CENTRAL EVERGLADES PLANNING PROJECT

CEPP Formulation Overview

PRESENTED BY

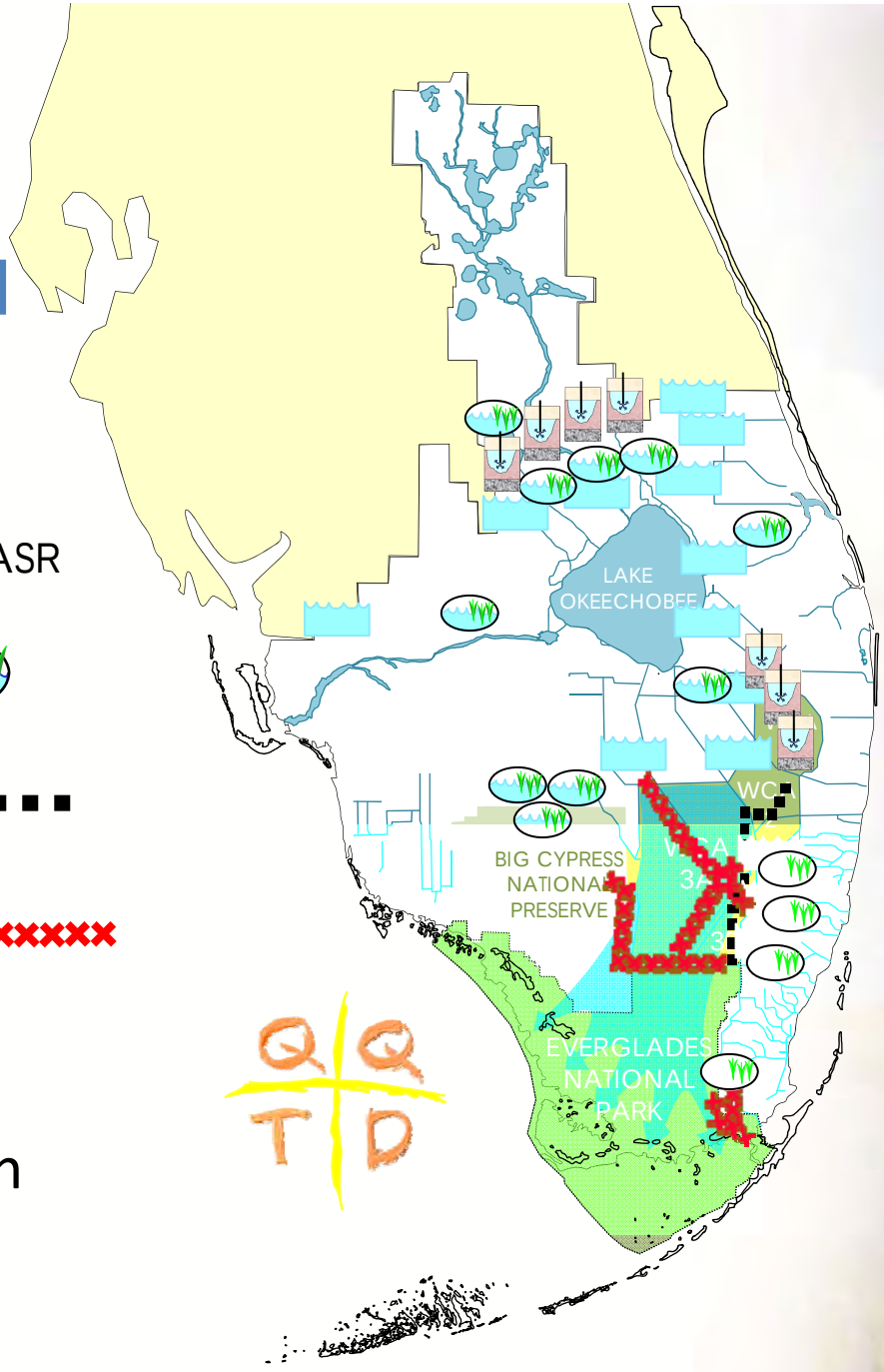
Kim Taplin

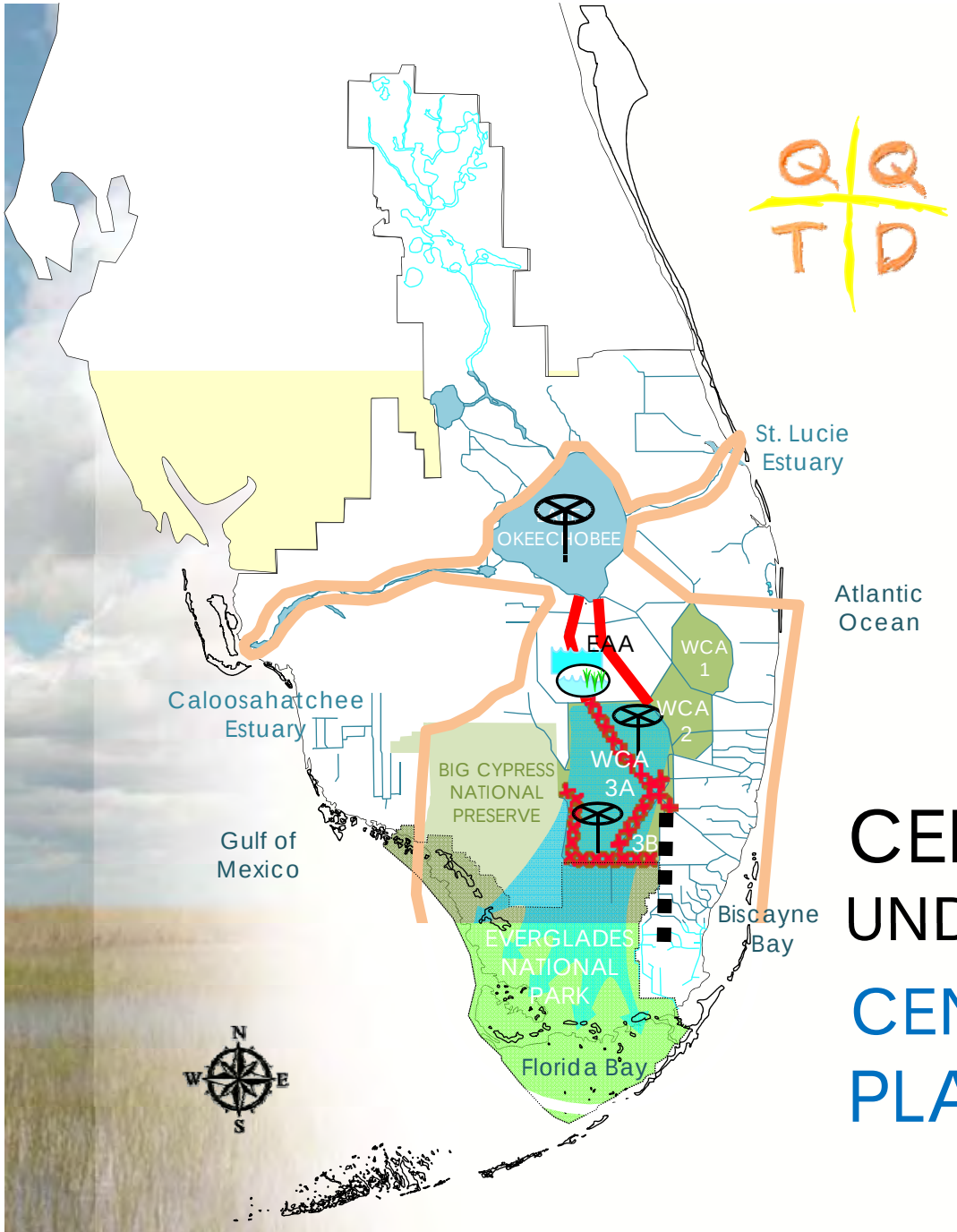
US Army Corps of Engineers,

August 29, 2012
Jacksonville District

COMPREHENSIVE EVERGLADES RESTORATION PLAN

- 68 Components
  - Storage — Surface — ASR
  - STAs for water quality
  - Seepage management
  - Removing barriers to flow
  - Revised operations
- 30+ year implementation





