



United States Department of the Interior



FISH AND WILDLIFE SERVICE
South Florida Ecological Services Office
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November 18, 2003

Colonel Robert M. Carpenter
District Engineer
U.S. Army Corps of Engineers
701 San Marco Boulevard, Room 372
Jacksonville, Florida 32207-8175

Service Log No.: 4-1-02-F-1668
Application No.: 200102522 (IP-DEB)
Date: May 17, 2002
Applicant: Treasure Cove Associated Limited
Project: Treasure Cove Marina
County: Broward

Dear Colonel Carpenter:

This document is the Fish and Wildlife Service's (Service) biological opinion for the proposed project known as Treasure Cove Marina in Broward County, Florida. The biological opinion addresses the potential effects of the proposed project on the Broward County segment of the Atlantic Stock of the West Indian (= Florida) manatee (*Trichechus manatus*) (manatee), in accordance with section 7 of the Endangered Species Act (ESA) of 1973, as amended (87 Stat. 884; 16 U.S.C. 1531 *et seq.*), the Marine Mammal Protection Act (MMPA) of 1972, as amended (16 U.S.C. 1461 *et seq.*), and the provisions of the Fish and Wildlife Coordination Act of 1958, as amended (48 Stat. 401; 16 U.S.C. 661 *et seq.*).

This biological opinion was prepared based on information provided by the U.S. Army Corps of Engineers (Corps), the Corps' Reach Characterization Analysis, the *Florida Manatee Recovery Plan* (Service 2001a), the *South Florida Multi-Species Recovery Plan* (MSRP) (Service 1999), data supplied by the Florida Fish and Wildlife Conservation Commission (FWC), and other sources of information. A complete administrative record of this consultation is on file at the Service's South Florida Ecological Services Office in Vero Beach, Florida.

CONSULTATION HISTORY

On May 17, 2002, the Corps published the public notice for permit application number 200102522 (IP-DEB), the proposed Treasure Cove Marina. The Corps provided a determination of "may affect" for the endangered manatee.

On May 24, 2002, the Service requested information on the status of seagrasses in the project vicinity. The Corps provided that information via fax on May 28, 2002, and confirmed that the applicant would utilize the Service's *Standard Manatee Protection Construction Conditions*.

On June 4, 2002, the Service received a copy of a letter from the Save the Manatee Club (SMC) to the Corps recommending permit denial. The SMC listed the characteristics of Reach 3, Broward County's rank of tenth on the manatee mortality list, and cumulative effects as the reasons for which the permit should be denied.

On July 11, 2002, the Service provided a response to the public notice for Corps permit application number 200102522 (IP-DEB). The Service could not concur with the Corps' determination of "may affect." Based on an analysis of habitat use, mortality, watercraft activity, the presence of speed zones, and the status of speed zone enforcement the Service concluded that the project was "not likely to adversely affect" the endangered manatee and that formal consultation was not required. The Service also stated that authorization for incidental take under the MMPA (section 101(a)(5)(A)) was not necessary.

On July 17, 2002, the Corps, by email, provided a revised determination of "may affect, not likely to adversely affect" for the endangered manatee and requested that the Service terminate formal consultation. The Service concurred, by email, with the revised determination and acknowledged the Corps' request to terminate formal consultation the same day.

On December 12, 2002, the Service received a copy of a letter from FWC to the South Florida Water Management District (SFWMD) recommending that SFWMD permit application number 010531-10 be approved only if the applicant could provide assurances that there would be no changes in land use on 3,300 linear feet of county-owned shoreline near the proposed project.

On February 27, 2003, the Service received a copy of a letter from the SMC to Broward County recommending denial of the permit because the SFWMD Governing Board approved a conceptual permit for 52 slips rather than the 6 slips recommend by FWC and SFWMD staff.

On May 21, 2003, the Service received a copy of a letter from Meyer & Glitzenstein to the Corps requesting that the permit be denied. Meyer & Glitzenstein cited the lack of a state-approved manatee protection plan, opposition to the project by Broward County, a high number of perinatal deaths, an inability for the Atlantic Stock to meet recovery criteria within 100 years, an increase in the rate of watercraft-related manatee mortality, a lack of substantive information on speed zone compliance, and lack of a cumulative effects analysis as reasons for permit denial. Meyer & Glitzenstein urged the Corps to initiate formal consultation and alleged that the Corps and the Service would be in violation of the ESA, MMPA, and the National Environmental Policy Act if the permit were issued.

On June 25, 2003, the Service received a letter from the Corps requesting that the Service initiate/reinitiate formal consultation on the proposed project.

On July 24, 2003, the Service advised the Corps that formal consultation on the West Indian manatee had been initiated (50 CFR § 402.14).

FISH AND WILDLIFE RESOURCES

The proposed action is not expected to significantly impact fish and wildlife resources based on the information provided. Therefore, the Service does not object to the proposed action as it relates to fish and wildlife resources.

BIOLOGICAL OPINION

DESCRIPTION OF THE PROPOSED ACTION

The proposed action is located within Reach 3 of the Corps' Reach Characterization Analysis.

The applicant proposes to add 52 new slips for power boats about 30 feet in length to an existing 13-slip facility, dredge 950 cubic yards from about 0.4 acre of canal bottom to an elevation of minus 5.0 feet at Mean Low Water, and place the spoil at an upland site. There is an existing concrete seawall along the shoreline of the site. Specifically, the applicant proposes to construct a 5-foot by 405-foot marginal pier; five access piers each about 5 feet by 100 feet; and 21 finger piers each about 5 feet by 30 feet. The project site is located on the Dania Cutoff Canal in section 29, Township 50 South, Range 42 East, Broward County, Florida.

Action Area

The action area is defined as all areas to be affected directly or indirectly by the Federal action and not merely the immediate area involved in the action. The Service has determined that the action area for this project includes the coastal waters of Broward County within Reach 3, the most likely travel route of watercraft leaving from this facility.

STATUS OF THE SPECIES/CRITICAL HABITAT

Species/Critical Habitat Description

The West Indian Manatee is federally listed as an endangered species under the ESA (16 U.S.C. 1531 *et seq.*) (32 FR 4001) and the species is further protected as a depleted stock under the MMPA (16 U.S.C. 1361-1407).

Manatees are large fusiform-shaped mammals with skin that is uniformly dark grey, wrinkled, sparsely haired, and rubber-like. Manatees possess paddle-like forelimbs, no hind limbs, and a spatulate, horizontally flattened tail. Females have two axillary mammae, one at the posterior base of each forelimb. Their bones are massive and heavy with no marrow cavities in the ribs or long bones of the forearms (Odell 1982). Adults average about 10 feet in length and

2,200 pounds in weight, but may reach lengths of up to 15 feet (Gunter 1941) and weigh as much as 3,570 pounds (Rathbun et al. 1990). Newborns average 4 to 4.5 feet in length and about 66 pounds (Odell 1981). The nostrils, located on the upper snout, open and close by means of muscular valves as the animals surface and dive (Husar 1977; Hartman 1979). A muscular flexible upper lip is used with the forelimbs to manipulate food into the mouth (Odell 1982). Bristles are located on the upper and lower lip pads (Marshall et al. 2000). Molars designed to crush vegetation form continuously at the back of the jaw and move forward as older ones wear down (Domning and Hayek 1986). The eyes are very small, close with sphincter action, and are equipped with inner membranes that can be drawn across the eyeball for protection. The ears are external, minute, with no pinnae. The anatomy of the internal ear structure suggests that they can hear sounds within a relatively narrow low-frequency range, that their hearing is not acute, and that they have difficulty in localizing sound (Ketten et al. 1992). However, Gerstein (1995) suggested that manatees may have a greater low-frequency sensitivity than other marine mammal species that have been tested.

