/> <p style="text-align: center;">J</p> <hr/> <p>jam 55:20 jammed 62:10 Jane 2:2 Jean 2:2 3:1,22 4:3,7 4:20,24 18:4,14 19:4,15 36:13,22 52:18,20 63:11 64:6 71:5 Jesse 32:19 33:25,25 34:16 35:15,21 36:4 36:6 37:1,21 38:5 66:24 Jesse's 13:9 47:14 Joel 12:19,19 13:19 13:23 14:20 41:8,10 John 57:22 Johnson 79:18 joint 58:7 Jose 76:20,20 Julie 30:8,8 54:17,19 54:20 81:16 June 1:13 3:12 4:21 5:11 86:8,14</p> <hr/> <p style="text-align: center;">K</p> <hr/> <p>keep 15:3 19:17 21:15 33:3 49:2 54:2 56:20 64:16 68:16 keeps 39:18 Kennen 33:25,25 34:16 35:15 36:6 37:21 38:5 kept 22:19 key 17:13,15</p>
--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

Keys 51:11 kid 48:18 73:1,3 kids 56:13 Kill 69:6 killing 42:2 79:1 Kimball 3:16,24 4:4 5:2 6:3 8:13,22,25 9:22 10:20 11:7,10 11:25 17:3,11,15,22 19:12,17 26:2 29:4 29:20 31:1 33:16 36:20 63:19 65:8 66:4 67:4,11,24 75:9,12 76:3 79:5,6 KIMELL 46:4 48:25 Kimmel 46:4 kind 12:10 20:24 21:12,14,15,16 22:22 23:8 24:1 25:3 26:11 35:9 38:2 40:3 46:17,18 55:6 56:4 66:13 67:8 80:6,9 81:1 kinds 15:21 25:5 35:2 73:24 Kissimmee 40:6 54:7 knew 32:18 know 2:19 3:12 6:1 9:13 10:3 12:5 13:7 13:24 14:15 16:18 16:19,21 18:5 19:23 20:1,3 24:3,7,20 25:6 26:8 28:15 33:4,4 34:22 36:17 37:1,11,13,15 38:25 39:5 40:21 46:15 47:16 50:23 51:10 52:12 53:25 54:3 55:15 56:19 57:16 59:17 61:12,13,19 62:11,13 64:13,22 65:19 66:13,23 69:8 70:16 75:3,16,18 76:10,16,19 77:18 78:24 79:22 80:4 81:15 83:6 knowing 40:22 knowledge 79:11,12	knows 83:23 Krome 51:25 <hr/> L <hr/> lack 2:9 lady 75:18 laid 80:12 81:8 lake 16:7 75:11 83:13 lakes 54:7 land 37:7 44:16 48:6 66:14,15,16,17,18 66:19 70:14 81:3 lands 82:17,21 lane 32:12 lanes 32:14 language 80:20 large 79:1 Larry 10:20 lateral 15:25 17:19 Laura 24:9,11,11,25 25:14,20 law 3:17 6:10 47:18 47:19 81:3,6 layer 21:12,13 layers 20:14 laying 77:20 lead 57:20 leadership 8:24 leading 42:14 learning 82:5 leave 3:11 28:18 left 57:9 59:10 78:16 legally 76:10 length 44:9 lesson 35:6 letter 14:23 letterhead 66:10 letting 36:17 let's 68:18 level 12:7 18:22 68:19 levels 2:21 18:19 19:1 19:10 23:3 levies 50:14 levy 2:1 4:9 5:12 8:18 10:13 12:16 14:25 18:2 19:19 24:8,10 26:4,18 29:12 30:4	31:7 33:24 36:10 38:9,22 40:7 41:5 42:7 46:1,3 49:20 50:14,17 51:22,24 52:2,4,5,5,16 54:15 57:9,16,19 58:12 59:13 62:16 63:10 64:23 67:6,23 68:7 71:1 72:19 75:20,23 79:3 life 74:6 light 55:9 82:4 84:11 lime 23:11 limestone 21:19 limit 35:4 limited 79:17,23 Linda 36:16 line 9:21 14:12 41:13 65:7 70:8 lines 44:12 link 12:3 24:15,16 82:5 list 6:5 19:9 59:18 listening 59:21 little 2:14 14:3,16,18 16:4 21:14,17,25 22:5 26:21 28:18 30:24 38:13,14 39:23 40:15 54:23 62:12 67:16 70:24 73:4 76:21 82:8 LLR 21:6 27:22 load 28:15 local 79:11,12 locations 7:16 log 55:20 long 18:18,21 19:10 28:21,21 36:8 62:20 73:8 77:7 80:12,13 85:13 longer 38:14 long-distance 50:8 look 4:17 8:23 23:20 28:2 34:19,21 35:13 38:16 39:3 51:10,15 65:9,15 75:15 79:16 80:2 81:7,18,21 82:14,18 83:4,5	84:4,6 looked 25:10 79:10 79:15 looking 6:19 14:20 14:22 16:24 25:16 35:11 41:13,23 61:17 63:20,21 64:24 67:11 81:17 83:12 looks 9:9 30:5 73:21 loop 17:2 lose 31:11 loss 31:17,20,21 48:13 lost 66:14,17,18 lot 3:8,14,24 4:22,25 6:5 18:23 20:2 21:10 22:25 25:9 26:6 31:11 33:8,9 33:19,19,20 34:10 36:19 37:7 46:25 47:3 49:15 55:2 60:22 64:4 68:1 70:5 72:3 76:22,23 76:24 77:5,24 78:17 78:24 79:8,11 80:13 80:14 81:24 83:10 84:16 lots 20:3 79:2 love 3:6 33:10,14 69:3 low 16:2 70:3 lowest 27:13 LRR 20:19 80:15 81:18 82:20 L-29 27:6 28:24 50:14 52:5 L-30/31 15:15 L-31 15:10 52:2,4,5 L-31N 51:21,21 <hr/> M <hr/> mail 85:4 mailbox 14:24 maintain 23:25 32:2 32:17 65:17 66:7 68:11,19 maintained 74:5