Central Everglades Planning Project Study Area

Storage, Treatment, and Conveyance in the EAA

Decompartmentalization and Sheetflow Enhancement

Seepage Management

Operational Changes

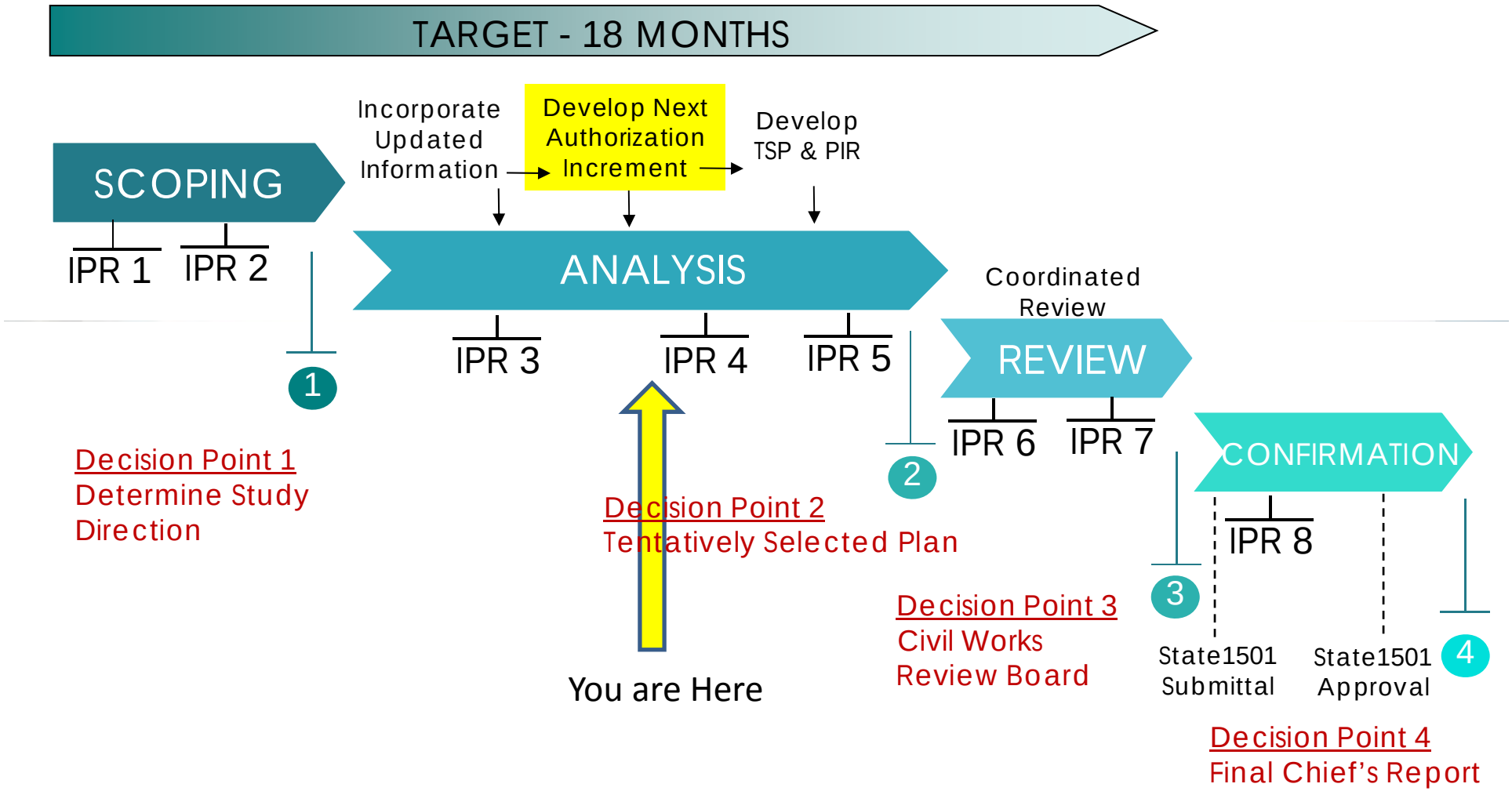
CERP COMPONENTS UNDER CONSIDERATION

CENTRAL EVERGLADES PLANNING PROJECT

GOALS AND OBJECTIVES

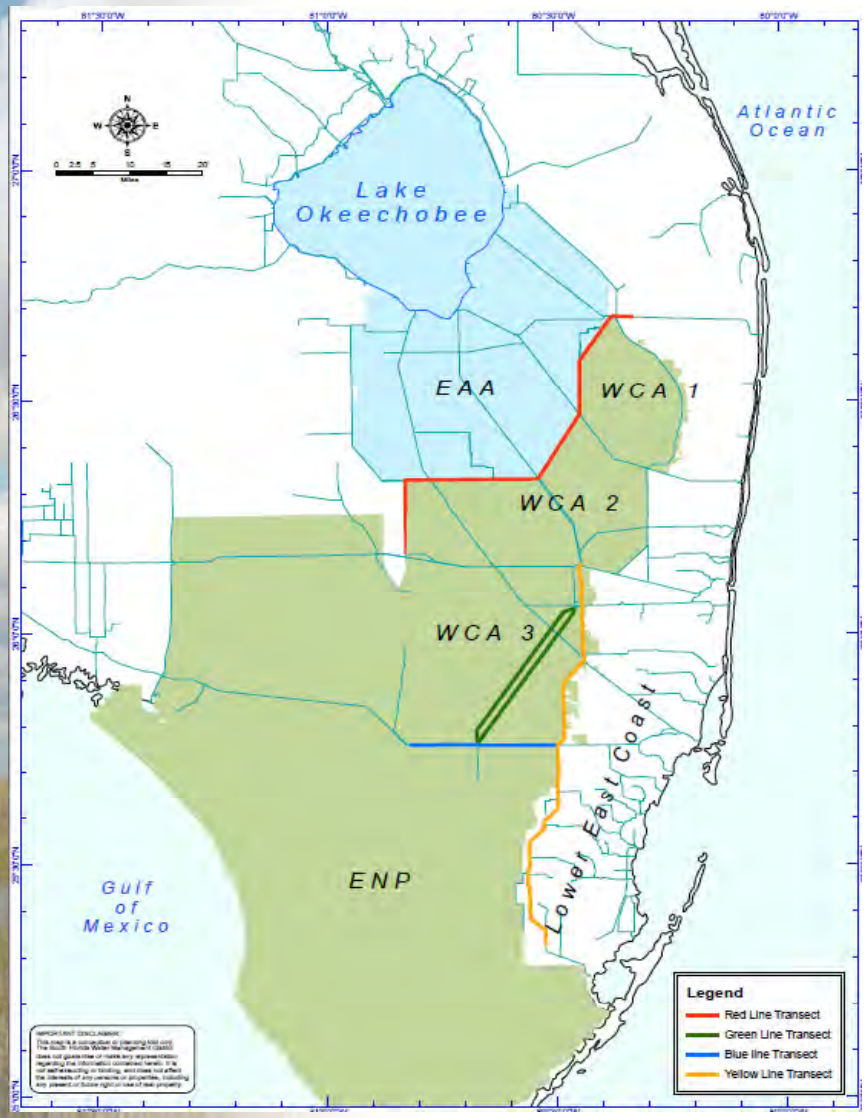
- **<u>GOAL: Enhance Ecological Values</u>**
- **Increase the total spatial extent of natural areas**
- **Improve habitat and functional quality**
  - Restore seasonal hydroperiods and freshwater distribution to support a natural mosaic of wetland and upland habitat in the Everglades system
  - Improve sheetflow patterns and surface water depths and durations in the Everglades system in order to reduce soil subsidence, the frequency of damaging peat fires, the decline of tree islands, and salt water intrusion
  - Reduce high volume discharges from Lake Okeechobee to improve the quality of oyster and SAV habitat in the northern estuaries
- **Improve native plant and animal species abundance and diversity**
  - Reduce water loss out of the natural system to promote appropriate dry season recession rates for wildlife utilization
  - Restore more natural water level responses to rainfall to promote plant and animal diversity and habitat function
- **<u>GOAL: Enhance Economic Values and Social Well Being</u>**
- **Increase availability of fresh water (agriculture/municipal/industrial)**
- **Reduce flood damages (agricultural/urban)**
- **Provide recreational and navigation opportunities**
- **Protect cultural and archeological resources and values**

CENTRAL EVERGLADES PROCESS



IPR: In-Progress Review with Corps Leadership

SPATIAL PERSPECTIVE



REDLINE –Flows from the Everglades Agricultural Area (EAA) into WCA 3A *(L-4, L-5 and L-6 levees and canals)*

GREENLINE – Flows through WCA 3A and WCA 3B *(L-67A and C levees and associated canals)*

BLUELINE – Flows from WCA 3A/3B into Everglades National Park (ENP) *(Tamiami Trail roadway and L-29)*

YELLOWLINE –Flows from WCA 3A/3B and ENP to the lower east coast *(east coast protective levee system, the L-30 and L-31N)*

CEPP PLAN FORMULATION FRAMEWORK

TREATMENT /STORAGE

CONVEYANCE/DISTRIBUTION/SEEPAGE

INITIAL SCREENING

RANGE OF SIZES

SCREEN AND OPTIMIZE
(RESOPS, Eco-criteria, Cost)

Option A | Option B

WATER BUDGET

COMBINE OPTION A AND OPTION B WITH CONVEYANCE, DISTRIBUTION AND SEEPAGE MEASURES

NOTE: Potentially large number of combinations

SCREEN AND OPTIMIZE
(RSM, Parametric Costs, Eco-Criteria)

A1 A3 A7 B2 B3 B6

Final Array of Alternatives

DETAILED EVALUATION
(Ecological benefits, Planning-level Costs, CE/ICA, P&G criteria, System of Accounts)

TSP

CENTRAL EVERGLADES PLANNING PROJECT

CEPP Formulation EAA and Northern WCA 3A

PRESENTED BY

Kevin Wittmann

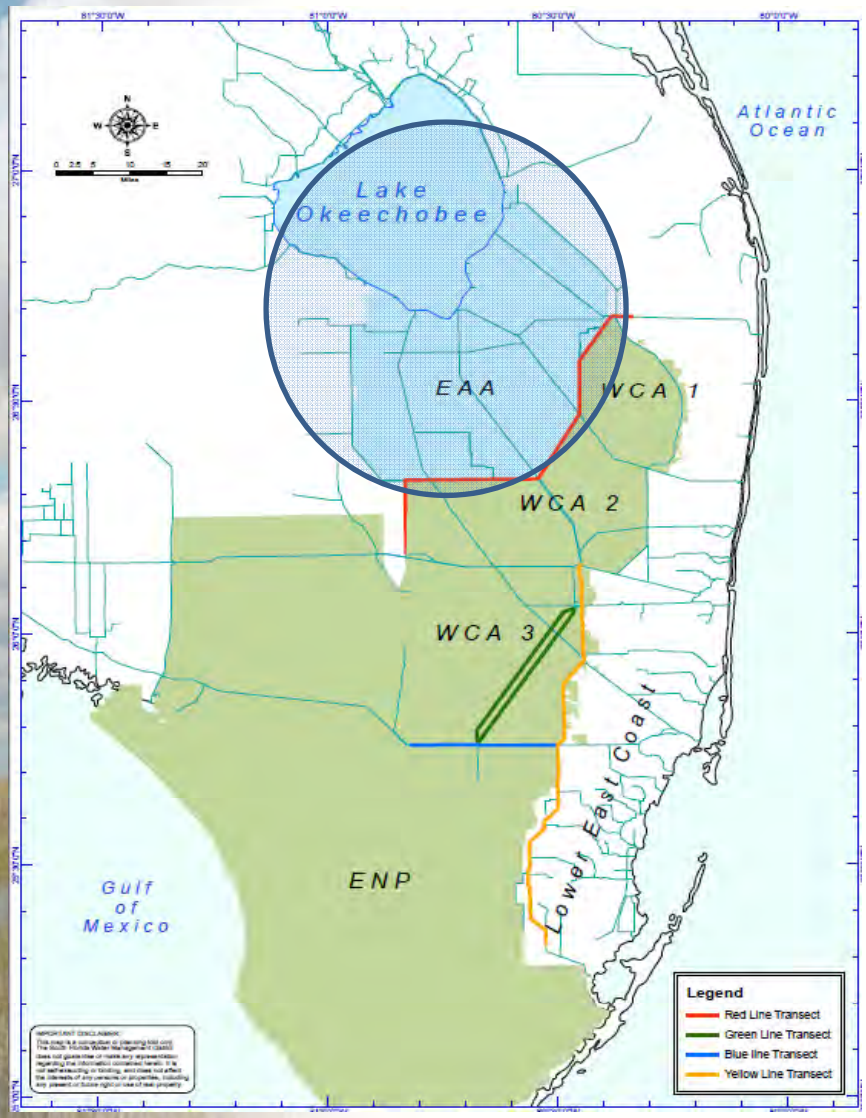
US Army Corps of Engineers,

August 29, 2012
Jacksonville District

NORTH OF THE REDLINE

EAA STORAGE AND TREATMENT AND HOLEYLAND RESTORATION

SPATIAL PERSPECTIVE



REDLINE –Flows from the Everglades Agricultural Area (EAA) into WCA 3A *(L-4, L-5 and L-6 levees and canals)*

GREENLINE – Flows through WCA 3A and WCA 3B *(L-67A and C levees and associated canals)*

BLUELINE – Flows from WCA 3A/3B into Everglades National Park (ENP) *(Tamiami Trail roadway and L-29)*

YELLOWLINE –Flows from WCA 3A/3B and ENP to the lower east coast *(east coast protective levee system, the L-30 and L-31N)*

North of REDLINE
Plan Formulation Process

A. Analysis demonstrating justification for using state owned land (no new land purchase required) and maximizing use of existing infrastructure (STA 3/4, Compartment B, etc.)

B. Analyzed a range of Storage/Treatment configurations on A1/A2 footprint (FEB, STA, 4ft – 12ft reservoirs)

C. Identified cost effective Storage/Treatment configuration to combine with components farther south in the system

North of the REDLINE Screening Criteria

- Level 1 – Criteria based on CEPP objectives
  - Everglades Dry Standard Score
  - Additional Flow to the Everglades

  RESOPS MODEL
  - Estuary Performance
  - Water Supply

  LOOPS MODEL
- Level 2 – Other important considerations
  - Lake Okeechobee Performance
  - Adaptability
  - Onsite Habitat Value

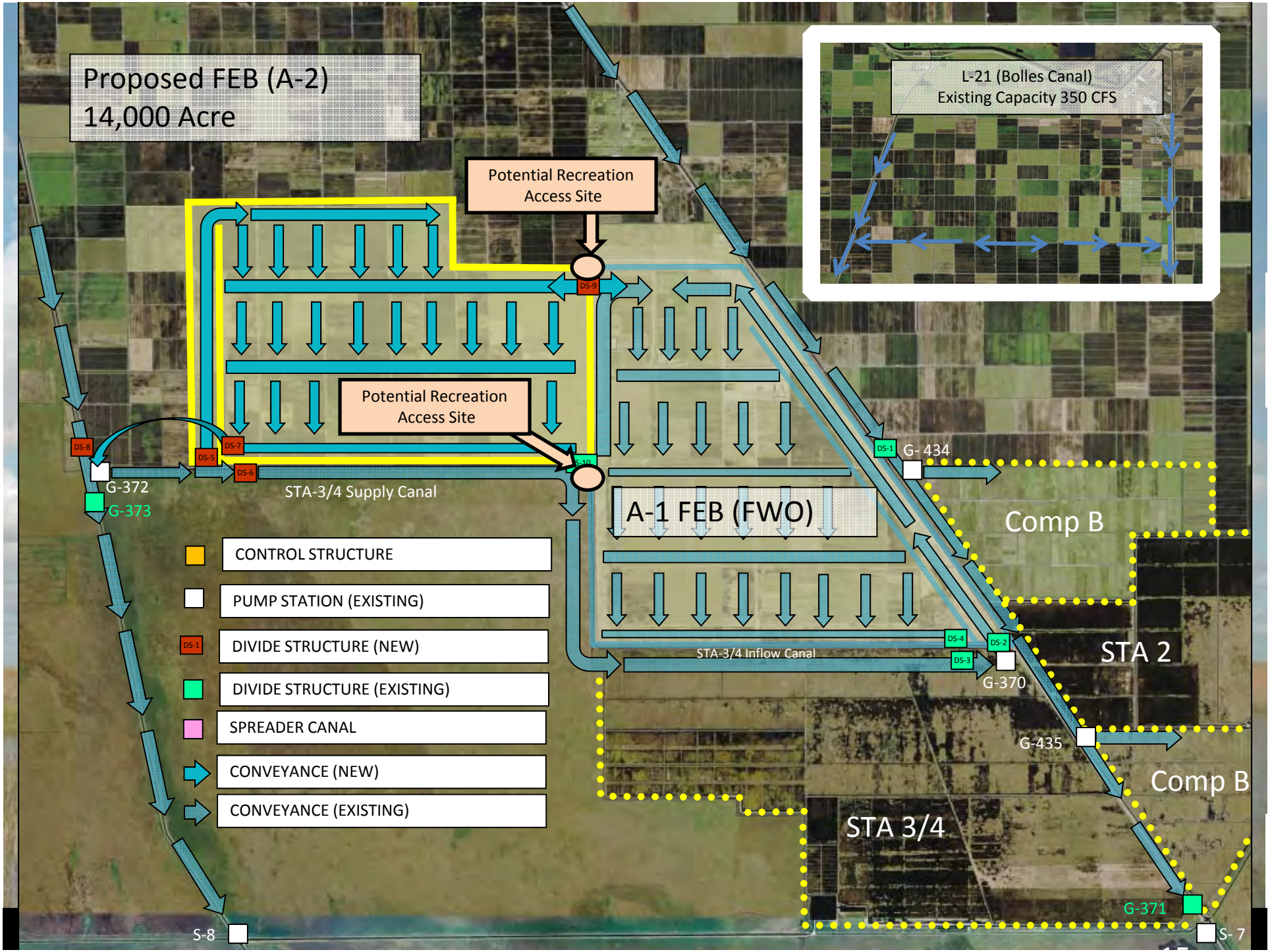
North of the REDLINE Screening Results

- Screening effort resulted in 2 cost-effective measures with wide differences in costs
  - The FEB/Flow-through wetland is the least cost option while producing approximately 2/3 the flow that CERP envisioned
  - The 12ft Reservoir provides the greatest benefits to the Everglades; however, the cost is prohibitive and the 12ft Reservoir configurations were eliminated from further consideration
  - The 4ft-10ft deep reservoir configurations provided similar benefits while significantly increasing costs compared to FEB (i.e. they were not cost effective options) and were therefore eliminated

