

**FLORIDA INLAND NAVIGATION DISTRICT
Board of Commissioners Meeting**

9:00 a.m., Friday, October 14, 2016

**Marriott Hotel Pompano Beach
1200 North Ocean Blvd.
Pompano Beach (Broward County), FL 33062-4061**

Item 1. Call to Order.

Chair Cuozzo will call the meeting to order.

Item 2. Pledge of Allegiance.

Commissioner Chappell will lead the Pledge of Allegiance to the United States of America.

Item 3. Roll Call.

Secretary Donaldson will call the roll.

Item 4. Consent Agenda.

The consent agenda items are presented for approval. Commissioners may remove any items from this agenda that they have questions on or would like the Board to discuss in depth. Any items removed would then be included in the regular agenda in an order assigned by the Chair.

(Please see back up pages following the **COLOR** page)

- a) Palm Beach County Small-Scale Derelict Vessel Removal Program Application, Palm Beach County, FL.
- b) Miami Dade County Small-Scale Derelict Vessel Removal Program Application, Miami Dade County, FL.

RECOMMEND: Approval of the Consent Agenda.

Item 5. Additions or Deletions.

Any additions or deletions to the meeting agenda will be announced.

RECOMMEND: Approval of a final agenda.

Item 6. Public Comments.

The public is invited to provide comments on issues that are NOT on today's agenda. All comments regarding a specific agenda item will be considered following Board discussion of that agenda item. *Please note: Individuals who have comments concerning a specific agenda item should fill out a speaker card and communicate with staff prior to that agenda item.*

Item 7. Board Meeting Minutes.

The minutes of the following meetings are presented for approval.

- September 8, 2016, - 1st Public Budget & Tax Hearing (Pls see back up pages 6-10)
- September 9, 2016 - Finance & Budget Committee Mtg. (Please see back up pp 11-14)
- September 9, 2016 - Board Meeting (Please see back up pages 15-38)
- September 28, 2016 - Final Public Tax & Budget Hearing (Pls see back up pp 39-47)

RECOMMEND: Approval of the minutes as presented.

Item 8. Staff Report on Broward County Area Projects.

Staff will present a report on the District's Broward County area projects. (Please see back up pages 48-63)

Item 9. Comments from the U.S. Army Corps of Engineers.

The U.S. Army Corps of Engineers (USACE) project update will be presented in November.

Item 10. Presentation – Professional Federal Legislative Services.

The District's federal legislative coordinator, Mr. Jim Davenport, with Alcalde & Fay, is scheduled to provide an update on the past year's activities. Mr. Davenport will also provide insight for successful strategies for fiscal year (FY) 2017 and FY 2018 federal funding.

Alcalde & Fay have done an exceptional job representing the District for over 11+ years, and they have assisted in securing over \$38+ million in federal funding for the Intracoastal Waterway during that time.

(Please see back up pages 64-66)

RECOMMEND: *(This item presented for informational purposes and Board discussion only.)*

Item 11. Fiscal Year 2017 Work Plan and Fiscal Year 2018 Federal Funding Request.

Staff has discussed the FY 2017 Work Plan with our federal legislative representative and the U.S. Army Corps of Engineers. In addition, attached is the proposed FY 2018 Federal funding request package that will be distributed during our Washington D.C. visit.

(Please see back up pages 67-68)

RECOMMEND: Approval of the District's 2018 Federal funding requests.

Item 12. Presentations from the Selection Committee's Top-Ranked Firms for Completion of the Update of the Economic Analysis of the District's Waterways, Beginning with Palm Beach County, FL.

At the previous regular meeting on September 9, 2016, the Board reviewed and discussed the Selection Committee rankings for the referenced project. The Board then elected to hear presentations from the top three ranked firms.

Each firm will be given twenty (20) minutes for their presentation, including their questions and answers. Presentations will be held in random order. All other presenters will be requested to wait outside of the meeting room once the presentations have begun.

RECOMMEND: (This item presented for informational purposes and Board discussion only.)

Item 13. Board Ranking and Selection of the Top-Ranked Firm for a Continuing Services Contract for the Update of the Economic Analysis of the District's Waterways, Beginning with Palm Beach County, FL.

Following the presentations from Item 12, staff recommends the Board approve a final ranking of the firms in descending order, and authorize staff to negotiate a continuing services contract with the top ranked firm. The economic update will begin with Palm Beach County, and continue as per the proposed schedule, provided a satisfactory performance from the top-ranked firm. Should the top-ranked firm fail to perform satisfactorily, the next top-ranked firm would be considered for a continuing services contract. This would preclude repeating the RFQ effort.

(Please see back up page 69-84)

RECOMMEND: Approval of the Board's recommended ranking of firms for a continuing services contract for Economic Analysis Services to update the analysis of District waterways, beginning with Palm Beach County, FL.

Item 14. Review of the Navigation District’s Proposed 5-Year Dredging and Dredged Material Management Area (DMMA) Plan.

Staff has updated the District’s 5-year plan for dredging and DMMA construction. This document is intended to be a “living” planning document that will be utilized to schedule future District projects. As situations change and opportunities are repositioned, the scheduling of these projects may shift significantly. However, this information provides a basis to plan and finance future waterway improvements.

(Please see back up pages 85-87)

RECOMMEND: (This item is presented for Board review and discussion only.)

Item 15. Interlocal Agreement with the Jupiter Inlet District for Intracoastal Waterway Maintenance Dredging near Jupiter Inlet, Palm Beach County, FL.

The Navigation District (District) and the Jupiter Inlet District (JID) have developed an Interlocal Agreement to share costs associated with maintenance dredging in the vicinity of the Jupiter Inlet.

The JID dredges the Jupiter Inlet basin approximately each year. The District maintenance dredges the IWW in this vicinity approximately every three years. With this agreement in place, each third year the District will cost-share in mobilization and demobilization for the project, and fund the dredging of the Intracoastal Waterway (IWW) within a portion of Palm Beach Dredging Reaches I & II (near the inlet).

The JID will proportionally share in the mobilization and demobilization costs of the project and fully fund their portion of project (inlet dredging). In addition, it is hopeful that the increased volume of material associated with the combined project will result in a decreased unit costs for both parties. The District Engineer and our attorney have reviewed and approved this agreement. The agreement also includes an exit clause should the arrangement become unsatisfactory to either party.

(Please see back up page 88-98)

RECOMMEND: Approval of an Interlocal Agreement with the Jupiter Inlet Dredging to proportionally share costs associated with dredging of the Intracoastal Waterway and the Jupiter Inlet, Palm Beach County, FL.

Item 16. Finance and Budget Committee Report.

The District’s Finance and Budget Committee met prior to the Board meeting and will provide their recommendations concerning items on the Committee’s agenda.

(Please refer to the Finance and Budget Committee Agenda Package)

RECOMMEND: Approval of the recommendations of the District’s Finance and Budget Committee.

Item 17. Additional Staff Comments and Additional Agenda Items.

- a) Scheduled inspection of the Broward IWW Deepening Project.
- b) Scheduled inspection tour of the Okeechobee Waterway.

Item 18. Additional Commissioners Comments.

Item 19. Adjournment.

If a person decides to appeal any decision made by the board, agency, or commission with respect to any matter considered at such meeting or hearing, he or she will need a record of the proceedings, and that, for such purpose, he or she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

**MINUTES OF THE
FLORIDA INLAND NAVIGATION DISTRICT**

First Public Tax and Budget Hearing

5:30 p.m., Thursday, September 8, 2016

Town of Juno Beach Town Hall

340 Ocean Drive

Juno Beach, Palm Beach County, Florida 33408-2021

ITEM 1. Call to Order.

The First Public Tax and Budget Hearing of the Board of Commissioners of the Florida Inland Navigation District was called to order by Chair Cuzzo at 5:30 p.m.

ITEM 2. Pledge of Allegiance to the Flag.

Commissioner Isiminger led the pledge of allegiance to the flag of the United States of America.

ITEM 3. Roll Call.

Secretary Donaldson called the roll and Chair Cuzzo, Vice-Chair Netts, Treasurer McCabe, Commissioners Blow, Chappell, Isiminger, and Williams were present. Commissioner's O'Steen and Crowley attended the meeting by telephone. He noted that Commissioners Dritenbas and Sansom were not present. Secretary Donaldson stated that a quorum was present.

ITEM 4. Announcement of the Per Cent (7.02%) by Which the Proposed Millage Rate (0.0320) Exceeds the Calculated Rolled-Back Rate (0.0299).

Mr. Crosley noted that the District is not increasing the millage rate, but this is considered a tax increase because property values have increased. He asked for questions, there were none.

ITEM 5. **Invitation for Public Comments.**

Chair Cuozzo stated that he would like to open the floor for public comments on the proposed budget. There were none.

ITEM 6. **Comments by District Commissioners.**

Chair Cuozzo asked if there were any comments from the Commissioners.

Commissioner Blow questioned that if the District were to adopt the rolled-back rate, significant cuts in assistance program project funding and other District projects would have to be made. Mr. Crosley answered yes and stated that the budget would be reduced by approximately \$1.6 million.

Commissioner Isiminger stated that he is in favor of rolled-back rate and opposes the proposed millage rate of 0.0320. The District could easily cut funding for seven or eight of the lowest ranked projects from the Waterways Assistance Program (WAP) budget. This would make the program more competitive.

Secretary Donaldson stated that as the tax base increases, there will be times when the rolled-back rate is warranted. The challenge is that the millage rate is applied equally to all twelve (12) of the District counties and when applied to the Waterways Assistance Program (WAP) the amount of funding for smaller counties decreases greatly. He is not supportive of the rolled-back rate at this time. The Board could investigate how to provide more flexibility in WAP funding for the smaller counties. Perhaps larger counties could share revenue with smaller counties.

Commissioner Blow stated that he cannot support the rolled-back rate at this time because the District has not constructed all of the Dredged Material Management Area (DMMA) sites.

Treasurer McCabe stated that last year, because of the rolled-back rate, six counties had to re-evaluate and determine which projects would be funded or receive less funding than they applied for.

Chair Cuzzo stated that last year several projects were not funded in Martin County and those were good projects that needed to be constructed.

ITEM 7. Amendments to the Tentative Budget.

Chair Cuzzo asked if there were any amendments to the tentative budget. He noted that once the millage rate is set today, it cannot be increased, but can be lowered at the District's Final Tax Hearing. He asked for any additional questions. There were none.

ITEM 8. Re-computation of the Tentative Tax Millage Rate.

Chair Cuzzo stated that the proposed millage rate remains the same as previously announced.

ITEM 9.

Chair Cuzzo announced that the percent by which the re-computed proposed millage rate of 0.0320 exceeds the calculated rolled-back is still 7.02%.

ITEM 10. Additional Public Comments on the Budget Amendments and Tax Millage Re-computation.

Chair Cuzzo asked for any additional public comments on the budget amendments and the tax millage re-computation. There were none.

ITEM 11. Adoption of the Tentative Tax Millage Rate.

Mr. Crosley stated that the proposed millage rate for FY 2016-2017 is 0.0320 mills.

Chair Cuozzo asked for a motion to adopt the tentative tax millage rate.

Commissioner Williams made a motion to adopt a tentative millage rate of 0.0320 for FY 2016-2017. The motion was seconded by Commissioner Blow. Chair Cuozzo asked for any additional discussion. Hearing none, a vote was taken and the motion passed. Commissioner Isiminger opposed the motion.

ITEM 12. Adoption of the Tentative Budget.

Mr. Crosley noted that the October Board meeting date was changed to Friday, October 14, 2016.

Mr. Crosley noted that the District's Budget includes six (6) staff members.

Commissioner Williams made a motion to adopt the tentative budget as presented. The motion was seconded by Commissioner Blow. Chair Cuozzo asked for any additional discussion. Hearing none, a vote was taken and the motion passed. Commissioner Isiminger opposed the motion.

ITEM 13. Final Tax Hearing.

Mr. Crosley stated that the Final Tax Hearing be will held on Wednesday, September 28, 2016, at 5:30 p.m. at the SJRWMD, Palm Bay Service Center, 525 Community College Parkway, S.E., Palm Bay, Brevard County, Florida

Mr. Crosley thanked commissioners for attending and noted that it is equally important that the District has a quorum at the Final Tax Hearing which will be held in Brevard County.

Ms. Zimmerman noted that all assistance projects must have their permits to qualify for funding by the time the Final Tax Hearing starts.

Commissioner Williams made a motion to approve the date, time, and location of the District's Final Public Tax Hearing, as presented. The motion was seconded by Commissioner Blow. Chair Cuzzo asked for any additional discussion. Hearing none, a vote was taken and the motion passed.

ITEM 14. Adjournment.

Chair Cuzzo asked if there were any additional comments or discussion. There were none.

Chair Cuzzo stated that hearing no further business the meeting was adjourned at 5:53 p.m.

MINUTES OF THE
FLORIDA INLAND NAVIGATION DISTRICT
Finance and Budget Committee Meeting
8:45 a.m., Friday, September 9, 2016
Wyndham Grand Jupiter at Harbourside
122 Soundings Avenue
Jupiter, Palm Beach County, Florida 33477-5088

ITEM 1. **Call to Order.**

Committee Chair McCabe called the meeting to order at 8:45 a.m.

ITEM 2. **Roll Call.**

Assistance Executive Director Janet Zimmerman called the roll and Committee Chair McCabe, Commissioners Blow, and Donaldson were present. Commissioner Sansom was absent. Ms. Zimmerman stated that a quorum was present.

ITEM 3. **Additions or Deletions.**

Committee Chair McCabe asked if there were any additions or deletions to the meeting agenda. Mr. Crosley stated that there were no additions or deletions to the agenda.

Commissioner Blow made a motion to approve the agenda as presented. The motion was seconded by Secretary Donaldson. Committee Chair McCabe asked for any further discussion, hearing none, a vote was taken and the motion passed unanimously.

ITEM 4. **Public Comments.**

Committee Chair McCabe asked if there were any public comments on issues that are not on today's agenda. There were none.

ITEM 5. Financial Statements for July of 2016.

Mr. Crosley presented the District's financial statements for July of 2016.

Mr. Crosley noted that the Fidelity Bank CD matures in September and staff is currently shopping for the best rate.

Mr. Crosley stated that the District's current expenses as of July 31, 2016 are \$27.8 million. That amount is more than usual and will continue to increase. The District has spent \$5.1 million more this Fiscal Year than revenue collected and that was expected and planned, and includes the Broward deepening project. An additional \$2.2 million check has recently been approved for this project and will be reflected in the October 2016 Balance Sheet.

Mr. Crosley noted that projects with the U.S. Army Corps of Engineers (USACE) are paid for in advance, before the project is bid, and reimbursements are disbursed to the District upon project completion. Funding in the amount of \$6.5 million has been provided for Dredged Material Management Area (DMMA) O-7 construction.

Mr. Crosley stated that the Surfside Seawall Replacement Project has been completed and \$494,445.00 was disbursed for that project. He asked for questions. There were none.

Commissioner Blow made a motion to approve a recommendation to the full Board of the financial statements for July of 2016. The motion was seconded by Commissioner Sansom. Committee Chair McCabe asked for any additional discussion. Hearing none, a vote was taken and the motion passed unanimously.

ITEM 6. July of 2016 Budget Summary and Project Status Expenditure Reports.

Mr. Crosley presented the Budget Summary and Project Status Expenditure Reports for July of 2016.

Mr. Crosley stated that the Matanzas and St. Augustine dredging projects are currently out for bid. He asked for questions.

ITEM 7. Delegation of Authority Report.

Mr. Crosley presented the Executive Director's Delegation of Authority Report and stated that seven (7) actions were taken from August 8, 2016 to August 29, 2016.

Mr. Crosley stated that the Board discussed placing site information signs at all District property. Staff approved a contract in the amount of \$5,000.00 for Dredged Material Management (DMMA) information signs for DMMA Sites SL-2, IR-2, FL-3, and NA-1.

Mr. Crosley stated that staff has approved an agreement with Revize Web Design to update and re-organize the District's Web Site. He asked for questions.

Commissioner Donaldson asked when the District's Web Site project will be completed. Mr. Crosley stated in six (6) months or less.

ITEM 8. Additional Agenda Items or Staff Comments.

Committee Chair McCabe asked if there were any additional agenda items or staff comments. There were none.

ITEM 9. Additional Commissioners Comments.

Committee Chair McCabe asked if there were any additional Commissioner comments. There were none.

ITEM 10. Adjournment.

Committee Chair McCabe stated that hearing no further business the meeting was adjourned at 8:57 a.m.

**MINUTES OF THE
FLORIDA INLAND NAVIGATION DISTRICT**

Board of Commissioners Meeting

9:00 a.m., Friday, September 9, 2016

Wyndham Grand Jupiter at Harbourside

122 Soundings Avenue

Jupiter, Palm Beach County, Florida 33477-5088

ITEM 1. Call to Order.

Chair Cuozzo called the meeting to order at 9:00 a.m.

ITEM 2. Pledge of Allegiance.

Commissioner Dritenbas led the Pledge of Allegiance to the Flag of the United States of America.

ITEM 3. Roll Call.

Secretary Donaldson called the roll and Chair Cuozzo, Vice-Chair Netts, Treasurer McCabe, and Commissioners Blow, Chappell, Crowley, Isiminger, Sansom, and Williams were present. Commissioner O'Steen attended by telephone. Commissioner Dritenbas was absent. Secretary Donaldson stated that a quorum was present.

ITEM 4. Consent Agenda.

Chair Cuozzo stated that there are no Consent Agenda items for this month.

ITEM 5. Additions or Deletions.

Chair Cuozzo asked if there were any additions or deletions to the meeting agenda.

Mr. Crosley stated that he would like to add to the agenda: Item 20A, License Agreement to Provide Temporary Truck Access Through Dredged Material Management

Area SJ-14, St. Johns County, Florida; and, Item 20B, License Agreement for a Joint Water Use Permit at Dredged Material Management Area LT-4A, Palm Beach County, Florida. He distributed additional information for Items 12, 15, and 17.

Commissioner Williams made a motion to approve the final agenda as amended. The motion was seconded by Vice-Chair Netts. Chair Cuzzo asked for discussion. Hearing none, a vote was taken and the motion passed unanimously.

ITEM 6. Public Comments.

Chair Cuzzo asked if there were any public comments on issues that are not on today's agenda.

Mr. Larry Mullins, resident of Bay Village which is near District Site MSA 621 and stated that he met with the District staff back in April regarding a large palm tree that was about to fall into the Intracoastal Waterway (IWW). The palm tree has been removed. At that time Mr. Tamblyn noted that the shoreline was eroding.

Mr. Crosley stated this is a less than two-acre site and is not a permanent, Long-Range Dredged Material Management Area (DMMA). It has been identified with potential for a mitigation site, contractor staging area, or to be traded for another site that would better fit the District's requirements. Staff does not recommend spending money on this site for shoreline stabilization and he noted that there is no money in the District's budget for this type of project.

Commissioner Isiminger thanked Mr. Mullin for attending the District's meeting and bringing this to the Board. He stated that he will discuss this with staff.

Mr. Greg Reynolds, Executive Director of Lagoon Keepers, stated that through the District's Derelict Vessel Removal program, 17 derelict vessels have been removed from

the District's waterway in Palm Beach County this year. He thanked the District for its support of this program.

Commissioner Blow asked about the "at risk" classification for derelict vessels. Mr. Reynolds stated that an "at risk" vessel is a vessel that is sinking. The Florida Fish and Wildlife Conservation Commission (FWC) uses this classification as another tool to interact with the vessel owner by sending a \$90.00 ticket. Lagoon Keepers cannot remove an "at risk" vessel until it has been declared derelict. Unfortunately, many vessel owners do not register their vessels.

ITEM 7. Board Meeting Minutes.

Chair Cuzzo asked if there were any comments or questions regarding the August 20, 2016 Finance and Budget Committee Minutes and the Board Meeting Minutes. There were none.

Vice-Chair Netts made a motion to approve the August 20, 2016 Meeting Minutes, as presented. The motion was seconded by Commissioner Blow. Chair Cuzzo asked for discussion. Hearing none, a vote was taken and the motion passed unanimously.

ITEM 8. Comments from the U.S. Army Corps of Engineers.

Ms. Shelley Trulock, the Intracoastal Waterway (IWW) Project Manager with the U.S. Army Corps of Engineers (USACE), stated that the contract for construction of DMMA O-7 was advertised on May 13, 2016, with the bid opening set for September 12, 2016. The road construction has been removed from the construction contract because FIND has negotiated with the adjacent property owners (Brevard Harbor's Edge, LLC.) to utilize an existing access roadway to the DMMA O-7 site. As soon as that agreement is signed and the revised real estate certification has been provided to the USACE, a final

amendment will be executed, the construction contract will be revised, negotiated and awarded.

