

**Board of
Commissioners Meeting
January 16, 2015**

PRELIMINARY AGENDA

FLORIDA INLAND NAVIGATION DISTRICT Board of Commissioners Meeting

9:00 a.m., Friday, January 16, 2015

**The DoubleTree by Hilton
116 San Marco Avenue
St. Augustine, FL 32084-3262
(St. Johns County, Florida)**

Item 1. Call to Order.

Chair Chappell will call the meeting to order.

Item 2. Pledge of Allegiance.

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

Item 3. Roll Call.

Secretary Netts 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.

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

RECOMMEND: Approval of the Consent Agenda.

- A) Miami-Dade County Small-Scale Derelict Vessel Removal Program Application, Miami-Dade County, FL.
 - B) Brevard County Small-Scale Derelict Vessel Removal Program Application, Brevard County, FL.
 - C) Miami-Dade County Biscayne Bay Waterway Cleanup Program Request, Miami-Dade County, FL.
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Item 5. **Additions or Deletions.**

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

RECOMMEND: Approval of a final agenda.

Item 6. **Public Comments.**

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

Item 7. **Board Meeting Minutes.**

The minutes of the following meetings are presented for approval.

- December 13, 2014 – Finance & Budget Committee Mtg. (Please see back up pp 5 - 9)
- December 13, 2014 – Board Meeting (Please see back up pages 10 - 45)

RECOMMEND: Approval of the minutes as presented.

Item 8. **Staff Report on St Johns County Area Projects.**

Staff will present a report on the District's St. Johns County area projects.

(Please see back up pages 46 - 64)

Item 9. **Presentation on the Treasure Beach Canal Dredging Project, St. Johns County, FL.**

Mr. Carl Salafrio, President of Environmental Consulting & Design (ECD) is scheduled to provide a presentation on the recently completed Treasure Beach Canal Dredging project in St. Johns County. The county implemented a Municipal Service Benefit Unit (MSBU) to assess the property owners for funding of this private project.

The county had originally approached the District to utilize our nearby, but unconstructed Dredged Material Management Area (DMMA) SJ-20A for this project. When the timing and logistics of that

use could not be coordinated, the county and their consultant moved forward on the project utilizing geo-tubes.

District staff often receive inquiries about private canal dredging and other smaller dredging projects. The information provided by ECD could be applicable to future FIND projects or shared with other interested parties throughout our District.

(Please see back up pages 65 - 70)

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

Item 10. Waterway Master Plan Proposal for Duval County, FL.

The City of Jacksonville, in collaboration with the cities of Atlantic Beach, Neptune Beach and Jacksonville Beach, proposes to develop a Waterway Master Plan for Duval County. The listed cities will contract with the Northeast Florida Regional Council to develop the plan, with additional assistance from the University of North Florida and Jacksonville University. This proposal is formatted and consistent with the District's rule criteria. The proposal is for a two-year agreement at fifty (50) percent cost share of \$100,000.00 in District funding.

(Please see back up pages 71 - 81)

RECOMMEND Approval of the Waterway Master Plan Proposal for Duval County, FL.

Item 11. Dredge Material Removal Agreement – Dredged Material Management Area (DMMA) DU-2, Duval County, FL.

Staff has been approached by a Florida Department of Transportation (FDOT) sub-contractor (Maer Construction) to "mine" suitable material from the District's Dredge Material Management Area (DMMA) DU-2 in Duval County. The contractor proposes to remove up to 300,000 yds³ of material to be utilized for public roadway construction.

The public use of the material negates the need to bid the project. However, since the amount of material to be remove exceeds the Executive Director's authority (which is 20,000 yds³ or less), this project will require Board approval.

Should the Board approve this action, staff will utilize the newly developed Material Removal Agreement and continue to work with our attorney, our engineer and the contractor to insure all due diligence and precautions are utilized.

(Please see back up pages 82 - 99)

RECOMMEND: Approval of an agreement with Maer Construction to remove approximately 300,000 yds³ of material from DMMA DU-2, St. Johns County, FL.

Item 12. **Resolution 2015-01, revising the District Board's Delegation of Authority to the Executive Director.**

At the previous meeting on December 13, 2014, the Board elected to increase the Executive Director's spending authority for administrative purposes from \$3,000.00 to \$5,000.00. This action needs to be approved by Resolution of the full Board.

Staff is also suggesting changing the authorization period of the Assistant Executive Director from five to three days. This change more accurately reflects the operations of the District. In addition, if there are any other desired changes, they should be recommended by the Board at this time.

(Please see back up pages 100 - 103)

RECOMMEND: Approval to adopt Resolution 2015-01, revising the District Board's Delegation of Authority to the Executive Director.

Item 13. **Taylor Engineering Hourly Rate Adjustment.**

The District's agreement with Taylor Engineering allows their rates for services to be adjusted annually by mutual agreement. The District Engineer has submitted a request to revise the hourly rates that the firm charges for the various personnel that work on our projects. *(Please note that this is only Taylor Engineering's second rate increase request in the past three years. Taylor Engineering did not request a rate increase in 2013).*

(Please see back up pages 104 - 108)

RECOMMEND: Approval of the rate adjustment requested by Taylor Engineering for 2015.

Item 14. **Finance and Budget Committee Report.**

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

(Please see Finance and Budget Committee Agenda Package)

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

Item 15. Washington D.C. Report, 2016 Federal Funding Request.

The District's Federal governmental relations firm submitted a status report on their activities on the District's federal issues. In addition, staff has prepared a 2016 Federal funding request package to distribute during our Washington D.C. visit.

(Please see back up pages 109 - 113)

RECOMMEND: Approval of the District's 2016 Federal funding requests.

Item 16. Additional Staff Comments and Additional Agenda Items.

Item 17. Additional Commissioners Comments.

Item 18. Adjournment.

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

**MINUTES OF THE
FLORIDA INLAND NAVIGATION DISTRICT**

Finance and Budget Committee Meeting

8:30 a.m., Saturday, December 13, 2014

The Shores

2637 South Atlantic Avenue

Daytona Beach Shores, Volusia County, Florida 32118-5643

ITEM 1. Call to Order.

Committee Chair Cuzzo called the meeting to order at 8:35 a.m.

ITEM 2. Roll Call.

Assistant Executive Director Janet Zimmerman called the roll and Committee Chair Cuzzo, Vice-Chair Blow, Commissioner Bowman, Commissioner McCabe, and Commissioner Sansom were present. Ms. Zimmerman stated that a quorum was present. Secretary Netts sat in on the meeting.

ITEM 3. Additions or Deletions.

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

Vice-Chair Blow made a motion to approve the agenda as presented. The motion was seconded by Commissioner Bowman. Chair Cuzzo asked for any further discussion, hearing none, a vote was taken and the motion passed.

ITEM 4. Public Comments.

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

ITEM 5. Financial Statements for September of 2014.

Chair Cuozzo presented the District's financial statements for September of 2014.

Mr. Crosley noted that September is the end of the District's fiscal year with October being the beginning of the fiscal year. He referred to the Revenue Sheet and noted the "Due from other Governments" line item. He stated that each year the tax collectors estimate their costs to collect the District's tax revenue. He noted that this year they over estimated their fees by \$123,209.20 and those fees have been reimbursed to the District.

Mr. Crosley stated that the District had one CD mature and it was renewed with Bank United, who provided the best interest rate.

Mr. Crosley referred to the District's State Board of Administration Account (SBA) and noted that \$19,302.16 was released from Fund "B" and that the account is now closed with full principal repaid. He stated that Fund "B" will no longer be paying interest and those funds will eventually be released into Fund "A". He stated that the actual gain will be determined in the spring of 2015, after full liquidation. He noted that at that time the District will be able to close this account.

Mr. Crosley noted that the year-end expenditures show revenue disbursed and that a lot of assistance grants were paid out in September. He asked for questions or comments.

Vice-Chair Blow noted that very little of the District's overall FY 2013-2014 budget was uncommitted. Mr. Crosley agreed.

Commissioner McCabe made a motion to approve a recommendation to the full Board of the financial statements for September of 2014. The motion was seconded by Vice-Chair Blow. Chair Cuozzo asked for any additional discussion. Hearing none, a vote was taken and the motion passed.

ITEM 6. September 2014 Budget Summary and Project Status Expenditure Reports.

Mr. Crosley presented the Expenditure and Project Status Reports for September of 2014. He asked for questions, there were none.

ITEM 7. Financial Statements for October of 2014.

Chair Cuzzo presented the District's financial statements for October of 2014.

Mr. Crosley noted that these statements are for the first month of the District's FY 2014-2015. He stated that this report shows that "Funds Due from other Governments" is \$99,916.90.

Mr. Crosley referred to the District's State Board of Administration Account (SBA) and noted that \$78,945.57 is in Fund "A". He stated that when a determination is made regarding SBA Fund "B", it will be rolled into SBA Fund "A". He stated that staff will reduce SBA Fund "A" to a minimal amount and then, upon distribution of Fund "B", move these funds to a different investment.

Mr. Crosley compared the District's FY balance sheets and noted that October's Accounts Payables are down to \$304,478.24 from \$2 million in September. He asked for questions, there were none.

Commissioner Bowman made a motion to approve a recommendation to the full Board of the financial statements for October of 2014. The motion was seconded by Commissioner Sansom. Chair Cuzzo asked for any additional discussion. Hearing none, a vote was taken and the motion passed.

ITEM 8. October 2014 Budget Summary and Project Status Expenditure Reports.

Chair Cuzzo presented the Expenditure and Project Status Reports for October of 2014 and stated that this is the first month of this new fiscal year and there have been few expenditures.

Mr. Crosley stated that construction of Dredged Material Management Areas (DMMA's) FL-3, O-7, and BV-4B will begin next year.

Mr. Crosley stated that the Broward deepening project is moving forward and he noted that the District's agreement with Port Everglades will be discussed at today's Board meeting. He noted that the Port is holding a security deposit of \$2.5 million while the District uses the Port's site. He stated that the project should last two years and upon completion, the District's security deposit should be refunded.

Ms. Zimmerman stated that the City of Melbourne considered withdrawing their Horse Creek assistance application, but upon reconsideration cancelled that decision. She stated that funding for that application will be added back into the District's assistance budget.

Vice-Chair Blow commented on the cost of legal advertising for the District's Display Ads. Secretary Netts stated that there are several Representatives in Tallahassee that are discussing the fate of Legal Advertising and that it may be passé and that web site advertising may be equally viable. He suggested contacting your Representative about making this change.

Attorney Breton stated that Legal Advertising is governed by statute and includes requirements of general circulation by a newspaper that is published regularly.

Commissioner Sansom requested information on the District's Legal Advertising costs in a format that could be presented to our Legislators.

Secretary Netts suggested adding the information regarding newspaper distributions.

ITEM 9. Delegation of Authority Report.

Chair Cuozzo presented for review the Executive Director's Delegation of Authority actions and stated that four actions were taken from October 8, 2014 through December 2, 2014. He asked for questions or discussion. There were none.

ITEM 10. Additional Agenda Items or Staff Comments.

Chair Cuozzo asked if there were any additional agenda items or staff comments. Staff did not have any additional comments.

ITEM 11. Additional Commissioners Comments.

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

ITEM 12. Adjournment.

Chair Cuozzo stated that hearing no further business the meeting was adjourned at 8:55 a.m.

**MINUTES OF THE
FLORIDA INLAND NAVIGATION DISTRICT**

Board of Commissioners Meeting

9:00 a.m., Saturday, December 13, 2014

The Shores

2637 South Atlantic Avenue

Daytona Beach Shores, Volusia County, Florida 32118-5643

ITEM 1. Call to Order.

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

ITEM 2. Pledge of Allegiance.

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

ITEM 3. Roll Call.

Secretary Netts called the roll and Chair Chappell, Vice-Chair Blow, Treasurer Cuozzo, Commissioners Bowman, Isiminger, McCabe, Sansom and Williams were present. Commissioner Crowley, Commissioner Dritenbas, and Commissioner Kavanagh were absent. Secretary Netts stated that a quorum was present.

ITEM 4. Consent Agenda.

Chair Chappell asked if there were any comments or questions regarding the Consent Agenda.

Commissioner Sansom made a motion to approve the Consent Agenda as presented. The motion was seconded by Commissioner Isiminger. Chair Chappell asked for discussion. Hearing none, a vote was taken and the motion passed.

ITEM 5. Additions or Deletions.

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

Mr. Crosley stated that he would like to add to the agenda: Item 13A, Rule Revision of Chapter 66B-1 and 66B-2, Florida Administrative Code; and Item 20A, Proposal by Stiffen & Spellman, P.A. to assist the District with updating the District's Personnel Policies and Procedures Manual.

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

ITEM 6. Public Comments.

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

ITEM 7. Board Meeting Minutes.

Chair Chappell asked if there were any comments or questions regarding the Board Meeting Minutes. None were heard.

Secretary Netts made a motion to approve the October 18, 2014 Board Minutes with Personnel Committee and Finance Committee Meeting Minutes as presented. The motion was seconded by Commissioner Sansom. Chair Chappell asked for discussion. Hearing none, a vote was taken and the motion passed.

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

Ms. Shelley Trulock, the Intracoastal Waterway (IWW) Project Manager with the U.S. Army Corps of Engineers (Corps), stated that the IWW Indian River Reach I dredging project is moving along very well. She stated that this dredging project will remove

approximately 300,000 cubic yards of material from the Intracoastal Waterway (IWW) Channel that will be deposited into Dredged Material Management Area (DMMA) IR-2. She stated that originally, dredging was to begin the end of December, but that during the pre-construction meeting on November 21, 2014 there were discussions regarding the possibility of pushing the dredging start date out until after New Year's. She stated that Cavache has begun mobilization activities and anticipates dredging to begin on January 2, 2015. She stated that the Corps originally planned to start dredging just before the holidays. She stated that all involved recognize that dredging operations will be taking place in a quiet area during nice weather and that by pushing the start of dredging until after the holidays, it should reduce inconveniences to the public. She stated that in addition, the project operation will be changed from a 24 hour, 7 days a week, to a 10 to 12 hour per day operation. She stated that Cavache is in agreement that this is a no cost modification for them to start dredging on January 2, 2015.

Mr. Crosley stated that during the pre-construction meeting it was discussed that three to five booster pumps would be operated for up to three months during the dredging project and he would like to commend the contractor, Cavache, for working with the District and the Corps to modify this project start date until after the Holiday Season.

Ms. Trulock stated that the Corps is taking a very proactive role in the management of public relations for this project and just released a press release to local media announcing the start date of this dredging project, and including the Corps' contact information for the public.

Ms. Trulock stated that the Corps has secured an additional \$3 million in Corps funding for this project. She noted that the Jupiter and Baker's Haulover projects were

funded by Hurricane Sandy money. She stated that at the Atlantic Intracoastal Waterway Association Conference she was speaking to Dillon Davis from Headquarters about the wind proponent from Hurricane Sandy, which prompted a review of the storm wind surveys. A request was developed, and Headquarters approved \$3 million in funding for the DMMA IR-2 dredging project. She stated that the Corps is now contributing \$4.8 million toward this \$6 million project.

Mr. Crosley thanked Shelley for her hard work and noted that the District is partnered with an excellent team at the Corps.

Ms. Trulock stated that a coordination meeting was held with Taylor Engineering in June to review the status of the plans and specifications of DMMA O-7 and to also discuss further environmental coordination. She stated that in addition, the Corps will undertake the development of the plans and specifications for DMMA O-23. She stated that the Corps plans to begin these two efforts in March or April of 2015 with federal funding that is on hand. She noted that FIND may need to contribute funds for a portion of the project.

Ms. Trulock stated that the Corps would like to move forward with initiation of plans and specifications for Broward Reach 1, with 100% Federal funding. She stated that a Hydrographic Survey was performed by Morgan and Ecklund and provided to the Corps on June 26, 2014. She stated that there is approximately 50,000 cubic yards of material located within the federal channel down to -10-feet and 80,000 cubic yards of material located within the federal channel down to -10+2-feet. She stated that given the small quantity, the most cost effective way to pursue the dredging would be utilization of a Corps of Engineers Hopper dredge, either the Currituck or Murden, and dispose of the material

in the near-shore. She stated that the nearest approved nearshore or off-shore disposal area is located at Port Everglades (off-shore). She stated that in order to utilize this off-shore disposal option, the Corps would need to obtain a Florida Department of Environmental Protection (FDEP) permit and perform the required National Environmental Policy Act (NEPA) documentation. She stated that from an FDEP standpoint, it may be applicable to add the IWW reach to the description of the existing Port Everglades permit, after verification of the composition of the material. She stated that the Corps will move out on this action as soon as possible.

Ms. Trulock stated that preliminary investigations show near-shore and off-shore disposal options are available; however, adequate NEPA and FDEP permits may or may not be available for specific actions related to IWW dredging.

Ms. Trulock stated that Mr. Crosley requested that she identify all off-shore and near-shore DMMA sites along the east coast of Florida. She referenced a map of this information identifying possible DMMA sites within the Jacksonville District. She briefly reviewed the sites and type of permit modifications required to utilize these sites for placement options. She stated that she will meet with FDEP to discuss pre-permitting the Currituck or Murden vessels for dredging and using these sites for material management of these small projects.

Mr. Crosley thanked Ms. Trulock for working on this small-emergency dredging option. He stated that this will provide another option for maintaining the majority of the District's waterways. He referred to St. Lucie, Martin, Broward and Miami-Dade Counties and stated that all appear to have near-shore resources and the likelihood of permitting

these counties for this project may be difficult. Ms. Trulock noted that there is off-shore disposal available in these counties.

Vice-Chair Blow noted that an emergency project was completed in St. Johns County with the Currituck and the FDEP insisted that the material be disposed of in a near-shore area two miles from the project area instead of an off-shore 30 foot-deep shoal area, near the project area, that had material removed previously for a beach re-nourishment project. He noted that there were no resources in the project area. Ms. Trulock stated that she will discuss the issue with FDEP, and indicated that there are many options available for material disposal.

Commissioner Bowman stated that offshore disposal may have limitations. Ms. Trulock stated that the management plan will outline the perimeter, and the polygon window of the disposal areas are segmented. She stated that these offshore disposal areas are managed by the Environmental Protection Agency (EPA). She stated that the Corps will coordinate with the EPA on how much material and where that material will be placed. She noted that the EPA has a yearly quantity limit and that limits material placement to not negatively impact the area.

Commissioner Sansom asked the capacity of two vessels. Ms. Trulock stated that the Currituck holds 300 cubic yards and the Murden holds 500 cubic yards.

Chair Chappell noted that the beach north of the Hillsboro Inlet needs sand and he asked if the United States Army Corps of Engineers (USACE) could consider using the beach compatible sand from the Broward County Reach I small dredging project for re-nourishment of that area.

Chair Chappell asked about a process for Broward County to obtain near-shore disposal approval. Ms. Trulock answered yes and stated that she will look into it.

Chair Chappell asked if an Ocean Dredged Material Disposal Site (ODMDS), has to be already identified as a project in that permit approval. Ms. Trulock noted that you have to coordinate the project with Chris McArthur with the EPA in Atlanta.

ITEM 9. Staff Report on Volusia County Area Projects.

Mr. Crosley stated that Phase I of the Dredged Material Management Plan (DMMP) for the Intracoastal Waterway (IWW) in Volusia County was completed in 1993. He stated that Phase II of the DMMP was completed in 1994 and all major land acquisition was completed in 1997. He stated that the 50-year dredging projection is 4.2 million cubic yards of material and the storage projection is 9 million cubic yards.

Mr. Crosley stated that to date, three of the seven Dredged Material Management Areas (DMMA) in the county have been fully constructed with MSA 434/434C being completed in November of 2006. He stated that this effort also included the offloading of 780,000 cubic yards of beach quality material from MSA 434/434C which was placed on the beaches of New Smyrna to repair storm damage impacts.

Mr. Crosley stated that all DMMA's with the exception of V-6 have been fenced. He stated that the future development area of DMMA V-22A has been cleared and grubbed. He stated that the presence of a bald eagle's nest on DMMA V-21 has precluded any development of that site beyond the security fence.

Mr. Crosley stated that in the fall of 2012, the USACE hopper dredge "Currituck" conducted operations in the IWW in the vicinity of Ponce Inlet for a period of approximately four (4) days in between assignments on the U.S. east coast. He stated that

approximately 3,000 cubic yards of material was dredged for the temporary relief of shoaling in this vicinity. He stated that a full-scale dredging event was initiated in late summer of 2013 and completed in November 2013. He stated that approximately 245,000 cubic yards of material were removed from Cuts V-22 through V-28 and placed in nearby MSA 434/434C under the District's upland permit exemption.

Mr. Crosley stated that the Volusia County Waterways Economic Study Update was completed in 2011 and it found that there were approximately 284 waterway-related businesses in the county employing 1,466 people, with salaries of approximately \$53.4 million and an economic output of \$235.4 million. He stated that this economic impact generated \$11.2 million in tax revenue. He stated that property values were determined to be increased by \$339 to \$429 million by the presence of the IWW channel. He stated that the study reports that these values would decrease by approximately 20% overall if dredging of the waterways ceased.

Mr. Crosley stated that since 1986, the District has provided \$10 million in Waterways Assistance Program funding to complete 98 projects in the county, having a total constructed value of approximately \$26.2 million. He stated that the county and nine waterfront municipalities have participated in the program.

Mr. Crosley stated that the District's Cooperative Assistance Program has provided funding assistance for the following projects with elements in Volusia County: the Florida Clean Marina Program; the Florida Clean Vessel Act Program; Deleon Springs State Park Dock Design; Florida Marine Patrol Officer Funding; and the St. Johns River Boating Safety Search and Rescue Program. He stated that the District's funding assistance for the Volusia County portion of these projects was approximately \$465,000.00.