North of the REDLINE

Recommended Storage and Treatment Option

- FEB ~ 14,000 acres on A-2
- Operates jointly with 14,000 A-1 FEB, STA 3/4, Compartment B
- Compatible with State Restoration Strategies
- Cost estimate: $165 Million (does not include construction of A-1 FEB)


Proposed FEB (A-2)
14,000 Acre
L-21 (Bolles Canal)
Existing Capacity 350 CFS
Potential Recreation Access Site
Potential Recreation Access Site
DS-9
DS-8
DS-5
DS-7
DS-6
DS-10
DS-1
G- 434
G-372
G-373
STA-3/4 Supply Canal
A-1 FEB (FWO)
Comp B
CONTROL STRUCTURE
PUMP STATION (EXISTING)
DS-1
DIVIDE STRUCTURE (NEW)
DIVIDE STRUCTURE (EXISTING)
SPREADER CANAL
CONVEYANCE (NEW)
CONVEYANCE (EXISTING)
DS-4
DS-2
DS-3
STA-3/4 Inflow Canal
G-370
STA 2
G-435
Comp B
STA 3/4
G-371
S-8
S- 7

NORTH OF THE REDLINE

HOLEYLAND

North of the Redline
Holeyland – Problems and Opportunities

- **Problems:**
  - Un-natural vegetation (lack of biodiversity, exotics, invasives)
  - Loss of Everglades soils, vegetation and wildlife that result from muck fire resulting in altered topography
  - Un-natural hydrology from the altered topography
  - Non-functional infrastructure - Hurricane damage
- **Opportunities:**
  - Make Holeyland a flow through wetland
  - Increase the hydroperiod
  - Restore sawgrass plain and tree islands habitat
  - Increase habitat/vegetation diversity
  - Maintain public use: hunting, fishing, camping, wildlife viewing

North of the Redline
Holeyland – Objectives

- ***Holeyland Footprint Benefits:***

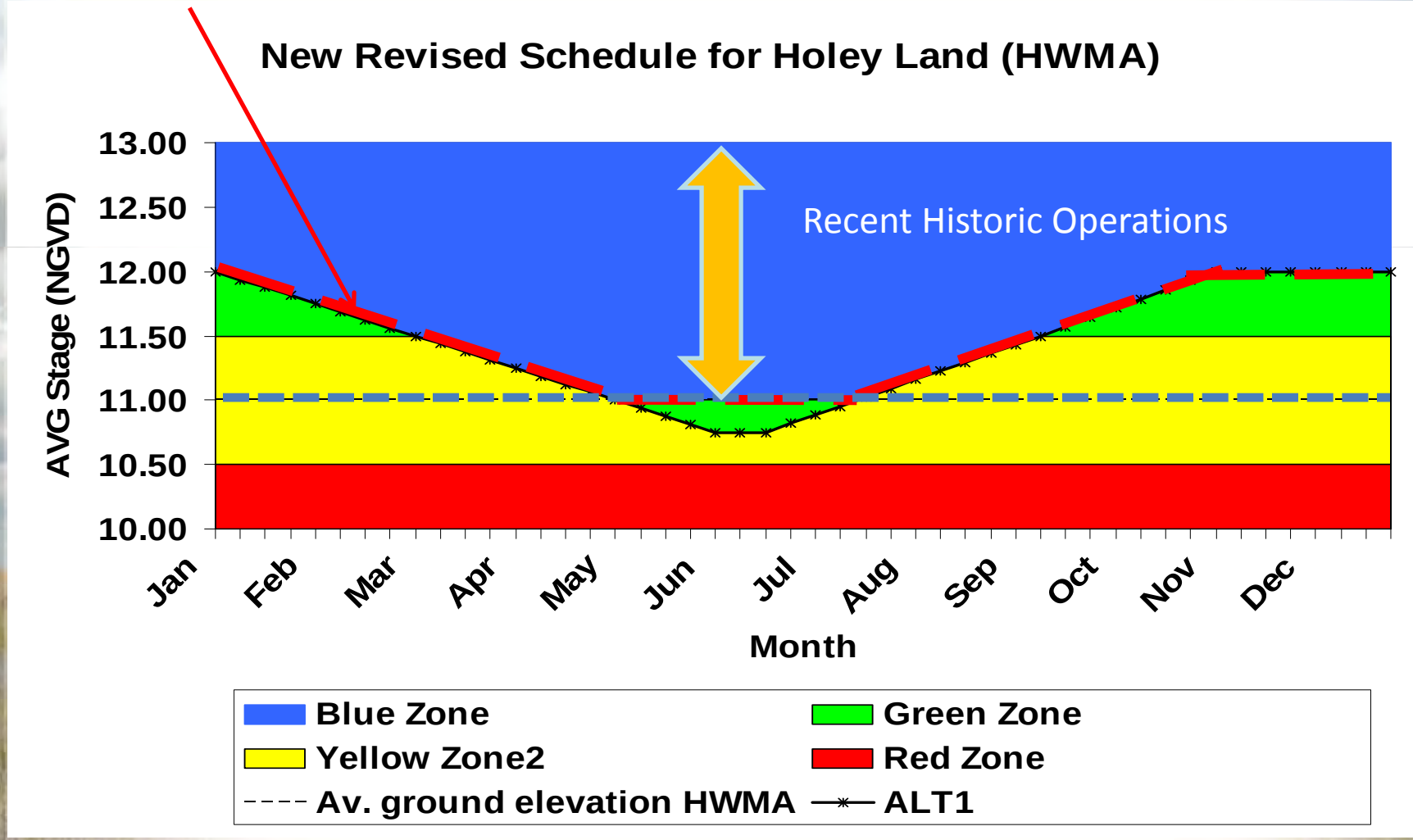
Restore more natural water level responses to rainfall to promote plant and animal diversity and habitat function

- ***Greater Everglades System Benefits:***

By operating in conjunction with the A1/A2 FEB, divert undesired discharges from Lake O to the estuaries and potentially improve the timing and quantity of water delivered to the Everglades.

Refining the proposed schedule

FDEP has requested that the bottom of the schedule be raised to avoid dry-outs

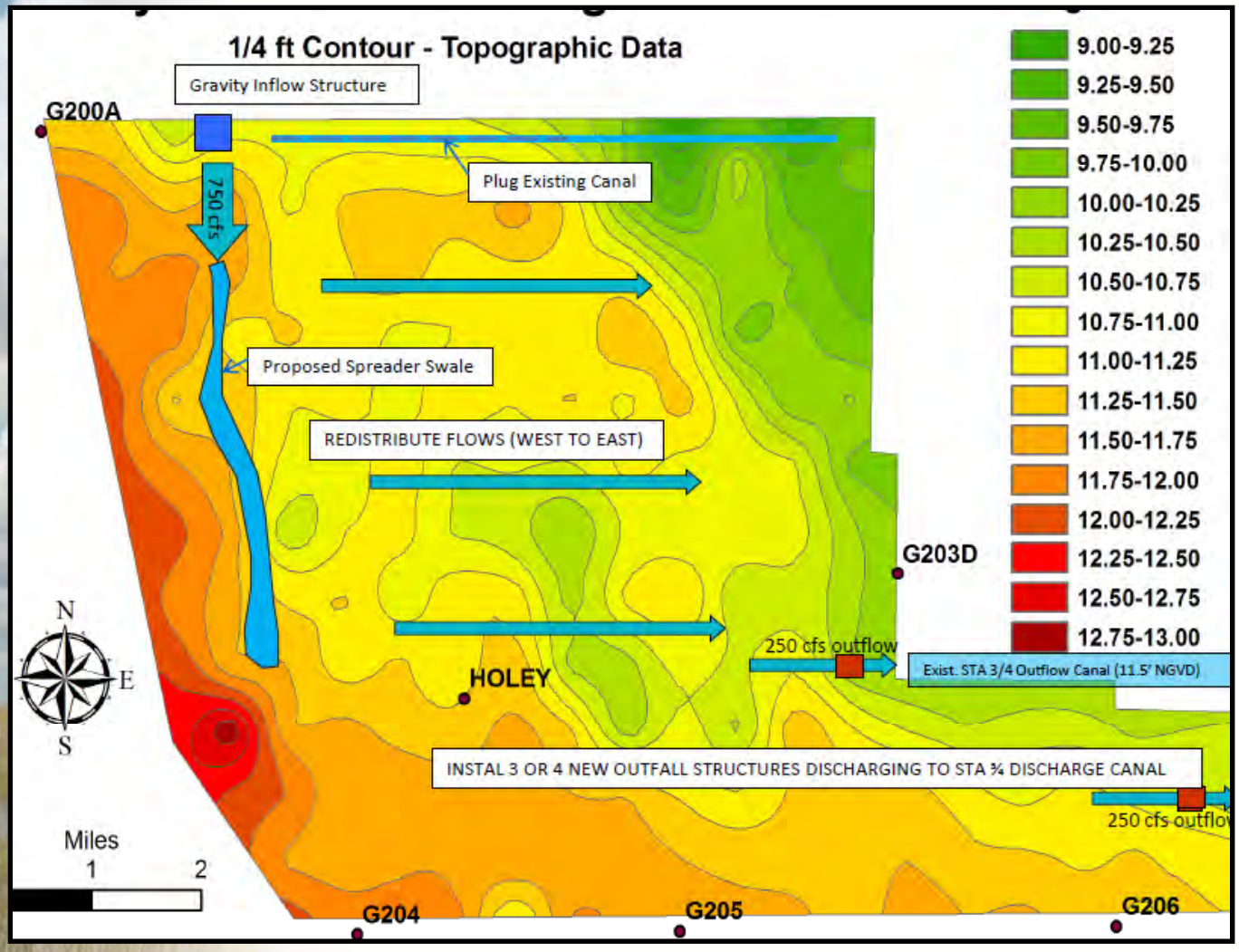


North of the Redline
Holeyland – Screening Analysis

Screening analysis to determine which North of REDLINE configuration to include in final array:

- A-1/A-2 FEB with Holeyland OR A-1/A-2 FEB without Holeyland
- Evaluation using criteria from North of the REDLINE – FEB analysis to justify
- Conduct Cost Effective Analysis based on system and onsite benefits to identify one North of the REDLINE option to include in the final array

HOLEYLAND WILDLIFE MANAGEMENT AREA CONCEPTUAL PLAN



Potential Features

- *Inflow structures*
- *Retrofit existing structures*
- *Pump Station*
- *Outflow structures*
- *Spreader swale/ canal*
- *Plug canal*
- *Collection swale/canal*
- *Operational Protocols (pulsing)*