-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

maintenance 18:21 32:22 man 10:21 72:1 manage 73:6 management 10:4 15:6,22 16:23 33:17 46:16 57:5,16,18 79:9 manager 9:25 57:22 65:21 manipulate 48:9 73:10 manmade 46:15 map 79:15 maps 76:11 March 81:11 84:13 Marco 12:19 13:19 13:23 14:20 41:8,10 match 60:25 material 22:12 23:10 23:15 matter 73:19 max 19:18 maximize 45:8 maximizes 44:14 maximizing 43:5 44:9 maximum 43:17,21 48:9 55:19 mean 2:8 8:20 9:5,9 10:9 16:12 36:24 48:23 50:9 53:5 63:14 66:10 80:16 80:24 meaningless 73:16 means 26:23 46:9 measured 30:10,11 measurements 83:19 measures 30:14 meet 3:19 60:12 61:6 meeting 1:3 5:20 33:6,13 46:19 55:15 59:4,14 67:10,19 86:7 meetings 10:4 30:15 33:2,3,9,12,18,19 79:10 Mel 25:21	member 49:24 50:1 members 42:13 memory 3:11 14:5 mention 5:17 mentioned 5:25 8:25 51:21 53:21 68:15 mess 12:9 met 18:13 method 30:12 Metro 49:2 Miami 86:13 Miami-Dade 49:25 86:4,13 Miccosukee 44:7 51:23 mile 12:6 43:25 miles 12:5 15:12 17:8 54:9 million 5:21 6:2 83:22 mind 6:8 12:24 76:7 mine 56:22 miners 15:9 mining 17:4 misconception 46:10 missed 36:12 mitigated 49:9 mitigation 64:16 Mobility 50:1 model 8:6,7 34:15 40:14,16,17 41:4 62:2 72:7 modelers 72:8 modeling 7:9,14,22 8:9 30:18 82:9 modifications 26:7 60:11,12 62:19 modified 7:3 82:19 money 5:17 47:21 52:24 53:3 56:2,10 56:12 62:10 64:18 74:20,24 83:8 monitor 8:2 monitored 8:7 monitoring 8:4,10 months 3:14 move 2:14,22 11:13 26:5 30:25 33:21	34:9 36:4 55:19 76:18 80:21 81:3 82:7 moved 2:21 moving 6:6,21,24 45:2 55:4 80:18 MS.NELSON 69:20 71:21 muck 21:20 mud 77:19 multiple 48:4 <hr/> N <hr/> nail 14:14 name 2:1 12:19 42:10 49:23 55:23 76:20 names 38:24 Naples 21:23 nation 47:22 56:7 national 1:5 5:20 6:11 42:12,15,21 43:3,4,16 44:10,18 44:22,23 45:25 46:12,22 60:15 63:4 66:6 68:11,12,17 71:10 82:16,23 84:1 Native 48:3 49:4 natural 42:19 43:23 45:8,20 46:14 68:5 69:16,21,24 70:4,10 72:7 near 2:6 53:12 75:9 necessary 22:12 25:23 49:5 55:18 56:16,18 62:21 83:15 need 4:25 13:23 17:22 18:23 24:25 35:2 44:20 48:12 49:3,17 55:11 61:13 73:16,17,19,22 74:15 75:5 80:2,10 needing 48:1 needs 3:10 45:10 50:22 51:3 61:5 negatively 47:10 Nelson 20:17,17 21:24 22:25 23:20	27:11 28:10,13,23 29:3,7,13 31:22 32:24 34:13,19 35:19 36:3 37:17,23 38:7 39:11,14,20 40:1 58:5 69:8,16 71:14 72:2,6,11,15 76:14 NEPA 80:6 nerve 54:23,24 net 48:13 Network 50:2 never 67:2 new 13:4 14:5,17 20:19 24:21 25:12 30:17 34:15 35:5 53:6,18 61:23 73:1 73:2 78:14 newsletter 3:25 5:3 newspaper 56:24 nice 17:12 28:17 76:4 81:19 night 32:7,9,13 nightmare 31:13 51:12 nine 2:16 26:23 77:1 nitty 74:18 Nobel 76:20,20 nonmotorized 50:2 north 15:10 22:22 29:4 47:11 48:5,15 50:13 51:22 53:24 61:22 73:18 77:11 NORTHEAST 1:4 northern 46:22 Notary 86:18 Noted 41:5 notice 5:4,7,9 20:24 21:25 46:17,19 55:16 57:8 59:12 84:17,19 November 7:23 NPCA 42:13 43:11 43:15 44:4,8,12,17 44:20,22 45:5 number 6:3 10:3 18:10 19:9 27:18 41:6 42:8 46:2