Mr. Crosley stated that the District currently prints and distributes the following brochures with specific information about Volusia County Waterways: the Volusia County Manatee and Boating Safety Speed Zones; the Economic Impact of Volusia County Waterways; ICW Channel Conditions; and the ICW Moveable Bridge Guide.

Mr. Crosley stated that the District has partnered with Volusia County for the past several years to provide funding assistance for the removal of trash and debris from Volusia County's waterways. He stated that the District provides up to \$10,000.00 per year for this program.

Mr. Crosley stated that, to date, no vessels have been removed in Volusia County through the District's Small-Scale Derelict Vessel Removal program.

Mr. Crosley stated that the District has assisted Volusia County in the development of a Spoil Island Management Plan through the District's Small-Scale Spoil Island Enhancement and Restoration Program.

ITEM 10. Presentation by Officials from All Aboard Florida (AAF) Regarding the Proposal for Additional High-Speed Rail Service Between Orlando and Miami.

Mr. Crosley stated that All Aboard Florida (AAF), a subsidiary of Florida East Coast Industries (FECI), has submitted a proposal to the Federal Railroad Administration (FRA) to operate 32 high-speed trains per day between Orlando and Miami. He stated that these additional train operations will result in additional closings of three bridges within the District that affect navigation, the New River Bridge (Fort Lauderdale), the Loxahatchee River Bridge (Jupiter/Tequesta) and the St. Lucie River Bridge (Stuart/Okeechobee Waterway).

Mr. Crosley introduced Mr. Chris Bonanti, Director of Market Planning with AAF and Mr. Rusty Roberts, Vice President of Information with AAF.

Mr. Bonanti stated that he would like to provide an overview of the project. He stated that the train will travel from downtown Miami, with stops at the Miami Airport, Fort Lauderdale, West Palm Beach and then straight through to Orlando, Florida. He stated that this project includes both express intercity passenger rail service as well as transit terrain development. He state that AAF owns the property and right-of-way for development of train stations and commercial sectors.

Mr. Bonanti stated that the project will be European based with the best in-class innovation and technology by Siemens. He stated that the trains and stations will be designed to optimize passenger time and comfort with onboard amenities such as Wi-Fi. He stated that the transport will be just as fast as flying, but easier and more convenient with a time saving of 25-30% versus existing travel options. He stated that the stations will be located near other transportation. He stated that each train will be built by Siemens and will be 900 feet-long with several cars, including café cars. He stated that these trains will be much lighter and quicker than the freight trains that operate in the corridor.

Mr. Bonanti stated that all crossings and movable railroad bridges will be upgraded and installed with safety measures. He stated that in some areas, the train will be elevated 50-feet above ground. He stated that the wait time at grade crossings will be less than 60 seconds. He stated that there will be 32 trains daily from 6:00 a.m. and ending at 9:00 p.m.

Mr. Bonanti stated that the project will provide 10,000 jobs during construction. He stated that upon completion the project will continue to provide jobs and will have a

positive economic impact for Florida. He stated that this project will provide relief for Florida's congested roadways.

Mr. Bonanti stated that the Federal Rail Administration is performing the Environmental Impact Study (EIS). He stated that it has been determined that there is no significant project environmental impact from Miami to West Palm Beach. He stated that from West Palm Beach to Orlando there could be some marine vessel traffic pattern impact.

Mr. Bonanti stated that the Fort Lauderdale New River Bridge is a two track bridge where passenger trains and freight trains can cross at the same time. He stated that currently, there is little to no communications between the bridge and waterway traffic. He stated that with AAF improvements, the bridge will continue to be used as a two track bridge and passenger and freight trains crossing will be coordinated to cross at the same time. He stated that a railroad bridge down schedule will be set and communications with the bridge tender will take place. He stated that this schedule will also be posted on the internet. He stated that AAF is contacting the U. S. Coast Guard to see if the bridge closing schedules can be posted on each railroad bridge and on radio waves as well. He stated that AAF is looking at 1-3 bridge closings per hour with 12-13 minute cycle times. He stated that currently, the marine community does not have the ability to plan their travel or operations regarding the New River Bridge. He stated that when the AAF begins service, they will have a bridge closing schedule and boaters can plan their operations. He stated that for all three South Florida railroad bridges, the peak boater traffic is on Sunday and on average, the railroad bridge closures will be from 17 minutes to under 30 minutes per hour. He stated that arrangements will be made for emergency vehicles to have contact with AAF

regarding emergencies. He noted that the same procedure will be applied to the Loxahatchee and St. Lucie Railroad Bridges.

Mr. Bonanti stated that the Loxahatchee Railroad Bridge will go from a single track bridge to a re-balanced double track bridge.

Vice-Chair Blow asked about the arms at street train crossings. Mr. Bonanti stated that the arms will be enhanced and possibly fenced depending on the speed of the trains at each track crossing.

Commissioner Sansom noted that a significant section of these tracks will be in “quiet areas”. He asked what type of signal will be given to notify people to stop or get out of the way of the train. Mr. Bonanti stated every crossing is different and each crossing will be evaluated for the alert, bells, flashing lights and/or arm system to be used. He noted that the design of the new arm gates will not allow cars to go around the gate.

Chair Chappell referred to a train traveling 100 miles per hour and asked the trains stopping distance. Mr. Bonanti answered two miles.

Mr. Crosley asked if there is a scheduling conflict between passenger and freight trains, is there a priority. Mr. Bonanti answered passenger trains would have priority.

Mr. Crosley stated that the AAF model is based on a private study regarding bridge closings and he noted that a study conducted by the Jupiter Inlet District provided additional data. He asked if that data could be incorporated into the AAF’s evaluation model. Mr. Bonanti stated that it is his understanding that the data provided by the Jupiter Inlet District was from a study for the Loxahatchee Railroad Bridge and was completed from January to early August. He stated that the St. Lucie River Bridge study was a three month study with limited data. He stated that the studies are interesting because the peak

boater traffic is on Sunday with similar average boat traffic to the AAF study, with variations from weekend to weekend. He stated that it has been interesting comparing the data between the studies. He stated that AAF will be working with the FRA and they will do whatever the FRA and the U. S. Coast Guard want to do with the data.

Commissioner Isiminger noted that occasionally fishermen will go onto the railroad bridges to fish. He asked about better signage or warnings to keep people off of the bridges because with the high speed trains people will not have time to get off the bridge like they can when a freight train is coming. Mr. Bonanti stated that AAF will be coordinating with law enforcement to keep people off of the railroad bridges. He stated that this is not something to be cautious about, it is something to be ingrained in the local communities that these are train bridges and they must stay off these bridges because you cannot outrun a high speed train.

Chair Chappell asked if there was any Public Comment on this item.

Mr. Donald Donaldson, Director of Engineering with Martin County, stated that Martin County has provided 170 pages of comments to the draft EIS, and he stated that the most important item in the navigation section of the EIS is the St. Lucie River Railroad bridge crossing. He stated that the St. Lucie Railroad Bridge crossing will be a single track bridge, not a double track bridge. He stated that Martin County has found a number of inconsistencies in the physical data regarding the bridge openings, that the actual opening of the Roosevelt Bridge is 58-feet and the EIS shows that bridge opening at 80-feet. He stated that the actual width of the railroad crossing bridge is also in the 50-foot range. He stated that when vessels travel through this area, they must travel single file. He stated that the AAF modeling shows two-way traffic, and that the average vessel traffic through that

bridge is fifty-percent higher than the AAF EIS is calculating. He stated that because of the narrow railroad bridge, barge traffic regularly hits that bridge. He stated that Martin County is concerned about the condition of the St. Lucie Railroad Bridge and that the project's impact to the marine industry is significant. He stated that Martin County would like to know how these issues will be mitigated. He stated that either the railroad or the State of Florida need to replace the St. Lucie Railroad Bridge. He stated that Martin County has talked to the US Coast Guard about this problem and their position is, that until there is an actual impact, they are not going to impose new regulations.

Mr. Donaldson noted that in regards to "Quiet Zones", the local government is responsible for the maintenance and liability of those crossings.

ITEM 11. Exchange of Property with Brevard County for Proposed Long-Range Dredge Material Management Area (DMMA) BV-24, Brevard County, Florida.

Mr. Crosley stated that DMMA BV-24 is located in the Valkaria area of southeast Brevard County. He stated that the District acquired this property in 1993 from several land owners through lengthy eminent domain proceedings. He stated that this site is one of the District's long-range DMMA's necessary for the dredging of Reach VI, the southernmost dredging reach within Brevard County.

Mr. Crosley stated that the area is well-documented as viable Scrub Jay habitat. In 2009, Brevard County approached the District to initiate an exchange for an adjacent county-owned property that could meet the District's dredging requirements but was less functional as Scrub Jay habitat. He stated that the county initially agreed to cover all District costs associated with the exchange, including the necessary due diligence of our District Engineer.

Mr. Crosley stated that on-going negotiations and delays lead to an additional Land Acquisition Committee agenda item in February of 2013, whereby the committee approved moving forward with this exchange if Brevard County would cover an increase of \$40,000.00 in engineering fees associated with the delayed implementation of the exchange. He stated that the committee approved the exchange of property and the fee request. He noted that the site Brevard County is offering to exchange is a smaller parcel than the District's current property.

Mr. Crosley stated that the exchange was again delayed with the retirement of the District's previous Executive Director. He stated that staff, the District's Attorney and the District's Engineer have been working with the county to reinitiate this exchange.

Mr. Crosley stated that currently, after many months of negotiations, the two parties have drafted an exchange agreement which will allow the exchange of the two properties and requires Brevard County to pay up to \$88,823.38 in engineering fees. He noted that this is roughly half of the last fee quote (February 2013) from our District Engineer to perform the required due diligence to facilitate this exchange.

Mr. Crosley stated that the county has offered to assist the District with the long-term management of our buffer for the new site, and the exchange will result in additional protection of endangered Scrub Jay habitat. He stated that at this time, the District cannot confirm if the exchanged site will be easier to permit than the District's current site. He stated that if the board approves the exchange agreement, staff will request a revised scope of work and fee quote from our District Engineer, pursue the exchange, and move forward with the due diligence and permitting of this site. He stated that he would also like some

flexibility to modify some of the Agreement time frames, such as an extension of the 30-day survey requirement and permitting of the site.

Mr. Crosley introduced Mr. Mike Knight, Program Manager with Brevard County. Mr. Knight stated that Brevard County has been working on this exchange for a number of years and the County Commission favors this exchange.

Commissioner Isiminger asked if there is residential property adjacent to the proposed exchange site. Mr. Crosley referred to an aerial photograph and noted that at this time, there is no residential development adjacent to the proposed site.

Commissioner Sansom noted that the Scrub Jays prefer the District's current site more than Brevard County's exchange site.

Secretary Netts asked what would be the worst case scenario in this exchange. Mr. Crosley replied if the site the county proposed for the exchange cannot be permitted for the District's use. Secretary Netts noted that the Agreement states that failure to permit the new site would cancel the exchange.

Secretary Netts asked if the exchange would cost the District more development costs. Mr. Crosley stated that there will be some additional engineering costs, and he noted that the county will pay for half of those costs. He stated that staff feels those costs will be offset by the lower permitting fees for the new site and the county is proposing to help manage the District's buffer.

Commissioner McCabe asked what prompted the county wanting the District's site. Mr. Knight stated that the county obtained all their current land through a donation. He stated that the property was in bad shape with little to no vegetation. He stated that a wild-fire went through the FIND site. He stated that wildfires allow trees to seed and grow

providing Scrub Jay habitat. He stated that the Nature Conservancy and the county began discussing with FIND the exchange of the site with another county site to continue Scrub Jay preservation and management in this area.

Commissioner Sansom asked why the county is not paying for all of the engineering. Mr. Crosley stated that the District changed the footprint and other changes to the site and the county felt that did not necessitate them paying the entire engineering costs.

Vice-Chair Blow asked the location of the pipeline easement. Mr. Crosley stated to the north of the site. Vice-Chair Blow asked if there is an access easement to US Highway 1. Mr. Knight noted that the road bordering these sites is not US Highway 1, it is Dixie Highway.

Vice-Chair Blow noted that the new site probably has gopher tortoises. He asked if the county would be willing to handle the gopher tortoise issue when the District starts site construction. Commissioner Sansom stated that Brevard County has a gopher tortoise relocation program and the District could work within that program.

Attorney Breton referred to the comment regarding the permitting, and stated that this Agreement as drafted, is contingent upon FIND being able to get a permit for the Scrub Jays because of its endangered status; it is not contingent upon FIND being able to get a permit for site construction of the dredged material management site.

Mr. Crosley noted that if this Exchange Agreement is approved today, it will also approve the exchange with the noted conditions.

Chair Chappell asked about the land to be exchanged being used for mitigation and how will that affect the District's use of this site. Mr. Knight stated that he cannot provide

details of that transaction, but can say that the U. S. Fish and Wildlife Commission does approve this exchange and the proposed District's use of the site. Mr. Crosley stated that the conservation easement can be transferred to the exchanged property.

Commissioner Sansom made a motion to approve the agreement with Brevard County for property exchange of DMMA BV-24, Brevard County, FL. The motion was seconded by Vice-Chair Blow. Chair Chappell asked for discussion.

Vice-Chair Blow asked if the gopher tortoise relocation work should be included in the motion. Commissioner Sansom stated that the county has a gopher tortoise relocation program and has shown its willingness to work with the District and other governments. He stated that it is not a problem and the Board should not complicate the transfer.

Chair Chappell asked for discussion. Hearing none, a vote was taken and the motion passed.

ITEM 12. Request from Brevard County to Utilize Dredge Material Management Area (DMMA) BV-52 for Area Muck Dredging, Brevard County, Florida.

Mr. Crosley stated that Brevard County has approached the District to utilize DMMA BV-52 located in Palm Bay to dredge muck from the nearby Turkey Creek basin. He stated that the site has been previously utilized by the St. Johns River Water Management District (SJRWMD) to successfully dredge the same basin.

Mr. Crosley stated that the county will utilize the site to dewater dredge material and haul it off-site. He stated that the District does not have any immediate plans to utilize the DMMA for navigation dredging and the county has offered to conduct gopher tortoise relocation and site improvements at this site at no cost to the District. He stated that if the

Board approves this request, staff will work with our District Engineer and our Attorney to conduct all necessary due diligence and draft a two-year lease agreement, with the possibility for a one-year extension.

Mr. Mike McGarry with Brevard County thanked the Board for the potential use of this site. He stated that the county has submitted permit applications to start this project in the Spring of 2015. He stated that gopher tortoise relocation will be coordinated within the county.

Commissioner Sansom noted that FIND had listed with the Florida Legislators that DMMA BV-52 as a disposal area available for muck dredging.

Commissioner Isiminger asked Mr. Adams if he feels that the use of this site for muck disposal will negatively impact the site. Mr. Adams stated that this is a small dredging project, but that the material will have to dry and be offloaded from the site. He stated that his concern is that the user takes proper care of the site.

Secretary Netts suggested that the agreement include a stipulation that the user will offload the site by the end of 2015. Mr. Adams answered yes.

Commissioner Sansom made a motion to approve the agreement with Brevard County for a two-year lease, with a possible one-year extension, for the utilization of DMMA BV-52 to support muck dredging of the Turkey Creek basin, Brevard County, Florida. The motion was seconded by Commissioner Williams. Chair Chappell asked for discussion. Hearing none, a vote was taken and the motion passed.

ITEM 13A. Rule Revision of Chapter 66B-1 and 66B-2, Florida Administrative Code.

Ms. Zimmerman stated that at the October 18, 2014 Board meeting, the Board directed staff to begin the rule making process to revise Rule 66B-1 (CAP) and Rule 66B-2 (WAP) of the Florida Administrative Code pertaining to the District's Assistance Program procedures. She stated that this change is being initiated to ensure consistency with rule definitions and clarify project eligibility with regards to inlet management projects.

Ms. Zimmerman stated that the Notification of Development of Rule Making was submitted for publication in the Florida Administrative Register (FAR) on 10/21/2014, and Notice of Proposed Rule was submitted for publication in the FAR on 11/7/2014.

Ms. Zimmerman stated that recently, it was brought to staff's attention that the current proposed language change may not sufficiently implement the Board's original intent. She stated that after additional consideration, staff is recommending to initiate the specific change from the previous language of "inlet channel maintenance" to "inlet maintenance". She stated that this should help to remove any ambiguity as to the Board's intent not to fund maintenance projects and maintains consistency with the WAP/CAP Assistance Program definitions.

Ms. Zimmerman stated that should the Board approve this change, the Rule would be re-advertised as a Notification of Rule Change subsequent to rule making procedures.

Ms. Zimmerman read a letter from the City of Stuart's Mayor Leighton and stated that FIND grants are not needed to fund dredging of the St. Lucie River Inlet. The letter stated that FIND grants should be used to fund projects like the Riverwalk and public

courtesy docks. The letter further stated that the city and county are proud of the partnership it has forged with FIND and the public projects that have been completed.

Treasurer Cuozzo stated that it was never the intent of the FIND board, when inlet funding was allowed within the assistance program, that the city or county government would only allow District funding for inlet maintenance and not allow other grant applications to move forward. He stated that he believes that it was a mistake to change the assistance rule two years ago and it is time to reverse that action.

Treasurer Cuozzo made a motion to approve the proposed rule language for Chapter 66B-1 and 66B-2, F.A.C, as presented and recommended by staff. The motion was seconded by Commissioner Bowman. Chair Chappell asked for discussion.

Mr. Donald Donaldson, Director of Engineering with Martin County stated that because of the downturn in the economy, Martin County has not had matching funds to move forward with various grant applications. He stated that he is speaking to the District about funding and support for beach re-nourishment and inlet projects. He stated that he would like to encourage the District to continue partnering on impoundment basin management.

Commissioner Sansom stated that the rule was changed to try to help Martin County work out a local issue and it did not work. He stated that he feels that the statute should be reversed to the original language as it was three years ago.

Mr. Crosley stated that when he came to work at FIND, the District did not fund Inlet Maintenance. He stated that around three years ago the Board changed the rule to allow Inlet Maintenance, not anticipating that the county would then exclude all other projects from applying for District funding.

Commissioner Sansom asked if there were requests from the county for inlet maintenance funding before the District made the rule change. Mr. Crosley stated that before the rule change the District did not fund inlet maintenance and this change would go back to that rule. He stated that the District will be allowed to fund new inlet management projects.

Secretary Netts stated that inlet maintenance is not waterway maintenance and the District's mission is waterway maintenance.

Vice-Chair Blow stated that he does not favor this change because the ability to fund inlet maintenance through the District's assistance program is good for St. Johns County.

Commissioner Isiminger stated that he feels that nothing enhances the use of the District's waterways more than inlet dredging.

Commissioner Sansom stated that all of the east coast inlets, except for the St. Lucie Inlet, has an Inlet Management District.

Vice-Chair Blow stated that St. Johns County has an independent Port Authority Taxing District that does not cover the entire county. Commissioner Sansom noted that the independent Port Authority Taxing District takes care of the St. Augustine Inlet.

Secretary Netts stated that the problem is that Martin County is taking all of the assistance funding and dedicating it only to inlet maintenance. He stated that the county is not allowing other grant projects to move forward and that is their decision.

Treasurer Cuozzo stated that he argued for the change and noted that it is the citizen's money and Martin County is not doing a good job spending that money by putting all of it towards inlet management. He called the question.

Chair Chappell asked for discussion. Hearing none, a vote was taken and the motion passed. Vice-Chair Blow, Secretary Netts, Commissioner Williams and Commissioner Isiminger voted against the motion.

ITEM 13. Discussion of the Use of District Properties by Other Entities and the Promotion of Commercial/Industrial Waterway Access Nodes Within the District.

Mr. Crosley stated that at the September meeting, the District Board heard comments and held a brief discussion pertaining to the use of District properties by entities other than FIND. He stated that this lead to further discussion concerning the general availability of commercial/industrial waterfront access.

Mr. Crosley stated that staff can explain and provide information to the general public when a District site is being used for a District project. He stated that when a District site is being used by a private contractor, it becomes an issue with adjacent homeowners and that use is more difficult for staff to explain. He stated that the District is not in the business to supplement private industry through beneficial use of government property.

Mr. Crosley stated that every time a private party uses a District site, it costs the District staff time, legal and engineering fees. He stated that the use irritates and at time presents danger to the adjacent homeowners. He stated that at times, this use can be seen as a poor representation of the District, especially when the contractors work early in the morning, weekends and over the holidays. He stated that the District Engineer has concerns regarding this type of use and damages to the site.

Mr. Crosley stated that if the District allows third party use of District sites, then these sites would be open to everyone. He stated that the way it is currently set-up, each

request is reviewed, approved or denied on a case by case basis. Also, the sites are allowed down time to give the neighbors a reprieve from the noise and activity.

Mr. Crosley stated that staff would like direction and input from the Board regarding this topic.

Commissioner Isiminger stated that he requested that this item be on today's agenda. He stated that in Palm Beach County there is a shortage of marine loading and offloading sites for private marine contractors. He stated that individual marine contractors cannot afford a waterfront site for material loading and offloading.

Attorney Breton stated that another factor to bear in mind when allowing a private party to use a District site for non-public dredging projects is will the work violate the zoning for that site. He cautioned that District sites are only zoned for government use. He stated that local government may consider third party use of a District site as "other than" government use. He stated that on rare occasions, there may be deed restrictions upon the District site including access easements to get to and from a site. He stated that we would need to check these restrictions and easements to make sure the District is not out-right violating or overburdening them. He cautioned that this prime use of District sites was never the District's intention when these sites were obtained.

