

**BOARD OF COMMISSIONERS
MEETING AGENDA
March 16, 2012**

PRELIMINARY AGENDA

FLORIDA INLAND NAVIGATION DISTRICT Board of Commissioners Board Meeting

9:00 a.m., Friday, March 16, 2012

**Pirates Cove Resort and Marina
4307 S.E. Bayview Street,
Port Salerno, Martin County, Florida.**

Item 1. Call to Order.

Chair Bray will call the meeting to order.

Item 2. Pledge of Allegiance.

Commissioner Cuzzo will lead the pledge of allegiance to the United States of America.

Item 3. Roll Call.

Secretary Freeman 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 Committee to discuss in depth. Any items removed would then be included in the regular agenda in an order assigned by the Chair.

(agenda follows colored page)

RECOMMEND Approval of the Consent Agenda.

Item 5. Additions or Deletions.

Any additions or deletions to the meeting agenda will be announced. Additionally, Commissioners can request that Committee items, that would not normally be reviewed and approved by the full Board, be added to the agenda.

RECOMMEND Approval of a final agenda.

Item 6. Board Meeting Minutes.

The Minutes of the following meetings are presented for approval:

- February 18, 2012 Finance and Budget Committee Mtg. (see back up pages 5 - 7)
- February 18, 2012 Land Acq. and Mgmt. Committee Mtg. (see back up pages 8 - 14)
- February 18, 2012 Board Meeting (see back up pages 15 - 42)

RECOMMEND Approval of the minutes as presented.

Item 7. Public Comments.

The public is invited to provide comments on issues that are not on today's agenda.

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

A representative of the Corps will address the Board and provide updates on ICW projects if necessary.

Item 9. Martin County Status Report.

Staff will present a status report on District projects and programs in Martin County.

(see back up pages 60 - 74)

Item 10. High Bridge Speed Zone, Volusia County.

The Florida Fish and Wildlife Conservation Commission will make a presentation regarding their proposed Boating Safety Zone at the Highbridge area in northern Volusia County. The zone will provide safer conditions to boaters launching at a District funded boat ramp as well as boaters transiting through the bridge which creates a partial blind spot. The FWC by law needs input from the District. The proposal is in compliance with the District's Boating Safety Zone Policy.

(see back up pages 43 - 59)

RECOMMEND Approval of a letter of no objection to FWC for the
Highbridge Boating Safety Zone.

Item 11. Brevard County Waterway Cleanup Requests.

This item was pulled from a previous agenda and staff expects to provide a revised request to the Board for consideration. The backup will be distributed at the meeting.

RECOMMEND Approval of the 2012 Waterway Cleanup request from Keep Brevard Beautiful.

Item 12. New Copy Machine.

The District's current black and white copy machine is 7 years old, has produced almost 1 million copies, and currently cannot produce multiple copies because parts cannot be obtained to fix the sorter. Staff has obtained quotes from 3 vendors for a new black and white copier. Staff prefers the Toshiba 455se that produces 45 copies per minute. This is the same type we have now, just the new version.

(see back up pages 74 - 107)

RECOMMEND Approval of the purchase of a Toshiba 445se. copy machine.

Item 13. Washington D.C. Status Report.

The Executive Director and the participating Commissioners will report on their trip to Washington.

Item 14. Tallahassee Report.

The State Legislative session ended on March 9th and staff will report on any actions that affected the District.

Item 15. Personnel Committee Report.

The Personnel Committee will report on the discussions from their committee meeting.

(see Personnel Committee agenda)

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

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 their agenda.

(see 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.

Item 18. Additional Commissioners Comments.

Item 19. Adjournment.

**MINUTES OF THE
FLORIDA INLAND NAVIGATION DISTRICT**

Finance and Budget Committee Meeting

8:24 a.m., Saturday, February 18, 2012

SpringHill Suites

2000 N.W. Courtyard Circle

Port St. Lucie, St. Lucie County, Florida

ITEM 1. Call to Order.

Chair Kavanagh called the meeting to order at 8:24 a.m.

ITEM 2. Roll Call.

Assistant Executive Director Mark Crosley called the roll and Chair Kavanagh, Commissioner Chappell, and Commissioner Freeman were present. Mr. Crosley stated that a quorum was present.

ITEM 3. Financial Statements for December of 2011.

Chair Kavanagh presented the financial statements for December and asked for questions.

Mr. Roach noted that an updated investment schedule has been distributed. He stated that a CD purchase was made last month from Bank United. He stated that our annual effective yield is above the benchmark.

Commissioner Bray asked if that was the money that was previously held at BB&T. Mr. Roach answered yes.

Commissioner Chappell made a motion to recommend to the full Board approval of the financial statements for December of 2011. The motion was seconded by

Commissioner Freeman. Chair Kavanagh asked for any additional discussion, hearing none a vote was taken and the motion passed.

ITEM 4. December 2011 Expenditure Report.

Mr. Roach presented the financial statements for December. He asked for questions.

Commissioner Freeman noted that the District's administrative expenses were 1.93% and operation expenses were 1.58% of the District's total budget and stated that is good.

Chair Kavanagh asked about an expense in the amount of \$725.56 for security services for FIND headquarters. Mr. Roach stated that it is the quarterly fee for ADT security and fire alarm services.

ITEM 5. Delegation of Authority Report.

Chair Kavanagh referred to the Executive Director's Delegation of Authority actions and stated that three actions were taken from, January 5, 2012 through February 7, 2012. She asked for questions. There were none.

ITEM 6. Additional Agenda Items or Staff Comments.

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

Mr. Roach noted that the District's financial audit will start on Monday, February 20, 2012. He stated that the auditors should be in the District office for a week to ten days. He stated that staff had a preliminary meeting with the head of the audit firm yesterday.

Commissioner Bray asked if there were any updates on the SBA Fund. Mr. Roach stated that the fund continues to pay a return of \$3,000.00 to \$4,000.00 per month. He stated that the remaining balance is \$160,000.00.

Commissioner Freeman referred to the SJ-14 project and asked if there was a deadline for the need to file in court for access to insurance companies expense records. Attorney Breton stated that we are pursuing a request for production with Xcel Specialty Insurance Company, who is the insurance carrier for Dredge Enterprise. He stated that we are seeking information as to how much of the \$5 million coverage is remaining and available for settlement. He stated that this information will help us frame our settlement strategy. He stated that they have been stonewalling us and we have had to file a Motion to Compel.

ITEM 7. Additional Commissioners Comments.

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

ITEM 8. Adjournment.

Chair Kavanagh stated that hearing no further business the meeting was adjourned at 8:31 a.m.

MINUTES OF THE
FLORIDA INLAND NAVIGATION DISTRICT
Land Acquisition & Management Committee Meeting
8:36 a.m., Saturday, February 18, 2012
SpringHill Suites
2000 N.W. Courtyard Circle
Port St. Lucie, St. Lucie County, Florida

ITEM 1. **Call to Order.**

Acting Chair Chappell called the meeting to order at 8:36 a.m.

ITEM 2. **Roll Call.**

Assistant Executive Director Mark Crosley called the roll and Commissioner Barkett, Commissioner Blow, Commissioner Chappell, and Commissioner Bowman were present. Mr. Crosley stated that a quorum was present. Chair Crowley arrived to the meeting at 8:41 a.m.

ITEM 3. **Additions or Deletions.**

Acting Chair Chappell asked if there were any additions or deletions to the meeting agenda. There were none.

Commissioner Blow made a motion to approve the final agenda as presented. Commissioner Bowman seconded the motion. Acting Chair Chappell asked for any additional discussion, hearing none a vote was taken and the motion passed.

ITEM 4. **Use of MSA 434 by the U.S. Coast Guard, Volusia County.**

Mr. Roach stated that the U.S. Coast Guard has requested permission to place approximately 5,347 cubic yards of dredged material into MSA 434 from the

maintenance dredging of their boat basin at the Ponce Inlet Coast Guard Station. He stated that the District has approved this use before under our standard lease agreement. He stated that District policy states that if the material is left at the site, the District can charge the cost of the future material offloading. He stated that because they have requested to leave the material in the site, we will charge \$15.00 per cubic yard or \$80,205.00.00. He stated that this project will enable the U.S. Coast Guard ships at Ponce Inlet to access their docks.

Commissioner Barkett asked if this fee covers or surpasses the offloading costs. Mr. Roach stated that the cost is the actual cost from a previous offloading event.

Commissioner Blow stated that he received a telephone call from Lt. Commander Butts, who is stationed at the Jacksonville Naval base. He stated that one of his responsibilities is to maintain navigation aids and he has a need to operate out of the Ponce Inlet Coast Guard Station. He stated that apparently boats are running aground as they enter the basin and they cannot work out of the facility. He noted that in the future, they may request to use the District's site for another project.

Commissioner Barkett made a motion to approve the use of MSA 434 by the U.S. Coast Guard under the District's standard lease agreement with an additional cost of \$15.00 per cubic yard to leave the materials on site. Commissioner Blow seconded the motion. Acting Chair Chappell asked for any additional discussion, hearing none a vote was taken and the motion passed.

ITEM 5. FP&L Request to Relocate a Power Line at DMMA BV-11, Brevard County.

Mr. Roach stated that FP&L has requested approval to relocate an existing overhead power line on DMMA BV-11. He stated that the relocation will move the line west to be alongside an existing road which is advantageous to the District. He stated that if the Committee approves this request, staff will negotiate the easement and come back to the Committee at a later date for approval.

Commissioner Barkett stated that he does not object to this request, but he wonders if the District could request that this power line be buried. Mr. Roach stated that staff will make that suggestion to FP&L.

Dr. Taylor stated that this request will relocate the power line away from the District's perimeter ditch.

Commissioner Blow suggested that during negotiations, the District should make sure that we have electrical service for our future facility.

Commissioner Bowman made a motion to approve the conceptual approval of the relocation of an FP&L power line on DMMA BV-11. Commissioner Blow seconded the motion. Acting Chair Chappell asked for any additional discussion, hearing none a vote was taken and the motion passed.

ITEM 6. License and Consent for an Access Road for DMMA O-7, Martin County.

Mr. Roach stated that the Corps has agreed to allow the District to locate an access road to DMMA O-7 within the Okeechobee Right of Way easement as well as on fee owned lands of the Corps. He stated that these approvals are proposed through a Consent to Easement as well as a License.

Commissioner Barkett questioned why we are getting a license on a portion of the land and an easement on the balance. Mr. Roach stated is the way the Corps does it and the bottom line is, it doesn't really matter because we are building the road for the Corps to use.

Commissioner Barkett made a motion to approve the Consent to Easement and License from the Corps of Engineers for an access road to DMMA O-7 and authorization for the Executive Director to execute the documents. Commissioner Blow seconded the motion. Acting Chair Chappell asked for any additional discussion, hearing none a vote was taken and the motion passed.

ITEM 7. DMMA M-8 Exotic Vegetation Removal Project, St. Lucie County.

Mr. Roach stated that staff obtained quotes from our list of approved exotic vegetation removal contractors for the removal of exotic vegetation on DMMA M-8. He stated that three quotes were received and one was withdrawn because of an error. He stated that the lowest quote was from John Brown & Sons, Inc. He noted that John Brown & Sons, Inc. has done several projects for the District.

Commissioner Blow stated that the Florida DOT uses a form called the Non Collusion and Compliance form and he suggested that the District incorporate this type of form in our bidding package. He stated that this form requires the bidder to state that they have not colluded with another bidder.

Commissioner Blow made a motion to approve the quote from John Brown & Sons, Inc. in the amount of \$54,750.00 for the removal of exotic vegetation from DMMA M-8. Commissioner Bowman seconded the motion. Acting Chair Chappell asked for any additional discussion, hearing none a vote was taken and the motion passed.

ITEM 8. DMMA M-12 Exotic Vegetation Removal Project, St. Lucie County.

Mr. Roach stated that staff obtained quotes from our list of approved exotic vegetation removal contractors for the removal of exotic vegetation on DMMA M-12. He stated that the lowest quote was from Earth Balance, Inc.

Commissioner Bowman made a motion to approve the quote from Earth Balance, Inc. in the amount of \$47,650.00 for the removal of exotic vegetation from DMMA M-12. Commissioner Barkett seconded the motion. Acting Chair Chappell asked for any additional discussion, hearing none a vote was taken and the motion passed.

ITEM 9. DMMA M-12 Potential Scrub Jay and Gopher Tortoise Mitigation Bank, St. Lucie County.

Mr. Roach stated that DMMA M-12 was purchased from a bank during the last recession and therefore the District purchased more land than we actually needed for our containment basin. He stated that the site has scrub jays and gopher tortoises located on it. He stated that the future containment basin has been sited to avoid most of the scrub jay habitat but will affect a large number of tortoises. He stated that the tortoises can be relocated on site. He stated that because of a low dredging quantity and frequency, a large portion of the scrub habitat is not needed at this time for the containment basin. He stated that the site has the capability of providing us with a relocation site for our M-12 gopher tortoises as well for another 30 tortoises from DMMA O-7 and we could potentially sell scrub jay mitigation credits.

Mr. Roach stated that staff wants Committee feedback on whether to pursue a mitigation bank for scrub jays and gopher tortoises on DMMA M-12. He stated that a

mitigation bank will require that the lands be encumbered forever with a conservation easement that would reduce any future flexibility on the use of this site.

Commissioner Barkett asked if there is a long term cost connected to maintaining a conservation easement. Mr. Roach answered yes and stated that the easement must be managed.

Commissioner Bowman asked the going rate for a scrub jay mitigation credit. Mr. Roach stated that for this site, the mitigation credits may be valued in excess of \$100,000.00 per acre. Commissioner Bowman suggested that the District do a financial analysis of the long term costs of these credits.

Commissioner Crowley stated that with a relocation permit we can move tortoises on M-12 to elsewhere on the site. He questioned if we would be required to develop a mitigation bank or a long term conservation easement. Mr. Roach stated that he believes there will be a requirement for a long term conservation easement. Commissioner Crowley noted that the property would be encumbered under this conservation easement.

Mr. Roach stated that he has always felt it was easier and cheaper to just relocate the tortoises to another mitigation bank. He noted that some Commissioners have indicated that they favor using District property for this mitigation.

Dr. Taylor stated that he is concerned about the limited channel survey data on which the size of this site was based. He stated that there have been three surveys and the surveys do not agree on the site projections. He stated that we may need a larger site than originally thought and he noted that we are using this data to put together 50 year site requirement projections.

Commissioner Bowman stated that we do not have enough data to make this decision at this time.

Commissioner Barkett stated that relocating the tortoises to another area of our property does not bother him as much as dedicating a portion of our property as a mitigation bank for others to buy rights into.

Mr. Roach stated that if the District relocates tortoises and dedicates that area as a conservation easement, the scrub jays are already there and protected, it may make sense to dedicate the property as a mitigation bank and make some money. He noted that the management procedure for both species is different.

Commissioner Crowley asked if we have a need to relocate scrub jays from other District sites. Mr. Roach stated no, that the District manages scrub jay habitat within each site.

Commissioner Blow stated that we should be very cautious about restricting the availability of any of our sites.

ITEM 10. Additional Staff Comments and Additional Agenda Items.

Acting Chair Chappell asked if there were any additional staff comments or agenda items. There were none.

ITEM 11. Commissioners Comments.

Acting Chair Chappell asked if there were any additional Commissioner comments. There were none.

ITEM 12. Adjournment.

Acting Chair Chappell stated that hearing no further business the meeting was adjourned at 9:05 a.m.

**MINUTES OF THE
FLORIDA INLAND NAVIGATION DISTRICT**

Board of Commissioners Meeting

9:14 a.m., Friday, February 18, 2012

SpringHill Suites

2000 N.W. Courtyard Circle

Port St. Lucie, St. Lucie County, Florida

ITEM 1. Call to Order.

Chair Bray called the meeting to order at 9:14 a.m.

ITEM 2. Pledge of Allegiance.

Treasurer Kavanagh led the pledge of allegiance to the flag of the United States of America.

ITEM 3. Roll Call.

Secretary Freeman called the roll and Chair Bray, Treasurer Kavanagh, Commissioner Barkett, Commissioner Blow, Commissioner Bowman, Commissioner Chappell, Commissioner Crowley, and Commissioner Netts, were present. Secretary Freeman stated that a quorum was present.

ITEM 4. Consent Agenda.

Chair Bray asked if there were any comments or questions regarding the Consent Agenda. There were none.

Commissioner Netts made a motion to approve the Consent Agenda as presented. The motion was seconded by Commissioner Barkett. Chair Bray asked for any further discussion, hearing none, a vote was taken and the motion passed.

ITEM 5. Additions or Deletions.

Mr. Roach stated that because the Public Relations Committee did not meet this morning, he would like to change Item 17, from Public Relations Committee Report to Public Relations Committee Agenda, and; he would like to add to the agenda, Item 23D, Florida Fish and Wildlife Conservation Commission Stem to Stern Boating Conference.

Commissioner Barkett made a motion to approve the final agenda as amended. The motion was seconded by Commissioner Netts. Chair Bray asked for any further discussion, hearing none, a vote was taken and the motion passed.

ITEM 6. Board Meeting Minutes.

Chair Bray asked if there were any comments or questions regarding the Board meeting minutes.

Commissioner Chappell made a motion to approve the January 13, 2012 Finance and Budget Committee minutes as presented. The motion was seconded by Secretary Freeman. Chair Bray asked for any further discussion, hearing none, a vote was taken and the motion passed.

Commissioner Blow referred to page 27 of the Board Meeting Minutes and stated that Chair Blow should be changed to Chair Bray.

Commissioner Netts made a motion to approve the January 13, 2012 Board Meeting minutes as amended. The motion was seconded by Commissioner Chappell. Chair Bray asked for any further discussion, hearing none, a vote was taken and the motion passed.

Commissioner Blow made a motion to approve the January 13, 2012 Land Acquisition & Management Committee minutes as presented. The motion was seconded

by Commissioner Barkett. Chair Bray asked for any further discussion, hearing none, a vote was taken and the motion passed.

ITEM 7. Public Comments.

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

Mr. Gary Kaczinski, of Sebastian, stated that he would like Mr. Roach to answer several questions about Indian River County Reach I dredging and IR-2. He thanked Mr. Roach that third party oversight of sediment testing would be allowed by the District.

Mr. Kaczinski asked if the actual dredging area within Reach I is approximately 12,500 feet of areas or 2.4 miles. Mr. Roach answered correct.

Commissioner Barkett interrupted and stated that he is uncomfortable that Mr. Kaczinski is cross examining staff about a project that is not on our agenda. He stated that we would just appreciate hearing your comments because this is not a formal hearing.

Mr. Kaczinski stated that it is hard for residents to attend Board meetings. He stated that he has organized his questions so he can get some answers about major concerns that he has.

Chair Bray stated that we will allow three minutes for comments about items that are not on this agenda. He stated that this is not the time for a litany of questions.

Commissioner Netts suggested that Mr. Kaczinski submit his questions in writing and staff would be happy to answer those questions in writing.

Mr. Kaczinski stated that there are a lot of us in Indian River County that feel that this project is not necessary. He noted that originally it was an eight mile reach, then a five mile reach, and now it is a two and a half mile reach. He stated that he actually has

the Army Corps of Engineers depth maps and they show that Reach I is 80 to 85% over 12 feet deep, so only 15% needs dredging.

Mr. Kaczinski stated that as taxpayers, we have already spent \$10 million on a project that is not needed. He stated that additionally, who knows what is in the material. He stated that this project should be stopped and we are tired of being ignored. He stated that this project should be cancelled and the land should be returned to the taxpayers.

Chair Bray thanked Mr. Kaczinski for his comments and asked that he put further questions in writing.

Mr. Frank Marshall, of the Concerned Taxpayers of Indian River County, stated that he is concerned about the public's health regarding the IR-2 project. He stated that several years ago there was a material sample taken from the channel that showed evidence of mercury. He stated that mercury is a heavy metal that sinks to the bottom and this material is over four feet deep. He stated that mercury which is concentrated at the bottom will react with organic sludge to make methyl mercury. He stated that homeowners in that area have water wells that could become contaminated along with natural environmental areas, such as oyster beds. He asked about the type of insurance the District carries.

Commissioner Barkett stated that the Florida Legislature sets the limits of liability for agencies of the state.

Commissioner Barkett stated that in your opinion, there is a possibility of a high concentration of mercury that could be dredged up into the facility, improperly managed, and then winds could come, cause a release of that mercury into water wells and harm people. He asked for an example of this ever happening from a District dredging project.

Mr. Marshall stated that he knows that there was an arsenic spill in St. Johns County. Commissioner Barkett stated that was not a site problem.

Commissioner Blow noted that arsenic is naturally occurring and is naturally everywhere.

Commissioner Barkett stated that he is not saying that we should ignore this concern, but that there are no examples of this ever happening. He would like to know the realistic concern here.

Mr. Marshall stated that what he is saying is that this material should not be placed upland, it should go out west of town.

Mr. Lenny Schelin, of St. Lucie County, stated that he spoke to this Board last year about shoaling in the vicinity of the Stan Blum Boat ramp. He stated that last year he did not know who was responsible for maintenance of that waterway. He stated that the land is owned by the State of Florida and it appears that the county is responsible for the maintenance because it falls within the boundaries of the St. Lucie County Port Authority. He stated that the U. S. Coast Guard has surveyed the channel and found the channel is two and a half feet deep in the worst area. He stated that the Coast Guard has asked the Corps to look at the channel and provide additional surveying data.