-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

54:21 numbered 86:8 numerous 64:24	operators 44:19 opportunities 45:4 opportunity 43:2,18 45:23 67:21 option 44:5 options 63:16,16 orange 9:6 order 3:11 26:14 43:17 53:8 55:18 68:20 organization 52:21 original 21:2 originally 79:21 Osceola 44:7 ought 37:22 outcome 82:9 outlined 43:11 outside 82:22 overpass 37:9 overrule 47:23 over-the-top 17:18 o'clock 33:7,8	particular 13:11 44:4 50:14 62:20 partly 56:17 parts 83:21 pass 48:21 path 42:19 50:18,22 50:24 51:19,24 52:4 52:7,8 Paul 68:8,8 paved 74:11 pavement 21:6 35:5 37:11 pay 42:4 56:2,4 paying 56:14 PCs 10:19 pedestrian 49:25 50:21,25 Pedro 75:13 pending 44:17 people 4:23 11:23 18:10,23 31:15 32:19 33:1,8,9,14 36:19,20 42:14 46:11,12 48:8 51:1 51:2,4,8,9,13 55:12 56:19 59:8,15 71:12 72:22,25 73:11,23 74:1,10 76:22 78:20 PEPC 59:2 85:6 perceive 9:13 percent 56:6 79:21 percolation 17:19 percolations 15:25 Perfect 36:22 performed 30:14 performs 17:7 period 5:10 12:25 19:14 38:10 41:11 41:24 63:24 person 3:4 46:3 52:17 66:13 persons 13:20 Persson 5:13,13 38:21 40:9,9 phase 2:10,11 picture 26:16 pictured 73:15 pieces 6:6	piers 39:23 piling 34:17 pilot 6:20,25 15:14 15:15 47:5 82:6 pine 22:18 pipeline 46:25 pit 17:14 place 2:25 13:8,9 32:4 34:9 48:4 52:13 73:3,14 places 24:19 25:3 28:2 31:16 33:20 37:24,24 47:13 plan 9:25 10:25 11:12,14,15,16 15:6 21:3,6 33:17 34:3 47:7 61:25 62:1,5,7 63:3,14 65:12,22 70:6,13 79:9 80:15 planned 11:6 50:16 planning 6:17 20:20 43:12 44:11 45:2,16 45:20 plans 12:4 15:20,21 47:4 65:5 68:4 80:14 please 4:11 24:6 25:21 29:22 52:3 84:9 85:3 pledge 82:24 plenty 32:14 plugged 74:4 point 10:10 22:9 27:13 38:15 59:13 60:3 65:6,16,20 67:25 75:25 76:1 80:10,25 points 12:21 politically 56:19 poor 71:25 popping 30:6 porous 20:9,21 positive 55:4 possibilities 16:24 43:16 possible 49:18 52:7 55:4 possibly 33:1 45:7
O	P		
Obama 45:13 objective 61:6 objectives 60:24 61:11 obstruction 15:11 obviously 50:10 61:22 occupants 14:11 October 7:23 10:7 offer 29:24 43:12 office 59:2 73:23 official 86:12 Ogden 24:9,11,11,25 25:14 Oh 33:12 okay 3:1 13:19 14:20 18:14,18 25:2 28:16 30:22 39:25 41:5 53:16 56:11 66:8 79:3 Okeechobee 75:11 old 13:5 16:11 66:10 75:6 76:8 old-timers 74:11 ole 85:4 omnibus 43:1,11 60:23 61:1 once 12:8 15:1 21:22 22:19 61:16 68:17 78:8 ones 28:23 35:23 57:5 58:5 one-lane 32:3 one-mile 10:24 ongoing 15:8 online 3:23,25 open 16:1 30:19 32:12,14 73:6 opening 27:1 openings 28:18 opens 47:13 operation 58:6 operations 44:24	pages 4:3 86:8 palm 77:3 parents 72:12 park 1:5 5:21 6:12 16:20 19:21 36:5,5 36:6 42:12,21,23 43:3,4,16,19 44:10 44:19,22,23 45:11 45:25 46:8 51:13 60:15 63:4 65:21,24 66:6 68:11,12,17 71:10 72:13 76:21 82:16,23 84:1 parking 20:3 29:2 34:10 36:8 51:7 parks 42:16 45:19 46:12,22 park's 42:25 45:10 part 6:14 15:5 24:14 24:20 34:2 35:22 79:25 participate 57:20 58:4 participating 57:24		