Commissioner Sansom stated that when the District was established it was because the waterways were not useable for commerce. He stated that since that time, things have changed. He noted that the contractor for the Palm Valley dredging project used one of the District sites and asked staff about that use. Mr. Crosley stated that the contractor used the site because the Jax Port site was closed at the time. He noted that several problems

evolved from that use and that is why the District is now going through the time and expense of installing a permanent pipeline at that site.

Vice-Chair Blow stated that St. Johns County is considered a rural county and there are no offloading sites available for barge unloading. He noted that in Duval County one of the major industrial sites was just sold and will no longer be available for offloading use.

Mr. Dan Coston, with Coston Marine Services in Jupiter stated that he has been serving the marine construction community and local homeowners for 15 years. He stated that it is becoming extremely difficult to provide dredging services without the ability to have access to a site for the unloading of dredged material. He stated that in previous years, a lot in a residential area could be used for offloading, but over time the homeowners complain to their local government about that activity. He stated that then the local government enacts zoning laws that will not allow offloading onto a residential lot or in a residential area. He noted that when those same homeowners are in need of dredging, they call him to provide that service and he has no place to offload the dredged material or store materials to complete the job.

Commissioner Isiminger stated that Mr. Coston has used Dredged Material Management Area (DMMA) MSA 617C for several years and that site worked out well for his requirements. He stated that after a while of using the site, Mr. Coston built a berm buffer on the south side of the property at his own expense. He suggested that the District work with Taylor Engineering to design a slip and landscaping to improve the private contractor use of the District's sites at the contractors expense.

Vice-Chair Blow stated that the District provides grant funding to local governments for boat ramp improvement and then the local government restricts the use of

the boat ramp so that a dock contractor cannot load materials at the facility. He asked if that is allowed under the District's rule. Mr. Crosley stated that if a facility is funded by the District's assistance program, the facility is supposed to be open to all members of the public, including commercial operations loading and unloading.

Commissioner Bowman stated that he is in favor of this type of use for District sites.

Secretary Netts asked how the District would respond to comments that you are using public tax dollars to benefit private industry.

Mr. Crosley stated that the intensity and use of District sites will increase if this is allowed. He stated that he feels that the use should be limited to a public benefit. He noted that the District's assistance program does not provide grant funding to private marinas. He stated that when a contractor comes to the District with a public project the District is open to allowing the use of the site, if possible. He noted that Mr. Coston was using the District site for a public project and he was caught using the site for a different private project. He stated that these types of issues cause problems and utilize staff time. He stated that he does not feel that it is up to the government to supplement private businesses to operate. He stated if these District sites are opened to private use, the District will have every contractor that wants to dredge around a dock dump material on the District sites. He stated that if the Board decides to allow this use, then he suggests that the District charge market rates for this use including, legal, engineering, and staff time. He stated that at this point, he does not have staff time to deal with additional use of District sites.

Chair Chappell stated that in Broward County this is not as large of a problem as in other counties. He stated that if the District is going to open up these sites for public use,

the bigger question is how we regulate these sites and that use. He stated that comparing this use to the Broward County project and using the Port Everglades site, is the District going to require multi-million dollar bonds from each contractor and how will we handle a spill at the site. He stated that other questions come up such as will the contractor pay for Attorney Breton's fees to draft the contract and other costs related to the use of District property. He stated that from a standpoint of allowing a private contractor to use public property, there are a lot of issues. He suggested that a better way would be to talk to our cities and counties about allowing this type of use at their public boat ramp facilities.

Commissioner Sansom stated that this is a matter of fee for service and if it increases the District's work load, then we need to add a staff member. He stated that the costs for that staff member will have to be included in the fees charged for the use of District sites.

Secretary Netts asked Attorney Breton that as a public agency, can the District allow this activity for a profit venture. Attorney Breton stated that this would be a fee for service and it would not generate a profit.

Chair Chappell stated that if the District moves forward with this, it should be handled at a Committee level.

Mr. Crosley stated that if the Board wants to pursue this, the first thing staff should do is to review the District's current lease agreements. He stated that then staff should determine the user fees, which should include all staff time, attorney and engineering costs. He stated that if the Board wants to move towards supplementing the private sector, please be aware that this type of use will take up a lot of staff time.

Vice-Chair Blow noted that the District's work should come first and if a contractor wants to use a District site, staff will get to it and handle it when they have the time to work on the request.

Mr. Crosley stated that the District's Engineer evaluated and developed a fifty-year dredged material requirement plan and these sites were purchased within a comprehensive plan for the District's use only. He stated that if the District allows other users to use these sites on a regular basis, he strongly cautioned the Board that the general public will start coming to District meetings to complain about the extended use of the District sites. He stated that because the District has always tied contractor use to a public project, he has been able to calm the neighbors and keep this out of the newspapers. He cautioned the Board that he does not know what can or will happen when the private contractors are allowed to use state lands.

ITEM 14. Major Project Agreement Cost Modification, Surfside Seawalls Reconstruction (Project #DA-SU-13-149) Waterways Assistance Program, Town of Surfside, Miami-Dade County.

Ms. Zimmermann stated that the Town of Surfside has requested a major project cost modification to the Surfside Seawalls Reconstruction project agreement due to the higher than expected bid results. She stated that David Frodsham P.E., with Calvin Giordano & Associates, Inc. are here today to answer any questions. There were none.

Secretary Netts made a motion to approve a major project agreement cost modification to reduce the scope of the Surfside Seawalls Reconstruction Waterways Assistance Program project to four seawalls totaling 397 linear feet. The motion was seconded by Vice-Chair Blow. Chair Chappell asked for discussion. Hearing none, a vote was taken and the motion passed.

ITEM 15. Approval of a License Agreement with Broward County-Port Everglades (the Port) to utilize the Port's Temporary Dredge Material Management Area (DMMA) in support of the District's Broward County Intracoastal Waterway (IWW) Deepening Project (the Project), Broward County, Florida

Mr. Crosley stated that staff has been working for approximately the past year with our District Engineer, our Attorney and numerous Port staff to develop a license agreement for the District's use of the Port's DMMA site in support of the forthcoming IWW Deepening Project.

Vice-Chair Blow stated that he has researched this site on Google Earth and all his questions were answered and he supports this agreement and the next item approving the construction of an alternate truck route.

Mr. Crosley stated that this agreement will allow the District to access and utilize the Port's DMMA site for approximately 27 months, roughly the anticipated duration of the deepening project. He noted that the DMMA is the site that was previously constructed and utilized by the District for the successful deepening of the Dania Cut-Off Canal.

Mr. Crosley thanked Chair Chappell for his involvement in this project. He stated that Chair Chappell has spent a lot of time and due diligence on this project. He stated that the success in moving forward with this project can be attributed to Chair Chappell, Attorney Breton, and Taylor Engineering.

Commissioner Sansom made a motion to approve a license agreement with Port Everglades to utilize the Port's Temporary DMMA site in support of the Broward County IWW Deepening Project, Broward County, Florida. The motion was seconded by Vice-Chair Blow. Chair Chappell asked for discussion. Hearing none, a vote was taken and the motion passed.

ITEM 16. Additional Scope of Work and Fee Quote for Professional Services to Develop an Alternative Truck Route Access to the Port Everglades Temporary Dredge Material Management Area (DMMA) for Utilization During the Broward County ICW Deepening Project, Broward County, Florida.

Mr. Crosley stated that at the request of Port Everglades, the Florida Inland Navigation District has been working with Taylor Engineering to develop an alternative access road to the existing Port DMMA site. On October 18, 2014, the Board reviewed and approved a Scope of Work and Fee Quote from Taylor Engineering in the amount of \$49,668.25 to develop the alternative access road.

Mr. Crosley stated that on October 23, 2014 District staff, Port Everglades staff, FPL staff and officials with the City of Dania Beach met to discuss the alternative road access. He stated that as a direct result of this meeting and a subsequent site visit, it became apparent that developing the requested alternative DMMA access road would require additional services, specifically to develop an alternative truck access route along NE 7th Avenue that would not interfere with current traffic patterns. He stated that Mr. Adams, with Taylor Engineering is here to answer any questions. There were none.

Secretary Netts made a motion to approve the scope of work and fee quote in the amount of \$45,878.50 from Taylor Engineering for development of an alternate truck route along NE 7th Avenue for access to the Port's DMMA site, Broward County, Florida. The motion was seconded by Commissioner McCabe. Chair Chappell asked for discussion. Hearing none, a vote was taken and the motion passed.

ITEM 17. Scope of Work and Fee Quote for Professional Engineering and Construction Administration Services for the Palm Beach County Intracoastal Waterway (IWW) Deepening Project, Palm Beach County, Florida.

Mr. Crosley stated that the District recently received the U.S. Army Corps of Engineers (USACE) permit to deepen the Intracoastal Waterway on the west side of Peanut Island in the vicinity of the Port of Palm Beach. He stated that the Florida Department of Environmental Protection (FDEP) permit has already been obtained and was the final step necessary prior to plans and specifications for this project.

Mr. Crosley stated that the project will deepen the IWW near Peanut Island to -17-feet (-15-feet with 2 foot over-dredge to maintain the project) from the current -10-feet. He stated that approximately 100,000 cubic yards of material from approximately 3,500 linear feet of IWW will be hydraulically pumped into the Peanut Island Dredge Material Management Area (DMMA).

Mr. Crosley stated that staff has requested a scope of work and fee quote from Taylor Engineering to complete the plans, specifications and construction administration necessary to implement this project. He stated that the proposal is a not to exceed proposal. He stated that staff has reviewed the proposal and it is accurate and consistent with previous comparable work.

Mr. Adams with Taylor Engineering stated that this dredging project should start early in the fall of 2015.

Vice-Chair Blow asked about the project providing alternate bid items to Rybovich Marina when this project goes out to bid. Mr. Crosley answered yes, and stated that alternate bid options will be provided to all marine facilities along this stretch of the

waterway. He stated that this option is similar to what was provided during the Dania Cut-Off Canal project.

Vice-Chair Blow made a motion to approve the scope of work and fee quote in the amount of \$265,982.50 from Taylor Engineering for plans, specifications and construction administration of the Palm Beach County IWW Deepening Project, Palm Beach County, Florida. The motion was seconded by Secretary Netts. Chair Chappell asked for discussion. Hearing none, a vote was taken and the motion passed. Treasurer Cuozzo voted against the motion.

ITEM 18. Finance and Budget Committee Report.

Committee Chair Cuozzo stated that the District's Finance and Budget Committee met before today's Board meeting and the committee reviewed and recommended approval of the September and October 2014 financial statements, the delegation of authority, and the expenditure and project status report.

Secretary Netts made a motion to approve the recommendations of the District's Finance and Budget Committee. The motion was seconded by Commissioner Sansom. Chair Chappell asked for discussion. Hearing none, a vote was taken and the motion passed.

ITEM 19. Washington Report.

Mr. Crosley stated that Mr. Davenport is coordinating a meeting with Congresswoman Frankel, the Army Corps of Engineers, Jacksonville District, and the National Marine Fisheries Southeast Regional Office to discuss a better path forward for the Essential Fish Habitat consultations process. He noted that the Marie Industries is also working on this process.

Mr. Crosley stated that several days ago, the Federal Government approved a \$1.1 trillion spending package which includes \$600,000.00 in the President's budget for the Intracoastal Waterway (IWW). He stated that the Corps also has additional "mini-pot" funding in the amount of \$45 million and the District may be eligible for some of that funding.

Commissioner Bowman asked if staff has dates for next year's Washington D. C. trip. Mr. Crosley stated that we are looking at the end of February or first week in March of 2015. He stated that staff would like to coordinate the trip when the Atlantic Intracoastal Waterway Association (AIWA) will also be in Washington. The District will be there before the AIWA is there and he will stay in Washington to join the AIWA work.

Commissioner Isiminger stated that Congresswoman Frankel will be good to work with because this is an issue that she can support.

ITEM 20A. Proposal by Stiffen & Spellman, P.A. to Assist the District with Updating the District's Personnel Policies and Procedures Manual.

Mr. Crosley stated that Stiffen & Spellman, P.A., are associates of the District's current attorney, Mr. Peter Breton. He stated that Mr. Breton contacted the firm on behalf of staff to assist with necessary updates to the District's current Personnel Policies and Procedures Manual. He noted that with the exception of a small addition involving electronic media policy (Section 16), the District's Personnel Policy Manual has NOT been updated for over 10 years.

Mr. Crosley stated that if this item is approved, the revised document and recommendations would be scheduled for review by the District's Personnel Committee at the Board's January or February meeting.

Commissioner Sansom asked if the District's personnel policy is obsolete. Attorney Breton stated that the current policy does not identify exempt and non-exempt employees. He stated that the grievance procedure does not work very well with such a small office such as the District. He stated that the employment law has evolved and this policy needs to be revisited.

Commissioner Bowman made a motion to approve the proposal by Stiffen & Spellman, P.A, for \$3,500.00 plus expenses to update the District's Personnel Policies and Procedures Manual. The motion was seconded by Commissioner McCabe. Chair Chappell asked for discussion. Hearing none, a vote was taken and the motion passed.

ITEM 20. Additional Staff Comments and Additional Agenda Items.

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

Mr. Crosley referred to the policy handout and stated that he feels his spending authority should be increased under Administrative Purposes and Financial Issues. He stated that \$10,000.00 spending authority in Land Management is currently working. He asked for Board input on this item.

Chair Chappell asked for examples. Mr. Crosley stated that two examples are the data base update and this Personnel Policy update.

Secretary Netts stated that he supports these increases and he noted that for purposes of comparison, his City Manager has a spending authority of \$30,000.00.

Chair Chappell made a motion to approve raising the Executive Director's Administrative and Financial spending authority to \$5,000.00. The motion was seconded by Commissioner Isiminger. Chair Chappell asked for discussion. Hearing none, a vote was taken and the motion passed.

Attorney Breton stated that Mr. Crosley will bring back an updated resolution for approval next month.

Mr. Crosley stated that Commissioner's Bowman, Netts, Sansom, Kavanagh, Isiminger, and Crowley terms technically expire on 1/9/2015. He stated that in the past, commissioners continued to serve until the Governor makes a replacement appointment. He stated that commissioners interested in serving another term will need to complete an application for re-appointment. He noted that in the past, the appointment office does not move forward with the District's appointments until they receive at least one application from each county up for re-appointment.

Mr. Crosley stated that Mr. Scambler has received Commissioner Bond renewal notices and the fee has been paid by the District.

Ms. Zimmerman stated that the WAP and CAP assistance applications will be available on-line and the applications will be sent out the first week of January 2015.

ITEM 21. Additional Commissioners Comments.

Chair Chappell asked if there were any additional Commissioner comments.

Commissioner Sansom thanked Commissioner McCabe for yesterday's waterway review trip and the Community Outreach. He stated that both events were very nice.

Commissioner McCabe stated that she was sorry to miss the events, but she had a family wedding to attend. She thanked the commissioners for allowing Ms. Claire Metz to represent her at the Community Outreach event.

Commissioner Bowman wished all staff and commissioners a very happy Holiday season.

ITEM 22. Adjournment.

Chair Chappell stated that hearing no further business the meeting was adjourned at 2:54 p.m.



ST. JOHNS COUNTY PROJECT STATUS UPDATE

January 2015

Dredged Material Management Plan

Phase I of the Dredged Material Management Plan (DMMP) for the Intracoastal Waterway in St. Johns County was completed in 1989. Phase II of the DMMP was completed in 1992 and all major land acquisition was completed in 1995. (Please see the attached location maps).

The 50-year dredging projection for this area is approximately 4.3 million yds³ and the storage projection is 9.3 million yds³. Note that maintenance dredging in Dredging Reach V in the vicinity of the Matanzas Inlet is 67% of the county's projected dredging volume. With a frequency of about every 2.7 years, this reach is the highest shoaling reach of the District's waterway. Reach I and II in the Palm Valley area constitute approximately 25% of the dredging volume, while Reaches III and IV have never been dredged and are naturally deep areas of the waterway with minimal shoaling.

Dredged Material Management Area Development

To date, two of the four upland Dredged Material Management Areas in the county have been fully constructed (DMMA SJ-14 & SJ-1). The other two, DMMA SJ-20A and DMMA SJ-29, have had Phase I development (cleared & fenced) completed. DMMA SJ-20A is now in Phase II development (plans, specifications and final permitting) and is scheduled for construction next year. One beach disposal area, SJ-MB is located south of Matanzas Inlet.

Material was removed by St. Johns County from DMMA SJ-1 in 2011 to repair the sand dune at Summerhaven Beach. At that time, the District removed material that had been wind-swept out of the site by Tropical Storm Fay. This work was coordinated with the county's contractor and 80% of the District's cost was paid by FEMA. The county has recently removed additional material in from the site in 2014.

Waterway Dredging

In 2011, Dredging Reach V near Matanzas Inlet maintenance dredged approximately 180,000 yds³ of material, with placement on the southern portion of Summerhaven Beach. Plans & specifications for dredging this reach will again be pursued in 2015. Dredging Reach III in the vicinity of St. Augustine Inlet was dredged in 2011, with the material being placed on the beach at Anastasia State Park.

The dredging of the northern portion of Reach I, Palm Valley, was completed in early 2010, with 232,000 yds³ of material being placed in DMMA DU-9. This project completed the maintenance of the 15 miles of channel in the Palm Valley Cut.

FIND



ST. JOHNS COUNTY PROJECT STATUS UPDATE

January 2015

Waterways Economic Study

The St. Johns County Waterways Economic Study was completed in 2005 and identified 155 waterway-related businesses in the county employing 2,157 people, with salaries of \$73 million and a direct economic output of \$139 million, and a total economic impact of \$213 million. Property values were determined to be increased by \$488 to \$726 million by the presence of the ICW channel. The study also determined that over 50% of this economic impact would be lost if dredging of the waterways ceased. (Please see attached map for waterway related business locations).

Waterways Assistance Program

Since 1986, the District has provided over \$5.58 million in Waterways Assistance Program funding to 57 projects in the county having a total constructed value of \$16.9 million. The county, the City of St. Augustine and the St. Augustine Port, Waterway and Beach District have all participated in the program. (Please see attached location map and listing).

Primary projects funded include the St. Augustine Municipal Marina, public boat ramps at Riverdale, Frank Butler, Shore Drive and Vilano, the St. Augustine Lighthouse and public channel dredging in Salt Run, Frank Butler and St. Augustine South boat ramps.

Cooperative Assistance Program

The District's Cooperative Assistance Program has provided funding assistance for the following projects with elements in St. Johns County: the Guana Tolomato Matanzas National Estuarine Research Reserve Environmental Education Center; Florida Clean Marina Program; Florida Clean Vessel Act Program; Anastasia State Park Environmental Education Signage; Florida Marine Patrol Officer Funding; and the St. Johns River Boating Safety Search and Rescue Program. The District's funding assistance for the St. Johns County portion of these projects was approximately \$790,000.00.

Interlocal Agreement Program

The District's Interlocal Agreement Program has provided funding assistance for the following projects with elements in St. Johns County: the Florida Clean Marina Program and the Florida Clean Vessel Act Program. The District's funding assistance for the St. Johns County portion of these projects was approximately \$25,000.00.

FIND



ST. JOHNS COUNTY PROJECT STATUS UPDATE

January 2015

Public Information Program

The District currently prints and distributes the following brochures with specific information about St. Johns County Waterways: the Economic Impact of St. Johns County Waterways; ICW Channel Conditions; and the ICW Moveable Bridge Guide.

Waterway Clean Up Program

For several years, the District partnered with St. Johns County Solid Waste Department on waterway clean-ups. In 2012, the Lighthouse Archaeological Maritime Program (LAMP), Inc., a group associated with the St. Augustine Lighthouse & Museum, participated in this program.