Ms. Trulock stated that the USACE is moving forward with permitting the IWW Broward Reach I dredging project. The current path forward is to dredge with a Wilmington District hopper dredge, unless it is determined that the quantity is large enough to justify standard procurement. Discussions with the Hillsboro Inlet Chairman, Mr. Jack Holland suggested that the USACE consider placing the dredged material within the existing Hillsboro Inlet Settling Basin, a permanent sand transfer station. This would alleviate the need to obtain National Environmental Policy Act (NEPA) approval on a new nearshore placement area. The Hillsboro Inlet dredge would then move the material to the beach south of the Inlet. In order to do this, the USACE would still need a Florida Department of Environmental Protection (FDEP) permit and possible NEPA coordination, since IWW material has never been placed in this disposal location. The work order will be presented to the FIND Board in January/February 2017.

Commissioner Chappell stated that the Town of Hillsboro Beach has requested that the sand be placed on the beach north of the inlet and the Town has offered to offload the sand and truck it to the beach area.

Ms. Trulock stated that \$2.6 million of Work Plan funding will go towards the St. Augustine and Matanzas IWW dredging projects. Development of the Plans and Specifications for the St. Augustine and Matanzas reaches of the IWW have been completed and certified. She stated these projects will be moved up because Work Plan funding cannot be carried forward. The land use agreement for placement of material within Anastasia State Park has been approved by FDEP Parks and the permit modification

has been received. The permanent easements for Summerhaven beach placement have been approved by St. Johns County. The projects were advertised on July 28, 2016 and the USACE did not receive any bids. The USACE reached out to potential bidders and were told that, right now, there are too active many dredging projects and they cannot take on any more work. This contract was originally an invitation to bid, so the contractor would have been local small business. The USACE advertised this project again on September 7, 2016 as a multi-work task order contract, which will now be open to small and large contractors.

Ms. Trulock stated that the Plans and Specifications for construction of DMMA O-23 kicked off on May 16, 2016. NEPA activities were started on November 16, 2015 and are extensive. There is a federally listed plant, reindeer lichen, which grows in scrub areas and is present on the site. There are about 10 to 20 square feet of the species on the site that will have to be relocated out of the construction area. The USACE team has verified that the land adjacent to this site is compatible as a relocation area for the reindeer lichen. An FDEP exemption will be obtained since this is upland construction. Project design concepts will be the same as DMMA O-7. Efforts for this project will be kicked off in April of 2017.

Ms. Trulock stated that there are approximately 10,000 cubic yards of problematic shoal within the Crossroads reach of the IWW. The plans are to utilize a Corps hopper dredge to remove this small quantity, which she is negotiating with the USACE Wilmington District. FDEP in Tallahassee has permitted the modification of the existing permit held by Martin County to allow for IWW dredged material to be placed into the settling basin within the St. Lucie Inlet. Martin County would then use the material for beach placement south of the inlet. Martin County would be happy if even more material

were removed from the area as they need it for additional beach re-nourishment. This project will be funded with Federal funding.

Ms. Trulock stated that the IWW Bakers Haulover continues to be one of the highest frequency dredging needs within the IWW. The current plan is to take advantage of regional sediment management practices and dredge Bakers Haulover as a borrow source for the Miami-Dade County shore protection project. An FDEP permit for either the IWW or the shore protection project will have to be modified if the area of placement is not specifically what is currently permitted for placement. Funding for the action would be from FY 2016 carryover funding or FY 2017 Work Plan funding.

ITEM 9. Staff Report on Palm Beach County Area Projects.

Mr. Crosley stated that Phase I of the Dredged Material Management Plan (DMMP) for the Intracoastal Waterway (IWW) in Palm Beach County was completed in 1989. Phase II of the DMMP was completed in 1990 and all major land acquisition was completed in 1991.

Mr. Crosley stated that the 50-year dredging projection for the 43 miles of channel in Palm Beach County is 2.9 million cubic yards and the storage projection is 5.5 million cubic yards. The majority of this dredging (76%) is associated with Jupiter Inlet. The IWW area in the vicinity of the Jupiter Inlet is dredged every two to three years and the material is placed on the beach.

Mr. Crosley stated that six upland Dredged Material Management Areas (DMMA) have been acquired, along with two beach placement areas that will manage dredged material from the waterway. The DMMA on Peanut Island and MSA 641A have been

constructed. Easements have recently been re-secured for beach placement of IWW material on the beach south of Jupiter Inlet.

Mr. Crosley stated that in 2013, the USACE completed a maintenance dredging project for Cuts P-1 through P-4 of the IWW in the vicinity of the Jupiter Inlet. This project was funded through supplemental Operations and Maintenance (O&M) funds via Hurricane Sandy funding relief. This area was last dredged in 2009 and is regularly dredged about every three years. Dredging of this area will be done in 2016 in conjunction with the Jupiter Inlet District's project.

Mr. Crosley stated that a small but critical shoal in the vicinity of the Parker Bridge in Palm Beach Dredging Reach II was removed in September of 2013. Approximately 5,000 cubic yards of dredged material was placed in MSA 617C and removed by the contractor.

Mr. Crosley stated that in 2016, a portion of Palm Beach Reach III of the IWW north of the Port of Palm Beach was deepened from -10' MLW to -17' MLW. The contractor, Cavache, Inc. encountered significant rock in the dredge template but was able to complete dredging of over 100,000 cubic yards for a successful project.

Mr. Crosley stated that the preliminary engineering and permitting of the deepening of the remainder of Reach III south of the Port of Palm Beach to the City of West Palm Beach was approved by the Board in December of 2015. This project is strongly supported by the Marine Industries Association of Palm Beach County and will support the future growth of the marine industry throughout the area.

Mr. Crosley stated that the Palm Beach County Waterways Economic Study was completed in 1998, and updated in 2007 and 2011. The recent study documented up to 831

recreational waterway-related businesses in the county employing 5,879 people, with salaries of \$297.5 million and a total economic impact of \$1.26 billion. He stated that property values were determined to be increased by \$2 billion by the presence of the IWW channel. He stated that there are approximately 33,128 registered vessels in the county.

Mr. Crosley stated that since 1986, the District has provided \$47.3 million in Waterways Assistance Program funding to 185 projects in the county, having a total constructed value of \$140 million. He stated that the county, 15 waterfront cities, and the Port of Palm Beach have participated in the program. He noted that an additional six (6) applications are currently being considered for funding assistance for FY 2016-2017.

Mr. Crosley stated that the District's Cooperative Assistance Program has provided funding assistance in the amount of approximately \$2.6 million to Palm Beach County projects. He asked for questions.

Commissioner Blow asked if there are plans to develop MSA 617C. Mr. Crosley stated that DMMA development for this site is not in the current five-year plan, but the site will be developed at a later date. Right now is it actively used as a contractor staging area for public projects. He asked for questions, there were none.

ITEM 10. Presentation and Discussion of the District's GIS Update for Palm Beach County.

Mr. Crosley introduced Mr. Patrick Lawson, with Taylor Engineering, who will present the initial update of the District's GIS mapping system data for Palm Beach County.

Mr. Lawson thanked the District Board and staff for allowing him to work on this project. He is very proud of the project and enjoys working with the District.

Mr. Lawson stated that the FIND GIS Database Palm Beach County Pilot Project started out with 72 original shapefiles with GIS coverage, which were converted to 44

feature classes, using a modern day GIS Database, that included 12 new datasets not used previously by FIND. This process condensed a file with three (3) shape files to one (1) feature class. Information was used from FIND, The Florida Department of Transportation (FDOT), Florida Fish and Wildlife Conservation Commission (FWC) and the USACE.

Mr. Lawson stated that survey data received from Morgan and Ecklund, Inc. in 2014 was processed to usable data for channel condition analysis. The raw data files were converted to a point feature class to make it easier to update and add data as necessary. These files show survey points, boundary and surface information. Channel data shows USACE easements, cuts, mangroves, seagrass, Aton, and assistance program project points. DMMA data shows monitoring wells, gate and weir points, the dike area, and FIND-owned boundary lines.

Commissioner Sansom referenced the layers of information and asked if information you did not want to see could it be turned off. Mr. Crosley answered yes.

Mr. Lawson stated that one of the biggest challenges was working with the live data update in the District's Assistance programs. The programs are tracked in three different Access data bases. The Access data base needed to be tied to the GIS data base. By default, these two data bases do not talk to each other and are not compatible. He created a tool to allow these two data bases to talk and work together, allowing current project information to be viewed by a GIS toolbar. The toolbar has been designed to provide instant point features when searching for data.

Mr. Lawson stated that FIND was provided with a GIS Data Dictionary to look and learn about the various classes of data within this system. He asked for questions.

Commissioner Isiminger asked when this information would be available to the public. Mr. Crosley stated that Taylor Engineering provided a format draft for the District's website, but staff is waiting for a complete update of the District's website before placing the information on the web site.

Mr. Lawson stated that that next proposal will provide an add on feature that can be used once the District updates it's website. Mr. Crosley stated that the web site would then be updated and kept up to date.

Commissioner Isiminger stated that he would like staff to consider installing the information on the District's web site as it becomes available and not wait until the entire District has been completed. Chair Cuzzo agreed.

Commissioner Isiminger asked how this information will be kept updated. Mr. Crosley stated that the next item covers updating four (4) more District counties. The initial set-up and update was the initial challenge and it required creating a new GIS system for the District. Once updated and installed on the District's web site, the information will be updated by continuing contract.

Secretary Donaldson stated that when creating these GIS programs, initially you want to put all the data you can on it. In reality, you need to evaluate what data is used on a regular basis and scale back to that data. Placing data on the program that does not get used or is not critical information can be a waste of time and money. Also, legal descriptions and deed information are for internal use and probably do not need to be available for the public to view. He would like to see a public portal and a separate staff and commissioner portal showing internal information.

Commissioner Sansom asked if this system will be difficult to use. Mr. Lawson stated that the program will convert to an online KML portal, which will make it user friendly. An “App” to download information is being developed.

ITEM 11. Scope of Services and Fee Proposal for Updates to the District’s GIS Mapping Database System for Nassau, Duval, St. Johns and Flagler Counties.

Chair Cuozzo stated that Taylor Engineering has completed the initial draft of updates to the District’s GIS system for Palm Beach County. Taylor Engineering has provided a Scope of Work and Fee Quote to complete this project in Nassau, Duval, St. Johns and Flagler counties, as well as District-wide GIS dataset updates and web application of the data.

Commissioner Chappell made a motion to approve the proposal and fee quote from Taylor Engineering in the amount of \$96,052.76 for the GIS update to Nassau, Duval, St. Johns and Flagler counties. The motion was seconded by Vice-Chair Netts. Chair Cuozzo asked for discussion.

Commissioner Isiminger asked if this Scope of Work and Fee Quote range is compliable to the Palm Beach County project. Mr. Crosley stated that Palm Beach County cost almost \$41,000.00 because a total project template needed to be set up. These four counties will now be set-up following the same template as the Palm Beach County project and the cost is significantly less.

Commissioner Williams asked the project timeframe. Mr. Lawson stated that the next four counties will take six months to complete. Mr. Crosley suggested that we finish the next four counties and then obtain a cost estimate and time frame for the remaining seven counties. He reminded commissioners that the District’s web page needs to be

updated before this information can be made available to the public. That project will take approximately four months.

Chair Cuozzo stated that this will be an on-going project that will require updates.

Chair Cuozzo asked for any further discussion. Hearing none, a vote was taken and the motion passed unanimously.

ITEM 12. Review and Approval of the Selection Committee Rankings and the Negotiation of a Continuing Services Contract for the Update of the Economic Analysis of the District’s Waterways, Initiating with Palm Beach County, Florida.

Mr. Crosley stated that the Board directed staff to implement a full update to the Economic Analysis of the District’s Waterways study. The previous update to this study was completed in 2011. A Request for Qualifications (RFQ) to initiate with Palm Beach County was advertised and four responses were received.

Mr. Crosley stated that the review committee ranked the firms in as follows; GEC, Balmoral Group, AECOM & UF/FAS & VIMS.

Ms. Zimmerman stated that staff recommends the Board approve the final ranking of the review committee, and approve staff to negotiate a continuing services contract with the top ranked firm. Should the top ranked firm fail to perform satisfactorily, the next top ranked firm would be considered for a continuing services contract.

Mr. Crosley stated that staff could request the top ranked firms make a presentation at the October Board meeting. He asked how would the Board would like to proceed.

Commissioner Isiminger stated his “son is an employee of AECOM.” He stated that it is not a voting conflict, but he wanted to disclose that for the record.

Commissioner Sansom stated that he feels that GEC is focusing on the economic impact of inlets. He stated that he was impressed by AECOM because they have Starmark letting the community know ahead of the project start that this Economic Survey was going to be performed, and recognized the value of the community participating in the survey.

Commissioner Williams stated that he liked both the Balmoral Group and AECOM. Balmoral has a small group working on the survey. He was less taken with GEC because they are located out of the State of Florida and he feels FIND should work with a Florida Company.

Vice-Chair Netts stated that Flagler County does not have an inlet and that focus narrows what the District is looking for. Mr. Crosley noted that is one reviewer's evaluation of GEC's proposal, he noted that he has a different take on their proposal.

Secretary Donaldson started that the Balmoral Group included public involvement in their research technique. They also included how the neighborhood in the vicinity of waterways are affected. GEC has worked for the District previously and they are familiar with the District's counties and what the District is looking for. They did a good job for the District. There is value in their previous work history. AECOM had pieces missing related to the District's goals with the waterways. UF/FAS & VIMS had a very technical view of how to perform and do statistics, but the team was scattered all over the county and you would not know who would actually be doing the work. He would be open to a presentation by the top firms. Also, he would be open to letting several firms work on different counties.

Treasurer McCabe stated that it sounds like the review committee's recommended firm ranking is not necessarily supported by the reviewers. Mr. Crosley noted that each

reviewer has their ranking and opinion. Five RFQ reviewer's evaluation scores are averaged to come up with the top scoring firm.

Chair Cuzzo stated that this is a big project and he recommends that the top three firms make a presentation at the October Board meeting.

Commissioner Williams made a motion to approve inviting the top two ranked firms to make a presentation at the October 14, 2016 Board Meeting. The motion was seconded by Commissioner Blow. Chair Cuzzo asked for discussion.

Commissioner Sansom stated that he feels that the presentations should be made by the Balmoral Group and AECOM. He feels that GEC is only focusing on inlets.

Commissioner Williams amended his motion to invite GEC, the Balmoral Group, and AECOM to make presentations at the District's October 14, 2016 Board Meeting. The amended motion was seconded by Commissioner Blow. Chair Cuzzo asked for discussion. Hearing none, a vote was taken and the amended motion passed unanimously.

Mr. Joe Wagner, with AECOM stated that the way the District's RFQ was written allowed for a lot of interpretation by the companies that were reviewing it. The question was what might be the final product that FIND was looking for. In an effort to compare apples to apples, with all three firms, what is it that FIND would like this effort to be.

Secretary Donaldson amended the amended motion to invite GEC, the Balmoral Group, and AECOM to make presentations and provide cost estimates at the District's October 14, 2016 Board Meeting. The amended motion was seconded by Commissioner Sansom. Chair Cuzzo asked for discussion. Hearing none, a vote was taken and the amended motion passed unanimously.

ITEM 13. Scope of Services and Fee Proposal for Bid Assistance and Construction Administration Services for the Replacement of the Weirs at Dredged Material Management Area DU-2, Duval County, Florida.

Mr. Crosley stated that Taylor Engineering has been working on the design and engineering of a new weir system for Dredged Material Management Area (DMMA) DU-2. The previous weir system has failed and is no longer operational.

Mr. Crosley stated that it is necessary to proceed with this project at this time as this facility may be utilized for forthcoming dredging projects in Nassau County. This site is also regularly utilized for non-beach compatible material dredged during the “Sawpit” project, which is dredged approximately every five (5) years.

Mr. Crosley stated that the weir will be updated to include long-lasting material of HDPE pipe, aluminum structure and walkway etc. The design is consistent with the modern box weir now being successfully constructed at other District DMMA’s.

Commissioner Williams made a motion to approve the project scope and fee quote from Taylor Engineering in the amount of \$84,245.94 for bid assistance and construction administration for a new weir system at DMMA DU-2, Duval County, Florida. The motion was seconded by Vice-Chair Netts. Chair Cuzzo asked for discussion. Hearing none, a vote was taken and the motion passed unanimously.

ITEM 14. Scope of Work, Fee Quote and Agreement for the Relocation of the Permanent Access Road Entrance at Maintenance Spoil Area (MSA) 641A, Palm Beach County, Florida.

Mr. Crosley stated that the District’s staff and attorney have been negotiating with the owners, MCA Delray Preserve Owner, LLC, of the property fronting MSA 641A in Delray Beach, as well as the construction contractor, Kast Construction Company, to build

a relocated entrance which aligns with the revised access easement to the District's property.

Mr. Crosley stated that following last year's extensive negotiations with the adjacent property owner for an access road easement, and the subsequent development approvals by the city, the project is now well underway. It will be favorable to the District to have the relocated District entrance constructed prior to the leasing of the multi-family units at the Preserve,

Mr. Crosley stated that Kast Construction Company has worked with their sub-contractor, Hughes Construction, to develop a scope and cost estimate for the proposed work. The proposal has been reviewed by the District Engineer and found to be within acceptable parameters. The final as-built will also be reviewed by the District's Engineer, and all construction will be monitored.

Commissioner Blow made a motion to approve the scope of work and fee quote in the amount of \$54,252.04 with Kast Construction Company; the agreement with MCA Delray Preserve Owner, LLC for the relocation; and construction of a permanent access road entrance, culvert and gate at MSA 641A, Palm Beach County, Florida. The motion was seconded by Treasurer McCabe. Chair Cuzzo asked for discussion. Hearing none, a vote was taken and the motion passed unanimously.

ITEM 15. Site Mowing Project Bids for Dredge Material Management Areas in Nassau, Duval, and St. Johns Counties, Florida.

Mr. Crosley stated that staff has requested bids from qualified applicants for the quarterly mowing of: one (1) Dredged Material Management Area (DMMA) in Nassau County, NA-1; six (6) DMMA's in Duval County, DU-2, DU-6, DU-7, DU-8, DU-9 and DU-20; and three (3) DMMA's in St. Johns County, SJ-14, SJ-20A, and SJ-29.

Mr. Crosley stated that lowest qualified bid for quarterly mowing of ten (10) DMMA's in Nassau, Duval, and St. Johns counties, Florida was A Quality Bushog Services. Their bid qualified because it was submitted in a sealed envelope, was the lowest bid, and their references were favorable with work of the same type as the District's project.

Commissioner Williams made a motion to approve the low qualified bid from A Quality Bushog Services for quarterly mowing of ten (10) DMMA's in Nassau, Duval, and St. Johns counties, Florida. The motion was seconded by Commissioner Blow. Chair Cuzzo asked for discussion. Hearing none, a vote was taken and the motion passed unanimously.

ITEM 16. Engineering Services Construction Observation for Pipeline Modifications at Dredged Material Management Area SJ-14, St. Johns County, Florida.

Commissioner O'Steen declared a Conflict of Interest for: Item 16, Engineering Services Construction Observation for Pipeline Easement Modifications at Dredged Material Management Area SJ-14, St. Johns County, Florida project. He will complete Form 8B, Memorandum of Voting Conflict for County, Municipal, and Other Local Public Officers, which will be attached to and become part of the official September 9, 2016 Board Meeting Minutes.

Mr. Crosley stated that at the April 16, 2016 Board meeting, the Board approved the relocation of a portion of the easement, and the reconstruction of a portion of the existing pipeline, for Dredged Material Management Area (DMMA) SJ-14. Cabbage Hammock Company, LLC (CHC) and PARC Group requested the modification in conjunction with a re-plat of the properties in this area. All costs associated with this project will be the responsibility of CHC.

Mr. Crosley stated that if approved by the Board, this item will result in a Work Order to Taylor Engineering. The Navigation District will pay the invoices and be reimbursed by CHC. The company has agreed to this arrangement.

Commissioner Blow made a motion to approve the scope of work and fee quote from Taylor Engineering in the reimbursable amount of \$17,653.00, for services associated with the relocation of a portion of the outfall pipe at DMMA SJ-14 pipeline, St. Johns County, Florida. The motion was seconded by Vice-Chair Netts. Chair Cuzzo asked for discussion. Hearing none, a vote was taken and the motion passed. Commissioner O'Steen abstained from voting.

ITEM 17. Assistance Projects Extension Requests.

Ms. Zimmerman stated that ten (10) Project Sponsors, including Lagoon Keepers, have requested extensions of their FY 2014-15 project agreements. By law and in accordance with the District program rules, these agreements can be extended for one (1) additional year, with the revised expiration date on September 30, 2017.