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

Mrs. Shelley Trulock, the Intracoastal Waterway (IWW) Project Manager with the U.S. Army Corps of Engineers, stated that the completion date for DMMA IR 2 project has been moved to June 9, 2012. She stated that the reason for this change is because the Corps has exercised the contract option to perform additional road stabilization for the perimeter road and the water control structures such as culverts.

Mrs. Trulock stated that the original contract called for all excess material to be removed from the site. She stated that the contractor is removing all unsuitable material from the site and leaving the good material. She stated that this decision was made by FIND because of the potential impact to the local community.

Mrs. Trulock stated that grass planting has begun and the site is beginning to look like a finished product. She stated that the project is moving along well.

Commissioner Blow stated that, because of the residents concern about this facility, he stopped by the site yesterday afternoon. He stated that this site cannot be seen by any adjacent properties, it is protected by an attractive vinyl coated fence, and by an impressive buffer. He asked if the landscape plans include removing some of the exotic vegetation and planting native species. Mr. Crosley answered yes.

Commissioner Blow stated that he was impressed with the weir structure and noted that it appears to be a better design than at other sites. He noted that the basin has several inches of water and has attracted many different species of ducks and birds.

Mrs. Trulock stated that the IWW St. Augustine maintenance dredging project at the entrance channel of the St. Augustine Inlet should be advertised in May and go to contact in spring or early summer. She stated that FP&L will cut the line crossing the channel and de-activate it 100 feet on each side of our channel. She stated that after the project is completed, FP&L will coordinate with the Department of Environmental Protection (DEP) to install a new cable to replace the cable that is being removed. She stated that this cable will be buried at a depth of 14 feet below the authorized channel.

Mrs. Trulock stated that the water quality permit application for the ICW Sawpit maintenance dredging project was submitted to DEP in June of last year and the water

quality certification should be issued by March 27th. She stated that she is working with the team to develop a way to complete the project plans.

Mrs. Trulock stated that Congress has provided \$841,000.00 for the IWW Jacksonville to Miami. She noted that this is a step in the right direction. She stated that she will be discussing with staff the most efficient way to use this funding. She asked for questions.

Commissioner Barkett asked if that funding is a portion of the \$127 million low commercial use waterways fund that the District worked on last year. Mr. Roach answered yes and stated that the fund ended up being substantially less than \$127 million.

Commissioner Barkett stated that what is important is that Congress recognized the need to provide funding for low commercial use waterways and then in addition we received funding. Mrs. Trulock stated that is why it is important that we show how efficiently and effectively we use this funding.

ITEM 9. Staff Report on St. Lucie County Area Projects.

Mr. Roach stated that Phase I of the Dredged Material Management Plan (DMMP) for the Intracoastal Waterway in St. Lucie County was completed in 1997. He stated that Phase II of the DMMP was completed in 2001 and all major land acquisition was completed in 1999.

Mr. Roach stated that the 50 year dredging projection is 29,201 cubic yards and the storage projection is 62,782 cubic yards, the second lowest of the District counties. He stated that a small shoal in Dredging Reach I will be dredged in 2012 and the District will be moving forward with that work on our own.

Mr. Roach stated that DMMA SL-2, which will serve Reach I, has been constructed and DMMA M-8 has been fenced.

Mr. Roach stated that the St. Lucie County Waterways Economic Study was completed in 2001 and updated in 2011. He noted that the studies found that there were 125 waterway related businesses in the county employing 1,184 people, with salaries of \$45 million, and a total economic impact of \$186 million. He stated that approximately \$8.3 million in tax revenue was generated by waterway activities. He stated that property values were determined to be increased by \$155 to \$188 million by the presence of the ICW channel. He stated that there are 13,100 registered vessels in the county.

Mr. Roach stated that since 1986, the District has provided \$5.4 million in Waterways Assistance Program funding to 53 projects in the county having a total constructed value of \$18.6 million. He stated that the county, the City of Ft. Pierce, Port St. Lucie, the Ft. Pierce Utilities Authority and the St. Lucie County Port and Airport Authority have participated in the program.

Mr. Roach stated that notable projects funded include: the Ft. Pierce Municipal Marina; public boat ramps at St. Lucie Inlet State Park, South and North Causeways, Ft. Pierce Marina, and Jaycee Park, and; shoreline stabilization in downtown, the north and south causeways, and River Park Marina. He asked for questions and there were none.

ITEM 10. City of Riviera Beach Request for a Cost Modification to their Municipal Marina Reconstruction Waterways Assistance Project, Palm Beach County.

Mr. Crosley stated that the City of Riviera Beach has submitted a request for a major cost modification to their municipal marina reconstruction assistance project

agreement. He stated that this modification is based upon the final actual costs for the Phase I project elements and is in compliance with the Assistance Program rules.

Mr. Crosley stated that originally the city entered into an agreement with Viking Development to complete this marina reconstruction. He stated that the city is moving forward with the reconstruction of this marina, but Viking Development is no longer participating in the project. He stated that the project has been modified to benefit the city and staff recommends approval of this request. He stated that Mr. John Sprague, the project consultant, is here to answer any questions.

Mr. John Sprague stated that the City of Riviera Beach felt that it was not in their best interest to hire a developer to do this project and the city took over the project. He stated that they want the marina to be able to withstand a category two hurricane without moving vessels.

Commissioner Crowley asked about the slip allocation as far as sizing. Mr. Sprague stated that regular slips are 40 feet to 60 feet. He stated that we are also adding a lot of marginal and floating dockage.

Mr. Crosley stated that some of the funding for various project elements has been changed but that all approved project elements remain. He stated that the project cost to FIND remains the same. He stated that these changes actually make this a better project.

Commissioner Crowley made a motion to approve the cost estimate modification request to Project Agreement No. PB-RB-09-141, Municipal Marina Remediation, Phase I. The motion was seconded by Commissioner Blow. Chair Bray asked for any additional discussion, hearing none a vote was taken and the motion passed.

ITEM 11. Martin County Request for a Cost Modification to their Manatee Pocket Dredging Waterways Assistance Project.

Mr. Crosley stated that Martin County has requested an amendment to the cost estimate for the final phase of the Manatee Pocket Dredging Project. He stated that the project came in under cost and the county would like to allocate the remaining funding to additional construction activity and the long term monitoring of the project.

Secretary Freeman asked about the monitoring requirement. Mr. Crosley stated that DEP included in their permit that the project be monitored for three years. He stated that FIND is participating in the monitoring costs for the first year and the final two years will be paid for by the county.

Commissioner Blow asked about the monitoring activity. Mr. Crosley noted that the county will be performing seagrass and water quality surveys.

Secretary Freeman asked if this request is an increase in funding for FIND. Mr. Crosley answered no and stated that we are reallocating unused project funding to different project elements.

Commissioner Barkett asked if this monitoring is an element that the District would normally approve for a grant project. Mr. Crosley answered yes.

Commissioner Netts made a motion to approve the cost estimate modification request to Project Agreement No. MA-10-63, Manatee Pocket Dredging Project. The motion was seconded by Commissioner Chappell. Chair Bray asked for any additional discussion, hearing none a vote was taken and the motion passed.

ITEM 12. License Agreement Amendment No.1 with Broward County for Dania Cut Off Canal Deepening Project, Broward County.

Mr. Roach distributed a revised License Agreement Amendment No. 1 with Broward County and briefly summarized the revisions: provide that a specific extension must be approved by the Chief Executive of Port Everglades; the reference to the State Board of Administration has been removed, license section 15.6 makes the language more specific stating that the county understands that the District has received a bid and that during the course of the project, those costs may change; Taylor Engineering oversight of Port dredging has been added, and a new; paragraph 23.19 states that all telephone conversations and e-mails with the county are not binding, it is this document that is controlling.

Mr. Roach stated that this agreement also allows for the marina facilities along the Dania Cut Off Canal to piggy back onto the District's project and place their material onto the Port site. He stated that we currently have two marine facilities that want to complete deepening projects to improve their facility and this is because of the District's project. He stated that staff is in discussions with a third marina. He stated that this will provide an immediate economic impact to the community.

Secretary Freeman asked when we allow these marine facilities to piggy back onto our contract, are we in anyway indemnifying them. Mr. Roach stated that agreements will be developed between the District and these facilities that will protect the District from anything that could be in their dredged material.

Commissioner Chappell referred to MSA 781 and 783 and asked that if the county requests that the District release those sites, would that come before the Land Committee or full Board for approval. Mr. Roach answered yes.

Commissioner Blow asked if these are sites that the District will use. Mr. Roach stated that MSA 783 provides the District access to the bulkhead to offload dredged material. He stated that what is important is that the release of these sites is at the discretion of the District. He stated that if the District does not find another site, we will not release these sites.

Commissioner Crowley questioned about the District providing surety in the form of payment or a letter of credit and then also the contractor providing a performance bond. Mr. Roach stated that the contractor must provide a performance bond to cover everything but contamination from the dredged material. He stated that the District will provide a \$2.5 million bond to cover material contamination, if it happens. Commissioner Crowley asked how the District will do that. Mr. Roach stated that we will provide a letter of credit or a certified check. He stated that staff prefers a letter of credit but we have not made that determination yet.

Chair Bray asked if the county has reviewed and approved this new agreement. Mr. Roach answered yes and stated that if this is approved today, it will be executed and back to the county by Tuesday and they will place it on their February 28th Commission agenda.

Commissioner Chappell made a motion to approve License Agreement Amendment No. 1 with Broward County. The motion was seconded by Secretary

Freeman. Chair Bray asked for any additional discussion, hearing none a vote was taken and the motion passed.

ITEM 13. Dania Cut Off Canal Deepening Project Change Order with Lucas Marine Acquisition Corp., Broward County.

Mr. Roach stated that, because Port Everglades had previously used this site to manage dredged material, it was thought that the site would percolate to discharge the water. He stated that the contractor performed his due diligence and the site did not percolate

Mr. Roach stated that the District has achieved the permit modifications to discharge effluent from the Port dredged material management area. He stated that the conditions of these permits will require additional water management and water sampling activities by the contractor. He stated that based upon those requirements, the contractor provided a scope of services and cost of \$335,839.43 for these additional services. He stated that this proposal has been reviewed by the District engineer and we have worked with Lucas Marine and made the appropriate project modifications. He stated that if this is approved it will change the base contract and all contracts for this project will be executed. He stated that the District's project costs are \$6.5 million and the Port's part of the project is \$400,000.00. He asked for questions.

Commissioner Blow asked how much water are we talking about and asked if it could be removed by a less expensive manner. Dr. Taylor stated that this project will be completed by dredging with an environmental bucket and this method uses a lot more water than other dredging methods. He noted that there will be approximately 163,000 gallons of water removed daily.

Commissioner Netts made a motion to approve Change Order No.1 with Lucas Marine Acquisition Corporation, LLC for the Dania Cut Off Canal Deeping Project. The motion was seconded by Commissioner Bowman. Chair Bray asked for discussion.

Commissioner Barkett asked what this modification will do. Dr. Taylor stated that because the site does not percolate water, the interior will require additional construction requiring the contractor to install an outfall and interior compartments to meet the water discharge requirements.

Mr. Roach stated that the new design will provide an additional benefit because the site will be used by the Port, District, and third party marinas and it will allow us to segregate the materials for testing.

Commissioner Blow stated that this is exactly why this District should not release any property. He stated that you never know when you may need to use a site, no matter how small.

Commissioner Chappell stated that he agrees and this all came about because of regulatory restraints and it is only going to get worse. He noted that because of increased regulatory restraint, we may need to give additional thought to land acquisition and lands in general.

Chair Bray asked for any additional discussion, hearing none a vote was taken and the motion passed.

ITEM 14. Waterway Cleanup Program Rule Modifications.

Mr. Crosley stated that the Board requested that staff look at modifications to the District's Waterway Cleanup Program Rules to address several concerns. He stated that staff has prepared a memorandum of the proposed modifications for Board review. He

stated that staff recommends that any rule changes be made during the regular rule amendment cycle in August and we will bring back specific rule language at that time.

Commissioner Crowley stated that he would like to review the changes to make sure he understands them. He stated that each county is allowed \$20,000.00 per year. He stated that \$5,000.00 would go towards an ICW cleanup and does not require a match. He stated that the remaining funding would require a match and could be used for other eligible waterways. Mr. Crosley answered yes and stated that the allocation per county is on a first come first served basis.

Mr. Roach stated that staff's analysis is that with the matching provision, mainly the larger counties would be taking advantage of any funding over \$10,000.00.

Commissioner Bowman asked who is eligible for this funding and how do we get the word out. Mr. Crosley stated that the District participates in waterway cleanup events in every District County except St. Johns County. He stated that all agencies that are eligible under the District's program rules are eligible for this funding with the addition of not-for-profits. He stated that we have and continue to work successfully with Keep Jacksonville Beautiful in Duval County.

Commissioner Netts questioned why the eligible waterways other than the ICW must be natural waterways, considering much of the ICW is manmade. Mr. Crosley stated that the rule definition goes back to the initiation of the District's grant program. He stated that since that time staff has identified and added several eligible non-natural waterways such as the Hillsboro River and Fox Cut.

Commissioner Netts stated that in Flagler County there are many canals that run into the ICW, but are not eligible for funding from this program. Mr. Crosley stated that

when this program was brought into the rule, it created this problem. He suggested that we could develop language that will clarify eligible waterways to include canals connected to the ICW.

Secretary Freeman stated that she wants to make sure that this does not open the door to canal dredging.

Commissioner Chappell asked if to obtain the maximum in waterway cleanup funding, must each cleanup event be on a different waterway. Mr. Roach answered no. He stated that you could do two different cleanups on the ICW at different times of the year or expand your ICW cleanup to be one large \$20,000.00 event.

ITEM 15. Hillsboro Lighthouse Resolution, Broward County.

Commissioner Chappell stated that a petition was made by a local non-profit to the U.S. Coast Guard to look at the effect the Hillsboro Lighthouse has on sea turtle hatchlings. He stated that this non-profit claims that they have collected data for two years supporting their position that light from the lighthouse effects sea turtle hatchlings. He stated that he went to their web site and downloaded their data to a spread sheet. He stated that their information covered 1,500 feet of the beach north and south of the lighthouse. He stated that of the 470 sea turtles that were observed, nine of them were reported disoriented. He stated that their data does not support their claim.

Commissioner Chappell stated that the U. S. Coast Guard has requested comments concerning potential changes to the operations of the Hillsboro Lighthouse because of potential effects to sea turtle hatchlings. He stated that he requested that staff draft a resolution for submission to the U.S. Coast Guard supporting the continued operations of the Hillsboro Lighthouse. He stated that this resolution requests that the

non-profit provide scientific data supporting for their claim and also states that the District supports the operation of the lighthouse for the safety of mariners.

Secretary Freeman made a motion to approve Resolution No. 2012-02 regarding the Hillsboro Lighthouse. The motion was seconded by Commissioner Blow. Chair Bray asked for any additional discussion, hearing none a vote was taken and the motion passed.

Commissioner Barkett suggested changing the word affect to effect in the fifth paragraph of the resolution.

Commissioner Chappell stated that the county, City of Hillsboro Beach, City of Pompano Beach, City of Lighthouse Point, and City of Deerfield Beach are also supporting the District's resolution.

ITEM 16. St. Augustine Blessing of the Fleet, St. Johns County.

Commissioner Blow requested that this item be tabled until we receive additional budget information from the yacht club.

Chair Bray tabled the item.

ITEM 17. Public Relations Committee Agenda.

Chair Chappell presented the Public Relations Committee Agenda.

FIND Display.

Mr. Roach reviewed the final draft of the FIND display panels. He asked the Board to review this layout and provide comments.

Mr. Roach stated that Commissioner Sansom suggested the following changes: removing the words "Manatee protection" from the display copy for tower 1; moving the Economic Development paragraph above the Environmental Enhancement & Restoration paragraph; removing the wording "Environmental and" from display copy for tower 2,

and; rearranging the three items on tower 1, panel 3 so that Waterway Maintenance & Safe Navigation is at the top of the panel and Environmental Enhancement & Restoration at the bottom.

Commissioner Barkett asked why we would remove the environmental wording from our display. Mr. Roach stated that it is not the main part of our responsibilities and what we do and the consultants included the manatee protection because they were reading our literature from when we use to do the manatee signs.

Commissioner Crowley referred to tower 1, panel 3 and stated that the environmental enhancement picture does not match the text and suggested a more fitting picture such as a Snook Island picture. He also stated that he feels that Miami-Dade County has not been represented in the panels. He stated that he would respectfully recommend that on tower 2, panel 3, about waterfront revitalization that a photograph of the downtown Miami seawall be used. He stated that when talking about waterfront revitalization, the biggest impact our program has made has been to downtown Miami.

Mr. Roach stated that for the purpose of blowing up the photographs to fit this display they must be of a high resolution which is typically more than a regular camera will shoot. He noted that this project had a limited budget for photography, so the photographer shot photos within the area of the Treasure Coast.

Commissioner Netts stated that he takes exception to the comment that the general public will not recognize their own county. He stated that if you put this display in Flagler County, he can assure you that people will be going over the towers looking for photographs of their county. He stated that he feels that Flagler County is not represented in this display and he would be happy to provide a high resolution photograph of a Flagler

County project. He stated that he would like to see every county have one piece of this project.

Mr. Roach noted that there will be a slide show running as well. He stated that we are looking for a May delivery of this project and he would encourage commissioners to provide their photographs as soon as possible.

Commissioner Chappell stated that on tower 4, panel 1, the boat ramp picture is the worst boat ramp in the District. Secretary Freeman stated that she can provide a photograph of the New Smyrna Beach boat ramp.

Commissioner Blow suggested that on display copy, tower 3, we insert "in-shore" in front of artificial reef construction.

Commissioner Netts commented about the wording shoreline stabilization and stated the general public may feel that is for beach restoration. Mr. Crosley suggested that we put the word "intracoastal" in front of that.

ITEM 5. Scripps Media Items.

Mr. Roach stated that staff has itemized and provided context to the items that Scripps Media criticized. He stated that staff is looking for guidance as to any additional actions that may be necessary regarding these items.

Commissioner Crowley noted that Miami-Dade County is one of the highest priced markets in the country for hotels. He stated that staff has done a good job trying to find a reasonably priced hotel for our upcoming meeting, during an active time in the county.

Commissioner Crowley stated that the reason the District previously stayed at the Viceroy Hotel was because the property was adjacent to the Miami Circle site. He stated

that the District's Community Outreach Event was held at the Miami Circle and we attended the project groundbreaking ceremony held there. He noted that he spent a considerable amount of personal time and energy making sure that ceremony happened because it was important for the District to attend that ceremony and showcase that project.

Commissioner Barkett stated that he feels that staff's report is fine.

Secretary Freeman stated that she is very mindful of taxpayer dollars, but she cautioned that when looking for hotels to keep commissioner and staff's safety in mind.

Chair Chappell asked if there were any additional staff or commissioner comments. There were none.

ITEM 18. Travel Reimbursement Voucher Modification.

Mr. Roach stated that after last month's meeting he discussed with Vice-Chair Colee his motion to formulate a District travel policy. He noted that the District does follow the state's travel law and we do not need to improve upon that. He suggested, and Vice-Chair Colee, agreed that just some targeted changes were necessary.

Mr. Roach stated that Vice-Chair Colee suggested that all travel reimbursement vouchers should be submitted for reimbursement within 90 days. He stated that staff has revised the reimbursement voucher to add that language.

Commissioner Netts asked the benefit of that 90 day window. He stated that a legitimate expense is a legitimate expense and he asked what we are accomplishing with this. Mr. Roach stated that if we allow too much time for submission of the voucher the details of the travel may become foggy and it becomes difficult for staff to confirm the details.

Secretary Freeman noted that for accounting and auditing purposes, there really should be a time frame for report submission. She stated that 90 days is sufficient. She stated that she does not feel that it should be up to staff to remind a commissioner that they need to submit their report.

Secretary Freeman made a motion to approve the proposed modification to the District's travel reimbursement voucher. The motion was seconded by Commissioner Chappell. Chair Bray asked for any additional discussion, hearing none a vote was taken and the motion passed.

ITEM 19. Executive Director's Delegation of Authority Modification.

Mr. Roach stated that as our attorney reviewed these travel procedures with staff, we recognized that the statute has been changed about who is the head of the agency and it has been determined that it is the Board of Commissioners and not the Executive Director. He referred to the statute where it states that the agency head or his designee shall designate the most economical method of travel for each trip. He stated that it has been suggested that the Executive Director be given that authority through a modification to the Executive Director's Delegation of Authority. He asked for discussion.

Commissioner Netts asked about the approval of the most economical means to travel and asked how this will function. Mr. Roach stated that this would apply to any travel that is not the normal, such as travel by airplane or renting a larger vehicle. He stated that for example, if a commissioner would like to fly to a board meeting, they should contact him for approval.

Commissioner Bowman stated that his company has studied this in great detail and in general, it is cheaper to rent a car and pay the gas; then to pay the gas and

reimburse per mile. He wants to make sure that we do not box ourselves into a corner. Mr. Roach noted that the statute does allow flexibility to make those decisions.

Commissioner Barkett stated that he agrees with Commissioner Bowman and noted that for any meeting more than an hour drive from home, it is cheaper to rent a vehicle.