Small-Scale Derelict Vessel Removal Program

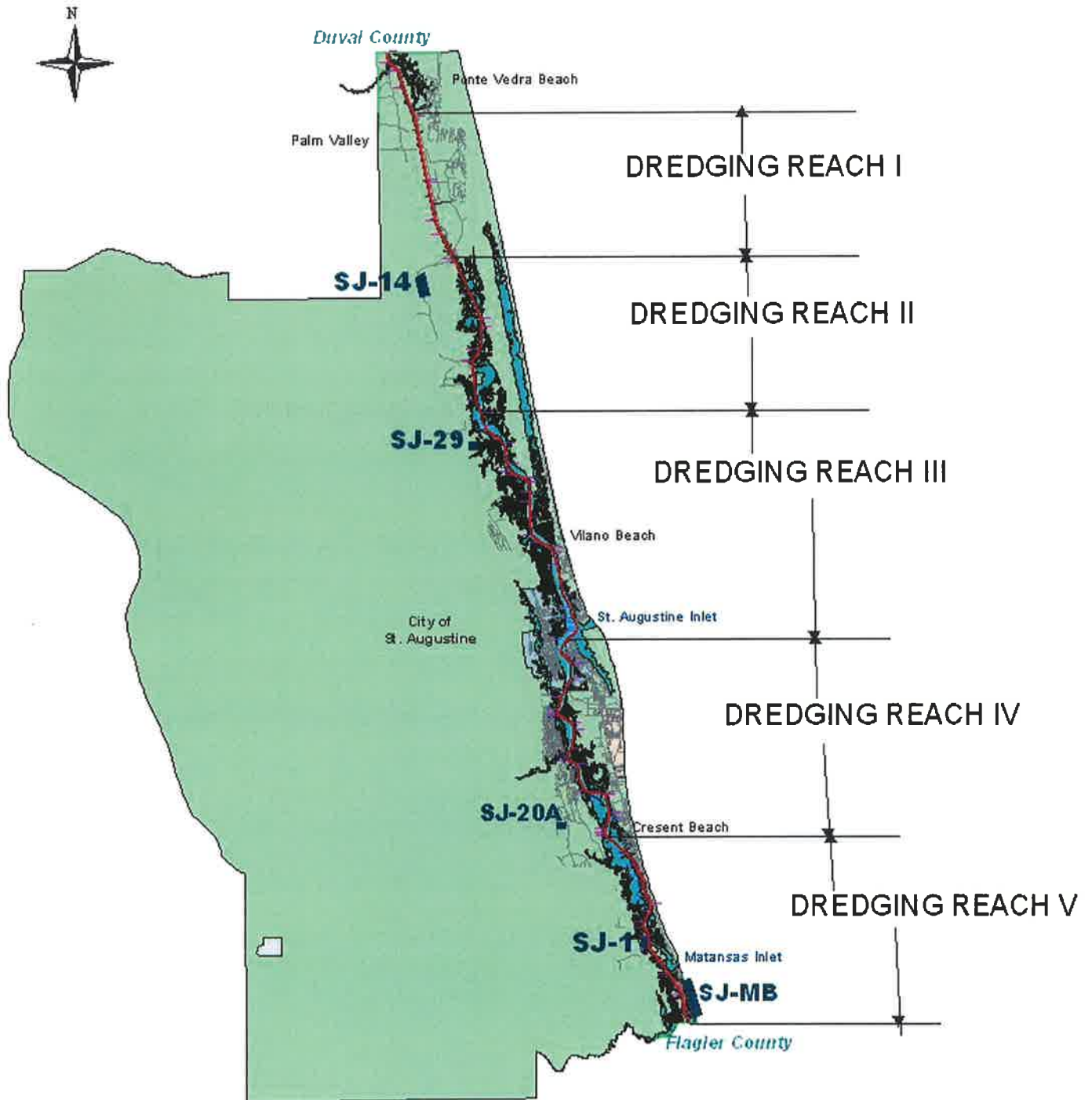
Two derelict vessels have been removed in St. Johns County through this program.

Small-Scale Spoil Island Enhancement and Restoration Program





No spoil island projects have been funded yet in St. Johns County.

FIND

INTRACOASTAL WATERWAY DREDGING REACHES AND DREDGED MATERIAL MANAGEMENT AREAS IN ST. JOHNS COUNTY





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

Dredged Material Management Area
SJ-14



Legend

DMMA SJ-1

Feature 1

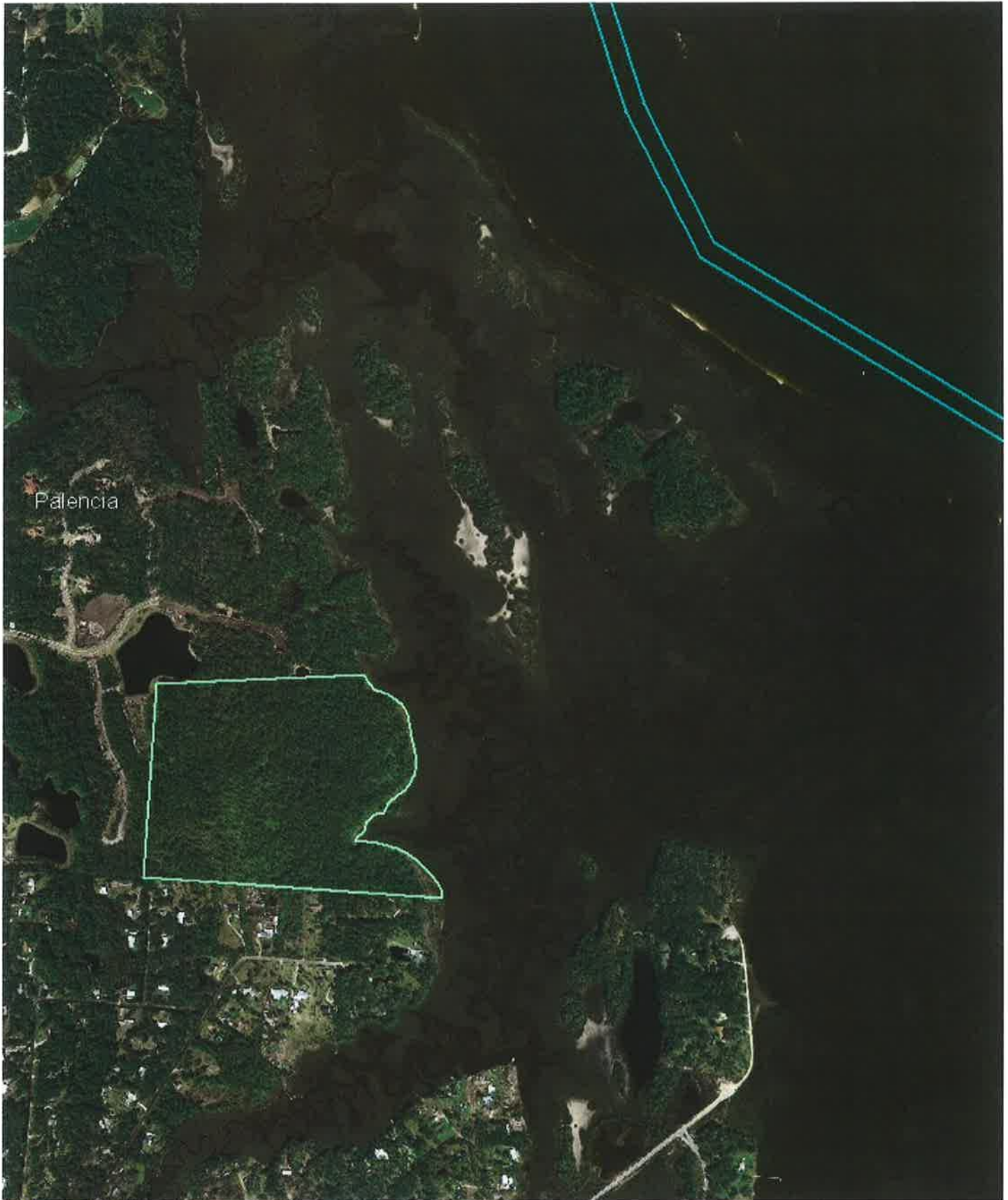
SJ-1

Davis Park Rd

DMMA SJ-14
SJ-14



2000 ft



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

Dredged Material Management Area
SJ-29



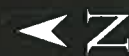


Legend

DMMA SJ-1

Feature 1

SJ-1



700 ft

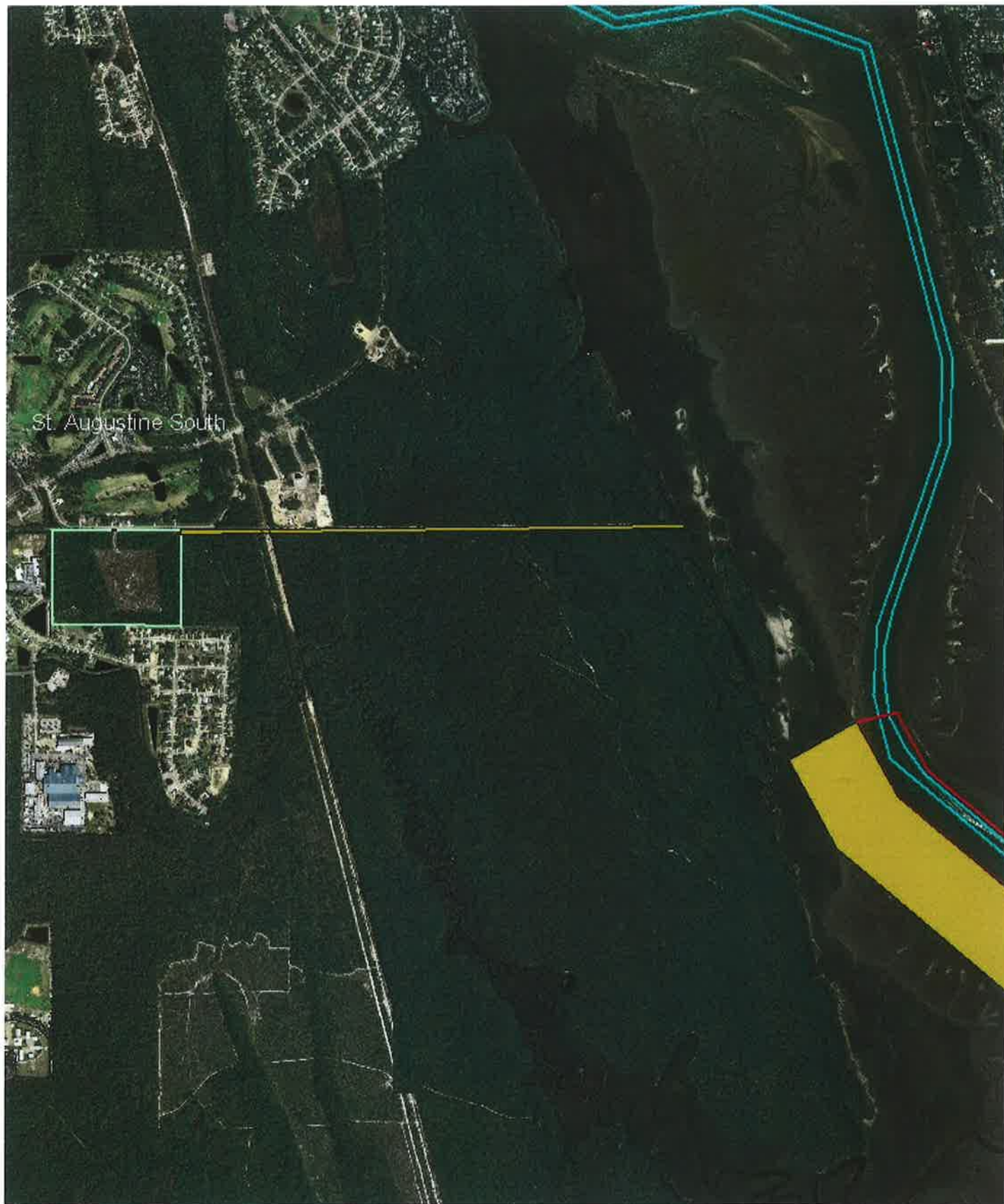
DMMA SJ-29




SJ-29

Lynette Ln

Google earth

© 2014 Google



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

Dredged Material Management Area
SJ-20A



Legend

- DMMA SJ-1
- Feature 1
- SJ-1

DMMA SJ-20A
SJ-20A

Google earth

© 2014 Google

Bilbao Dr

Cacique Dr

700 ft





— FIND Easement

— ICW Right-of-Way
— Channel

Dredged Material Management Area SJ-1



Legend

DMMA SJ-1

Feature 1

SJ-1



1000 ft

SJ-1

DMMA SJ-1



Google earth

© 2014 Google

Legend

- DMMA SJ-1
- Feature 1
- SJ-1



3000 ft

SJ-MB DMMA SJ-MB

A1A Scenic and Historic Coastal Byway

Old A1A

Google earth

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Image © 2014 TerraMetrics
Data SIO, NOAA, U.S. Navy, NGA, GEBCO

ECONOMIC BENEFITS OF THE DISTRICT'S WATERWAYS



Purpose

To update economic benefits in St. Johns County of marine-related activities on the District Waterways, as previously estimated in *An Economic Analysis of the District's Waterways in St. Johns County*, September 2005, 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



ECONOMIC IMPACTS

Current Existing Impacts

- \$180.9 million in business volume
- \$41.3 million in personal income
- 1,090 jobs
- \$7.7 million in tax revenue

Impacts of Cessation of Waterways Maintenance

- Decrease of \$124.9 million in business volume
- Decrease of \$27.6 million in personal income
- Decrease of 726 jobs
- Decrease of \$4.6 million in tax revenue

Impacts of an Increase in Waterways Maintenance

- Increase of \$15.8 million in business volume
- Increase of \$4.4 million in personal income
- Increase of 123 jobs
- Increase of \$0.8 million in tax revenue

Due to anomalies in Florida Department of Revenue reported gross sales data, the impact of the 2007-2009 U.S. Economic Recession on the St. Johns County economy could not be estimated.

Economic Benefits as of April 2011

ST. JOHNS COUNTY



ECONOMIC BENEFITS OF THE DISTRICT'S WATERWAYS

ST. JOHNS COUNTY

The Intracoastal Waterway

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

The Navigation District

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

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

Source of Data Used in This Analysis

The economic benefits of the Waterways were estimated in September 2005 in *An Economic Analysis of the District's Waterways in St. Johns County*.

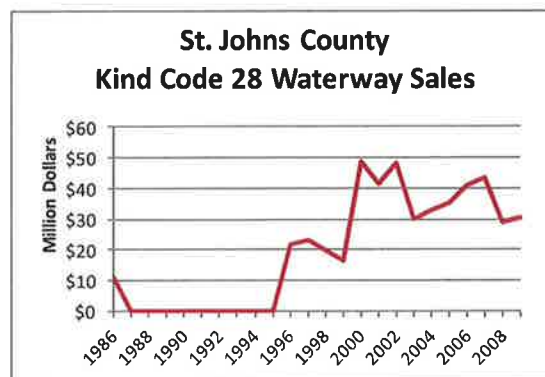
Updating of Previously Estimated Benefits

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

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

Estimating the Impact of the Recession

The methodology for estimating the impact of the recession was based on the trend in gross sales of boat dealers established over the 20-year period prior to the onset of the recession. This trend was used to estimate the theoretical gross sales if sales had continued to increase at the rates previously experienced. However, anomalies in the FDOR reported gross sales data for St. Johns County prevented the development of an estimate of the recession. As illustrate in the graph below, FDOR reported gross sales data for boat dealers were not available for 1987-1995 and the reported sales for 1996-2009 fluctuated widely between \$16.3 million to \$48.5 million. As a result, the impact of the recession on the St. Johns County economy could not be estimated.

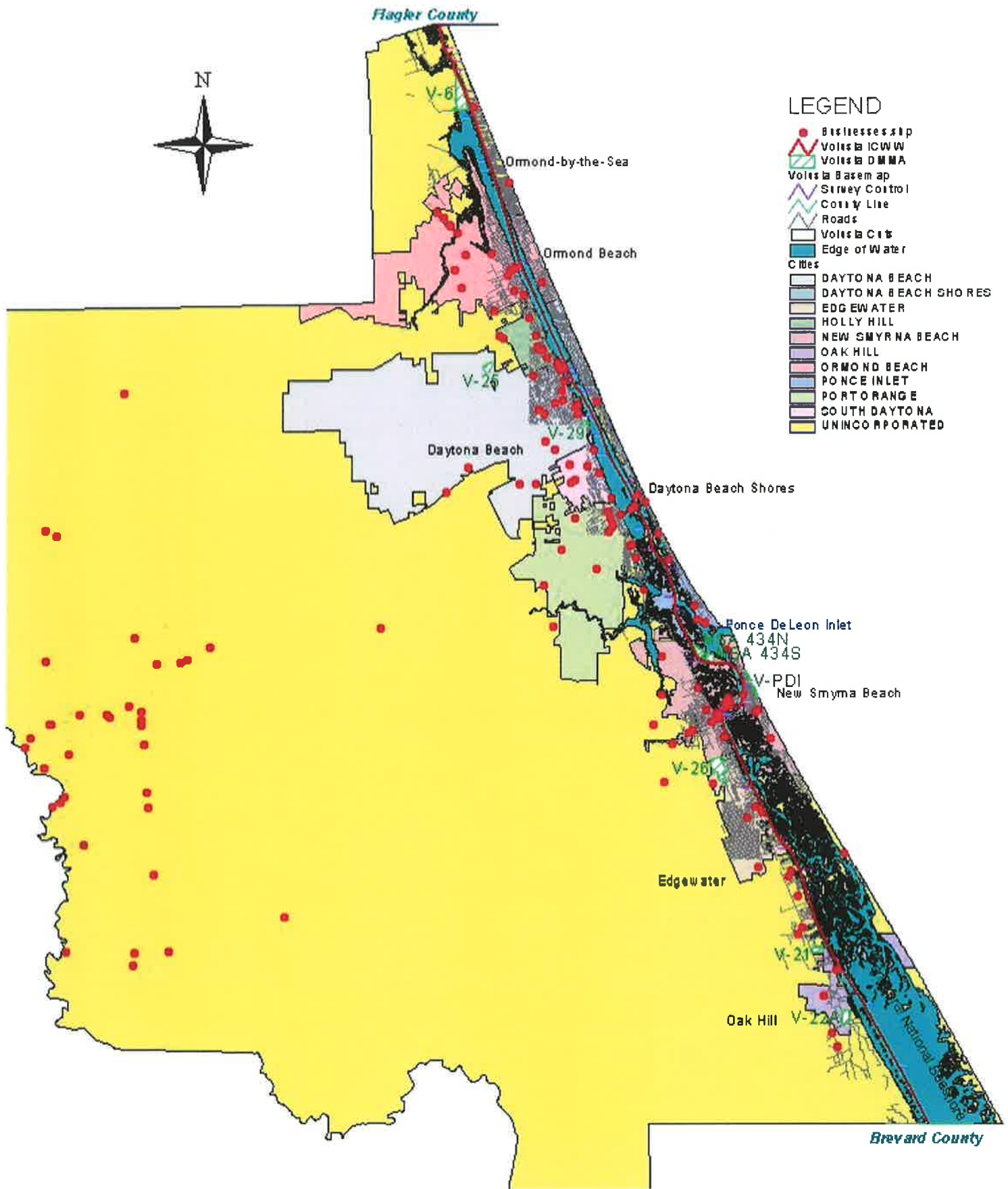


Annual Boater Spending on Gas, Food, and Drinks at Non-Marine-Related Establishments

- Current existing conditions: \$11.8 million
- Cessation of maintenance: \$9.7 million
- Increased maintenance: \$11.8 million

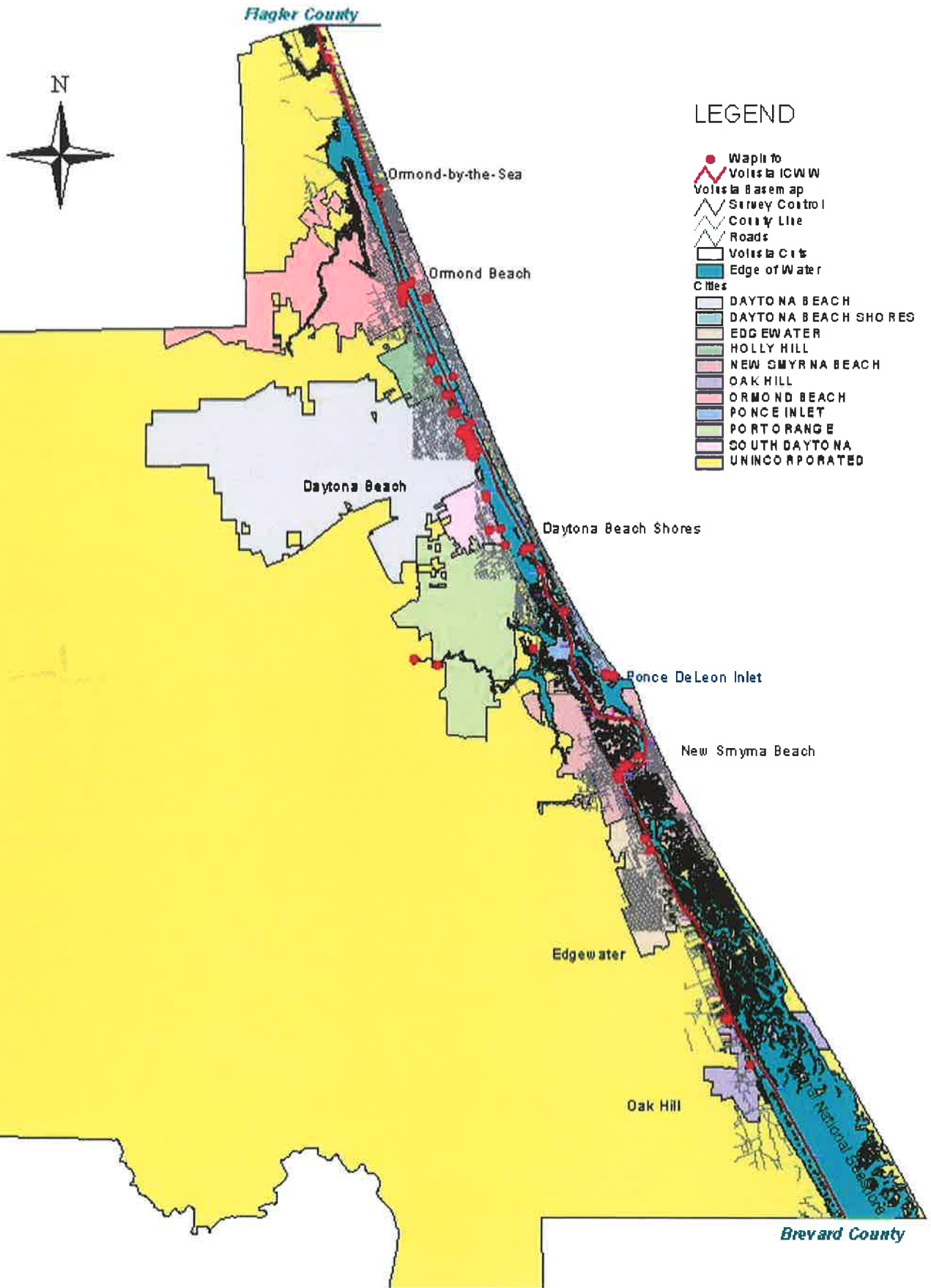
Vessel Draft Restrictions Assumed for Each Scenario

