

PRELIMINARY AGENDA

FLORIDA INLAND NAVIGATION DISTRICT Board of Commissioners Meeting

9:00 a.m., Friday, July 22, 2016

**Hampton Inn & Suites
19 S. Second St.,
Fernandina Beach (Nassau County), FL 32034-4201**

Item 1. Call to Order.

Chair Cuozzo will call the meeting to order.

Item 2. Pledge of Allegiance.

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

Item 3. Roll Call.

Secretary Donaldson will call the roll.

Item 4. Consent Agenda.

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

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

RECOMMEND: Approval of the Consent Agenda.

- a) Keep Palm Beach Beautiful Annual Intracoastal Waterway Cleanup Program Funding Request, Palm Beach County, FL.
 - b) Friends of GTM Reserve Annual Waterway Cleanup Program Funding Request, St Johns County, FL.
 - c) Waterway Cleanup Assistance to the Marine Industries Association of the Treasure Coast for the 9th Annual Treasure Coast Waterway Cleanup Project in Martin, St. Lucie and Indian River Counties.
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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.

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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.

- June 17, 2016 – Finance & Budget Committee Mtg. (Please see back up pages 7-10)
- June 17, 2016 – Board Meeting (Please see back up pages 11-44)
- June 18, 2016 – Board Meeting (Please see back up pages 45-75)

RECOMMEND: Approval of the minutes as presented.

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

U.S. Army Corps of Engineers (USACE) Intracoastal Waterway Project Manager, Ms. Shelley Trulock is scheduled to present an update on projects and activities.

(Please see back up pages 76-81)

Item 9. **Staff Report on Nassau County Area Projects.**

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

(Please see back up pages 82-95)

Item 10. **Update from the Atlantic Intracoastal Waterway Association.**

Mr. Brad Pickle, Executive Director of the Atlantic Intracoastal Waterway Association (AIWA) is scheduled to provide an annual update of the agency's activities and initiatives. The AIWA is the "voice" of the Intracoastal Waterway (ICW), representing users and interested parties from Virginia through Florida, while providing regional and national leadership for the Waterway. The agency operates on the local, State and regional levels to successfully promote funding for, the use of, and information about all issues Waterway-related.

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

Item 11. Presentation and Discussion of Water Injection Dredging.

Water injection dredging generally involves liquefying sediment to move it (by current or tide) from one location to another. Under certain applications, this dredging method can prove useful and cost-effective. Mobilization costs are normally much lower than conventional dredging and there is no need to handle the dredged material.

This method is generally not permitted in areas where resources are present or turbidity is a concern. In addition, since the material moves from one location to another, this could be a cause of concern for subsequent shoaling in other areas.

Mr. Tim Welp, Research Hydraulic Engineer with the U.S. Army Corps of Engineers (USACE) Engineer Research and Development Center, Coastal Hydraulic Laboratory in Vicksburg, MS, has been invited to present and discuss this item.

(Please see back up pages 96-101)

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

Item 12. Scope of Work and Cost Proposal for Design and Technical Specifications for Weir Replacement at Dredged Material Management Area DU-2, Duval County, FL.

The existing weir system at Dredged Material Management Area (DMMA) DU-2 was constructed, along with the entire facility, in the late 1990's. The weir system at that time utilized treated corrugated half-pipe and timber boards. The metal (and wood) in these systems is failing and the entire weir system is in need of replacement at this and several other locations.

Taylor Engineering has provided a scope and cost proposal in the amount of \$50,363.09 to design and engineer an entirely new and updated weir system. The plan is to install the new weirs when prior to dredging Nassau Reach I. Staff has reviewed the proposal and found it to be accurate and reasonable.

(Please see back up pages 102-112)

RECOMMEND: Approval of a scope of work and cost proposal in the amount of \$50,363.09 from Taylor Engineering for Design and Technical Specifications for Weir Replacement at Dredged Material Management Area DU-2, Duval County, FL.

Item 13. Temporary Access Road Easement Agreement Amendment for Dredged Material Management Area SL-2, St. Lucie County, FL.

On June 24, 2008, the Navigation District entered into a Temporary Access Road Easement Agreement (Agreement) with the adjacent land owner (Coconut Cove, LLC.) at Dredged Material Management Area (DMMA) SL-2 in St. Lucie County. The original permanent access agreement with Kennedy Groves (the original owner) for SL-2 was recorded on September 15, 1998. The adjacent property owners initiated construction of a bridge in 2008 at this location, in association with a neighboring planned development. The planned development project was never constructed and access to the bridge was never completed. Currently, the bridge is inaccessible and has begun to deteriorate.