67:19 post 59:8 potential 47:10 Powell 2:2,3 3:1,22 4:3,7,20,24 18:4,14 19:4,15 36:13,22 52:18,20 63:11 64:6 71:5 PowerPoint 3:8 4:1,8 10:17,19 precast 39:9 precise 37:1 preclude 44:25 preconstruction 8:4 28:1 prefabricated 39:8 preferred 10:6 44:2 45:21 64:7 68:3 84:25 preliminary 52:22 80:17 premature 41:16 presentation 3:8 4:2 4:8 10:17 presented 4:16 41:12 president 40:10 45:13 84:14 pressure 37:14 pretty 9:3 36:7 41:11 78:3 80:8 prevail 70:24 preventing 42:18 previous 47:23 previously 14:8 price 35:4,5 40:22 prices 41:17 primarily 25:22 priorities 18:21 prioritize 45:3 priority 19:8 private 47:11 48:3 74:9 probably 10:5,9 23:22 26:13 29:8 59:6,7 75:10 problem 38:6 68:22 69:23 problems 22:3 23:10	46:24 52:1 71:19 proceed 7:25 proceedings 85:14 86:10 process 6:19 35:22 43:9,13 55:17 80:6 80:7 81:5,8,9 82:7 82:13 profit 56:23 program 10:23 15:14 15:15 programs 11:1 progress 54:23 project 5:23 6:22 7:2 7:3,5 9:8 12:11 13:2 13:3,5 15:9 18:17 29:8 31:24,25 33:22 35:7 39:4 43:15 45:15,24 46:24 53:8 57:19,21,23 60:23 62:9 70:6 79:1 80:18,21 81:4 82:6 82:10,19,20 84:11 projected 5:15 projections 55:9 projects 15:7 16:4 24:18 47:22 52:25 64:18 81:23 promise 84:19 proper 47:3 properties 48:3,4 49:7 63:23 64:21 65:4 66:3,7 68:11 76:8 property 47:11 48:5 49:8 64:15,17 proposal 30:13 60:19 proposed 45:18 47:4 47:7 50:5,12 60:11 61:2,14 64:9 proposing 61:9 protect 49:13 82:21 protected 16:14 52:6 protection 42:15 49:3 49:6 protections 48:1 prove 79:16 provide 2:20,23 8:11	9:1,16,16 10:11 36:2 63:7 provided 53:2 provisions 50:17 public 1:3 3:10,15 5:1 26:6 30:15 33:19 38:10 45:23 47:10 48:5 59:14 60:18 63:2 67:9,10 80:7 86:7,18 publish 59:5 published 5:8 pull 2:17 28:21 pumped 56:11 purpose 60:23 61:10 pursuant 47:9 push 17:2 pushed 56:19 put 4:25 6:4 10:16,17 11:22 13:5 15:6,11 16:6,15 17:19 20:14 21:3,21 22:21 28:19 28:25 35:18 36:8,8 36:20 40:2 48:4 51:6 52:2 75:2,4 76:15 78:4,8,18 79:10 putting 21:8,11,12 34:21 59:12 p.m 1:13,13	quicker 47:3 quickly 36:19 55:4 quite 9:25 10:10 27:19 34:2
R			
racking 54:24,25 railings 14:1 rainfall 70:5 raise 2:12 10:24,25 11:1,21 12:6 18:19 18:22 19:6,10 20:1 20:8 23:3 37:5 65:13 raised 9:7 11:2 21:25 23:4 50:16 52:10 73:2 raises 27:25 raising 2:15 13:10 24:2 26:22 28:3 Ramos 75:14 ramp 9:17,17 14:1 23:23 28:19,20 34:22 ramps 28:15 36:2 37:13 48:14 Randy 25:7 range 64:8 65:10 80:3 81:16,23 ranger 54:10 rasing 21:8 real 3:7 25:1 46:18 70:15,19,20 reality 2:9 realize 34:25 50:4,25 63:5 really 2:8,8 4:15 6:14 21:24 23:13,15,15 23:25 24:25 25:6,10 30:2 33:13 47:24 49:12,17 50:8 53:7 55:9,17 62:11 63:7 73:10 74:16,18,19 78:1 80:25 81:15 85:9,10 reason 53:13 reasonable 50:10 reasonably 3:2			
Q			
Quail 66:16 quashing 23:1 question 5:12,14,18 5:19 8:14,18 10:13 12:17 18:4 24:8,12 26:10,18,20 28:12 29:16,23 31:7,10 32:25 39:1 41:10,23 58:20 59:23 63:11 72:5 76:3 questions 2:4 5:14 18:2 26:5,7,12 30:5 31:9 36:11 38:11 57:10 81:16 quick 3:7 33:13 46:18			

reasons 20:23 35:20 38:3 Rebecca 42:9,10,11 received 3:5,6 recognizes 44:4,20 recommend 51:6 67:16 recommendation 84:5 recommendations 61:15 recommended 11:16 recommending 63:17 63:19 recommends 43:15 45:5 reconfiguration 45:9 record 3:21 10:8 33:18 62:5 recorded 85:5 recreation 68:24 recreational 48:14 red 77:19 redistribute 17:23 redo 61:13 reevaluation 79:17 79:23 Register 5:7,9 84:17 registered 38:15 regular 37:18 regulated 70:11 regulation 58:9 70:11 regulations 70:20 reinforced 41:19 Reinforcing 37:17 related 6:15 relation 27:1 rely 81:24 relying 82:1 remember 4:11 18:25 27:18 repackage 64:5 repeated 4:19 report 3:18 4:13 7:24 8:17 23:21 43:25 79:17,23 81:18 83:2 86:10 reporter 