- Current existing conditions: 6.5 feet MLW
- Cessation of maintenance: 3 feet MLW
- Increased maintenance: 12 feet MLW



Location Map

Waterway Related Businesses in Volusia County



Location Map

Waterway Assistance Program Projects in Volusia County

**WATERWAYS ASSISTANCE PROGRAM PROJECTS
ST. JOHNS COUNTY
1986-2014**

Project Name	Project Number	Project Sponsor	Grant Amount	Total Cost
I.C.W. Nature Greenway/ Boardwalk Replacement	SJ-01-17	St. Johns County	\$57,105	\$207,837
Vilano I.C.W. Fishing Pier Improvements	SJ-01-18	St. Johns County	\$107,900	\$225,809
Rivendale Boat Ramp Improvements	SJ-02-20	St. Johns County	\$175,000	\$350,000
Rattlesnake Island - Phase I (Expired)	SJ-03-22	St. Johns County	\$50,000	\$100,000
St. Johns River Park - Phase I	SJ-03-23	St. Johns County	\$32,500	\$65,000
Vaill Point Park - Phase I	SJ-03-24	St. Johns County	\$30,000	\$60,000
Moultrie Creek Bluff Stabilization & Beach Access	SJ-04-26	St. Johns County	\$100,000	\$600,000
Frank Butler Park West - Phase I	SJ-05-28	St. Johns County	\$35,000	\$70,000
Shore Drive Boat Ramp - Phase I	SJ-05-29	St. Johns County	\$30,000	\$60,000
Alpine Groves Fishing Pier - Phase I	SJ-07-31	St. Johns County	\$25,000	\$50,000
Frank Butler Park West Construction - Phase I I	SJ-07-32	St. Johns County	\$239,750	\$520,500
Shore Drive Boat Ramp Improvements	SJ-07-33	St. Johns County	\$105,000	\$210,000
Alpine Groves Fishing Pier - Phase I I Construction	SJ-08-34	St. Johns County	\$150,000	\$300,000
Fort Mose Boardwalk Canoe/ Kayak Platform - Phase I	SJ-08-35	St. Johns County	\$40,000	\$80,000
Green Road Boat Ramp	SJ-08-36	St. Johns County	\$60,000	\$120,000
Usina Boat Ramp Improvements	SJ-08-37	St. Johns County	\$80,000	\$160,000
Usina Boat Ramp Fishing Pier Replacement	SJ-09-39	St. Johns County	\$80,000	\$160,000
Vilano Beach Fishing Pier Floating Dock - Phase I	SJ-09-40	St. Johns County	\$25,000	\$50,000
Fort Mose Boardwalk & Canoe/ Kayak Platform - Phase I I	SJ-10-43	St. Johns County	\$54,800	\$109,600
River House Fishing Pier	SJ-10-44	St. Johns County	\$75,000	\$150,000
Vilano Beach Fishing Pier Floating Dock Addition-ph I I	SJ-11-47	St. Johns County	\$160,000	\$320,000
Vilano Beach Boat Ramp Dredging	SJ-12-51	St. Johns County	\$40,000	\$80,000
Vilano Beach Fishing Pier Remediation	SJ-14-58	St. Johns County	\$300,000	\$721,954
Old Shands Bridge Redevelopment	SJ-87-1	St. Johns County	\$20,000	\$49,000
Old Shands Bridge Parking Lot	SJ-87-2	St. Johns County	\$23,175	\$46,350
Vilano Boat Basin	SJ-87-3	St. Johns County	\$8,000	\$16,000
Vilano Boat Basin Study	SJ-88-4	St. Johns County	\$11,128	\$38,256
Channel Dredging (Butler Park & St. Augustine South)	SJ-89-5	St. Johns County BCC	\$60,000	\$153,000
Vilano Boat Basin Dredging	SJ-89-6	St. Johns County	\$10,000	\$24,300
Vilano Boat Basin/Ramp Repairs	SJ-92-9	St. Johns County	\$37,500	\$75,000
Butler Park Channel Dredging, Parking & Road Imp.	SJ-97-12	St. Johns County	\$51,753	\$103,505
South Avenida Menendez Seawall - Phase I (Expired)	SJ-SA-02-19	City Of St. Augustine	\$62,500	\$125,000
San Sebastian River Walk - Phase I (Cancelled)	SJ-SA-03-21	City Of St. Augustine	\$12,500	\$25,000
St. Augustine Municipal Marina - Phase I (Expired)	SJ-SA-04-25	City Of St. Augustine	\$12,500	\$25,000
S. Avenida Menendez Seawall - Phase I I (Withdrawn)	SJ-SA-05-27	City Of St. Augustine	\$240,000	\$2,100,000
Lighthouse Park Boat Ramp - Floating Dock Improvements	SJ-SA-07-30	City Of St. Augustine	\$71,550	\$143,100

**WATERWAYS ASSISTANCE PROGRAM PROJECTS
ST. JOHNS COUNTY
1986-2014**

Project Name	Project Number	Project Sponsor	Grant Amount	Total Cost
Initial Dredging Of The Salt Run Channel	SJ-SA-09-38	City Of St. Augustine	\$434,705	\$600,000
Salt Run Navigation Channel Dredging	SJ-SA-10-41	City Of St. Augustine	\$320,059	\$426,745
Barge Terminal Channel Restoration Dredging - Phase I	SJ-SA-10-42	St. Aug/SJC Airport Auth	\$40,000	\$80,000
Dredging Of Municipal Marina Basin	SJ-SA-11-45	City Of St. Augustine	\$200,000	\$400,000
Barge Terminal Navigation Channel Restoration - Ph I I	SJ-SA-11-46	St. Aug/SJC Airport Auth	\$98,430	\$200,000
Dredging Of Salt Run	SJ-SA-12-48	City of St. Augustine	\$210,000	\$280,000
[Dredging Of San Sebastian River Channel	SJ-SA-12-49	City of St. Augustine	\$100,000]	\$200,000]
Dredging of Salt Run Channel Phase 4	SJ-SA-13-52	City of St. Augustine	\$210,000	\$280,000
Dredging of San Sebastian River Channel Ph 4	SJ-SA-13-53	City of St. Augustine	\$130,917	\$261,834
Salt Run Navigation Channel Dredging Ph V	SJ-SA-14-56	City of St. Augustine	\$170,066	\$226,800
Lighthouse Park Boat Ramp Repair	SJ-SA-14-57	City of St. Augustine	\$25,000	\$50,000
Municipal Marina Project	SJ-SA-90-7	City of St. Augustine	\$95,000	\$2,514,283
Municipal Marina Project - Phase I I	SJ-SA-91-8	City of St. Augustine	\$110,000	\$2,497,300
Repair Of The St. Augustine Lighthouse	SJ-SA-93-10	City of St. Augustine	\$174,300	\$415,000
Public Event/ Activities Pier	SJ-SA-95-11	City of St. Augustine	\$20,000	\$45,000
St. Augustine Lighthouse Refurbishment & Protection	SJ-SA-99-15	City of St. Augustine	\$47,150	\$94,300
St. Augustine Municipal Marina - Disaster Repairs	SJ-SA-99-16	City of St. Augustine	\$75,000	\$450,000
Barge Terminal Nav. Channel Restoration Dredging - Ph B	SJ-SAP-12-50	St. Aug/SJC Airport Authority	\$91,870	\$183,740
Barge Navigation Channel Maintenance Dredging Ph IV	SJ-SAP-13-54	St. Aug/SJC Airport Authority	\$100,000	\$200,000
Barge Navigation Channel Ramp Repair Ph I (design)	SJ-SAP-13-55	St. Aug/SJC Airport Authority	\$25,000	\$50,000
Salt Run Shoal Removal & Beach Nourishment	SJ-SAP-98-13	Aug. Port, Whwy. & Beach C	\$180,000	\$622,250
Salt Run Shoal Removal & Beach Nourishment	SJ-SAP-99-14	Aug. Port, Whwy. & Beach C	\$50,000	\$145,200
Totals			\$5,580,158	\$17,916,663

Treasure Beach residents may pay \$3M for dredging

Cost per household: \$10,000

Posted: August 5, 2013 - 11:53pm



By DARON DEAN, daron.dean@staugustine.com

A canal is shown off of Majorca Road in the Treasure Beach subdivision on Monday.

By PETER GUINTA

peter.guinta@staugustine.com

TREASURE BEACH — The more than 450 homeowners here in this State Road A1A South development will be asked today to pay roughly \$10,000 per house to cover the \$3 million cost of dredging their canals, last dredged 10 years ago.

Since then, the canals have silted in to the extent that few boats can move freely to the Intercoastal Waterway.

None were visible in the water Monday.

The St. Johns County Commission plans to consider an ordinance creating the Treasure Beach Canals Municipal Service Benefit Unit to collect the money and pay for the work, tentatively scheduled to begin in May.

This MSBU, as special assessment districts are called, will be paid by homeowners over 15 years at 5.25 percent interest.

County documents show that homeowner Bjarne Frydenlund Nielson of Rio Royale Road must pay \$10,470 total. That breaks down to \$700 per year or \$58 per month.

Nielson, who lives with his sister, Ruth Menzies, said in an undated letter to county officials that erosion of the banks is caused by speeding boats and that more enforcement should be done to prevent that.

“If the county succeed(s) and forces us into a corner by threatening the loss of our houses and lots, we will fight you in all the courts available,” Nielson said. “My sister and I can barely survive financially now.”

According to Damon Douglas, county special projects coordinator, the county has received several letters in opposition.

He said this is the second MSBU created for Treasure Beach. The first was made law in 1991 and the canal dredging was performed in 1993.

County documents to be presented today say, “(Those) assessments have expired and the canals are again filling in. Representatives of the property owners have presented county staff with an engineer’s plan and estimate and petitions from a majority of property owners asking for an MSBU to finance a dredging project that would be repaid, with interest, with non-ad valorem assessments.”

The new ordinance, the preliminary engineering report for the proposed dredging improvements and the preliminary assessment roll are available for inspection at the county’s Real Estate Division at the County Administration Building.

Total revenue anticipated to be collected from the assessments is \$4,764,150.

That includes 5.25 percent interest, a 2 percent tax collector’s fee and a 5 percent reimbursement for uncollected receipts.

“Failure to pay the assessments will cause a tax certificate to be issued against the property, which may result in a loss of title,” county documents say.

Big dig at Treasure Beach could close Butler Park West for nine months

By BOB TIS

bob.tis@staugustine.com

A fence surrounds Frank Butler West Park on Tuesday, June 3, 2014. The park is closed until the end of the year because of a dredging project at nearby Treasure Beach

Early Wednesday morning, a man pushed a stroller with his young daughter down Riverside Boulevard from the condominium on the corner, saw that Frank B. Butler Park West was locked up tight and he promptly turned around.

“That happens about 30 times a day,” said a woman watching from the house next to the park. “I don’t think people see the sign at the end of the road.”

A \$3 million dredging project beginning this week in the canals of Treasure Beach could close Frank B. Butler Park West, swing sets, picnic tables, popular boat ramp and all until February.

“We should hopefully be out of there in five or six months, if things go well,” said Mike Rubin, director of construction for St. Johns County.

A separate project to rebuild the boat access ramp at the park will begin after Gator Dredging, the Clearwater-based contractor, finishes dredging the four-plus miles of Treasure Beach canals.

“The ramp will be replaced after they leave,” Rubin said.

But for now, the park belongs to Gator Dredging. Site Manager Skip Geiger said Wednesday the contract his firm has with St. Johns County gives him 270 days (beginning April 28) to dredge Treasure Beach, clean up the potentially toxic spoils they will store at the park and remove their equipment.

“It’s not like the old days when you would dig up a ditch, dump it somewhere and be gone,” Geiger said of the challenges of cleaning the dredged material.

Geiger said he hopes his team can return the park to the neighborhood before Jan. 23, 2015, but isn’t making any promises.

“It is what it is,” said Geiger, who acknowledged some localized grumbling.

“Oh, we’ve had some complaints, people still bring their boats down here,” he said Wednesday morning.

Gator Dredging began setting up a “spoils handling area,” in the park on April 28, Rubin said. In recent days, they’ve been welding and “stretching out,” dredge pipes that will transport the silt

and sludge from the finger canals of nearby Treasure Beach, using a hydraulic vacuum pump, to the park. The actual dredging could begin as early as Friday, Rubin said. Geiger thought it might be Monday.

“They didn’t pick a very good time,” said the closest neighbor. “Once it’s done, I think people will be pleased.”

Through county taxes, the 424 canal-side homeowners in the Treasure Beach subdivision, which is west of State Road A1A., just south of the Frank B. Butler Park West, will be asked to pay roughly \$10,000 per house over the next 15 years to cover the cost of digging out the finger canals that wind through the neighborhood. The canals were last dredged in 2003.

The first county tax bills sent to residents show a tax increase of about \$700 per home, regardless of the amount of canal frontage. That figure for some nearly doubles their tax bill annually for the next 15 years.

St. Johns County Commissioners approved an ordinance in August that established a Municipal Service Benefit Unit (MSBU) which designates Treasure Beach as a taxing district, to raise the fees that many of the residents of Treasure Beach were ambivalent, at best, about paying.

Initially, about 65 percent of the homeowners were in favor of dredging the 60-foot wide canals to support boat traffic for vessels with depths up to six feet during average low tide.

Support, however, waned when costs were estimated.

In the end, 218 residents voted to support the dredging, 69 opposed it and 137 failed to reply at all to the county’s survey.

The 2,100-acre area was initially mapped out in 1969 by the Florida Atlantic Association, which dug the canals and launched a nationwide marketing campaign to sell the lots. An initial MSBU was created in 1991 and the county purchased the canals in 1992.

Local boaters have been advised that access ramps off Green Road to the south and Palmetto Road to the north of Butler Park West are alternatives for launching vessels.

Legend



SJ-MB



Treasure Beach



3000 ft

Treasure Beach

Majorca Rd

Basque Rd

Pizarro Rd

Ventura Rd

Hildago Rd

Puebla Rd

Barco Rd

Gomez Rd

Salado Rd

Putnam St

Brevard St

Madison St

Broward St

Espanola Blvd

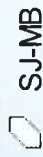
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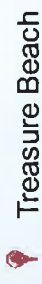
Image © 2014 TerraMetrics

© 2014 Google

Legend



SJ-MB



Treasure Beach



3 mi

Florida A1A

Shores Blvd

DMMA SJ-20A

Treasure Beach

206

1

Google earth

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DEPARTMENT OF PARKS, RECREATION AND COMMUNITY SERVICES



November 4, 2014

Ms. Janet Zimmerman
Assistant Executive Director
Florida Inland Navigation District
1314 Marclinski Road
Jupiter, Florida 33477

SUBJECT: Maritime Management Plan Funding Request

Dear Ms.  Zimmerman,

The City of Jacksonville in collaboration with the cities of Atlantic Beach, Neptune Beach and Jacksonville Beach proposes to develop a comprehensive Maritime Management Plan (MMP) for the Intracoastal Waterway, St. Johns River and connecting navigable waterways within Duval County. We are requesting funding assistance from the Florida Inland Navigation District in the amount of \$100,000 which is 50% of the estimated cost to develop the plan.

We intend to contract with the Northeast Florida Regional Council to develop the MMP with additional assistance provided by the University of North Florida and Jacksonville University. Development of the plan will include numerous opportunities for public input and involvement with various entities, agencies and waterways interests in Duval County.

Enclosed is our detailed proposal with an outline of the proposed plan, a timeline for the plan's completion and budget.

Should you have questions or need additional details, please contact me at (904)255-7935 or BBurket@coj.net.

Sincerely,



Brian Burket
Natural Resource Recreation Specialist

Approach to the Duval County Maritime Management Plan

Draft Date: October 30, 2014

Planning Team: NEFRC (Lead) JU, UNF

Project Timeline: 24 months from authorization to proceed

Project Phasing

Preparation Phase (pre-contract):

The Planning Team meets with COJ to determine where current facility or waterway assessments or funding limitations indicate a specific level of analysis. COJ provides data, shape files, plans and reports and assists with acquisition of data from third parties. Planning Team provides COJ with links to data not currently available to COJ. Planning Team reaches out to Beach communities to request their participation of the Cities Team and to request what they have available regarding inventory, condition, public input and needs.

Research Phase: Estimated June- December 2015, Estimated Cost \$60,000

Planning Team develops (for city staff review) a survey targeted to current facility users, stakeholders and the general public. The survey addresses neighborhood and socio-economic status of boat owners, current behaviors related to use of maritime facilities, level of satisfaction with current facilities, perception of unmet need related to all aspects of maritime use, if any, and general suggestions and comments. A brief presentation will be produced to introduce the goals of the Marine Management Plan. The survey will be available on-line and in hard copy. At a minimum, the survey will be provided to groups that convene boat owners, marina and working waterfront owners, waterfront related business and property owners, waterfront residents, and the general public through CPACs and other civic groups.

A Maritime Management webpage available to the public will be developed by the Planning Team with links to the best available data and maps as well as all relevant plans from all four cities. The above mentioned survey will also be available on-line throughout the planning process, and will include a generic comment field for public input. Between approximately August and October, surveys will be provided by both Planning and Cities team members as they attend meetings where the targeted stakeholder groups gather.

Existing plans and data will be reviewed by the Planning Team to assemble what is known about the following asset categories. While in most cases existing data should be sufficient to assess facilities and propose priorities, gaps may exist and this will be reflected in the Planning Team's recommendation of a strategy for assessment of:

- Water access and support facilities
- Mooring and docking facilities

- Channels
- Shorelines
- Waterfront parks
- Waterfront transportation
- Working waterfront

County-wide public meeting will be convened in December (proposed) to release the results of the first phase of the survey, to discuss the maritime management plan and its potential and to gather other public input. Social media will be used to publicize public meetings, and comments from the public via social media will be gathered before, during and after the meetings during creation of the plan.

City staff review draft strategies for assessment and approve for implementation. Expectations are clear and realistic regarding access to public and private sites.

Assessment Phase: Estimated January-September, 2016, Estimated \$75,000

Pursuant to the strategy:

UNF assesses maritime facility condition, including water access, mooring and docking, parks, transportation and working waterfront.

JU assesses natural habitats, channels and shorelines.

NEFRC assesses economic factors, need, costs, funding options and vulnerability to sea level rise.

The on-line survey and public comment feature remain available during this phase.

The Planning Team drafts an overview of their findings, for review by city staff.

Three meetings are held in various parts of the County (one at the Beaches) to discuss the results of assessment and gather public comment.

Action Plan Phase: Estimated October- February, 2017, Estimated \$45,000

The Planning Team takes the results of previous phases and analyzes need, opportunity, benefit and cost.

The Planning Team drafts a recommended action plan for each of the types of assets reviewed.

The recommended action plan is reviewed by city staff and taken by them to their respective governments for comment. Team members are available to facilitate this review. Each local government should ensure that they conduct a public meeting on this topic while the plan is in the draft phase, and convey the results to the Team.

Final Plan Phase: Estimated March- May, 2017, Estimated \$20,000

Public comment field and survey are removed from webpage.

The results of action plan reviews are summarized and consolidated with overviews of the other phases into a Maritime Management Plan.

Webpage is taken down or transferred to COJ/Duval County for maintenance.

Throughout the Process:

Regular (suggest quarterly) meetings with city staff and FIND staff as they require.

Monthly team reports from JU to the Waterways Commission.

Presentations by the team to the Waterways Commission at the end of each phase.

SCOPE OF SERVICES

Maritime Management Plan Development, Planning, Evaluation and Meeting Facilitation for Duval County

THE PROJECT

Maritime Management Plan for Duval County

SCOPE OF WORK

Duval County's waterways are environmental, recreational and economic resources critical to the well-being of the community. These waterways provide unique habitats for a diversity of plant and animal life. Access to these waters provides citizens opportunities including, but not limited to, boating, sailing, paddling, fishing, shrimping, and nature viewing. Commercial and recreational water related businesses have been and continue to be vital to the overall economy of Duval County.

The Duval County Maritime Management Plan is intended as a guide for the City of Jacksonville and the Beaches communities to protect and develop sustainable usage of the Intracoastal Waterway, St. Johns River and their major tributaries. The plan will focus on the utilization of selected Duval County waterways to improve the quality of life for all residents by maximizing opportunities for waterway access and recreation, as well as protecting commercial marine interests.

The water bodies to be included in this plan are:

- Intracoastal Waterway,
- St. Johns River,
- and, as funding allows, the extent of the following water bodies and their tributaries that are navigable by motorized boats:
 - Julington Creek
 - Goodbys Creek
 - Ortega River
 - McGirts Creek
 - Cedar River
 - Arlington River
 - Trout River
 - Ribault River
 - Clapboard Creek

- Ft. George River
- Nassau River
- Thomas Creek

COMPONENTS OF PLAN

At minimum, the maritime management plan must address the following topics and issues:

1. Public water access facility inventory and analysis. An inventory of the existing public boat ramps, kayak launches, fishing piers and shoreline walkways will be provided by the Department of Parks, Recreation and Community Services. The Department will also provide the 2002 Boat Ramp Master Plan and the 2008 update of the boat ramp assessment matrix. Coordination with the cities of Jacksonville Beach, Neptune Beach and Atlantic Beach will also be necessary to assess the water access facilities under their management.

