**Table A.1.1-1. CEPP South CEPP South Public Informational Webinar Question Comment Response Matrix.**

| COMMENTER | AGENCY/PUBLIC COMMENT | CORPS RESPONSE |
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| **FEDERAL** | | |
| **UNITED STATES DEPARTMENT OF THE INTERIOR, NATIONAL PARK SERVICE (NPS), EVERGLADES NATIONAL PARK** | | |
| DOI-1 | We appreciate involvement. This is an important. Gateway to deliver benefits to park. This is exciting to be in process of focusing on construction and changes in the system toward a meaning for restoration; look forward to continuing engagement | Thank you for your comment. |
| **STATE – FLORIDA STATE CLEARINGHOUSE** | | |
| **FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION (FDEP)** | | |
| FDEP-1 | We constructed two bridges and the western most bridge has access road with ½ capacity going under western bridge and is limiting flows. Have you looked at how flows will be affected, if the project needs to be modified, and has there been discussion of moving the bridge east? Flows near easternmost section near telemetry tower. | Completion of the Department of the Interior's Tamiami Trail Next Steps Project (Phase 1 and Phase 2), including the 2.6-mile bridged section of Tamiami Trail at the southern end of the CEPP Blue Shanty Flowway was assumed as part of the Future Without Project condition for the 2014 CEPP Final PIR/EIS. When the TTNS western bridges were completed in late 2018, most of the old US-41 Tamiami Trail roadway was removed under the new bridge span. However, a portion of the old roadway has been temporarily retained as part of the DOI's reserved use agreement for the Lincoln Financial/Entercom radio tower access. This portion of the Phase 1 project will be carried out in the future under a separate work-order contract by the DOI, once the access road is not needed. According to information provided by DOI, the reserved use agreement runs until 2036, or whenever the towers are abandoned/removed. 2036 is the latest possible date before removal. Since the future removal of the old roadway is still planned by DOI, no modifications to the CEPP project are planned due to the DOI decision to defer removal of a section of the old roadway. |
| FDEP-2 | Has there been any consideration of moving the S-355W and the Blue Shanty Levee east to have the Blue shanty Flowway discharge through both the eastern and western Next Step bridges. When we planned CEPP we did not consider that half of the western bridge would be blocked with the access road to the communication tower. | The S-355W location has been confirmed with design of the L-67D levee and Blue Shanty flowway as well as the Tamiami Trail Next Steps planned contract. There are no plans to move either at this time. |

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| FDEP-3 | Explain how the interdependencies are tied to the project construction and cost sharing. Is the interdependencies just tied to operation, or does the requirement to complete Restoration Strategies and Broward County water preserve area tie into when construction starts. | The 2014 CEPP Final PIR/EIS identified several CERP and non-CERP projects that should be constructed and operating before implementation of the CEPP South, CEPP North, and/or CEPP New Water features. The 2016 CEPP Authorized Plan was developed based on the operations of existing related projects, and/or related planned projects with approved operating plans, including both CERP and non-CERP activities. Each related project is provided is provided in Section 4 of Annex C of the 2014 CEPP Final PIR/EIS. The Broward County WPA C-11 Impoundment is required prior to increasing flow through S-333 or implementation of WCA 3B inflow structures along the L-67A&C levees to ensure adequate water quality of inflows to WCA 3B and NESRS. The Broward County WPA was authorized in WRRDA 2014. The current projected schedule is indicated in the 2019 Integrated delivery Schedule (IDS). BCWPA C-11 Impoundment & S-503 is currently scheduled for award in 2022 with a 3-4 year construction window. Modifications to the IDS may include changes based on weather-related conditions, executions of contracts, and State or Federal funding levels. PED and construction still have to occur for CEPP South, and the C-11 impoundment is expected to be completed prior to completion of CEPP South construction. Initial operation of the L-67A conveyance features (S-631, S-632, and/or S-633), if constructed prior to completion of the C-11 impoundment, may be limited by water quality and/or other downstream constraints, similar to how the DPM is currently operated for inflows into WCA 3B.<br><br>The A-1 FEB was cited as a project dependency and is required prior to implementation of northern WCA 3A distribution features to ensure adequate water quality treatment of inflows. Construction of the central flowpath components are complete and the project is operational. SFWMD completion of the remaining components of Restoration Strategies are scheduled for completion by 2025.<br>The 2014 CEPP Chief's report prohibits the start of any construction of "most" projects identified in the report prior to the completion of all features of the State Restoration Strategies and those State facilities meeting state water quality standards as determined by state and federal law. The CEPP and EAA projects that may proceed with |