Critical habitat for the Florida subspecies (*Trichechus manatus latirostris*) was designated in 1976 [50 CFR § 17.95(a)]. Critical habitat is described as the specific area within the geographic area occupied by the species, at the time it is listed under the provisions of section 4 of the ESA, on which are found those physical or biological features (*i.e.*, constituent elements): (1) essential to the conservation of the species; and (2) which may require special management considerations or protection [ESA § 3(5)(A)]. No specific primary or secondary constituent elements were included in the critical habitat designation. However, experts agree that essential habitat features for the manatee include seagrasses for foraging, shallow areas for resting and calving, channels for travel and migration, warmwater refuges during cold weather, and fresh water for drinking (Service 2001a).

Designated manatee critical habitat on the Atlantic Coast of Florida includes those intracoastal waters connecting rivers and bays from the Florida/Georgia border south to Key Largo in Monroe County, excluding those waters in Broward County, Florida. The Atlantic Stock of manatees also uses critical habitat identified between Key Largo and mainland Miami-Dade County in Florida Bay.

Designated critical habitat on the west coast of Florida includes Crystal River in Citrus County, portions of the Little Manatee River in Hillsborough County; portions of the Manatee River in Manatee County; portions of the Myakka River in Sarasota and Charlotte counties; portions of the Peace River in Desoto and Charlotte counties; portions of the Caloosahatchee River and all coastal waters in Lee County; and all coastal waters in Collier and Monroe counties between Gordon's Pass (Collier County) and Whitewater Bay (Monroe County).

Life History

Manatees are herbivores that feed opportunistically on a wide variety of aquatic vegetation. Feeding rates and food preferences depend, in part, on the season and available plant species.

Manatees frequently feed in waters 3 to 9 feet in depth where aquatic vegetation is abundant. Seagrasses appear to be a staple of the manatee diet in coastal areas (Ledder 1986; Provancha and Hall 1991; Kadel and Patton 1992; Koelsch 1997; Lefebvre et al. 2000). Manatees can remain submerged for several minutes with the longest submergence record lasting 24 minutes (Reynolds 1981).

Breeding takes place when one or more males (ranging from 5 to 22 individuals) are attracted to an estrous female to form an ephemeral mating herd (Rathbun et al. 1995). Mating herds can last up to 4 weeks, with different males joining and leaving the herd daily (Hartman 1979; Bengston 1981; Rathbun et al. 1995; Rathbun 1999). Permanent bonds between males and females do not form. During peak activity, the males in mating herds compete intensely for access to the female (Hartman 1979). Successive copulations involving different males have been reported. Some observations suggest that larger, presumably older, males dominate access to females early in the formation of mating herds and are responsible for most pregnancies (Rathbun et al. 1995). Although breeding has been reported in all seasons, Hernandez et al. (1995) reported that histological studies of reproductive organs from carcasses of males showed evidence of sperm production in 94 percent of adult males found between March and November. Females appear to reach sexual maturity by about age 5 but have given birth as early as age 4 (Marmontel 1995; Odell et al. 1995; O’Shea and Hartley 1995; Rathbun et al. 1995). Males may reach sexual maturity at 3 to 4 years of age (Hernandez et al. 1995). Manatees may live in excess of 50 years (Marmontel 1995), and evidence for reproductive senescence is unclear (Marmontel 1995; Rathbun et al. 1995).

Calf dependency usually lasts 1 to 2 years after birth (Hartman 1979; O’Shea and Hartley 1995; Rathbun et al. 1995; Reid et al. 1995). Calving intervals vary greatly among females, with an average birth cycle of 2 to 2.5 years. Intervals may be considerably longer depending on age and perhaps other factors (Marmontel 1995; Odell et al. 1995; Rathbun et al. 1995; Reid et al. 1995). Females that abort or lose a calf due to perinatal death (small manatees, less than 60 inches in length) (O’Shea and Hartley 1995), may become pregnant again within a few months (Odell et al. 1995) or even weeks (Hartman 1979).

Manatees often use secluded canals, creeks, embayments, and lagoons, particularly near the mouths of coastal rivers and sloughs, for feeding, resting, cavorting, mating, and calving (Marine Mammal Commission [MMC] 1986; MMC 1988). Manatees frequent coastal, estuarine, and riverine habitats and are capable of extensive north-south migrations. Based on telemetry, aerial surveys, photo-identification sighting records, and other studies over the past 20 years, manatee distribution in the southeastern United States is better understood (Beeler and O’Shea 1988; O’Shea 1988; MMC 1984; MMC 1986; Lefebvre et al. 1989). In general, the data reveal that manatees exhibit opportunism, as well as predictable patterns in their distribution and movement. They are able to undertake extensive north-south migrations with seasonal distribution determined by water temperature below 68 degrees Fahrenheit (20 degrees Celsius). Manatees depend on areas with access to natural springs, manmade warmwater refugia, vascular plants, and freshwater sources. Manatees normally migrate along shorelines and use deeper corridors to

access shallow water feeding and resting areas. When ambient water temperatures drop below 68 degrees Fahrenheit in autumn and winter, manatees aggregate within the confines of natural or artificial warmwater refuges (Lefebvre et al. 1989) or move to the southern tip of Florida (Snow 1991). Most artificial refuges are created by warm water outfalls from power plants or paper mills. As water temperatures rise, manatees disperse from these winter aggregation areas. While some remain near their winter refuges, others undertake extensive migrations along both Florida coasts and far up rivers and canals. Many manatees return to the same warmwater refuges each year. However, some manatees use different refuges in different years, and others use two or more refuges in the same winter (Reid and Rathbun 1984; Rathbun et al. 1990; Reid et al. 1991). There are many lesser known, minor aggregation areas used as temporary thermal refuges. Most of these are canals or boat basins where warmwater temperatures persist as temperatures in adjacent bays and rivers decline.

Population Dynamics

The Florida manatee population is divided into four stocks or populations: Northwest, Southwest, Atlantic, and Upper St. Johns River. Long-term studies suggest four regional populations of manatees in Florida: (a) the Northwest Stock, comprising approximately 12 percent of the total Florida manatee population, and consisting of the counties along the Gulf of Mexico from Escambia County east and south to Hernando County, Lafayette, and Gilchrist counties, and Marion County adjacent to the Withlacoochee River; (b) the Upper St. Johns River Stock, comprising approximately 4 percent of the total Florida manatee population, and consisting of Putnam County from Palatka south, Volusia, Flagler, and Marion counties adjacent to the St. Johns River or its tributaries, and Lake and Seminole counties; (c) the Atlantic Stock, comprising approximately 42 percent of the total Florida manatee population, and consisting of counties along the Atlantic coast from Nassau County south to Miami-Dade County, the portion of Monroe County adjacent to the Florida Bay and the Florida Keys, Okeechobee County, and counties along the lower portion of the St. Johns River north of Palatka, which includes Putnam, St Johns, Clay, and Duval counties; and (d) the Southwest Stock, comprising approximately 42 percent of the total Florida manatee population, and consisting of counties along the Gulf of Mexico from Pasco County south to Whitewater Bay in Monroe County and DeSoto, Glades and Hendry counties. These divisions are based primarily on documented manatee use of wintering sites and from radio-tracking studies of individuals' movements (Bengston 1981; MMC 1988; Rathbun et al. 1990; Beck and Reid 1995; Rathbun et al. 1995; Reid et al. 1995; Deutsch et al. 1998).

The previous recovery plan (Service 1996) identified the need for a population status working group to assess manatee population size and trends. The first meeting of the Manatee Population Status Working Group (MPSWG), a subcommittee of the Recovery Team, was held in March 1998. The goals of the MPSWG are to: (1) assess the status of the Florida manatee population; (2) advise the Service on population recovery criteria for determining when recovery has been achieved; (3) provide interpretation of available information on manatee population biology to

managers; (4) make recommendations concerning needed research directions and methods; and (5) obtain rigorous external review of manatee population data, conclusions, and research methods by independent researchers with expertise in population biology.

In 2001, the MPSWG provided a statement summarizing what they believed to be the status of the Florida manatee at that time (Wildlife Trust 2001). The MPSWG stated that, for the Northwest and Upper St. Johns River stocks, available evidence indicated that there had been a steady increase in animals over the last 25 years. The statement was less optimistic for the Atlantic Stock due to an adult survival rate that was lower than the rate necessary to sustain population growth. The MPSWG believed that this stock had likely been growing slowly in the 1980s, but since then may have leveled off or even possibly declined. They considered the status of the Atlantic Stock to be “too close to call.” Such finding was consistent with high levels of human-related and, in some years, cold-related deaths in this stock.