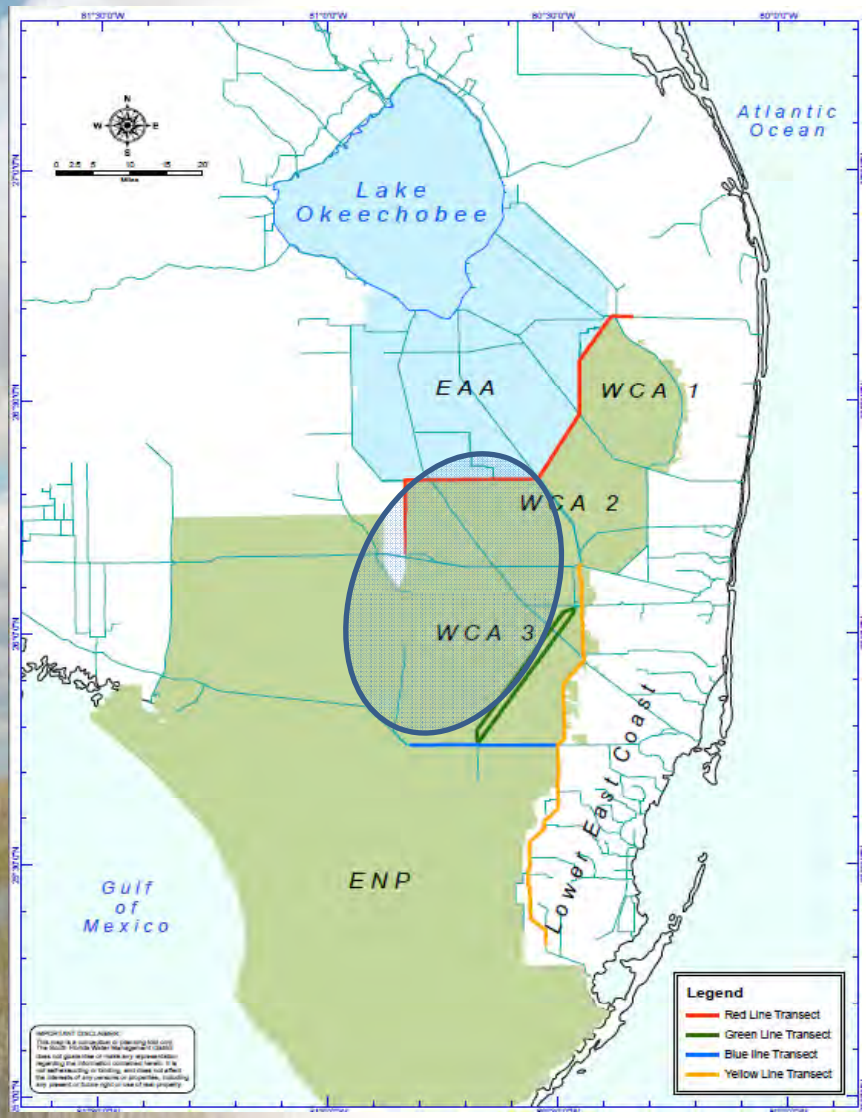
SOUTH OF THE REDLINE

Hydropattern Restoration Feature

Miami Canal

L-6 Diversions

SPATIAL PERSPECTIVE



REDLINE –Flows from the Everglades Agricultural Area (EAA) into WCA 3A *(L-4, L-5 and L-6 levees and canals)*

GREENLINE – Flows through WCA 3A and WCA 3B *(L-67A and C levees and associated canals)*

BLUELINE – Flows from WCA 3A/3B into Everglades National Park (ENP) *(Tamiami Trail roadway and L-29)*

YELLOWLINE –Flows from WCA 3A/3B and ENP to the lower east coast *(east coast protective levee system, the L-30 and L-31N)*

South of REDLINE Formulation Process

- Build on previous DECOMP planning and modeling (Presented at Working Group Recreation Workshop on March 1)
- Incorporated updated baseline conditions and stakeholder concepts and concerns to formulate new modified options (Resulted in four new options)
- Execute RSM modeling - screening on these options
- Identify options from to include in the final array.

Decomp PIR 1 Options Modeled

- Seven Options Modeled:
  - Full HRF and Complete Backfill of Miami Canal (S-8 to S-151)
  - Full HRF and North Backfill of Miami Canal (S-8 to S-339)
  - Full HRF and Complete Backfill of Miami Canal (S-8 to S-151) with 4,000 ft plug with 2,000 ft spacing (Optimal Plug/Spacing Configuration – RMA-2)
  - West HRF and Complete Backfill of Miami Canal (S-8 to S-151)
  - West HRF and North Backfill of Miami Canal (S-8 to S-339)
  - Full HRF Only
  - West HRF and North of I-75 Backfill of Miami Canal (S-8 to I-75)

- Operational Intent of HRF Options
  - Full HRF: Operational intent distributes water across the HRF feature with a preference to move water to the western portion of the HRF first before allowing it to move to the center or eastern end of the HRF
  - West HRF: Operational intent distributes water evenly across the HRF

Screening Overview
Ecologic and Hydrologic Criteria

Regional Simulation Model (RSM) Results- Performance Measures

- PM 1 Inundation Duration
- PM 2 Sheetflow in the Ridge and Slough Landscape
- PM 3 Soil Oxidation
- PM 5 Slough Vegetation Suitability

Regional Simulation Model (RSM) Results - Mapping

- Overland Flow Vector Maps
- Overland Flow Across Transects
- Hydroperiod Distribution Maps
- Ponding Depth Maps

Average Annual (1965-2000), Dry Year (1989), Average Year (1978), Wet Year (1995)

Screening Overview
Other Important Criteria

- **Excessive Ponding**: Deepwater Impacts
  - Ecological consequences
- **Adaptability**: Adaptive Management considerations
  - Robustness
  - Future Compatibility
- **Connectivity**
  - Miles of marsh reconnected (canal backfill) and acres of marsh restored (spoil removed)
- **Recreational Impacts**
  - Motorized boaters and swamp-geared vehicles

Screening Criteria

Measure/Mapping Results

Trends

- Hydrologic improvements are apparent in northern WCA 3A with implementation of each alternative; hydrologic improvements primarily occur north of I-75 with “existing” flow volumes
- Implementation of HRF and full backfill of Miami Canal offer more hydrologic improvement in comparison to HRF and backfill of northern Miami Canal (to S-339) or HRF only
- Filling north of I-75 provides slightly more hydrologic improvement in comparison to options filling only north of S-339

South of the REDLINE
Decomp PIR 1 Screening
Cost Effective Options

HRF	Miami Canal	Level 2 subtotal	Level 1 Subtotal	Total	Capital Cost Imported Fill
West G-205	North	11.0	24.5	35.5	$253,450,000
West G-205	North I-75	11.5	28.8	40.3	$308,823,888
West G-205	Full	12.5	29.8	42.3	$362,000,000
Full	North	9.0	22.1	31.1	$264,450,000
Full	Full	11.0	28.7	39.7	$373,000,000
Full	Plug Full	8.0	28.7	36.7	$310,000,000
Full	None	8.0	14.4	22.4	$219,000,000

Decomp PIR 1

Options For Further Consideration in CEPP

The DECOMP PIR 1 screening cost/effectiveness analysis led to the identification of two plans recommended for further consideration:

- West of G-205 HRF and North of I-75 Backfill of Miami Canal (S-8 to I-75)
- West of G-205 HRF and Complete Backfill of Miami Canal (S-8 to S-151)

(Full HRF and No Backfill, while cost effective, was not recommended because it would not eliminate any of the drainage effects of the Miami Canal)

South of REDLINE Formulation Process

- Build on previous DECOMP planning and modeling (Presented at Working Group Recreation Workshop on March 1)
- Incorporated updated baseline conditions and stakeholder concepts and concerns to formulate new modified options (Resulted in four new options)
- Execute RSM modeling - screening on these options
- Identify options from to include in the final array.

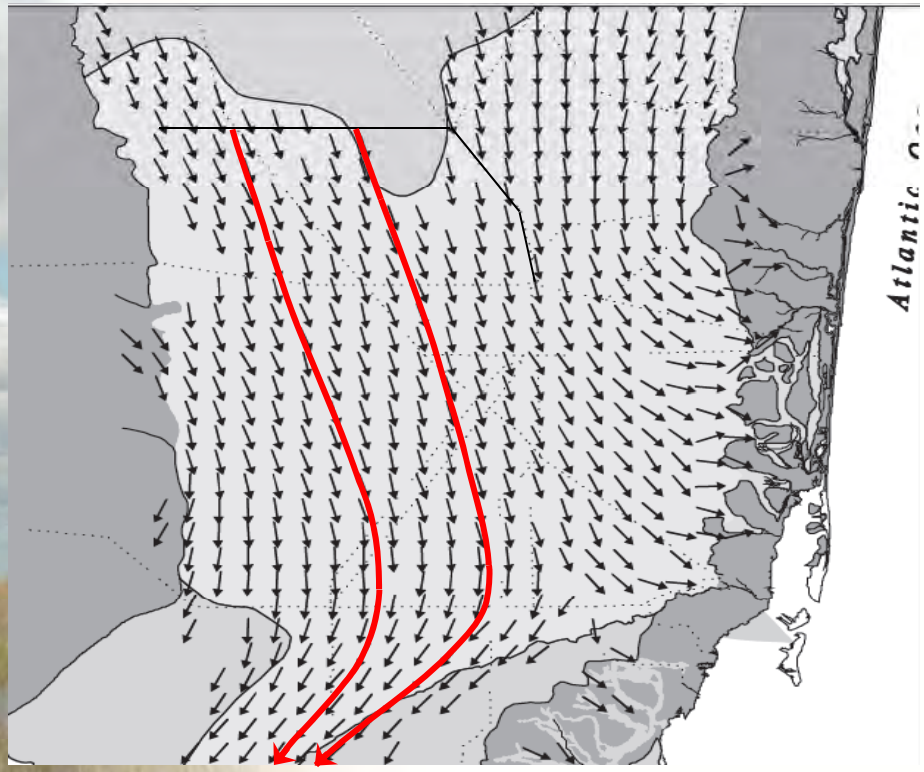
HRF Option

- West of G-205 feature extended to G-206
  - Additional water being made available across the REDLINE (updated Baseline)
  - Sawgrass identification mapping
  - Similar design requirements and costs, needed for the STA 3/4 outflow structure and L-5 canal modifications
- Include full HRF option
  - Additional water being made available across the REDLINE (updated Baseline)
  - Stakeholder feedback regarding desire to be able to identify the benefits of sending more water east.

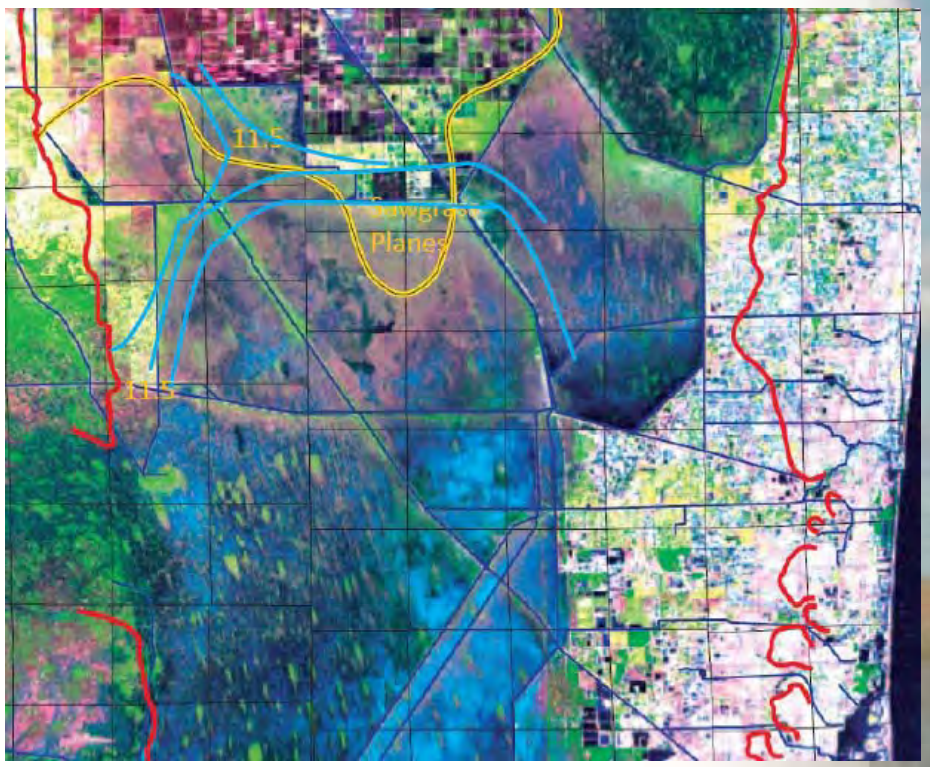
Recreation access for ORV will be considered during design of the HRF