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| | | construction because they are not within the scope of this general prohibition are further clarified to consist of the following: (1) Removal of Old Tamiami Trail; (2) Structure S-631 & Gap in L-67C Levee & Structure, S-633 with Gap in L-67C; (3) Increase S-356 Pump Station; (4) Spillway S-355W; (5) Structure S-333N; (6) Structure S-632; (7) Removal of L-67C & L-67 Extension, Construct L-67D Levee; and (8) Removal of L-29 & Backfill L-67 Extension. The EAA Reservoir and A-2 STA can also proceed with construction as soon as all the concerns, recommendations, and conditions identified in the Secretary's Review Assessment of the sponsor's Section 203 Report have been addressed in the Section 1308 report. USACE cannot implement the EAA project in a way that interferes with or supersedes any pending or future judicial proceedings or agreements related to those proceedings or the state's independent efforts to meet the state's water pollution control obligations. USACE must ensure that any construction initiated prior to the completion of the state's Restoration Strategies does not result in new flows from the EAA project that harm the state's efforts to comply with applicable water quality standards. All features of the state's Restoration Strategies must be completed and meet state water quality standards prior to initiating any operations which would allow water from the Federal EAA project to enter any of the state's Restoration Strategy facilities. |
| FDEP-4 | Contact 1 includes L-67 levee. Would a new levee with 3B be an additional contract? Would Blue Shanty would be an additional contract? | L-67D levee construction (Blue Shanty levee) is currently included in CEPP South Contract 5, which is anticipated to be awarded in FY24. |
| FDEP-5 | Is there any opportunity for inclusion with other agencies for design PDT? | The interagency and public PDT process is conducted during the project Feasibility Phase and includes modeling and planning efforts. The interagency and public coordination process is not continued during the design phase, which principally involves coordination between the non-Federal Sponsor (SFWMD, in this case) and the Corps. There are a couple of ways that agencies have been involved, such as FDEP for water quality permitting and RECOVER can be involved in technical reviews and adaptive management updates during design. |

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| **FLORIDA FISH AND WILDLIFE CONSERVATION COMMISSION (FWC)** | | |
| FWC-1 | The 8.5 mile levee is contract 5 and Gaps into L-67C contract 5. When first 600 structures go in – L-67a degrading spill mound, and gapping L-67C. Will there be backfill of L67C canals? Has any consideration given to what conditions will be like if levee does not go in? | CEPP South Contract 1 includes construction of the L-67A gated culverts (S-631, S-632, and S-633), the L-67C interim 3,000 foot levee gap south of S-633, L-67 A spoil pile removal, and backfill of approximately 1.36 miles of the east-west agricultural ditch within the Blue Shanty Flowway, as coordinated with the FWC during application of the CERPRA permit from the State of Florida.<br><br>The Corps has completed a Validation Report (formerly referred to as a Limited Reevaluation Report) for CEPP South in response to requirements specified in paragraph 15 of the 2014 CEPP Chief's Report. The CEPP South Validation Report has confirmed project components, construction sequencing, and project dependencies as identified in the 2014 CEPP Final PIR/EIS (Corps 2014). Backfill and/or canal plugs within the L-67A and L-67C Canal were not included in the 2014 CEPP PIR Recommended Plan. The CEPP South Validation Report was approved by the Corps' SAD on May 31, 2019. Construction of CEPP features in CEPP South will prepare the system for the future additional inflows from Lake Okeechobee by providing the necessary additional outlet capacity from WCA 3A. The Adaptive Management Plan from the 2014 CEPP PIR/EIS proposed additional testing of the Decompartmentalization and Sheetflow Enhancement Project (DECOMP) Physical Model to help inform the need for the Blue Shanty Levee. Empirical data reviewed to date shows that the Blue Shanty levee is still needed to direct the water south because water from the Decomp Physical Model (DPM) flows directly east. |
| FWC-2 | Blue Shanty is a new contract? | L-67D levee construction (Blue Shanty levee) is currently included in CEPP South Contract 5 which is anticipated to be awarded in FY24. |
| FWC-3 | Is modeling for Blue shanty new modeling or from CEPP? Regarding the Decomp validation of Blue Shanty, following up on Central Everglades, what are conditions without Levee? | During development of the 2014 CEPP PIR/EIS, several of the alternatives which were modeled and evaluated did not include the Blue Shanty Levee. Following from the detailed evaluations in the 2014 CEPP PIR/EIS (refer to Appendix E and Appendix G of the 2014 PIR/EIS for full discussion), the Blue Shanty Levee was identified as a critical component for the CEPP Recommended Plan. The Blue Shanty |