This site is one of the Navigation District's primary Dredged Material Management Areas (DMMA) as identified in the District's Long-Range Dredged Material Plan. The site has been constructed and is planned for use for the forthcoming dredging of St. Lucie Reach I in late 2016. The temporary access agreement will remain in effect until the permanent access is available or relocated.

(Please see back up pages 113-119)

RECOMMEND: Approval of a Temporary Access Road Easement Agreement Amendment for Dredged Material Management Area SL-2, St. Lucie County, FL.

Item 14. Scope of Work and Fee Quote for Construction Administration Services and Project Close-out for the Dredging of St. Lucie Reach I, St. Lucie County, FL.

By the end of this year, the Navigation Districts plans to dredge 85,000 cu/yds of material from Reach 1 in St. Lucie County. This material will be placed in Dredged Material Management Area (DMMA) SL-2.

Taylor Engineering has provided a scope and cost proposal in the amount of \$119,405.39 for construction administration and project close-out necessary to complete this project. Staff has reviewed the proposal and found it to be reasonable.

(Please see back up pages 120-129)

RECOMMEND: Recommend: Approval of a scope of work and cost proposal in the amount of \$119,405.39 from Taylor Engineering for construction administration and project closeout for the dredging of St. Lucie Reach 1, St. Lucie County, FL

Item 15. FY 2016-2017 Cooperative Assistance Program Application Rating and Evaluation.

Staff has compiled the Commissioner's Rating and Evaluation Scores for the Cooperative Assistance Program (CAP) applications. Each CAP application received more than the required 35 points for further funding consideration, pursuant to the program rules. The four construction projects are expecting to obtain the required environmental permits prior to the District's deadline. The Florida Department of Environmental Protection's (FDEP) requests are ongoing, successful programs.

(Please see back up page 130)

RECOMMEND: Approval of the final listing of FY 2016-2017 CAP applications for funding consideration at the Navigation District's final TRIM hearing.

Item 16. FY 2016-2017 Waterways Assistance Program Application Rating and Evaluation.

Staff has compiled the Commissioner's Rating and Evaluation Scores for each Waterways Assistance Program (WAP) Application. Each WAP application received more than the required 35 points for further funding consideration, pursuant to the program rules.

(Please see back up pages 131-135)

RECOMMEND: Approval of the final listing of FY 2016-2017 WAP applications for funding consideration at the Navigation District's final TRIM hearing.

Item 17. Finance and Budget Committee Report.

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

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

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

Item 18. Public Relations Committee Report.

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

(Please refer to the Public Relations Committee Agenda Package)

RECOMMEND: Approval of the recommendations of the District's Public Relations Committee.

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Item 19. Washington D.C. Report.

The District's federal governmental relations firm has submitted a status report concerning activity on the District's federal issues.

(Please see back up pages 137)

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

Item 20. Additional Staff Comments and Additional Agenda Items.

Item 21. Additional Commissioners Comments.

Item 22. 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

8:15 a.m., Friday, June 17, 2016

DoubleTree by Hilton Cocoa Beach Oceanfront

2080 North Atlantic Drive

Cocoa Beach, Brevard County, Florida 32931-3333

ITEM 1. Call to Order.

Committee Chair Netts called the meeting to order at 8:15 a.m.

ITEM 2. Roll Call.

Assistant Executive Director Janet Zimmerman called the roll and Committee Chair Netts, Chair Cuozzo, Treasurer McCabe and Commissioner Sansom were present. Ms. Zimmerman stated that a quorum was present.

ITEM 3. Additions or Deletions.

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

Commissioner Sansom made a motion to approve the agenda as presented. The motion was seconded by Chair Cuozzo. Committee Chair Netts asked for any further discussion, hearing none, a vote was taken and the motion passed.

ITEM 4. Election of a Committee Chair.

Commissioner Sansom nominated Treasurer McCabe as the new Finance and Budget Committee Chair. The motion was seconded by Chair Cuozzo. Committee Chair

Netts asked for any further discussion, hearing none, a vote was taken and the motion passed.

Committee Chair Netts turned the meeting over to the newly nominated Committee Chair McCabe.

ITEM 5. Public Comments.

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

ITEM 6. Financial Statements for April of 2016.

Mr. Crosley presented the District's financial statements as of April 30, 2016.

Mr. Crosley stated that as the District's investments mature, staff has reinvested the funds at slightly higher interest rates. Two Bank United CD's matured in May and were renewed for 18 months at 0.90%. The Bank United Money Market accounts are receiving 0.65% interest. The District is receiving 0.60% from Fidelity Bank and 0.65% from Seacoast Bank.

Mr. Crosley stated that the District has received approximately 90% of the current year's tax revenue. Tax Certificates for delinquent taxes are being paid.