Commissioner Blow stated that the commissioners are appointed by the governor to oversee this agency. He stated that it should be up to the commissioner to determine their means of travel and also to justify that means. He stated that it should be a commissioner's decision to fly or drive. He does not feel that commissioners should have to call staff to get approval about the way they will travel. He stated that there is something about this that gives him a problem.

Commissioner Crowley stated that he agrees and could not have said it better. He stated that this does not make sense to him. He suggested wording the item that the commissioner should confer with staff, but that the commissioner has the final say.

Mr. Roach stated that the purpose here is to make sure that the commissioner is reimbursed for their out of pocket travel expenses and that the commissioner is not blindsided for something after the fact.

Commissioner Crowley stated that this goes back to the judgment of the commissioner. He stated that if a flight cost \$1,000.00 he would call staff anyway, but to pass a general policy that a commissioner must seek approval anytime they have a flight does not make sense to him. Mr. Roach noted that is what the law states and that he is not rewriting the law.

Attorney Breton stated that it is not the staff questioning payment of airfare, it is the auditor posing that question. He noted that travel is supposed to be by the most economical method for that particular trip and the agency must make that determination. He stated that because the agency only meets once a month and the law provides for an agency designee, he suggested that the designee be the Executive Director. He stated that this would allow a commissioner who wants to deviate from what would be the norm, taking their own vehicle, to obtain prior approval from the Executive Director. He stated that we could add that renting a vehicle or using their own car is acceptable and if a certain distance is involved, flying is an economic means. He stated that this would take into account the time of the traveler and the impact on the productivity of the traveler. He stated that this will protect commissioners and provide a guideline.

Commissioner Barkett stated that because this stipulation is in the statute, all this is doing is delegating that authority to the Executive Director to expedite commissioner requests.

Commissioner Crowley stated that this creates an unnecessary process for monthly travel. He stated that if you want to apply it to something like his flight to Tallahassee, when he flew and took his time to convince DEP to issue a permit so that the District could proceed with a project to prevent boats from running aground at Baker's Haulover, then he is okay with that.

Mr. Roach stated that the District's auditor feels very strongly about this and he feels that the Executive Director should have the authorization to work with commissioners to make sure that the statute is followed. He stated that he does not plan on fighting with his bosses to approve a trip, but for those trips that are out of the

ordinary, there should be a consultation to make sure we are all on the same page. Attorney Breton echoed that comment.

Secretary Freeman stated that this is a matter of clearing up our compliance with a legality in the Florida statute. She stated that she also shares the commissioner's concerns, but she does not feel that the system is broken. She stated that this is a legal point that needs to be cleared up and this will not change the way we do things and that there is not a person on this board that would do something or submit something that is out of line.

Commissioner Blow made a motion to approve the modification as presented to the Executive Director's Delegation of Authority. The motion was seconded by Commissioner Netts. Chair Bray asked for any additional discussion, hearing none a vote was taken and the motion passed. Commissioner Crowley voted against the motion.

ITEM 20. Finance and Budget Committee Report.

Treasurer Kavanagh stated that the District's Finance and Budget Committee met before today's Board meeting and the committee reviewed and recommends approval of the December 2011 financial information.

Treasurer Kavanagh made a motion to approve the financial statements for December 2011. The motion was seconded by Commissioner Barkett. Chair Bray asked for any additional discussion, hearing none a vote was taken and the motion passed.

ITEM 21. Washington D.C. Report.

Mr. Roach stated that the FY 2012 appropriations bill included \$30 million for Inland Waterways of which \$831,500.00 was designated for the Intracoastal Waterway in Florida

Mr. Roach stated that the President released his FY 2013 budget and did not include funding for Inland Waterways, low use waterways, or navigation maintenance. He stated that during our trip to Washington, we will be asking that the delegation insert these budget categories.

Mr. Roach then presented the FY 2013 Federal appropriations request for Board review and asked for approval.

Commissioner Chappell made a motion to approve the District's FY 2013 Federal appropriations request. The motion was seconded by Secretary Freeman. Chair Bray asked for any additional discussion, hearing none a vote was taken and the motion passed.

ITEM 22. Tallahassee Report.

Mr. Roach presented the District's Tallahassee government relations firm's status report on their activities on the District's state issues. He noted that Commissioner Bowman has attended several meetings about the St. Johns River Ferry and staff has been on teleconference about this. He stated that staff has suggested that we could help with some of the project infrastructure through the grant program.

Mr. Roach referred to the Governor's Executive Order for his office's review of all 1,600 special districts within the State of Florida. He stated that they have indicated that they will be reviewing Mosquito Control and Fire District's first. He stated that the governor's staff is developing a questionnaire for each District to complete.

Chair Bray stated that he has discussed Section 1 with staff and we feel that our records will support what we are doing and we will be able to answer each item favorably.

Commissioner Blow asked if there is anything we can do to prepare for this questionnaire. Chair Bray stated that we discussed that and we feel that we are pretty well prepared. He stated that when you read Section 1, you will note that the District complies with each item.

ITEM 23. Additional Staff Comments and Additional Agenda Items.

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

Mr. Roach stated that the FY 2012-2013 Assistance Program package has been sent out and has been placed on the District's web site. He stated that staff is available to help commissioners answer any applicant questions.

Mr. Roach stated that the Economic Study Update has been completed. He stated that because of the economy the numbers are down. He stated that this information will be placed on the District's web site. He asked for questions.

Secretary Freeman stated that she would like to compliment staff for completion of this agenda. She noted that with all the financials, staff did an outstanding job.

Commissioner Crowley stated that downtown Miami would not be able to host the Volvo Ocean Race or other events if it were not for their participation in the District's grant program. He noted that our project has spurred other projects in the area including a museum.

Mr. Roach stated that staff would like to move the Miami-Dade County meeting to May 18th so that commissioners can attend the Volvo Ocean Race. He stated that the Indian River County meeting would then be held August 18, 2012.

Commissioner Netts asked if our meeting costs will increase because of this change. Mr. Crosley stated that he has been working with various hotels and he feels that he can obtain a good rate, but he cannot pursue a hotel contract until this is approved.

Commissioner Chappell made a motion to approve staff's recommendation to change the May and August Board meeting locations. The motion was seconded by Secretary Freeman. Chair Bray asked for any additional discussion, hearing none a vote was taken and the motion passed.

Mr. Roach stated that the Florida Fish and Wildlife Conservation Commission (FWC) held a Stem to Stern Boating Conference in 2009 and the District provided a monetary sponsorship and made a presentation. He stated that in 2010 they were going to hold Stem to Stern Boating Conference II, of which the District was going to provide a \$1,000.00 sponsorship, but because of the economy the conference was called off.

Mr. Roach stated that the FWC is planning to hold a Stem to Stern Boating Conference on May 15th to 17th and staff is recommending that the District contribute a \$1,000.00 sponsorship.

Commissioner Crowley made a motion to approve staff's recommendation to provide a \$1,000.00 sponsorship to the FWC for the Stem to Stern Boating Conference. The motion was seconded by Commissioner Blow. Chair Bray asked for any additional discussion, hearing none a vote was taken and the motion passed.

Commissioner Blow stated that he attended the last Stem to Stern Boating Conference and it was a great program involving local Florida government.

ITEM 24. Additional Commissioners Comments.

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

Commissioner Blow stated that the local government presentations at last evening's Community Outreach Event were informative and well presented.

ITEM 25. Adjournment.

Chair Bray stated that hearing no further business the meeting was adjourned at 11:33 a.m.

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and Wildlife
Conservation
Commission**

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FEB 23 2012

**FLORIDA INLAND
NAVIGATION DISTRICT**

February 21, 2012

David Roach, Executive Director
Florida Inland Navigation District
1314 Marcinski Road
Jupiter, Florida 33477

RE: Proposed Intracoastal Waterway Boating Safety Zones

Mr. Roach,

The Florida Fish and Wildlife Conservation Commission (FWC) has initiated rulemaking on the Intracoastal Waterway (ICW) at two locations for the purpose of regulating the speed and operation of vessel traffic for the safety of the boating public.

The first proposed boating safety zone is located at Jewfish Creek in Monroe County. The zone at Jewfish Creek will extend 300' north of the US-1 Bridge fender system to 800' south of the bridge fender system, a total of approximately 1,300', to provide protection to vessels and maritime property in the vicinity of the US-1 Bridge and a public boat dock on the ICW. The second proposed boating safety zone is located at Highbridge Road in Volusia County. The zone at Highbridge Road will extend 300' north of the Highbridge Road fender system to 300' south of the Highbridge Road boat ramp, a total of approximately 750'. Both zones will reduce vessel speeds to Slow Speed Minimum Wake, as defined in Rule 68D-23.103, Florida Administrative Code (FAC). Enclosed is additional information about the proposed boating safety zones. The FWC, at their February 8, 2012, Commission Meeting in Havana, Florida, approved the rules as proposed.

The FWC is seeking your review of the proposed rules in accordance with the requirements in Rule 68D-24.003(4)(f), FAC. The rule states:

The executive director may approve for adoption rules establishing boating restricted areas. This delegation of authority is subject to the following criteria:

(f)[n]o written objection to the establishment of the proposed boating restricted area has been received from the United States Coast Guard, the Army Corps of Engineers, or a Navigation District established under Chapter 374, F.S.

Please respond, in writing, within 30 days to this letter if you have any objections to the proposed rules. If you have any questions, please contact me at (850) 488-5600 or by e-mail at Shaun.Davis@MyFWC.com.

Sincerely,

Shaun Davis

Shaun Davis, Planner
Division of Law Enforcement
Boating and Waterways Section

/sd

Enclosures: Proposed Rule Information Packet
Rule 68D-23.103 FAC

Volusia County – Highbridge Road
Boating Safety Zone Public Meeting
68D-24.164, FAC



Florida Fish and Wildlife Conservation Commission
Division of Law Enforcement
December 14, 2011



Why are we here?

- Highbridge Road
 - Boat Ramp Visibility
- Marine Infrastructure
 - Public Boat Ramp



Looking south, approximately 300' north of Highbridge Road



Boating Safety Zone Criteria

- Boating accident reports
- Boating Citations / Warnings
- Computer Aided Dispatch records
- Channel layout
- Surrounding infrastructure



Slow Speed Minimum Wake

Completely off plane and fully settled into the water. Proceeding at a reasonable and prudent speed with little or no wake.

68D-23.103(3)(b)4. Florida Administrative Code



Proposed Boating Safety Zone

- Slow Speed Minimum Wake
 - 300' north of Highbridge Road fender system
 - 300' south of Highbridge Road Boat Ramp



Proposed Boating Safety Zone



Boating Safety Zone Criteria

- Criteria that cannot be taken into account
 - Upland property protection
 - Noise
 - Vessel wake from normal, prudent operation of vessels
 - Wildlife



Public Comment



**Volusia County – Highbridge Road Public Meeting
Ormond Beach Commission Chambers – Ormond Beach, Florida
December 14, 2011**

Attendees:

Captain Richard Moore – FWC Boating and Waterways
Ms. Dawn Griffin – FWC Boating and Waterways
Mr. Shaun Davis – FWC Boating and Waterways
Major Paul Ouellette – FWC Division of Law Enforcement
Captain Chris Roszkowiak – FWC Division of Law Enforcement
Lieutenant Steve Van Nortwick – FWC Division of Law Enforcement
Officer Jason Wells – Holly Hills Police Department
Ms. Audrey Parenta – Daytona Beach News Journal
Mr. Harold Hopkin – Public
Mr. Dick Bland – Public
Captain Jim Britton – Public
Mr. Chuck Gleichmann – Public / President of Flagler County Sportfishing Club
Mr. Dick Grimshal – Public
Mr. Greg Kirby – Public
Mr. Bill Hodges – Public
Mr. Louis Brouillard - Public

The meeting was called to order by **Captain Moore**. **Captain Moore** presented the Highbridge Road Boating Safety Zone proposal. See PowerPoint presentation for specifics. **Captain Moore** opened the floor for public comment on the proposed boating safety zone.

Public Comments

Mr. Chuck Gleichmann, Flagler County Sportfishing Club

Stated that he lives approximately 1.5 miles south of Highbridge Road. Supports the zone, as a user of the waterway in the vicinity of Highbridge Road. The ability for vessels to transit the area on plane has always been a concern. He stated that he slows down for the bridge, but other boaters don't and end up in close proximity to his vessel. He stated that he is President of the Flagler County Sportfishing Club. The Club has about 350 members and approximately 25% of members use the ramp. The Club supports the creation of the zone. Law Enforcement support is important to the success of the zone. He stated that he prefers that the zone be slow speed over idle due to currents coming through the bridge. The higher speed will allow him additional RPM's to get through the bridge.

Mr. Harold Hopkin

Stated that he fishes in the vicinity of Highbridge Road often. Prefers that the zone be idle speed no wake since out of state boaters transiting through the area in high displacement vessels create wakes, even at slow speed minimum wake. Ramp users have routinely had their vessels waked while loading and unloading at the ramp. The ramp is very close to the ICW, large displacement vessels will still create a wake at slow speed minimum wake. Boaters that do not regularly boat in Florida do not understand the requirements of slow speed minimum wake zones.

Unidentified Commenter

Questioned whether the proposal is to regulate only within 300' of Highbridge Road and Boat Ramp? **Captain Moore** confirmed that the proposal was only to regulate within 300' of the bridge and boat ramp. Stated that boating restricted areas are put in the wrong areas in some cases and not put in the right areas in other cases. Questioned what the speed is for the proposed zone? **Captain Moore** stated that the proposal from the Boating and Waterways Section is for slow speed minimum wake.

Ms. Audrey Parenta

Where do we go from here?

Captain Moore stated that an agenda item is being prepared to go to the February FWC Commission meeting. Staff is seeking approval from the Commission to file a Notice of Proposed Rule. We may or may not have another public meeting in the area. We will seek approval from Commission to only hold another meeting if requested by the public, due to the public support of the proposal.

Captain Moore adjourned the meeting at 7:19 PM

Electronically Submitted Comments - Comment Period: 11/18/11 to 12/21/11

Dr. & Ms. Joel Zatz

My husband and I spend 3 months each year renting a house at Ormond-by-the-Sea. Our sole purpose in coming to this area from New Jersey is to kayak -- particularly around the High Bridge area waterway. We have found it extremely difficult to leave from the boat ramp because as the boats come through under the bridge, they speed and create a huge wake that makes it dangerous for those in kayaks/canoes - and other motor craft. We couldn't make the meeting, but hope the commission will change the speed to a slow-speed, minimum wake zone across the entire waterway from 300 feet north of Highbridge to 300 feet south in order to give boat operators time to react to boaters entering and leaving the boat ramp. This will not only protect kayakers/canoes/motor boats leaving from the ramp, but also the manatees in the area.

Mike & Gail Duggins

Thank you for proposing the Highbridge Rd. Boating Safety Zone. We live near Highbridge and canoe in that area. We strongly support the creation of this zone and recommend extending the slow speed to north of the small canal leading into Smith Creek Landing at North Peninsula State Park so that paddling boaters launching from the Park can safely enter the ICW.

Walter Steiner

I live near this road just off of Walter Boardman. People are driving too fast on this road. You can't walk or ride bike anymore. Too dangerous or annoying, especially bikers with no mufflers

Suzanne Steiner

I am so happy that you are considering reducing the boat speed in the ICW north and south of Highbridge. We use that ramp to launch our fishing boat and our kayaks and we have had close calls with large boats coming through when the bridge opens. There is also a problem with younger kids in speed boats who never slow down in the reduced speed zone. I guess they think the area is more remote and they can do whatever they want. Last week we were in one of the inlets just north of the

bridge in our kayak fishing when a red speed boat with 2 teenagers came barreling by us (flying) right past the manatee zone sign. They sped into the canals just north and west of the bridge. Shortly after we heard repeated gun shots. We think they were shooting at birds. A short time later they speed out, again ignoring us and the slow speed signs. For safety reasons and for the manatees and other wildlife we are in favor of reducing the speed.

Jimmy Hull, Hulls Seafood

The proposed minimum wake slow speed zone across the entire waterway from 300 feet north of Highbridge to 300 feet south for the safety of boating traffic around Highbridge boat ramp is needed and justifiable. I am a commercial blue crab trapper around Highbridge and during the last 5 years I have seen a dramatic increase in boat traffic at the Highbridge ramp. The speed zone is justifiable because of the concern for public safety. With that said I am opposed to any slow speed no wake zone outside of the proposed Highbridge zone.

Emilio Cirelli

The owner of the only private island for sale by owner, north of Highbridge, says. "The Highbridge area on the intra coastal waterway is like a children school crossing zone. The boat speed limit should be slow!"

Tom Eggers

I wholeheartedly support making the area on both sides of Highbridge a minimum speed no wake zone. I use that boat ramp often and have had some harrowing experiences with boaters who come flying through there.

Farley Fitzpatrick

Long overdue, difficult to launch and retrieve at ramp with the number of boaters that display no regard for ramp activity and drive through the area on plane without slowing down, including people waterskiing under the bridge. Also very narrow stretch of water for two vessels to pass under the bridge at planing speeds. Most individuals lack the proper knowledge to operate a vessel in those confined areas. I vote YES!

Monroe County – Jewfish Creek
Boating Safety Zone Public Meeting
68D-24.144, FAC



Florida Fish and Wildlife Conservation Commission
Division of Law Enforcement
December 13, 2011



Why are we here?

- Contacted by stakeholders
- US 1 Bridge replaced in 2008
 - Allows vessels to transit area on plane
- Marine Infrastructure
 - Public Fuel Dock
 - Gilbert's Marina



Boating Safety Zone Criteria

- Boating accident reports
- Boating Citations / Warnings
- Computer Aided Dispatch records
- Channel layout
- Surrounding infrastructure
- Online boater survey



Slow Speed Minimum Wake

Completely off plane and fully settled into the water. Proceeding at a reasonable and prudent speed with little or no wake.

68D-23.103(3)(b)4. Florida Administrative Code



Proposed Boating Safety Zone

- Slow Speed Minimum Wake
 - 300' north of Jewfish Creek Bridge fender system
 - 800' south of Jewfish Creek Bridge fender system
- Zone layout reflects current operation by prudent boaters



Proposed Boating Safety Zone



Boating Safety Zone Criteria

- Criteria that cannot be taken into account
 - Upland property protection
 - Noise
 - Vessel wake from normal, prudent operation of vessels
 - Wildlife



Public Comment



Monroe County – Jewfish Creek Public Meeting
Murray E. Nelson Government Center, Key Largo, Florida
December 13, 2011

Attendees:

Captain Richard Moore – FWC Boating and Waterways
Ms. Dawn Griffin – FWC Boating and Waterways
Mr. Shaun Davis – FWC Boating and Waterways
Officer Robert Dube – FWC Division of Law Enforcement
Officer Janette Fernandez – FWC Division of Law Enforcement
Mr. Rich Jones – Monroe County Marine Resources Office
Mr. Steve Gibbs – Free Press
Mr. Carl Ryan Kemppainen- Public
Ms. Amanda Kemppainen- Public
Mr. Gregory R. Ellenberger- Public
Mr. Robert Rhyneearson- Public
Mr. Wes Brook – Public / Kahiki Harbor Homeowners Association
Mr. Luis Carceres- Public
Mr. Eric Parker- Public

The meeting was called to order by **Captain Moore** at approximately 6:40 P.M. **Captain Moore** presented the Jewfish Creek Boating Safety Zone proposal. See PowerPoint presentation for specifics. **Captain Moore** opened the floor for public comment on the proposed boating safety zone.

Public Comments

Mr. Ryan Kemppainen

Reasonable boaters don't throw a wake through the area. The proposed Boating Restricted Area should address environmental issues, since there are lots of wildlife and habitat in the area. By creating wakes boaters are being inconsiderate of the people living adjacent to the ICW at Jewfish Creek. The fuel dock is a safety issue because of the potential for fuel spills. Boat wakes are causing vessels anchored near Jewfish Creek to drag anchor. The zone should protect US1 bridge piles from damage caused by boat wakes. Jewfish Creek is a bottle neck for traffic on the ICW. He is concerned about wakes affecting the pumpout boat while removing sewage from vessels anchored near Jewfish Creek. He supports the proposal, but would like the southern boundary of the zone extended to the channel markers (Red Daybeacon 36 and Green Daybeacon 37). The zone should be Idle Speed No Wake since most boaters don't understand what's required for Slow Speed Minimum Wake.

Mr. Robert Rhyneearson

There is not an issue during on weekdays due to low volume of boat traffic; Friday, Saturday and Sunday are the big issue, especially in the summertime. **Mr. Rhyneearson** stated that he is a Key Largo resident. His boat has been damaged (scratches, dings) at the Gilbert's Resort docks due to passing boat wakes. Passing boat wakes have caused him to spill fuel while he was re-fueling at Gilbert's. The zone should be Idle Speed No Wake; boaters don't know the difference between that and Slow Speed Minimum Wake. The northern boundary is ok as proposed, but the southern boundary of the zone should start at the channel markers (Red Daybeacon 36 and Green Daybeacon 37). When approaching the channel markers south of Gilbert's, he slows down in his vessel. The southern boundary of the zone should be extended

to the channel markers (Red Daybeacon 36 and Green Daybeacon 37) since more vessels will be anchoring at Jewfish Creek and this will provide a safer area for them.