Regarding the Southwest Stock, the MPSWG acknowledged that further data collection and analysis would be necessary to provide an assessment of the manatee’s status in this stock. Preliminary estimates of adult survival available to the MPSWG at that time indicated that the Southwest Stock was similar to the Atlantic Stock and “had substantially lower [adult survival estimates] than for the Northwest and Upper St. Johns River [stocks].” The Southwest Stock was noted for having high levels of watercraft-related manatee deaths and injuries and natural mortality events (*i.e.*, red tide and cold stress). According to more recent analyses by Runge et al. (in review), growth rates in the Southwest Stock approximate a rate of -1.1 percent per year (95 percent confidence interval of -5.4 to 2.4). Estimated growth rates are thought to be highest in the Upper St. Johns River Stock (+6.2 percent per year [95 percent confidence interval of 3.7 to 8.1]), followed by the Northwest Stock (+3.7 percent per year [95 percent confidence interval of 1.6 to 5.6]), and the Atlantic Stock (+1.0 percent per year [95 percent confidence interval of -1.2 to 2.9]).

A Population Viability Analysis (PVA), in which random events, such as red tide, extremely cold weather, and loss of warmwater sites) are incorporated into a model, was carried out for manatees based on age-specific mortality rates estimated from the age distribution of manatees found dead throughout Florida from 1979 through 1992 (Marmontel et al. 1997). This method of estimating survival relied on certain assumptions that were not fully testable; despite this, the results again pointed out the importance of adult survival to population persistence. Given a population size that reflected a 1992 minimum population estimate, the PVA showed that if adult mortality as estimated for the study period were reduced by a modest amount (for example, from 11 percent down to 9 percent), the Florida manatee population would likely remain viable for many years. However, the PVA also showed that slight increases in adult mortality would result in extinction of manatees within the next 1,000 years.

Status and Distribution

Based on telemetry studies, aerial surveys, photo-identification studies, and other research over the past 20 years, manatee distribution in the southeastern United States is better understood (Beeler and O'Shea 1988; O'Shea 1988; MMC 1984; MMC 1986; and Lefebvre et al. 1989). Florida manatees can be found in Florida waters throughout the year, and nearly all manatees use the waters of peninsular Florida during the winter months. In winter months, most manatees rely on warm water from industrial discharges and natural springs for warmth. In warmer months, they expand their range and occasionally are seen as far north as Rhode Island on the Atlantic Coast and as far west as Texas on the Gulf Coast.

Despite significant efforts dating back to the late 1970s and early 1980s, scientists have been unable to develop a statistically and scientifically repeatable means of estimating or monitoring trends in the size of the overall manatee population in the southeastern United States (O'Shea 1988; O'Shea et al. 1992; Lefebvre et al. 1995). Even though many manatees aggregate at warmwater refuges in winter and most, if not all, such refuges are known, direct counting methods (*i.e.*, by aerial and ground surveys) are unable to account for the number of animals that may be away from these refuges at any given time, the number of animals not seen because of turbid water, and other factors. The use of mark-resighting techniques to estimate manatee population size based on known animals in the manatee photo-identification database is also not a statistically and scientifically repeatable method.

It is possible, however, to monitor the number of manatees using the Blue Spring (Volusia County) and Crystal River (Citrus County) warmwater refuges. At Blue Spring (in the Upper St. Johns River Stock), with its unique combination of clear water and confined spring area, it has been possible to count the number of resident animals by identifying individual manatees from scar patterns. The data indicate that this group of animals has increased steadily since the early 1970s when it was first studied. During the 1970s, the number of manatees using the spring increased from 11 to 25 (Bengston 1981). In the mid 1980s, about 50 manatees used the spring (Service 2001a), and by the winter of 1999-2000, the number had increased to 147 (Hartley 2001).

In the Northwest Stock, the clear, shallow waters of Kings Bay (Citrus County) have made it possible to monitor the number of manatees using this warmwater refuge at the head of Crystal River. Large aggregations of manatees apparently did not exist there until recent times (Service 2001a). The first careful counts were made in the late 1960s. Since then, manatee numbers have increased significantly. From 1967 to 1968, Hartman (1979) counted 38 animals in Kings Bay. By 1981-1982, the maximum winter count had increased to 114 manatees (Powell and Rathbun 1984) and, in November 2000, the maximum count was 301 (J. Kleen, Service, personal communication).

In the Atlantic and Southwest stocks, no similar shallow, clear water areas are present that make it possible to monitor the number of manatees using warmwater refugia, although such refugia

are present. In these locations, visual counts of those manatees that can be seen by aerial surveys are the basis of the population estimates and estimates of adult survival and population growth.

The only data on population size include uncalibrated indices based on maximum counts of animals at winter refuges made within 1 or 2 days of each other. Based on such information in the late 1980s, the total number of manatees throughout Florida was originally thought to include at least 1,200 animals (Service 2001a). Because aerial and ground counts at winter refuges are highly variable depending on the weather, water clarity, manatee behavior, and other factors (Packard et al. 1985; Lefebvre et al. 1995), interpretation of these data to assess short-term trends is difficult (Packard and Mulholland 1983; Garrott et al. 1994).

Beginning in 1991, the State of Florida initiated a statewide, synoptic, aerial survey program to count manatees in potential winter aggregation areas during periods of severe cold weather (Ackerman 1995). The highest statewide minimum count from these surveys was 3,276 manatees in January 2001 with 1,520 individuals on the east coast and 1,756 individuals on the west coast. A more recent survey conducted on January 21-22, 2003, provides a minimum population estimate that includes 3,113 individuals with 1,814 and 1,299 manatees on the east and west coast, respectively (<http://www.floridamarine.org>).

While aircraft synoptic surveys provide a “best estimate” of the minimum Florida manatee population size, there are no confidence intervals (derived through reliable, statistically based, population-estimation techniques) for these estimates. With the exception of a few places where manatees may aggregate in clear, shallow water, not all manatees can be seen from aircraft because of water turbidity, depth, surface conditions, variable times spent submerged, and other considerations (Lefebvre et al. 1995). While these results are of value in providing information on where manatees occur, likely relative abundance in various areas, and seasonal shifts in manatee abundance, they do not provide good population estimates nor can they reliably measure trends in the manatee population. Consequently, the *Florida Manatee Recovery Plan* (Service 2001a) concludes that “despite considerable effort in the early 1980s, scientists have been unable to develop a useful means of estimating or monitoring trends in size of the overall manatee populations in the southeastern United States.”

At the end of winter, manatees leave warmwater aggregation sites and head for warm weather use areas. There appears to be no significant spring aggregation areas on the west coast, although Charlotte Harbor was visited in the spring by almost half of 35 manatees radio-tagged at the Fort Myers Power Plant in Lee County in the early 1980s (Lefebvre and Frohlich 1986). During the summer, manatees can be found throughout Florida where water depths and access channels are greater than 1 to 2 meters (3.3 to 6.6 feet) (O’Shea 1988). Summer use areas are generally typified by extensive foraging resources. Seagrasses and other food sources occur throughout coastal Florida.

Reasons for Legal Protection

In 1967, both the Florida and Antillean subspecies of manatees (*T. manatus laticaudus* and *T. manatus manatus*) were listed as endangered (32 FR 4061) and received Federal protection with the passage of the ESA in 1973. Since the manatee was designated as an endangered species prior to enactment of the ESA, there was no formal listing package identifying threats to the species, as required by section 4(a)(1) of the ESA. However, since that time, threats to the manatee (discussed below) have been identified.