Central HRF Conceptual Design Options

- CEPP Ecological sub-team proposal



Everglades' Historical Flow Directionality



Historical Spatial Extent of Sawgrass Plains

Hydropattern Restoration Feature West of G-206

- West of G-205 feature extended to G-206
  - West of S-8 to L-28 (3.3 miles)
  - Approximately 4 mile extension of the spreader canal (7.5 miles total)

Miami Canal Backfill Options

- Full backfill north of I-75 was high performing/cost effective feature and is included in all options being brought forward:
  - The actual length beyond S-339 will be dependant upon the amount on available on-site fill, due to cost of importing fill

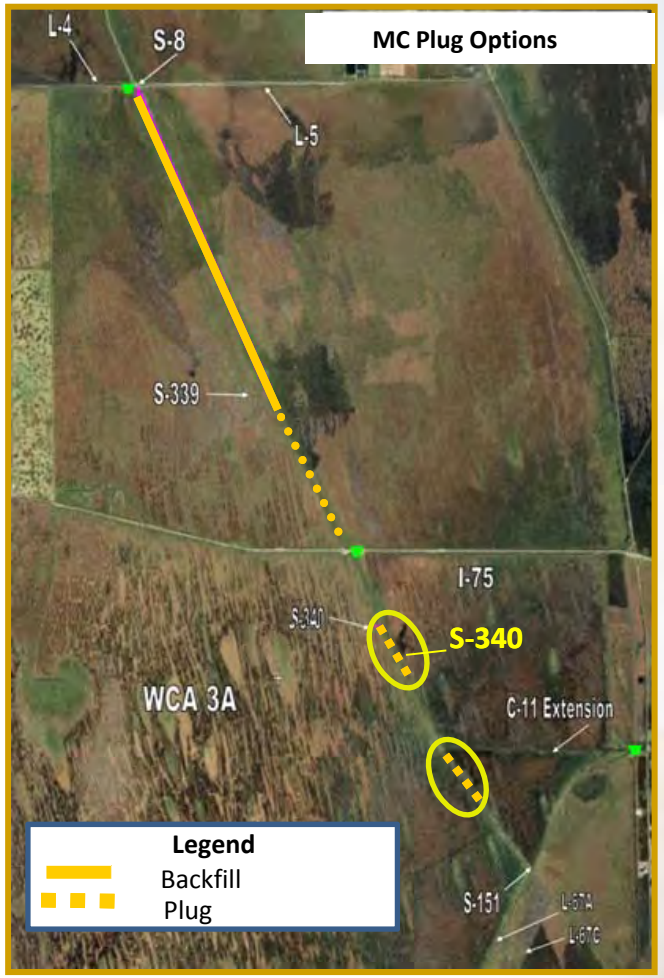
Miami Canal Backfill Options

- Full backfill south of I-75 (I-75 to S-151) was eliminated from further consideration:
  - The limited availability of on-site fill material
  - High cost of importing fill
  - Significant recreational stakeholder concerns expressed
- In lieu of full backfill, plugging features south of I–75 also brought forward in an effort to increase spatial extent of desired ecological and hydrologic effects:
  - Plugs were strategically located to minimize recreational navigation impacts
  - Through the DECOMP screening effort it was noted that a plugging option performs hydrologically similar to a full backfill option
  - Even though there are ecological concerns with leaving deep water pockets, by relying on on-site fill, plugs costs substantially less.

Miami Canal Options

North of I-75

Plugs South of I-75*

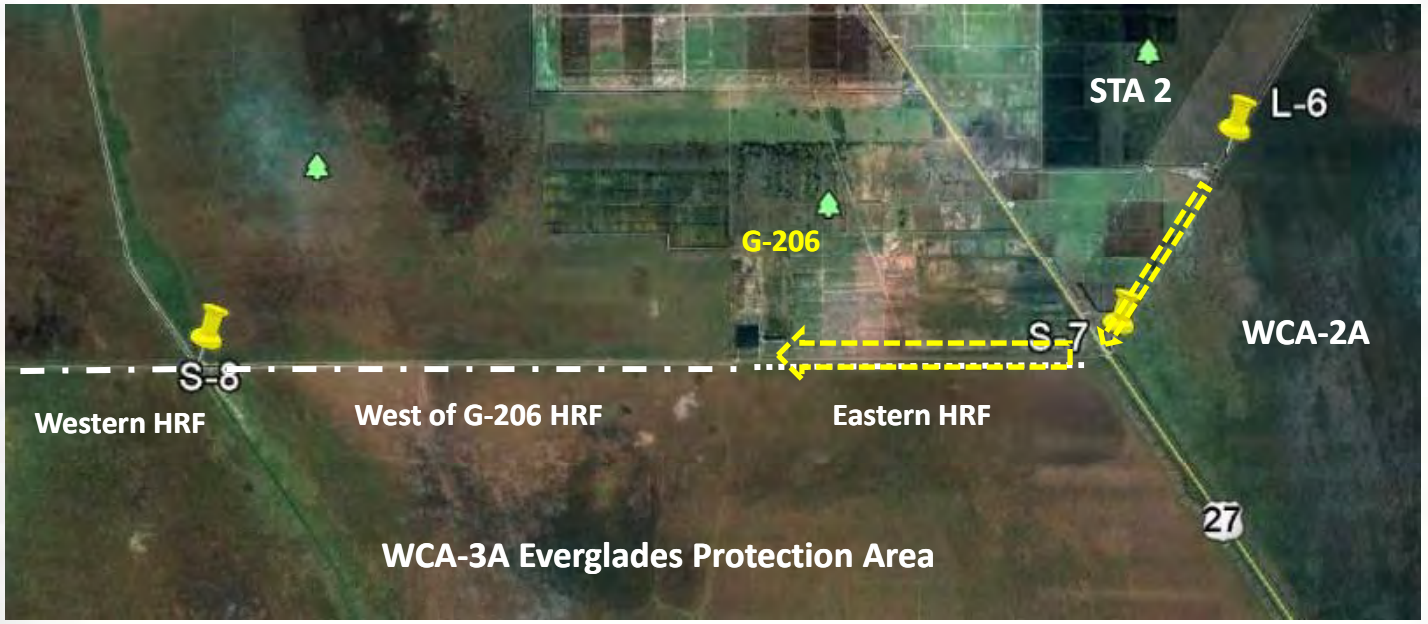


**Plugs are not to scale*

L-6 Flow Diversion Options

- Water coming from STA 3/4 into S-7 redirected to WCA 3A HRF
  - Assumed condition of all Decomp alternatives and will remain an assumed condition of CEPP options
- Redirecting Compartment B/STA 2 outflows to the WCA 3A HRF feature
  - Diverting a quantity of this water away from 2A will help relieve ponding issues at S-11 outflow
  - Convey water via the L-6 and L-5 canals
    - Existing capacity of the L-6 is ~500cfs , flows greater than this would require canal modification

S-7 and STA 2 Hydropattern Restoration Feature Redirection



Redirecting current Compartment B/STA 2 outflows to the potential WCA 3A HRF features.

Options for Further RSM Screening

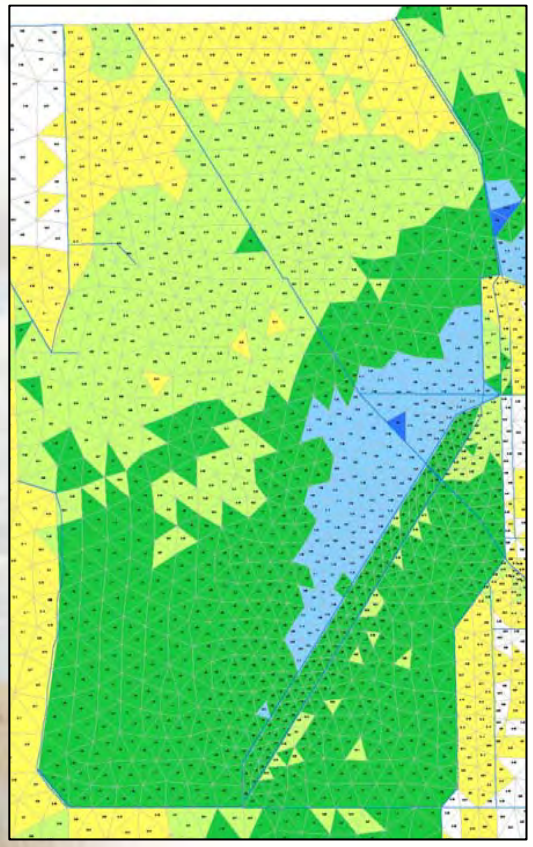
- Four combinations of HRF, Miami Canal Backfilling, and L-6 deliveries were identified to be modeled
- Trend analysis to further inform the decision about which options/combination of options to include in the final array

HRF	M/C	L-6 Deliveries
West G-206	North I-75	Without
West G-206	North I-75, Plug around S-340, Plug south of C-11	Without
Full	North I-75	Without
Full	North I-75	With

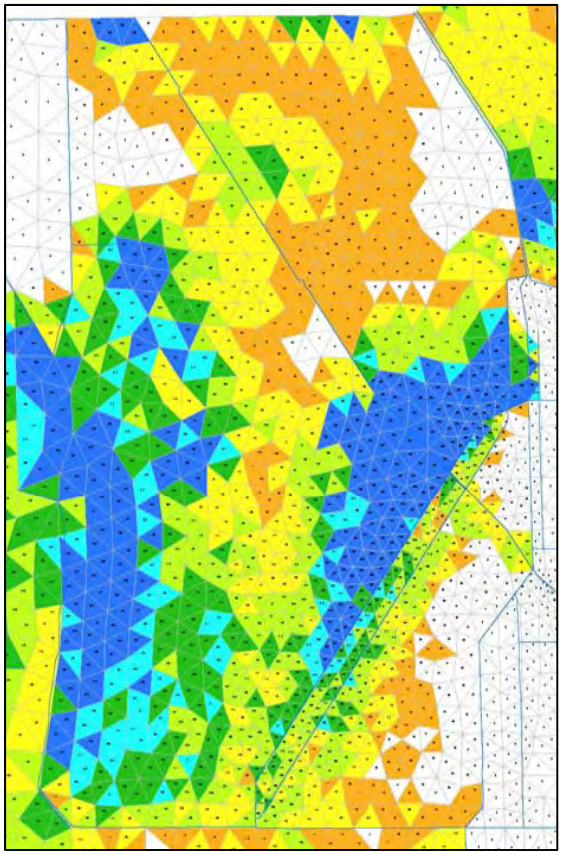
South of REDLINE Formulation Process

- Build on previous DECOMP planning and modeling (Presented at Working Group Recreation Workshop on March 1)
- Incorporated updated baseline conditions and stakeholder concepts and concerns to formulate new modified options (Resulted in four new options)
- Execute RSM modeling - screening on these options
- Identify options from to include in the final array.

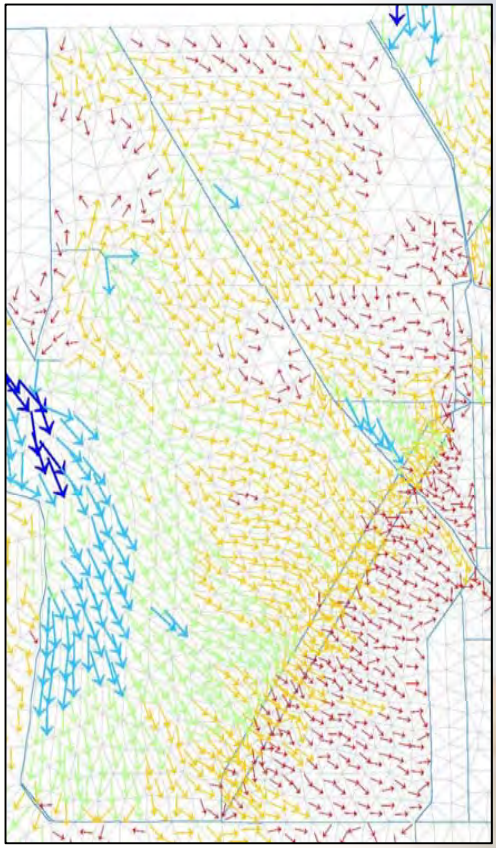
Example Screening Graphics



Ponding Depth



Hydroperiod



Flow Vectors

South of REDLINE

Trend Analysis Results -Miami Canal

Miami Canal	Ponding Depth			
	Avg (1978)	Wet (1995)	Dry (1989)	POR (65-00)
I-75N	=	=	=	=
I-75 N, Plug South	=	=	=	=
	Hydroperiod			
	Avg (1978)	Wet (1995)	Dry (1989)	POR (65-00)
I-75N	=	=		=
I-75 N, Plug South	=	=	+	=
	Annual Average Overflow Vectors			
	Avg (1978)	Wet (1995)	Dry (1989)	POR (65-00)
I-75N	=	=		=
I-75 N, Plug South	=	=	+	=

- Only localized benefit of plugging south of I-75, and only during the dry year
- The additional plugs cost ~$13 million; O&M costs are equal
- The relatively small increase in benefits does not warrant the additional cost

South of REDLINE
Trend Analysis Results

Hydropattern Restoration Feature

- Directing the water West of G-206 produces greater benefits than the full HRF
- Full HRF construction cost ~$10 million more than W-G206; O&M cost is ~$500 thousand more
- Full HRF is not cost effective

L-6 Diversion (WCA 2A Water to WCA 3A)

- Inclusion of L-6 diversions is ecological significant
- Additional infrastructure cost of ~$20 million; O&M ~ $250,000
- The benefits of L-6 will be further analyzed to assess whether the additional benefits are worth the additional cost

South of REDLINE Formulation Process

- Build on previous DECOMP planning and modeling (Presented at Working Group Recreation Workshop on March 1)
- Incorporated updated baseline conditions and stakeholder concepts and concerns to formulate new modified options (Resulted in four new options)
- Execute RSM modeling - screening on these options
- Identify options from to include in the final array.