Commissioner Sansom made a motion to approve the requested ten (10) project agreement extensions for one additional year. The motion was seconded by Secretary Donaldson. Chair Cuzzo asked for discussion. Hearing none, a vote was taken and the motion passed unanimously.

ITEM 18. Finance and Budget Committee Report.

Committee Chair McCabe stated that the District's Finance and Budget Committee met before today's Board meeting and the committee reviewed and recommends approval of the June 2016 financial statements, the delegation of authority and the expenditure and project status report. She asked for questions. There were none.

Treasurer McCabe made a motion to approve the recommendations of the District's Finance and Budget Committee. The motion was seconded by Commissioner Blow. Chair Cuozzo asked for discussion. Hearing none, a vote was taken and the motion passed unanimously.

ITEM 19. Washington D.C. Report.

Mr. Crosley stated that Congress is finished with a seven-week recess that began on July 18th. Congress returned the day after Labor Day. Prior to recess, Congress failed to make significant progress on FY 2017 appropriations legislation, including the Energy and Water Appropriations Bill. House Republicans are considering postponing all work on the FY 2017 appropriations bills until later this year, or when the new president takes office next year.

Mr. Crosley stated that he received an update from Mr. Davenport on September 7, 2016 stating that in the Senate Subcommittee a substitute to the WRDA Bill was added, allowing a non -federal sponsor to perform dredging for navigation needs and seek reimbursement from the Corps.

He asked for questions, there were none.

ITEM 20A. License Agreement to Provide Temporary Truck Access Through Dredged Material Management Area SJ-14, St. Johns County, Florida.

Commissioner O'Steen declared a Conflict of Interest for: Item 20A, License Agreement to Provide Temporary Truck Access Through Dredged Material Management Area SJ-14, St. Johns County, Florida. He will complete Form 8B, Memorandum of Voting Conflict for County, Municipal, and Other Local Public Officers, which will be attached to and become part of the official September 9, 2016 Board Meeting Minutes.

Mr. Crosley stated that the District has been approached by neighboring land owners, SONOC Company, LLC, to allow truck access through Dredged Material Management Area (DMMA) SJ-14. Trucks will be hauling pine trees from a neighboring commercial farm that have been adversely affected by the notorious “Pine Bark Beetle”.

Mr. Crosley stated the representatives from the Division of Forestry have met staff and the adjacent land owner on site, and have recommended removal of the affected trees to control the spread of the infestation. Access through the District’s DMMA is necessary for the most direct removal route.

Mr. Crosley stated that the District’s attorney has drafted an agreement that will provide the necessary due diligence for this operation to occur with little to no impact or liability to the District. The adjacent land-owner has also notified the county of the proposed activity and obtained a required driveway permit for temporary access.

Mr. Crosley stated that the activity will utilize the District’s perimeter road and access gates only, and will be periodically monitored by District staff. The agreement will terminate upon project completion or within one year.

Chair Cuozzo asked how this would keep this beetle from spreading. Mr. Crosley stated that if the trees are cut before the beetles fully invade the tree, a portion of the wood can be harvested and it keeps the beetles from spreading.

Chair Cuozzo stated that he would like the agreement to state that the District is not responsible for the trees being infected with beetles and not responsible if the problem spreads to other trees or property. Attorney Breton stated that the agreement covers that with an insurance requirement and an indemnification clause.

Commissioner Sansom asked if the trees are coming from the District's site. Mr. Crosley answered no. Commissioner O'Steen stated that the trees are coming from a preserved upland area.

Commissioner Chappell made a motion to approve a maximum one (1) year license agreement with SONOC Company LLC for temporary access through DMMA SJ-14, St. Johns County, FL. The motion was seconded by Commissioner Blow. Chair Cuozzo asked for discussion. Hearing none, a vote was taken and the motion passed unanimously.

ITEM 20B. License Agreement for a Joint Water Use Permit at Dredged Material Management Area LT-4A, Palm Beach County, Florida.

Mr. Crosley stated that the District has been approached by adjacent land owners, Earnest H. Rawls Revocable Trust, and Hazel C. and Earnest H. Rawls, at Dredged Material Management Area (DMMA) LT-4A to share in a water use permit from the South Florida Water Management District (SFWMD).

Mr. Crosley stated that in 2009, the District purchased a 45-acre site near Lake Okeechobee in western Palm Beach County for the long-term management and maintenance of the Okeechobee Waterway. The property was actively being farmed for sugar cane at the time of purchase, and the District entered into a lease agreement with the lessee to continue farming. The current lease agreement expires in 2017.

Mr. Crosley stated that the water use permit is critical to the farming operation, and proportionally sharing in the permit is the most beneficial path for the District. The District Engineer and the District's Attorney have assisted in negotiations for the water use permit. In addition, the District's attorney has drafted an agreement between the District and the adjacent land owners to proportionally share in the water use permit and limit the District's liability. All costs to the District will be passed on to the lessee.

Mr. Crosley stated that the proposed agreement is for a five (5) year term, which would coincide with renewal of a 5-year lease agreement for LT-4A, should the Board approve a lease renewal in 2017.

Treasurer McCabe referred to paragraph five (5), the indemnification clause referencing an enforcement action. She asked if this contemplates an administrative action by the SFWMD. Attorney Breton answered yes and stated that this is a 450-acre permit of which the District has 45-acres total. There is a pump that draws water to serve the full 450-acres that the District does not control. The most likely problem would be pumping too much water and exceeding the SFWMD's allocation. If that were to happen, the SFWMD would come after all the permit holders. This clause protects the District by making the other parties indemnify the District, and the District would not have to pay any over-pumping fines imposed by the SFWMD.

Treasurer McCabe asked if the five-year lease agreement limit is the statute of limitations. Attorney Breton answered yes.

Commissioner Sansom asked if any of this property is near any land that has been identified for purchase by the state for water farming. Chair Cuzzo stated that the property to the north where the mining operations and borrow pits are located may be given or sold to the SFWMD for water retention treatment or diverting water from the canal. The property would not be flooded for water farming. Right now the property is involved in a lawsuit.

Secretary Donaldson stated that the property has not been identified as an Everglades Restoration property.

Secretary Donaldson made a motion to approve the five (5) year license agreement for a joint water use permit at DMMA LT-4A, Palm Beach County, Florida. The motion was seconded by Commissioner Isiminger. Chair Cuzzo asked for discussion. Hearing none, a vote was taken and the motion passed unanimously.

ITEM 20. Additional Staff Comments and Additional Agenda Items.

Chair Cuzzo asked if there were any additional staff comments or agenda items.

Ms. Zimmerman noted that the Okeechobee Waterway (OWW) Trip is scheduled for October 25, 2016 through October 27, 2016.

Mr. Crosley stated that the District's Final FY 2016-2017 Tax and Budget Hearing will be held at 5:30 p.m., on Wednesday, September 28, 2016, at the SJRWMD, Palm Bay Service Center, 525 Community College Parkway S.E., Palm Bay, Florida 32909. It is imperative that all commissioners attend this meeting.

Mr. Crosley noted that because the District reserves a block of hotel rooms for Board meetings, there are reservation and cancellation deadlines. If the District misses the deadlines, the hotel will charge for the room. It is important that all staff and commissioners respond when staff polls them for final meeting attendance.

ITEM 21. Additional Commissioners Comments.

Chair Cuzzo asked if there were any additional commissioner comments.

Secretary Donaldson stated that last evening's Community Outreach Event was well attended and very nice. The IWW location was beautiful.

Commissioner Chappell stated that he looks forward to hosting the Community Outreach Event and Board meeting in October. The Outreach event will be held at Cap's

Place Island Restaurant, which has been recognized as a national landmark and can only be reached by water. The restaurant has a lot of IWW historical pictures.

Commissioner Sansom stated that he attended the Florida Fish and Wildlife Conservation Commission (FWC) meeting in St. Augustine yesterday. He stated that the FWC will be asking the Florida Legislature for \$1.5 million for their derelict vessel removal program.

ITEM 22. Adjournment.

Chair Cuozzo stated that hearing no further business the meeting was adjourned at 11:36 a.m.

**THE MINUTES OF THE
FLORIDA INLAND NAVIGATION DISTRICT**

Final Public Tax & Budget Hearing

5:30 p.m., Wednesday, September 28, 2016

**St Johns River Water Management District
Palm Bay Service Center, Blue Cypress Room**

525 Community College Parkway S.E.

Palm Bay, Brevard County, Florida 32909-2213

ITEM 1. Call to Order.

Chair Cuzzo called the Final Public Tax and Budget Meeting of the Florida Inland Navigation District to order at 5:30 p.m.

ITEM 2. Pledge of Allegiance to the United States of America.

Commissioner Sansom led the Pledge of Allegiance to the Flag of the United States of America.

ITEM 3. Roll Call.

Secretary Donaldson called the roll and Chair Cuzzo, Vice-Chair Netts, Treasurer McCabe, Commissioners Blow, Isiminger, O'Steen, Sansom, and Williams were present. Commissioners Chappell and Crowley participated by telephone. Commissioner Dritenbas was absent. Secretary Donaldson stated that a quorum was present.

ITEM 4. Announcement of the Per Cent (7.02%) by which the Proposed Millage Rate of 0.0320 exceeds the Calculated Rolled-Back Rate (0.0299).

Chair Cuzzo announced that the proposed millage rate of 0.0320 exceeds the calculated rolled-back rate of 0.0299 by 7.02%.

ITEM 5. Invitation for Public Comments.

Chair Cuozzo asked if there were any public comments from the audience. There were none.

ITEM 6. Amendments to the Budget.**6A. Amendments.****Waterways Assistance Projects.**

Mr. Crosley stated that Waterway Assistance Program (WAP) applications that did not receive the required permits by the meeting deadline have been eliminated as eligible for funding. There are (58) fifty-eight Waterways Assistance Projects that are above the budget cut-off line and are eligible for funding. There are three projects below the budget cut-off line. There are (5) five counties that are over their funding limitation. The WAP Budget for FY 2016-2017 is \$13 million.

Commissioner Sansom asked if the budget could be amended to add an additional \$800,000.00 to fund the three projects below the budget cut-off line without disrupting other District projects.

Mr. Crosley stated that within the last several days an emergency situation with the U. S. Army Corps of Engineers (USACE) required \$740,00.00 to save a dredging project and preserve the District's Federal funding. The FY 2016-2017 budget is a very tight budget. Last year the District adopted a rolled-back rate and because of the District's Broward Deepening project and other current projects, the District spent \$9 million more than revenues this year.

Commissioner Sansom suggested that two projects, the City of Fort Lauderdale, Fort Lauderdale Police Dive Team Search and Rescue, and the Broward County, NOAA Ports

Water Level Station, receive funding. These projects would bring the District's final WAP funding to \$12,966,334.00.

Commissioner Chappell stated that it is disappointing that the Deerfield Island Boardwalk Replacement project will not be funded because of the budget funding cut-off of \$13 million. It is good that two other important projects will be funded. He supports the request.

Commissioner Sansom made a motion to approve funding the City of Fort Lauderdale, Fort Lauderdale Police Dive Team Search and Rescue, and the Broward County, NOAA Ports Water Level Station projects. The District's final WAP funding budget is \$12,966,334.00. The motion was seconded by Commissioner Williams. Chair Cuzzo asked for discussion.

Ms. Zimmerman stated that brings the Waterways Assistance Program to (61) sixty-one projects bringing the WAP Budget for FY 2016-2017 to \$12,966,334.00.

Treasurer McCabe stated that there are projects in five counties, that ranked higher than these two projects, that are not being funded or have had their funding request reduced because of the county funding caps.

Attorney Breton stated that the program is limited, by Rule, to funding assistance of 80% per county.

Commissioner Isiminger stated that he is going to vote against this motion because he is opposed to funding the two projects that fell below the budget cut-off line.

Chair Cuzzo asked for any further discussion. Hearing none, a vote was taken and the motion passed. Commissioner Isiminger voted against the motion.

Commissioner Isiminger stated that he would be in favor of reducing the Assistance Program funding for all District Counties.

Cooperative Assistance Projects.

Ms. Zimmerman noted that there are (5) five Cooperative Assistance Program (CAP) applications in this program. All applications have received their permits and are eligible to be funded at the total recommended funding level of \$4,890,760.00.

Commissioner Crowley stated that Saturday night a boat ran into the jetty at Government Cut, killing several people. This accident has rocked the community. He attended a luncheon with the Mayor of Miami-Dade County, several commissioners of the Florida Fish and Wildlife Conservation Commission (FWC) and other local government to discuss a funding plan to for additional public navigation aids and jetty lighting. This group requested assistance from FIND. He stated that the application would be presented to the District's Cooperative Assistance Program (CAP).

Chair Cuozzo stated that was a tragic event. He stated that when he hears "jetty" he thinks this would be an ocean related project. Commissioner Crowley stated that this could fall under public navigation aids and markers.

Commissioner Blow stated that the support he receives for maintenance of the Intracoastal Waterway (IWW) in St. Johns County is related to the District's grants program and the relationship built between the District and local government focusing on the importance of the IWW.

6B. Amendments.

Other.

Mr. Crosley stated that the District's Final FY 2016-2017 Budget was \$80,468,597.00 and he noted that the FY 2015-2016 budget was \$95,206,913.00, which is a reduction of \$14.7 million. The budget reflects the number of projects that the District has recently completed.

Mr. Crosley noted that the total assistance budget is \$34.5 million and is for disbursement of four fiscal years of assistance projects.

Mr. Crosley stated that Ms. Shelley Trulock, the Intracoastal Waterway (IWW) Project Manager with the U.S. Army Corps of Engineers (USACE), is here today to discuss the St Augustine and Matanzas dredging projects. He stated that the projects were advertised on July 28, 2016 and the USACE did not receive any bids. The USACE advertised this project again on September 7, 2016 as a multi-work task order contract and the project bid 25% over the government cost estimate. The USACE put all available federal funding towards this project and there was a shortage of \$705,000.00. The USACE cannot award a project without funding in-hand. If the contract was not awarded at this time, the District would lose \$3.1 million in USACE federal funding. He stated that with concurrence of the District's engineer and Chair, it was agreed that the right thing would be for the District to provide the additional \$705,000.00. The funding was provided to the USACE.

Ms. Trulock stated that the project was bid the second time under MATOC, which includes both small and large dredging contractor businesses. The contract was awarded to a large business contractor. The bad news is that the project will cost a little more, the good news is the project will be completed quicker because this contractor will work with a 24" dredge. The unit cost is similar to previous dredging projects in these reaches. If FIND had not been able to provide this additional funding, the USACE's \$3.1 million would have been returned to O&M and not re-distributed for IWW projects. If FIND wanted to proceed with these projects at a later date, FIND would have been required to pay entirely for the projects.

Commissioner Blow thanked Chair Cuzzo, Mr. Crosley, and Ms. Trulock for their excellent judgement and quick action putting this funding together.

Mr. Crosley briefly reviewed the proposed FY 2016-2017 budget. The budget for DMMA BV-4B Construction was reduced by \$740,000.00 and that funding was moved to Dredging Matanzas and St. Augustine Projects. The budget for DMMA Development was reduced by \$500,000.00 and that funding will be used for DMMA DU-2 weir construction. He asked for questions. There were none.

Mr. Scambler noted that with the changes presented, the final FY 2016-2017 budget will be \$80,468,597.00.

ITEM 7. Comments by District Commissioners.

Chair Cuzzo asked if there were any comments from the Commissioners. There were none.

ITEM 8. Re-Computation of the Final Tax Millage Rate.

Chair Cuzzo stated that there was no re-computation of the final tax millage rate and it remains at 0.0320 mills.

ITEM 9. Announcement of the Per Cent by which the Re-Computed Final Millage Rate Exceeds the Calculated Rolled-Back Rate.

Chair Cuzzo announced that the proposed millage rate of 0.0320 exceeds the calculated rolled-back rate of 0.0299 by 7.02%.

ITEM 10. Additional Public Comments on the Budget Amendments and Tax Millage Re-computation.

Chair Cuzzo asked if there were any comments from the public regarding the amendments to the budget. None were heard.

ITEM 11. Final Announcement of the Florida Inland Navigation District's rolled-back rate for FY 2016-2017 (0.0299), the final proposed millage rate for FY 2016-2017 (0.0320), and the per cent by which the re-computed final millage rate exceeds the calculated rolled-back rate for FY 2016-2017 (7.02%).

Chair Cuozzo stated that the proposed millage rate of 0.0320 is 7.02% above the calculated rolled back-rate of 0.0299 mills. He stated that the final tax millage rate for FY 2016-2017 is 0.0320 mills.

Chair Blow stated that the Florida Legislature allows the District a maximum millage rate of 1%.

ITEM 12. Adoption of the Final Tax Millage Rate, Resolution No. 2016-02.

Chair Cuozzo presented District Resolution No. 2016.02 adopting the final millage rate of 0.0320 for taxation of the properties lying within the boundaries of the Florida Inland Navigation District for the year commencing October 1, 2016 and ending September 30, 2017.

Commissioner Sansom made a motion to adopt Resolution No. 2016-02 with a final millage rate of 0.0320, as presented. The motion was seconded by Commissioner Williams. Chair Cuozzo asked for discussion.

Commissioner Isiminger stated that he opposes the motion because he does not feel the District needs the additional funding.

Commissioner Sansom asked the amount the budget would need to be cut if the District adopted the rolled-back rate. Mr. Crosley stated \$1.8 million.

Commissioner Williams stated that small counties would be affected the most because the budget is already tight. The waterways in Nassau County receive high recreational boater use. Without the District's assistance program, projects would not be able to move forward.

Chair Cuzzo asked for any further discussion. Hearing none, a vote was taken and the motion passed. Commissioner Isiminger voted against the motion.

ITEM 13. Adoption of the Final Budget, Resolution No. 2016-03.

Mr. Crosley presented District Resolution No. 2016-03 adopting the final budget for the Florida Inland Navigation District for the fiscal year commencing October 1, 2016 and ending September 30, 2017 with the amended amount of a final budget of \$80,468,597.00.

Vice-Chair Netts made a motion to adopt Resolution No. 2016-03 and a final FY 2016-2017 budget of \$80,468,597.00, as presented. The motion was seconded by Commissioner Williams. Chair Cuzzo asked for discussion.

Commissioner Sansom asked for Assistance Program funding changes.

Ms. Zimmerman stated that, to meet their statutory and rule funding limits in Nassau County, the Southern Basin Dock Realignment, Phase I project, has been reduced to \$24,739.00.

Ms. Zimmerman stated that, to meet their statutory and rule funding limits in Duval County, the Half Moon Island Park and Boat Ramp, Phase IIA project, has been reduced to \$909,628.00.

Ms. Zimmerman stated that, to meet their statutory and rule funding limits in Flagler County, the Marineland Marina, Phase IIB project, has been reduced to \$184,566.00.

Ms. Zimmerman stated that, to meet their statutory and rule funding limits in Volusia County, the Shell Harbor Park project, has been reduced to \$117,889.00. Funding has been eliminated for the; Causeway Park Dock and Fishing Pier, West project and the Sunrise Park Development, Phase I project.

Ms. Zimmerman stated that, to meet their statutory and rule funding limits in Martin County; the Phipps Park Shoreline project, has been reduced to \$281,771.00, and the Shepard Park Improvement, Part 2 project, has been reduced to \$137,740.00. Funding has been eliminated for the Jupiter Island Marine Patrol Boat Lift.

Ms. Zimmerman stated that, to meet the District's budget limitations for WAP, funding has been eliminated for the Deerfield Island Boardwalk Replacement, Phase II, project.

Ms. Zimmerman stated that, to meet the District's budget limitations for CAP, the Eau Gallie Dredging, Phase IIB project, has been reduced to \$1,500,000.00.

Chair Cuozzo asked for any further discussion. Hearing none, a vote was taken and the motion passed. Commissioner Isiminger voted against the motion.

ITEM 14. Adjournment.

Chair Cuozzo stated that hearing no further business the meeting was adjourned at 6:20 p.m.



BROWARD COUNTY PROJECT STATUS UPDATE

OCTOBER 2016

Dredged Material Management Plan

Phase I of the Dredged Material Management Plan (DMMP) for the Intracoastal Waterway in Broward County was completed in 2003. Phase II of the DMMP was completed in 2004. *(Please see the attached maps).*

The 50-year dredging projection for the 25 miles of channel in Broward County is 33,644 cu/yds. and the storage projection is 72,334 cu/yds. This is the lowest dredging projection of any of the District's 12 counties. The majority of this dredging (81%) is associated with the Hillsboro Inlet area.

Three upland Dredged Material Management Areas (DMMA) and one beach placement area will manage dredged materials from the waterway. A western long-term storage site was suggested in the original DMMP, but this has not been realized because of costs and logistics. Land acquisition possibilities, especially for waterway access, continue to be a challenge in this County. However, the District remains open to future acquisition opportunities through exchange or at a reasonable cost.