Mr. Wes Brook

Attending meeting to learn what may be applicable to their situation at Tavernier Creek, which he believes should be Slow Speed Minimum Wake. Most boaters are courteous and follow the rules of the road. The proposal for Jewfish Creek is common sense. He doesn't go faster than slow speed through the area and is amazed that the area doesn't already have a boating safety zone.

Unidentified speaker

Would like the southern boundary of the zone extend to channel markers (Red Daybeacon 36 and Green Daybeacon 37) to protect vessels anchored near Jewfish Creek.

Mr. Luis Carceres

Questioned whether the area around Jewfish Creek is a designated mooring field? **Captain Moore** informed **Mr. Carceres** that the area is not a designated mooring field. **Mr. Carceres** believes that creating a Slow Speed Minimum Wake zone would encourage more vessels to anchor in the area. The more people that anchor in the area, the more Derelict Vessels will accumulate in the area. He is in support of the boating safety zone as proposed since a larger zone would encourage more vessels to anchor in the vicinity of Jewfish Creek.

Captain Moore adjourned the meeting at 7:26 PM

Electronic Comments – Comment Period: 11/18/11 to 12/21/11

Capt. Kerry Wingo – President of Key Largo Fishing Guides Association

We would like to voice our support of the proposed minimum wake zone at and around Jewfish Creek Bridge. Thank you.

Ms. Bernadette Stewart, Anchorage Resort Office Supervisor

Dear Sirs,

We are unable to represent ourselves in person tonight but would like to express our opinion. Here at the Anchorage Resort we support all your efforts to make this a no wake zone with proper signs and enforcement. It will help to protect the environment, frequent manatee sightings, vessels at dock as well as the people on the vessels, and our docks from damages from docked vessels when waked. We appreciate your efforts on having this waterway designated a "no wake zone", it can be very busy at times and the wakes dangerous for reasons previously stated.

Ms. Dorothy Parker

A 'No Wake Zone' is definitely needed at the bridge and resort area. I have been there many times when boats docked at Gilbert's have slammed the dock and even got caught under the dock due to passing boat wakes. I know there are always scofflaws that will ignore the signs but at least they cannot say they were not notified when they get a citation.

Mr. Fred Bamman

I support "no wake zone" at Jewfish Creek

Ms. Cartiona Birnie

We need to have NO WAKE all the way through Jewfish Creek...These large boats come flying through there and are a danger to other boaters. Thank you for your consideration of this matter.

Mr. Kevin Parrish

I run the Watersports rental at Gilbert's Resort on their beach. There really needs to be NO WAKE ZONES from the bridge out past the area where boats are moored along the Mangroves. I witness almost every day boats coming through and putting up good wakes. Slamming boats against the docks and people yelling out or blowing their horns out. Also speeding past under the bridge even though there are manatee signs there. I always have to remind people on Waverunners when they park on the beach area about the no wake zones as well. I always make sure my renters go slow speeds through the area and to watch out for the manatee zones as well. I really hope something can be done about the signs. It will make everyone happy. Get it done please.

Ms. Karina Schaupp, Gilbert's Resort

We are highly interested in achieving a safety zone for Jewfish Creek Bridge, since a lot of boaters come to us (Gilbert's Resort) every day mooring at our dock directly at Jewfish Creek. It is a real safety issue that now after the new bridge has widened, people just do not slow down under the bridge anymore, possibly damaging the boats at the dock, the dock itself or the shoreline. We also have plenty of manatees around Gilbert's, that could be terribly hurt by fast going boats. Thank you for taking care of this matter.

Mr. Bob Papke

Please consider a No Wake zone for the Jewfish Creek boating area. Since the new highway bridge was constructed this is a "new" safety issue. There are manatees and at least one crocodile (I have seen it) in the waterway here on a regular basis. Added to that is the narrow passage, two marinas, two resorts and two restaurants. Plus the anchorage area. It seems reasonable to establish a No Wake for this area. Thank you for your consideration.

68D-23.103 Definitions.

For purposes of this chapter and Chapters 68C-22 and 68D-24, F.A.C., the following definitions shall apply:

(1) Types of markers:

(a) "Aid to navigation" means any device external to a vessel intended to assist a navigator to determine position or safe course, or to warn of dangers or obstructions to navigation.

(b) "Information marker" means a device external to a vessel intended to provide the mariner with information concerning matters other than dangers or obstructions to navigation, or regulatory matters.

(c) "Danger marker" means a device external to the vessel intended to provide the mariner with information concerning dangers or obstructions to navigation such as shoals, shallows, rocks, submerged pipes or cables, dams, or low clearance obstructions above the water such as power lines, trestles, or bridges.

(d) "Regulatory marker" means a device used to alert the mariner to various regulatory matters such as horsepower, speed, wake, or entry restrictions.

(e) "Special mark" means a marker not primarily intended to assist safe navigation, but to indicate special areas or features referred to in charts or other nautical publications. They may be used, for example, to mark anchorages, mooring fields, park boundaries, cable or pipeline areas, marine events, etc. Special marks are colored solid yellow.

(f) "Mooring buoy" means a device that is permanently secured to the bottom of a body of water and to which a vessel may be secured when not underway.

(g) "Buoy" means any device designed to float which is anchored in the waters of the state and which is used to convey a message, carry a sign, or support a mooring pennant.

(h) "Sign" means an object which displays a message and which is attached to another object such as a piling, buoy, structure, or the land itself.

(i) "Symbol" means the orange geometric shape displayed on a danger, information, or regulatory marker. The meanings associated with the orange geometric shapes are as follows:

1. A vertical open-faced diamond signifies danger;

2. A vertical diamond shape having a cross centered within indicates that all vessels or certain classes of vessels are excluded from the marked area;

3. A circular shape indicates that certain operating restrictions are in effect within the marked area; and

4. A square or rectangular shape will contain directions or instructions lettered within the shape.

(j) "Display area" means the area on a danger, information or regulatory marker within which the symbol is displayed.

(2) General definitions:

(a) "Boating-restricted area" means an area of the waters of the state within which the operation of vessels is subject to specified restrictions or from which vessels are excluded.

(b) "Shore" means that area of land immediately adjacent or contiguous to the waters of the state such that a sign or marker erected thereon is readily visible to the operator of a vessel who might reasonably believe that the sign or marker displays navigational, regulatory or other information relevant to the operation of the vessel.

(c) "Florida Intracoastal Waterway" means:

1. All waters within the right-of-way of the Atlantic Intracoastal Waterway, the Georgia state line north of Fernandina to Miami; the Port Canaveral lock and canal to the Atlantic Intracoastal Waterway; the Atlantic Intracoastal Waterway, Miami to Key West; the Okeechobee Waterway Route 1 across Lake Okeechobee and Route 2 along the southern perimeter of the lake, from Port Mayaca to Clewiston; the Gulf Intracoastal Waterway, Anclote to Fort Myers; the Gulf Intracoastal Waterway, Carrabelle to Tampa Bay; the Gulf Intracoastal Waterway, Carrabelle to Anclote open bay section (using the Gulf of Mexico); and the Gulf Intracoastal Waterway, Carrabelle to the Alabama state line west of Pensacola; and

2. All waters from shoreline to shoreline within the Okeechobee Waterway, Stuart to Fort Myers, not including Route 1 across Lake Okeechobee and Route 2 along the southern perimeter of the lake, from Port Mayaca to Clewiston; the St. Johns River, Jacksonville to Sanford; and, the Apalachicola, Chattahoochee, and Flint Rivers in Florida.

(d) "Uniform State Waterway Marking System" means the system of aids to navigation, information markers, regulatory markers, and mooring buoys, as specified in Part 66 of Title 33 of the Code of Federal Regulations.

(e) "United States Aids to Navigation System" means the system of aids to navigation, information markers, regulatory markers, and mooring buoys, as specified in Part 62 of Title 33 of the Code of Federal Regulations.

(f) "Private Aid to Navigation" means an aid to navigation the establishment of which is authorized by a permit issued by the United States Coast Guard pursuant to Part 66 of Title 33 of the Code of Federal Regulations.

(g) "Maritime property" means vessels and their engines, tackle, gear, equipment, appurtenances, furnishings, cargoes, stores, personal property then on board belonging to the vessels' occupants, and such other similar property as is consistent with the general maritime law of the United States. This definition does not include littoral or riparian property, the shores thereof, seawalls, docks, wharfs, or other property intentionally and permanently attached to the shore.

(h) "Inland lake" means a naturally occurring or man-made fresh water lake or pond. The term does not include reservoirs, impoundments, or any portion of the Florida Intracoastal Waterway.

(i) "Associated canal" means a man-made canal that is directly attached to an inland lake and that does not connect to other waters or that connects only to another inland lake. The term does not include any portion of a state or federally funded navigation project or any portion of the Florida Intracoastal Waterway.

(j) "In writing" means any written or printed form of communication and includes electronic mail, files transferred as attachments to electronic mail, and telefacsimiles.

(3) When used on markers, the terms:

(a) "Idle Speed No Wake" and "Idle Speed" may be used interchangeably and mean that a vessel must proceed at a speed no greater than that which will maintain steerageway and headway. At no time is any vessel required to proceed so slowly that the operator is unable to maintain control over the vessel or any other vessel or object that it has under tow.

(b) "Slow Speed" and "Slow Speed Minimum Wake" may be used interchangeably and mean that a vessel must be fully off plane and completely settled into the water. The vessel must then proceed at a speed which is reasonable and prudent under the prevailing circumstances so as to avoid the creation of an excessive wake or other hazardous condition which endangers or is likely to endanger other vessels or other persons using the waterway. At no time is any vessel required to proceed so slowly that the operator is unable to maintain control over the vessel or any other vessel or object that it has under tow. A vessel that is:

1. Operating on plane is not proceeding at this speed;
2. In the process of coming off plane and settling into the water or coming up onto plane is not proceeding at this speed;
3. Operating at a speed that creates a wake which unreasonably or unnecessarily endangers other vessels or other persons using the waterway, or is likely to do so, is not proceeding at this speed;
4. Completely off plane and which has fully settled into the water and is proceeding at a reasonable and prudent speed with little or no wake is proceeding at this speed.

"Slow Speed" and "Slow Speed Minimum Wake" are the preferred terms. "Slow Down Minimum Wake" markers may continue to be used for restricted areas authorized prior to January 1, 2001, except when such a restricted area is contiguous to an Idle Speed No Wake boating restricted area.

(c) "Caution zone" means an area presenting a significant risk of navigational hazard, an area frequently inhabited by manatees on a somewhat regular basis, or other area similarly requiring that vessels be operated with particular alertness and caution so as to avoid endangering life, limb, vessel traffic safety or maritime property, or manatees.

(d) "No Power-driven Vessels" – All vessels equipped with any mechanical means of propulsion must turn off the mechanical means of propulsion and, if possible to do so, tilt or raise the mechanical means of propulsion out of the water. The use of any motor, including an electric motor, is prohibited.

(e) "No Internal Combustion Motors" or "No Motor Zone" – All vessels equipped with internal combustion motors (e.g.: gasoline or diesel motors) for propulsion must turn off the internal combustion motor and, if possible to do so, tilt or raise the internal combustion motor out of the water. The use of electric motors is not prohibited.

(f) "Vessel-exclusion zone" means an area from which all vessels or certain classes of vessels are excluded. The following list includes the most common examples of vessel-exclusion zones. Whenever the following messages are displayed on vessel-exclusion zone markers, they have the meaning provided. Other messages on vessel-exclusion zone markers are permissible, so long as the markers display language that accurately describes the vessels or classes of vessels that are excluded from the area. All vessel-exclusion zones must be marked with the crossed-diamond symbol as specified in subparagraph (1)(i)2., above.

1. "No Vessels" or "Swim Area" – All vessels of any type are prohibited from entering the marked area.
2. "No Motorized Vessels" or "No Motorboats" or "Motorboats Prohibited" – All vessels equipped with any mechanical means of propulsion are prohibited from entering the marked area, even if the mechanical means of propulsion is not in use.
3. "Manually Propelled Vessels Only" – All vessels other than those propelled by oars, paddles, or poles are prohibited from

entering the marked area. Vessels equipped with sails or a mechanical means of propulsion may enter the marked area only if the sails or mechanical means of propulsion is not in use and, if possible to do so, the mechanical means of propulsion is tilted or raised out of the water.

4. "No Entry Area" – All vessels and all persons, either in vessels or swimming, diving, or wading, are prohibited from entering the marked area.

(g) "Miles per hour" and "MPH" mean speed made good over the bottom measured in statute miles. A specific number will be posted in conjunction with "miles per hour" or "MPH" and is the maximum speed at which a vessel may lawfully be operated within the marked area. Although it is the intention of the Commission to allow those vessels capable of attaining a planing configuration at posted numerical speed limit to do so, this posted speed limit shall not be construed as permitting the reckless or careless operation of a vessel, in violation of Section 327.33, F.S., or authorizing any vessel to travel at an unsafe speed, in violation of navigation rule 6 as adopted pursuant to Section 327.33, F.S., by reason of:

1. Having an elevated bow which restricts visibility, or
2. Producing an excessive wake or other hazardous condition which endangers or is likely to endanger other vessels, other persons using the waterway, or natural resources of the state.

(h) "Wake," only when used in conjunction with a numerical size limit, means all changes in the vertical height of the water's surface caused by the passage of a vessel including, but not limited to, a vessel's bow wave, stern wake, and propeller wash, measured from the ambient tide level to the crest of the vessel's wake at a distance of not less than 25 feet from the vessel.

(i) "Holiday" means:

1. New Year's Day.
2. Birthday of Martin Luther King, Jr., the third Monday in January.
3. Memorial Day.
4. Independence Day, the Fourth of July.
5. Labor Day.
6. Columbus Day.
7. Veterans' Day, November 11.
8. Thanksgiving Day.
9. Friday after Thanksgiving.
10. Christmas Day.

If any of these holidays falls on Saturday, the preceding Friday shall be observed as a holiday. If any of these holidays falls on Sunday, the following Monday shall be observed as a holiday.

(4) The Boating and Waterways Section will authorize the use of other terminology on regulatory markers if the message is clear, unambiguous, and accurately describes a lawfully imposed restriction.

Rulemaking Authority 327.04, 327.40, 327.41, 327.46, 379.2431 FS. Law Implemented 327.40, 327.41, 327.46, 379.2431 FS. History—New 12-23-01, Amended 10-5-06, 10-6-10.

FLORIDA INLAND NAVIGATION DISTRICT
BOARD OF COMMISSIONERS POLICY STATEMENT
ON BOATING RESTRICTED ZONES
ALONG THE ATLANTIC INTRACOASTAL WATERWAY

The Atlantic Intracoastal Waterway was created in 1927 with the intention of providing a safe inland route for the express movement of vessels along Florida's east coast. With the passage of time, usage of this Waterway by a wide range of vessels for varying purposes has led to many conflicts between users. Furthermore, shoreline development along the Waterway has also created navigational impediments or pressures on the Waterway. Today, as the result of these many pressures, boating restricted zones are increasingly proposed to protect public safety, private property and marine resources.

The Florida Inland Navigation District, as an agency of the State of Florida, is responsible for the maintenance and operation of the Atlantic Intracoastal Waterway as designed, i.e. "as a safe inland route for the express movement of vessels". However, the District does recognize that operation of the Waterway should be accomplished in a manner that ensures public safety and as much as possible protects marine resources and private property without unduly interrupting vessel traffic. Towards this end, the Florida Inland Navigation District Board of Commissioners adopts the following policy concerning the establishment and maintenance of Boating Restricted Zones along the Atlantic Intracoastal Waterway in Florida.

1. Boating Restricted Zones along the Atlantic Intracoastal Waterway shall only be established by the Florida Fish and Wildlife Conservation Commission (FWC) through the provisions of Section 327.46, Florida Statutes, and Chapter 68D, Florida Administrative Code and after thorough review by all affected parties.
2. All Boating Restricted Zones encompassing the Atlantic Intracoastal Waterway channel shall be reviewed by the Army Corps of Engineers, Jacksonville District.
3. Boating Restricted Zones along the Atlantic Intracoastal Waterway shall be established to protect public safety as their primary goal.
4. Boating Restricted Zones along the Atlantic Intracoastal shall only be established after thorough review by the requesting party and all affected parties of alternative methods to protect public safety. This review should include as a minimum the analysis of vessel traffic patterns to determine whether certain vessel usage could be directed to a more suitable area (such as water skiers, jet skiers, fishermen, etc.).

5. Boating Restricted Zones along the Atlantic Intracoastal Waterway: shall only be established when the party requesting the zone agrees to properly post and then maintain all signs designating the zone.
6. Boating Restricted Zones along the Atlantic Intracoastal Waterway shall only be established when the party requesting the zone agrees to provide manpower for the proper enforcement of the zone.
7. "Blanket" boating speed zones shall not be established along the Atlantic Intracoastal Waterway. Boating Restricted Zones along the Atlantic Intracoastal Waterway shall only be established on a site specific basis.
8. Boating Restricted Zones along the Atlantic Intracoastal Waterway shall only be established through incremental restriction as follows:

First Restriction -A numerical miles per hour restriction at the level appropriate to protect public safety in the subject area.

Second Restriction -Slow Speed/Minimum Wake (approximately 7 mph). This level of restriction should be implemented first on larger boat size classes if such implementation can achieve the appropriate level of public safety or environmental protection.

Third Restriction -Idle Speed/No Wake

Each level of restriction shall require at the minimum one (1) full year of study by the requesting agency to determine the zone's performance towards meeting the public safety goals that led to the implementation of the zone. Only upon determination by the FWC that the zone has not met the public safety goals will the next level of restriction be implemented.

9. All Boating Restricted Zones along the Atlantic Intracoastal Waterway shall be reviewed by the FWC and all affected parties every two (2) years after implementation to determine their effectiveness at meeting the terms of their establishment.

Revised 12/03/04



MARTIN COUNTY PROJECT STATUS UPDATE

March 2012

Dredged Material Management Plan.

Intracoastal Waterway Project

Phase I of the Dredged Material Management Plan for the 21 miles of Intracoastal Waterway in Martin County was completed in 1993. Phase II of the DMMP was also completed in 1993 and all major land acquisition was completed in 2001. See attached maps.

The 50 year dredging projection for the IWW is 1.4 million cyds. and the storage projection is 2.7 million cyds. Maintenance Dredging in Reach II in the Crossroads area is 85% of the dredging volume and occurs every 3 years.

Okeechobee Waterway Project

The District is also the local sponsor for navigation of the 97 miles of Okeechobee Waterway in Martin County. Phase I of the Dredged Material Management Plan for the Okeechobee Waterway from the Crossroads to the St. Lucie Lock was completed in 1998 and from the St. Lucie Lock to the western Martin County line was completed in 2007. Phase II of the DMMP from the Crossroads to the St. Lucie Lock was completed in 2001 and the Phase II Plan from the Lock to the Western County Line was completed in 2009. See attached maps.

The 50 year dredging projection is 1.5 million cyds. and the storage projection is 3 million cyds.

Acquisition of 4 Dredged Material Management Areas to serve the section of the OWW from the Crossroads to the St. Lucie Lock was completed in 2006. Acquisition of 2 sites to serve the section of the OWW from the St. Lucie Lock to the western Martin County line is ongoing; LT-4A is complete and LT-13 is undergoing Phase II analyses prior to acquisition. See maps.

Dredged Material Management Area Development

To date, 1 of the 7 upland Dredged Material Management Areas in the county has been fully constructed. Sites MSA 524B and MSA 504 were cleared in 2010. Site O-7 has been permitted for construction, final design is underway, with construction to initiate in 2012. The other sites are in various phases of pre-construction environmental permitting, engineering, or design. M-5 will be partially offloaded this year by Lucas Marine for the Ft. Pierce Waterfront Protection Project.

FIND



MARTIN COUNTY PROJECT STATUS UPDATE

March 2012

Waterway Dredging

Dredging of the Crossroads Area of the ICW and OWW was completed in 2010 and will probably be required again in late 2013. Reach IV of the OWW will be dredged in 2013.

Waterways Economic Study

The Martin County Waterways Economic Study was completed in 2000 and updated in 2011. The update found that since the recession the economic output of waterway related businesses in the county has decreased by \$443.1 million, employment decrease by 2,601 jobs, and \$18.8 million in waterway related tax revenue was lost. The current economic output of waterway related businesses is \$639.9 million, with 3,750 jobs, wages of \$156.5 million and \$28 million in tax revenues. Property values were determined to be increased by \$588 by the presence of the ICW channel. The study shows that these economic benefits would be reduced by over half if maintenance dredging of the waterways in the county ceased. See attached study excerpt and business location map.

Waterways Assistance Program

Since 1986, the District has provided \$6.9 million in Waterways Assistance Program funding to 66 projects in the County having a total constructed value of \$53.3 million. The County, the County Sheriff's Office, the City of Stuart and the Town of Jupiter Island have participated in the program. See attached listing.

Notable projects funded include: Manatee Pocket Dredging, Sandsprit Park, Twin Rivers Park, the Stuart Riverwalk, the Southpoint Anchorage, and the South County Boat Ramp.

Cooperative Assistance Program

The District's Cooperative Assistance Program has providing funding assistance for 26 state and regional agency projects with elements in Martin County: the Indian River Lagoon Spoil Island Management program; Florida Clean Marina Program; Florida Clean Vessel Act Program; Florida Marine Patrol Officer Funding; Manatee Pocket Dredging and Jonathan Dickinson Park Boardwalk and Canoe Launch Improvements. The District's funding assistance for the Martin County portion of these projects was approximately \$4 million.