Mr. Crosley referred to the District's Accounts payables of \$393,419.97 and stated that the majority of that funding is project retainage for Phase I Assistance projects. Phase I projects are not disbursed until the project goes to Phase II, construction phase.

Mr. Crosley stated that Retainage Payables for contracts has increased because until completion of the current dredging projects, final retainage payments are not paid to the dredging contractors. The Broward IWW Deepening project is up and running and payment

disbursements are being made. The IWW Deepening Palm Beach County North project has been completed.

Mr. Crosley stated projects with the U.S. Army Corps of Engineers (USACE) are paid for in advance, before the project is bid, and reimbursements are disbursed to the District upon project completion. Funding for the DMMA O-7 project has been sent to the USACE. The property owner's manager of DMMA O-7 has contacted the District regarding the District's use of their road and negotiations for use of this road are ongoing. Project advertisement has been delayed until finalization of the road use negotiations. He asked for questions. There were none.

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

ITEM 7. April of 2016 Budget Summary and Project Status Expenditure Reports.

Mr. Crosley presented the Budget Summary and Project Status Expenditure Reports for April of 2016. All projects are on track. He asked for questions. There were none.

ITEM 8. Delegation of Authority Report.

Mr. Crosley presented the Executive Director's Delegation of Authority Report and stated that two (2) actions were taken from May 11, 2016 to June 6, 2016.

Mr. Crosley stated that these items are for well monitoring and environmental work. He asked for questions, there were none.

ITEM 9. Additional Agenda Items or Staff Comments.

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

ITEM 10. Additional Commissioners Comments.

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

ITEM 11. Adjournment.

Committee Chair McCabe stated that hearing no further business the meeting was adjourned at 8:26 a.m.

**MINUTES OF THE
FLORIDA INLAND NAVIGATION DISTRICT**

8:30 a.m., Friday, June 17, 2016

Board of Commissioners Meeting

DoubleTree by Hilton Cocoa Beach Oceanfront

2080 North Atlantic Avenue (S.R. AIA)

Cocoa Beach, Brevard County, Florida 32931-3333

ITEM 1. Call to Order.

Chair Cuozzo called the meeting to order at 8:30 a.m.

ITEM 2. Pledge of Allegiance.

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

ITEM 3. Roll Call.

Secretary Donaldson called the roll and Chair Cuozzo, Vice-Chair Netts, Treasurer McCabe, Commissioner Blow, Commissioner Chappell, Commissioner Dritenbas, Commissioner Isiminger, Commissioner O'Steen, Commissioner Sansom, and Commissioner Williams were present. Secretary Donaldson stated that a quorum was present. Also in attendance were Executive Director Mark Crosley, Assistant Executive Director Janet Zimmerman, Intern Nicole MacPhail and Attorney Peter Breton. Commissioner Crowley arrived to the meeting at 8:45 a.m. Jerry Scarborough arrived to the meeting at 1:00 p.m.

The following visitors were present: Mr. David Dearth, Florida Division of Recreation and Parks; Steven Trull, U. S. Fish and Wildlife Service; Ms. Sheena Chin-

Greene, Florida Department of Environmental Protection; Ms. Jennifer Roberts, Florida Department of Environmental Protection; Mr. William Tredik, St. Johns River Water Management District; Sergeant Shawn Hoyt, Town of Indian River Shores; Mr. Tim Voelker, City of Stuart; Mr. Kevin Landry, Martin County; Sergeant James A. Foster, Jr., Martin County; Mr. Scott Boyee and Mr. John Duchock, Town of Jupiter Island; Mr. Lillian Tomeu, City of Belle Glade; Mr. John Sprague, City of Riviera Beach; Ms. Leah Rockwell, City of West Palm Beach; Chairman George G. Gentile and Mr. Mike Grella, Jupiter Inlet District; Mr. Ted Schiafone, Town of Lake Park; Mr. Peter Allen, Village of Tequesta; Mr. Joe Springer, City of Fernandina Beach; Mr. Chris Kelley, Town of Marineland; Mr. John Fiore, Broward County; Ms. Peg Buchan, Port Everglades; Sergeant Thomas Capano, City of Fort Lauderdale; Police Chief Ross Licata, City of Lighthouse Point; Mr. Horacio Danovich, City of Pompano Beach; Ms. Libby Woodruff and Mr. Dean Kubitschek, City of Fort Pierce; Mr. Mark Satterlee, St. Lucie County; Mr. Brian Burket, City of Jacksonville.

ITEM. 4. Additions or Deletions.

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

Ms. Zimmerman stated that she would like to delete from the agenda: Item 10.11, Village of North Palm Beach, Anchorage Park Trail and Kayak Launch. The application was withdrawn.