Dredged Material Management Area Development

The existing District-owned Dredged Material Management Areas (DMMA) are currently leased to the City of Pompano Beach (MSA 726, aka: Exchange Club Park; & MSA 727, aka: Alsdorf Park/ 14th Street Boat Ramp) and Broward County (MSA 783) for parks, a boat ramp and port facilities, respectively. Through a series of public meetings, the District notified and coordinated with the citizens and officials of the City of Pompano Beach and City of Lighthouse Point regarding the clearing of MSA 726 of invasive plants, the planting of a native plant buffer along the site perimeter, and the preparation of the site to support the forthcoming dredging of Broward Reach I and future dredging or access needs.

Waterway Dredging

The District is currently deepening the Intracoastal Waterway (IWW) from the 17th Street Causeway north past the Las Olas Bridge. The project is projected to be completed by December 2016 (more than 6 months early). Funding for this \$19 M project was accumulated in the District's budget over 3 fiscal years and distributed over 2 fiscal years. This project will create navigation and docking opportunities for deep draft and larger vessels, and result in an increase in marine-related business. This economic benefit has been successfully demonstrated when the District successfully completed the deepening of the Dania Cut-Off Canal between the Port and US Route 1. The completion of that project, with a project depth of -15' MLW, led to the stimulus of additional marine-related business on the waterway. The Broward IWW Deepening project is expected to result in similar marine-related benefits. Both of these projects



BROWARD COUNTY PROJECT STATUS UPDATE

OCTOBER 2016

are cooperative efforts with the Marine Industries Association of South Florida, Broward County (including Port Everglades), and the cities of Fort Lauderdale and Dania Beach. *(Please see attached location maps).*

Additionally, maintenance dredging of Broward Reach I has currently been scheduled for 2017 with beach-quality dredged material being placed on the beach south of the Hillsboro Inlet. Any non-compatible material would be temporarily placed on MSA 726 for removal.

Waterways Economic Study

The Broward County Waterways Economic Study was completed in early 2008 and updated in 2011. The study documented 1,767 marine related businesses in the county employing approximately 21,455 people, with salaries of approximately \$1 billion and a total economic impact of \$4.5 billion. Property values were determined to be increased by \$6-7.2 billion by the presence of the IWW channel.

Waterways Assistance Program

Since 1986, the District has provided \$26.1 million in Waterways Assistance Program funding to 121 projects in the County having a total constructed value of \$62.8million. The County, ten cities, and the Hillsboro Inlet District have participated in the program. (Please see attached map and project listing).

Notable projects funded include: the Fort Lauderdale Riverwalk, construction or rehabilitation of most of the saltwater boat ramps, maintenance dredging of the Dania Cut-Off Canal and the New River System, construction and improvements to the Dania Beach, Hollywood, Birch/Las Olas, Hillsboro Inlet and Cooley's Landing marinas, West Lake Park projects, and improvements to the Hillsboro Inlet channel.

Cooperative Assistance Program

The District's Cooperative Assistance Program has provided funding assistance for the following projects with elements in Broward County: Florida Marine Patrol Officer Funding; Clean Marina Program, Clean Vessel Act, Manatee Acoustic Warning System, Hillsboro Canal Bank Stabilization, and the Hugh Taylor Birch State Park Boat Dock and Education Center project. The District's funding assistance for the Broward County portion of these 19 individual projects was approximately \$2.9 million.

Interlocal Agreement Program

The District's Interlocal Agreement Program has developed the following projects with elements in Broward County: Dania Canal Deepening, New River Deepening, Clean Marina Program; Clean Vessel Act, the installation and maintenance of Broward County Boating Safety Signage,

**BROWARD COUNTY PROJECT STATUS UPDATE****OCTOBER 2016**

the Demonstration of a Manatee Acoustic Warning System, and Phase I of basin dredging for the Bahia Mar and Las Olas Marinas.

Waterway Clean Up Program

The District has partnered with the Marine Industries Association of South Florida for over 23 years on their waterway cleanup. The District provides up to \$10,000 per year for this program.

Small-Scale Derelict Vessel Removal Program

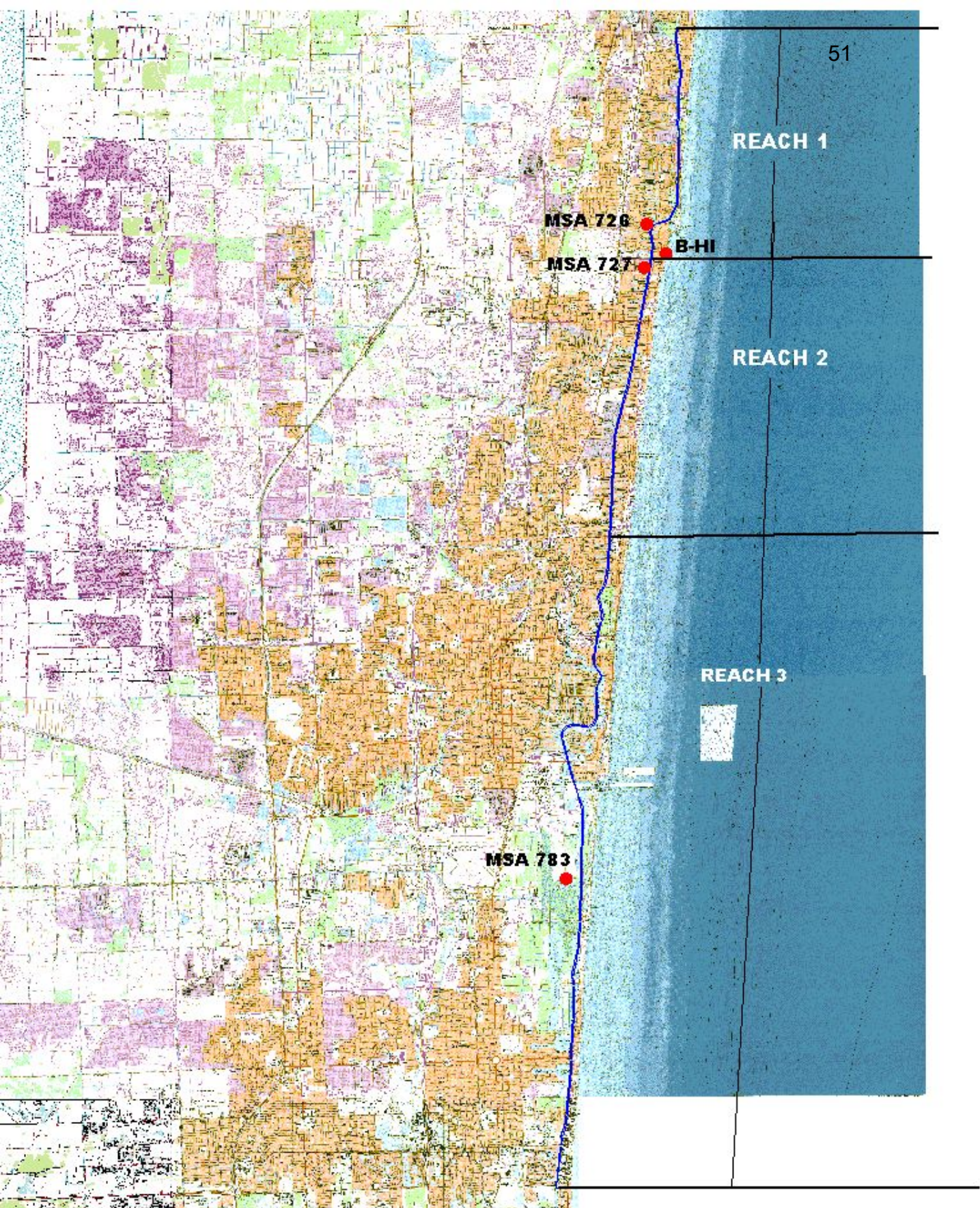
The District has assisted with the removal of 6 vessels in Broward County through the Small-Scale Derelict Vessel Removal Program.

Small-Scale Spoil Island Enhancement and Restoration Program

No projects have been funded yet in Broward County through this program.

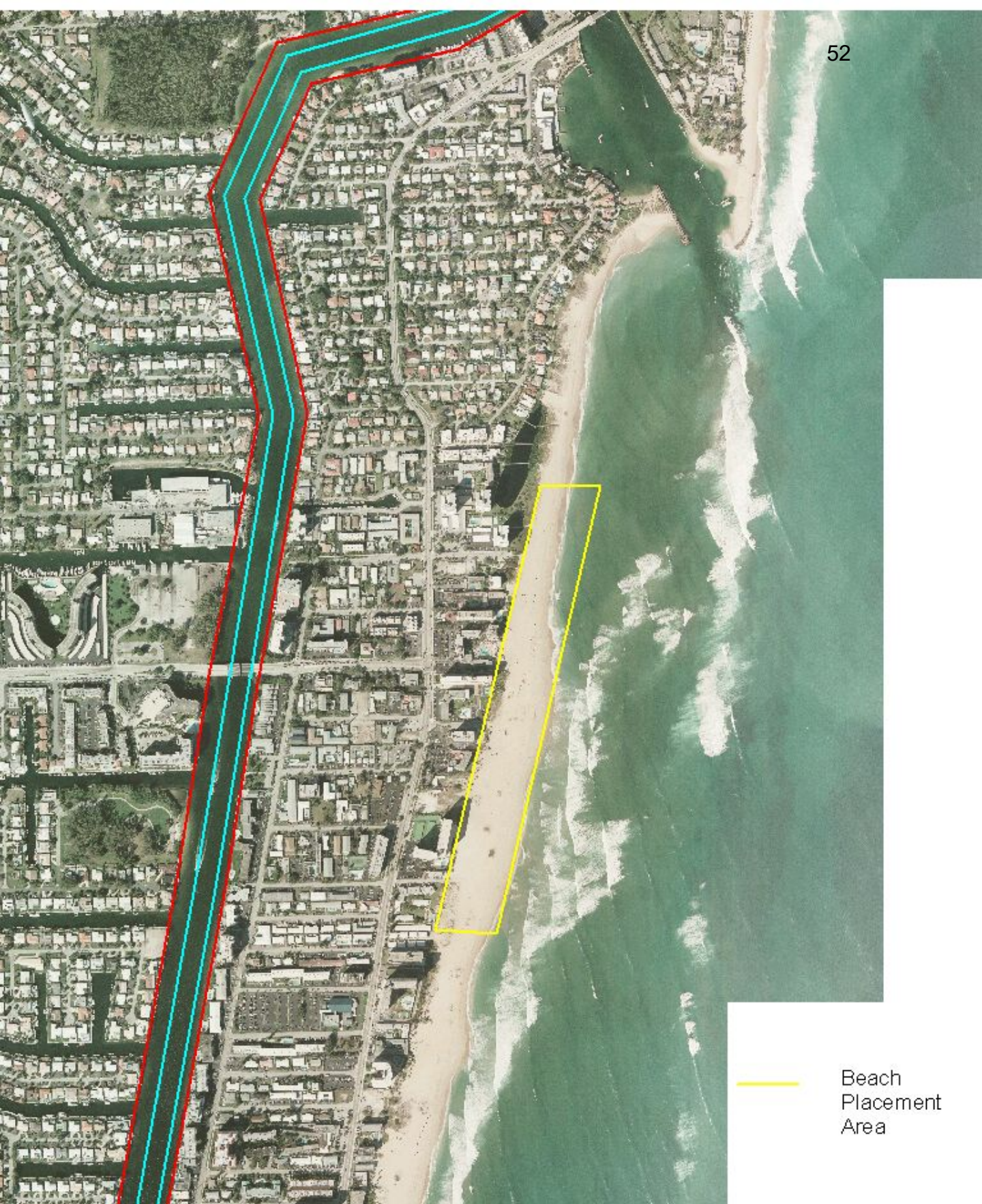
Public Information Program

The District currently prints and distributes brochures with information pertaining to Broward County Waterways. Additional waterway information and useful links are available on the District's website at <http://www.aicw.org/>.



INTRACOASTAL WATERWAY
DREDGED MATERIAL MANAGEMENT PLAN
IN BROWARD COUNTY





Beach
Placement
Area



BEACH PLACEMENT AREA
B-HI

Channel
ICW Right-of-Way



MSA 726

FIND Owned
Channel
ICW Right-of-Way





MSA 727





MSA 783



ECONOMIC BENEFITS OF THE DISTRICT'S WATERWAYS

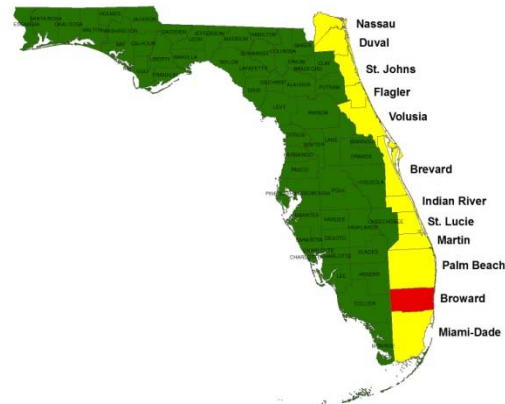


Purpose

To update economic benefits in Broward County of marine-related activities on the District Waterways, as previously estimated in *An Economic Analysis of the District's Waterways in Broward County*, July 2008, and to provide the general public and Federal, State, and local officials with a clear understanding of the importance of maintaining the waterways.

Scenarios Evaluated

1. Current Existing Conditions
2. Cessation of Waterways Maintenance
3. Increase in Waterways Maintenance
4. Estimated impact of the 2007-2009 U.S. economic recession



ECONOMIC IMPACTS

Current Existing Impacts

- \$4.391 billion in business volume
- \$975.0 million in personal income
- 21,111 jobs
- \$178.3 million in tax revenue

Impacts of Cessation of Waterways Maintenance

- Decrease of \$2.073 billion in business volume
- Decrease of \$469 million in personal income
- Decrease of 10,635 jobs
- Decrease of \$84.6 million in tax revenue

Impacts of an Increase in Waterways Maintenance

- Increase of \$595.1 million in business volume
- Increase of \$138.5 million in personal income
- Increase of 3,094 jobs
- Increase of \$24.6 million in tax revenue

Impact of the 2007-2009 U.S. Economic Recession

- Decrease of \$3.031 billion in business volume
- Decrease of \$668.4 million in personal income
- Decrease of 14,788 jobs
- Decrease of \$122.2 million in tax revenue

Economic Benefits as of April 2011

BROWARD COUNTY



ECONOMIC BENEFITS OF THE DISTRICT'S WATERWAYS

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BROWARD COUNTY

The Intracoastal Waterway

The Atlantic Intracoastal Waterway (AICW) is a 1,391-mile channel between Trenton, New Jersey, and Miami, Florida. The Waterway along Florida's eastern seaboard is 406 miles long and follows coastal rivers and lagoons past numerous tourism-oriented communities. The channel is authorized to a depth of 12 feet from Nassau County to Fort Pierce, and a 10 foot depth south through Miami-Dade County. Boating activities on the waterways contribute to the existence of numerous marine-related businesses such as marinas and boatyards and have stimulated development of residential properties on the Waterways.

The Navigation District

The Florida Inland Navigation District, created in 1927, is the local sponsor for the AICW in Florida. In cooperation with the Jacksonville District of the U.S. Army Corps of Engineers, the Navigation District is responsible for maintenance of the AICW in Florida. To maintain navigation, the waterways need to be periodically dredged due to shoaling from currents, upland soil erosion, and the movement of offshore sands through the ocean inlets. Maintenance dredging is projected to cost approximately \$12 to \$16 million annually during the next 50 years, of which 50 percent of the costs are expected to be borne by property owners within the Navigation District's jurisdiction.

The Navigation District also partners with other governments to provide waterway access and improvement facilities for our mutual constituents. These projects include public boat ramps, marinas, side channels, parks, fishing piers, boardwalks, navigation aids, derelict vessel removal, shoreline stabilization, and waterway cleanups.

Source of Data Used in This Analysis

The economic benefits of the Waterways were estimated in July 2008 in *An Economic Analysis of the District's Waterways in Broward Beach County*.

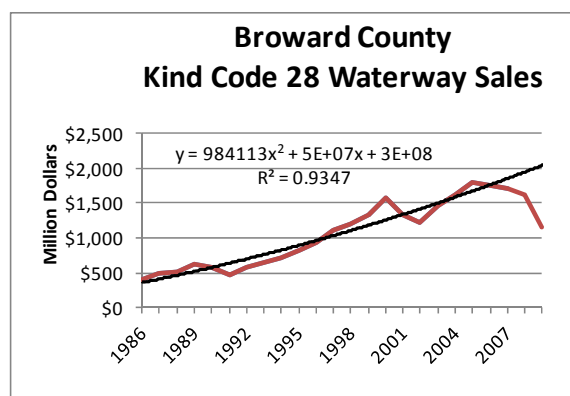
Updating of Previously Estimated Benefits

The benefits presented in this analysis were estimated by updating the direct marine-business

impacts in the original analysis to current values using the change in gross sales reported by boat dealers to the Florida Department of Revenue (FDOR). The updated direct impacts were used in conjunction with an IMPLAN input/output model to estimate total economic benefits.

Estimating the Impact of the Recession

The impact of the recession was estimated by determining the trend in gross sales of boat dealers over the 20-year period prior to the onset of the recession. This trend was used to estimate the theoretical gross sales if sales had continued to increase at the rates previously experienced. The red line in the figure below illustrates reported actual gross sales of boat dealers and the black line illustrates the trend of those sales. From 2007 to 2009 gross boat dealer sales in Broward County decreased by 31 percent; if the recession had not occurred, it is estimated that gross sales from 2007 to 2009 would have increased by 22 percent.



Annual Boater Spending on Gas, Food, and Drinks at Non-Marine-Related Establishments

- Current existing conditions: \$39.9 million
- Cessation of maintenance: \$22.7 million
- Increased maintenance: \$39.9 million
- Assuming no recession: \$52.7 million

Vessel Draft Restrictions Assumed for Each Scenario

- Current existing conditions: 6.5 feet MLW
- Cessation of maintenance: 3 feet MLW
- Increased maintenance: 10 feet MLW
- Assuming no recession: 6.5 feet MLW

**Florida Inland Navigation District
Waterway Assistance Program Projects
1986- 2016**

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PROJECT NAME	PROJECT No.	PROJECTS SPONSER	GRANT AMOUNT	TOTAL COST
West Lake Park Boat Dock - Phase II	BR-01-52	Broward County	\$120,000	\$240,000
Deerfield Island Park Boat Dock - Phase I (Withdrawn)	BR-04-67	Broward County	\$40,000	\$80,000
Port Everglades I.C.W./ (Transferred To Interlocal)	BR-04-68	Broward County	\$52,675	\$140,421
Deerfield Is. Boat Dock - P.H. I	BR-05-72	Broward County	\$40,000	\$80,000
Deerfield Island Park Boat Dock - Phase I I	BR-09-85	Broward County	\$200,000	\$400,000
Secret Woods Nature Center Boat Dock-PH I (Expired)	BR-10-88	Broward County	\$60,000	\$120,000
South Fork New River Channel Markers - Ph I (Expired)	BR-10-89	Broward County	\$30,000	\$60,000
Anne Kolb Nature Center Exhibit Renovations	BR-13-101	Broward County	\$250,000	\$500,000
Deerfield Island Boardwalk Replacement - Phase I	BR-13-102	Broward County	\$50,000	\$100,000
Deerfield Island Shelter Replace. & Interpretive Signs	BR-13-103	Broward County	\$75,000	\$150,000
South Fork New River Channel Markers - Phase I I	BR-13-104	Broward County	\$60,000	\$120,000
North Beach Park - Phase I I	BR-89-6	Broward County	\$200,000	\$813,700
West Lake Park Marina	BR-90-11	Broward County	\$27,500	\$55,000
West Lake Park Marina	BR-91-12	Broward County	\$300,000	\$679,000
Bonnet House Wetlands Education Project	BR-92-16	Broward County	\$21,000	\$42,380
Anne Kolb Nature Center Environmental Education Display	BR-92-17	Broward County	\$260,000	\$520,000
Intracoastal Waterway Environmental Education	BR-95-32	Broward County	\$46,288	\$67,264
Dania Cut-off Canal Boaters Park	BR-96-33	Broward County	\$500,000	\$1,346,015
Secret Woods Nature Center Improvements	BR-97-38	Broward County	\$67,500	\$75,000
New River Dredging - Phase I (Project Expired)	BR-97-39	Broward County	\$37,000	\$55,000
Beach Nourishment - Phase I (Project Expired)	BR-97-40	Broward County	\$217,528	\$2,172,500
West Lake Park Boat Docks - Phase I	BR-98-42	Broward County	\$15,000	\$30,000
Secret Woods Nature Center - Phase I I	BR-99-46	Broward County	\$297,000	\$396,000
Waterway Maintenance Vessel	BR-DA-91-14	City of Dania	\$30,000	\$60,000
Dania Cut-off Canal Dredge & Dock Project	BR-DA-92-18	City of Dania	\$28,350	\$36,000
Dania Cutoff Canal Dredging Study	BR-DA-93-20	City of Dania	\$8,000	\$16,000
Dania Cut-off Canal Dredging - Phase I	BR-DA-95-29	City of Dania	\$51,750	\$69,000
Dania Cut-off Canal Dredging - Phase I I	BR-DA-96-36	City of Dania	\$149,000	\$226,000
Griffin Marine Park	BR-DA-99-49	City of Dania Beach	\$161,500	\$346,024
Dania Cut-off Canal Dredging	BR-DB-02-58	City of Dania Beach	\$180,000	\$220,000
Mckeithen Park	BR-DB-03-63	City of Deerfield Beach	\$75,000	\$150,000
Kester Point Marina Boardwalk - Phase I (Withdrawn)	BR-DB-04-69	City of Deerfield Beach	\$150,000	\$300,000