76:1 86:6	republic 57:1 required 24:13 requirements 16:23 25:24 rescue 48:23,23 49:1 reservoir 2:13 residences 44:16 resource 72:21 73:12 74:9,16 83:25 resources 45:20 63:22 68:5 82:2 respond 63:5 80:10 response 60:5 responsible 82:17 restoration 42:24 43:5,19,20 45:8,15 45:25 54:5 55:7,10 restoration's 43:10 restore 43:4 73:5,8 restoring 60:13 restraints 38:6 restricted 32:11 resulted 42:24 results 40:17 41:4 resurfacing 28:4 revert 64:20 review 49:16 revised 43:24 RGR 12:4 Richard 19:20,20 21:18 22:17 23:18 58:13,13 Rick 5:13 24:5 32:19 34:20 38:20 40:7,9 40:9 41:1 67:1 Rick's 24:12 ridden 20:23 ride 52:11,13,14 73:17,17 rides 48:17,18 73:19 Ridge 1:12 riding 23:16 50:7 right 4:24 12:1 14:4 17:4 22:3,5 23:4 25:14 26:12 27:4 28:10,13,20 30:4,23 37:10 38:7,9,22 39:23 40:6,7,20	41:25 42:2 46:21 50:6 56:6 61:12 65:25 66:2 71:13,13 71:14,21 73:4,15 78:13,16 80:15 82:15 rigorous 16:22 38:18 rip 12:14 river 44:2 50:4 70:1 83:13 RMR 21:12 road 2:12,15,17,22 9:2,7,16 10:24 12:6 12:9,13 13:10,24 16:11 18:17 19:7 20:1,7,10,21,24 21:4,8,8 22:5 23:5 24:1 26:22,25 27:1 27:7,10,16,22,24 28:4,8 34:4,9 37:3,5 37:14 38:8 40:3 50:19,20 52:8,9,12 52:14 63:23 68:19 74:12 roads 11:21 21:11 32:2 roadway 21:2,15 robbing 53:7 rock 15:9 17:4,12,14 23:11,13 romp 73:13 room 1:12 3:4 79:12 Roost 66:16 roots 22:20 rotting 22:20 roughly 38:17 Roy 7:22 16:18 run 20:4 23:10 52:15 54:8 68:4 Russia 56:24 <hr/> S <hr/> Safari 13:9 19:21 SAFER 5:13 38:21 40:10 41:1 safety 18:7 48:19 Salas 83:11 salinity 83:19	saltwater 16:7,15 Santos 86:6,17 save 37:7 saw 74:7 sawgrass 77:4 saying 18:16,23 19:3 33:23 36:3 37:12,21 58:3 65:9 71:16 76:8 84:15 says 3:17 5:7,9 36:5 47:19 79:20 scenario 80:11 scenarios 44:12 schedule 46:21 62:23 63:6 scheduled 58:9 science 45:14,17 scoping 1:3 4:4,5 57:20 60:17 75:17 75:23 86:7 screen 8:25 sea 83:23 seal 86:12 sealed 81:10 seaside 46:15 second 5:19 32:25 secretary 83:11,18 section 24:24 26:6 76:4 see 6:4 9:6,9,11 15:12 16:3 17:7 21:23 29:18 30:3,24 37:6 40:19 41:17,21 49:12 54:22 55:3 56:16 66:24 68:22 74:10 76:13,15,22 78:21 seeing 31:18 seen 19:15 49:10 51:10 76:23,25 77:3 77:4,5,6,15,17,22 77:23 seepage 15:6,22,25 16:21,22 17:6 segments 2:15 select 24:1 selected 7:7 63:3 68:4 selection 45:21
-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

<p>send 36:16 57:12 58:21 59:1 85:8 sense 81:22 sensitive 66:20,21 separate 7:2,15 11:15 series 72:11 serious 78:3 Serp 70:7 serve 45:10 service 29:6 43:3,16 44:23 46:8 63:4 Services 44:10 session 36:25 75:17 set 8:10 48:10 59:2,4 59:6 76:7 settle 22:8 settlement 21:16,19 22:10,15 settles 21:1 seven 17:8 19:18 20:12 23:2 27:4,5 27:13 38:15 seven-day-a-week 48:13 shading 9:7 shaking 18:11 shallow 15:11 shape 56:17 share 26:1 37:10 shared 13:4 SHARK 1:4 shifting 34:4 short 12:25 19:14 33:3 35:10 46:17 63:24 84:10,18 shorthand 86:6,10 shoulder 36:8 shoulders 37:3 52:10 showed 62:23 shows 35:15 sic 64:15 sick 77:7 sicker 77:23 side 15:2 16:7 17:9 18:3 22:18,22,24 29:4 36:9 50:13 51:7 52:14 65:14 68:18 73:18,18</p>	<p>76:25 sightsee 51:13 sightseeing 51:3 signed 81:10 84:14 sign-in 36:20 SIKEMA 4:1,11,22 7:1 9:20 11:8 14:3 14:22 17:23 24:5,20 25:7,20 29:22 31:4 32:21 34:15 35:25 39:13 57:18 58:3 62:17 67:14,17,21 72:10 similar 24:18 single 78:22 sinking 39:19 sir 