FIND



MARTIN COUNTY PROJECT STATUS UPDATE

March 2012

Interlocal Agreement Program

The District's Interlocal Agreement Program has provided funding assistance to 4 projects in Martin County. These include Clean Marina and Clean Vessel Act projects as well as environmental improvements at Peck's Lake Park. The District's funding assistance for these projects was approximately \$175,000 and the projects had a constructed value of \$918,000.

Waterway Clean Up Program

The District has partnered with Keep Martin Beautiful for several years and the Marine Industries Association of the Treasure Coast recently to assist them with their programs to remove trash and debris from Martin County's waterways. The District provides up to \$10,000 per year for this program.

Public Information Program

The District currently prints and distributes the following brochures with specific information about Martin County Waterways: the Economic Impact of Martin County Waterways; Spoil Island of the Indian River Lagoon; Boating Safety and Manatee Protection Zones; ICW Channel Conditions; and the ICW Moveable Bridge Guide.

Small Scale Derelict Vessel Removal Program

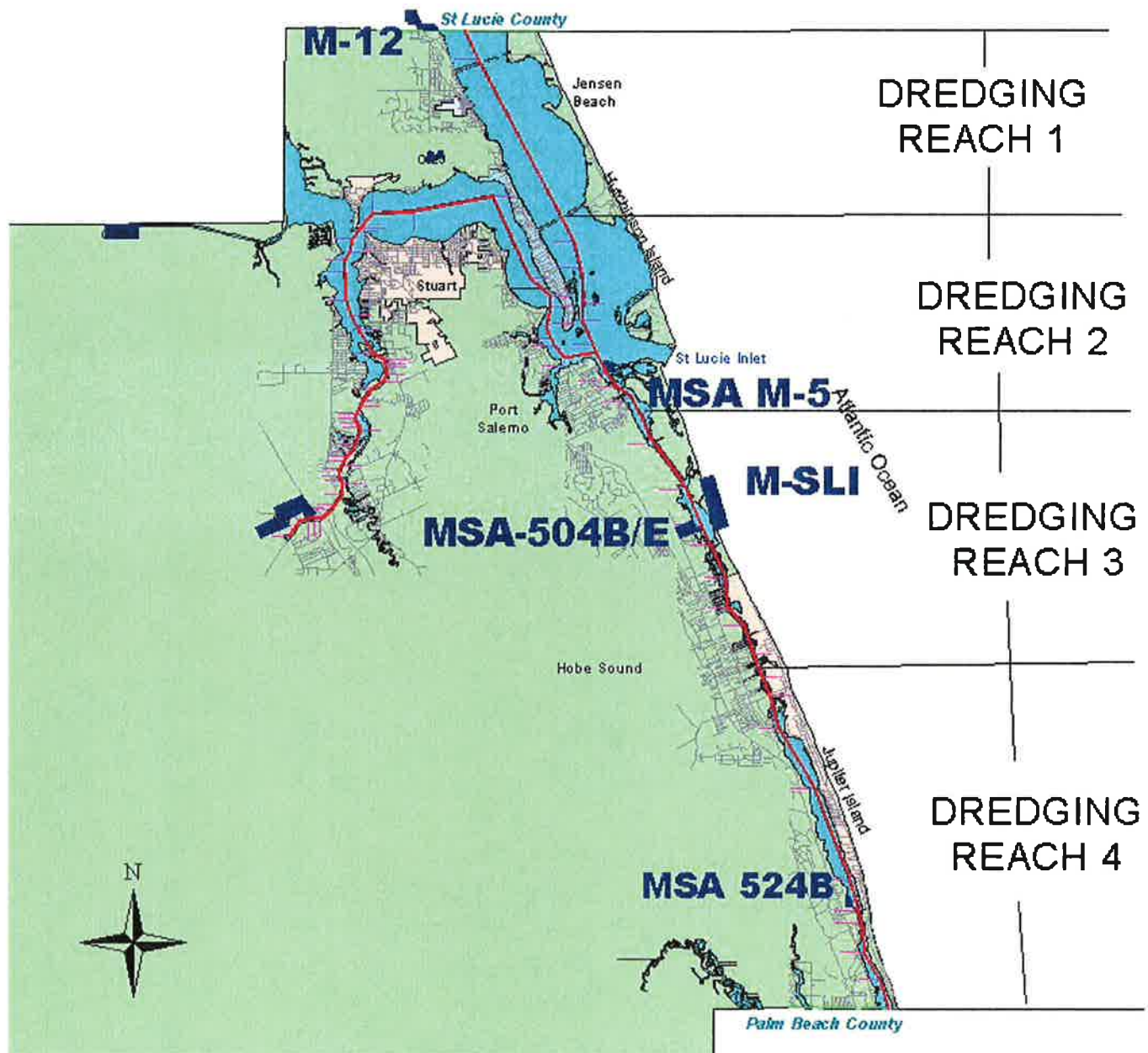
No vessels have been removed yet in Martin County.

Small Scale Spoil Island Enhancement and Restoration Program

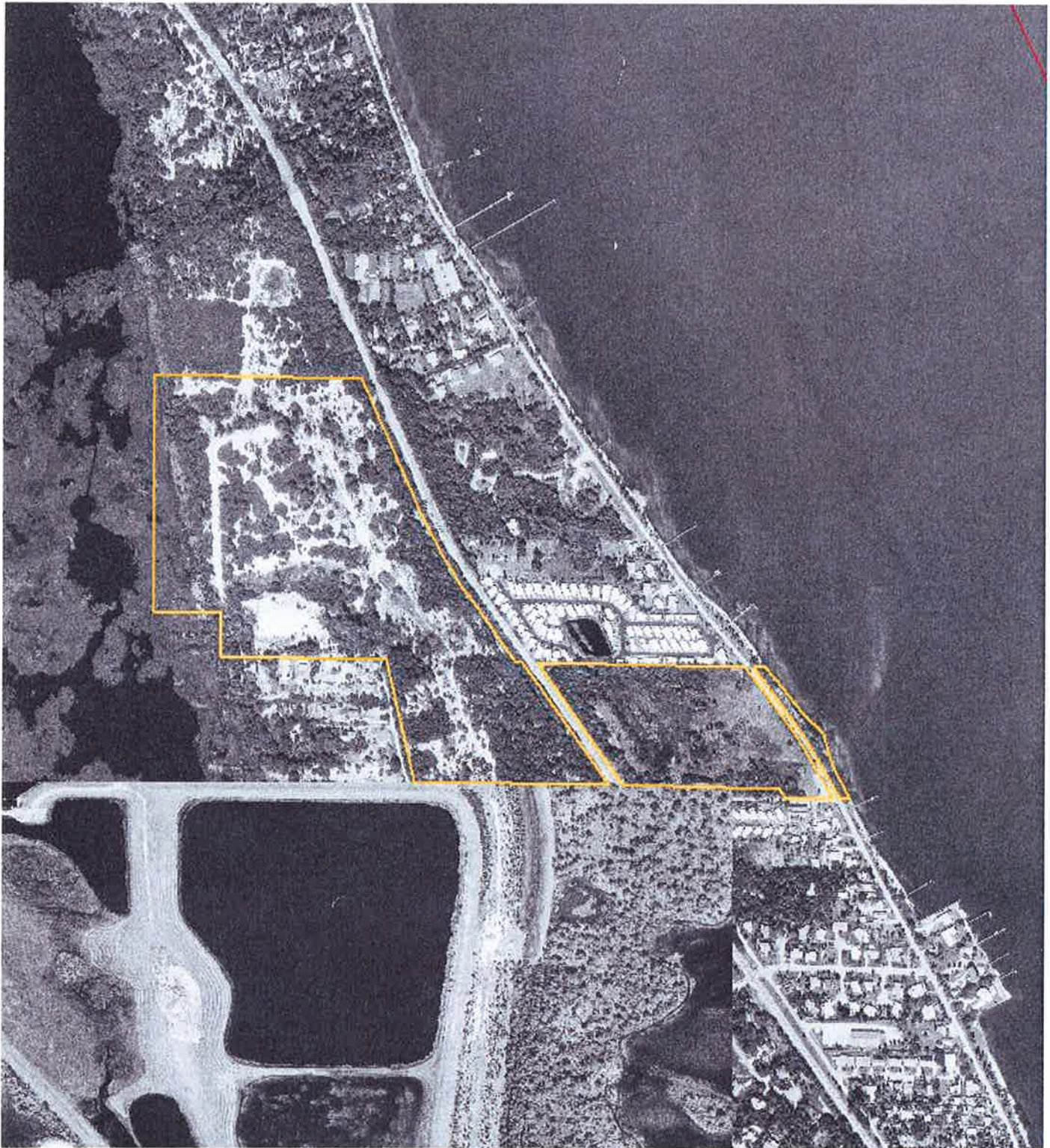
No projects have been funded yet in Martin County.

FIND

DREDGED MATERIAL MANAGEMENT PLAN FOR THE INTRACOASTAL WATERWAY IN MARTIN COUNTY



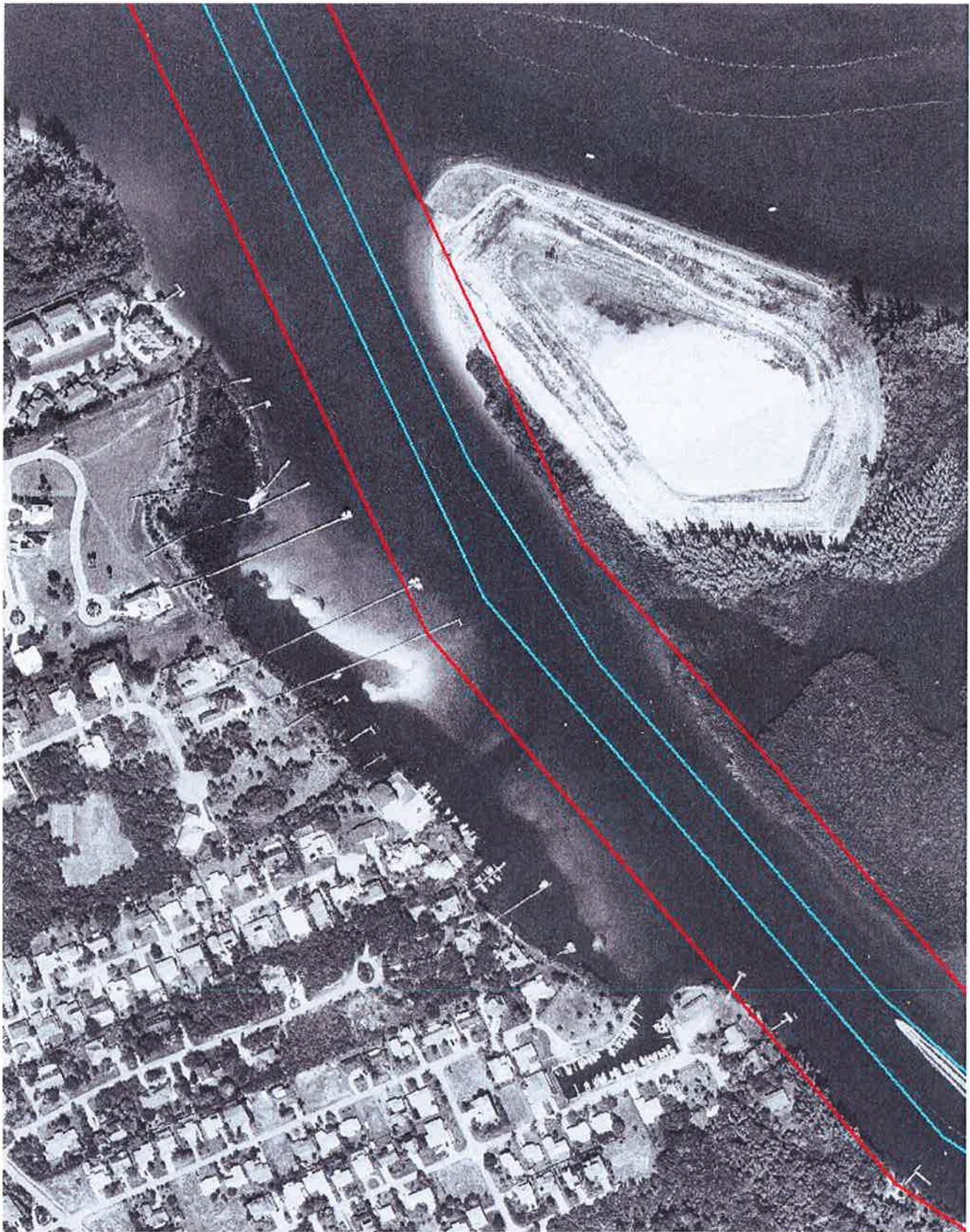
DMMA M-12



- FIND Easement
- FIND Owned
- Channel
- ICW Right-of-Way






DMMA M-5



M-SLB

Page 66






 FIND Owned
 Channel
 ICW Right-of-Way



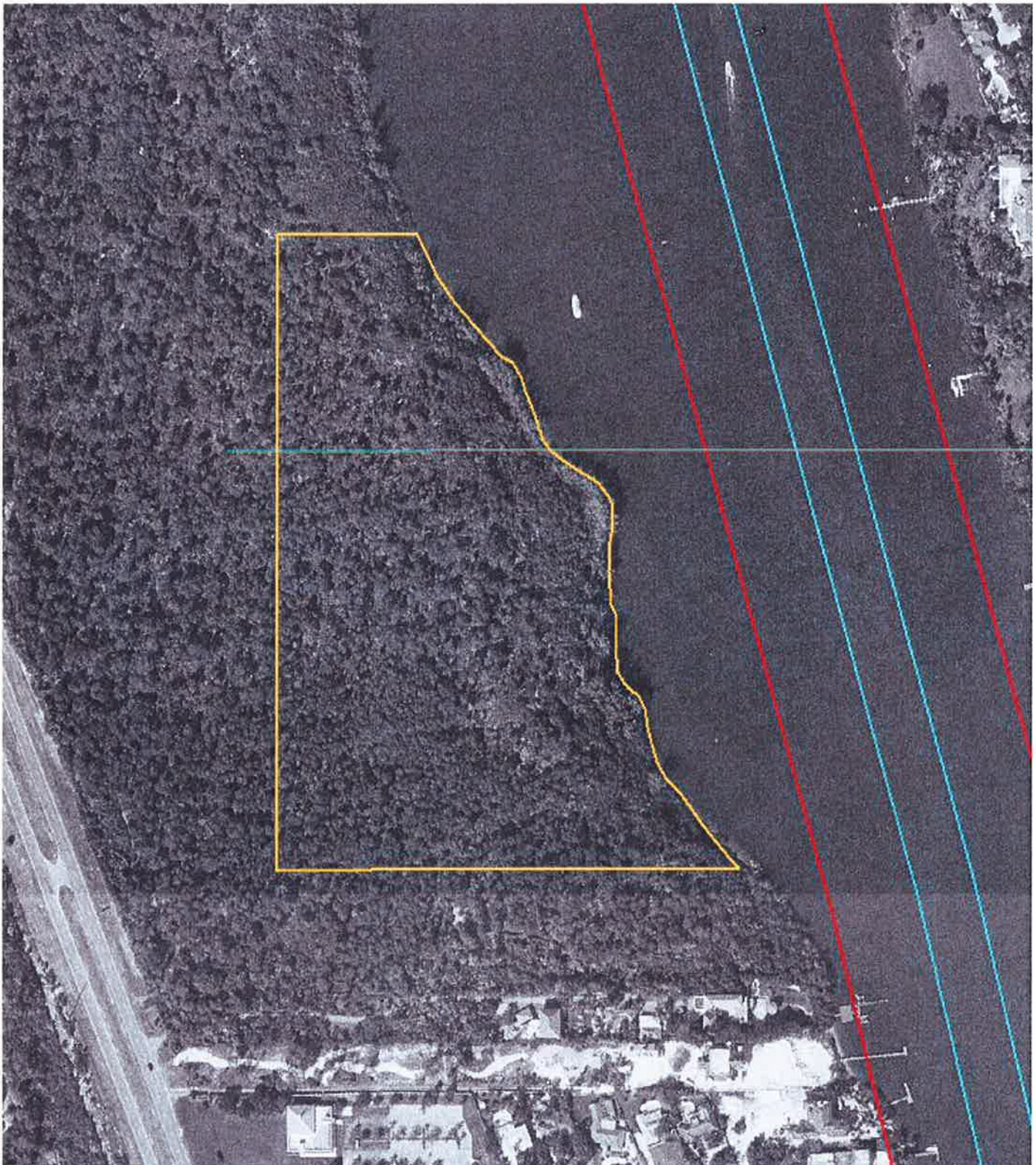
SITE MSA 504B/E







 FIND Owned
 Channel
 ICW Right-of-Way

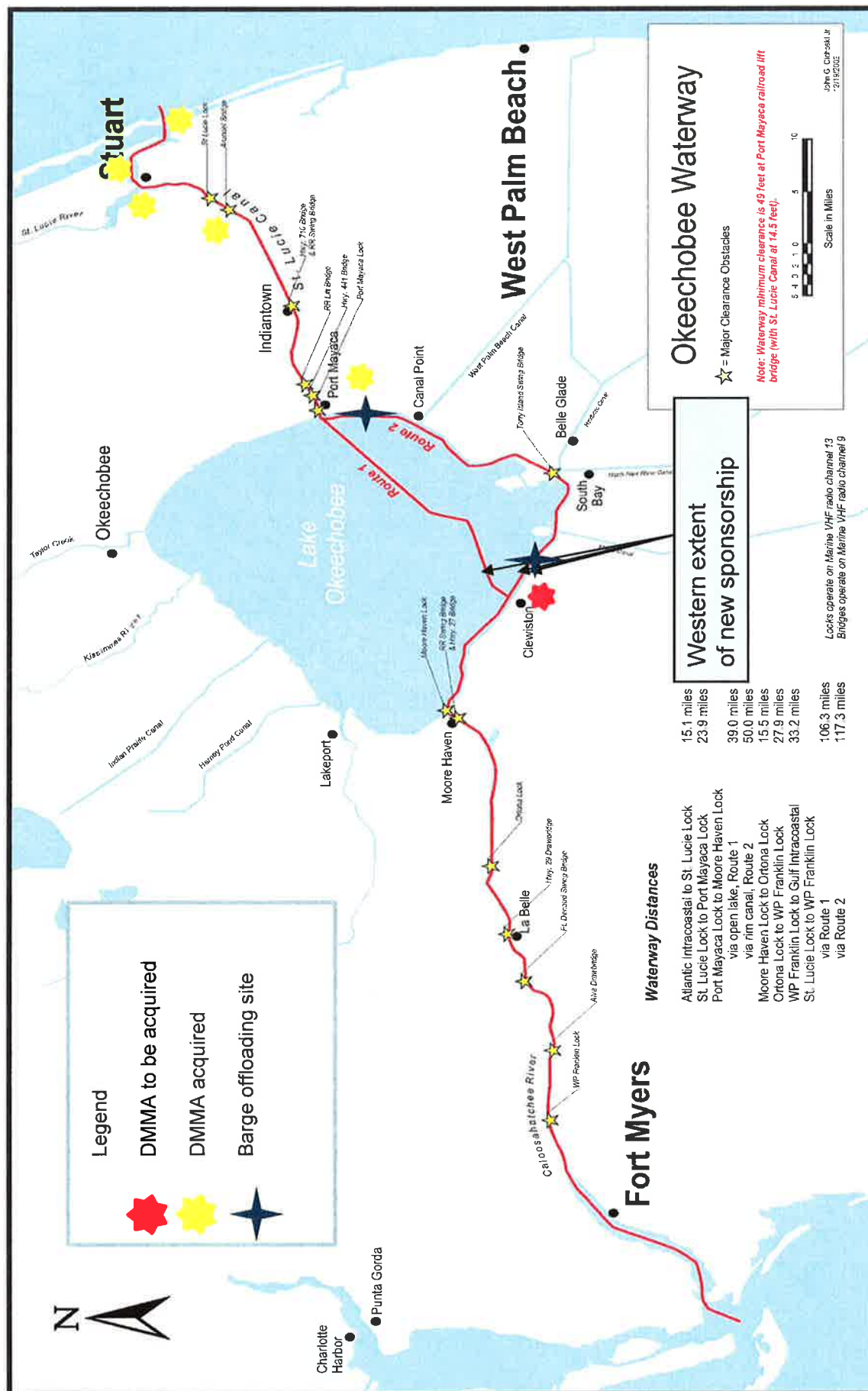


MSA-524B



-  Pipeline Easement
-  FIND Owned
-  Channel
-  ICW Right-of-Way





ECONOMIC BENEFITS OF THE DISTRICT'S WATERWAYS

Page 70



Purpose

To update economic benefits in Martin County of marine-related activities on the District Waterways, as previously estimated in *An Economic Analysis of the District's Waterways in Martin County*, June 2001, 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

- \$639.9 million in business volume
- \$156.5 million in personal income
- 3,750 jobs
- \$28.0 million in tax revenue

Impacts of Cessation of Waterways Maintenance

- Decrease of \$354.6 million in business volume
- Decrease of \$80.1 million in personal income
- Decrease of 2,014 jobs
- Decrease of \$15.5 million in tax revenue

Impacts of an Increase in Waterways Maintenance

- Increase of \$160.0 million in business volume
- Increase of \$26.8 million in personal income
- Increase of 664 jobs
- Increase of \$5.2 million in tax revenue