**Florida Inland Navigation District
Waterway Assistance Program Projects
1986- 2016**

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PROJECT NAME	PROJECT No.	PROJECTS SPONSER	GRANT AMOUNT	TOTAL COST
Marina Restoration & Expansion - Phase I	BR-DB-08-81	City of Dania Beach	\$96,000	\$192,000
I.T. Parker Dock Replacement	BR-DB-10-90	City of Dania Beach	\$24,400	\$48,800
Pioneer Park Boat Ramp	BR-DB-11-94	City of Deerfield Beach	\$193,500	\$387,000
Municipal Marina Renovation Project - Phase I I	BR-DB-12-95	City of Dania Beach	\$1,382,505	\$2,765,010
Sullivan Park Expansion - Phase I	BR-DB-12-96	City of Deerfield Beach	\$307,500	\$615,000
Dania Beach Municipal Marina Renovation - Phase I I B	BR-DB-13-105	City of Dania Beach	\$1,000,000	\$2,000,000
Dania Beach Municipal Marina Rennovations-Phase IIC	BR-DB-14-107	City of Dania Beach	\$617,495	\$1,234,990
Hillsboro Canal Dredging	BR-DB-97-37	Cities of Boca Raton & Deerfield I	\$500,000	\$720,000
George English Park Boating Enhancements	BR-FL-00-50	City of Fort Lauderdale	\$350,000	\$700,000
Navigational Dredging Of The North Fork New River	BR-FL-01-53	City of Fort Lauderdale	\$150,000	\$165,000
Riverwalk North Improvements	BR-FL-01-54	City of Fort Lauderdale	\$375,000	\$793,500
Riverwalk South - Phase I	BR-FL-01-55	City of Fort Lauderdale	\$1,000,000	\$2,000,000
Riverwalk At Marshall's Point - Stage I	BR-FL-02-59	City of Fort Lauderdale	\$951,000	\$1,902,000
Riverwalk At Stranahan House	BR-FL-02-60	City of Fort Lauderdale	\$398,500	\$797,000
Keeping Waterways Safe For Boating	BR-FL-03-64	City of Fort Lauderdale	\$155,000	\$310,000
Riverwalk At Stranahan House - Stage I I	BR-FL-03-65	City of Fort Lauderdale	\$145,000	\$313,400
Riverwalk South Regional Park - Phase I I I	BR-FL-04-70	City of Fort Lauderdale	\$922,500	\$2,000,000
New River Floating Dockage	BR-FL-05-73	City of Fort Lauderdale	\$50,000	\$100,000
New River Floating Day Dockage For Small Boats- Phase I	BR-FL-06-76	City of Fort Lauderdale	\$50,000	\$100,000
Cooley's Landing Boat Launch Replacement	BR-FL-08-82	City of Fort Lauderdale	\$218,545	\$437,090
S.E. 15th Street Boat Launch & Marine Complex - Phase I	BR-FL-08-83	City of Fort Lauderdale	\$120,000	\$240,000
New River Floating Dock Day Dockage For Small Boats	BR-FL-09-86	City of Fort Lauderdale	\$506,560	\$1,013,120
S.E. 15th St. Boat & Marina Complex-ph I I (Withdrawn)	BR-FL-09-87	City of Fort Lauderdale	\$876,906	\$2,283,156
S.E. 15th Street Boat Ramp & Marine Complex Development	BR-FL-12-97	City of Fort Lauderdale	\$876,906	\$2,283,156
FLPD Marine Motors Replacement Boat #5&6	BR-FL-13-106	City of Fort Lauderdale	\$30,000	\$65,700
FLPD Marine Outboard Motors Replacement Boat #4&7	BR-FL-14-108	Fort Lauderdale Police	\$30,000	\$89,800
S.W. 7th Avenue Boat Docks	BR-FL-89-4	City of Ft. Lauderdale	\$150,000	\$540,000
Fire/Rescue Boat	BR-FL-89-5	City of Fort Lauderdale	\$30,000	\$71,200
Birch/Las Olas Marina Expansion	BR-FL-90-10	City of Ft. Lauderdale	\$80,000	\$160,000
Cooleys Landing	BR-FL-90-7	City of Ft. Lauderdale	\$96,800	\$472,652
Waterway Signage	BR-FL-90-9	City of Fort Lauderdale	\$23,500	\$23,500
Birch/ Las Olas Marine Expansion - Phase I	BR-FL-91-13	City of Fort Lauderdale	\$94,000	\$188,000

**Florida Inland Navigation District
Waterway Assistance Program Projects
1986- 2016**

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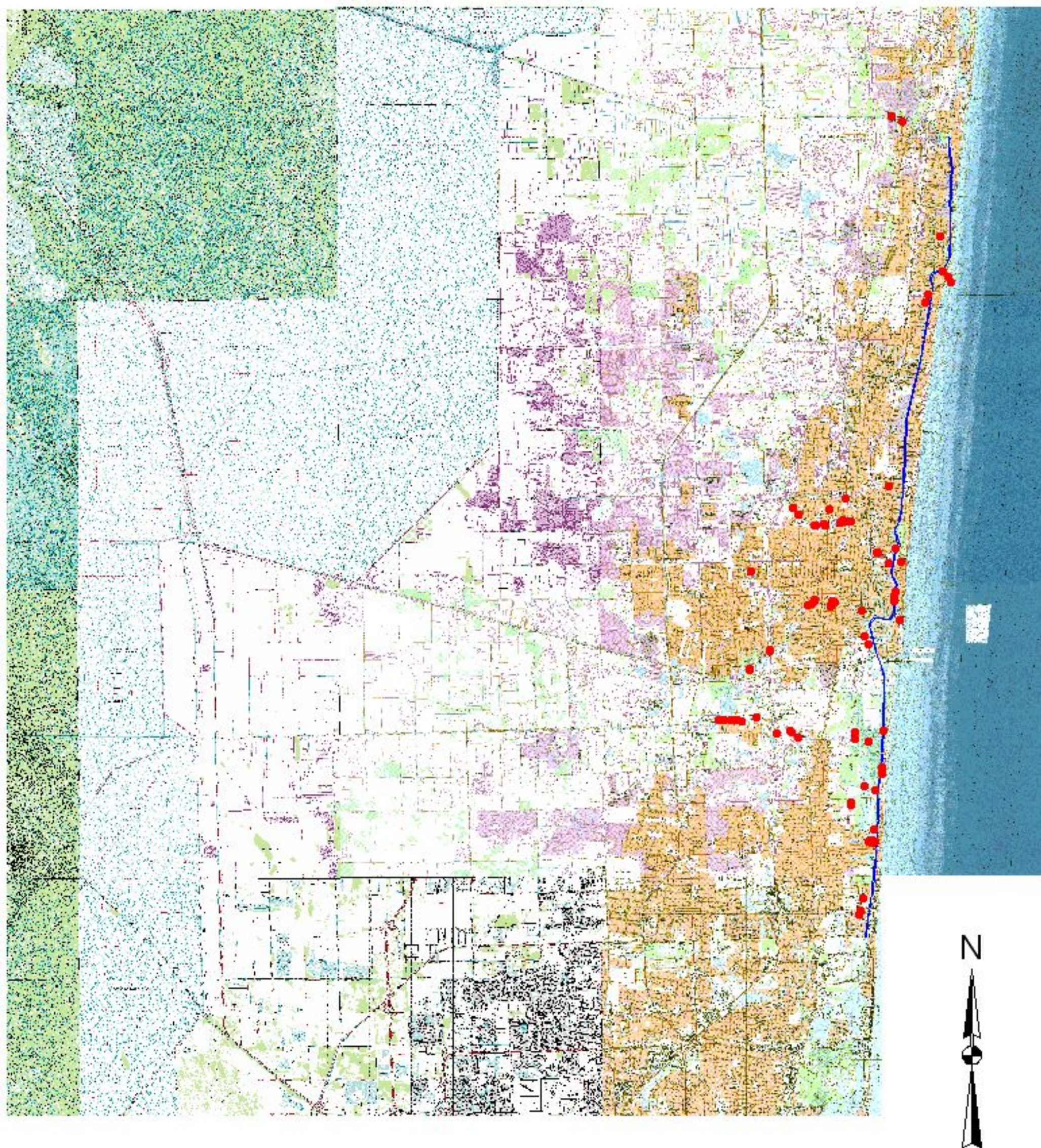
PROJECT NAME	PROJECT No.	PROJECTS SPONSER	GRANT AMOUNT	TOTAL COST
New World Aquarium, Inc. Broward's Env. Edu. Ctr.	BR-FL-91-15	City of Fort Lauderdale	\$40,000	\$167,300
New World Aquarium (Project Expired)	BR-FL-93-22	City of Fort Lauderdale	\$25,000	\$250,000
New River Dredging - Phase I	BR-FL-94-24	City of Fort Lauderdale	\$75,000	\$266,128
Birch/ Las Olas Docking Facility Expansion	BR-FL-94-25	City of Fort Lauderdale	\$200,000	\$2,000,000
New River Dredging - Phase III (Agreement Expired)	BR-FL-95-26	City of Fort Lauderdale	\$85,000	\$585,000
Las Olas Docking Facility Comfort Station	BR-FL-95-27	City of Fort Lauderdale	\$375,000	\$1,010,750
Bonnet House Waterways Project (Terminated)	BR-FL-95-28	City of Fort Lauderdale	\$62,500	\$125,000
S.E. 15th Street Boat Ramp Replacement	BR-FL-96-35	City of Fort Lauderdale	\$50,000	\$100,000
George English Park Boating Facilities	BR-FL-98-43	City of Fort Lauderdale	\$245,000	\$490,000
New River Dredging - Phase III	BR-FL-98-44	City of Fort Lauderdale	\$750,000	\$1,000,000
North Fork Of The New River Dredging	BR-FL-99-47	City of Fort Lauderdale	\$19,440	\$21,600
Waterway Cleaning and Improvement Program	BR-HA-90-8	City of Hallandale	\$25,000	\$50,000
Marine Patrol Equipment	BR-HA-98-45	City of Hallandale	\$6,000	\$33,000
Hallandale Beach Public Dockage - Phase I	BR-HB-04-71	City of Hallandale Beach	\$27,000	\$54,000
Hallandale Beach Public Dockage - Phase II	BR-HB-08-84	City of Hallandale Beach	\$420,495	\$840,990
Hallandale Beach City Marina	BR-HB-12-98	City of Hallandale Beach	\$347,040	\$991,543
Hillsboro Inlet Channel Deepening (Cancelled)	BR-HID-93-21	Hillsboro Inlet District	\$20,500	\$1,728,700
Hillsboro Inlet Channel Improvement	BR-HID-99-48	Hillsboro Inlet District	\$927,276	\$3,275,000
Hollywood Marina Seawall Reconstruction - Part I	BR-HO-01-56	City of Hollywood	\$272,430	\$1,157,600
Hollywood Marina Seawall Reconstruction - Phase II	BR-HO-02-61	City of Hollywood	\$306,370	\$612,740
Police Pier Relocation	BR-HO-06-77	City of Hollywood	\$12,500	\$25,000
North Lake Dredging & Boating Improv. (Withdrawn)	BR-HO-07-79	City of Hollywood	\$140,000	\$280,000
Hollywood Marina Improvements	BR-HO-1	City of Hollywood	\$200,000	\$400,000
Waterway Master Plan	BR-HO-12-99	City of Hollywood	\$75,000	\$150,000
Hollywood Marina Expansion Dredging Project(Rescinded)	BR-HO-93-19	City of Hollywood	\$7,500	\$15,000
Marina Signs	BR-HO-95-31	City of Hollywood	\$7,300	\$14,600
Intracoastal Waterway Dredging Project	BR-LP-96-34	City of Lighthouse Point	\$6,440	\$12,880
N.E. 12 Terrace Boat Ramp Canoe & Kayak Launch	BR-OP-10-91	City of Oakland Park	\$75,000	\$150,000
N.W. 39th Street C-13 Canal & Kayak Launch (Withdrawn)	BR-OP-10-92	City of Oakland Park	\$175,000	\$350,000
Hillsboro Inlet Marina (Expired)	BR-PB-00-51	City of Pompano Beach	\$283,000	\$588,400
Hillsboro Inlet Marina Facilities - Phase I	BR-PB-01-57	City of Pompano Beach	\$19,500	\$78,000
Hillsboro Inlet Marina Facilities - Stage II	BR-PB-02-62	City of Pompano Beach	\$414,500	\$829,000

**Florida Inland Navigation District
Waterway Assistance Program Projects
1986- 2016**

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PROJECT NAME	PROJECT No.	PROJECTS SPONSER	GRANT AMOUNT	TOTAL COST
Hillsboro Inlet Marina Seawall	BR-PB-10-93	City of Pompano Beach	\$51,775	\$162,750
Alsdorf Park Improvements - Phase I	BR-PB-12-100	City of Pompano Beach	\$91,757	\$183,514
Intracoastal Water Taxi Station - Phase I	BR-PB-14-109	City of Pompano Beach	\$17,500	\$35,000
Alsdorf Park Improvements - Phase II	BR-PB-14-110	City of Pompano Beach	\$646,915	\$1,293,831
Alsdorf Park Improvements - Phase 2	BR-PB-98-41	City of Pompano Beach	\$195,750	\$396,700
North Beach Park - Phase I	BR-PD-88-3	Broward County	\$200,000	\$1,275,000
Harbors Edge Park	BR-PO-87-2	City of Pompano Beach	\$110,000	\$220,267
Middle River Maintenance Project - Phase I	BR-WM-03-66	City of Wilton Manors	\$37,500	\$75,000
Middle River Dredging - Phase I I	BR-WM-05-74	City of Wilton Manors	\$213,276	\$426,552
Richardson Estate Park Dock & Facilities	BR-WM-05-75	City of Wilton Manors	\$123,500	\$265,000
Snook Creek Boat Ramp	BR-WM-07-80	City of Wilton Manors	\$325,000	\$650,000
Navigation Channel Dredging & Signage - Phase I	BR-WM-94-23	City of Wilton Manors	\$9,300	\$11,640
Public Navigation Channel Dredging - Phase I I	BR-WM-95-30	City of Wilton Manors	\$57,600	\$107,600
FLPD Marine Motors Replacement Boat#12	BR-FL-15-111	City of Fort Lauderdale	\$21,000	\$42,000
Coontie Hatchee Floating Day Dock	BR-FL-15-112	City of Fort Lauderdale	\$127,000	\$254,000
Trash Skimming Vessel	BR-FL-15-113	City of Fort Lauderdale	\$20,000	\$40,000
Las Olas Marina and Access Dredging Phase I	BR-FL-15-114	City of Fort Lauderdale	\$258,898	\$466,689
Bahia Mar Yachting Center Dredging Phase I	BR-FL-15-115	City of Fort Lauderdale	\$206,543	\$297,004
Exchange Club Park Improvements	BR-PB-15-116	City of Pompano Beach	\$60,000	\$120,000
Sullivan Park maritime Village	BR-DB-15-117	City of Deerfield Beach	\$1,833,587	\$3,667,174
Hollywood North Beach Park Mooring Field Phase I	BR-16-118	Broward County	\$75,000	\$150,000
NOAA PORTS Water Level Station	BR-16-119	Broward County	\$58,429	\$116,858
Ft. Lauderdale Police Dive Team Search & Rescue Equipment	BR-FL-16-120	City of Fort Lauderdale	\$21,000	\$42,000
Lighthouse Point Outboard Motors Replacement	BR-LP-16-121	City of Lighthouse Point	\$18,719	\$37,439
ICW Water Taxi Station Phase II	BR-PB-16-122	City of Pompano Beach	\$98,500	\$197,000
Project Totals			\$26,175,048	\$62,861,627

LOCATION MAP



BROWARD COUNTY
WATERWAYS ASSISTANCE PROGRAM PROJECTS

September 30, 2016

MEMORANDUM

TO: Mark Crosley, Executive Director
Janet Zimmerman, Assistant Executive Director

FROM: Jim Davenport

SUBJECT: Federal Legislative Report

FY 2017 ENERGY AND WATER APPROPRIATIONS BILL

On Thursday Congress approved a 10-week continuing resolution (CR) to fund the government beyond the end of the current fiscal year on September 30th. The measure easily cleared both chambers amidst strong bipartisan votes (72 to 26 in the Senate, 342 to 85 in the House) and also received the President's support. Agreement on the final package came after several days of tense negotiations amidst the looming threat of a government shutdown if no deal were reached before September 30th. However, the CR was ultimately cleared in time after Congressional leadership reached a separate agreement to include an authorization of emergency funding in a separate water resources bill (outlined below), a sticking point among many Democrats in both chambers.

The short-term CR will fund the federal government through December 9th at FY 2016 funding levels, albeit with an across-the-board reduction of .496 percent in order to comply with the \$1.067 trillion discretionary spending cap. The bill also includes a full FY 2017 Military Construction-VA appropriations bill, which is essentially used as the vehicle for advancing the stopgap spending bill. The proposed CR also includes \$1.1 billion in emergency funding to combat the Zika virus and \$500 million in targeted flood and disaster relief for several states including Louisiana, Maryland and West Virginia. The disaster relief funding is recognized as an initial "down payment" to immediately assist impacted communities.

When Congress returns in November for the post-election lame duck session, they will have roughly four weeks to complete work on the appropriations bills for FY 2017. Both Senate Majority Leader Mitch McConnell (R-KY) and House Speaker Paul Ryan (R-WI) have indicated that their preferred approach will be to group several funding bills into

smaller packages, commonly referred to as a “Minibus”, instead of a much larger catch-all Omnibus spending bill. As a reminder, the House and Senate Appropriations Committees have approved all 12 of their respective appropriations bills; however; the full House has only passed four of the appropriations bills (Defense, Financial Services, Interior & Environment, and Legislative branch), whereas the full Senate has only passed two of the remaining appropriations bills (Energy & Water, and Transportation, Housing and Urban Development).

WATER RESOURCES DEVELOPMENT ACT: LEGISLATIVE LANGUAGE PERTAINING TO COMPENSATORY MITIGATION

On September 24, the House of Representatives passed the 2016 Water Resources Development Act (WRDA) (HR 5303) by a vote of 399 – 25. The bill authorizes new harbor, locks, dams and flood protection projects for the Army Corps of Engineers, including the Port Everglades deepening project and an additional Comprehensive Everglades Restoration Project. The Senate passed its WRDA bill by a vote of 95-3 in mid-September, which will likely be conferenced with the House bill during the lame-duck session of congress.

Rep. Frankel originally attempted to have the language inserted in the Manager’s Amendment (i.e. the Committee Chairman’s amendment to the bill) but the House Water Resources Minority Staff would not allow it to be included, suggesting it was controversial and that they wanted to keep the scope of the bill limited. This was unfortunate considering the Minority Staff asked us to have the Corps review and make necessary changes to the language, which we did in July. Thus, we believed the revised language would satisfy the Minority Staff and be included in the Manager’s Amendment.

Rep. Frankel then considered seeking the amendment on the House floor, but wanted the support of a Republican co-sponsor. Her office asked us for help in seeking a co-sponsor. So we reached out to Reps. John Mica (R-FL), Carlos Curbelo (R-FL) and Bill Posey (R-FL), but none of them committed to co-sponsoring her amendment prior to floor consideration. Frankel’s staff reached out to Reps. Mark Sanford (R-SC) and Tom Rice (R-SC), but had no success in obtaining their support as well. While we continued our effort to reach out to members, Frankel’s office decided not to go forward with the

amendment with the assumption that the Committee Chairman or Ranking Member of the Subcommittee would object to its consideration, and likely its approval. We agreed with her assessment.

While the compensatory mitigation language was not included in WRDA, we plan to bring it to the House and Senate Resources Committees very soon as they will likely move forward with the Magnuson Stevens Reauthorization in the next congress.