TASK 1-A: For each site, conduct a site assessment and provide a brief summary of the current conditions of the existing water access facilities and associated support structures. Identify opportunities for improving and/or expanding these facilities for public use such as repair needs, adding lanes or boater access docks to boat ramps, canoe/kayak launch enhancements, expansion of boat trailer parking, extension of shoreline walkway, etc. Each boat ramp should be classified into categories based on its vessel rating, size, use and popularity. Include a map of all existing, public water access sites in Duval County.

TASK 1-B: Prioritize each recommendation in an action plan with consideration given to cost/benefit analysis (i.e. which projects would serve the most people) and public input received. And, identify which projects would be eligible for FIND-Waterways Assistance Program funding.

2. Public mooring and docking facility analysis, including day docks and transient slips. An inventory of the existing public mooring and docking facilities including location and number of slips will be provided by Department of Parks, Recreation and Community Services. Coordination with the cities of Jacksonville Beach,

Neptune Beach and Atlantic Beach will also be necessary to assess public mooring and docking facilities under their management.

TASK 2-A: For each site, provide a brief summary of the current conditions of the existing mooring and docking facilities and associated support structures. Identify opportunities for improving or expanding these facilities for public use. Include a map of all existing, public mooring and docking locations in Duval County.

TASK 2-B: Evaluate opportunities for new mooring and docking sites based on current use patterns, demand and nearby facility options. The following factors should be included in the assessment: proximity to navigation channels, water depth, size and character of the water body, natural and cultural resource impacts and legal and title restrictions. Include a map of proposed sites in Duval County.

TASK 2-C: Prioritize each recommendation in an action plan with consideration given to cost/benefit analysis (i.e. which projects would serve the most people) and public input received. And, identify which projects would be eligible for FIND-Waterways Assistance Program funding.

3. The identification, location, condition and analysis of existing navigation channels/routes and provide a prioritized action plan for maintaining, restoring and establishing these channels.

TASK 3-A: Research, list and describe the existing navigation channels within the selected water bodies, except those that are federally or state maintained, and graphically represent on a series of maps.

TASK 3-B: For each of these channels, provide a brief summary of the current conditions including channel depth, presence of navigational aids and dredging schedule. Identify and recommend opportunities for improving these channels based on perceived future demand.

TASK 3-C: Prioritize each recommendation in an action plan with consideration given to cost/benefit analysis (i.e. which projects would serve the most people) and public input received. And, identify which projects would be eligible for FIND-Waterways Assistance Program funding.

4. An inventory and assessment of shorelines accessible for public recreation, analyzing the suitability of parks and, as funding allows, other public lands or ROW abutting navigable waterways to provide new water access facilities for boating, paddling, fishing, nature viewing, etc. An inventory of all City of Jacksonville-owned waterfront parks will be provided by Department of Parks, Recreation and Community Services. The 2014 Manatee Protection Plan for Duval County will also be provided which identifies development constraints on some water bodies while designating other sites as special development areas.

TASK 4-A: Evaluate each waterfront park for potential new water access facilities. Potential projects may include the development of a new boat ramp, canoe/kayak launch, fishing pier, scenic boardwalk, etc. The following factors should be included in the assessment: shoreline characteristics such as vegetation, water depth, and slope; availability of useable uplands; size and character of the receiving water body; presence of navigable channel to the site; natural and cultural resource impacts; adequacy of the site's existing boating facilities, legal and title restrictions; proximity to other public boating facilities.

TASK 4-B: Conduct spatial analysis of Duval County to identify where future water access is most needed based on lack of existing facilities as well as current and expected future demand for these facilities. The results are to be used to prioritize recommended water access development projects as well as guide the acquisition of lands that could provide future water access.

TASK 4-C: Prioritize each recommendation in an action plan with consideration given to cost/benefit analysis (i.e. which projects would serve the most people) and public input received. And, identify which projects would be eligible for FIND-Waterways Assistance Program funding.

5. Public Waterway transportation needs.

TASK 5-A: Research, list and describe the existing public waterway transportation systems within the selected water bodies and graphically represent on a map. List should include the water taxi

service in downtown Jacksonville and the St. Johns River ferry crossing at Mayport.

TASK 5-B: Identify potential opportunities to develop or improve public waterway transportation within the selected water bodies. Identified projects should include the National Park Service's proposed tour boat service which will transport visitors between Fort Caroline and Kingsley Plantation as well as the potential to expand the services offered by the downtown water taxi service to include recreational tours.

6. Commercial and working waterfront identification and needs analysis.

TASK 6-A: Research, list and briefly describe the existing commercial and working waterfront areas within the selected water bodies and graphically represent on a map. Commercial areas should include commercial fishing/shrimping, marine contractors, the docking locations of the dinner/casino boats and cruise ships as well as service areas available to recreational vessels such as fueling stations, dry/wet slips and repair businesses.

TASK 6-B: Identify potential opportunities to develop or improve public recreational water access within the commercial and working waterfront areas.

7. Economic conditions affecting the boating community and boating facilities.

TASK 7-A: Identify and discuss economic factors in the Jacksonville area that affect recreational boating and the use of boating facilities such as employment, disposable income and leisure time, fuel prices, availability of boat service facilities (repair businesses and fueling stations) and recreational boating destinations (restaurants, parks, etc.).

8. With a county-wide perspective, identify environmental conditions that affect boat facility siting, a current resource inventory survey, and restoration opportunities. The Department of Parks, Recreation

and Community Services will provide a copy of the 2014 Manatee Protection Plan for Duval County for reference.

TASK 8-A: Identify and explain the local environmental conditions that would affect the consideration of sites for developing new boating facilities. At minimum, factors should include manatee zones, submerged aquatic vegetation and oyster beds.

TASK 8-B: Create a map that displays the known occurrences of the identified constraints.

TASK 8-C: Evaluate and identify potential restoration opportunities adjacent to public lands within the selected water bodies where man or natural forces have eroded or degraded the natural conditions. Consideration should be given to living shoreline projects that utilize natural habitat elements for erosion control. Department of Parks, Recreation and Community Services will assist in identifying sites, including the boat ramps at Alimacani and Fulton Road. And, identify which projects would be eligible for FIND or DEP funding.

PUBLIC INPUT

During development of the Maritime Management Plan, the public will be given multiple opportunities throughout the process to provide input on the content and recommendations of the plan. From comments and data collected through public meetings and research strategies listed below, the plan should include an assessment of existing and future demand of use by motorized boating, paddling, sailing, etc. in our local waterways.

9. Facilitate public input.

TASK 9-A: Develop a survey targeted to current facility users, stakeholders and the general public. The survey will address neighborhood and socio-economic status of boat owners, current behaviors related to use of maritime facilities, level of satisfaction with current facilities, perception of unmet needs related to all aspects of maritime use, if any, and general suggestions and comments. The survey will be available on-line and in hard copy. At a minimum, the survey will be provided to groups that convene boat owners, marina and working waterfront owners, waterfront

related business and property owners, waterfront residents, and the general public through CPACs and other civic groups.

TASK 9-B: Create a webpage available to the public with the survey and links to the best available data and maps as well as any relevant plans from all four cities.

TASK 9-C: Host a county-wide public meeting to release the results of the research phase, to discuss the plan and its potential, and to gather additional public input.

TASK 9-D: Three meetings are held in various parts of the County (including one at the Beaches) to discuss the results of the assessment phase and gather public feedback. Social media will be used to publicize public meetings, and comments from the public via social media will be gathered before, during and after the meetings during creation of the plan. A summary of each meeting should be included in the plan.

COORDINATION

Oversight of the development of the plan will be conducted by the Department of Parks, Recreation and Community Services in conjunction with the Project Steering Committee of the Jacksonville Waterways Commission.

10. Regular meetings with Department of Parks, Recreation and Community Services.

TASK 10-A: Meet regularly (minimum of once per month) with Project Manager from Department of Parks, Recreation and Community Services and other staff to discuss progress and direction for development of Maritime Management Plan. FIND staff and the Duval FIND Commissioner may also attend these meetings to check on progress and provide feedback.

11. Presentations to Waterways Commission.

TASK 11-A: Lead presentations to the Waterways Commission Steering Committee, as requested by Chair (not to exceed four meetings).

Mark Crosley

From: michael@maerconstruction.com
Sent: Thursday, November 20, 2014 12:45 PM
To: Mark Crosley
Cc: Mark Tamblyn
Subject: Black Hammock Island

Mark-

Just wanted to check and see if FDOT had responded to you or if there is any new information on how we can have the agreement through us or Superior. I will try and find an agreement we had with Jax Port for a similar job when we hauled out of Buck Island. If you can give me an update and let me know if there is anything else we can do to begin the process of getting an agreement in place to start hauling out of the site.

Thank you,

Michael Gonzalez
MAER Construction
410 Blanding Blvd Suite 10 #259
Orange Park, FL 32073
Cell: (904) 626-1487
Fax: (904) 375-0537



Florida Department of Transportation

RICK SCOTT
GOVERNOR

1109 South Marion Avenue
Lake City, FL 32025-5874

ANANTH PRASAD, P.E.
SECRETARY

MEMORANDUM

DATE: November 26, 2014

TO: Robert Gurganious, Jacksonville Construction

FROM: Binay Prakash, District Materials & Research

COPIES: Chandra Samakur, File

SUBJECT: **SR 243 from SR 102 to Pecan Park Rd., Black Hammack Pit Approval**
 FPN: **209399-6-52-01**
 FAP No: **N/A**
 Contract No: **T2548**
 County: **Duval**

Our office has conducted soil sampling for the approval of borrow material from **Black Hammack Pit** located on Saw Pit Rd. off Airport Center Drive in Jacksonville. For use on the above referenced projects as requested by you. Also, enclosed are the test results of the soil samples with boring location plan.

Strata described below are approx. boundaries and represents soil strata encountered at each boring location. Actual depth of strata may vary.

Based on the test results of the soil samples our recommendation for the use of borrow material are as follows:

1. Material from Stratum No. 1 is a **Select Material (A-3, Tan Sand)** encountered from the existing ground surface to a maximum depth of 20.0 feet. Material from this stratum appears satisfactory for use in the embankment when utilized in accordance with Standard Index No. 505 and any applicable Specifications.
2. Material from Stratum No. 2 is **Select Material (A-2-4, Dark Gray Silty Sand)** encountered in isolated pockets in hole # H-1, H-2, H-10, H-11 & H-12 at depth below 5 feet. Material from this stratum appears satisfactory for use in the embankment when utilized in accordance with Standard Index No. 505 and any applicable Specification. However this material has a tendency to retain excess moisture and may be difficult to compact and or dry and shall be placed above the existing water table at the time of construction.
3. Material from Strata No. 1 & 2 are environmentally **Slightly Aggressive** for concrete & for steel.

Based on the above recommendation the borrow materials were investigated from the existing ground surface to a maximum depth of 20.0 feet within the area shown on the boring sheet. Additional sampling and testing will be required if deeper excavation beyond 20.0 feet or excavation beyond the tested area is needed for more borrow material. The contractor shall also monitor the excavation very closely and if there is any change in soil strata other than soil strata described in the attached test result, all excavation shall be stopped, and this office shall be notified immediately.

If you have any questions, please call me at ext. 7737.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

MISCELLANEOUS TEST REPORT

County	FIN No.	Road No.	District
Duval	209399-6-52-01	SR 243	II

To: Robert Gurganious

Material: Soils
 Sampled By: Linehan/Howell
 Identification Marks:
 Sampled From: Black Hammack Pit
 Quantity Represented:
 Producer: Superior Construction Company

Source of Supply: Borrow Pit
 Date Sampled: 11-21-14
 Date Tested: 11-25-14
 Date Reported: 11-26-14
 Submitted by: Binay Prakash
 Intended Use: Embankment and Backfill of Pipe

Lab. No. 521-S

TEST RESULTS

STRATA NO.	LBR RANGE	PERMEABILITY RANGE cm/day	%PASS 10 MESH	%PASS 200MESH	LIQUID LIMIT	PLASTIC INDEX	GROUP CLASS	REMARKS
1	---	---	100	1 - 3	N.P.	N.P.	A-3	Tan Sand
2	---	----	100	28	N.P.	N.P.	A-2-4	Dark Gray Silty Sand

THE ENVIRONMENT CLASSIFICATION AT THE ABOVE SITE HAS BEEN PERFORMED.
 THE RESULTS OF THESE TESTS AND THE DEGREE OF AGGRESSIVENESS ARE AS FOLLOWS:

STRATUM NO.	RESISTIVITY OHMS/cm	CHLORIDE PPM	SULFATES PPM	pH	AGGRESSIVENESS	
					CONCRETE	STEEL
1	7,600	<60	25 - 42	8.3	Slightly	Slightly
2	841	<60	0	8.2	Slightly	Slightly

GPS Coordinates: N 30° 30' 32" W 81° 28' 29"

Driving Direction: Take I-95 north to exit 363 B. Turn right onto Airport Center Drive. Go approx. 11 miles and turn left onto Sawpit Rd. Access to borrow pit is on the right.

C: FILE

BP/

Mark Crosley

From: steve@maerconstruction.com
Sent: Thursday, October 23, 2014 1:00 PM
To: Mark Crosley; Mark Tamblyn
Subject: RE: Black Hammock Island Dredge Spoil Site

Mark-

Below are the contacts for FDOT on this project. One is the project oversight working directly for FDOT and the other is the Project Engineer managing the project for FDOT but he works for RS&H. Also, I have included a contact for Superior Construction who is the prime contractor who has the contract with FDOT for this project.

Robert Gurganious
 Project Oversight II
 FDOT Jacksonville Construction
 904-360-5542 Office
 904-360-5519 Fax
 904-497-2307 Cell
Robert.gurganious@dot.state.fl.us

Ryan Poulsen, PE
Project Engineer
 7563 Phillips Highway, Lakeview Building, Suite 206
 Jacksonville, FL 32256
 Phone: 904-256-2251 / Mobile: 904-497-3574
Ryan.Poulsen@rsandh.com

Bobby Naik
 Superior Construction
 (904) 292-4240
BNaik@superiorse.com

Thank you,

Steve Gonzalez
 MAER Construction
 410 Blanding Blvd Suite #10-259
 Orange Park, FL 32073
 C: (904)219-2642
 F: (904)375-0537

----- Original Message -----

Subject: RE: Black Hammock Island Dredge Spoil Site
 From: Mark Crosley <mcrosley@aicw.org>
 Date: Tue, October 21, 2014 1:23 pm
 To: "steve@maerconstruction.com" <steve@maerconstruction.com>, Mark
 Tamblyn <mtamblyn@aicw.org>

SPOIL REMOVAL AGREEMENT

THIS SPOIL REMOVAL AGREEMENT ("Agreement") dated as of this _____ day of _____, 2014, by and between FLORIDA INLAND NAVIGATION DISTRICT, an independent special taxing district of the State of Florida, hereinafter referred to as "DISTRICT," and MAER CONSTRUCTION, a corporation of the State of Florida, hereinafter referred to as "CONTRACTOR."

RECITALS

- A. DISTRICT is the owner of a parcel of land located in Duval County, Florida and known as "Dredge Material Management Area DU-2 (DU-2)," as more particularly described in Exhibit "A" attached hereto and made a part hereof by reference ("DU-2").
- B. CONTRACTOR is a private corporation operating within the State of Florida to construct roadway projects.
- C. CONTRACTOR desires to obtain fill material from DU-2 for public roadway construction purposes. (the "Project").
- D. CONTRACTOR has requested DISTRICT to allow the CONTRACTOR to remove spoil material from DU-2 for use in the construction of the Project.
- E. DISTRICT has determined that it will benefit the DISTRICT to allow the CONTRACTOR's contractor remove spoil material from DU-2, as this will help create additional capacity for future dredging events in connection with the maintenance and improvement of the Intracoastal Waterway.
- F. DISTRICT is willing allow CONTRACTOR to remove suitable spoil material for use in the construction of the Project, upon the terms and conditions of this Agreement.

WITNESSETH

Therefore, in consideration of the terms below, the sufficiency of which is mutually acknowledged, DISTRICT and CONTRACTOR agree that:

1. INCORPORATION OF RECITALS

The foregoing recitals are true, correct and incorporated herein by reference.

2. CONSENT TO REMOVAL OF SPOIL MATERIAL

DISTRICT hereby consents to the removal of up to 300,000 cubic yards of spoil material from DU-2 exclusively for use in the construction of the Project. The DISTRICT's consent will expire on _____, 20__ unless a further extension is approved by the DISTRICT. Prior to the removal of any spoil material from DU-2, the CONTRACTOR shall submit a detailed spoil material removal plan ("Plan") to the DISTRICT for approval by the DISTRICT's Engineer. The Plan shall insure, among other things, that the integrity of the dikes, weirs, storm water management system, monitoring wells, fences, gates, roadways and other facilities are not compromised. The CONTRACTOR and its contractor(s) shall comply with the Plan at all times.

3. PAYMENT

a. Cubic yardage fees are hereby waived pertaining to this project in relation to the public beneficial use of the material. The contractor acknowledges that any removed material shall only be utilized for public roadway improvements or applicable fees may be imposed and the contractor is ordered to cease and desist immediately. Not later than five (5) working days after the end of each calendar month, the CONTRACTOR shall deliver to the DISTRICT a certified tally sheet of the number of the volume of spoil material removed from DU-2 for the preceding month, in order to calculate volume and applicable fees, if any.

b. CONTRACTOR shall make any and all payments due hereunder to DISTRICT at that address set forth as follows unless otherwise notified by DISTRICT in writing:

FLORIDA INLAND NAVIGATION DISTRICT
ATTN: EXECUTIVE DIRECTOR
1314 MARCINSKI ROAD
JUPITER, FLORIDA 33477

c. CONTRACTOR shall reimburse the DISTRICT for the reasonable costs incurred by the DISTRICT for inspections and supervision of the CONTRACTOR's removal operations, including, without limitation, the allocable costs of the DISTRICT's Field Projects Coordinator and the DISTRICT's engineer.

d. CONTRACTOR shall pay such fees and other charges without demand and without setoff as required to be paid by CONTRACTOR under this Agreement. If such fees or charges are not paid at the time provided in this Agreement, they shall bear interest from the due date thereof to the date of payment at the rate of eighteen percent (18%) per annum or such lesser rate as shall be the maximum permitted by law.

4. USE OF PREMISES/CONDUCT OF BUSINESS

a. CONTRACTOR and its authorized contractor(s) shall occupy and use DU-2 solely for the removal of suitable spoil material for use in the construction of the Project (hereinafter the "Permitted Use"). CONTRACTOR shall not use DU-2 or construct other improvements thereupon except as specifically provided above without DISTRICT's prior written consent.

b. CONTRACTOR and its authorized contractor(s) shall, at CONTRACTOR's expense, comply with all laws, ordinances and regulations of the United States, State of Florida,

and the County of Duval, including, without limitation, all applicable permits and conditions thereof, pertaining to the use and occupancy of DU-2, and shall not make any use of DU-2 which shall unreasonably disturb DISTRICT's neighbors or otherwise become a nuisance.

5. CONTRACTOR'S FIXTURES AND ALTERATIONS

a. CONTRACTOR agrees that it will not make any alterations (whether structural or otherwise), improvements or additions to DU-2, without first obtaining the written consent of DISTRICT. At the DISTRICT's option, all alterations, improvements and additions made by CONTRACTOR and all chattels affixed by CONTRACTOR to DU-2 shall remain upon the premises at the expiration or earlier termination of this Agreement, and shall become the property of DISTRICT, except as otherwise provided herein.

b. In addition to the above, CONTRACTOR shall also procure from the appropriate governmental agencies all necessary permits and authorizations before proceeding with any alteration, repair or improvement, and shall at all times comply with such permits and all conditions thereof, all at CONTRACTOR's expense.

6. ASSIGNMENT

a. CONTRACTOR shall not voluntarily, involuntarily, or by operation of law, assign, transfer, mortgage or otherwise encumber (herein collectively referred to as an "assignment") this Agreement or any interest of CONTRACTOR herein, in whole or in part, nor permit DU-2 or any part thereof to be used or occupied by others, without the prior written consent of DISTRICT in each and every instance, which may be unreasonably and arbitrarily withheld. The consent of DISTRICT to any assignment shall not constitute a waiver of the necessity for such consent to any subsequent assignment. If this Agreement or any interest of CONTRACTOR herein be assigned or if the whole or any part of DU-2 be used or occupied by others after having obtained DISTRICT's prior written consent thereto, CONTRACTOR shall nevertheless remain fully liable for the full performance of all obligations under this Agreement to be performed by CONTRACTOR and CONTRACTOR shall not be released therefrom in any manner.

b. Should CONTRACTOR, in violation of the provisions of this Paragraph, assign this Agreement, or allow DU-2 to be used or occupied by others without obtaining DISTRICT's prior written consent, then such assignment or occupancy shall be null and void and of no force and effect. Such act on the part of CONTRACTOR shall be deemed a default of CONTRACTOR entitling DISTRICT to exercise any of the rights and remedies therefor as set forth in Paragraph 13 hereof.

7. LIENS

a. Mechanics' or Materialmen's Liens: CONTRACTOR shall not cause any liens of mechanics, laborers or materialmen to stand against DU-2 for any labor or material furnished or claimed to have been furnished to CONTRACTOR in connection with any work of any character performed or claimed to have been performed on or in connection with DU-2, by or at the direction of CONTRACTOR.