Manatees are also protected under the MMPA. The MMPA establishes, as national policy, maintenance of the health and stability of marine ecosystems and, whenever consistent with this primary objective, obtains and maintains optimum sustainable populations of marine mammals. It also establishes a moratorium on the taking of marine mammals, which includes harassing, hunting, capturing, killing, or attempting to harass, hunt, capture, or kill any marine mammal. Section 101(a)(5)(A) of the MMPA allows the Service, upon request, to authorize by specific regulation the incidental, unintentional take of marine mammals by persons engaged in identified activities within specific geographic areas, if the Service determines that such taking would have a negligible impact on the species or stock. Since the manatee, which is comprised of the Florida and Antillean manatee stocks, is currently listed as "endangered" under the ESA, they are considered "depleted" under the MMPA.

Section 115(b) of the MMPA requires that conservation plans be developed for marine mammals considered "depleted." In the case of the Florida manatee, the Service developed the initial recovery plan for the manatee in 1980. This initial plan focused primarily on manatees in Florida, but included Antillean manatees in the Commonwealth of Puerto Rico and the U.S. Virgin Islands. In 1986, the Service adopted a separate recovery plan for manatees in Puerto Rico. To reflect new information and planning needs for manatees in Florida, the Service revised the original plan in 1989 and focused exclusively on the Florida manatee. This first revision covered a 5-year planning period ending in 1994. The Service revised and updated the plan again in 1996, which again covered a 5-year planning period ending in 2000. In 1999, the Service initiated the process to revise the plan for a third time. An 18-member recovery team, consisting of representatives of the public, agencies, and groups that have an interest in manatee recovery and/or could be affected by proposed recovery actions, was established to draft the third revision. The latest manatee recovery plan, which also covers a 5-year planning period, was finalized in October 2001.

Threats

The main threat faced by manatees in Florida is death or serious injury from watercraft strikes. Another threat includes uncertainty in the availability of warmwater refuges as deregulation of the power industry in Florida occurs. Consequences from an increasing human population and intensive coastal development are also long-term threats to the manatee. Their survival will depend on maintaining the integrity of ecosystems and habitat sufficient to support a viable

manatee population. A viable manatee population includes values that are indicative of a stable or increasing population for the periods of analysis and provides us with additional positive recovery indicators, such as progressively higher minimum counts, increasing adult manatee survival, reproduction (cows with calves), and population growth rates.

The largest identified human cause of manatee deaths is collisions with watercraft and/or propellers of watercraft. Between 1976 and 2002, watercraft-related manatee deaths accounted for 25 percent of the total mortality. Data on manatee deaths in the southeastern United States have been collected since 1974 (O’Shea et al. 1985; Ackerman et al. 1995; FWC unpublished data). Data since 1976 were used in the following summary, as carcass collection efforts were more consistent following that year. These data indicate an increase in manatee deaths over the last 25 years (Ackerman et al. 1995; FWC unpublished data). This is an increase of an average of 7.2 percent per year (Ackerman et al. 1995; FWC unpublished data). Watercraft-related manatee deaths were lower in 1992 and 1993, but increased thereafter. From 1996 to 2002, watercraft-related manatee deaths were the highest on record, which also corresponds to an increase in the manatee population and an increase in registered watercraft.

In a parallel fashion, residential growth and visitation to Florida has increased dramatically. It is expected that Florida will have 83 million visitors annually by the year 2020, up from 48.7 million visitors in 1998. In concert with this increase of human population growth and visitation is the increase in the number of watercraft that travel Florida waterways. In 2002, 961,719 watercraft were registered in the State of Florida (Division of Motor Vehicles 2003). This represents an increase of 59 percent since 1993. The Florida Department of Community Affairs estimates that, in addition to watercraft belonging to Florida residents, between 300,000 and 400,000 watercraft registered in other States use Florida waters each year.

As noted above, there has been an increasing trend in watercraft-related manatee mortality in all four stocks over the past decade. This is reflected in increases in the average annual number of watercraft-related manatee mortalities as the period over which the average is taken becomes more recent.

For instance, in the Atlantic Stock, the mean observed mortality due to watercraft was 25.8 deaths per year for the period 1990-1999, 29.8 per year for the period 1993-2002, and 37 per year for the 5-year period from 1998-2002. This trend is statistically significant in all four stocks. The slope of the increase (as fit to the period 1992-2002) does not differ between the Upper St. Johns River and Northwest stocks (5.96 percent) nor does it differ between the Atlantic and Southwest stocks (9.53 percent). To interpret these mortality rates of increase, however, it is important to compare them to the historic growth rates (1990-1999) in each stock, to account for the increase in manatee mortalities that would be expected due to increases in manatee population size. In the Atlantic and Southwest stocks, the rate of increase in watercraft-related manatee mortality over that period exceeded the estimated growth rate of those populations (by

8.5 percent in the Atlantic and 10.6 percent in the Southwest). In the Northwest Stock, the rate of increase in mortality (6.0 percent) is somewhat larger than the estimated growth rate (3.7 percent).

The next largest human-related cause of manatee deaths is entrapment or crushing in water control structures and navigational locks. This accounts for approximately 4 percent of the total mortalities recorded between 1976 and 2002 (Ackerman et al. 1995; FWC unpublished data). These deaths were first recognized in the 1970s (Odell and Reynolds 1979), and steps have been taken to eliminate this source of mortality. Beginning first in the early 1980s, gate-opening procedures were modified. Annual numbers of deaths initially decreased after this modification. However, the number of deaths subsequently increased and, in 1994, a record 16 deaths were documented. Manatee mortality decreased during 2000-2002 with 14 manatee mortalities for the 3-year period. An ad hoc interagency task force was established in the early 1990s and now includes representatives from the SFWMD, Corps, Service, Miami-Dade Department of Environmental Research Management, FWC and the Department of Environmental Protection. This group meets annually to discuss recent manatee deaths and develop measures to protect manatees at water control structures and navigational locks as well as to prevent entrapment in culverts and pipes. The overall goal is to eliminate structure-related manatee deaths.

Other known causes of human-related manatee deaths include poaching and vandalism, entanglement in shrimp nets, monofilament line (and other fishing gear), and ingestion of debris. These account for about 3 percent of the total mortality from 1976 to 2002. Together, deaths attributable to these causes have remained constant and have accounted for a low percentage of total known deaths, *i.e.*, about 4 percent between 1976 and 1980, 3 percent between 1981 and 1985, 2 percent between 1986 and 1991, and 2 percent between 1992 and 2002 (Ackerman et al. 1995; FWC unpublished data). Entrapment in shrimp nets is the largest component of this category. Eleven deaths between 1976 and 1998 (seven in Florida, four in other states) were thought to be related to shrimping activities (Nill 1998). These deaths have become less common since regulations on inshore shrimping, the 1995 Florida Net Ban regulations, and education efforts about protecting manatees were implemented.

These data on causes of manatee mortality, particularly the increasing number of watercraft-related manatee deaths, should be viewed in the context of Florida's growing human population, which increased by 130 percent since 1970, from 6.8 to 15.7 million people (Florida Office of Economic and Demographic Research 2001). The rise in manatee deaths during this period is, at least in part, the result of the increasing numbers of people and watercraft sharing the same waterways.

Human activity has other effects on manatees besides direct mortality. Dredge and fill activities, polluted runoff, and propeller scarring have resulted in the loss of vegetated areas. Quiet backwaters have been made more accessible to human activities, and increasing levels of vessel traffic have made manatees increasingly vulnerable to watercraft collisions in travel corridors. For example, industrial warmwater discharges and deep-dredged areas are now used as wintering

sites, stormwater pipes and freshwater discharges in marinas provide manatees with drinking water, and the imported exotic plant, hydrilla (*Hydrilla verticilata*, which has supplanted native aquatic species), has become an important food source at wintering sites.

While some changes substitute for natural biological needs, some activities have an adverse effect on the species. The loss of industrial warmwater discharges can result in the deaths of individuals using these sites. Other activities may also affect manatees, albeit on a much more subtle level. Harassment by watercraft and swimmers may drive animals away from preferred natal areas and winter refugia, and the loss of vegetation in certain areas (e.g., winter foraging areas) may require manatees to travel greater distances to feed. The impact of these kinds of activities on the survival, recovery, and mortality of the species is not fully understood.