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| | | Flowway negates the need for additional seepage management features north of Tamiami Trail along the L-30 (eastern side of WCA 3B). Without the new WCA 3B levee (L-67D levee), additional seepage management features would be required to protect against increased flooding risk to the adjacent Lower East Coast areas that would result from holding WCA 3B stages higher to promote significant wet season gravity outflows to the L-29 Canal. The flowway generated by the Blue Shanty Levee would increase flows through western WCA 3B while maintaining protective water depths in eastern WCA 3B. Of the alternatives considered for the 2014 CEPP PIR/EIS, the CEPP Recommended Plan best achieves the goal of re-establishing hydrologic and ecologic connectivity of WCA 3A, WCA 3B, and ENP by degrading the L-67 C and L-29 Levees west of the Blue Shanty Levee. The PIR modeled flow as seen in slide 12 in the February slide presentation.<br><br>Data collected in the DPM study indicate a strong tendency of water to move eastward, and not in the historic, north-to-south direction as intended for southern WCA-3B in CEPP. During DPM Phase 1, late wet/early dry season flows (typically 2-3 months in duration) were examined in the pocket (between L-67A and -C levees) and showed that water moves preferentially east (Sklar and Dreschel, 2015 and 2017; Larsen et al., 2017). While flow direction in the pocket is caused by localized hydrologic gradients associated the DPM constructed features (i.e., L-67C levee gap), the eastward flow in the larger WCA-3B basin was also supported. During the high-water emergency operations from June-July 2017, S-152 discharges were of a similar or greater magnitude (514-638 cfs) as that proposed for CEPP culverts (500 cfs). These data therefore provide a useful example of stage changes within WCA 3B expected from the proposed CEPP culvert discharges. Daily stage changes in WCA-3B (adjusted by subtracting local daily rainfall) showed the highest stage increases nearest the DPM's L-67C levee gap (site TI9: 0.013 ft/d; 1.5-km east of the gap), lower increases in central 3B (Site 71: 0.007 ft/d; 7.5-km northeast of the gap) and a decrease at the site south of the gap (EDEN10: -0.002 ft/d; 6-km south of the gap). The variability of these stage changes (using daily values as replicates) is very large, and furthermore the |