If DU-2 or any part thereof becomes subject to any suppliers, vendors, mechanics, laborers, materialmen's or other lien, encumbrance or charge (collectively hereinafter called a "lien"), other than a lien caused by the actions of the DISTRICT, CONTRACTOR shall immediately notify DISTRICT of the filing or the threatened filing of any such lien, shall immediately cause the lien to be transferred to other security, and shall from time to time notify DISTRICT of the status of such contest.

b. DISTRICT's Liability for CONTRACTOR's Liens: It is hereby agreed by the parties hereto that DISTRICT will not be liable for any labor, services or materials furnished or to be furnished CONTRACTOR or to anyone occupying DU-2, or any part thereof, through or under CONTRACTOR, and that no liens for any labor or material shall attach to or affect the interest of DISTRICT in and to DU-2. All contracts for construction or repair shall contain the above cautionary language and shall require all subcontractors, materialmen and laborers to be so advised. Failure of CONTRACTOR to so notify and advise such contractor(s) in writing prior to the commencement of any work to be performed shall constitute a default hereunder and entitle DISTRICT to those rights and remedies set forth in Paragraph 13 hereof.

8. LIABILITY OF DISTRICT/WAIVER/INDEMNIFICATION

a. As a consideration for the making of this Agreement and in light of the fact that CONTRACTOR has had the opportunity to make such inspections and tests as CONTRACTOR, in CONTRACTORS' judgment, has deemed necessary, CONTRACTOR accepts DU-2 in its "As-Is Condition" and DISTRICT shall not be liable for any condition, latent or patent, existing in, on or under DU-2, nor for injury or damage which may be sustained to person or property of CONTRACTOR or any other person caused by or resulting from water, rain, groundwater, soil, sand, silt or any other material which may leak or flow from or into any part of DU-2, from noise, vibration, smoke or odors emanating from DU-2, or from any other source or cause whatsoever, whether the same damage or injury shall be caused by or be due to the negligence of DISTRICT, nor the interference with light or incorporeal hereditaments, specifically excluding from such waiver such damage or injury which results from the gross negligence of DISTRICT, nor shall DISTRICT be liable for any defect in DU-2, latent or otherwise, except as provided by law. Without limiting the generality of the foregoing, CONTRACTOR acknowledges and agrees that CONTRACTOR has conducted its

own samples and tests of the spoil material within DU-2 and has satisfied itself as to the composition, quality, suitability for CONTRACTOR's purposes, and freedom from contaminants, and further, that DISTRICT has not made, nor has CONTRACTOR relied upon, any representations made by DISTRICT or on DISTRICT's behalf.

b. CONTRACTOR, subject to and within the limitations set forth in Section 768.28, F.S., will indemnify DISTRICT and save DISTRICT harmless from and against any and all claims, actions, damages, liability and expense (including disbursements) in connection with the loss of life, personal injury or damage to property or business arising from, related to, or in connection with the occupancy or use by CONTRACTOR of DU-2 or occasioned wholly or in part by act or omission of CONTRACTOR, its contractors, subcontractors, sub-subcontractors, licensees, or concessionaires, or its or their respective agents, servants or employees.

c. CONTRACTOR shall include in any construction contract for work upon or involving DU-2 that the contractor shall indemnify and hold harmless the CONTRACTOR and DISTRICT, their officers and employees, from liabilities, damages, losses and costs, including, but not limited to, reasonable attorney's fees, to the extent caused by the negligence, recklessness, or intentional wrongful misconduct of the contractor and persons employed or utilized by the contractor in the performance of the construction contract.

d. CONTRACTOR shall be responsible for the payment of any fines or administrative penalties assessed and any remedial or mitigation actions required due to or arising out of any violation or alleged violation by CONTRACTOR or CONTRACTOR's employees, agents or contractors of laws, ordinances and regulations of the United States, State of Florida, or the County of Duval, including, without limitation, all applicable permits and conditions thereof, pertaining to the use and occupancy of DU-2.

e. The provisions of this Paragraph 8 shall survive the termination of this Agreement.

9. INSURANCE

a. CONTRACTOR will keep in force, with companies and in a form acceptable to DISTRICT, at CONTRACTOR's expense, during the term of this Agreement and any extension or renewal thereof and during such other time as CONTRACTOR occupies DU-2 or any part thereof general liability insurance with respect to DU-2 with a minimum Two Million Dollars (\$2,000,000.00) combined single limit coverage of bodily injury, property damage or combination thereof.

b. CONTRACTOR will further deposit policies of insurance required by the provisions of this Paragraph 9 together with satisfactory evidence of the payment of the required premium or premiums therefor with DISTRICT at or prior to the commencement date, and upon

renewals of such policies not less than fifteen (15) days prior to the expiration of the term of such coverage.

c. All policies of insurance required to be carried by CONTRACTOR by Paragraph 9 (a) hereof shall provide that the policy shall not be subject to cancellation, termination or change except after thirty (30) days prior written notice to DISTRICT and shall name DISTRICT as an additional insured.

d. All such policies required hereunder shall be obtained from companies licensed, organized and authorized to do business in the State of Florida.

e. The CONTRACTOR's insurance shall be primary insurance as respects the DISTRICT, its Commissioners, officers, employees and agents, and any insurance or self-insurance maintained by the DISTRICT, its Commissioners, officers, employees and agents shall be excess of the CONTRACTOR's insurance and shall not contribute to it.

f. The policies shall contain a waiver of subrogation against the DISTRICT, its Commissioners, officers, employees and agents for any claims arising out of the work of the CONTRACTOR

g. The policy may provide coverage which contains deductible or self-insured retentions of not more than \$50,000 as to CONTRACTOR and no deductible or self-insured retention as to any additional insured without prior approval of the DISTRICT. The CONTRACTOR shall be solely responsible for deductible and/or self-insured retention.

10. REPAIRS AND MAINTENANCE OF DU-2

CONTRACTOR shall at all times at its sole cost and expense keep and maintain those portions of DU-2 used in connection with or affected by the Project, in good order, condition and repair and shall not commit or suffer any waste on DU-2.

11. HAZARDOUS MATERIALS

CONTRACTOR agrees that, during the term of this Agreement, it:

a. Shall keep or cause DU-2 to be kept free of hazardous wastes or substances.

b. Shall not cause or permit, as a result of any intentional or unintentional act or omission on the part of CONTRACTOR, or CONTRACTOR's assignees, employees, agents or contractors, a release of hazardous wastes or substances onto DU-2.

c. Shall comply with and ensure compliance by its assignees, employees, agents or contractors and all others under its direction with all applicable federal, state, and local laws, ordinances, rules, and regulations.

d. The terms "hazardous waste", "hazardous substance", "disposal", "release", and "threatened release", if used in this Agreement, shall have the same meaning as set forth in the Comprehensive Environmental Response, Compensation, and Liability Act of 1980, as amended, 42 U.S.C. Section 9601, et seq. (CERCLA"), the Superfund Amendments and Reauthorization Act of 1986, Pub. L. No. 99-499 ("SARA"), the Hazardous Materials Transportation Act, 49 U.S.C. Section 1801, et seq., the Resource Conservation and recovery Act, 49 U.S.C. Section 6901 et seq., the Florida Resource and Management Act, Chapter 403, Florida Statutes, the Pollution, Spill, Prevention, and Control Act, Chapter 376, Florida Statutes, or any other applicable state or federal laws, rules, or regulations adopted pursuant to any of the foregoing.

e. Shall immediately provide DISTRICT with notice of any release or threatened release of hazardous waste on or about DU-2, and shall immediately provide DISTRICT with notice of any injury or action taken by any local, state, or federal governmental body with respect to hazardous waste on or about DU-2.

g. Shall remove any hazardous waste or hazardous substances which exceed allowable levels in the ground or the groundwater within DU-2, arising from CONTRACTOR's use of DU-2.

12. EVENTS OF DEFAULT

The following shall constitute Events of Default:

a. If CONTRACTOR defaults in the payment of any sum of money due hereunder and such default shall continue for three (3) days after the date of notice from DISTRICT to CONTRACTOR.

b. If CONTRACTOR defaults in fulfilling any of the other covenants of this Agreement on CONTRACTOR's part to be performed hereunder and such default shall continue for the period of seven (7) days after notice from DISTRICT to CONTRACTOR specifying the nature of said default, or, if the default so specified shall be of such a nature that the same cannot be reasonably cured or remedied within said seven (7) day period, if CONTRACTOR shall not in good faith have commenced the curing or remedying of such default within such seven (7) day period and shall not thereafter diligently proceed therewith to completion.

In the Event of Default, DISTRICT shall provide CONTRACTOR with such written notice thereof as shall be required under Florida law.

13. REMEDIES IN EVENT OF DEFAULT

- a. In the event of a default hereunder and such default shall continue after the giving of written notice thereof to CONTRACTOR, DISTRICT may at DISTRICT's option, immediately terminate the Agreement and avail itself of any other option or remedy available under Florida law;
- b. If CONTRACTOR defaults in the performance of any of the terms and conditions of this Agreement and DISTRICT employs the services of an attorney to enforce performance of CONTRACTOR hereunder, CONTRACTOR shall pay a reasonable attorney's fee as well as all expenses and costs incurred by the DISTRICT pertaining thereto and in enforcement of any remedy available to the DISTRICT.

14. MISCELLANEOUS

- a. CONTRACTOR has inspected DU-2 and is familiar with its present condition and takes DU-2 in "As-Is" condition.
- b. The failure of DISTRICT or CONTRACTOR to take any action against the other for violation of any of the terms of the Agreement shall not prevent a subsequent act of a similar nature from being a violation of the Agreement.
- d. This Agreement fully and completely expresses all agreements and understandings of the parties hereto. Furthermore, this Agreement shall be binding upon and shall inure to the benefit of the respective heirs, successors, assigns and legal representatives of the parties hereto and shall not be changed or terminated unless in writing and signed by the parties hereto.
- e. **THE PARTIES HERETO HEREBY WAIVE TRIAL BY JURY IN ANY ACTION, PROCEEDING OR COUNTERCLAIM BROUGHT BY EITHER PARTY AGAINST THE OTHER PERTAINING TO ANY MATTER WHATSOEVER ARISING OUT OF OR IN ANY WAY CONNECTED WITH THIS AGREEMENT OR CONTRACTOR'S USE OF DU-2.**
- f. CONTRACTOR hereby acknowledges CONTRACTOR's responsibility to insure CONTRACTOR's property maintained within or upon DU-2 at CONTRACTOR's expense.
- g. If any term or condition of this Agreement shall, to any extent, be held invalid or unenforceable, the remainder of the terms and conditions of this Agreement shall not be affected thereby, and this Agreement shall be valid and enforceable to the fullest extent permitted by law.
- h. This Agreement shall not be recorded in the Office of the Clerk of any Circuit Court in the State of Florida, except that DISTRICT may file a memorandum of this Agreement.

j. This Agreement shall be construed under the laws of the State of Florida.

k. The Section headings of this Agreement are for convenience only and are not to be considered in construing the same.

l. This Agreement may be executed in counterparts, all of which taken together shall be deemed an original, with a facsimile and/or an e-mail signature serving as an original thereof.

m. Each party represents and warrants to the other that: (a) it is duly authorized and competent to execute this Agreement (b) it has all necessary power and authority to enter into this Agreement and to perform the agreements contained in this Agreement, and (c) the person signing this Agreement on behalf of such party is authorized to execute and deliver this Agreement on behalf of such party.

n. The parties participated in the drafting of this Agreement and/or had it reviewed by competent counsel. Accordingly, no presumption shall be given in favor of: or against, any party in interpreting this Agreement and the normal rule of construction to the effect that any ambiguities are to be resolved against the drafting party shall not be employed in the interpretation of this Agreement.

o. **RADON GAS**

RADON IS NATURALLY OCCURRING RADIOACTIVE GAS THAT, WHEN IT HAS ACCUMULATED IN A BUILDING IN SUFFICIENT QUANTITIES, MAY PRESENT HEALTH RISKS TO PERSONS WHO ARE EXPOSED TO IT OVER TIME. LEVELS OF RADON THAT EXCEED FEDERAL AND STATE GUIDELINES HAVE BEEN FOUND IN BUILDINGS IN FLORIDA. ADDITIONAL INFORMATION REGARDING RADON AND RADON TESTING MAY BE OBTAINED FROM YOUR COUNTY PUBLIC HEALTH UNIT.

[THE BALANCE OF THIS PAGE IS INTENTIONALLY BLANK]

IN WITNESS WHEREOF, the parties hereto have set forth their hands and seals on the year and date aforesaid.

Signed, sealed and delivered
in the presence of:

AS TO DISTRICT:

FLORIDA INLAND NAVIGATION DISTRICT

BY: _____
Witness: _____ Executive Director
Print Name: _____

DATED: _____
Witness
Print Name: _____

Approved as to form and legal sufficiency:

Peter L. Breton, Esq., General Counsel

AS TO CONTRACTOR:

MAER CONSTRUCTION, FLORIDA

BY: _____
Witness: _____
Print Name: _____

DATED: _____
Witness: _____
Print Name: _____

LEGAL DESCRIPTION OF DU-2

STATE OF FLORIDA INLAND NAVIGATION
C/O DISTRICT DU-2
1314 MARCINSKI RD
JUPITER, FL 33477-9427

Primary Site Address
0 SAWPIT RD
Jacksonville FL 32226

Official Record Book/Page
06547-01885

Title #
8214

0 SAWPIT RD

Property Detail

RE #	159894-0100
Tax District	GS
Property Use	8000 RESERVED FOR FUTURE USE
# of Buildings	0
Legal Desc.	38-1N-28E MARY SMITH GRANT
Subdivision	00000 SECTION LAND
Total Area	2120006

Value Summary

	2014 Certified	2015 In Progress
Value Method	CAMA	CAMA
Total Building Value	\$0.00	\$0.00
Extra Feature Value	\$12,975.00	\$12,975.00
Land Value (Market)	\$105,129.00	\$105,129.00
Land Value (Agric.)	\$0.00	\$0.00
Just (Market) Value	\$118,104.00	\$118,104.00
Assessed Value	\$118,104.00	\$118,104.00
Cap Diff/Portability Amt	\$0.00 / \$0.00	\$0.00 / \$0.00
Exemptions	\$118,104.00	See below
Taxable Value	\$0.00	See below

The sale of this property may result in higher property taxes. For more information go to [Save Our Homes](#) and our [Property Tax Estimator](#). 'In Progress' property values, exemptions and other supporting information on this page are part of the working tax roll and are subject to change. Certified values listed in the Value Summary are those certified in October, but may include any official changes made after certification. [Learn how the Property Appraiser's Office values property.](#)

Taxable Values and Exemptions – In Progress

If there are no exemptions applicable to a taxing authority, the Taxable Value is the same as the Assessed Value listed above in the Value Summary box.

County/Municipal Taxable Value

Assessed Value \$118,104.00
State Government (902) - \$118,104.00

Taxable Value \$0.00

SJRWMD/FIND Taxable Value

Assessed Value \$118,104.00
State Government (902) - \$118,104.00

Taxable Value \$0.00

School Taxable Value

Assessed Value \$118,104.00
State Government (902) - \$118,104.00

Taxable Value \$0.00

Sales History

Book/Page	Sale Date	Sale Price	Deed Instrument Type Code	Qualified/Unqualified	Vacant/Improved
06547-01885	7/18/1988	\$100.00	WD - Warranty Deed	Unqualified	Improved
06962-00139	8/29/1990	\$100.00	WD - Warranty Deed	Unqualified	Vacant

Extra Features

LN	Feature Code	Feature Description	Bldg.	Length	Width	Total Units	Value
1	FCLC1	Fence Chain Link	0	0	0	3,750.00	\$12,975.00

Land & Legal

Land

LN	Code	Use Description	Zoning	Front	Depth	Category	Land Units	Land Type	Land Value
1	0103	RES RURAL 2 OR LESS UNITS PER AC	AGR	0.00	0.00	Common	25.91	Acreage	\$101,049.00
2	9607	RETENTION POND	AGR	0.00	0.00	Common	24.00	Acreage	\$4,080.00

Legal

LN	Legal Description
1	38-1N-28E
2	MARY SMITH GRANT
3	PT RECD O/R BK 6547-1885

Buildings

No data found for this section

2014 Notice of Proposed Property Taxes Notice (TRIM Notice)**Property Record Card (PRC)**

The PRC accessed below reflects property details and values at the time of Tax Roll Certification in October of the year listed.

2014

- To obtain a historic Property Record Card (PRC) from the Property Appraiser's Office, submit your request here: [Request PRC](#)

More Information

[Contact Us](#) | [Parcel Tax Record](#) | [GIS Map](#) | [Map this property on Google Maps](#) | [City Fees Record](#)

INTRACOASTAL

SURVEYOR'S DESCRIPTION

A PORTION OF THE MARY SMITH GRANT SECTION 38, TOWNSHIP 1 NORTH, RANGE 28 EAST, DUVAL COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHEAST CORNER OF SECTION 15, TOWNSHIP 1 NORTH, RANGE 28 EAST, SAID CORNER LYING ON THE NORTH LINE OF SAID SECTION 38, AND ALSO LYING AND BEING ON THE CENTERLINE OF A 100 FOOT WIDE ROAD RIGHT-OF-WAY (SAWPIT ROAD) AS DESCRIBED IN OFFICIAL RECORDS VOLUME 2788 PAGE 654 OF THE CURRENT PUBLIC RECORDS OF DUVAL COUNTY, FLORIDA. THENCE NORTH 69° 31' 03" EAST ALONG SAID NORTH LINE OF SECTION 38, (BEING ALSO ALONG THE SOUTH LINE OF SECTION 14, TOWNSHIP 1 NORTH, RANGE 28 EAST), A DISTANCE OF 50.00 FEET TO THE EAST RIGHT-OF-WAY OF SAWPIT ROAD AND THE POINT OF BEGINNING; THENCE CONTINUE NORTH 69° 31' 03" EAST ALONG SAID NORTH LINE AND SAID SOUTH LINE, 1383.96 FEET TO THE SOUTHEAST CORNER OF LANDS DESCRIBED AND RECORDED IN OFFICIAL RECORDS VOLUME 3574 PAGE 870 OF SAID CURRENT PUBLIC RECORDS; THENCE SOUTH 20° 17' 40" EAST, 389.88 FEET TO AN IRON PIPE AT THE APPARENT HIGH WATER LINE OF THE INTRACOASTAL WATERWAY; THENCE GENERALLY SOUTHWESTERLY ALONG SAID APPARENT HIGH WATER LINE, BEING APPROXIMATED BY THE FOLLOWING COURSES AND DISTANCES: SOUTH 48° 16' 22" WEST, 28.16 FEET; SOUTH 19° 56' 10" EAST, 103.70 FEET; SOUTH 9° 10' 53" WEST, 81.40 FEET; SOUTH 7° 04' 08" EAST, 57.64 FEET; SOUTH 20° 21' 15" WEST, 48.09 FEET; SOUTH 2° 56' 00" WEST, 112.77 FEET; SOUTH 17° 52' 58" WEST, 99.89 FEET; SOUTH 24° 19' 15" WEST, 166.47 FEET; SOUTH 20° 45' 36" WEST, 105.30 FEET; SOUTH 12° 05' 47" WEST, 101.65 FEET; SOUTH 22° 59' 20" WEST, 109.56 FEET; SOUTH 21° 18' 13" WEST, 213.10 FEET; SOUTH 16° 08' 12" WEST, 105.72 FEET; SOUTH 14° 25' 12" WEST, 39.82 FEET; THENCE SOUTH 09° 11' 33" WEST, 85.00 FEET; THENCE SOUTH 59° 27' 40" WEST, 21.95 FEET; THENCE SOUTH 12° 10' 19" WEST, 125.57 FEET; THENCE SOUTH 10° 38' 16" EAST, 98.50 FEET; THENCE SOUTH 14° 43' 52" WEST, 115.96 FEET; THENCE SOUTH 04° 24' 58" WEST, 55.86 FEET; TO AN IRON PIPE; THENCE DEPARTING SAID APPARENT HIGH WATERLINE, SOUTH 69° 31' 03" WEST AND PARALLEL TO THE AFOREMENTIONED NORTH LINE OF SECTION 38, A DISTANCE OF 663.12 FEET TO THE EAST RIGHT-OF-WAY OF SAWPIT ROAD; THENCE NORTH 12° 04' 16" WEST ALONG SAID RIGHT-OF-WAY, 1934.30 FEET TO THE POINT OF BEGINNING.

CONTAINING 49.91 ACRES. MORE OR LESS

DMMA DU-2 Offloading

Legend

- SJ-MB
- Treasure Beach

Black Hammock Island

DMMA DU-2

DU-2

Sawpit Rd

Shellcracker Rd

Croaker Rd

bas Dr

Franseria Dr

Bream Rd

1st Coast Hwy

17

N

4000 ft

Google earth

© 2014 Google

RESOLUTION NO. 2015-01

**A RESOLUTION OF THE BOARD OF COMMISSIONERS
OF FLORIDA INLAND NAVIGATION DISTRICT, DELEGATING
CERTAIN AUTHORITIES TO THE EXECUTIVE DIRECTOR
(OR, IN HIS/HER ABSENCE, THE ASSISTANT EXECUTIVE DIRECTOR)**

WHEREAS, the Board of Commissioners of the Florida Inland Navigation District (the "Board") is the administrative and policy making body of the Florida Inland Navigation District (the "District") pursuant to s.374.983 and 374.984, F.S.; and

WHEREAS, the Board has determined that the delegation of certain routine administrative functions to the District's Executive Director will facilitate more effective and efficient administrative operations.