Natural causes of death include disease, parasitism, reproductive complications, and other nonhuman-related injuries as well as occasional exposure to cold and red tide (O’Shea et al. 1985; Ackerman et al. 1995). These natural causes of death accounted for 13 percent of all deaths between 1976 and 2002 (FWC unpublished data). Perinatal deaths accounted for 20 percent of all deaths in the same period. A prominent natural cause of death in some years is exposure to cold. Following a severe winter cold spell at the end of 1989, at least 46 manatee carcasses were recovered in 1990; cause of death for each was attributed to cold stress. Exposure to cold is believed to have caused many deaths in the winters of 1977, 1981, 1984, 1990, 1996, and 2001; and have been documented as early as the 19th century (Ackerman et al. 1995; O’Shea et al. 1985; FWC unpublished data).

In 1982, a large number of manatees also died coincidentally with a red tide dinoflagellate (*Gymnodinium breve*) outbreak between February and March in Lee County (O’Shea et al. 1991). At least 37 manatees died, perhaps in part, due to incidental ingestion of filter-feeding tunicates that had accumulated the neurotoxin-producing dinoflagellates responsible for causing the red tide. In 1996, from March to May, at least 149 manatees died in a red tide event over a larger region of southwest Florida (Bossart et al. 1998; Landsberg and Steidinger 1998). Although the exact mechanism of manatee exposure to the red tide brevetoxin is unknown in the 1982 and 1996 outbreaks, ingestion, inhalation, or both are suspected (Bossart et al. 1998). Since January 2003, the current red tide outbreak has been responsible for the deaths of 75 manatees (<http://www.floridamarine.org>). The critical circumstances contributing to red tide-related deaths are concentration and distribution of the red tide, timing and scale of manatee aggregations, salinity, and timing and persistence of the outbreak (Landsberg and Steidinger 1998).

Perinatal deaths include aborted fetuses, stillborn, or those that die of natural causes within a few days of birth. Some may die from disease, reproductive complications, and/or congenital abnormalities. The cause of many perinatal deaths cannot be determined, because these carcasses are generally in an advanced state of decomposition at the time of recovery. Additionally, watercraft-related manatee injuries or disturbance or other human-related factors affecting pregnant and nursing mothers may also be responsible for some of the perinatal deaths. It has

been suggested that some may die from harassment by adult males (O’Shea and Hartley 1995). Between 1976 and 2002, perinatal deaths increased at an average of 9.2 percent per year (Ackerman et al. 1995; FWC unpublished data).

Status and Distribution of the Atlantic Stock

Manatee distribution and dispersal patterns, and numbers of individuals within an area, can vary considerably from year-to-year and season-to-season. This variability in dispersal patterns is dependent on a variety of biotic and abiotic factors, such as warmwater discharges, freshwater supplies, high quality feeding areas, and mating season.

The project discussed in this biological opinion are located in waters accessible to the Atlantic Stock of manatees which comprises approximately 42 percent of the total Florida manatee population. The Atlantic Stock of manatees includes all coastal areas from Nassau County south to Miami-Dade County, the portion of Monroe County adjacent to the Florida Bay and the Florida Keys, Okeechobee County, and counties along the lower portion of the St. Johns River north of Palatka, which includes Putnam, St Johns, Clay, and Duval counties.

In recent years, the most important spring habitat along the east coast of Florida has been the northern Banana River and Indian River Lagoon and their associated waters in Brevard County; more than 300 to 500 manatees have been counted in this area shortly before dispersing in late spring (Provancha and Provancha 1988; FWC unpublished data).

The MPSWG indicates that the Atlantic Stock appears to have been growing slowly during the 1980s and may have leveled off in the 1990s. Runge (in review) has suggested that the Atlantic population is stable (95 percent confidence interval). Population statistics for adult manatee survival, reproduction (cows with calves), and population growth rate have been published for the manatee population using data from the late 1970s, 1980s, and early 1990s. All of these values are indicative of a stable or slightly increasing population for the periods of analysis.

The Service agrees with the current status statement of the Atlantic Stock presented by the MPSWG. However, we also believe that the other qualitative information warrants consideration in developing a complete view of the overall status of the stock. We believe that there are more manatees now than there were in the 1970s and 1980s. However, this does not mean that the threats have been reduced.

Threats to the Atlantic Stock

Data on manatee deaths in the Atlantic Stock have been collected since 1974 (O’Shea et al. 1985; Ackerman et al. 1995; FWC unpublished data). Data since 1976 were used in the following summary as carcass collection efforts were more consistent following that year. These data indicate an increase in manatee deaths over the last 26 years. Most of the increase can be

attributed to increases in watercraft-related manatee mortality and perinatal deaths (MMC 1993), which also corresponds to an increase in the human population and registered watercraft.

Between 1976 and 2002, 2,419 manatee deaths were recorded within the Atlantic Stock. The cause of death categories include watercraft, flood gate/canal lock, other human causes, perinatal, cold stress, natural, and undetermined. Death category quantities are as follows:

watercraft	gate/lock	other human	perinatal	cold stress	natural	undetermined
635	118	79	513	109	227	738

Other threats include uncertainty in the availability of warmwater refuges as deregulation of the power industry in Florida occurs. We believe that an increasing human population and intensive coastal development are long-term threats to the manatee. As Florida's human population increases, particularly in coastal counties, threats to submerged aquatic vegetation communities may increase. These submerged aquatic vegetation communities are an important component in the survival and recovery of the manatee. The combined effects of propeller scarring of seagrass beds, water pollution from stormwater discharges, new docks, dredging, and filling may further degrade the seagrass beds. These activities may continue to degrade habitat thus reducing foraging opportunities for manatees.

Manatee Protection Plans

Concerned with an increased number of manatee mortalities and boating accidents, the Governor and Cabinet directed the Florida Department of Natural Resources (DNR) in June 1989 to make recommendations for specific actions to protect the manatee and its habitat and to make the State's waterways safer for the boating public. DNR's final report, *Recommendations to Improve Boating Safety and Manatee Protection on Florida Waterways*, found that over 80 percent of all watercraft-related manatee mortality occurred in ten counties: Brevard, Broward, Citrus, Collier, Dade (now Miami-Dade), Duval, Lee, Martin, Palm Beach, and Volusia. Though watercraft-related mortality was not high for St. Lucie, Indian River, and Sarasota, these three counties were considered important areas as travel corridors as well as foraging and resting areas for manatees.

The Governor and Cabinet directed each of these 13 coastal (= key) counties to develop a Manatee Protection Plan (MPP). The purpose of a MPP is to present a summary of existing information about manatee use and watercraft use within the county and to develop strategies to balance manatee protection, resource protection, waterway uses, boating facility siting, speed zones and signage, boating safety, and to educate the boating public. The final report recommended new or expanded boating facilities in these key counties should be limited to one powerboat slip per 100 linear feet of shoreline (the 1:100 ratio) until the county implements its State-approved MPP, which includes a boating facility siting component. Watercraft access projects that are consistent with a county's MPP provides a level of boater access and activity that is within the capacity of the manatee protection measures provided. Projects that are not

consistent with a MPP may exceed the capacity of these protective measures and, therefore, may result in incidental take of manatees. Countywide MPPs are identified in the *Florida Manatee Recovery Plan* (Service 2001) as a method for protecting manatees and manatee habitat.

Citrus County was the first county to have a State-approved MPP in 1991. The county's MPP identified actions that address manatee mortality and included a boating facility siting plan. The MPP also discussed conservation measures to protect manatee habitat. Subsequent to its approval, the State established regulatory speed zones for watercraft. The State of Florida subsequently approved MPPs for Collier County in May 1995 followed by Miami-Dade County in December 1995; Duval County in June 1999; Indian River County in August 2000 which was amended in February 2002; St. Lucie County in March 2002; Martin County in June 2002; and Brevard County in February 2003. The State is currently working with Broward County regarding the development of their MPP to address appropriate protection measures for manatees within the county and the inclusion of a boating facility siting component. The State is also reviewing portions of the Lee County revised MPPs as well as Sarasota County's completed draft MPP.