We will continue to keep you apprised of our efforts.

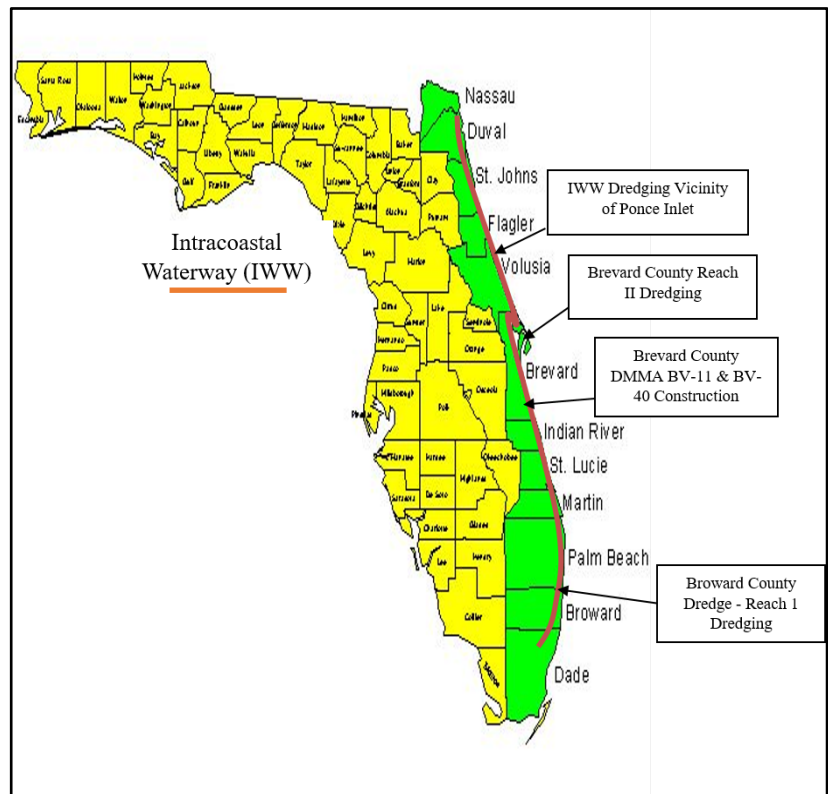
MAINTENANCE DREDGING OF THE INTRACOASTAL WATERWAY (IWW) IN FLORIDA

ISSUE: In FY 2018, maintenance dredging of three areas within the Intracoastal Waterway (IWW) in Florida is required to maintain its safe navigability.

BACKGROUND: Operation and maintenance of the IWW in Florida is a Federal responsibility under the U.S. Army Corps of Engineers (USACE), while the Florida Inland Navigation District (FIND) is required to provide the lands for the construction of Dredged Material Management Areas (DMMA). Inadequate Federal funding creates a maintenance backlog, decreasing the reliability and safety of the waterway for use by commercial and recreational vessels.

PROJECTS: Maintenance dredging of three areas with documented shoaling problem are necessary to improve navigation in Volusia, Brevard, and Broward counties:

- In the vicinity of Ponce de Leon Inlet, maintenance dredging will return the channel, currently at 6-ft. in some areas to the 12-ft. Federally-authorized depth. Beneficial reuse of dredged material will also help re-nourish eroded beaches in Volusia county. FIND is the local sponsor and will work with the USACE to complete the dredging project, estimated to cost \$12 million. **Congress is requested to provide 50% cost-share funding of \$6 million for this important federal navigation project.**
- Maintenance dredging in Brevard County will address the shoaling and improve water quality by removing fine sediments that become easily re-suspended from storms and vessel traffic. This project also requires the construction of two DMMA's on lands already purchased by FIND. Dredging and DMMA construction is estimated to cost \$12.6 million. **Congress is requested to provide 50% cost-share funding of \$6.3 million for this important federal navigation project.**
- Near Hillsboro Inlet in Broward County, maintenance dredging is needed to remove material within the currently 7-ft. channel to return it to the Federally-authorized depth of 10-ft. FIND will work with experts from the USACE to complete this effort, estimated to cost \$3.6 million. **Congress is requested to provide 50% cost-share funding of \$1.8 million for this important federal navigation project.**



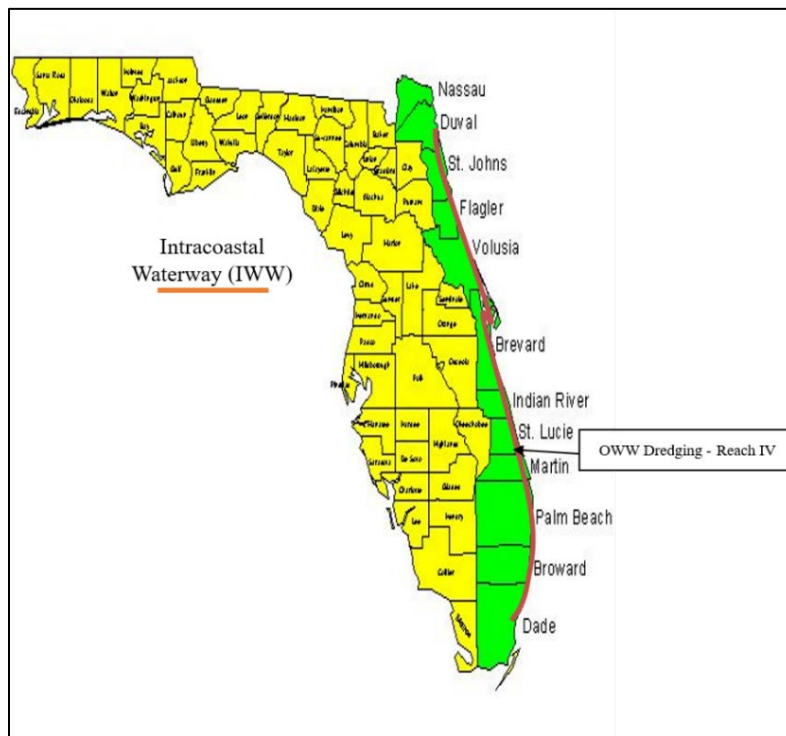
BENEFITS: The IWW in Florida annually transports tons of commercial cargo and over 500,000 recreational vessels; provides \$30 billion in economic output, which includes \$3 billion in personal wages and 155,000 jobs; generates \$540+ million in tax revenues and increases property values by \$19.4 billion. Studies have shown that these benefits would be reduced by 45% to 50% if the waterway is not properly maintained.

MAINTENANCE DREDGING OKEECHOBEE WATERWAY (OWW) PROJECT, FLORIDA

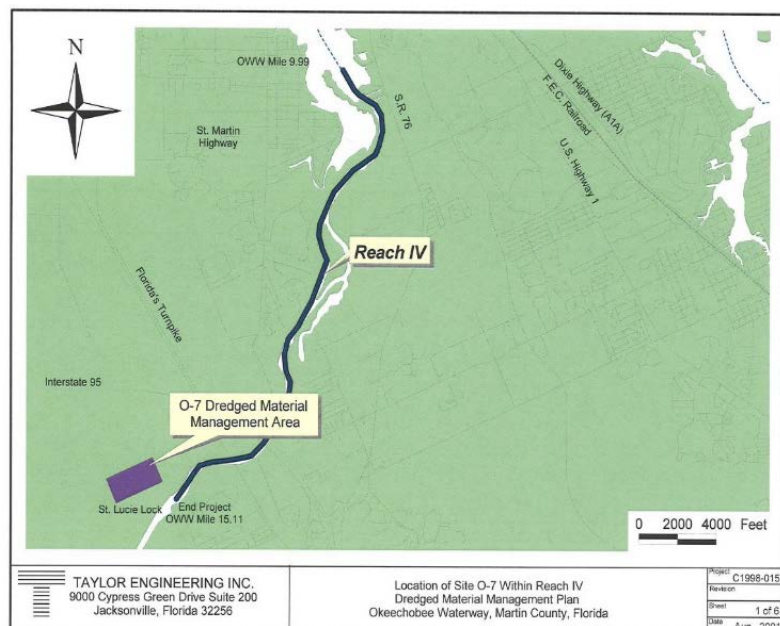
ISSUE: In FY 2018, maintenance dredging is needed to maintain safe navigation along the Okeechobee Waterway (OWW), the only Cross-Florida waterway and a key evacuation route for vessels.

BACKGROUND: Operation and maintenance of the 154-mile long OWW in Florida is a Federal responsibility. This man-made navigation channel has not been maintained for many years and shoaling has decreased the Federally-authorized 8-ft. channel to a 5 ft. depth causing severe navigational problems for all size classes of commercial and recreational vessels on the waterway.

As the local sponsor, the Florida Inland Navigation District (FIND) has purchased the lands for construction of the Dredge Material Management Area (DMMA). In 2016 - 2017, the USACE will construct the DMMA in Martin County in advance of the proposed maintenance dredging. In addition to providing land for construction of the DMMA, FIND will provide 50% of the estimated \$4.8 million dredging project cost.



Congress is requested to provide \$2.4 million (50% cost-share) in funding for this necessary and important federal navigation project.



BENEFITS: The OWW provides a critical pathway for the annual transport of tons of commercial cargo from the St. Lucie Inlet in Stuart, Florida across Lake Okeechobee to Fort Myers where it enters the Gulf of Mexico. The OWW is visited by over 6.6 million people annually and is estimated to have a National Economic Development (NED) impacted valued at over \$55 million. The Corps of Engineers has estimated the average annual NED impact to navigation and recreation through the loss of operation and maintenance activities to be \$22.7 million. The waterway provides safe passage to vessels in response to a threat from a tropical storm or hurricane.

FLORIDA INLAND NAVIGATION DISTRICT

**REQUEST FOR QUALIFICATIONS FOR AN UPDATE OF THE
ECONOMIC ANALYSIS OF THE DISTRICT WATERWAYS**

I. BACKGROUND

The Florida Inland Navigation District (District) is the state sponsor for the following federal navigation projects in Florida: the Atlantic Intracoastal Waterway (AIWW); the Intracoastal Waterway (IWW); and a 15-mile portion of the Okeechobee Waterway (OWW) in Martin and Palm Beach Counties (herein after collectively referred to as the "Waterways"). The District's boundaries include twelve east coast counties of Florida (Nassau County through Miami-Dade County). As the state sponsor of the Waterways, the District has the responsibility of providing all lands required for the construction, operation and maintenance of the Waterways. The Federal sponsor of the Waterways is the U.S. Army Corps of Engineers (USACE), coordinated through the Jacksonville District office. The Federal sponsor is responsible for all construction and dredging activities related to the waterways.

The District has completed a Long-Range Dredged Material Management Plan (DMMP) for the Waterways which provides a permanent infrastructure of lands for the perpetual management of the Waterways. The District also operates three other main programs. These programs include the Waterways Assistance Program (WAP), through which the District has participated with local governments within the 12-member counties to cost-share and develop over 1,100 Waterways improvement projects such as: public boat ramps; public marinas; waterfront parks; navigation channel development and maintenance; boating safety; environmental education; inlet management; and beach nourishment. The District also administers the Cooperative Assistance Program (CAP) through which the District has participated with federal, State and Regional governments to cost-share and develop approximately 80 Waterways improvement projects. Through the Public Information Program, the District provides free information to the public concerning the Waterways.

With the administration of these programs, the District has identified a need to invest over \$500 million in the continued development, maintenance, operation and management of the Waterways during the next 50 years. Since 1927, the federal and local sponsors have invested approximately \$950 million in the Waterways.

In 2001, the District initiated and contracted for a District-wide study of the economic value and impact of the Waterways within the 12-member counties. This study was updated in 2008, and there is again a need to thoroughly update this study at this time. It has been estimated that the Waterways are currently generating approximately \$10 billion in annual economy within the District and over 20,000+ jobs. These figures need to be accurately quantified and updated to support the future public investment in the Waterways.

The District seeks to employ a qualified professional firm capable of performing an analysis of the economic contribution of the Waterways, including a complete update of the most recent economic studies. The project will be a multi-year effort that will result in an economic

report (with separate summary) for each of the District's twelve (12) counties, and a compilation report for the entire District at the end of the project (for a total of 13 distinct work products). An economic report for each county will include, at minimum, the information listed in Attachment A, and the deliverables listed in Attachment B, with adherence to the proposed schedule (Attachment D). It is anticipated that the economic analysis of the waterways in Palm Beach County will be initiated first. The project should build upon the success of the existing economic analysis effort, as well as propose any new analysis or data that would be beneficial to the desired report. The draft report for each County will be reviewed and approved prior to proceeding with the analyses for the other District counties. It is anticipated that the other counties will be initiated through work orders and up to two or three counties may be analyzed at any one time. The fee and exact scope of work for each county will be negotiated separately.

II. PROJECT AREA

The Project Area is the District boundaries, Nassau through Miami-Dade Counties, Florida. The project will be addressed on a county basis.

III. REQUEST FOR QUALIFICATIONS (RFQ) LIMITATION

All responses and agreements generated from this request are subject to the provisions of Chapter 287, Florida Statutes.

IV. SCOPE OF WORK

Please see Attachment A.

V. DELIVERABLES

Please see Attachment B.

VI. GENERAL INSTRUCTIONS FOR THE PREPARATION AND SUBMISSION OF THE RFQ

VI. 1. Issuing Office:

Florida Inland Navigation District
1314 Marcinski Road
Jupiter, FL 33477
Telephone (561) 627-3386
FAX (561) 624-6480
Project Manager: Mark Crosley, Executive Director

VI. 2. Time, Date, and Place RFQs are Due:

RFQs must be received **NO LATER THAN 4:30 P.M.** local prevailing time on August 18, 2016.

RFQs should be addressed or delivered to the issuing office.

CAUTION: A RFQ received after the time specified for receipt will not be considered.

VI. 3. Description of Work Being Procured:

Work to be performed in this project is described in Attachments A and B of this package.

VI. 4. Type of Agreement Contemplated:

The District anticipates a multi-year agreement with a fixed fee for each of thirteen work orders. There will be a work order for each county and a work order for the compilation report.

VI. 5. Number of Awards:

One award for the work will result from this solicitation. The District retains the right to reject all responses to this RFQ and not issue an award from this solicitation.

VI. 6. Agreement Acceptance Period:

The District expects to select a firm and approve an agreement within approximately sixty days after receipt of response to the RFQ.

VI. 7. Disclosures:

Information will be disclosed to proposers in accordance with regulations applicable to this solicitation after evaluations are complete.

Written notice will be given to unsuccessful proposers.

VI. 8. Solicitation Schedule Information:

The District intends to announce the selection of a firm on or about September 09, 2016 and initiate the project on or about September 26, 2016.

VI. 9. Costs:

The District is not liable for any costs incurred by the proposer in responding to this RFQ.

VI. 10. Additional Requirements:

The selected firm shall be required to complete a sworn statement under Section 287.133 (3) (a), Florida Statutes, on Public Entity Crimes and will also be required to provide professional liability insurance covering all actions, omissions and errors in a minimum amount of \$1 million.

VII. SPECIFIC INSTRUCTIONS FOR THE PREPARATION OF RFQ RESPONSES:

The instructions for preparation of this RFQ been prepared in order to minimize costs and response time, and to help ensure that all RFQs are reviewed and evaluated in a consistent manner.

ANY AND ALL INFORMATION SUBMITTED BY A PROPOSER IN VARIANCE WITH THESE INSTRUCTIONS WILL NOT BE REVIEWED OR EVALUATED.

Failure to follow the instructions for preparation of your RFQ response may lead to dismissal of the entire response from further evaluation.

The RFQ response shall consist of the following two parts:

PART I: TRANSMITTAL LETTER (limit 1 page)

This is to serve only as the document covering transmittal of the RFQ package. The letter should provide the name, title, address, and telephone number of the proposer's official contact and alternate. These individuals shall have the authority to bind the proposer and shall be available to be contacted by telephone or attend meetings as may be appropriate on or about the dates stipulated in Item VI. 8.

PART II. TECHNICAL RESPONSE (limit 25 pages)

A page shall consist of one type-written side of standard size 8-½ x 11 inch stationary.

The Technical Response shall contain the following six sections:

(1) Introduction

The content of this section shall be at the discretion of the proposer.

(2) Technical Understanding

The proposer shall describe in precise terms his technical understanding of the scope of the agreement services outlined in Attachments A and B with emphasis on those tasks deemed important by the proposer.

(3) Technical Approach

The proposer shall describe clearly the technical approach which will be used to accomplish the scope of work for this project. The proposer shall identify any problems that are anticipated in completing the work outlined in Attachments A and B of this RFQ. A plan to be used in solving these problems shall be provided. The proposer shall outline the technical approach to the preparation of all reports.

(4) Project Organization and Management

The proposer shall describe the project organization and management methods to be used to perform the project services. The management methods shall address monitoring and control of costs. The services of subcontractors (if any) shall be described in detail.

(4) Firm Accessibility and Knowledge

The proposer shall describe the firm's local project knowledge and accessibility. Preference shall be considered for firms (both prime and sub-contractors, if any) operating from a Florida-based office.

(6) Personnel Assigned and Level of Effort

Personnel assigned to the project, including the name(s) and key personnel of all subcontractors (if any) shall be identified and their qualifications provided. Specific project positions shall coincide with paragraph (4) above. Specific information shall be provided concerning the expertise and experience of the key personnel in the area of large scale public and/or waterway economic analysis.

The availability of assigned personnel shall be stated. For each individual assigned to the project, their estimated level of effort for this project and their current workload shall be provided, both in person-hours per year and as a percentage of their total workload.

(7) Past Performance Record

The proposer will list a minimum of three references for which the proposer has performed a large scale public economic analysis for in the last three years. Specific contact names and telephone numbers shall be provided for all references listed. Contractors without applicable past performance need not apply.

(8) Schedule

Compliance with the schedule provided in Attachment D is of prime importance. The proposer shall state compliance with the schedule, or identify any variance along with a place for resolving the variance. The proposer shall provide a schedule of work activities that meet the required closeout date.

VIII. NUMBER OF COPIES TO BE SUBMITTED.

Five (5) signed copies each of the Transmittal Letter and Technical Response are to be submitted as directed under paragraph VI.2. Each copy of the Technical Response is to be packaged individually. Copies will be distributed, so simple and compact binding is preferred!

IX. QUALIFICATIONS PACKAGE EVALUATION

The factors to be used in conducting evaluations of each RFQ response are indicated in Attachment C. At the discretion of the District the top rated proposers may be invited to make an oral presentation prior to a final decision on the selection of a firm and the execution of an agreement.

ATTACHMENT A**FLORIDA INLAND NAVIGATION DISTRICT
ECONOMIC ANALYSIS UPDATE OF THE DISTRICT WATERWAYS
SCOPE OF WORK****A. INTRODUCTION**

The Intracoastal Waterway and its connected tributaries (herein "Waterways") within the District allow the existence of, and contribute to, the operation of waterway-dependent and waterway-related businesses. Some of the businesses that are related to the Waterways are obvious; these include such enterprises as charter boat services and marine repair facilities that are located on and are directly dependent on the Waterways. Other business operations that are related to the Waterways are less obvious but readily identifiable. These businesses include tackle shops and marine supply stores which are not located on the Waterways, but directly benefit from the Waterways by selling goods and services to businesses located on the Waterways. The reliance on the Waterways of other business activities are not obvious at all. These are the businesses that supply goods and services to the businesses that supply the firms located on the Waterways. In addition, economic activity is generated by businesses whose operations are not directly related to the Waterways, but are impacted through the sale of household goods and services (such as food, clothing, shelter, gas, etc.) to people who are employed by businesses operating on the Waterways or businesses servicing firms operating on the Waterways. All of these business activities are related to, or linked to, the operation of the Waterways and contribute to the local economy by generating business sales, employment, and personal income within the local economy.

The U.S. Army Corps of Engineers (USACE) has historically played a prominent role in the development and maintenance of the inland waterway system and the Waterways within the District are no exception. Waterway projects have been evaluated by the USACE to determine economic feasibility based on National Economic Development (NED) benefits, which are economic benefits to the Nation, primarily as a result of transportation cost savings. The NED analysis virtually ignores the importance of the Intracoastal Waterway project as an economic development engine for stimulating national and regional economic growth resulting from the development of the project. In other words, NED benefits ignore the importance of the impact of business activity generated by or linked to the Waterways.

Regional Economic Development (RED) benefits are above and beyond the net benefits accruing to the Nation. These can include transfer of income from other regions and secondary benefits that accrue to a region, such as business activity that is linked to the Waterways. These local or regional impacts include: enhanced regional economic development; employment and income from waterway operation and maintenance; the expansion of existing firms in the region; the entry of new firms into the region; induced and indirect impacts from expansion and entry of firms; increased tax revenue; and increases in property value (both residential and commercial) resulting from maintaining and operating the Waterways.