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| | | resistance by vegetation must be accounted for to fully understand the discharge and stage relationships. Nevertheless, this information supports that additional measures are needed to redirect flow southward in WCA-3B. Based on the information collected to date, the data collected and analyzed under the DPM doesn't impact or change any of the CEPP South features that were recommended in the 2014 CEPP Final PIR/EIS. |
| FWC-4 | Does CEPP modeling Include all DPM? | For the CEPP South modeling effort detailed in the 2020 EA, ALTB1, ALTB2, and ALTB3 model scenarios assumed the full build out of CEPP South features as described in the 2014 CEPP PIR Recommended Plan. For the alternative modeling, S-152 was not operated in the hydrologic modeling simulations in order to limit to maximum structural inflows from WCA 3A to WCA 3B to 1,000 cfs as prescribed in the CEPP 2014 Final PIR/EIS.<br><br>ALTB4, the Preferred Alternative identified in the 2020 EA, was not explicitly modeled as part of the hydrologic modeling conducted during the CEPP PED phase to support a quantitative assessment of the Savings Clause requirements for the CEPP South features because the protocols envisioned to guide operation of the available features assumed in ALTB4 (S-631, S-632, S-633, S-152, and the L-29 temporary pumps) would not be effectively represented using the prescriptive decision-making approach needed for the regional modeling tools. Without the ability to conduct an independent, quantitative assessment through reliance on hydrologic modeling, the operational criteria for ALTB4 were methodically developed to maintain near equivalency with the regional water volume distribution between WCA 3A, WCA 3B, and ENP established under the COP to ensure hydrologic similarity to the EA's CSB2027 base condition that was modeled; S-152 operations per the current prescribed DPM operational strategy and associated regulatory permit were included in the CSB2027 model simulation. Operation of the CEPP South features associated with Contract 1 (including S-631, S-632, S-633, and S-152) would be operated subject to the operational constraints identified under the COP, and in the same manner as prescribed for under Phase 2 of the DPM Field Test. Consistent with previous RSM-GL modeling |

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| | | representations of the S-152 operations, CSB2027 (the No Action Alternative (i.e. CEPP South Baseline 2027)) does not simulate local hydraulics between L-67A and L-67C and rather assumes that the S-152 discharges are "jumped" across the L-67 "pocket" directly into WCA 3B.<br><br>The inclusion of S-152 as part of the 2020 CEPP and EAA Reservoir DPOM is subject to the following requirements:<br>1. S-152 may not be operated concurrently with operation of S-631, S-632, or S-633 without completion of either (a) a Corps' decision document that incorporates the S-152 gated culvert into the C&SF Project; or (b) SFWMD's request for and the Corps' grant of a Section 408 permission for SFWMD to continued S-152 operations. The DPM Phase 2 Operational Strategy will otherwise expire on December 31, 2021, as per the terms of the November 8, 2017 SAD approval memo. |
| FWC-5 | Thank you for the opportunity. Does the EIS just address one part of CEPP South? And will you resend the presentation? | Thank you for your comment. An EIS has been prepared for CEPP South. The EA addresses the interim operations of features associated with CEPP South Contract 1 to include the installation and operation of temporary pumps adjacent to the L-29 canal as an interim measure to enhance and redirect flow south towards the L-29 canal in the Blue Shanty Flowway during the phased construction of CEPP South features. A NOA for the draft EA was posted to the Jacksonville District Environmental Branch website to begin the 30 day review period on May 15, 2020. The EA and FONSI are currently under review by the Corps' SAD. The FONSI is anticipated to be signed in August 2020. |
| **COUNTY** | | |
| **MIAMI-DADE COUNTY** | | |
| MDCO-1 | Does the Corps have a plan to use all the spoil that will be removed by CEPP for this or perhaps some other CERP project? It may be possible with coordination to use Miami-Dade County's jetport property on uplands for temporary spoil storage if this material could later be used for WERP as an example. | At this time it is envisioned that spoil or materials generated within CEPP project boundaries will be utilized to complete all of the CEPP main project features, recreation features and adaptive management components. Each contract will be assessed for usage of materials. |