Commissioner Sansom made a motion to approve the final agenda as amended. The motion was seconded by Commissioner Dritenbas. Chair Cuozzo asked for discussion. Hearing none, a vote was taken and the motion passed.

ITEM 5. Public Comments.

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

ITEM 6. Board Meeting Minutes.

Chair Cuozzo asked if there were any comments or questions regarding the Board meeting minutes. There were none.

Commissioner Dritenbas made a motion to approve the May 20, 2016 meeting minutes as presented. The motion was seconded by Vice-Chair Netts. Chair Cuozzo asked for discussion. Hearing none, a vote was taken and the motion passed.

ITEM 7. Finance and Budget Committee Report.

Committee Chair McCabe stated that the District's Finance and Budget Committee met before today's Board meeting. She stated that the Committee reviewed and recommends approval of the April of 2016 financial information.

Treasurer McCabe made a motion to approve the District's April of 2016 financial information. The motion was seconded by Vice-Chair Netts. Chair Cuozzo asked for discussion. Hearing none, a vote was taken and the motion passed.

ITEM 8. Staff Report on Brevard County Area Projects.

Mr. Crosley stated that Phase I of the Dredged Material Management Plan (DMMP) for the Intracoastal Waterway (IWW) in Brevard County was completed in 1989. This plan identified an estimated dredging requirement of approximately four (4) million cubic yards of material over the next fifty (50) years. The authorized channel is 78 miles-long, divided into 6 dredging reaches, with an authorized federal channel depth of -12 feet. Phase II of

the DMMP was completed in 1994 identifying eight (8) properties for the development of Dredged Material Management Areas (DMMA's).

Mr. Crosley stated that the 50-year storage projection for the 78 miles of channel in Brevard County is approximately 7.6 million cubic yards, the third highest of the District's 12 counties.

Mr. Crosley stated that Dredged Material Management Areas (DMMA) BV-2C, BV-NASA, and BV-52 have been fully constructed. DMMA's BV-4B has had plans and specifications completed. BV-R, BV-11, and BV-40 have had Phase I development. The permit application for the construction of BV-4B has been submitted and site construction is expected to occur in 2017. Permitting and engineering for DMMA BV-11 is expected to start late in 2017.

Commissioner Sansom asked about the status of DMMA BV-R. Mr. Crosley stated that locals would like that site incorporated into the City of Rockledge.

Commissioner Sansom asked about construction plans for DMMA BV-40. Mr. Crosley stated that site is planned for construction in seven (7) to ten (10) years. DMMA BV-11 is the next site scheduled for construction and then DMMA BV-24, and DMMA BV-40.

Mr. Crosley stated that Brevard County successfully utilized DMMA BV-52 for muck dredging of Turkey Creek. The county also has plans to utilize DMMA BV-4B for muck dredging in the vicinity of the Mims public boat ramp. Due diligence (geotechnical investigation, permitting and preliminary engineering) are continuing to facilitate a property exchange with Brevard County for an adjacent, county-owned property (DMMA

BV-24A) in order to preserve scrub jay habitat and lessen the District's site permitting and development requirements.

Mr. Crosley stated that there is no IWW dredging currently scheduled in Brevard County by the District. The most recent dredging occurred in 2000 when approximately 1.2 million cubic yards of material was dredged from Reach 1 in northern Brevard County and placed in BV-2C. Brevard County is undertaking several muck dredging projects for environmental benefits. These projects are utilizing District DMMA's for material dewatering. The dredged material would then be removed to a permanent location. Plans to dredge Brevard Reach II will follow the completion of the construction of DMMA BV-4B expected by 2018.

Mr. Crosley stated that since 1986, the District has provided \$11.9 million in Waterways Assistance Program funding to 127 projects in the County having a total constructed value of \$33 million. These programs are very important to Brevard County.

Mr. Crosley stated that the District has successfully partnered with Keep Brevard Beautiful for numerous years on waterway clean-up projects in Brevard County.

Mr. Crosley stated that in addition to several assistance program grants for derelict vessel removal, Brevard County has consistently and successfully applied for projects through the Small-Scale Derelict Vessel Removal Program. He asked for question. There were none.

ITEM 9. FY 2016-2017 Cooperative Assistance Program Application Presentations.

Ms. Zimmerman outlined the presentation schedule and stated that each applicant will be allowed five minutes for their presentation followed by five minutes of commissioner questions and discussion. She stated that each application has a highest

available score listed for that project, and for a project to remain eligible for funding, it must obtain a total score of 35 or above. She noted that the minimum score any CAP project can receive is 0. She informed commissioners that their scoring sheets are due back to the office by July 7, 2016. She stated that all project permits must be received by the District's Final Budget and Tax Hearing, which has tentatively been set for September 28, 2016.