10:13 19:19 33:23 sit 73:23 80:16 site 59:5,9 85:6,7 sites 13:8 14:9 sits 39:21 sitting 20:22 22:8 situation 42:22 83:6 83:21 six 9:5 27:20 44:13 45:7 64:5 76:6 Sized 1:12 skyways 47:2 slabs 37:7 slide 73:14 slope 13:11 20:2 slough 1:4 44:2 71:7 slower 32:10 slows 34:11 smaller 77:6 smart 11:23 smoke 74:17 snail 69:13 85:4 snakes 77:19 social 24:23 68:5 socioeconomic 47:6 solution 64:14 somebody 26:18 50:7 53:18 85:10 soon 8:1 82:11 sooner 5:6 sorry 72:18,20 sort 23:23</p>	<p>Sosa 25:21 sound 45:1,17 south 1:11 2:14 7:16 15:2 17:20 34:4,10 34:24 35:16 37:4 40:13 47:11 48:5,15 51:22 55:12 58:7,11 73:18 75:11 77:8,10 77:14 78:10 83:12 83:16,24 spaces 29:2 Spandex 52:12 spanning 44:1 sparrow 46:15 speak 57:25 66:5 speaker 10:15,22 15:1,24 16:11,14 17:1,10,14,18 25:9 25:15 26:15,21 27:3 27:9 28:7,11,14,25 29:5,10,15,16 30:22 31:2,5,9 32:25 38:19,20 39:1,9,16 39:18,25 40:24 41:6 41:8 42:9 46:2,2 48:24 49:22 52:17 54:16,17,17 55:22 57:4,7,15 58:1 59:10 61:21 62:7 63:9 64:11 65:2,23 66:8,22 67:1,2,8,15 67:20 69:6,10,12,14 69:18 70:23 71:2,8 71:15,24 72:4,12,17 72:20 75:13,21 76:2 speakers 38:15 speaking 13:1 species 46:16 specific 52:23 80:9 spelling 38:24 spend 74:24 78:25 83:8 spoken 25:21 54:21 70:7,7 sportsmen 52:22 spread 12:18 spreader 5:24 spring 10:9 19:1</p>	<p>sprouting 78:15 sprouts 78:14 SS 86:3 staff 14:5 stage 4:4,5 27:6 62:18,20 stand 34:11,11 38:22 standing 59:20 standpoint 65:21 start 5:5 6:9 16:3 23:15 30:20 34:24 36:3 61:17 65:25 68:23 started 22:20 28:16 53:11 80:4 starts 27:7 80:14 starved 42:22 state 2:1 31:14 50:9 64:19 86:3,13,18 statement 10:6 67:12 68:1 85:1 stay 9:3 35:21 55:12 64:21 84:9 85:3 stays 43:9 stenographer 75:18 step 43:3 79:22 80:2 84:23 steps 6:16 11:6 stick 85:13 sticks 6:8 stock 79:11 stomping 72:22 stone 48:10 stopping 51:9 stops 53:18 storage 83:15 store 83:16 story 84:18 straight 28:22 Street 1:11 stress 21:11 strong 78:16 studied 80:11,12 studies 12:23 22:11 24:18 41:22 47:6 72:3 73:24 77:17,25 78:4,24 study 13:1,3,6 24:20</p>
--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

25:2 53:8 63:12,14 63:15 72:1,1 81:10 83:2 84:3 stuff 3:23,25 16:19 20:3 23:6 35:8 49:15 56:9,18 78:15 78:19 85:8 submit 3:17 83:2 suffer 77:13 suggestion 73:21 suggestions 15:5 Sunday 33:5 sunk 22:5 superficial 17:16 superintendents 75:10 supplies 53:20 support 40:17 41:2 41:15 54:13 supported 40:11,19 supporting 40:20 supposed 3:17 51:25 69:25 73:4 supposedly 10:23 sure 25:23 28:13 32:24 41:14 52:4,7 54:24 64:11 71:16 surface 50:17 surveyed 13:17 surveys 13:18 survive 9:12 SW 1:11 swale 5:24 6:25 40:13 82:6,10 swales 6:19 7:11,13 7:15,21 8:1,3,6 47:5 49:14 swim 69:15 switch 38:10 53:3,5 sync 10:10 11:20 system 43:23 45:9 69:24 70:4 72:7 84:1 S-12 70:12	Tail 44:8 take 4:9 11:7 12:16 14:3 24:21 31:19 43:3 51:9,14 54:6 58:17,18 60:10 64:4 64:21 65:3 66:2 73:16,17,19 82:9 taken 21:7 23:4 66:19 talk 16:18 26:22 64:12 73:22 75:5 talked 48:22 79:17 talking 2:4 12:20 16:9 34:24 37:2 48:7 74:13 79:13 talks 67:2 Tamiami 1:3 6:6,16 7:16 22:22 40:13 42:17 43:6,22 44:20 44:25 47:8 48:6 50:3,11,13 62:19 79:19 86:7 Tanzania 57:2 tap 74:15 taper 37:9 tapering 37:4 tar 21:13 target 12:7 60:12 teach 78:21 team 57:19 58:7,10 67:19 tear 11:22 tell 3:18 25:2 29:18 69:3 74:1,3,3,5,6,16 telling 49:9 60:18 