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| **PRIVATE** | | |
| **EVERGLADES FOUNDATION** | | |
| EVGFDN-1 | Although the DPM showed the need for a levee, there was also considerable concerns over the footprint of the levee. Will there be a Detailed Design Memo, or analysis of the need to build a levee similar to L-67A or L-30, or whether a much smaller footprint meets project goals? | The footprint for the L-67D has been optimized to meet construction and all future needs to complete a functioning levee system. A Design Documentation Report will be completed with the contract Plans & Specifications. |
| EVGFDN-2 | Could you also expound a bit on the Broward WPA condition and what the Corps is doing on that. What is the corps doing in BC WPA? | The Broward County Water Preserve Areas (BCWPA) effort is not part of the CEPP features. The Jacksonville District's Integrated Delivery Schedule (IDS) for the entire South Florida Ecosystem Restoration Program identifies an anticipate construction start for the C-11 impoundment feature of the Broward County Water Preserve Areas (BCEPW) in Fiscal Year 2022. Further details will need to be addressed outside the CEPP South public outreach forum. |
| EVGFDN-3 | I know this is not a Corps question, but since this is a CERP project, could someone from the SFWMD or FDEP comment on the permitting for S-333N and the S-631, 632, 633 as they are completed. | SFWMD obtained an FDEP permit for construction and interim operation of S-333N and a modification for operational flexibility of S-333N and S-333 is pending FDEP approval.<br><br>With respect to S-631, S-632, and S-633 structures of CEPP Contract 1, the Corps received the final CERPRA permit from the State of Florida on August 17, 2020. The issuance of this permit grants water quality certification under the Clean Water Act and concurrence with the CZMP for the features associated with CEPP South Contract 1. The Corps received the NOI to issue the permit from FDEP on July 21, 2020. The permit (Permit No. 0387130-001) authorizes: construction and interim operation of the S-631, S-632, and S-633 structures in L-67A; L-67A spoil pile removal adjacent to S-631 and S-632; a 3,000 foot interim gap in L-67C; backfilling of up to 0.5 miles of the L-67 Extension Canal, and backfilling of approximately 1.36 miles of the east-west agricultural ditch; the installation of temporary pumps to move water across the L-29 levee; and active vegetation management to restore hydrologic connectivity of remnant sloughs downstream of the new L-67A structures. |

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| EVGFDN-4 | Regarding IDS budget, have we prepared a schedule based on the level of funding? How much it would look if only get 4 million vs 8 million? | Efforts related to budget availability for out-year efforts are continuously subject to known-unknown and unknown-unknown variables that are out of the Agency's control. The Integrated Determination Schedule (IDS) is structured based on the current understanding of budget requests and commitments. The IDS is currently being re-evaluated to reassess these conditions and how any changes identified may or may not reflect on the Central & Southern Florida, Comprehensive Everglades Restoration Project, and Central Everglades Restoration Project. Current efforts, however, are fully funded through Fiscal Year 2020 and 2021. |
| EVGFDN-5 | Regarding the sequencing for CEPP south, when levees are removed, water will be higher to the south and east until the pump station comes online, which will be later. Can things be sequenced for better control? | The CEPP South sequencing currently brings almost all structures online prior to the significant removal or degrading of levees-- Contract 5 L-67D with L-67C levee removal and Contract 6 L-29 Removal. |
| EVGFDN-6 | Once you take out L-67 extension, the water will go east. If S-356E comes on late and is not available, problems will continue. Is there anything else we can say about what levees will be taken out when things are finished? If levees are not take out, L-67 water will move east and there will be problems with seepage. | The CEPP South sequencing currently brings almost all structures online prior to the significant removal or degrading of levees. Contract 5 L-67D with L-67C levee removal and Contract 6 L-29 Removal. The CEPP S-356E pump station replacement is online prior to the removal of the L-67 extension levee and backfill of the canal. As an addition design requirement, the existing S-356 pump station will remain operational throughout the duration of the CEPP S-356E pump station replacement construction. |
| EVGFDN-7 | Have we confirmed that the 8.5 square mile plan will address the water level stages? | For the 2020 CEPP South EA, 8.5 SMA Flood Risk Management performance was evaluated using MD-RSM (Regional Simulation Model). All of the simulated CEPP South alternatives evaluated in this EA demonstrate adherence to the 1983 Base Condition constraint for 8.5 SMA flood mitigation. While this conclusion would allow implementation of additional inflows through the Blue Shanty Flowway and eastern ENP with the full CEPP South build-out (ALTB1, ALTB2, and ALTB3), the assumption must be reiterated that the modeling evaluations conducted in support of this EA rely on the existing inflows to WCA 3A and do not account for increased future inflows that will be needed to achieve the full ecological benefits of CEPP that were identified in the 2014 Final CEPP PIR/EIS. |