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

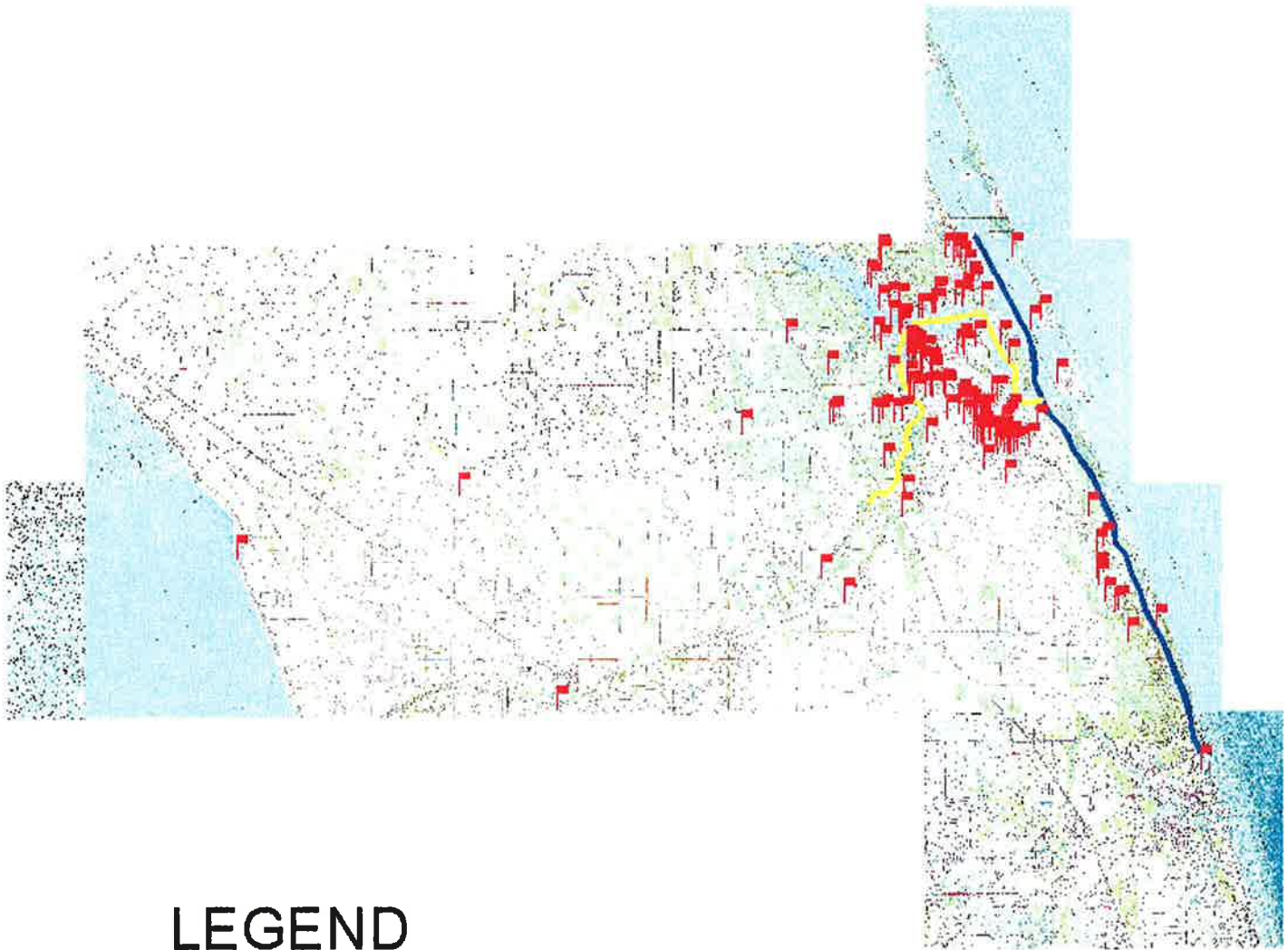
- Decrease of \$443.1 million in business volume
- Decrease of \$108.2 million in personal income
- Decrease of 2,601 jobs
- Decrease of \$18.8 million in tax revenue

Economic Benefits as of April 2011

MARTIN COUNTY

LOCATION MAP

MARTIN COUNTY WATERWAY RELATED BUSINESSES

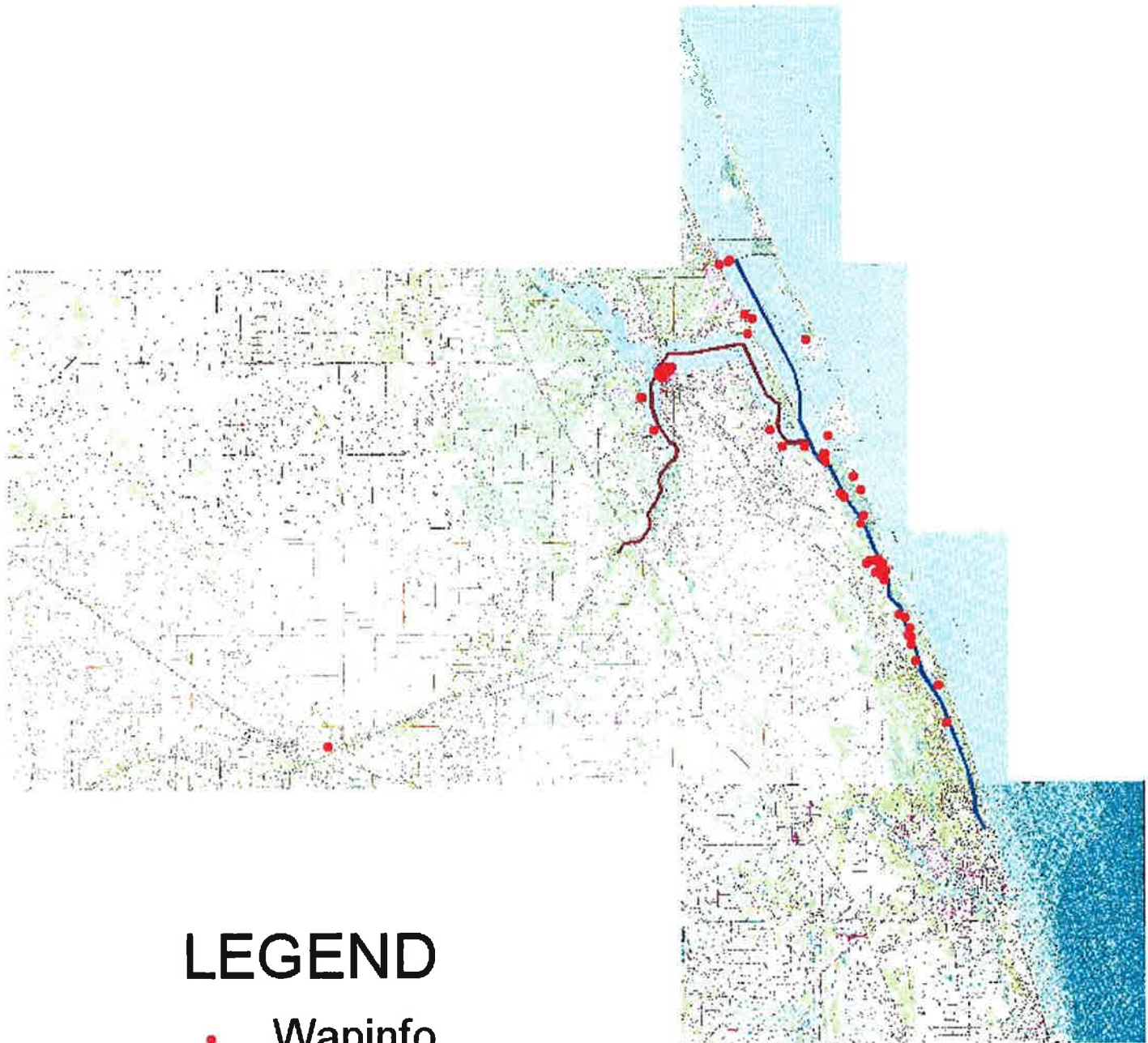


LEGEND



LOCATION MAP

WATERWAYS ASSISTANCE PROGRAM PROJECTS IN MARTIN COUNTY



LEGEND

- Wapinfo
-  Channelok
-  Channel



**WATERWAYS ASSISTANCE PROGRAM PROJECTS
MARTIN COUNTY
1986-2012**

Project Name	Project Number	Project Sponsor	Grant Amount	Total Cost
Twin Rivers Park Shoreline Stabilization	MA-00-38	Martin County	\$299,000.00	\$626,000.00
Cross Roads Regional Artificial Reef - Phase I	MA-01-40	Martin County	\$15,000.00	\$30,000.00
Indian Riverside Park - Day Use Boat Slip Construction	MA-01-41	Martin County	\$87,500.00	\$175,000.00
Sandspritt Park Addition	MA-02-44	Martin County	\$200,000.00	\$492,000.00
Cross Roads Regional River Reefs Artificial Reef	MA-03-47	Martin County	\$25,000.00	\$50,000.00
Law Enforcement Marine Unit	MA-03-48	Martin County	\$33,050.00	\$66,100.00
Twin Rivers Park Shoreline Stabilization - Phase I	MA-03-49	Martin County	\$65,000.00	\$130,000.00
Twin Rivers Park Shoreline Stabilization - Phase II	MA-04-51	Martin County	\$240,575.00	\$850,000.00
Twin Rivers Park Shoreline Stabilization - Phase III	MA-05-53	Martin County	\$300,000.00	\$650,000.00
Jensen Beach Boat Ramp Park	MA-06-54	Martin County	\$325,000.00	\$1,500,000.00
Manatee Pocket Channel Dredging - Phase I	MA-06-55	Martin County	\$165,000.00	\$220,000.00
Law Enforcement Marine Unit	MA-07-56	Martin County	\$30,000.00	\$85,000.00
Leighton Park	MA-08-57	Martin County	\$95,000.00	\$210,000.00
St. Lucie Inlet North Jetty Improvements	MA-08-58	Martin County	\$300,000.00	\$5,400,000.00
Mc-2 (Bird Island) Shoreline Stabilization - Phase I	MA-09-60	Martin County	\$75,000.00	\$150,000.00
St. Lucie Inlet Maintenance	MA-09-61	Martin County	\$339,035.00	\$6,339,035.00
Manatee Pocket Dredging (Grant Cancelled)	MA-1	Martin County	\$70,000.00	\$360,000.00
Manatee Pocket Channel Dredging	MA-10-63	Martin County	\$200,000.00	\$13,300,000.00
Manatee Pocket Commercial Dock Replacement - Phase I	MA-10-64	Martin County	\$12,000.00	\$24,000.00
Mc-2 Bird Island Shoreline Stabilization - Phase II	MA-11-65	Martin County	\$150,000.00	\$500,000.00
Willoughby Creek Dredging	MA-2	Martin County	\$10,000.00	\$498,288.00
Jensen Beach Causeway Fishing Pier	MA-3	Martin County	\$38,000.00	\$76,050.00
Pecks Lake Park - Phase I	MA-4	Martin County	\$62,000.00	\$425,700.00
Pecks Lake Park - Phase II	MA-87-5	Martin County	\$75,000.00	\$258,500.00
Willoughby Creek Dredging - Phase II	MA-87-6	Martin County	\$23,500.00	\$465,000.00
Pendarvis Cove Park Improvements	MA-88-10	Martin County	\$90,000.00	\$227,700.00
Jensen Causeway Relief Channel Dredging	MA-89-11	Martin County	\$5,000.00	\$36,300.00
Sandspritt Park - Phase I	MA-91-14	Martin County	\$76,500.00	\$1,000,000.00
Pecks Lake Park - Phase III (Withdrawn)	MA-91-15	Martin County	\$135,000.00	\$867,000.00
Sandspritt Park - Phase II	MA-92-17	Martin County	\$92,000.00	\$1,000,000.00
Timer Powers Park	MA-92-18	Martin County	\$217,500.00	\$435,000.00
Secondary Channel Marking For Nav. Aid & Res Protection	MA-93-19	Martin County	\$12,555.00	\$22,535.00
Pendarvis Cove Park	MA-93-20	Martin County	\$34,000.00	\$68,000.00
South County Boat Ramp - Phase I	MA-93-21	Martin County	\$30,000.00	\$60,000.00
South County Boat Ramp Park - Phase I (Cancelled)	MA-94-22	Martin County	\$220,000.00	\$660,033.00
St. Lucie Inlet Interior Shoal Dredging	MA-95-23	Martin County	\$75,000.00	\$160,000.00

WATERWAYS ASSISTANCE PROGRAM PROJECTS
MARTIN COUNTY
1986-2012

Maritime Hammock Educational Boardwalk	MA-95-24	Martin County	\$107,000.00	\$150,547.07
Law Enforcement Patrol And Rescue Vessel	MA-95-25	Martin County	\$34,000.00	\$54,919.00
Jensen Beach Causeway Park	MA-95-26	Martin County	\$77,000.00	\$197,900.00
Leighton Park Improvements - Phase I	MA-96-27	Martin County	\$198,575.00	\$479,150.00
Peck Lake Park Environmental Education Signage	MA-96-28	Martin County	\$33,000.00	\$33,000.00
Cove Road Boat Dock (Project Expired)	MA-97-31	Martin County	\$37,000.00	\$74,000.00
St. Lucie Inlet Flood Shoal Dredging	MA-97-32	Martin County	\$250,000.00	\$4,897,500.00
Mangrove Marsh Educ. Nature Trail & Observation Tower	MA-97-33	Martin County	\$90,450.00	\$118,600.00
St. Lucie Inlet Mgmt. Plan - Flood Shoal Dredging	MA-98-34	Martin County	\$79,336.00	\$4,897,500.00
South County Boat Ramp Park - Phase I	MA-98-35	Martin County	\$220,000.00	\$940,000.00
Safe Waterways	MA-JI-01-39	Town Of Jupiter Island	\$12,500.00	\$25,000.00
Floating Courtesy Dock At City Hall Pier	MA-ST-01-42	City Of Stuart	\$137,500.00	\$275,000.00
Rehabilitation Of Anchorage T-dock	MA-ST-01-43	City Of Stuart	\$12,500.00	\$50,000.00
Southpoint Anchorage & Marina Seawall Restoration	MA-ST-02-45	City Of Stuart	\$75,000.00	\$150,000.00
South Municipal Marina - Phase I (Expired)	MA-ST-02-46	City Of Stuart	\$27,000.00	\$55,000.00
Day Markers For Channel At Southpoint (Withdrawn)	MA-ST-03-50	City Of Stuart	\$6,000.00	\$12,000.00
Floating Courtesy Dock At City Hall Pier - Phase I I	MA-ST-04-52	City Of Stuart	\$150,000.00	\$300,000.00
Courtesy Dock Impr.&riverwalk Enhancements-phase I I I	MA-ST-08-59	City Of Stuart	\$107,973.00	\$295,945.00
Shepard Park Boat Ramp Reconstruction & Dredging	MA-ST-09-62	City Of Stuart	\$80,000.00	\$160,000.00
Floating Docks Fire Protection	MA-ST-11-66	City Of Stuart	\$25,000.00	\$50,000.00
Riverwalk & Pier	MA-ST-87-7	City of Stuart	\$50,000.00	\$191,400.00
Shepard Park Fishwalk	MA-ST-87-8	City of Stuart	\$20,000.00	\$40,000.00
Stuart Riverwalk	MA-ST-88-9	City of Stuart	\$50,000.00	\$329,400.00
Riverwalk	MA-ST-89-12	City of Stuart	\$200,000.00	\$917,270.00
Stuart Riverwalk	MA-ST-90-13	City of Stuart	\$175,000.00	\$350,000.00
River Boardwalk - Phase VI	MA-ST-91-16	City of Stuart	\$67,500.00	\$150,000.00
Courtesy Dock At City Hall Pier (Withdrawn)	MA-ST-96-29	City Of Stuart	\$11,000.00	\$22,000.00
Construction Of Stuart Anchorage - Phase I	MA-ST-98-36	City Of Stuart	\$25,000.00	\$50,000.00
Stuart Southpoint Anchorage - Phase I I	MA-ST-99-37	City Of Stuart	\$312,750.00	\$625,500.00
			\$6,893,299.00	\$53,308,872.07

MANUFACTURER/MODEL	PRICE	SERVICE CONTRACT
Canon iR 3235i - 35 CPM	\$6,707.50	All copies billed @ 0.0083 per copy. All inclusive service agreement except for paper & staples.
Xerox WC5335PT - 35 CPM	\$4,940.00	All copies billed @ 0.0099 per copy. All inclusive service agreement except for paper & staples.
Toshiba 355se - 35 CPM	\$4,005.00	Service is based on a flat rate billed @ .006 per copy. All inclusive service agreement except for paper & staples.
Xerox WC5745APT - 45 CPM	\$6,326.00	All copies billed @ 0.0099 per copy. All inclusive service agreement except for paper & staples.
Toshiba 455se - 45 CPM	\$4,630.00	Service is based on a flat rate billed @ .00520 per copy. All inclusive service agreement except for paper & staples.
Canon iR 6055 - 55 CPM	\$8,820.00	All copies billed @ 0.0059 per copy. All inclusive service agreement except for paper & staples.
ALL MODELS ARE NETWORK, FAX, SCAN, AND EMAIL READY		

PROPOSAL PREPARED FOR:
FLORIDA INLAND & NAVIGATION

TOSHIBA
 BUSINESS SOLUTIONS
Florida



PROPOSED 35/45 CPM EQUIPMENT

<u>PROPOSED EQUIPMENT:</u>	<u>355se 35cpm</u>	<u>455se 45cpm</u>
Toshiba Digital Copier System	\$1936.00	\$2366.00
Reversing Automatic Document Feeder	\$244.00	\$244.00
Built-in Automatic Duplexing (trayless)	Included	Included
Stapling Finisher	\$458.00	\$653.00
Two 550 sheet drawers	Included	Included
Print / Scan enabler	Included	Included
2000 Large Capacity Tray	\$365.00	\$365.00
Bridge Kit	\$80.00	\$80.00
Fax Board	\$446.00	\$446.00
Advanced Scanning *	\$476.00*	\$476.00*
Data Overwrite Enabler	Included	Included
TOTAL machine cost	\$4005.00	\$4630.00

FULL SERVICE MAINTENANCE & SUPPLIES:

All-inclusive service agreement except for paper& staples
 Black and White Copies Billed @ .006 per copy (355se)
 Black and White Copies Billed @ .00520 per copy (455se)

*Includes one year maintenance and software upgrades

ALSO INCLUDED AT NO CHARGE:

- Delivery, Installation and Training
- Free Start Up Supplies
- Free Loaner
- Replacement Warranty

State Of Florida Contract #600-000-11-1
 Al Gurdian Cell 561-236-7063

TOSHIBA**Leading Innovation >>>****e-STUDIO356****Key Features**

- Up to 35 PPM
- Black & White MFP
- Sml/Med Workgroup
- Copy, Print, Scan, Fax
- Secure MFP
- Eco-Friendly
- MSRP \$10,663 (Base Unit)

FEATURES & BENEFITS

3,200-Sheet Capacity
36.6k Toner Yield
USB Direct Scan & Print
Exceptionally Crisp Output
High Speed Auto Duplex
Standard Network Printing
Add Paper "On the Fly"
9.0" Color Touch Screen
Energy Star Rated
Eco-Friendly
Easily Serviceable Units
Super Sleep Mode
Secures Print Output
Secures Data
Creates Secure PDF
Controlled Access
Color Scanning
Compact Footprint
Improved Security
TopAccess Control
e-BRIDGE Technology
Improved Ease of Use
Super G3 Fax
Bluetooth Wireless
Saddle Stitch Booklets
Stapling & Hole Punch

ACCESSORIES (OPTIONS)**INPUT OPTIONS**

100-Sheet RADF - MR3022
Platen Cover - KA1640PC

ADDITIONAL PAPER OPTIONS

550-Sheet Paper Feed Pedestal - KD1025
2,000-Sheet Large Capacity Feeder - KD1026
550-Sheet Paper Feed Unit - MY1033

FINISHING OPTIONS

Job Separator - MJ5006
Work Tray - KK4550



Bridge Kit for Finisher - KN2520
 50-Sheet Staple Inner Finisher - MJ1032
 Saddle-Stitch Finisher (Low Capacity) - MJ1033
 50-Sheet Staple Console Finisher - MJ1101
 Saddle-Stitch Finisher (High Capacity) - MJ1106N
 2 or 3 Hole Punch Unit for MJ1032 - MJ6007
 2 or 3 Hole Punch Unit for MJ1033 - MJ6008
 2 or 3 Hole Punch Unit for MJ1101 - MJ6103

CONNECTIVITY/SECURITY OPTIONS

Fax Kit - GD1250NXF
 2nd Line Fax - GD1260F
 IPsec Enabler - GP1080
 Wireless LAN Adapter - GN1050
 Bluetooth Module - GN2010
 Antenna - GN3010
 Meta Scan Enabler - GS1010
 Advanced Scanning - GB1280T

MISCELLANEOUS OPTIONS

SmartCard Reader, HID iClass - ART11236
 SmartCard Reader, HID Prox - ART11230
 SmartCard Reader, Inditag - ART12161
 SmartCard Reader, LEGIC - ART11248
 SmartCard Reader, Multi ISO/Mifare - ART11443
 SmartCard Reader, Multi125 - ART11242
 Bracket for Card Reader 6BC02231846
 SmartCard Authentication - Demo Only (10 Pack) - KP2004-CDEMO
 Accessible Arm Handle - KK2550
 Harness Kit for Coin Controller - GQ1180