Ms. Zimmerman stated that if a policy issue comes up during an application presentation, it will be deferred to the end of the meeting for discussion. She noted that it is important that this meeting stay on schedule. She reviewed the presentation timer light signals.

Ms. Zimmerman stated that if the general public wishes to comment on any agenda item, they can do so at the end of each day. She asked if there were any questions. There were none.

ITEM 9.1. Bulkhead Rehabilitation at No Name Harbor, Florida Division of Recreation and Parks.

Mr. David Dearth, with Bill Baggs Cape Florida State Park, presented the application to rehabilitate 1,475 linear feet of bulkhead along the southwest shore of No Name Harbor at Bill Baggs Cape Florida State Park. The Park is located at the southern tip of Key Biscayne in Miami-Dade County. The Park receives more than 900,000 annual visitors and is a popular destination for recreational boaters and offers free daytime and evening use of the bulkhead.

Mr. Dearth stated that presently, around 100 feet of bulkhead is closed off from public use due to moderate and major cracking of the bulkhead cap. Repairs include replacement of 150 tie-rods with deadman anchors, sidewalk repairs and riprap installation. The seawall was last repaired in 1972.

Commissioner Isiminger stated that \$677.00 per linear foot of seawall repair is a high cost for a seawall over fifty years old. He asked if the park has considered a rip-rap with a marginal dock further out into the water.

ITEM 9.2. Florida Clean Vessel Act Program, Florida Department of Environmental Protection.

Ms. Sheena Chin-Greene, with the Florida Department of Environmental Protection, presented the application for the District to participate again in the Florida Clean Vessel Act Grant Program (CVA) to fund construction and installation of approximately 20 pumpout or dump station facilities at marinas and boatyards over the next two-years. The CVA Program provides grants for the repair, renovation, or installation of new pumpout facilities for the proper handling and disposal of sewage generated by boaters. Since 1994, grants have funded over 550 public pumpout stations in the twelve counties of the District and have collected millions of gallons of sewage generated by boaters. This program funding is being matched by Florida Fish & Wildlife Conservation Commission (FWC) and the federal government.

Commissioner Dritenbas asked if the marina provides the pumpout reports to the Florida Department of Environmental Protection (FDEP). Ms. Chin-Greene answered yes.

Commissioner Blow stated that he spoke with a local marina operator who advised him that the pumpout program reporting was so burdensome that the marina would not apply for pumpout facility grant.

Mr. Crosley asked if the FDEP could streamline or simplify the reporting requirements. Ms. Chin-Greene stated she would pass that information to her supervisor.

ITEM 9.3. Hugh Taylor Birch State Park IWW Improvements, Phase IIB, Florida Department of Environmental Protection.

Ms. Jennifer Roberts, with the Florida Department of Environmental Protection (FDEP), Hugh Taylor Birch State Park, presented the Phase IIB application to construct a 230-foot floating dock and seawall along the Intracoastal Waterway (IWW) at Hugh Taylor Birch State Park. This new seawall and boat dock construction will allow the public to access the park from the water and become a public boater destination. Other elements of the project include a trail/walkway, education center, interpretive kiosk, and a separate water taxi loading area.

Secretary Donaldson asked if the seawall would be elevated because of the high-tide over topping the seawall. Mr. Dearth answered yes, and stated that they have had some over-topping and are elevating the seawall.

Commissioner Blow asked about the permit status. Mr. Dearth stated that all permits are in place.

Commissioner Crowley asked about the seawall diffusion. Mr. Dearth stated that at every two-feet, a piling will be installed and will be capped for diffusion. The seawall is 1.2 miles long.

Commissioner Chappell stated that this park is the number two visitor destination in the State of Florida with over 400,000 visitors last year and is very important to Broward County. This project is just the beginning of work and upgrades to be made to this facility. This project is being matched by public donations, local grants, and state legislative funding.

ITEM 9.4. Eau Gallie Dredging, Phase 2B, and Road Crossing Construction, St. Johns River Water Management District.

Mr. William Tredik, with the St. Johns River Water Management District (SJRWMD), presented the Phase 2B application to dredge the Eau Gallie River's South Prong, Elbow Creek.

Mr. Tredik stated that the Eau Gallie River is a 3.9-mile-long tributary of the Indian River Lagoon located in Brevard County within the City of Melbourne. He stated it is estimated that 625,000 cubic yards of muck will be dredged. He stated that these muck deposits have become a public safety concern because they affect the navigability of the Eau Gallie River and contribute to shoaling in the Indian River Lagoon and the Intracoastal Waterway (IWW) Channel. He stated that this is a multi-year project and previous Phases were funded by FIND in 2012 and 2014. He noted that in 2015, FIND helped fund the construction of the Dredge Material Management Area (DMMA). He noted that the State of Florida is contributing \$10 million to this high priority \$20 million project.