tells 60:16 ten 16:2 29:1 78:13 tentatively 63:3 terms 84:7 85:3 test 5:23 78:5 testimonies 72:24 tests 6:20 thank 29:14 42:5,7 45:22 46:1 49:18,20 52:15 54:14 63:9 79:7 thanks 55:21 75:12 79:6 85:12,13	thing 3:5 10:11,22 16:5,15 20:6,7 33:12 34:7 37:20 55:6 74:8 75:5 79:24 80:12 83:1 things 6:3 9:2 13:6 32:15 35:1,11,13 39:6 49:10 54:21 55:11 56:5 70:11 82:3,4 83:10,12 84:12 think 3:16 5:8 7:23 8:12,25 10:11 12:23 15:24 25:25 26:2,13 27:25 29:25 31:22 32:1 33:16,18 38:12 44:8 53:13 54:15,20 55:14,16 60:6,20,24 65:14 67:6,11,17 72:16 76:2 77:14,24 78:5,6,17,24 79:8 79:20 80:19 82:8,8 82:18 83:1 84:16 thinking 17:8 59:25 third 36:11 thought 31:18 thoughts 25:25 thousands 78:20 thousand-foot-long 17:5 three 3:13 19:25 22:14 26:11,14 27:10 28:4 42:8,20 threw 46:18 throats 62:11 Tiger 44:7 tight 4:6 time 2:12,17,24 4:6 9:24 11:2,6 14:12 19:14,22 26:4,11 32:12 33:11 35:9,10 38:2,16,18 41:13 46:7 49:16,19 53:9 53:15 55:25 56:25 57:9 59:23 60:3,4 62:20 63:8,24 66:14 78:11 80:13 81:6,7 81:23 84:10	timely 43:8 times 33:7,20 54:3 70:3,12 today 12:20 34:21 36:13 44:6 54:21 56:22 80:16 told 10:1 18:12 34:20 34:21 59:22 60:9 tomorrow 31:4 36:14 tonight 8:15,22 44:14 57:24 61:8 79:7,10 80:4 81:6 83:7 85:6 85:10 tons 33:14 top 18:20 21:4,22 23:2,9 40:2,3 51:9 51:14 77:16 topsoil 23:1 totaling 35:16 touch 73:7 tour 74:9 tourism 31:11 tourist 19:25 23:19 44:21 tours 48:16 track 33:18 traditional 44:16 55:7 traffic 25:19 32:15 32:22 37:15 51:12 trail 1:3 6:6,16 7:16 18:6 19:25 21:22 22:23 27:8 33:2 40:13 42:17 43:6,17 43:22 44:20,22,25 46:6 47:8,12,15 48:6,15 50:3,11,13 50:15 60:12 61:3,5 62:19 79:19 86:7 trailer 17:20 transcription 86:10 transmissive 16:21 travel 31:13 32:11 traveling 32:10 traverse 32:4 treat 83:16 treatment 83:15 trees 22:17,18 77:4
-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

T

table 23:21
tables 74:1 81:19

<p>tremendous 64:2 tribal 44:16 tribe 44:7 trick 11:25 trillion 56:11 trip 50:8 trouble 47:17 truck 28:21 trucks 31:12,14 true 43:10 86:9 truly 46:20 54:11 truth 74:16,19 try 11:10 17:15 55:1 58:10 59:15 62:14 81:5,25 82:2 trying 16:12 17:13 31:16 60:13 66:1 68:16 70:21 81:7 82:5 83:14 tubes 39:10,11 Tuesday 33:6 Tullberg 49:22,23,24 turn 79:4 turns 7:12 tweak 30:24 twelve 29:5 46:19 two 2:4 5:14,23 7:15 7:15,17,17 11:6,18 12:5 22:14 26:8,9 26:14 27:10 28:8 31:9 32:14 36:10,10 41:7 50:25 76:13 two-mile 65:12 type 9:8 34:6,7 35:5 types 41:19</p> <hr/> <p style="text-align: center;">U</p> <hr/> <p>ultimate 55:11 ultimately 6:10 12:2 17:7,25 65:19 unavoidable 19:5 underneath 20:9 21:14,20 39:17 understand 16:7 29:22 53:10 71:15 71:19 74:25 understanding 18:8 19:6 20:7 39:7 53:1</p>	<p>understood 30:23 unfortunate 9:20 unintelligible 2:16 3:9 10:15 11:13 12:1 14:13 15:25 20:22 32:6 34:2,18 35:16 36:25 40:25 44:1 47:9 55:17 56:10 57:1,2 66:15 77:1 78:6 82:16 83:22 unique 42:25 UNKNOWN 10:15 10:22 15:1,24 16:11 16:14 17:1,10,14,18 25:9,15 26:15,21 27:3,9 28:7,11,14 28:25 29:5,10,15,16 30:22 31:2,5,9 32:25 38:20 39:1,9 39:16,18,25 40:24 41:8 42:9 46:2 48:24 49:22 52:17 54:17 55:22 57:4,7 57:15 58:1 59:10 61:21 62:7 63:9 64:11 65:2,23 66:8 66:22 67:1,2,8,15 67:20 69:6,10,12,14 69:18 70:23 71:2,8 71:15,24 72:4,12,17 72:20 75:13,21 76:2 unparalleled 43:2 update 13:14,18 14:7 24:23 81:25 82:2 