COPY SPECIFICATIONS

Copy Process	Indirect Electrostatic Photographic Method (Dry Process)
Type	Laser Technology
Print Resolution	2400 x 600 dpi (with Smoothing)
Scan Resolution	100 dpi, 150 dpi, 200 dpi, 300 dpi, 400 dpi, 600 dpi
Original Platen Type	Stationary Platen
Available Original/Copy Paper Size	Statement-R to Ledger
Paper Supply	2 x 550-Sheet, 100-Sheet Stack Feed Bypass
Available Copy Paper Weight	Cassettes: 17-28 lbs.; Stack Feed Bypass: 17-53 lbs. (110 lbs. index)
Copy Speed	35 PPM
Page Memory/Hard Disk Drive	1GB RAM, 60 GB HDD
Multiple Copying	Up to 999 copies
Reproduction Ratio	25% to 400%
Warm-up Time	Approximately 20 seconds
First Copy Time	Approximately 3.7 seconds (Letter)
Monthly Copy Volume	Maximum 125,000
Copy Density Control	Automatic Toner Density Monitoring and Dispensing from Toner Cartridge
Power Supply Consumption	Maximum 1.5kW
Dimensions (W x D x H)	Appx. 23" x 23" x 30" (W x D x H)
Weight	Approximately 132 lbs.
ADU	Yes
Stack Capacity	Stackless
Available Original Size	Ledger - Statement-R
Paper Weight	17-28 lb.
Special Paper	Bypass: Envelope, Tab Sheet
Maximum Paper Supply	Up to 3,200 Sheets
PM Cycle	125K

Black Toner Yield
Drum Type/Yield
Developer Yield

36.6K Impressions
Organic Photoconductor; 125K
125K

PRINT SPECIFICATIONS

Memory
Hard Disk Drive
Print Engine Resolution
Print Speed

1GB RAM
60 GB
2,400 x 600 dpi (with Smoothing)
35 PPM

Drivers

Windows 2000/XP/2003/Vista/2008; Mac X OS
10.2.4/10.3 10.4/10.5 (OS 10.4 PPD), UNIX, Linux,
AS/400, SAP R/3

Interface

Ethernet 10/100/1000BaseT, 802.11b/g Wireless LAN,
USB 2.0

Network OS

Windows 2000/XP/2003/Vista/2008; Mac X
OS10.2.4/10.3 10.4/10.5; UNIX, Linux, CUPS
IPX/SPX, TCP/IP (IPV4/V6), EtherTalk, AppleTalk PAP,
LPR/LPD, IPP w/Authentication, SMB, Netware

Protocols

Printer Language

PCL6 & PostScript 3, XPS

Connectivity

Ethernet 10/100/1000BaseT, USB 2.0, 802.11b/g
Wireless LAN

Device Management
Certification

TopAccess
WHQL, Novell, HPOS (Dazel), Vista Premium

SCAN SPECIFICATIONS

Scan Resolution

100 dpi, 150 dpi, 200 dpi, 300 dpi, 400 dpi, 600 dpi

Scan Speed

57spm LT-Size@300dpi (B&W)/43spm LT-Size@300dpi
(Color)

File Format

TIFF, PDF, Slim PDF, JPEG, XPS MS Word, MS Excel,
Searchable PDF w/ Adv. Scanning option

Authentication

LDAP, SMTP, Windows Server Domain

FAX SPECIFICATIONS

Communication Mode
Number of Lines
Modem Speed
Data Compression
Transmission Speed

Super G3, G3
2 lines
33.6 Kbps
MH/MR/MMR/JBIG

Fax Memory

Approximately 3 seconds per page
Transmission 500MB (HDD); Reception 200MB (HDD);
Backup Permanent (HDD)

Memory Transmission
Scan Speed
Gray Scale
Other Fax Functions

100 Jobs; 1,000 Destinations Max; 400 Destinations/Job
.7 seconds per page; 50 scans per minute
256 Gradations
Internet Fax; Network Fax

E-FILING (STANDARD)

Operation Method
Number of Boxes
Capacity of Boxes

Color Touch Screen Control Panel or Client PC
1 Public Box; 200 Private User Boxes
100 Folder per Box; 400 Documents per Folder; 1000
Pages per Documents

TOSHIBA

Leading Innovation >>>

- > Up to 45 PPM
- > Black & White MFP
- > Small/Med. Workgroup
- > Copy, Print, Scan, Fax
- > Secure MFP
- > Eco Friendly



e-STUDIO™456 series

Outperforming the competition.

You can't stop progress. In fact, Toshiba is dedicated to finding better ways to hurry it along. Take, for instance, our new e-STUDIO356/456 Series for workgroups. We've managed to raise the bar with this series. It's proof that progress sometimes comes in small packages.

Packing a powerful punch

It used to be that large companies utilized large multifunction products and smaller businesses used smaller devices with fewer functions. However, in the past few years, Toshiba has helped change all of that. A prime example is the new e-STUDIO356/456 Series. We've managed to include a lot of features that are typically reserved for larger MFPs – like impressive warm up and first copy out times, color scanning, and print speeds of up to 45 pages per minute. There's also walk up printing, simply by plugging in a USB flash drive, and you can fill a paper tray on the fly, without halting operation. Even bigger features include a full 9" LCD Touch

Screen with large, easy-to-read control buttons and an optional total paper capacity of up to 3,200 sheets.

And there's more

In-house document production is bigger and better than ever before, thanks to the e-STUDIO356/456 Series. Able to go where larger MFPs would have never been considered, this smaller, more economical series makes document storage, management and production possible. And, the next generation e-BRIDGE open platform allows software solutions to be integrated with Toshiba systems so you can increase productivity and better manage your workflow.



- > 3,200-Sheet Capacity
- > USB Direct Scan & Print
- > Large 9" Touch Screen
- > Add Paper "On the Fly"
- > Compact Footprint
- > Self-Encrypting Drive



- > 36,600 Toner Yield
- > Exceptionally Crisp Output
- > Super G3 Faxing
- > Color Scanning
- > Standard Network Printer



e-STUDIO 356/456 with Saddle-Stack Finisher

A big step with a small footprint.

You may not know what to expect in today's business environment, but at least you know what to expect from Toshiba. Impressive performance, unparalleled quality, and exceptional features. Not to mention reliability, dependability and versatility. It's all part of our relentless pursuit of leading innovation.

Everything you wanted

The e-STUDIO356/456 Series comes fully loaded with the features and benefits you'd expect from Toshiba. Network printing is standard, along with limitless duplex for two-sided output. Color scanning allows you to capture, manage and store images in full color. Compact service modules reduce down time and costs while a 36,600-page toner yield minimizes the frequency of cartridge replacement. There are several energy-saving and eco-friendly features, as well as heightened security. In case all of that isn't enough, you can choose from a

host of options like walk-up faxing, PC-LAN faxing, and advanced scanning to MS Word, Excel, and Searchable PDF.

From start to finish

Starting with a warm-up time of 20 seconds, a first copy time of 3.7 seconds, and output at 35 or 45 pages per minute, you can rest assured this series will keep up with demand. Reduce or enlarge originals if you'd like, from 25% to 400%. You'll be impressed by the unparalleled image quality of each printed page, at 2400 x 600 dpi. In addition to quality, you'll also appreciate quantity. The standard paper capacity

is 1,100 sheets, and if your workload demands it, you can opt for up to 3,200 sheets. Also, take advantage of the e-STUDIO356/456 Series' various new finisher options, including an inner finisher with hole-punch, contributing to an overall smaller footprint.



- > 20 Sec. Warm-up Time
- > 3.7 Sec. First Copy Time
- > High-Speed Duplex
- > Change Toner "On the Fly"
- > Multiple Finishing Options



e-STUDIO356 with 2,000-Sheet LCF, Hole Punch, and Saddle-Stitch Finisher.



e-STUDIO456 with 2,000-Sheet LCF, Hole Punch, and 60-Sheet Stair- Console Finisher.



e-STUDIO456 with 60-Sheet Inner Finisher and Hole Punch.



e-STUDIO456 with 2,000-Sheet LCF.

Smarter, safer, and greener.

At Toshiba, we work hard to produce MFPs with a level of performance that is unsurpassed. We also realize that is only part of a bigger picture. With security and environmental concerns at an all-time high, as well as the need to manage the workflow more efficiently, we consider those features to be just as important as copy, print, scan, and fax.



Environmental performance

Along with each new series of Toshiba products released, we seek to find new ways of reducing our carbon footprint and yours. The e-STUDIO356/456 Series is more environmentally friendly because we've eliminated hazardous substances, reduced paper and toner waste, and continued to participate in new, industry-leading programs and practices like our zero-waste-to-landfill toner recycling. Of course, the e-STUDIO356/456 Series is also Energy Star Tier 2 rated.



More secure than ever

The e-STUDIO356/456 Series utilizes a new Self Encrypting Drive (SED) technology with 256-bit AES Encryption and Automatic Data Invalidation (ADI) that renders the drive useless if removed. This technology is exclusive to Toshiba. In addition, Data Overwrite is standard and meets the Department of Defense requirements by writing over any data stored on the HDD during document processing. For added security, you can also opt for an IPSec enabler. This encrypts data being sent to or from a device.



The Managed Document Experts

At Toshiba, we've moved far beyond the box. Our people bring innovative, real-world solutions to all your document management needs. We'll help you cut costs, secure your documents and reduce your environmental footprint. And if there's one thing every business and our planet can use right now, it's managing to do more with less.

So call or visit your nearest Toshiba dealer. We'd be happy to show you how the e-STUDIO356/456 Series outperforms the competition.



- > Compact Footprint
- > Energy Star Tier 2 Rated
- > Solutions Ready
- > Self Encrypting Drive
- > Data Overwrite



e-STUDIO™356/456



- Black & White MFP
- Up to 45 PPM
- Sml/Med Workgroup
- Copy, Print, Scan, Fax
- Secure MFP
- Eco Friendly

TOSHIBA
Leading Innovation ➤

Specifications

Copying Process/Type	IEPM (Dry Process)/Laser Technology
Original Reading Method	CCD Line Sensor
Copy/Print Resolution	2400 x 600 dpi (with Smoothing)
Copy/Print Speed	35 / 45 ppm
Scanning	Color Scanning
Warm-Up Time	Appx. 20 Seconds
First Copy Time	3.7 Seconds
Duty Cycle	125K / 150K
Multiple Copying	Up to 999 Copies
Standard Paper Supply	2 x 550-Sheet, 100-Sheet Stack Feed Bypass
Maximum Paper Supply	Up to 3,200 Sheets
Acceptable Paper Size	Cassette: Statement-R to Ledger (17-28 lbs.); Bypass: Statement-R to Ledger (17-110 lbs.); LCF: Letter (17-28 lbs.)
Special Paper	Bypass: Envelope, Tab Sheet
Memory	1GB RAM, 60 GB HDD
Reduction/Enlargement	25% to 400%
Bypass Tray	100-Sheet Stack Feed Bypass
Control Panel	9" Wide VGA Color Touch-Screen
Dimensions	Appx. 23" x 23" x 30" (W x D x H)
Weight	Appx. 132 lbs.
Power Supply	115 Volts; 15 Amps
Power Consumption	Maximum 1.5kW
PM Cycle	125K / 150K
Black Toner Yield	36.6K Impressions @ 6%
Drum Type/Yield	Organic Photoconductor; 125K / 150K
Developer Yield	125K / 150K

Print (Standard)

Print Speed	35 / 45 ppm
PDL Support	PCL6, PostScript3, XPS
Operating Systems	Windows 2000/XP/2003/Vista/2008/7; Mac X OS10.2.4/10.3.10.4/10.5; UNIX, Linux, CUPS
Protocol Support	IPX/SPX, TCP/IP (IPv4/IPv6), EtherTalk, AppleTalk PAP, LPR/LPD, IPP w/Authentication, SMB, Netware
Drivers	Windows 2000/XP/2003/Vista/2008/7; Mac X OS 10.2.4/10.3/10.4/10.5 (OS 10.4 PPD); UNIX, Linux, AS/400, SAP R/3
Connectivity	Ethernet 10/100/1000BaseT, USB 2.0, 802.11b/g Wireless LAN
Device Management	TopAccess
Certification	WHQL, Novell, HPOS (Dazell), Vista Premium

Scan (Standard)

Scan Speed	57spm LT-Size@300dpi (B&W)/43spm LT-Size@300dpi (Color)
Scan Resolution	100 dpi, 150 dpi, 200 dpi, 300 dpi, 400 dpi, 600 dpi
File Format	TIFF, PDF, Slim PDF, JPEG, XPS
	MS Word, MS Excel, Searchable PDF w/Adv. Scanning option

E-Filing (Standard)

Operation Method	Color Touch Screen Control Panel or Client PC
Number of Boxes	1 Public Box; 200 Private User Boxes
Capacity of Boxes	100 Folder per Box; 400 Documents per Folder; 1000 Pages per Documents

Security (Standard)

Data Encryption	256 Bit AES
HDD Overwrite	Meets Department of Defense (DoD) standard 5220.22M
Authentication	LDAP, SMTP, Windows Server Domain

Facsimile Option

Compatibility	Super G3, G3
Data Compression	MH / MR / MMR / JBIG
Transmission Speed	Appx. 3 Seconds per Page
Fax Modern Speed	33.6 Kbps
Fax Memory	Transmission and Reception 1GB (HDD); Backup Permanent (HDD)
Memory Transmission	100 Jobs, 2,000 Destinations Max; 400 Destinations/Job
Scan Speed	0.7 Seconds per Page; 50 Scans per Minute
Other Fax Functions	Internet Fax; Network Fax

Accessories (Options)

Input Options	
100-Sheet RADF	MR3022
Platen Cover	KA1640PC
Additional Paper Options	
550-Sheet Paper Feed Pedestal	KD1025
2,000-Sheet Large Capacity Feeder	KD1026
550-Sheet Paper Feed Unit	MY1033
Finishing Options	
Job Separator	MJ5006
Work Tray	KK4550
Bridge Kit for Finisher	KN2520
50-Sheet Inner Finisher	MJ1032
Saddle-Stitch Finisher (high capacity)	MJ1106N
Saddle-Stitch Finisher (low capacity)	MJ1033
50-Sheet Staple Console Finisher	MJ1101
2 or 3 Hole Punch Unit for MJ1032	MJ6007
2 or 3 Hole Punch Unit for MJ1101 and MJ1106N	MJ6103
2 or 3 Hole Punch Unit for MJ1033	MJ6008
Connectivity/Security Options	
Fax Kit	GD1250NXF
2nd Line Fax	GD1260F
IPSec Enabler	GP1080
Wireless LAN Adapter	GN1050
Antenna	GN3010
Meta Scan Enabler	GS1010
Advanced Scanning	GB1280T
Miscellaneous Options	
SmartCard Reader, HID iClass	ART11236
SmartCard Reader, HID Prox	ART11230
SmartCard Reader, Inditag	ART12161
SmartCard Reader, LEGIC	ART11248
SmartCard Reader, Multi ISO/Mifare	ART11443
SmartCard Reader, Multi 125	ART11242
Card Reader Bracket	6BC02231846
Accessible Arm Handle	KK2550
Harness Kit for Coin Controller	GQ1180



Corporate Office	2 Musick, Irvine, CA 92618-1631 Tel: 949-462-6000
East Coast	959 Route 46 East, 5th Floor, Parsippany, NJ 07054 Tel: 973-3136-2700
Midwest	8770 W. Bryn Mawr Ave., Suite 700, Chicago, IL 60631 Tel: 773-380-6000
South	2037 Bakers Mill Rd., Dacula, GA 30019 Tel: 678-546-9385
West Coast	142 Technology, Suite 150, Irvine, CA 92618 Tel: 949-462-6262
Web Site	www.business.toshiba.com

Designs and Specifications subject to change without notice. For best results and reliable performance, always use supplies manufacturer or designated by Toshiba. Not all options and accessories may be available at the time of product launch. Please contact a local Authorized Toshiba Dealership for Availability. Toner yields are estimates based on 6% coverage, letter-size page. Driver and connectivity feature support varies by client/network operating system.

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Inv. Code: ES3564561



Digital Multifunctional Copier
for:

**Brenda Sullivan
& David Roach**

of

*Florida Inland
Navigation
District*

Submitted By:
Chris Johnson
Date Created
February 22, 2012

Canon State of Florida

Multifunctional Products, Printers, Facsimile and Related Software

Contract #600-000-11-1

The Delta Advantage....

- **Locally Owned and Operated Since 1990**
- **Authorized Canon Full Line Dealer**
- **Fast, Flexible and Responsive**
- **Custom Billing Program Options**
- **Local Administrative and Service Personnel**
- **Large Enough to Service you and Dedicated to Care!**

Delta Business Solutions Mission Statement

Deliver unparalleled customer satisfaction
In the highest professional manner by:

- Empowering employees to deliver localized service and decision making to our customers.
- Partner with elite manufacturers to ensure our customers are provided with the most productive and efficient office solutions.
- Never outgrow our local reach by centralizing the business practices that deliver exceptional service.
- Provide our employees with opportunities for growth and development .
- Be responsible in contributing to our community .

Goals

- **Canon is still the #1 Selling Copier in the World** brings the **reliability and technology** needed in business today.
- **Cost savings** with State of Florida.
- **Top Local South Florida Service technicians that are Canon factory trained/certified.** Technician must pass classes in Atlanta/N.J. on new products before we can order.
- **Canon Ease-of-Use is the most intuitive for any staff.**
- A new solution that offers scalability for future enhancements.
- Simplified billing.

CANON iR 3235i

- **35 images-per-minute**
- **Standard network printing UFR II/PCL/PS**
- **100 Sheet Duplexing Automatic Document Feeder**
- **Color Scanning 51 pages-per-minute**
- **Super G3 Fax/PC Faxing**
- **“i” Scan - Universal Send E-Mail/I-fax, network folders, local mailboxes, WebDAV**
- **Stapler/Finisher -Optional-**
- **60 GB Hard Disk Drive / 1 GB RAM**
- **Duty Cycle 120,000 Impressions**
- **Canon’s Java-based MEAP architecture for seamless integration of business applications**
- **4 x 550 Sheet Drawers + 2,700 Paper Deck +50 sheet Bypass included in price= 4,950 Sheets**

Purchase

■ imageRUNNER 3235i	\$3,700.00
Automatic Document Feeder	-included-
Cassette Feeding Unit-Y3	\$ 725.00
Paper Deck-Q1 is 2,700 Sheets	\$1,050.00
Finisher-S1	\$ 615.00
<u>Super G3 Fax Board-AC1</u>	<u>\$ 617.50</u>
Total	\$6,707.50

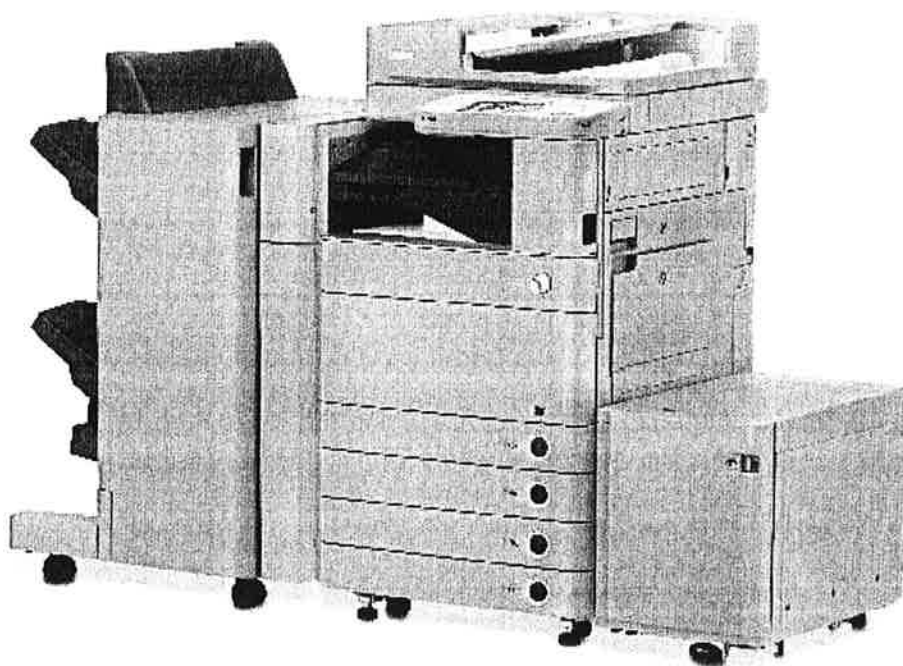
Maintenance Plan Pricing

- **15,000 images Base allowance** **\$ 66.00**

Images: Black @ \$0.0083

Connected to print, other connectivity priced by IT needs

- All Preventative Maintenance
- All Parts/Drums/Labor/Toner
- Includes Quality Assurance Calls
- Guaranteed Service Response Time of 4 Hours
- Guaranteed 90% First Time Fix Rate
- Includes Assigned Technical Specialist
- Guaranteed Loaner Policy



CANON imageRUNNER ADVANCE 6055

- Full Color Customizable Touch Screen
- 55 Images-Per-Minute
- Single Pass Dual Scanner
- 300 Sheet Document Scanner speeds of 2-sided originals up to 200 images-per-minute.
- Scan-to-Email, Folder , I-Fax, File Server(FTP, SMB, WedDAV), User inbox.
- (2)1,500 paper drawers, (2)550 Universal paper Cassettes + 100 Sheet Bypass Feeder = 4,200
- GREEN Technology
- Multi-position Stapling Finisher
- Access Management System- track/limit copies/prints
- Paper Weights up to 110 lb. Index in Cassettes, 140 lb Index in Bypass tray

Purchase

■ imageRUNNER ADVANCE 6055	\$6,800.00
Automatic Document Feeder	-included-
Stapler Finisher –E1	\$1,500.00
<u>Fax Board</u>	<u>\$ 520.00</u>
Total	\$8,820.00

Maintenance Plan Pricing

- **15,000 images Base allowance** **\$58.50**

Images: Black @ \$0.0059

Connected to print, other connectivity priced by IT needs

- All Preventative Maintenance
- All Parts/Drums/Labor/Toner
- Includes Quality Assurance Calls
- Guaranteed Service Response Time of 4 Hours
- Guaranteed 90% First Time Fix Rate
- Includes Assigned Technical Specialist
- Guaranteed Loaner Policy

Subject: copier quotes
From: robert sewell <robert.sewell@dtosi.com>
Date: 2/29/2012 1:45 PM
To: Brenda Sullivan <bsulli@aicw.org>

Brenda, please find attached quotes for Xerox 5335-35 cpm copier with copy,print,scan, and fax also Xerox 5745-45 cpm with copy,print,scan and fax
service includes all parts, labor, toner excludes staple and paper
All copies billed at \$0.0099 per copy
I will call you tomorrow to go over quotes
again thank you for the opportunity to win your business

* Robert Sewell*
* Account Executive*

This e-mail, including attachments, may include confidential and/or proprietary information, and may be used only by the person or entity to which it is addressed.