Maintaining navigation on the Waterways within the District will allow waterway-related businesses to continue to contribute to the local economy. This business activity results in additional spending by businesses serving the marine-related businesses within the District that experience the

ATTACHMENT A

initial business sales, and by persons employed by these firms. In short, maintaining navigation on the Waterways will result in dollars being pumped into the District which will generate both short-term and long-term direct, indirect and induced economic benefits in the area; benefits which include increased business activity (sales), personal income, employment, and property values.

To generate support for waterway maintenance, the District should attempt to educate the public of the local economic benefits that result from the Waterways. Typically, this type of information is developed by using a model that measures the economic activity in a region resulting from an initial increase in business activity (sales). An Input-Output (I/O) Model can be used to estimate regional economic impacts, including primary and secondary local business activity, income, and employment. The model should produce estimates of annual impacts in terms of business activity, personal income, and employment generated by the Waterways project within each industry impacted by the Waterways.

To generate support for the District's mission, the District will require specific economic analyses on an "as needed basis". Typically, this type of information is developed to measure the economic activity generated by a specific District activity.

B. OBJECTIVE

The objective of this study effort is to identify, quantify and update the regional economic development impacts (including business activity, personal income, employment, and property values) generated within all of the District's 12-member counties (beginning with Palm Beach County), that result from maintaining navigation on the Waterways within the District. The reductions or increases to the current economic impact of the Waterways under two Waterway maintenance scenarios will also be quantified.

C. SCOPE

The contractor shall provide all work and materials necessary to estimate the regional economic development benefits accruing within each of the District's 12-member counties (beginning with Palm Beach County) as a result of maintaining navigation on the Waterways. As part of the work effort, the contractor will review existing studies of the Waterways; estimate the initial (direct) impact to marine-related businesses within the District; acquire and modify an I/O (or other suitable) model capable of simulating the economic activity of each county within the District; estimate the indirect and induced business activity, employment, personal income, and property values attributable to the Waterways; and estimate the impacts to the local economy of two Waterways maintenance scenarios. The findings of the analysis are to be documented in a draft and final report, an easy to read executive summary, and public information brochures.

D. PROJECT TASKS

Tasks 2 through 5 will be conducted similarly, but separately, for each county analyzed, beginning with Palm Beach County. The District will review and approve the Palm Beach County Report before proceeding with other counties.

ATTACHMENT A

1. Literature review:

The contractor shall conduct a literature review of available analysis of the economic impact of marine-related businesses on local economies in Florida.

2. Interview/survey commercial and recreational marine-related businesses and quantify their direct economic impact:

This task consists of attempting to interview/survey all marine-related businesses and recreational Waterway users within the District to determine the impact of the Waterways on their operations, interviewing recreational boaters and fishermen to determine the current recreational spending patterns attributable to the Waterways, and estimating the direct economic impact of the Waterways. The contractor will estimate the direct economic impact of the Waterways using the acquired samples of business and recreational boater interviews and available data, including, but not limited to, tax revenue data and County Business pattern data.

3. Estimate the current total economic impact of the Waterways in terms of business sales, income, and employment:

This task consists of acquiring and modifying an economic input/output model, to be approved by FIND, to simulate the local economy and estimating the total economic impact of the Waterways, using the direct impacts developed in Task 2 to estimate indirect and induced economic impacts. Total business sales, employment, earnings, and tax revenue attributable to the Waterways will be estimated for each county. The expenditures for dredging will be considered. The multipliers used to estimate economic impacts will be explained.

4. Identify and quantify the value of property within the District:

The purpose of this task is to estimate the value of property within the District and to estimate the influence of the Waterways on those values. The contractor shall collect, combine, store, analyze, and make summary reports of property value data, including both land and structure value, with consistent parameters of use, location, and proximity to specific Waterways. Data from the county property appraiser will be used. In general, an inventory of property values adjacent to, near to, and away from the Waterways will be used to establish the value of real property within the District and to determine the influence of the Waterways on those values. These properties will include residential and commercial properties. The contractor will determine if the Waterways influence the construction of more luxurious homes, determine the impact on property values of different Waterway maintenance scenarios, including 10-foot deep waterways and restricted waterways, and determine the value of marinas, including boat slips. The analysis should consider the impact of ocean inlets.

5. Quantify Changes in the Economy and Property Values Under Two Future Waterways Maintenance Scenarios:

The purpose of this task is to quantify the impacts to business sales, personal income, employment, and property values under two alternative Waterway maintenance scenarios:

ATTACHMENT A

(a) A cessation of maintenance (at which point drafts on the Waterways will be limited to three feet), and

(b) A higher state of maintenance (which would result from the full implementation of the District's Dredge Material Management Plan for the Intracoastal Waterway).

The contractor will estimate the initial change in business activity of marine-related firms due to changes in vessel draft restrictions and will estimate the total change in business activity (sales), employment, and personal income under the two Waterway maintenance scenarios. The contractor will estimate the change in land values resulting from changes in vessel draft restrictions as a result of the two Waterway maintenance scenarios. To determine the impact to commercial/industrial land values due to draft limitations, in addition to using the above mentioned methodology, changes in land values could be based on the expected decrease in business due to the draft restrictions.

ATTACHMENT B**FLORIDA INLAND NAVIGATION DISTRICT
ECONOMIC ANALYSIS UPDATE OF THE DISTRICT WATERWAYS
PROJECT DELIVERABLES**

Upon completion of the analysis, the following deliverables will be produced and submitted to the District:

1. Draft Report:

The findings of the entire analysis will be documented in a draft report to be presented to the District. The report will include a detailed description of the methodology used and a discussion of the findings of each task completed during the analysis.

2. Final Report.

Comments received from the District on the draft report will be addressed and incorporated into a final report detailing the findings of the analysis. Two (2) copies (one hard copy, one electronic copy) of each summary will be submitted to the District.

3. Final Report Presentation:

The findings of the analysis will be presented to the District in a formal presentation.

4. Executive Summary Report:

An Executive Summary of the analysis (six to eight pages in length) will be produced describing the procedures and findings of the analysis in laymen's terms. The Executive Summary will include a one to two-page description of the methodology used in the analysis, a color cover, and color charts and graphs that can be copied in black and white. Two (2) copies (one hard copy, one electronic copy) of the summary will be submitted to the District.

5. Public Information Release:

Thirteen (13) 1-page, double-sided information summary sheets and thirteen (13) tri-fold brochures shall be created for distribution to the public. The summaries shall include one for each of the District's twelve (12) counties, plus one District-wide executive summary. Two (2) copies (one hard copy, one electronic copy) of each summary will be submitted to the District.

6. Additional Economic Analysis (As Needed):

A process for providing additional economic analysis of specific projects in the regions which they serve will be developed. The intended goals are to engage and inform the public on the benefits of specific projects, as available.

ATTACHMENT C

FLORIDA INLAND NAVIGATION DISTRICT
ECONOMIC ANALYSIS UPDATE OF THE DISTRICT'S WATERWAYS
QUALIFICATION PACKAGE EVALUATION

NAME OF FIRM: _____

<u>EVALUATION CATEGORIES</u>	<u>Relative Weight</u>	<u>Rating Score</u>
Technical Understanding & Approach - Demonstration of the technical understanding of the problem. Completeness and sufficiency of the technical approach.	25	
Project Organization and Management - Sufficiency of project organization and management to efficiently perform the project while responding to the District's needs and controlling costs.	15	
Firm Accessibility and Knowledge - Is the firm readily accessible? Is the firm knowledgeable of Florida issues?	10	
Personnel Assigned and Level of Effort - Degree of experience and qualifications of key personnel assigned to the project and their availability to the project in terms of location and work load.	20	
Past Performance Record - Adequate record in the past three years of the satisfactory development OF Waterways economic study projects.	20	
Schedule - Past record which demonstrates the ability to satisfactorily meet deadlines along with workload during contract periods	10	
TOTALS	100	

Evaluator's Initials: _____

ATTACHMENT D

FLORIDA INLAND NAVIGATION DISTRICT
ECONOMIC ANALYSIS UPDATE OF THE DISTRICT'S WATERWAYS
STUDY SCHEDULE

COUNTY	STUDY COMPLETION DATE
NASSAU	To initiate 2017
DUVAL	To initiate 2017
ST. JOHNS	To initiate 2017
FLAGLER	To initiate 2017
VOLUSIA	To initiate 2017
BREVARD	To initiate 2017
INDIAN RIVER	To initiate 2017
ST. LUCIE	To initiate 2017
MARTIN	To initiate 2017
PALM BEACH	To initiate 2016
BROWARD	To initiate 2017
MIAMI-DADE	To initiate 2016

Section 1. Introduction

An industry-recognized leader, AECOM is a premier, fully integrated design, infrastructure, and support services firm, with a broad range of markets, including municipal facilities, national government, education, transportation, energy, and water. Since its official founding in 1990, more than 50 companies have joined AECOM, including URS Corporation and Hunt Construction. Today, as a fully integrated firm with nearly 90,000 employees, AECOM connects knowledge and experience across our global network of experts to help clients solve complex challenges.

AECOM is very interested in the Update of the Economic Analysis and sees the study as a great opportunity to build on our relationship with the Florida Inland Navigation District (District). The District has had opportunities to get to know AECOM over the years through local projects and interactions with Joe Wagner. Although Mr. Wagner is now with Amec Foster Wheeler, he continues to be part of our team.

AECOM – A Global Leader in Marine and Ports

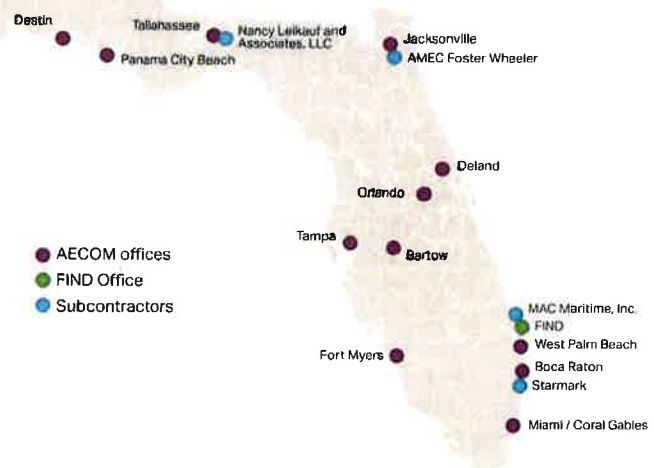


Engineering News-Record ranked AECOM as the #1 Marine and Ports firm globally in 2016. AECOM is also the leader in planning, engineering and construction oversight of port and marine projects worldwide, with nearly 70 years of experience. Working with public and private owners and tenants of ports and marine

terminals, AECOM plans, models, designs, and manages a full range of port and intermodal terminal projects throughout the globe. An organization the size of ours means we have the depth of skills, processes, and knowledge to comfortably manage commercial and transportation developments. Our relationships with port clients around the world are built on an appreciation of their business needs and a proven record of innovative and cost-effective project development.

Unmatched Local Resources

While we are a global company, AECOM also has a strong footprint in Florida with 12 major offices and over 1,200 employees in the state. Our global network of over 90,000 employees company-wide offers a vast pool of knowledge and experience available to support the local project team.



12 AECOM Offices in Florida
1,206 AECOM Employees in Florida
Local Accessible Subcontractors

In addition to AECOM's staff that live and work in Florida, we have brought together four teaming partners who provide unique capabilities and in-depth knowledge of the District and the communities along the waterways.

Amec Foster Wheeler



With 11 offices and more than 400 staff located throughout the Florida, Amec Foster Wheeler has provided services within the state for more than 65 years.

Starmark Co.

Starmark is a nationally integrated marketing agency headquartered in Fort Lauderdale, FL that has performed previous work with the District.

MAC Maritime, INC.

Located out of Tequesta, FL, MAC Maritime, Inc. provides a full spectrum of consulting services to the cruise port and marina industry around the globe including port planning and destination development.

Nancy Leikauf and Associates, LLC

Nancy Leikauf and Associates, LLC, from Tallahassee, FL, is a consulting firm that focuses on strategic trade, business, and logistic partnerships utilizing extensive knowledge of seaport, transportation, and economic development issues. Expertise includes identifying and implementing strategies to promote the efficient and secure movement of goods and passengers both waterside and landside, commercial and recreational.

Local Expertise

The AECOM team has a wide breadth of experience with the mission and issues that the Florida Inland Navigation District (District) must address and understands the importance of this project. AECOM team members participated in the previous economic analysis of the District's waterways. These efforts included estimating the impact of the waterways upon property values, surveying recreational boaters throughout the District, and surveying businesses including boatyards and yacht builders regarding the economic impact of deepening several waterways.

AECOM team members have also publicized the positive impact of the deepening projects within the District.

The District's maintenance of waterways and grants program has a major impact upon the economy of Florida. The AECOM team is well-qualified to estimate the economic impact and present that impact to the public. AECOM personnel have experience with the District and understand the economy in each county. The AECOM team, which includes Starmark, is also best qualified to engage and inform the public regarding the benefits of the Intracoastal Waterway. The technological improvements with mobile communications and web based data open new possibilities for the District to engage with the public, obtain inputs, and provide public information.

Your Mission

In addition to performing duties as the non-federal sponsor for the AICW, the District has improved public access to all waterways within the District, and improved public access to the Atlantic Ocean. Many of the ocean inlets are inherently difficult to maintain and the District's continual efforts have greatly improved the connection between the AICW and the Atlantic Ocean. The District's waterways are a major economic and recreational asset to residents and the District's Waterways Assistance Program has greatly expanded waterway access to the general public including the non-boating public and those accessing the waterways with trailered boats.

Our Understanding

AECOM understands the interconnection between all aspects of the District's programs and how they greatly improve the quality of life in the District. The excellent condition of the waterways, and previous/ongoing efforts to clean up the waterways, can be taken for granted by those not familiar with the efforts required to maintain navigation and provide access for a growing population. The extent of boating and navigation in the District today was made possible through the past efforts of the District, and the continued engagement with and education of the expanding population is essential for the District's future success.

The Balmoral Group

1. Introduction

The Balmoral Group is ideally suited to perform the economic update required by the District. Our recent history of projects relating to Waterway issues in Florida and elsewhere, and with large scale public analyses, is well-matched to the study's requirements. Our economists will "hit the ground running" due to our relevant in-house experience and data, including:

- Current (Tax roll 2016) GIS data for all parcels in the twelve counties;
- Our recently published (and peer reviewed) property value impacts study for the St. Johns River and estimate of the ad valorem impact of waterways – importantly, the study found that the value of properties adjacent to Florida waterways is *slightly exceeded by* the property value premium of properties in proximity (500 meters) – meaning that including only the waterfront properties in such an analysis *overlooks more than half the actual value from the waterway*;
- Extensive interview experience with suppliers and distributors regarding the economic impact of improved or obscured passage through waterways (conducted for FDOT economic study);
- Evaluation techniques for the economic value of improved or degraded access, including military runways, capital investments in infrastructure, recreational access to parks and trails, and individually calculating the specific local, county-level, regional and statewide fiscal and economic impacts;
- Recent, extensive data collection experience regarding marine recreational activities, including recreational fishing, boating, windsurfing and other activities – an area in which we have performed extensive research for public policymakers and local governments - as well as identifying dependent and supporting goods and services;
- Experience performing surveys using traditional, online and mobile applications, and interpreting and preparing statistical analyses of results;
- Efficient systems for obtaining and categorizing client expenditures and taxable commercial revenues;
- Performing and interpreting IMPLAN input-output analysis of multiplier effects on expenditures relating to ongoing infrastructure investments; and
- Preparing exhibits for public use describing technical results in laymen's terms.

The District requires validated results that withstand public scrutiny and that are performed in accordance with industry best practices for economic valuation. Our professionals understand that the expenditure of public monies entails additional critique, and our internal processes are designed to provide this assurance. The Balmoral Group team has an excellent reputation for sound economic analysis, and incorporates independent peer review into the project schedule. This step ensures the District that any gaps in the data or analysis are identified, and are sufficiently addressed and resolved prior to submittal.

The Technical Approach provides our project plan, methods, and professional qualifications. We look forward to the opportunity to provide services for this important project.

PART II – TECHNICAL RESPONSE

I. INTRODUCTION

The G.E.C., Inc. (GEC) economics staff is pleased to offer its extensive capabilities and experience to the Florida Inland Navigation District (FIND) for the conduct of this important navigation economic impact study.

GEC is uniquely qualified to conduct the economic impact analysis of the Waterways for FIND based on GEC's past experience in developing Scopes of Work for evaluating the economic impact of the Atlantic Intracoastal Waterway in Florida (AIWW), and for conducting the prior economic analyses for FIND. GEC documented the county-level economic impacts of marine activities on the District's Waterways in a series of analyses conducted from 2001 through 2008 titled Economic Analysis of the District's Waterways. Each document in the series detailed the estimated economic impacts generated by the waterways in each of the 12 counties within the District's boundaries. Then in 2010, GEC updated the county-level economic impacts of the Waterways to current values using industry accepted methods and used the updated county-level data to estimate the impacts at the District level and the State level. During the conduct of these analyses, GEC developed a body of knowledge of the economic impacts of marine industries in Florida that is unsurpassed. The GEC team was faced with many obstacles during the conduct of the prior analyses, ranging from the variance in availability and quality of data from county to county, to the lack of responses to survey requests, to limited variation in waterway depths within counties to facilitate the estimation of the impact of waterway maintenance scenarios on property values. GEC was able to overcome these obstacles, as will be outlined in our proposed Technical Approach, and provide the District with a comprehensive analysis of the impacts of its waterways.

In addition to its prior waterway economic impact work on the AIWW for FIND, GEC has conducted economic impact studies for the McClellan-Kerr Arkansas River Navigation System, the Red River Waterway, and the Gulf Intracoastal Waterway.

For this study, GEC is offering a staff not only experienced in navigation economic impact studies; but, highly experienced in the conduct of economic impact for FIND and for the Florida East Coast counties traversed by the AIWW.

Among the waterways that GEC has evaluated, the AIWW in Florida is unique in its importance to the local/regional tourism and recreation industry, and to its impact on real estate values. The AIWW in Florida is as integral part of the state's tourism and recreation economy as the Atlantic Coast beaches. Conversely, any diminishment in the capabilities of the AIWW would negatively impact the recreational and quality of life offerings of the Florida East Coast.

The GEC staff enters this study effort with a body of knowledge of the facets of the Regional Economy affected by the AIWW in Florida that will enable us to immediately focus on the segments of the economy impacted and, therefore, to be surveyed and evaluated. Prior studies for FIND for this same purpose have resulted in data sources and personal contacts that will allow GEC to make immediate progress on this study, if selected.

FLORIDA INLAND NAVIGATION DISTRICT



To: Commissioners
 From: Mark Crosley, Executive Director
 Date: October 3, 2016

Subject: Five-Year Dredging & DMMA Development Plan 2016

COMMISSIONERS

DONALD J. CUOZZO
 CHAIR
 MARTIN COUNTY

JON NETTS
 VICE-CHAIR
 FLAGLER COUNTY

SUSANNE McCABE
 TREASURER
 VOLUSIA COUNTY

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 NASSAU COUNTY

MARK T. CROSLY
 EXECUTIVE DIRECTOR

JANET ZIMMERMAN
 ASSISTANT EXECUTIVE
 DIRECTOR

Staff has updated the District's Five-Year Dredging and Dredged Material Development Area (DMMA) Plan. This planning document is utilized to give staff guidance over the next five years for expected significant capital improvement projects that will need to occur to keep the Intracoastal Waterway maintained at optimum conditions.

As with any plan or schedule, this document is subject to change. Typical changes would likely result from varying waterway and DMMA site conditions, funding availability, other opportunities, and priorities.

This five-year plan is presented for review and discussion. In support of this document is an inventory of our public facilities, as required by law, and our engineer's preliminary analysis of the District's overall dredging and site construction needs.

Please contact me if you have any questions or need additional information.