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| | | While it is notable that peak stages observed within the western portion of the 8.5 SMA were reduced, in part, due to the effects attributable to the CEPP South degrade of the L-67 Extension levee (as assumed under ALTB1, ALTB2, and ALTB3), the ultimate length of the L-67 Extension levee (and adjacent canal backfill) that will be removed with CEPP South implementation remains under evaluation as part of the Corps' Baseline and Modification Modeling (BAMM) WCA flood routing study and CEPP PED evaluations. If BAMM subsequently determines that only a partial length of the remaining L-67 Extension levee is able to be degraded due to concerns with WCA 3A levee safety criteria, then the observed peak stage reductions in the western portion of the 8.5 SMA would be diminished. Continued 8.5 SMA flood mitigation needs to be demonstrated for the increased future inflows that CEPP envisioned prior to removal of the L-29 levee segment within the Blue Shanty Flowway and prior to development of the permanent Water Control Plan for CEPP South. Additional agency and public coordination efforts, including review of future hydrologic modeling outcomes, will be conducted to inform development of the permanent update to the Water Control Plan for the WCAs, ENP, and SDCS to incorporate the full complement of CEPP South components, with completion of this Water Control Plan update presently anticipated for 2024. |
| EVGFDN-8 | Will we recognize dependencies on the ground, rather than just in the model? | The 2014 CEPP Final PIR/EIS identified several projects that may affect or be affected by CEPP. The 2016 CEPP Authorized Plan was developed based on the operations of existing related projects, and/or related planned projects with approved operating plans, including both CERP and non-CERP activities. Each related project is provided in Section 4 of Annex C of the 2014 CEPP Final PIR/EIS. Additional agency and public coordination efforts, including review of future hydrologic modeling outcomes, will be conducted to inform development of the permanent update to the Water Control Plan for the WCAs, ENP, and SDCS to incorporate the full complement of CEPP South components, with completion of this Water Control Plan update presently anticipated for 2024. |

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| EVGFDN-9 | Thanks for keeping everyone up-to-date. Much appreciated. | Thank you for your comment. |
| **MACVICAR COINSULTING** | | |
| MACVICAR-1 | Looking at the IDS, it shows a substantial budgetary infusion. Is there a schedule for less money? Say only 400 million a year? It would affect schedule. | Efforts related to budget availability for out-year efforts are continuously subject to known-unknown and unknown-unknown variables that are out of the Agency's control. The Integrated Determination Schedule (IDS) is structured based on the current understanding of budget requests and commitments. The IDS is currently being re-evaluated to reassess these conditions and how any changes identified may or may not reflect on the Central & Southern Florida, Comprehensive Everglades Restoration Project, and Central Everglades Restoration Project. Current efforts, however, are fully funded through Fiscal Year 2020 and 2021. |
| MACVICAR-2 | As a CERP project, can someone comment on S-333N and S-632, 632, 633 as they are completed? CEPP and the S-333 permit identify a dependency until the CEPP S-356 is finished. | S-333N project is scheduled for completion in September of 2020. CEPP South Contract 1 is scheduled for award in September of 2020 and completion 1483 days after. |

**Table A.1.1-2. CEPP NEPA Draft PIR/EIS Email Comment Response Matrix**

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| USACE | | |
| Other Comment 1 | Is the team discussing the location of the Blue Shanty Levee (L-67D) in relation to the tree Islands? | There is a placeholder for the location of the levee; USACE will schedule an in-person meeting with local Tribes to address concern about tree islands. Alignment of the L-67D has been sited considering tree islands and the Tamiami Trail Next Steps bridging as noted in the 2014 PIR/EIS. |