Commissioner Sansom asked if this application is for dredging from outside of the harbor into the channel and possibly expanding muck removal further out into the lagoon. Mr. Tredik answered yes.

ITEM 9.5. Beacon 42 Boat Ramp.

Mr. Steven Trull, with the U. S. Fish and Wildlife Service, presented the application to rebuild the Beacon 42 public boat ramp located on the Merritt Island National Wildlife Refuge at NASA's J. F. Kennedy Space Center. The new boat ramp will be a dual concrete ramp separated by a floating dock. The ramps will each be 30-feet long and will

accommodate a 21-foot-long boat. A new information kiosk will be installed to provide wildlife education to the 1.2 million annual park visitors.

Commissioner Sansom asked the number of boat ramps at this facility. Mr. Trill answered three. Commissioner Sansom asked about security improvements. Mr. Trill stated that security cameras have been installed and the area is patrolled by Kennedy Space Center security.

ITEM 10. FY 2016-2017 Waterway Assistance Program Application Presentations.

ITEM 10.01. Law Enforcement and Fire Suppression Patrol Boat, Town of Indian River Shores.

Sergeant Shawn Hoyt, with the Town of Indian River Shores Fire Department, presented the application to purchase a Fire Suppression Patrol Boat. This boat will hold 15 passengers/survivors. This vessel will provide law enforcement, waterway safety and fire assistance to 5.4 miles of Intracoastal Waterway (IWW) and 23 miles of lagoon and ocean in Indian River County.

Commissioner Dritenbas stated that he supports this project and stated it is overdue.

Treasurer McCabe asked about the time-frame for assistance calls. Sergeant Hoyt stated that 45 minutes from the shore to the inlet. He stated that with the vessel already in the water, the travel time would be reduced.

ITEM 10.02. Shepard Park Improvements Part II, City of Stuart.

Mr. Tim Voelker, with the City of Stuart, presented the Part II application to construct: a new seawall; ADA compliant floating dock; add an additional six vehicle/boat

trailer parking; restroom facility; and two environmental education classrooms/pavilions at the 4.5-acre Shepard Park. He stated that the project permits have been received.

Commissioner Blow asked if marine contractors are allowed to use the boat ramp for marine construction loading and unloading. Mr. Voelker stated that there are no written restrictions but, that this is a very busy public boat ramp.

ITEM 10.03. Phipps Park Shoreline, Martin County.

Mr. Kevin Landry, with Martin County for the Board of County Commissioners, presented the application to stabilize 1,200 linear feet of shoreline and construct a public boat dock and fishing pier at Phipps Park. This park is located east of the St. Lucie Locks on the Okeechobee Waterway. This project will expand waterway access at the 55-acre park and campground that provides public fishing, boating access, picnicking and hiking.

Chair Cuozzo stated that this shoreline stabilization project will keep sand out of the District's channel. He noted that Martin County has a Liberty Coach facility, one of only two in the United States, and no real RV Park for these vehicles. He is hopeful that this park will become a destination for these RV Coaches.

ITEM 10.04. Martin County Sheriff's Marine Patrol Vessel, Martin County Sheriff's Office.

Sergeant James A. Foster, Jr., with the Martin County Sheriff's Office, presented the application to purchase a rigid hull inflatable boat to patrol the county's sandbars, spoil islands, Intracoastal Waterway (IWW) and the Atlantic Ocean.

Sergeant Foster stated that in 2015 the Martin County Sheriff's Marine Unit logged 6,362 water patrol hours, conducted 3,245 safety inspections, had 296 vessel assists and 17 rescues. Patrols and were located in southern Martin and Northern Palm Beach Counties.

Commissioner Williams asked why 300 HP engines. He commented that taxpayers would questions the engine size. Sergeant Foster stated that rigid hull inflatable boats require two 300 HP engines. Offshore rescues are safer with larger engines.

Commissioner Blow stated that it is better to have an over-powered boat than under powered.

Treasurer McCabe stated that taxpayers who would question matters such as this should get themselves fully educated as to the equipment law enforcement needs and trust that law enforcement knows what they need. She stated that this is a terrific project.

ITEM 10.05. Jupiter Island Marine Patrol Boat Lift, Town of Jupiter Island.

Mr. Scott Boyee, with Jupiter Island Public Safety, presented the application to construct a boat lift parallel to the existing public safety boat lift on the Town dock. The public safety unit has 23 employees of which 16 are triple-certified Public Safety Officers, police, firefighting and emergency medical services. Of those 16 officers, seven (7) are extensively trained experienced marine officers. This unit patrols 28 miles of coast line which includes the Intercostal Waterway (IWW) and the Atlantic Ocean. The marine unit patrols waterway related smuggling operations, immigrant landings, resource violations, boater safety violations and rescue.