The Service believes that county MPPs are one of the best vehicles to address such issues as boating facilities (marinas, docks, boat ramps, dry storage areas); boating activity patterns; manatee information; a boat facility siting plan; manatee protection measures; and an education and awareness program for the boating public. They are valuable planning tools and provide an excellent venue for local manatee protection efforts. In addition, it is our view that an effective MPP must contain components that address manatee protection areas (*e.g.*, manatee refuges), speed zone enforcement, funding for manatee protection efforts, and a reporting/monitoring element. Implementation of a State-approved MPP will have met State standards and addressed our concerns in maximizing benefits to the manatee while providing regulatory certainty to the public.

Analysis of the Species/Critical Habitat Likely to be Affected

Due to the increase in the number of slips resulting from the proposed action, the Corps has determined that the proposed project "may affect" the manatee. We concurred with the Corps' determination and have performed a more complete analysis of the effects of the proposed action in order to determine whether or not the proposed activity is reasonably certain to result in the take of manatees through impacts to the Atlantic Stock.

The construction of the proposed project may affect the manatee and its critical habitat by increasing watercraft and human presence in the action area, and by increasing the potential to adversely affect submerged aquatic resources (*i.e.*, seagrasses). This may disrupt, disturb, or delay manatee migration to warmwater refugia, freshwater drinking sources, and cause additional stress to manatees and calves present in the action area. An analysis of the project related effects and impacts to manatees and seagrasses will be considered further in the remaining sections of this document.

ENVIRONMENTAL BASELINE

This section analyzes all past and ongoing human and natural factors leading to the current status of the manatee in the action area. In 2000, the Save the Manatee Club, other environmental groups, and several individuals filed suit in the District of Columbia against the Corps and the Service. Plaintiffs alleged violations of the ESA, the National Environmental Policy Act, the MMPA, and the Administrative Procedure Act, with regard to the Florida manatee, and alleged that the Corps' Clean Water Act Section 404 permitting of Florida boating facilities was responsible for watercraft-related manatee mortality in Florida's coastal counties.

A settlement agreement was signed by all parties of the lawsuit on January 5, 2001, containing the following elements in which the Service agreed to complete and/or implement: (1) revision of the manatee recovery plan; (2) designation of manatee refuges and sanctuaries as manatee protection areas in peninsular Florida; (3) promulgation of a rule for incidental take of manatees under the MMPA; and (4) development of an interim guidance document to be used in section 7 consultations pending completion of the MMPA rule. The designation of refuges and sanctuaries as well as the interim strategy were short-term measures intended to address recent levels of mortality. A long-term solution to address historic levels of mortality depended on the development of small take regulations under the MMPA.

Under the interim strategy, the Service agreed to review the watercraft-related threats to the species and identify measures (as part of a proposed activity) which would offset project effects so that the project would not result in the take of manatees. If the Service's analysis determines that incidental take is likely, the Service would normally issue a biological opinion with an incidental take statement. However, the Service cannot provide an incidental take statement for a facility under the ESA until and unless incidental take is authorized under the MMPA.

Within the Atlantic Stock, the Service, based on an analysis of manatee mortality data, identified four prerequisites necessary to ensure that incidental take would be unlikely to occur. These four prerequisites are: (1) appropriate speed zones; (2) appropriate signage; (3) speed zone enforcement to prevent watercraft collisions with manatees from occurring as a result of the proposed project; and (4) placement of these measures must be in place prior to project implementation. If these prerequisites are not met, the Service believes that a new watercraft facility in this area would result in the incidental take of manatees and the Service would identify the area as an area with "inadequate protection."

Within the range of the Atlantic Stock, the Service designated in 2001 several locations as areas with "inadequate protection" including a portion of the Tomoka River and that reach of the Halifax River from and including the Tomoka Basin south to the Dunlawton Avenue Bridge in Volusia County; and all waters in the Banana and Indian Rivers, including their respective tributaries, from Haulover Canal south to the north end of the existing slow speed zone in the

town of Grant in Brevard County. Since designating these waterways as “areas of inadequate protection” for the manatee, the Service has been working with the State, County, and City entities to ameliorate the watercraft collision threats specific to these regions.

The designation of areas with “inadequate protection” was lifted in 2003 when the Service established two manatee refuges. The Halifax and Tomoka Rivers Manatee Refuge in Volusia County was established to regulate vessel speeds from the Volusia/Flagler county line south to New Smyrna Beach. The Lower St. Johns River Manatee Refuge in Duval, Clay, and St. Johns was established to regulate vessel speeds from Channel Marker “73” upstream to the mouth of Peter’s Branch (including Doctors Lake) in Clay County on the western shore, and to the southern shore of the mouth of Julington Creek in St. Johns County on the eastern shore.

Although many actions that the State has identified to reduce watercraft-related manatee mortality (*e.g.*, speed zones, increased State law enforcement, public education) apply to the manatee’s conservation throughout the species’ range in the State, other actions proposed by individual counties, cities, and other municipalities, and in some instances Federal and State agencies, are specific to designated areas. For example, a State-approved MPP is developed by the County, but a local MPP can be developed and implemented by municipalities as well. In addition to those approved by the State, manatee speed zones can be designated by both the County and City with the County Sheriff as well as City Police Department providing enforcement of these local zones within their respective jurisdictional boundaries. Specific Federal and State actions can include the establishment of refuges, sanctuaries, and parks with enforcement of speed zones within these areas.

ACTION AREA

We chose to use counties as the basic geographic analysis area because many factors important to manatee protection are provided at the county level. MPPs are produced by counties, manatee speed zones are designated by the State of Florida with county participation or by the county itself, and county sheriff’s departments provide enforcement within their boundaries. These factors make county-by-county and reach-by-reach review the most logical and manageable way to analyze data and provide recommended courses of action. The Service has determined that the action area for this project includes the coastal waters of Reach 3 in Broward County. Specifically, the action area is the most likely travel route of watercraft leaving this facility on Dania Cutoff Canal and going to the Atlantic Ocean via the Atlantic Intracoastal Waterway (AIW) and Port Everglades Inlet.

Status of the Species Within the Action Area

The Atlantic Stock of manatees migrate to and through Broward County. Manatee distribution and dispersal patterns, and numbers of individuals within an area, can vary considerably from

year-to-year and season-to-season. This variability in dispersal patterns is dependent on a variety of biotic and abiotic factors, such as warmwater discharges, freshwater supplies, high quality feeding areas, and mating season.

During January 2003, there were three synoptic aerial surveys covering Florida. A total of 1,695; 1,814; and 1,705 manatees were observed along the east coast of Florida. These surveys did not delineate how many of those manatees were seen within Broward County.

Designated manatee critical habitat is not found within the action area. In the action area, manatees congregate at the Florida Power and Light - Fort Lauderdale Power Plant, and the Florida Power and Light - Port Everglades Power Plant during winter cold spells. The plants discharge warmwater resulting from the generation of electricity.

Factors Affecting the Species' Environment Within the Action Area

Watercraft-related death and serious injury are the most important human-related factor affecting manatees. Between 1976 and 2002, 134 manatee deaths were recorded within Broward County. The cause of death categories include watercraft, flood gate/canal lock, other human causes, perinatal, cold stress, natural, and undetermined. Death category quantities are as follows:

watercraft	gate/lock	other human	perinatal	cold stress	natural	undetermined
48	6	5	32	4	4	35

Many boat owners in Broward County utilize public boat ramps to access local creeks and rivers, man-made canals, the AIW, and the Atlantic Ocean. There are 49 public boat ramps within Broward County. Boat launch facilities occur at the following locations: Deerfield City Park, 2; Alsdorf Park, 3; George English Park, 2; Cjerru Creel Ramp, 1; Colohatchee Park, 1; Seminole River Ramp, 2; Cooley's Landing, 3; John U. Lloyd State Recreation Center, 2; Robert E. Houston Park, 4; S.S. Holland Park, 3; North Lake, 4; Coconut Creek, 1; Margate, 1; Pompano Canal, 2; Veterans Memorial Park, 2; Riverside Park, 1; North New River, 1; Markham Park, 2; Sawgrass Recreational Park, 1; Alligator Alley, 5; Water Conservation Area 3, 4; and Everglades/Holiday Park, 2. The Corps does not regulate watercraft operations from either private docks or public boat ramps. However, other programs that do regulate watercraft operation from these facilities, such as the agencies that establish and enforce speed zones, have the greatest potential to contribute to take of manatees and the greatest potential to control such take.