South of REDLINE
Options for Final Array

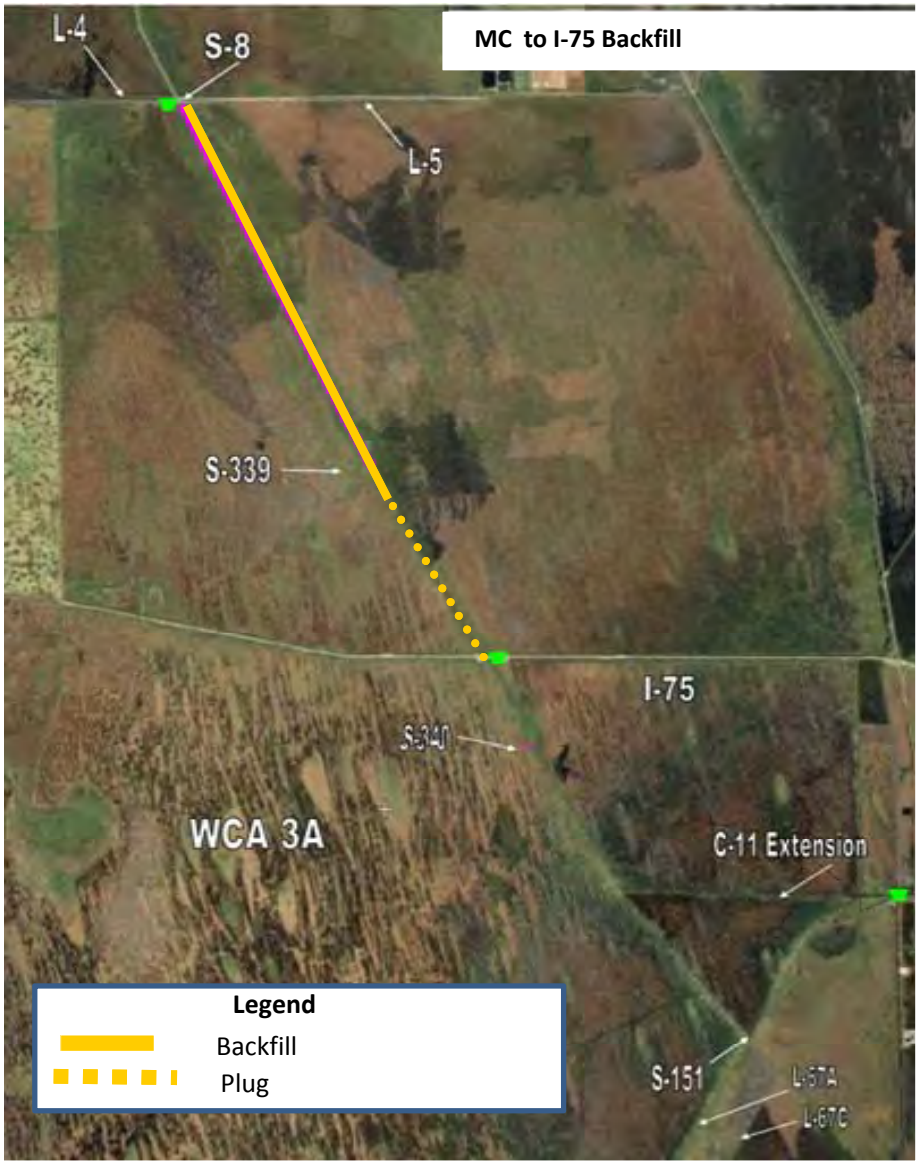
- HRF West of G-206, Full Backfill North of I-75 Miami Canal: Construction Cost ~ $330
  - Compatible with future restoration increments
  - Minimizes impacts to recreational stakeholders
  - *Operations to be determined through further analysis*
  - *Value Engineering and detailed design to determine if central spreader canal could be shortened, saving money while maintaining benefits*

- L-6 Diversion: Construction Cost ~ $20 Million
  - *Further analysis to quantify the benefits to justify the cost*

SOUTH OF THE REDLINE

Conceptual Designs

Miami Canal Recommended Option

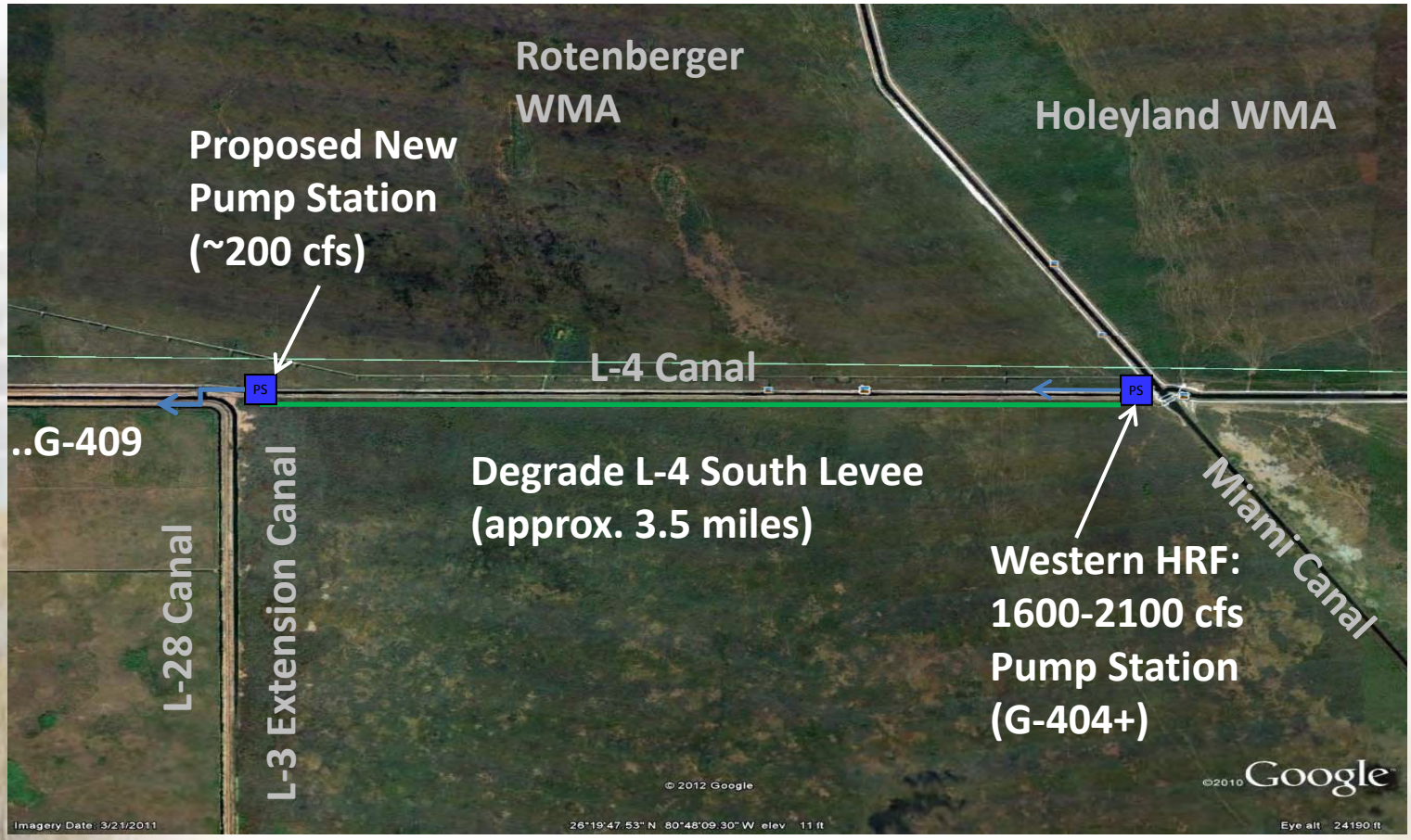


C-11 EXTENSION OPTIONS

No changes to recreation access are proposed

Hydropattern Restoration Feature Conceptual Designs

- Western HRF Conceptual Design (Decomp)



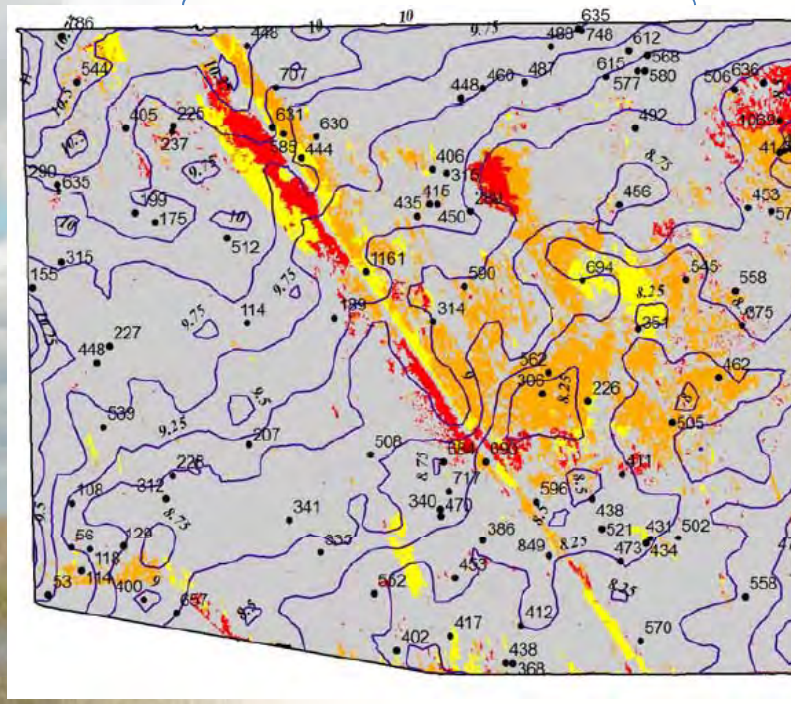
Central HRF: General Orientation Map

Central HRF Conceptual Design Options

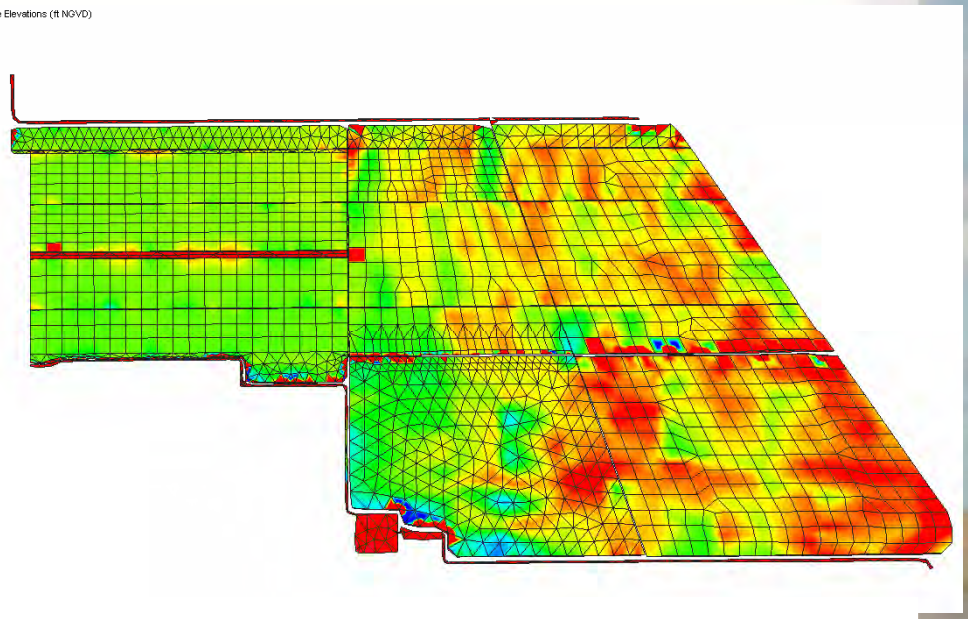
- Conceptual Design Considerations -- formulation
  - Need to maintain L-5 conveyance to Western HRF (primary restoration location priority):
    - Requires active control structures in L-5; no levee gaps or weirs
  - To discharge water from L-5 into northern WCA-3A, pumping is required based on STA-3/4 and WCA-3A topography:
    - Therefore: Culverts only through L-5 Levee, with no upstream pump station, is not feasible
  - Adaptive management operational flexibility, including O&M costs
    - DECOMP formulation advocated to maximize westernmost flowpaths (basis for wider/deeper spreader at S-8; shallow/narrower moving east)
    - Variable inflow pump sizes to gradually ramp up flows as availability allows
    - Passive versus active management at inflow structures/marsh connections
  - If Holeyland is not integrated into CEPP (TBD?), may need to maintain existing gravity outflow capacity from G-205 & G-206