Mr. John Duchock, with the Town of Jupiter Island, stated that this project is exempt from state permitting because it is a re-configuration of an existing dock. Keeping the boat out of the water will increase the life of the boat.

Commissioner Sansom asked the amount of time the boat will be on the lift. Mr. Boyee stated approximately 36-52 hours per month. This new lift will be centrally located

and closer to the Police Department providing officers easier and quicker response time to calls.

Commissioner Isiminger asked the lift capacity. Mr. Boyee answered 12,000 pounds.

Chair Cuozzo stated that this a great project and he noted that the Town of Jupiter Island does not request much from FIND.

ITEM 10.06. Campground Sewer Upgrade and Observation Tower, City of Belle Glade.

Ms. Lillian Tomeu, with the City of Belle Glade, presented the application to install 166 sewer connections in the campground and construct an observation tower at Pavilion Lake. This six-acre facility provides access to Route 2 of the Okeechobee Waterway (OWW). This marina and campground is the site of many fishing tournaments.

Chair Cuozzo asked if the observation tower is required to have ADA access.

Commissioner Blow stated that if this tower is open to the public, it will be required to provide ADA access.

Commissioner Isiminger stated that Ms. Tomeu has worked on this project for several years and this is a good project. The observation tower will have a view of Route I and Route II of Lake Okeechobee.

Chair Cuozzo called a recess of the Florida Inland Navigation District Board of Commissioners Meeting at 10:25 a.m.

Chair Cuozzo reconvened the Florida Inland Navigation District Board of Commissioners Meeting at 10:51 a.m.

ITEM 10.07. Riviera Beach City Marina Dock G and Lifts, City of Riviera Beach.

Mr. John Sprague, for the City of Riviera Beach, presented the Dock G and Lift replacement application to replace existing docks with new floating and fixed docks to

accommodate mega-yacht vessels up to 300-feet in length. These docks will utilize the just finished deepening of the Intracoastal Waterway (IWW) by FIND to -15' foot depth to allow for mega-yacht vessels. He stated that the 111-slip Riviera Beach Marina is located west of Peanut Island, north of the Palm Beach Inlet and close to FIND's IWW deepening dredging project. This is a popular marina with a restaurant and other shops.

Commissioner Isiminger stated that there is a demand and market for mega-yacht boat slips.

Commissioner Williams asked about the mega-yacht dock rates. Mr. Sprague stated that the city has contracted with a marina operations company to determine fair and free enterprise marina slip rates. The rates will be market rates and determined by vessel size and amenities the marina provides.

Chair Cuzzo asked the market boat-lift rate. Mr. Sprague answered \$1,000.00 per month for smaller boats and \$100.00 per day for large boats.

Mr. Crosley stated that this marina is a world class facility. As the upland facilities come on-line, the marina will become busier and busier.

ITEM 10.08. Currie Park Boat Access, Phase II, City of West Palm Beach.

Ms. Leah Rockwell, for the City of West Palm Beach, presented the Phase II application to construct a six-foot wide staging dock, loading/unloading access ramp, channel markers, dredging of the boat ramp basin and shoaled area south of the water taxi channel, and the creation of mangrove mitigation at the only public access saltwater boat ramp in West Palm Beach.

Ms. Rockwell stated that this facility is so busy the city feels that the floating staging dock is a real need. She stated that on holiday weekends people waiting to launch

their boats were backed up all the way from Flagler Drive to Dixie Highway. She stated that to help with that problem, boaters could move to the staging dock to finish loading while other boaters were launching.

Commissioner Isiminger asked the project permitting status. Ms. Rockwell stated that all permits have been received except from the U. S. Army Corps of Engineers (USACE), who are waiting on the National Marine Fisheries Service (NMFS) who say their comments are pending. Commissioner Isiminger asked if this application could be rolled back to a Phase I if the applicant does not receive the USACE permit by the District's final Tax Hearing. Mr. Crosley answered yes.

Chair Cuozzo stated that on a similar problem, he actually contacted the Congressman and he called the NMFS himself and requested a comment on the item. Shortly after that telephone call, the permit was received. He encouraged Ms. Rockwell to contact Senator Nelson for help with the NMFS.

Commissioner Isiminger stated that this is a very crowded busy boat ramp facility. These staging docks will be a great benefit to boaters.

ITEM 10.09. Loxahatchee River Railroad Bridge Span, Jupiter Inlet District.

Chairman George G. Gentile and Mr. Mike Grella, Executive Director with the Jupiter Inlet District, presented the application to increase the Loxahatchee Railroad Bridge in vertical clearance from four-feet above MHW to a minimum of 7.7-feet above MHW which will increase vessel passage from fifty to ninety percent.