Data provided by the Florida Department of Highway Safety and Motor Vehicles, Bureau of Vessel Registrations, indicate that a total of 45,041 motorized watercraft were registered in Broward County in 2000. That number decreased to 41,719 in 2001; increased to 47,841 in 2002; and decreased to 47,812 in 2003. The addition of 52 vessels to the 47,812 vessels currently registered in Broward County represents a 0.1 percent increase in watercraft. Broward County ranks second overall in the number of registered motorized watercraft.

The potential long-term effects of continued growth in Broward County's human population on the quality of coastal ecosystems is another factor affecting the manatee. Broward County produced a MPP in 1992; this plan has been revised and is under State review. The new plan will contain facility siting and construction techniques, to ensure that new, multi-slip watercraft access projects would be located on sites that would minimize potential manatee/watercraft interactions.

Broward County adopted manatee speed zones in 1993. Florida Administrative Code 68C-22.010 established manatee speed zones for the purpose of regulating the operation of motorboats within Broward County, including all associated and navigable tributaries, lakes, creeks, coves, bends, backwaters, canals, channels and boat basins, unless otherwise designated or excluded. Zone types and locations were based on manatee congregation data, manatee mortality data, boat use data, and other manatee natural resource needs.

All Broward County posted manatee speed zone signs are in compliance with both the State-approved design parameters and Chapter 68D-23 "Uniform Waterway Markers in Florida Waters." The intent of Chapter 68D-23 is to provide for uniformity in design, construction and coloring of markers so that all vessel operators may readily recognize, identify and distinguish between authorized markers and unlawfully placed markers, and to provide a means by which the FWC law enforcement officers and all other law enforcement officers charged with the enforcement of this chapter may determine with reasonable certainty which boating areas are lawfully established and marked. For more detail on manatee speed zones in Broward County see <http://floridaconservation.org/psm/gis/mapref.htm>.

Enforcement of posted speed zones in Broward County is conducted by the FWC, the Broward County Sheriff's Office, the City of Ft. Lauderdale, and the City of Hollywood. Designated manatee speed zones are enforced by members of all duly authorized law enforcement agencies within the county. The U.S. Coast Guard and the Service also provide speed zone enforcement through special task force events.

Since July 2001, the State of Florida, FWC Division of Law Enforcement, has allocated 2 million in additional funds and 215 positions in additional manpower for manatee speed zone enforcement. The Service compared the number of State law enforcement positions to the number of vessels and manatee mortalities in Broward County to determine the effectiveness of the State of Florida's Law Enforcement Initiative. The number of law enforcement positions increased from 12 in 2001 to 28 in 2002. The number of vessels per officer decreased 49 percent from 3,477 vessels per officer in 2001 to 1,772 vessels per officer in 2002. Officer minutes per vessel increased 96 percent from 9.9 minutes per vessel in 2001 to 19.5 minutes per vessel in 2002. Watercraft-related manatee deaths in Broward decreased from four in 2001 to two in 2002. Five watercraft-related manatee deaths have been reported so far in 2003.

EFFECTS OF THE ACTION

This section includes an analysis of the direct and indirect effects of the proposed action on the manatee and its interrelated and interdependent activities.

Factors to be Considered

New watercraft access projects may have a number of direct and indirect effects on manatees and manatee habitat. Direct impacts include alteration of manatee habitat through dredge and fill activities associated with construction of the development and potential direct harm or harassment of manatees during construction activities. Anticipated direct impacts to habitat are addressed through modifications in the project design during the permit review process. Direct impacts to manatees during construction are dealt with through application of the *Standard Manatee Protection Construction Conditions* (Service 2001b), which are routinely included as conditions of Department of the Army permits issued for construction projects in manatee habitat.

Indirect effects include effects to manatees and manatee habitat caused by operation of the facility. Construction of new watercraft access projects may provide increased access by watercraft to areas frequented by manatees or may alter watercraft traffic patterns in such a way as to increase watercraft-manatee interactions. This may lead to increased harassment of manatees or increased watercraft collisions with manatees. Depending on the location of the project, construction of watercraft access projects may encourage boats to travel through important manatee habitat features such as submerged aquatic vegetation and warmwater refuges; thereby potentially altering manatee habitat and manatee habitat use patterns.

This project is in an area occupied by the manatee. The project is located on the Dania Cutoff Canal in Broward County within the southern portion of the geographic range of the Atlantic Stock of the manatee. The timing of construction for the project (when it will be constructed) as it relates to sensitive periods of the manatee's life cycle is unknown. Manatees may be found adjacent to the proposed construction footprint during the spring, summer, and fall. Due to cooler water temperatures generally present during mid-winter, there is a significantly lower likelihood that manatees will be adjacent to the construction footprint during this time. There is a high probability that during the cooler months manatees will be present at the Florida Power and Light - Lauderdale Power Plant located about 0.75 mile west of the project and the Florida Power and Light - Port Everglades Power Plant located about 7 miles east of the project. The project will be constructed in a single, disruptive event, followed by perpetual activities, such as maintenance of the dock structures and watercraft ingress and egress. The entire construction sequence is expected to be completed in less than 3 months. Although users of watercraft associated with the project must operate at posted speeds within the action area, and must be cautioned about the possible presence of manatees, physical contact or harassment is still possible.

Analyses for Effects of the Actions

The Corps has determined that the proposed project is located within the Broward County portion of Reach 3, as defined by the Corps' Reach Characterization Analysis. Furthermore, the Corps has determined that all projects within Reach 3 cause an increased risk to the manatee due to several reach characteristics including: (1) the very high extent of shallowness in high speed areas; (2) the very high dock and boating density; (3) the very high potential for watercraft traffic to cross manatee aggregation areas; and (4) the reach is very close to a manatee aggregation area.

Beneficial Effects - There are no known beneficial effects to manatees from the proposed activities.

Direct Effects - Direct effects are those effects that are caused by implementation of the proposed action, at the time of construction, and are reasonably certain to occur. The direct effects that this project will have on the manatee and critical habitat within the action area include noise from barge operation and construction equipment; in-water movement of construction equipment and work watercraft; placing and securing dock support structures and mooring piles; and barge ingress and egress to the construction site.

To reduce potential construction-related impacts to the manatee and critical habitat (where present), the Corps has agreed to include as a condition of the permit, and the applicant has agreed to implement as part of their construction, the *Standard Manatee Protection Construction Conditions* (Service 2001b), which are as follows:

The permittee shall comply with the following manatee protection construction conditions:

- a. The permittee shall instruct all personnel associated with the project of the potential presence of manatees and the need to avoid collisions with manatees. All construction personnel are responsible for observing water-related activities for the presence of manatee(s).
- b. The permittee shall advise all construction personnel that there are civil and criminal penalties for harming, harassing, or killing manatees which are protected under the MMPA of 1972, the ESA of 1973, and the Florida Manatee Sanctuary Act.
- c. Siltation barriers shall be made of material in which manatees cannot become entangled, are properly secured, and are regularly monitored to avoid manatee entrapment. Barriers must not block manatee entry to or exit from essential habitat.
- d. All vessels associated with the construction project shall operate at "no wake/idle" speeds at all times while in the construction area and while in water where the draft of the vessel provides less than a 4-foot clearance from the bottom. All vessels will follow routes of deep water whenever possible.