Central HRF Conceptual Design Options

North WCA-3A topography (USGS HAED):
9.5-10.0 feet NAVD; (11.0-12.5 feet NGVD)



STA-3/4 topography (SFWMD, 2010):
7.5-8.1 feet NAVD; (9.0-9.6 feet NGVD)



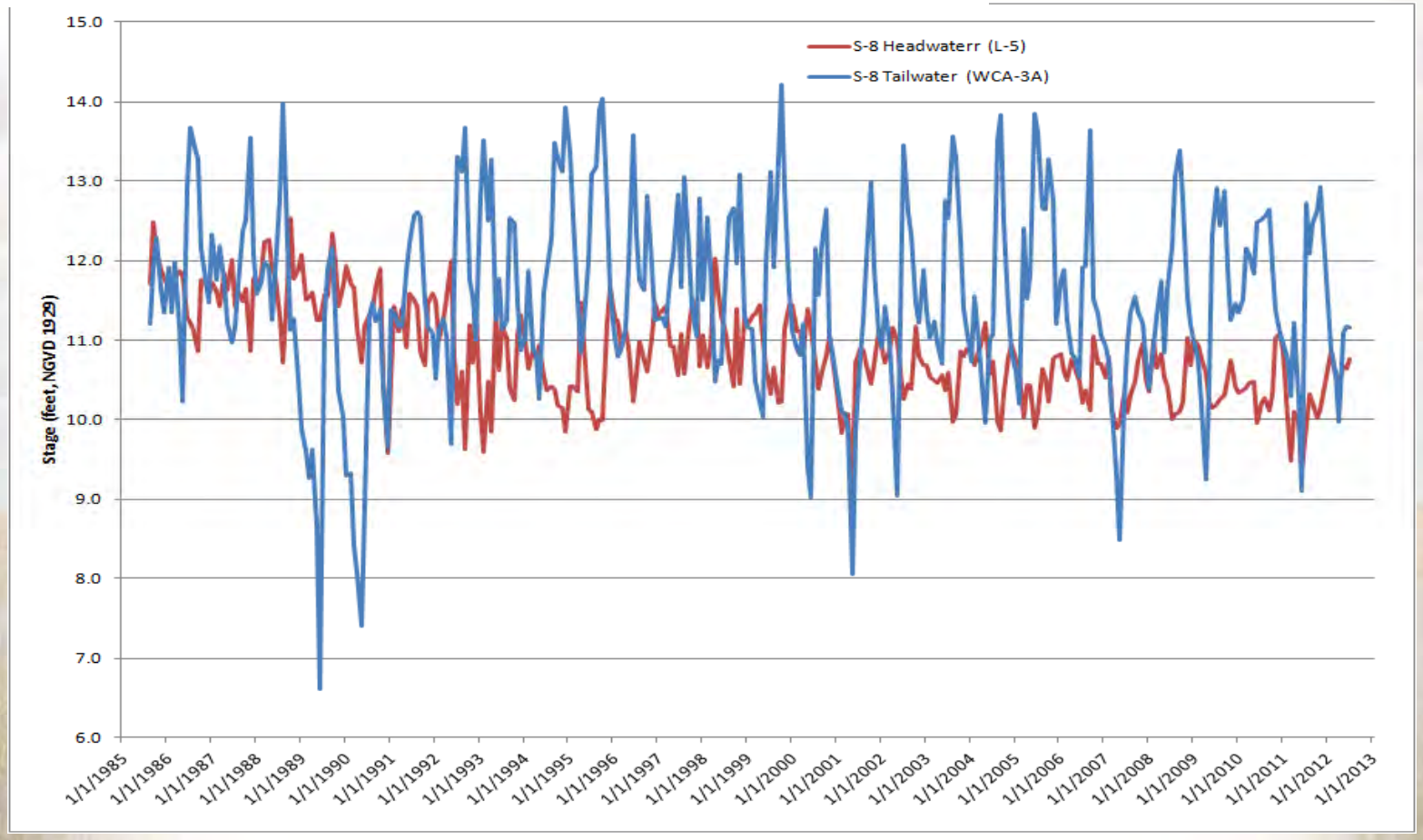
For average long-term STA depths < 2.0-2.5 feet:
Gravity alone will not move water into WCA-3A

Central HRF Conceptual Design Options

SFWMD DBHYDRO data: 1985-2012

S-8 Headwater (L-5): Average 10.9 feet NGVD -- RED

S-8 Tailwater (WCA-3A): Average 11.6 feet NGVD-- BLUE



Central HRF: Option 1 – Continuous New Spreader (Decomp)

Western HRF:
2100 cfs
Pump Station
(G-404+)

2100 cfs
Pump Station
(Retrofit S-8?)

STA-3/4

Holeyland WMA

G-205

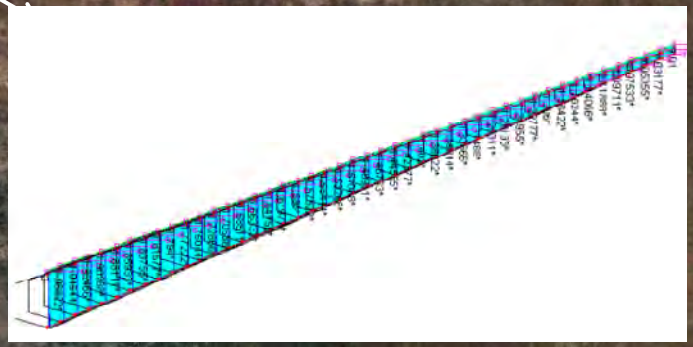
G-206

PS

PS

Spreader Canal – 7.5 miles
(focus flows to west)

xxxxxxxxx Miami Canal xxxxxxxx



© 2012 Google

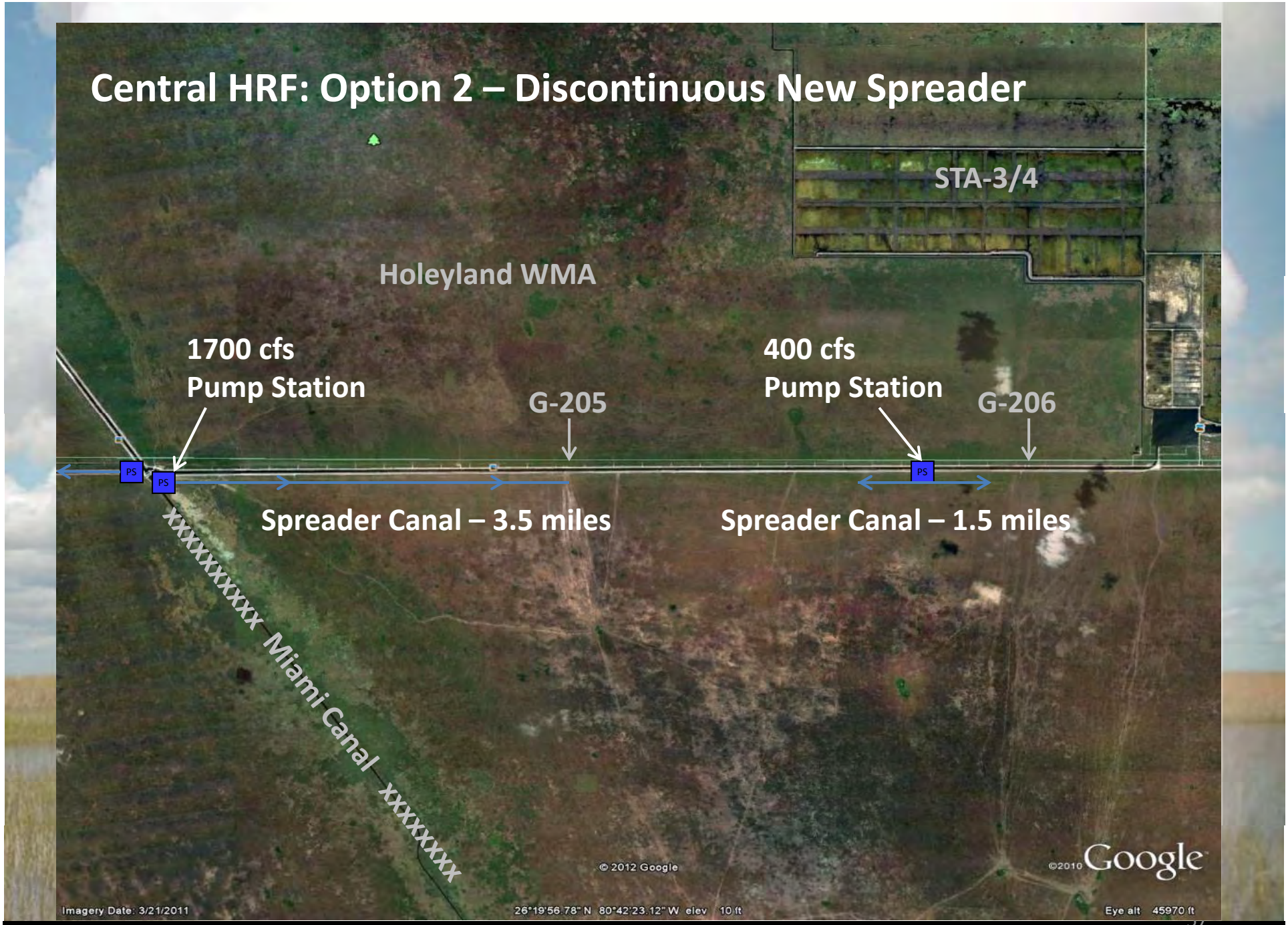
©2010 Google

Imagery Date: 3/21/2011 26°19'56.78" N 80°42'23.12" W elev 10 ft Eye alt 45970 ft