NOW, THEREFORE, be it resolved by the Board of Commissioners of the Florida Inland Navigation District:

Section 1. The Board hereby delegates certain routine administrative functions to the District's Executive Director as described in the attached revised Exhibit "A" (the "Delegation").

Section 2. The Executive Director will report to the Board monthly on the Delegations that he/she approves.

Section 3. In the event that the Executive Director is on vacation or is otherwise absent from the office for a period of ~~five (5)~~ three (3) or more consecutive business days, the administrative functions described in the attached Exhibit "A" are delegated by the Board to the Assistant Executive Director until the earlier of: the return of the Executive Director or the Board taking further action.

Section 4. This Delegation will be reviewed annually by the Board in conjunction with the development and approval of the annual District budget.

Section 5. This Resolution shall become effective upon adoption.

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Upon motion by Commissioner _____ and seconded by Commissioner _____, the Board approved the Resolution as follows:

Lynn Williams
 Aaron L. Bowman
 J. Carl Blow
 Jon Netts
 Susanne McCabe
 Jerry H. Sansom
 Paul U. Dritenbas
 Gail Kavanagh
 Donald Cuzzo
 Charles C. Isiminger
 Tyler Chappell
 Spencer T. Crowley III

The Chair thereupon declared the resolution duly passed and adopted this 16th day of January, 2015.

**FLORIDA INLAND NAVIGATION
DISTRICT**

By: _____
 Tyler Chappell, Chair

APPROVED AS TO FORM AND
LEGAL SUFFICIENCY

By: _____
 Peter L. Breton, Esq.
 General Counsel

EXHIBIT "A"

FLORIDA INLAND NAVIGATION DISTRICT BOARD OF COMMISSIONERS DELEGATIONS OF AUTHORITY TO THE EXECUTIVE DIRECTOR

Agreements

Execute Agreements for projects approved by the Board such as but not limited to the following:

- 1) Assistance Program Agreements.
- 2) Assistance Program Agreement Modifications.
- 3) Construction, Engineering, or Environmental Services Agreements.

Leases

Execute lease agreements on District properties for the following uses:

- 1) Storage of equipment or construction material/supplies.
- 2) Placing 1,000 yds³ or less of dredged material on the site in accordance with the District's standard use agreement.
- 3) Removing 20,000 yds³ or less of dredged material from a site for public purposes.
- 4) Leases approved by the Board or the Land Acquisition and Management Committee.
- 5) Leases with minor non-substantive amendments that have been reviewed and approved by the District's general counsel and which have been previously approved by the Board or the Land Acquisition and Management Committee.

Financial Issues

- 1) Approve expenditures of ~~\$3,000.00~~ \$5,000.00 or less for administration purposes.
- 2) Approve expenditures of \$10,000.00 or less for land acquisition and management and dredging related services.
- 3) Execute financial reports to the State that have been approved by the Board or that provide financial information from a Board-approved financial audit.
- 4) Execute resolutions for the purchase of certificates of deposit with State approved and qualified banks and institutions.
- 5) Authorize the designation of fund balance categories for the financial statements.

Bids

- 1) Reject bids for projects where there was only one bidder and/or the bid(s) was twenty-five (25) percent or more above the construction estimate.
- 2) Award bids of \$10,000.00 or less.

Permit Issues

- 1) Sign permit applications for Board-approved construction projects on District properties.
- 2) Issue Letters of No Objection to permitting agencies when neighboring projects affect District properties.

Travel

- 1) Authorize travel and make decisions about the most economical method of travel in accordance with s.112.061, F.S. for staff and commissioners.

Other

Execute the following:

- 1) Emergency contracts of \$20,000.00 or less
- 2) Contracts of all types meeting the above referenced dollar thresholds.
- 3) Equipment leases.
- 4) Approve contract change orders totaling up to ten (10) percent of the initially executed contract value with the concurrence of the Chair.
- 5) Approve change orders exceeding ten (10) percent of the initially executed contract value but not more than twenty (20) percent of the initially executed contract value if there is a finding by the Engineer, the District's Executive Director and the District's Chair that a delay in approving the change order will result in significant negative financial, environmental, or health safety and welfare impacts that could be avoided by a prompt approval.



December 23, 2014

Mr. Mark Crosley
Executive Director
Florida Inland Navigation District
1314 Marcinski Road
Jupiter, FL 33477

Re: Annual Adjustment of Billing Rates

Dear Mr. Crosley:

I have attached our proposed schedule of billing rates effective January 1, 2015 through December 31, 2015 (Attachment 1). Attachment 1 includes our currently effective rates for comparison and notes the percentage change with the proposed rate for each staff category. Variations in the percentage increase by labor category result from changes in staffing, such as new hires and promotions. As noted in Attachment 1, the average percentage increase in rates for 2015 is 2.0% for all staff and 2.9% for professional and technical staff.

So that you can fairly evaluate our rates, we have included supporting documentation comparing them with industry averages. Each proposed rate comprises three elements: direct salary, overhead rate (or indirect costs, including employee fringe benefits) and profit. Attachment 2 provides a comparison of the direct salaries included in our proposed rates with the Florida Department of Transportation's (FDOT) average negotiated rates for the period June 19, 2014 through December 19, 2014 and with the *2015 Zweig-White Salary Survey of Northeast & South Atlantic Engineering Firms*. Because the labor classifications within each comparable group do not exactly match our standard labor classifications, we assigned an equivalent labor classification for each of our proposed rates. As noted on the comparison chart, our average proposed direct rates are lower than the average of both FDOT and Zweig-White rates. Considering that both sources base their information on 2014 salaries, we feel that our direct rates for 2015 are fair and reasonable.

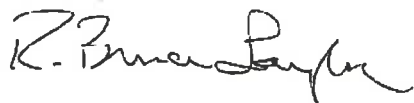
Furthermore, our proposed rates include our standard overhead of 167% of direct labor. Attachment 3 provides average overhead rates, as audited by the FDOT from 2010 to 2012, which is the most recently published data. The average FDOT home office overhead rate is 171.53%, above our proposed rate of 167%. Therefore, we feel that our overhead rate is also fair and reasonable.

Finally, the labor rates include our standard 12% profit. This is the standard profit we charge our clients and the profit on labor the FIND has granted us in the past. As previously authorized by the FIND, we include a 10% fee on subcontractor and other direct costs.

December 23, 2014
Mark Crosley
Page -2-

Thank you for your consideration of this request. Please let me know if I can answer any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "R. Bruce Taylor". The signature is fluid and cursive, with the first name "R." and last name "Taylor" clearly distinguishable.

R. Bruce Taylor, Ph.D., P.E.
CEO/Chairman of the Board

Enclosures

:lar

ATTACHMENT 1

TAYLOR ENGINEERING, INC.
PROPOSED HOURLY RATES FOR
FLORIDA INLAND NAVIGATION DISTRICT

Effective Date: 1/1/2015
 Expiration Date: 12/31/2015
 Fee on Subconsultants & ODC's: 10%

Labor Category	Current Burdened Hourly Rate	Proposed Burdened Hourly Rate	% Change
R. Bruce Taylor, Ph.D.	\$ 306.00	\$ 310.00	1.3%
President	230.00	240.00	4.3%
Vice President	185.00	185.00	0.0%
Senior Advisor	185.00	186.00	0.5%
Director	155.00	159.00	2.6%
Senior Professional*	135.00	141.00	4.4%
Project Professional*	105.00	106.00	1.0%
Staff Professional*	86.00	86.00	0.0%
Technical Editor	99.00	99.00	0.0%
Senior CAD/GIS Technician*	103.00	108.00	4.9%
Staff CAD/GIS Technician*	80.00	83.00	3.8%
Administrative	52.00	52.00	0.0%
Average Billing Rate — All Staff	143.42	146.25	2.0%
Average Billing Rate — Professional & Technical Staff	101.80	104.80	2.9%

*Included in calculation of *Average Billing Rate — Professional & Technical Staff*

ATTACHMENT 2

Taylor Engineering, Inc.
Comparison of Proposed Rates to FDOT Average Negotiated Rates
and Zweig-White Average Salaries

Labor Category	Direct Rate Proposed	Equivalent FDOT Job Classification	FDOT Average Rate	Equivalent Zweig-White Classification	Zweig- White Average Rate
R. Bruce Taylor, Ph.D.	103.68	No comparison		No comparison	
President	80.27	Chief Engineer	69.11	President	88.09
Vice President	61.87	Chief Engineer	69.11	Vice President	74.70
Senior Advisor	62.21	Senior Engineer	56.06	Principal Engineer	71.81
		Chief Engineer	69.11	Department Manager	59.12
Director	53.18	Project Manager	58.40	Department Manager	59.12
Senior Professional	47.16	Project Manager	58.40	Project Manager	46.83
		Senior Engineer	56.06		
Project Professional	35.45	Project Engineer	41.15	Project Engineer	35.48
		Engineer	34.36		
Staff Professional	28.76	Engineering Intern	26.84	Entry-level Engineer	26.42
Technical Editor	33.11	No comparison		No comparison	
Senior CAD/GIS Tech	36.12	Senior Engineering Tech	27.36	GIS Department Manager	43.43
		Senior Designer	37.29	CAD Manager	33.89
Staff CAD/GIS Tech	27.76	GIS Specialist	28.13	Project GIS Professional	30.40
		CADD/Computer Tech	26.36	Mid-level Civil Eng. Tech.	24.64
Administrative	17.39	Secretary/Clerical	20.86	Administrative Assistant	19.71
Average Rate ¹	45.02	Average Rate ¹	46.15	Average Rate ¹	48.20

¹ Average Rate excludes categories that have no comparison to FDOT and Zweig-White job classifications.

Attachment 3

Current Averages for Audited Overhead, Expense and Facilities Capital Cost of Money (FCCM) Rates

Updated: February 18, 2014

<u>RATE</u>	<u># OBS.</u>	<u>HIGH</u>	<u>LOW</u>	<u>MEAN</u>
Home Office Overhead	980	241.15%	116.45%	171.53%
Field Office Overhead	449	177.84%	81.20%	123.18%
Home Office Expense	912	35.47%	0.66%	10.32%
Field Office Expense	396	33.46%	1.23%	13.59%
FCCM	875	2.377%	0.045%	0.478%

The averages were calculated using three years worth of audit data, after eliminating the highest and lowest 5%. Self-certified rates, interim rates, and rates determined from job cost accounting system reviews were also eliminated from the calculations, since they are unaudited rates.

The average overhead, expense, and FCCM rates are to be used for comparatively assessing consultant cost control efforts, in accordance with Section 5.0, Negotiation of Operating Margin.

The averages will be used as caps on maximum awarded overhead (indirect costs) rates for firms who submit unaudited rates, including interim reimbursement rates, self-certified reimbursement rates, and job cost accounting system review reimbursement rates for use on professional services contracts.

ALCALDE & FAY
GOVERNMENT & PUBLIC AFFAIRS CONSULTANTS

December 23, 2014

MEMORANDUM

TO: Mark Crosley, Executive Director

FROM: Jim Davenport

SUBJECT: Federal Legislative Report

FISCAL YEAR 2015 FUNDING FOR THE INTRACOASTAL WATERWAY

On December 16th, the President signed a \$1.1 trillion bipartisan spending package (H.R. 83), being referred to on Capitol Hill as a “cromnibus,” which incorporates 11 of the 12 Fiscal Year (FY) appropriations bills into one spending measure and includes a continuing resolution for the Department of Homeland Security (DHS) through February 27, 2015. The deal represents a significant victory for appropriators who for months have insisted that spending caps set under the 2013 budget deal would allow them to move most of the annual measures for FY 2015. The continuing resolution portion is an effort by Republicans leaders to force a showdown with the White House on immigration in the new Congress, when they will control both chambers.

We are pleased to report that the Energy and Water Appropriations section includes \$600,000 for the Intracoastal Waterway along with \$45 million for Navigation Maintenance and \$42 million for Inland Waterways. In addition to the \$600,000 for the IWW, FIND can request funding in the Corps FY 2015 Work Plan from the Navigation and Inland Waterways categories.

The Corps has 60 days from enactment of the bill, roughly February 16th, to develop the 2015 Work Plan. To that end, we have discussed a Work Plan request with Shelley Trulock, and she confirms that the Corps has the capabilities to carry out work for Broward County Reach 1, Brevard County Reach 2, and DMMA O-7 in Martin County.

We have put together a letter on behalf of FIND’s congressional delegation to Secretary Jo-Ellen Darcy seeking funding for these projects in the Work Plan. Representatives Lois Frankel and Bill Posey have agreed to take the lead on this letter, while Representatives Alcee Hastings and Debbie Wasserman Schultz have agreed to sign on.

We are working with several other offices, including Senator Bill Nelson, to obtain additional support for this letter.

We will also be discussing FIND's projects with Corps Headquarters very soon and will keep you apprised of our efforts.

MEETING WITH NATIONAL MARINE FISHERIES SERVICE AND ARMY CORPS OF ENGINEERS

As you know, we are planning to arrange a meeting for FIND with the Jacksonville Corps, the National Marine Fisheries Service (NMFS) Southeast Regional Office, and the Representative Lois Frankel to discuss a better path forward for the Essential Fish Habitat consultation process. Representative Frankel has offered a few dates in February for the meeting and we will work on arranging the meeting once you have selected the date that works for you.

MAINTENANCE DREDGING OF THE INTRACOASTAL WATERWAY (IWW) PROJECT IN FLORIDA

ISSUE: In 2016-2017, maintenance dredging of three areas of the Intracoastal Waterway in Florida is required to maintain its safe navigability.

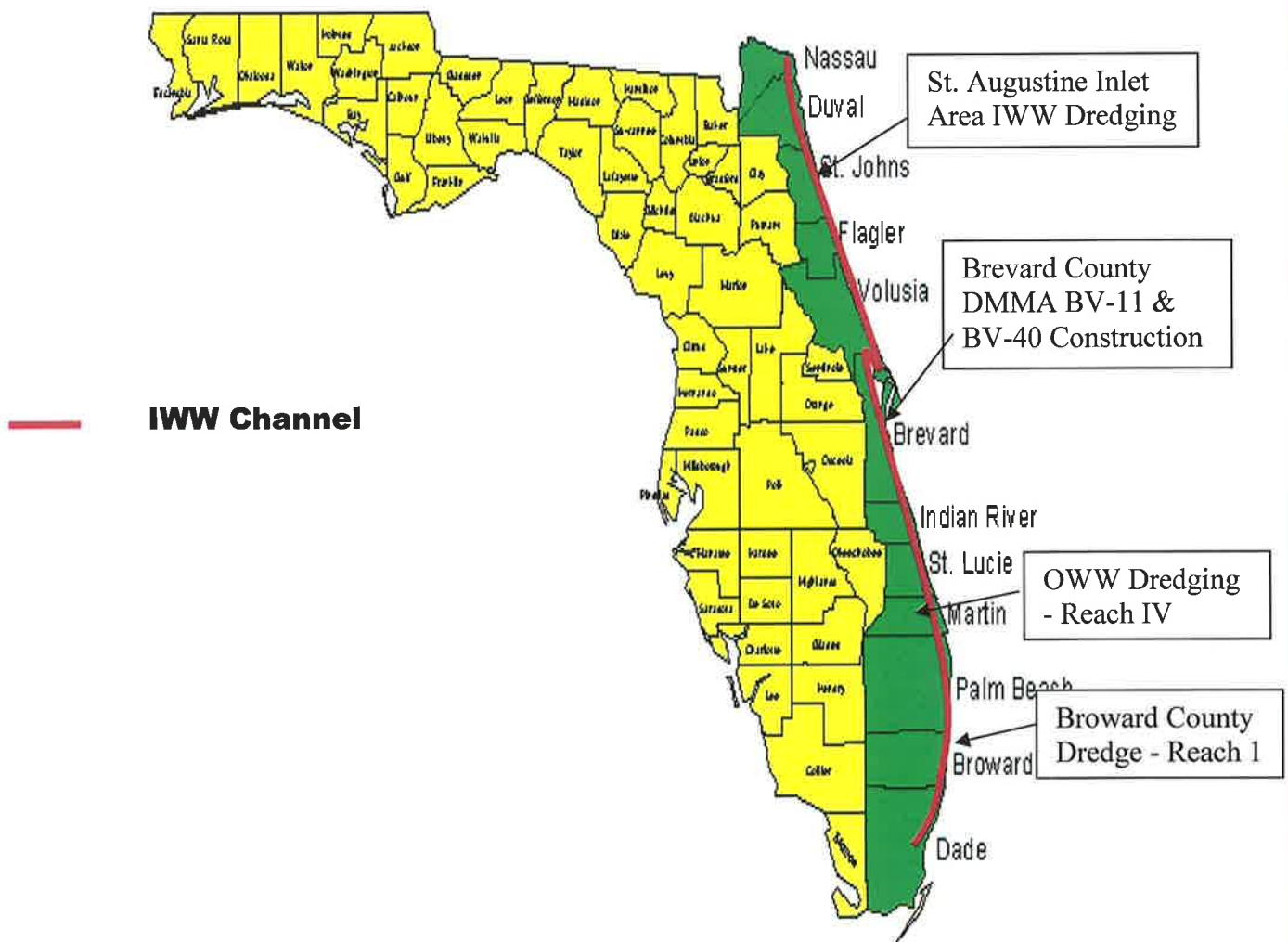
- Intracoastal Waterway (IWW) dredging in the vicinity of the St. Augustine Inlet will be necessary for the safe navigation of the IWW. (Please see map on page 2). Shoaling has been documented by hydrographic surveys, and areas of the waterway are as shallow as 7 feet within the federal 12-foot authorized channel. This project includes the beneficial use of the dredged material by placing it on the eroding beaches of St. Johns County. The local sponsor, Florida Inland Navigation District (FIND), will work with the U.S Army Corps of Engineers (USACE) to complete the construction of this important navigation project. This dredging project is estimated to cost \$4.4 million. **Congress is requested to provide 50% cost-share funding of \$2.2 million for this important federal navigation project.**
- Dredging is necessary to maintain safe navigation in Broward County Dredging Reach 1, located near Hillsboro Inlet (Please see map on page 2). Shoaling has been documented by hydrographic surveys, and areas of the waterway are as shallow as 7 feet within the federal 10-foot authorized channel. FIND has secured the necessary lands to complete this project. The expertise of the USACE is necessary to successfully complete this project. The project cost estimate is \$3.6 million. **Congress is requested to provide 50% cost-share funding of \$1.8 million for this important federal navigation project.**
- Maintenance dredging of Reach II & III is necessary for safe navigation in Brevard County (Please see map on page 2). This project will have the added benefit of water quality improvements by removing fine sediments in the channel that are constantly re-suspended through storm and boating activity. To complete this project, additional Dredged Material Management Areas will need to be constructed within the county. FIND has purchased all 7 land areas identified in the Long-Range Dredged Material Management Plan to receive material from the IWW. Federal funding is needed to construct the Dredged Material Management Areas to facilitate dredging. Funding for construction of DMMAs BV-11 and BV-40 in Brevard County is requested. Shoaling has been documented by hydrographic surveys, with approximately 844,000 cyd³ of material to be removed from the federal channel. Site construction is estimated to cost \$8.6 million. **Congress is requested to provide 50% cost-share funding of \$4.3 million for this important federal navigation project.**

BACKGROUND: Operation and maintenance of the Intracoastal Waterway in Florida is a Federal (U.S. Army Corps of Engineers) responsibility. FIND is required to provide the lands for dredged material management. Inadequate federal funding creates a maintenance backlog, decreasing the reliability and safety of the waterway for use by commercial and recreational vessels.

OTHER ISSUES: The local sponsor (FIND) has purchased and provided the lands necessary for project completion.

BENEFITS: The Intracoastal Waterway in Florida annually transports tons of commercial cargo and over 500,000 recreational vessels; provides \$12 billion in economic output, which includes \$3 billion in personal wages and 68,230 jobs; generates \$540+ million in tax revenues and increases property values by \$19.4 billion. Studies have shown that these benefits would be reduced by 45% to 50% if the waterway is not properly maintained.

LOCATION MAP FY 2016 APPROPRIATIONS REQUEST INTRACOASTAL WATERWAY PROJECTS



MAINTENANCE DREDGING OKEECHOBEE WATERWAY (OWW) PROJECT, FLORIDA

ISSUE: In 2015, the USACE will construct Dredged Material Management Area (DMMA) O-7 in Martin County. This site is essential for dredging of the Okeechobee Waterway (OWW), the ONLY cross-Florida waterway (Please see map on page 2 and below). Federal funding is requested to dredge Okeechobee Waterway Reach IV. Shoaling has been documented by hydrographic surveys and areas of the waterway are as shallow as 5 feet within the authorized 8 foot project. This causes severe navigation problems for all size classes of commercial and recreational vessels on the waterway. The local sponsor of the project, the Florida Inland Navigation District (FIND), is providing the lands required for the project and 50% of the total project costs (\$4.8 million). **Congress is requested to provide \$2.4 million (50% cost-share) in funding for this necessary and important federal navigation project.**

BACKGROUND: Operation and maintenance of the Okeechobee Waterway in Florida is a Federal responsibility. The local sponsor is required to provide the lands for dredged material management. FIND has purchased the land necessary to construct the required DMMA. Federal funding assistance is requested to construct the DMMA containment facility prior to dredging of this reach. The navigation channel has not been maintained for many years.

BENEFITS: The Okeechobee Waterway in Florida annually transports tons of commercial cargo, has recreation visitation by 6.6 million people and a National Economic Development (NED) value of over \$55 million. The Corps of Engineers has estimated the average annual National Economic Development impact to navigation and recreation through the loss of operation and maintenance activities to be \$22.7 million.