- e. If manatee(s) are seen within 100 yards of the active daily construction/dredging operation or vessel movement, all appropriate precautions shall be implemented to ensure protection of the manatee. These precautions shall include the operation of all moving equipment no closer than 50 feet to a manatee. Operation of any equipment closer than 50 feet to a manatee shall necessitate immediate shutdown of that equipment. Activities will not resume until the manatee(s) has departed the project area of its own volition.
- f. Any collision with and/or injury to a manatee shall be reported immediately to the FWC Hotline at 1-888-404-FWCC. Collision and/or injury should also be reported to the U.S. Fish and Wildlife Service in Jacksonville (904-232-2580) for north Florida or Vero Beach (772-562-3909) in south Florida.
- g. Temporary signs concerning manatees shall be posted prior to and during all construction/dredging activities. All signs are to be removed by the permittee upon completion of the project. A sign measuring at least 3 feet by 4 feet which reads *Caution: Manatee Area* will be posted in a location prominently visible to water related construction crews. A second sign should be posted if vessels are associated with the construction, and should be placed visible to the vessel operator. The second sign should be at least 8-1/2" by 11" which reads *Caution: Manatee Habitat. Idle speed is required if operating a vessel in the construction area. All equipment must be shutdown if a manatee comes within 50 feet of operation. Any collision with and/or injury to a manatee shall be reported immediately to the FWC Hotline at 1-888-404-FWCC. The U.S. Fish and Wildlife Service should also be contacted in Jacksonville (1-904-232-2580) for north Florida or in Vero Beach (1-772-562-3909) for south Florida.*

With the incorporation of the above *Standard Manatee Protection Construction Conditions* (Service 2001b) into the project permit by the Corps, the Service believes that the construction of the proposed project will not directly affect the manatee.

Interrelated and Interdependent Actions - There are no interdependent or interrelated actions associated with the proposed activities that are expected to impact manatees.

Indirect Effects - Indirect effects are those long-term effects that are caused by or result from the proposed action, are later in time, and are reasonably certain to occur. Authorizing a dock or marina or boat ramp in some manatee-inhabited areas indirectly affects manatees by increasing the likelihood of manatee mortality and injury resulting from collisions with new vessels associated with the permitted facility. Placement of watercraft access points has the potential to concentrate boating activities to that particular vicinity. If this area is frequented by manatees, the likelihood of watercraft collisions with manatees is increased proportional to the number of watercraft using the area, given that the boats are operating at a speed that could result in collisions with manatees. Also, take in the form of harassment from watercraft could increase in certain areas with the addition of more sublethal watercraft-manatee interactions. However, the likelihood of take is reduced if the adequate and appropriate regulatory measures (*i.e.*, designated

manatee speed zones with the appropriate signage coupled with the necessary speed zone enforcement to prevent watercraft collisions with manatees from occurring as a result of the proposed project) are in place.

Watercraft-related manatee mortality was assessed for the action area. Between 1992 and 2002, 24 watercraft-related manatee deaths were recorded within Broward County, including 5 in 1999, 2 in 2000, 4 in 2001, and 3 in 2002. Five watercraft-related manatee deaths have been recorded in Broward County so far in 2003.

We also assessed watercraft-related manatee mortalities from January 2001 to the present within a subset of the action area. This subset includes the travel route that would most likely be used by boaters associated with this project. The assessment of watercraft related manatee mortality occurring since 2001 is noteworthy because that is the year the State of Florida began its manatee speed zone law enforcement initiative.

Boaters associated with water access facilities located within Reach 3 in Broward County are likely to travel east through the Dania Cutoff Canal, then north along the AIW to the Port Everglades Inlet to access the Atlantic Ocean. Five watercraft-related manatee deaths were recorded from January 1, 2001 to July 31, 2003, along this travel route. Four of the deaths were recorded in 2001, no deaths were recorded in 2002, and one death was recorded in 2003.

According to autopsy reports supplied by the FWC three of the four deaths from 2001 occurred in the vicinity of Port Everglades and, based on the condition of the carcass, could be attributed to a large vessel such as a tug boat or ocean-going vessel. Excluding the three manatee deaths caused by large vessels only two watercraft-related manatee deaths can be attributed to watercraft of the type expected to operate from the proposed project, *i.e.* pleasure craft. One death was recorded in 2001, none in 2002, and one in 2003. Based on this analysis, it does not appear that the rate of watercraft-related manatee mortality is increasing significantly in this subset of the action area.

However, information from FWC indicates that manatees are traveling in a loop between the Port Everglades Power Plant and the Fort Lauderdale power plant and that the Fort Lauderdale power plant is discharging more warm water than previously. The proposed project is located between these two plants. According to FWC staff, they have never observed enforcement in or around the project site in the Dania Cutoff Canal (a year-round slow speed zone) and FWC officers have informed them that they focus their patrol efforts around the Port because of the September 11, 2001, terrorist attack.

As stated earlier, a MPP is one means of providing adequate planning to address effects of watercraft access projects on manatees and manatee habitat. Such plans provide a level of manatee protection commensurate with a certain level of boater access. Projects that are consistent with a State-approved MPP provide a level of boater access and activity that is within

the capacity of the manatee protection measures provided in the plan. Projects that are not consistent with the approved MPP may exceed the capacity of the protective measures present and, therefore, may result in adverse effects to manatees.

The Florida Department of Natural Resources (DNR) in June 1989 provided a report to the Governor and Cabinet that made specific recommendations to protect the manatee and its habitat and to make the State's waterways safer for the boating public. The final report also recommended that, in the absence of a State-approved MPP, any new or expanded boating facility in these key counties should be limited to one powerboat slip per 100 linear feet of shoreline (the 1:100 ratio) until the county implements its State-approved MPP, which includes a boating facility siting component.

Although Boward County is currently developing a MPP, the plan does not include a boating facility siting component and has not been approved by the State. Therefore, the Service believes that the facility as proposed is not consistent with the State's recommended 1:100 ratio for new watercraft access projects in a key county without a State-approved MPP and, therefore, may have an adverse effect on the manatee.

CUMULATIVE EFFECTS

Cumulative effects include the effects of future State, tribal, local, or private actions that are reasonably certain to occur in the action area considered in this biological opinion. Future Federal actions are not considered in this section because they require separate consultation under section 7 of the ESA. The Service has considered cumulative effects within the action area, and based on the above discussion, have not identified any additional cumulative effects beyond those already discussed in the Environmental Baseline.

However, based on the absence of the necessary measures to protect manatees (*e.g.*, a State approved MPP and limited enforcement of speed zones) in the project action area, the Service believes that the proposed action is reasonably certain to result in the take of manatees in the form of additional deaths and injuries.

INCIDENTAL TAKE STATEMENT

The Service anticipates that the proposed action is reasonably certain to result in the take of manatees. However, the Service is not including an incidental take authorization for marine mammals at this time because the incidental take of marine mammals has not been authorized under section 101(a)(5) of the Marine Mammal Protection Act and/or its 1994 Amendments. Following issuance of such regulations or authorizations, the Service may amend this biological opinion to include an incidental take statement for marine mammals, as appropriate.

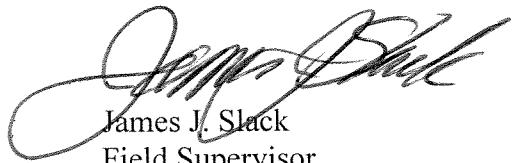
REINITIATION - CLOSING STATEMENT

This concludes section 7 consultation on the proposed issuance of Corps permit 200102522 (IP-DEB) for the Treasure Cove Marina.

As provided in 50 CFR § 402.15, reinitiation of formal consultation is required where discretionary Federal agency involvement or control over the action has been retained and if: (1) the amount of incidental take is exceeded, (2) new information reveals effects of the action that may effect listed species or critical habitat in a manner or to an extent not considered by this consultation, (3) the action is subsequently modified in a manner that causes an effect to listed species or critical habitat that was not considered by this consultation, or (4) a federally listed species or its critical habitat not addressed in this biological opinion may be affected by the action. In instances where incidental take occurs, any operations causing such take must cease pending reinitiation.

The above findings and recommendations constitute the report of the Department of the Interior. Thank you for your cooperation and effort in protecting fish and wildlife resources. If you have any questions regarding this project, please contact Allen Webb at 772-562-3909, extension 246.

Sincerely yours,



James J. Slack
Field Supervisor
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cc:

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