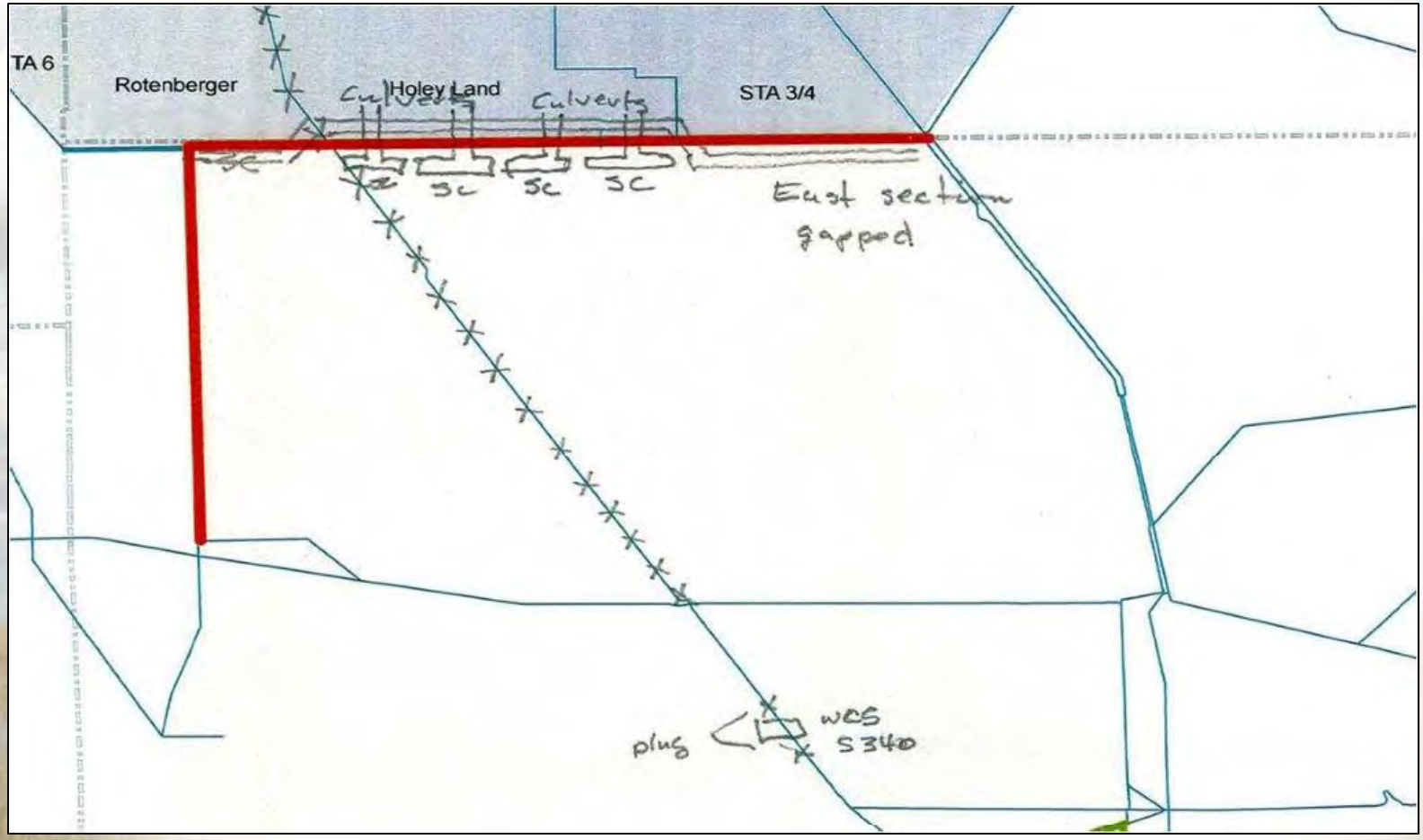
Central HRF Conceptual Design Options

Options to avoid/minimize new spreader canal construction in WCA-3A

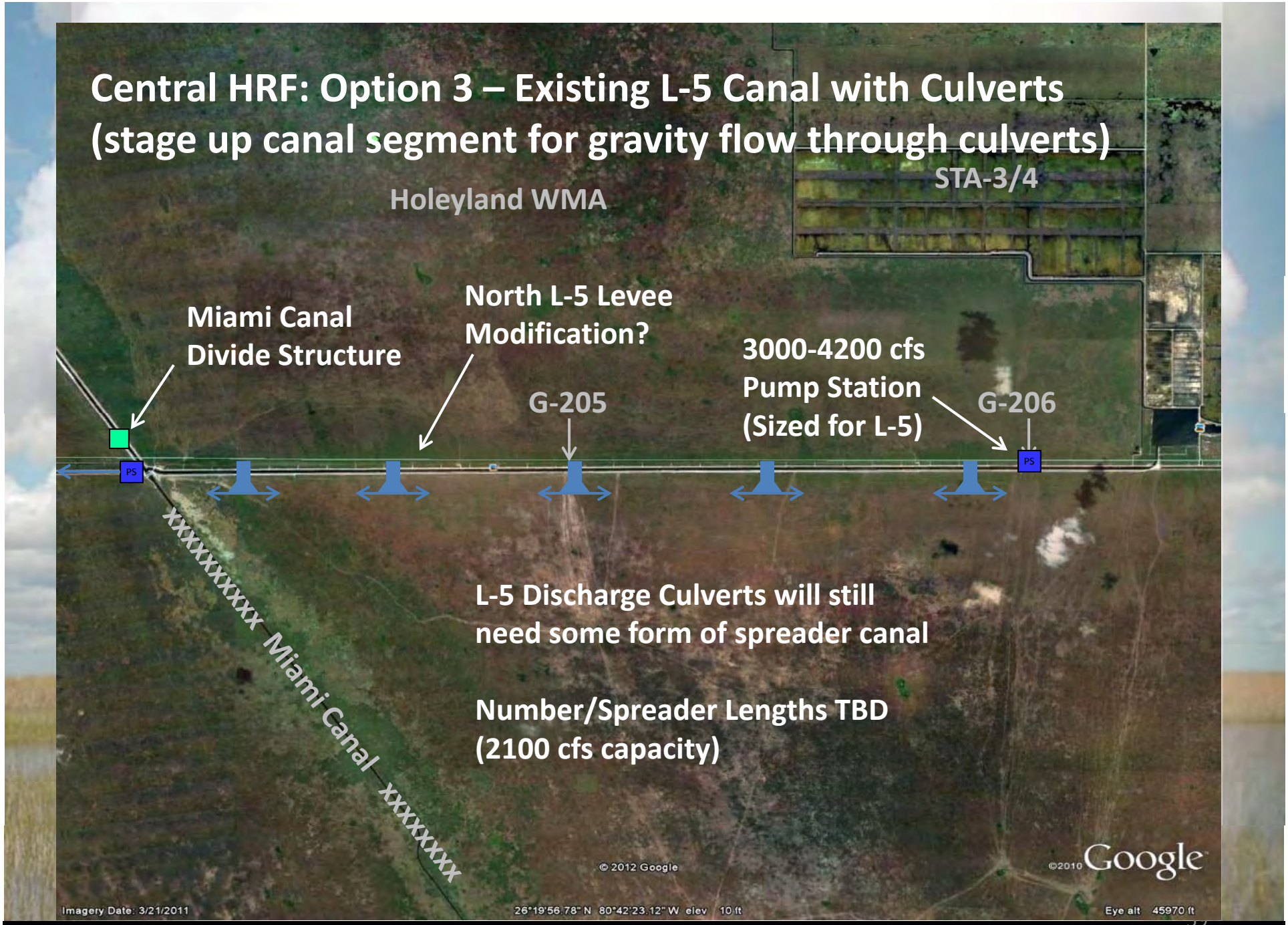
- Information considered
  - Recreational access
  - STA-3/4 and WCA-3A topography illustrate need for pumped inflows
  - Historical flow directionality supports distributed inflows parallel to L-5
  - Historic sloughs/micro-topography not apparent to target inflow locations
- Recommendations from ecosubteam
  - Maximize westernmost flowpaths (Western and Central HRFs)
  - Several distributed inflow pumps/spreaders along L-5 not needed
  - Reduced footprint spreader canal from Miami Canal to G-205 (~80%)
  - Smaller pump between G-205/G-206 to allow conditional eastern flows (~20%)


Central HRF: Option 2 – Discontinuous New Spreader
STA-3/4
Holeyland WMA
1700 cfs
Pump Station
G-205
400 cfs
Pump Station
G-206
PS
PS
PS
Spreader Canal – 3.5 miles
Spreader Canal – 1.5 miles
xxxxxxxxx Miami Canal xxxxxxxx
© 2012 Google
©2010 Google
Imagery Date: 3/21/2011
26°19'56.78" N 80°42'23.12" W elev 10 ft
Eye alt 45970 ft

Central HRF Conceptual Ideas



Central HRF: Option 3 – Existing L-5 Canal with Culverts (stage up canal segment for gravity flow through culverts)



Central HRF Conceptual Design Costs

	Construction	O&M 31 years	Total Cost
Option 1: 8 miles spreader, 2100 cfs PS	$18,000,000	$18,792,000	$36,792,000
Option 2: 5 miles spreader, 400 cfs Pump	$22,400,000	$19,282,000	$41,682,000
Option 3: 2 miles spreader, 2100 cfs structure, 3700 cfs PS, 8 miles road raising, 2000 cfs divide structure	$105,900,000	$34,523,000	$140,423,000

Option 2 selected – detailed design yet to be initiated

DISCUSSION

Visit www.evergladesplan.org for updates and current information

CENTRAL EVERGLADES PLANNING PROJECT

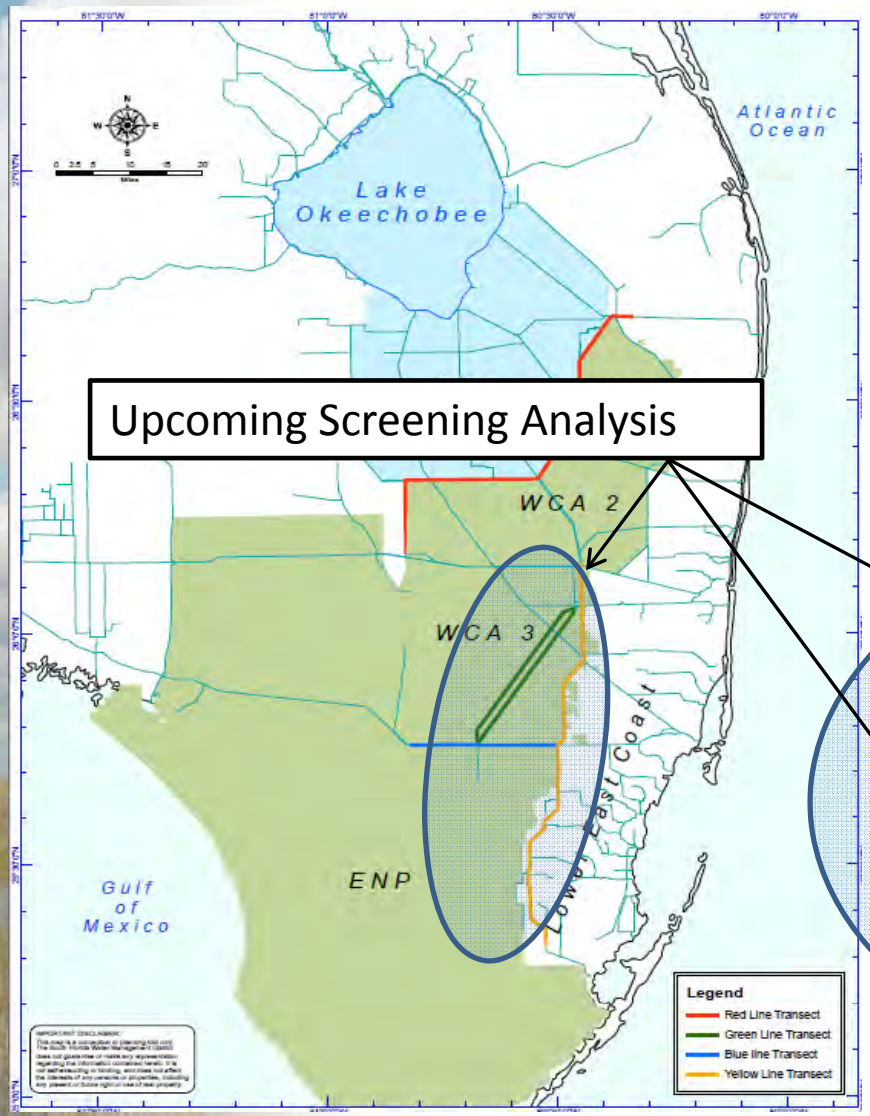
Next Steps

PRESENTED BY

Kevin Wittmann,
US Army Corps of Engineers,
Jacksonville District

August 29, 2012

SPATIAL PERSPECTIVE



REDLINE –Flows from the Everglades Agricultural Area (EAA) into WCA 3A *(L-4, L-5 and L-6 levees and canals)*

GREENLINE – Flows through WCA 3A and WCA 3B *(L-67A and C levees and associated canals)*

BLUELINE – Flows from WCA 3A/3B into Everglades National Park (ENP) *(Tamiami Trail roadway and L-29)*

YELLOWLINE –Flows from WCA 3A/3B and ENP to the lower east coast *(east coast protective levee system, the L-30 and L-31N)*

UPCOMING MEETINGS

Date		Time	Meeting	Location
August	30-Aug	10 a.m. - 5 p.m.	Working Group Sponsored Workshop	Doral Fire Training Facility
September	6-Sep	9 a.m. - 5 p.m.	WRAC	SFWMD, B-1 Auditorium
	TDB Proposed 26 – Sep	5 p.m. - 8 p.m.	Working Group Recreation Workshop	Miami Dade County
	13-Sep	9 a.m. - 5 p.m.	SFWMD Governing Board Meeting	SFWMD, B-1 Auditorium
	17-Sep	5 p.m. - 8 p.m.	WRAC Workshop-Recreation Issues	SFWMD, B-1 Auditorium
	20-Sep	9 a.m. - 5 p.m.	Working Group and/or Science Coordination Group Meeting	SFWMD, B-1 Auditorium

QUESTIONS?

Visit www.evergladesplan.org for updates and current information