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If you have received this e-mail in error, please notify the sender by replying to this message and delete this e-mail immediately.

— Attachments: —

FI Inland Nav. WC5335PT Purchase option 600-000-11-1.pdf	181 KB
FI Inland Nav. WC5745APT Purchase option 600-000-11-1.pdf	182 KB

Purchase Agreement

Customer: ENVIRONMENTAL PROTECTION, FLORIDA DEPARTMENT OF

Bill To: FLORIDA INLAND
NAVIGATION
1314 MARCINSKI RD
JUPITER, FL 33477-9427

Install: FLORIDA INLAND
NAVIGATION
1314 MARCINSKI RD
JUPITER, FL 33477-9427

Tax ID#: .

Negotiated Contract : 072537800

Solution

Item	Product Description	Agreement Information	Requested Install Date
1. WC5335PT (WC5335 PRINTR/TANDEM)	<ul style="list-style-type: none">- 1-line Emb Fax Kit- Integrated Ofc Fin- Postscript 3- Network Scan	Purchase Price: \$4,605.00 Customer Ed: \$335.00	3/14/2012
Total Purchase Amount		\$4,940.00 (Excluding Applicable Taxes)	

Maintenance Pricing

Item	Monthly Minimum Payment	Print Charges			Maintenance Plan Features
		Meter	Volume Band	Per Print Rate	
1. WC5335PT	\$10.00	1: Meter 1	All Prints	\$0.0099	- Term: 12 Months - Consumable Supplies Included for all prints
Total	\$10.00	Minimum Payments (Excluding Applicable Taxes)			

Authorized Signature

Customer acknowledges receipt of the terms of this agreement
which consists of 3 pages including this face page.

Signer: _____

Phone: (561)627-3386

Signature: _____

Date: _____

Thank You for your business!
This Agreement is proudly presented by Xerox and

Robert Sewell
(954)418-5454

For information on your Xerox Account, go to
www.xerox.com/AccountManagement



Introductory Pricing

You are receiving special Introductory Pricing. Your Minimum Payment for Products identified in the Pricing Detail table below will be adjusted during the Introductory Pricing period as set forth in the Pricing Detail table, and will be different from the Minimum Payment during the balance of this Agreement. The Pricing Detail table illustrates how the Minimum Payment will be affected during the Introductory Pricing period.

**Monthly Minimum Pricing Summary for the item to be installed at this location during the
3 Month Introductory Period**

	Month 1	Month 2	Month 3	Full Amount
Maintenance	\$0.00	\$0.00	\$0.00	\$10.00
Total	\$0.00	\$0.00	\$0.00	\$10.00

Introductory Pricing Detail for Each Applicable Item

Item	Contract Months	Maintenance Minimum Payment	Print Charges			Maintenance Plan Features
			Meter	Volume Band	Per Print Rate	
1. WC5335PT	1 - 3	\$0.00	1: Meter 1	All Prints	\$0.0039	<ul style="list-style-type: none"> - Full Service Maintenance Included for all prints - Consumable Supplies charge only



Terms and Conditions

INTRODUCTION:

1. NEGOTIATED CONTRACT. The Products are subject solely to the terms in the Negotiated Contract identified on the face of this Agreement, and, for any option you have selected that is not addressed in the Negotiated Contract, the then-current standard Xerox terms for such option.

PRICING PLAN/OFFERING SELECTED:

2. PRICE INCREASES. Xerox may annually increase the maintenance component of the Minimum Payment and Print Charges. For Application Software, Xerox may annually increase the software license or support fees. These adjustments will occur at the commencement of each annual contract cycle.

GENERAL TERMS & CONDITIONS:

3. REMOTE SERVICES. Certain models of Equipment are supported and serviced using data that is automatically collected by Xerox from the Equipment via electronic transmission from the Equipment to a secure off-site location. Examples of automatically transmitted data include product registration, meter read, supply level, Equipment configuration and settings, software version, and problem/fault code data. All such data shall be transmitted in a secure manner specified by Xerox. The automatic data transmission capability will not allow Xerox to read, view or download the content of any Customer documents residing on or passing through the Equipment or Customer's information management systems.

Purchase Agreement

Customer: ENVIRONMENTAL PROTECTION, FLORIDA DEPARTMENT OF

BillTo: FLORIDA INLAND
NAVIGATION
1314 MARCINSKI RD
JUPITER, FL 33477-9427

Install: FLORIDA INLAND
NAVIGATION
1314 MARCINSKI RD
JUPITER, FL 33477-9427

Tax ID#:

Negotiated Contract : 072537800

Solution

Item	Product Description	Agreement Information	Requested Install Date
1. 5745APT (WC5745A PRINTR/4TRAY)	- Basic Ofc Finisher - Embedded Fax-1 Line	Purchase Price: \$5,986.00 Customer Ed: \$340.00	3/14/2012
Total Purchase Amount		\$6,326.00 (Excluding Applicable Taxes)	

Maintenance Pricing

Item	Monthly Minimum Payment	Print Charges			Maintenance Plan Features
		Meter	Volume Band	Per Print Rate	
1. 5745APT	\$20.00	1: Meter 1	All Prints	\$0.0099	- Term: 12 Months - Consumable Supplies Included for all prints
Total	\$20.00	Minimum Payments (Excluding Applicable Taxes)			

Authorized Signature

Customer acknowledges receipt of the terms of this agreement
which consists of 3 pages including this face page.

Signer: David bruce

Phone: (561)627-3386

Signature: _____

Date: _____

Thank You for your business!
This Agreement is proudly presented by Xerox and

Robert Sewell
(954)418-5454

For information on your Xerox Account, go to
www.xerox.com/AccountManagement





Introductory Pricing

You are receiving special Introductory Pricing. Your Minimum Payment for Products identified in the Pricing Detail table below will be adjusted during the Introductory Pricing period as set forth in the Pricing Detail table, and will be different from the Minimum Payment during the balance of this Agreement. The Pricing Detail table illustrates how the Minimum Payment will be affected during the Introductory Pricing period.

Monthly Minimum Pricing Summary for the item to be installed at this location during the 3 Month Introductory Period

	Month 1	Month 2	Month 3	Full Amount
Maintenance	\$0.00	\$0.00	\$0.00	\$20.00
Total	\$0.00	\$0.00	\$0.00	\$20.00

Introductory Pricing Detail for Each Applicable Item

Item	Contract Months	Maintenance Minimum Payment	Print Charges			Maintenance Plan Features
			Meter	Volume Band	Per Print Rate	
1. 5745APT	1 - 3	\$0.00	1: Meter 1	All Prints	\$0.0019	<ul style="list-style-type: none"> - Full Service Maintenance Included for all prints - Consumable Supplies charge only



Terms and Conditions

INTRODUCTION:

1. NEGOTIATED CONTRACT. The Products are subject solely to the terms in the Negotiated Contract identified on the face of this Agreement, and, for any option you have selected that is not addressed in the Negotiated Contract, the then-current standard Xerox terms for such option.

PRICING PLAN/OFFERING SELECTED:

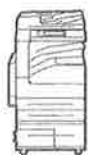
2. PRICE INCREASES. Xerox may annually increase the maintenance component of the Minimum Payment and Print Charges. For Application Software, Xerox may annually increase the software license or support fees. These adjustments will occur at the commencement of each annual contract cycle.

GENERAL TERMS & CONDITIONS:

3. REMOTE SERVICES. Certain models of Equipment are supported and serviced using data that is automatically collected by Xerox from the Equipment via electronic transmission from the Equipment to a secure off-site location. Examples of automatically transmitted data include product registration, meter read, supply level, Equipment configuration and settings, software version, and problem/fault code data. All such data shall be transmitted in a secure manner specified by Xerox. The automatic data transmission capability will not allow Xerox to read, view or download the content of any Customer documents residing on or passing through the Equipment or Customer's information management systems.

WorkCentre®
5325 / 5330 / 5335
Tabloid-size
Black-and-white
Multifunction Printer

Page 104



Xerox® WorkCentre® 5325 / 5330 / 5335 Multifunction Printer Optimized office efficiency



WorkCentre® 5325 / 5330 / 5335 Multifunction Printer

Page 105

The highly modular WorkCentre 5300 series multifunction printer gives today's fast-paced office environments a critical productivity advantage. The tasks you perform daily become more efficient, while intensive workplace processes are optimized with customizable workflow solutions that easily handle your unique business requirements.

Reduce costs with superior workgroup efficiency

With exceptional copier performance and the option of adding powerful printing, scanning and faxing, the WorkCentre 5300 series is built to perform as a consistently high level. Plus, multiple levels of cost-control capabilities let you easily manage expenses by limiting, tracking and assigning costs.

- **Faster results.** Print and copy speeds of up to 35 ppm keep pace with even the busiest environments.
- **Automated workflows.** Save time and increase efficiency with convenient features that automate routine tasks. For example, Fax Forward to Email automatically sends your incoming faxes from the device directly to your computer's email in-box.
- **Powerful scanning.** Improve the way you work with a host of scanning features, such as Scan to Folder¹, Network Scanning¹, Scan to Text-searchable PDF¹, and standard color scanning. Convert hard copies into digital files for automatic routing and archiving. Preview scans and documents stored on the device right on the color touch screen, and you can access documents faster with advanced file compression that dramatically shrinks file sizes.
- **Walk-up simplicity.** Scan to/print from USB functionality lets you print from and scan to a USB memory device for faster document delivery when you're not at your computer.
- **Limit and track usage.** With Xerox Standard Accounting, administrators can set limits for individual users on the number of print, copy, scan, and fax jobs, and account for device activity at the user, group or department level.
- **Experience true multitasking.** The WorkCentre 5300 series lets users perform five tasks at once: RIP, receive, program ahead, process the queue, and transmit. This advanced capability lets you copy, print, scan or fax even while other jobs are running.

Total peace of mind

The WorkCentre 5300 series features state-of-the-art technologies for optimized security at the device and on the network.

- **Keep your documents safe at all times.** With Secure Print, jobs are stored in a separate queue until the intended recipient chooses which jobs to release for printing. Plus, users can convert hard copies to secure digital files with the Scan to Password-protected PDF feature.
- **Prevent unauthorized access.** Powerful features such as standard network authentication², with available technologies like Secure Access Unified ID System and Common Access Card Enablement Kit, ensure only authorized users can access the device.
- **Maintain information integrity.** 256-bit hard disk encryption and overwrite uses the FIPS 140-2 standard to ensure your data stays secure.
- **Stay secure.** Sensitive data stays private over your network thanks to network authentication and encrypted email, plus built-in support for IPsec, 802.1X and SNMPv3.0 — the latest security protocols.

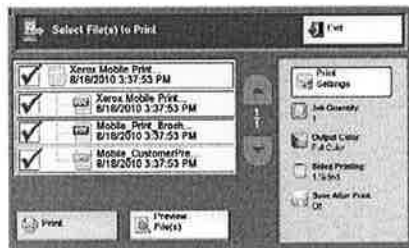
The right fit for every environment

The space-saving WorkCentre 5300 series benefits your office and the outside world, with cutting-edge engineering that delivers big reductions in energy consumption.

- **Smaller footprint.** Save valuable office space with a device that's just the right fit.
- **Quiet operation.** The WorkCentre 5300 produces less noise, letting you keep the device close by for distraction-free convenience.
- **Xerox technology advantages.** Our EA Toner with low-melt technology achieves minimum fusing temperature at 68 degrees F (20 degrees C) less than conventional toner. Plus, our LED scanner consumes just one-third the power of traditional Xenon lamps. You get significant energy savings and brilliant, glossy output — even on ordinary paper.
- **Standard duplexing.** The WorkCentre 5300 series comes with standard two-sided printing, helping you save paper and money.
- **ENERGY STAR® qualified.** The WorkCentre 5300 series meets the stringent ENERGY STAR requirements for energy usage.

¹ With Network Scan Kit; ² Copier/printer/scanner only.

Xerox Workflow Solutions take your WorkCentre 5300 series multifunction printer to a higher level of office optimization.



Xerox Mobile Print Solution is just one of many personalized solutions you access right from the touch screen interface.

Transform the way your organization gets vital work done with the power of Xerox Workflow Solutions. When people work efficiently, in less time and with fewer steps, productivity goes up. Stress goes down. So do errors. Whether you have only a few people on your team or a very large workgroup, Xerox knows it's about streamlining your workflow — and it starts by using Xerox Workflow Solutions right from your WorkCentre 5300 series device.

Xerox Mobile Print Solution

With Xerox, being mobile has never been easier. Xerox makes mobile printing simpler and more convenient, while keeping your business secure. That's why we're empowering today's mobile professionals with the freedom to send print jobs from any email-enabled device.



1 The innovative touch screen on the WorkCentre 5300 series front panel makes walk-up operation easy as can be. It features a 7-inch full-color display with bright icons and intuitive navigation for optimal ease-of-use.



2 Front-panel USB port makes it fast and easy to print from or scan to any standard USB memory device.

3 110-sheet Duplex Automatic Document Feeder (DADF) quickly processes single- or double-sided originals.

4 50-sheet bypass tray for specialty media and custom sizes.

5 The optional 2,000-sheet High Capacity Feeder* brings maximum paper capacity to 5,090 sheets.

6 Standard paper input includes your choice of two 520-sheet trays with a stand or a 2000-sheet High Capacity Tandem Tray.



7 Space-saving Integrated Office Finisher with convenient single-position stapling.

8 Office Finisher LX adds 2,000-sheet stacking, multi-position stapling and optional booklet maker.



Flexibility with room to grow

Choose a powerful tabloid-size copier and add printing, scanning and faxing capabilities to optimize your workgroup's productivity. As your work volume increases, the WorkCentre 5300 series is ready to expand to meet your business needs.

WorkCentre® 5300 Series Quick Facts

- Print and copy at up to 35 ppm
- Powerful scan and fax solutions
- Print up to 11 x 17 in. / A3
- Up to 1200 x 1200 dpi print resolution
- Max paper capacity: 5,090 sheets
- Best-in-class security — Full System Common Criteria Certified (ISO 15408)*
- Xerox Workflow Solutions built on the Xerox Extensible Interface Platform® (EIP)

* Pending



Print / Copy / Scan / Fax

11 x 17 in. / A3

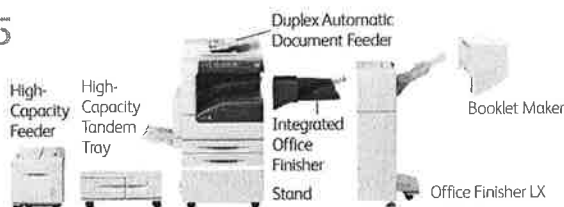
35 ppm

WxDxH:
23.5 x 25.1 x 43.9 in.
597 x 637.5 x 1,115 mm



WorkCentre 5335 with High-Capacity Tandem Tray

* Requires High-Capacity Tandem Tray



		WorkCentre 5325 / 5330 / 5335 Copier	WorkCentre 5325 / 5330 / 5335 Copier/Printer/Scanner
Speed		Up to 25 / 30 / 35 ppm	
Duty Cycle		100,000 / 125,000 / 150,000 pages per month	
Memory		1 GB plus 160 GB hard drive	1 GB plus 160 GB hard drive / 2 GB with optional PostScript Kit
Paper Handling	Paper input	Duplex Automatic Document Feeder: 110 sheets; Standard sizes: 5.5 x 8.5 in. to 11 x 17 in. / A5 to A3; Custom sizes: 3.3 x 4.9 in. to 11.7 x 17 in. / 85 x 125 mm to 297 x 432 mm	
		Bypass Tray: 50 sheets; Custom sizes: 3.5 x 3.9 in. to 11.7 x 17 in. / 89 x 98 mm to 297 x 432 mm	
	Choose one	Trays 1 and 2 with Stand: 520 sheets each; Sizes: Custom sizes: 5.5 x 7.2 in. to 11.7 x 17 in. / 140 x 182 mm to 297 x 432 mm High-Capacity Tandem Tray: 2,000 sheets; Standard Sizes: 8.5 x 11 in. and 7.25 x 10.5 in. / A4 or B5	
	Optional	High-Capacity Feeder*: 2,000 sheets; Standard Sizes: 8.5 x 11 in. and 7.25 x 10.5 in. / A4 or B5	
		Envelope Tray: Up to 60 envelopes: #10 commercial, Monarch, DL, C5; Custom sizes: 3.9 x 5.8 in. to 6.4 x 9.5 in. / 98 x 148 mm to 162 x 241 mm	
Paper output	Standard	Dual Catch Tray: 250-sheets each; Lower output offset	
	Optional	Integrated Office Finisher: 500-sheet stacker, 50 sheets stapled, single-position stapling	
		Office Finisher LX: 2,000-sheet stacker, 50 sheets stapled, 3-position stapling, optional hole-punch, optional booklet maker (score, saddle stitch)	
		Convenience Stapler: Staples 50 sheets	
Automatic two-sided printing		Standard	
Copy	First-page-out-time	WorkCentre 5325/5330: As fast as 4.2 seconds; WorkCentre 5335: As fast as 4.0 seconds	
Resolution (max)		600 x 600 dpi	
Copy features		Automatic two-sided, Electronic pre-collation, Automatic tray selection, Build Job, Negative/Mirror Image, Automatic booklet creation, Multi-up, Auto RE, Mixed-size originals, Covers insertion, Sample set, Book copying, Annotation, Delete Outside/Delete Inside, Poster mode, Watermarks, ID Card Copy, Page Layout, Form Overlay, Background Suppression	
Print	First-page-out-time	Optional	As fast as 11.0 seconds
Resolution (max)			1200 x 1200 dpi
Connectivity			10/100/1000Base-TX Ethernet, High-Speed USB 2.0 direct print
Page description languages			PCL® 5e, PCL 6, HP-GL/HP-GL2, TIFF/PDF, XPS®, Optional Adobe® PostScript® 3™
Print features			Automatic two-sided, Secure print, Delay print, Sample set, Booklet creation, Cover selection, Paper selection by attribute, N-up, Watermarks, Banner sheets, Fit to new paper size, Output tray selection, Print from USB
Scan	Standard	Optional	PDF, Linearized PDF, PDF/A, TIFF, JFIF, JPEG, XPS, Color Scan, Scan to Email, Scan to Folder
	Optional		Network Scan Kit (Text Searchable PDF, MRC compression, Thumbnail Preview, Scan to PC Desktop®, Various Xerox Business Innovation Partner Solutions)
Fax Kit		Optional	Walkup PSTN fax (one-line and three-line options) with Internet fax, Fax over IP (T.38) Kit, Network Server Fax Enablement Kit
			LAN Fax via driver, Fax Forward, Two-sided Send and Receive, Print on / Fax up to 11 x 17 in. / A3, Fax Build Job
Accounting	Standard	Auditron	Auditron, Xerox Standard Accounting (Copy, Print, Fax, Scan)
	Optional	NA	Network Accounting Enablement Kit (Various Xerox Business Innovation Partner Solutions)
Security	Standard		Secure Print, Authentication with LDAP/Kerberos/SMB/CAC, Password Protected PDF, FIPS 140-2 encryption, S/MIME Encrypted Email, IPsec, 802.1X, SNMP v3.0, Email over SSL, LDAP over SSL, Image Overwrite, 256-bit Hard Disk Encryption, Audit Log
	Optional	NA	CAC, Secure Access Unified ID System®
Other Options		Common Access Card Enablement Kit, Foreign Device Interface, Unicode Kit	

* Requires High-Capacity Tandem Tray



For more information, call 1-800-ASK-XEROX or visit us at www.xerox.com/office

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