Fiscal Year	Project & Primary	Phase	Estimated FIND Cost	Notes:
2016-2017	??	??	??	Potential project scheduled by opportunity
	NASSAU REACH I AIWW - FIND	Dredging	\$ 4,000,000	DMMA NA-1 available
	DMMA DU-2 - FIND	Weir Reconstruction	\$ 500,000	Ongoing
	DMMA DU-9 - FIND	Construction	\$ 1,100,000	Forthcoming (Yr 1 of 2)
	ST. AUGUSTINE IWW - USACE	Dredging	*	Ongoing
	MATANZAS - USACE	Dredging	*	Ongoing
	DMMA BV-4B - FIND	Construction	\$ 2,300,000	Forthcoming (1st year costs)
	DMMA BV-11 - FIND	P & S, Permitting	\$ 260,000	Forthcoming
	DMMA BV-24A - FIND	Permitting	\$ 160,000	Ongoing (2-yr project)
	ST. LUCIE REACH I - FIND	Dredging	\$ 2,200,000	Forthcoming
	DMMA M-8 - FIND	E/D	\$ 300,000	Initiating
	CROSSROADS DREDGE & SETTLING BASIN - FIND	Dredging	\$ 1,500,000	Pending
	DMMA O-7 - USACE	Construction	*	Ongoing
	DMMA O-23 - USACE	Permitting	*	
	JUPITER INLET IWW - USACE	P&S, Dredging	\$ 1,500,000	Forthcoming
	PB REACH IV DEEPENING - FIND	Plans & Specifications	\$ 300,000	Ongoing
	MSA 726 - FIND	Construction	\$ 250,000	Ongoing
	BROWARD REACH I - USACE	Plans & Specifications	*	Ongoing
	BROWARD RCH III DEEPEN - FIND	Dredging	\$ 8,000,000	Ongoing (2nd yr costs)
	BAKER'S HAULOVER IWW - USACE	P&S, Dredging	*???	USACE Shore Protection??
	DMMP UPDATES (2) - FIND	Study	\$ 210,000	Underway
		SUBTOTAL	\$ 22,580,000	
2017-2018				
	SAWPIT IWW - USACE	P & S, Dredging	\$ 3,100,000	Beach Placement
	Flagler-Reach I Dredge- FIND	Plans & Specifications	\$ 350,000	
	DMMA DU-9 - FIND	Construction	\$ 1,100,000	Ongoing (yr 2)
	PONCE INLET IWW - USACE	P & S, Permitting	\$ 750,000	(1st year costs)
	DMMA BV-4B - FIND	Construction	\$ 2,200,000	Ongoing (yr 2)
	DMMA BV-24A - FIND	Engineering, P & S	\$ 410,000	Ongoing (yr 2)
	DMMA O-23 - USACE	Construction	\$ 4,200,000	
	DMMA M-8 - FIND	Permitting & Construction	\$ 5,300,000	Follows E & D
	OWW REACH III - FIND/USACE?	Permitting	\$ 460,000	3-year project
	PB REACH IV DEEPENING - FIND	P & S, Permitting	\$ 20,000	Ongoing (Yr 2)
	BROWARD REACH I - USACE	Dredging	\$ 3,500,000	Ongoing (2nd year costs)
	NEARSHORE DISPOSAL - USACE	Permitting	\$ 175,000	Ongoing
	DMMP UPDATES (2) - FIND	Study	\$ 155,000	
		SUBTOTAL	\$ 21,720,000	

Fiscal Year	Project & Primary	Phase	Estimated FIND Cost	Notes:
2018-2019				
	FLAGLER REACH 1 - FIND	Dredging	\$ 4,500,000	Follows comp. of DMMA FL-3
	PONCE INLET IWW - USACE	Dredging & offload	\$ 9,200,000	Offload MSA 434
	DMMA BV-11 - FIND/USACE?	Construction	\$ 4,345,000	
	DMMA BV-24A - FIND	Construction	\$ 3,400,000	
	DMMA IR-14 - USACE	Permitting, P & S	\$ 290,000	
	OWW REACH IV - FIND/USACE?	Permitting, P & S	\$ 80,000	Follows O-7 DMMA completion
	OWW ROUTE I AND II Dredge	Preliminary E/D	\$ 150,000	
	DMMA HD-1	E/D	\$ 150,000	OWW DMMA
	DMMA LT-4A	E/D	\$ 120,000	OWW DMMA
	PB REACH IV - Deepening	E/D & Permitting	\$ 730,000	Ongoing (Yr 3 of 3)
	DMMP UPDATES (2) - FIND	Study	\$ 175,000	Ongoing
		SUBTOTAL	\$ 23,140,000	
2019-2020				
	DMMA V-25 - FIND	Groundwater Modeling	\$ 380,000	Inland site w/ adj. development
	DMMA BV-R - USACE	Permitting, P & S	\$ 260,000	
	DMMA IR-14 - USACE	Construction	\$ 4,300,000	
	DMMA M-8 - FIND/USACE?	Construction	\$ 4,100,000	
	DMMA O-23 - USACE	Permitting, P & S	\$ 4,250,000	
	JUPITER INLET IWW - USACE	Permitting, P & S	\$ 190,000	
	OWW ROUTE II - FIND	Permitting, P & S	\$ 200,000	Cooperative proj. w/PBC?
	OWW REACH IV - FIND/USACE?	Dredging	\$ 1,500,000	Exemption/RGP
	BAKERS HAULOVER IWW - USACE	Permitting, P & S	\$ 110,000	Every 2-3 years
	DMMP UPDATES (2) - FIND	Study	\$ 175,000	Ongoing
		SUBTOTAL	\$ 15,465,000	
2020-2021				
	DMMA DU-20 - FIND	Permitting, P & S	\$ 286,000	To dredge DU Reach II & III
	MATANZAS - USACE	Plans & Spec	\$ 450,000	SJ-1 offload?
	DMMA FL-12 - FIND	Permitting, P & S	\$ 275,000	
	DMMA V-22A - FIND	Permitting, P & S	\$ 280,000	
	BREVARD RCH 1 (Haulover) - FIND	Permitting, P & S	\$ 296,000	Material to BV-2C
	CROSSROADS IWW - FIND	Permitting, P & S	\$ 425,000	Offload DMMA M-5
	OWW Reach III Dredge - FIND	Dredging	\$ 2,800,000	
	OWW ROUTE 2 - FIND	Dredging	\$ 2,000,000	Cooperative proj. w/PBC?
	JUPITER IWW - USACE	P & S, Construction	\$ 2,000,000	Every 3 years
	PB REACH IV DEEPEN - FIND	Dredging	\$ 7,200,000	
	BAKERS HAULOVER - USACE	Dredging	\$ 2,200,000	Every 3 years
	DMMP UPDATES (2) - FIND	Study	\$ 175,000	Ongoing
		SUBTOTAL	\$ 18,387,000	

INTERLOCAL AGREEMENT BY AND BETWEEN JUPITER INLET DISTRICT
AND FLORIDA INLAND NAVIGATION DISTRICT FOR COOPERATIVE DREDGING
AT JUPITER INLET AND INTRACOASTAL WATERWAY JUNCTION

THIS INTERLOCAL AGREEMENT is made and entered into this _____ day of _____, 2016, by and between Florida Inland Navigation District, an independent special district (hereafter "FIND") and JUPITER INLET DISTRICT, an independent special district and political subdivision of the State of Florida, (hereafter "JID").

WITNESSETH:

WHEREAS, both parties, operating under their separate legal mandates, anticipate the need to conduct marine dredging in the Florida Intracoastal Waterway near its intersection with the Jupiter Inlet ("FIND Project"), and in the Jupiter Inlet itself ("JID Project"), at approximately the same time; and

WHEREAS, cost and time efficiencies are afforded by the parties acting jointly to engage a dredge contractor by public bidding, in which the bidders are invited to bid on performing both Projects under a single contract, administered by a single Engineer; and

WHEREAS, the parties have developed a joint contract form to be used as the central bidding document in conducting the Projects within a time frame suitable for both;

WHEREAS, Section ~~168.01~~163.01, Florida Statutes, authorizes local governments to make the most efficient use of their powers by enabling them to cooperate with other localities on a basis of mutual advantage and thereby to provide services and facilities that will harmonize geographic, economic, population and other factors influencing the needs and development of local communities.

NOW, THEREFORE, in consideration of the terms and covenants hereafter set forth, the parties hereby agree as follows:

Section 1. Purpose: The purpose of this Agreement is to define and establish the agreement of the parties and their respective roles and obligations in conducting the FIND Project and the JID Project under a single contract, using a single bidding process and joint contract administration.

Section 2. Representative and Contract Monitor: FIND's representative and Contract monitor during the term of this Agreement shall be Mark Crosley, or his successor. Mr. Crosley's telephone number is (561) 627-3386. JID's representative and

Contract monitor during the term of this Agreement shall be Michael J. Grella, or his successor. Mr. Grella's telephone number is (561) 746-2223.

Section 3. Effective Date and Term: This Agreement shall take effect upon execution, and shall terminate ninety (90) days after notice of termination from either party. In the event a party terminates this Agreement, both parties shall continue to be bound as to any jointly contracted project until such project is completed.

Section 4. Contracting: This ~~contract~~ Agreement shall operate indefinitely, from year to year, to create a permanent cooperative relationship between the parties to jointly conduct their separate dredging Projects as the need arises. Before preparations to bid its own work on either Project, the parties agree to communicate with the other to ~~ask~~ determine whether joint cooperation is ~~requested~~ appropriate. If so, JID will prepare an invitation to bidders with associated Contract Documents sufficient for use to carry out both Projects. The bidding documents shall be designed in a form which provides for the bidders to make separate bids for each Project, but ~~with~~ identifying and providing unit or lump sum

costs for expenses common to both Projects to be shared. FIND and JID shall each have the unilateral right to accept or reject any bid. Neither party shall be bound until that party's Governing Board has accepted the bid.

Section 5. Division of Costs. The parties agree that each party will pay all separately identified costs of its separate Project, and, in addition, will pay a percentage of shared common expenses of: (1) general mobilizing and demobilizing costs for mobilization of equipment common to both projects, (2) construction/contract management to be performed by the JID's consulting engineer common to both projects, (3) turtle monitoring, (4) final grading and dressing, (5) beach tilling, (6) turbidity monitoring, (7) project follow-up monitoring of the beach site where the dredge material shall be relocated, (8) post-dredging bathymetric surveys and ~~(89)~~ any other costs common to both projects, (referred to as "shared common costs"). The initial percentage of these shared common expenses to be paid by FIND will be proportional to the estimated quantity of sediment to be removed from the ICWW (FIND's portion of the project) divided by the estimated total quantity of sediment to be removed during the entire project. Estimated quantities of material to be removed

shall be determined by pre-dredge ~~post-dredge~~ surveys conducted by each party, at that party's separate expense. The surveys shall not be older than 30 days prior to actual commencement of the work. JID and FIND agree that the foregoing percentage billings may be billed to FIND on a monthly basis. At the conclusion of dredging, the actual quantity of sediment removed from the ICWW and the entire project shall be determined based on post-dredging bathymetric surveys of each Project (the cost of which shall be a shared common expense). Based on this data, the final percentage of shared common expenses shall be computed and appropriate adjustments, if any, shall be made.

Section 6. Payment. JID shall be responsible for paying the contractor for both Projects. FIND agrees that it will be responsible for prompt payment to JID for all work involved with the FIND Project. FIND will be liable to the JID for any costs or penalties incurred by the JID resulting from failure to make timely payment hereunder by FIND. Each party agrees to pay separately all of the engineering costs incurred with respect to requirements specific to its separate Project. The expense of common engineering tasks shall be shared.

Section 7. Compliance with Codes and Laws: Each party agrees to abide by all applicable laws, orders, rules and regulations. Each party will be responsible for obtaining any and all permits, consents to use, and otherwise satisfying all regulatory conditions of its separate component of the entire Work.

Section 8. Invoicing and Payment: Invoices submitted by JID shall include a reference to this Agreement, identify the FIND Project, include the total expenditure and identify the amount due and payable by FIND to JID. Invoices shall be itemized in sufficient detail for pre-payment audit thereof, and shall be supported by copies of the corresponding Contractor invoices and substantiated proof of performance. Invoices received from JID will be reviewed and approved by FIND's contract monitor or his/her designee, indicating that the expenditures have been made in conformity with the requirements of this Agreement. Invoices will normally be paid within fifteen (15) days following approval, but in any event, within such time as the Contract requires for payment to the Contractor. Unless the term of the Agreement is extended, JID shall submit all invoices for final payment under the terms of this Agreement no later than ninety (90) days after completion of the follow-up monitoring component of the FIND Project.

Section 9. Insurance: At all times during the term of the construction contract, the Contractor will be required to maintain in force all insurance of the types and in the amounts required by law and in JID's bid and/or contract documents. The commissioners and staff shall be named as additional insureds on all such policies of insurance except for the Worker's Compensation Insurance.

Section 10. Access to Records and Audits: JID shall maintain adequate records to justify all charges, expenses, and costs incurred in performing the FIND Project for at least three (3) years after its completion. FIND shall have access to all books, records, and documents as required in this section for the purpose of inspection or audit.

Section 11. Independent Contractor: Each party recognizes that the other is an independent contractor and not an agent or servant of the other except as specified in the Contract for the Work. No person employed by any party to this Agreement, shall in connection with the performance of this Agreement or any services or functions contemplated hereunder, at any time, be considered the employee of the other party, nor shall an employee claim any right in or

entitlement to any pension, worker's compensation benefit, unemployment compensation, civil service, or other employee rights or privileges granted by operation of law or otherwise.

Section 12. Liability: The parties to this Agreement shall not be deemed to assume any liability for the negligent or wrongful acts, or omissions of the other party. Nothing contained herein shall be construed as a waiver, by either party, of the liability limits established in 768.28, Florida Statutes.

Section 13. Indemnification: In the event a claim or lawsuit is brought against either party (including its officers, employees, servants, or agents) arising out of the joint contracting operations contemplated by this agreement, each party agrees to engage in common defense of such claim, and to share the cost of defense, and to pay any settlement or judgment as a shared expense of the joint operation

Section 14. Notice of Complaints or Suits: Each party will promptly notify the other of any citizen complaint, claim, suit, or cause of action threatened or commenced against it which arises out of or relates, in any manner, to the performance of this Agreement.

Section 15. Breach and Opportunity to Cure: The parties expressly covenant and agree that in the event either party is in default of its obligations under this Agreement, the party not in default shall provide to the defaulting party thirty (30) days written notice before exercising any of its rights.

Section 16. Enforcement Costs: Any costs or expenses (including reasonable attorney's fees) associated with the enforcement of the terms and conditions of this Agreement shall be borne by the respective parties; provided, however, that this clause pertains only to the parties to this Agreement.

Section 17. Notices: All notices required to be given under this Agreement shall be in writing, and deemed sufficient to each party when sent by certified United States Mail, postage prepaid, to the following:

As to the JID:
Jupiter Inlet District
400 Delaware Blvd.
Jupiter, Florida 33458
Attention: M. Grella

As to FIND:
Florida Inland Navigation
1314 Marcinski Road
Jupiter, Florida 33477
Attention: Executive Director

Section 18. Modifications and Amendment: Except as expressly permitted herein to the contrary, no modification, amendment or alteration in the terms or conditions contained herein shall be

effective unless contained in a written document executed with the same formality and equality of dignity herewith.

Section 19. Remedies: This Agreement shall be construed by and governed by the laws of the State of Florida. Any and all legal action necessary to enforce this Agreement shall be held in Palm Beach County, Florida. No remedy herein conferred upon any party is intended to be exclusive of any other remedy, and each and every such remedy shall be cumulative and shall be in addition to every other remedy given hereunder or now or hereafter existing at law or in equity or by statute or otherwise. No single or partial exercise by any party of any right, power, or remedy hereunder shall preclude any other or further exercise thereof.

Section 20. Joint Preparation: The preparation of this Agreement has been a joint effort of the parties, and the resulting document shall not, solely as a matter of judicial construction, be construed more severely against one of the parties than the other.

Section 21. Equal Opportunity: JID and FIND agree that no person shall on the grounds of race, color, sex, national origin, disability, religion, ancestry, or marital status, ~~or sexual orientation~~ be excluded from the benefits of, or be subjected to

any form of discrimination under any activity carried out by the performance of this Agreement. The JID will ensure that all contracts let for the FIND Project pursuant to the terms of this Agreement, will contain a similar non-discrimination and equal opportunity clause.

Section 22. Captions: The captions and section designations herein set forth are for convenience only and shall have no substantive meaning.

Section 23. Severability: In the event that any section, paragraph, sentence, clause, or provision hereof is held invalid by a court of competent jurisdiction, such holding shall not affect the remaining portions of this Agreement and the same shall remain in full force and effect.

Section 24. Survival of Provisions. Sections 10, 13, 14 and 16 shall survive the termination of this Agreement.

Section ~~24~~²⁵. Entirety of Agreement: This Agreement represents the entire understanding between the parties, and supersedes all other negotiations, representations, or agreements, either written or oral, relating to this Agreement.

IN WITNESS WHEREOF, the undersigned parties have executed this
Interlocal Agreement on the day and year first written above.

ATTEST:

JUPITER INLET DISTRICT

By: _____

By: _____
MICHAEL J. GRELLA
EXECUTIVE DIRECTOR

APPROVED AS TO FORM AND
LEGAL SUFFICIENCY

WILLIAM R. H. BROOME
ATTORNEY FOR JUPITER INLET DISTRICT

ATTEST:

FLORIDA INLAND NAVIGATION DISTRICT

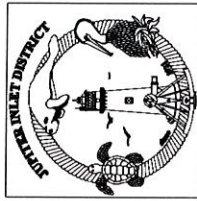
By: _____

By: _____
MARK CROSLEY, DIRECTOR

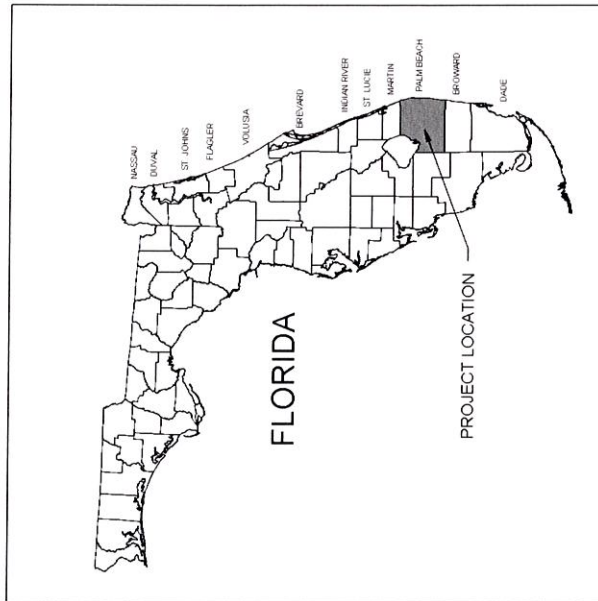
APPROVED AS TO FORM
AND LEGAL SUFFICIENCY

ATTORNEY FOR FLORIDA
INLAND NAVIGATION DISTRICT

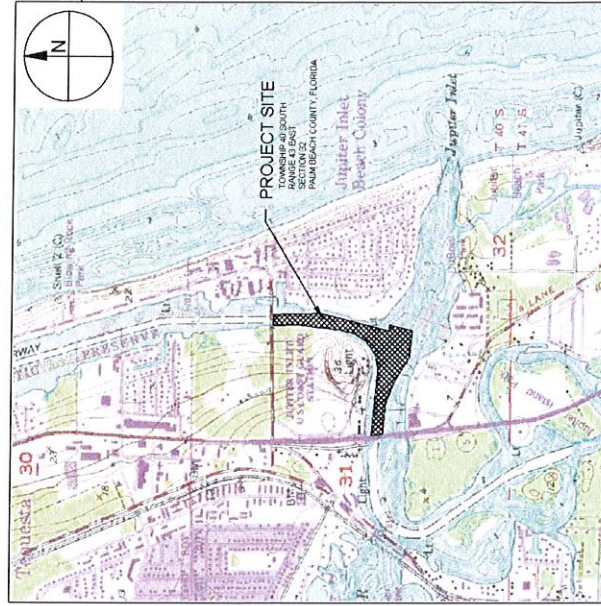
PALM BEACH COUNTY, FLORIDA



C-1	TITLE SHEET
C-2	PROJECT OVERVIEW
C-3	PLAN VIEW
C-4	PLAN VIEW
C-5	SECTIONS CUT P-2
C-6	SECTIONS CUT P-3
C-7	SECTIONS CUT P-4
C-8	SECTIONS CUT P-4




LOCATION MAP
N.T.S.



VICINITY MAP
1"= 1,000' (22x34)
1"= 2,000' (11x17)

PRE-DREDGE SURVEY

 <p>TAYLOR & BOYD ENGINEERING, INC. 1101 BERNARDINO BLVD., SUITE 300 JACO-SONWALL DRIVE, SUITE 300 1875 PALM BEACH LAKES, SUITE 210 WEST PALM BEACH, FLORIDA 33411 561-648-7210 FAX 561-648-7211 E-MAIL: T&B@TAYLOR-BOYD.COM</p>	PROJECT TITLE	<p>JUPITER INLET SANDTRAP MAINTENANCE DREDGING AND BEACH NOURISHMENT PROJECT CHANGE ORDER NO. 2</p> <p>FALM BEACH COUNTY, FLORIDA</p>		<p>SEA</p>	<p>7</p>
	PROJECT NO.	DATE	<p>C-2010-066</p> <p>DEC. 2010</p>		