updates 14:12 upstream 2:7 URS 59:3 usages 42:4 use 30:14 35:7,24 37:23 38:1,3,8 55:3 64:5 70:24 uses 25:18 44:16 48:14 usually 64:15 U.S 43:23 64:13</p> <hr/> <p style="text-align: center;">V</p> <hr/>	<p>values 42:3 variable 27:12 variance 70:17 varies 27:23 various 47:14 vast 72:21 74:9 vehicles 31:15,15 verbal 49:11 66:11 verbally 47:19 version 56:23 versus 64:15 viable 44:5 47:1 vice 40:9 view 51:10 75:25 visitor 44:21 45:11 61:22 vital 42:23 voice 42:14</p> <hr/> <p style="text-align: center;">W</p> <hr/> <p>wait 18:10 41:17,20 walk 51:14 walking 51:16 wall 15:11 16:16 23:23,24 37:10 walls 37:17,19 41:19 want 2:11 11:17 13:6 17:20 19:24 25:8 37:1 38:7 41:25 51:8,12,13 55:14 60:20 62:15,16,17 65:16,18 66:24 71:2 73:12,22 74:3,16,17 74:18 76:16,16,18 77:14 79:6 81:15 83:24 85:11,11 wanted 19:6 46:12 75:24,24 wanting 77:9 wants 16:18 42:1 46:20 57:11 wash 23:6 Washington 5:4 wasn't 21:4 84:12 water 2:21 7:3 15:2 15:13 17:18,22,23 17:25 18:19,22,24 19:1,2,10 23:6</p>	<p>27:12,21 41:25 42:1 42:18,19,23 46:6,7 46:9,21 47:3,9 50:16 53:20 55:13 57:5,6,18 58:2,6,9 65:13 68:16,20,22 69:11,14,22 70:2,3 70:9 71:3,5 73:6 74:1,7,8 75:4 76:23 76:24 77:2,2,8,13 77:22 78:2,9 79:18 79:21 82:19 83:16 83:19,23 watermark 48:21 waters 77:7 way 3:5 6:15 12:11 20:5 25:5 27:15 29:25 34:8 37:13 46:9 47:21 49:10 50:9,11 51:18,19 54:8 56:3,12 59:6 60:6 64:22 70:9 71:18 73:5,7 74:21 77:9,10 82:20 ways 15:22 27:19 web 84:20 website 3:7 4:2 31:4 36:15 58:21,25 week 4:2 14:24 21:23 83:11,18 welcome 29:15 52:16 went 5:3 6:18 22:4 78:13 80:18 weren't 18:9 74:5 Wesley 57:22 west 12:5 22:1 29:7 51:23 western 65:12 we'll 7:24 we've 21:5 55:8 84:16 85:5 wholeheartedly 66:12 wide 16:1 50:22 51:4 52:11 wild 74:6 wildlife 77:5,18,25 78:16 79:2</p>
-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

window 38:17	09 80:1	340,000 42:13
wipe 70:21		35,000 83:23
WITNESS 86:12	1	
woman 3:3	1 86:9	4
wondering 30:9	10 61:3	400 66:14
71:11	10th 81:11 86:13	437554 86:18
woods 48:17	10.1 27:13	47 72:15 73:2
word 37:16 64:12	10.7 43:25	
words 61:25	10.75 28:1	5
work 17:1 30:25 32:7	10710 1:11	5 33:7,8
54:10 55:1 57:21	11 56:11	5:00 1:13
58:10 60:9 61:2	12 50:22	50 16:2 34:24 72:23
75:1 85:11,11	12th 3:12 4:21 5:2	
working 4:6 6:14	6:8 80:19	6
32:9,12 33:10 61:4	12.75 27:15	60 15:16
62:19 74:20 76:7	15 61:4	60,000 83:21
works 6:1 34:22	16 56:6	
48:22 74:25	1920 71:4	7
workshop 75:22	1923 72:13	75 36:4
world 56:8	1936 72:16	
worried 8:23 76:22	1947 72:13	8
worries 76:12	1989 19:22 53:12	8.75 27:21,22
worst 75:15	1992 71:6	8:00 38:12
wouldn't 11:21		8:10 1:13 85:15
wrap-up 67:4	2	80 15:16
writing 49:6,13 66:9	2 1:13 86:8	80s 56:5
76:9	2.65 28:10	85 86:9
Y	20 17:6,10 54:9 55:2	9
ya'll 53:5	61:4,24 79:20	9.7 11:1,5 12:7 20:13
Yeah 17:11 21:24	20s 21:21	22:13 27:14 65:13
48:24,25 65:23	2005 4:14 12:4 13:17	
67:20 69:16	21:3 30:12 34:3	
year 3:13 5:19 7:23	43:24 62:6 65:12	
8:5,8 10:2,7 53:11	2008 4:14 10:23	
67:14 69:10 71:10	2009 1:13 43:1 86:8	
72:4,8,10	86:14	
years 18:5,10 19:9	2010 81:12	
22:9,21 34:2 40:11	211 1:11	
40:18 42:17 46:13	24-hour 48:13	
55:2 61:4,25 72:11	29th 5:8	
72:23 76:13 77:1		
78:13,15,23	3	
yell 29:10	3(a) 19:2 68:21,24	
yellow 9:8 76:5	69:9,20	
y'all 75:6	3(b) 68:21,24 69:20	
	30 34:9 37:4 79:21	
	30s 21:21	
	333 22:1 29:5	
0		