Chairman Gentile stated that it is anticipated that railroad bridge closings will be once every hour with an average wait time of 14 minutes. An average of 100 vessels travel under this railroad bridge daily. The strong tidal currents in this area are estimated at seven

to eight knots and can result in difficulty for boaters to avoid being set onto the bridge, shore, or another boat. Approximately 83% of the vessels that use this section of the waterway would receive benefit from this project.

Chairman Gentile stated the Jupiter Inlet District is planning to dredge a new channel through the area under the Railroad Bridge and connecting it to the Loxahatchee River Western Channel. This new channel will allow two points of access, north and southbound, to the Intercoastal Waterway (IWW).

Commissioner Isiminger stated that he believes that the United States Coast Guard will require All Aboard Florida (AAF) to make changes and improvements to these Railroad Bridges. He would like to see how that works out. He stated that he does not believe that it is a bad project, but that it will mostly benefit boaters in the north end of Palm Beach County out of 12 east coast counties. He stated that he also has a problem with splitting the cost of a 3.5 million-dollar project by fifty-percent.

Commissioner Crowley asked about the project qualifying for a TIGER Grant. Mr. Crosley stated that effort was unsuccessful.

Chairman Gentile stated that AAF will design the project and allow the JID to construct the new structural beam during their crossing improvements.

Commissioner Sansom asked how boaters will benefit from this bridge improvement. Chairman Gentile stated that it would improve navigability and boater safety.

Commissioner Sansom stated that this project does not in any way benefit the Florida East Cost Railway (FEC) or AAF.

Commissioner Sansom asked if the funding for this application would impact any other Palm Beach County application or put the county over their funding cap. Mr. Crosley answered no. Commissioner Sansom asked if this application meets the District's program/statute rules. Mr. Crosley answered yes.

Treasurer McCabe stated that the AAF will move forward with the necessary railroad bridge repairs which will not include increasing the bridge height, then the boaters and waterway will be impacted by the increased closings. Chairman Gentile stated that is why this discussion ensued with AAF about the vertical clearance and AAF's offer to incorporate that improvement during their repair project, which will close the bridge for three to four weeks. The railroad bridge is FEC property.

Mr. Crosley stated that the U. S. Coast Guard is only focusing on the movable portion of the railroad bridge and not on requiring anything more than structural and timing improvements to shorten the closing time of the railroad bridge.

Commissioner Blow stated that in Jacksonville there is a railroad bridge across the St. Johns River that has a small boat span like the Loxahatchee railroad bridge. He said that he cannot imagine not having that small boat span and having to wait on the bridge in that area. This is not a new design. He asked if this project would require a continuous fender system under this railroad bridge. Chairman Gentile answered yes and stated that the fender system and the channel dredging will be done together.

Secretary Donaldson stated that the U. S. Coast Guard is reactive and they do not base their decisions on predictive problems. The U. S. Coast Guard would only re-assess the problem at the time there is a problem.

Commissioner Isiminger asked if there is a window to get this work done before the AAF is fully operational. Chairman Gentile answered that this time is now. The AAF will need to close the railroad bridge for 3 to 4 weeks to complete this work and have offered to incorporate it into their project. During this construction the AAF will be using the CSX tracks. Once the AAF has completed their project, there will be no availability for the Jupiter Inlet District to complete this increased vertical clearance project.

Commissioner Isiminger asked if the District's program allows for a funding percentage change. Mr. Crosley stated that funding percentage can be reduced but not increased.

ITEM 10.10. Lake Park Harbor Marina Dock Retrofit, PH I, Town of Lake Park.

Mr. Ted Schiafone, with the Town of Lake Park, presented the Phase I application to permit, design and engineer the retrofitting of five 30-foot boat slips to boat lift slips. He stated that this marina is located in a narrow part of the Intracoastal Waterway (IWW) and therefore the wakes from large boats and winds have hampered previous improvements to this marina. This wind and wake action have made it unsafe to use these five boat slips. The Florida Department of Environmental Protection (FDEP) permit has been received and the U. S. army Corps of Engineers (USACE) permit is expected by the end of June.

Commissioner Williams asked the lease rate for these boat lifts. Mr. Schiafone answered \$700.00 to \$800.00 per month.

Commissioner Sansom asked why the rate is below market value. Mr. Schiafone stated that the marina is in a dangerous area to load and off-load the boat.

ITEM 10.11. Anchorage Park Trail and Kayak Launch, Village of North Palm Beach.

This application was withdrawn.

ITEM 10.12. Tequesta Marine Unite Project, Village of Tequesta.

Mr. Peter Allen, with the Village of Tequesta, presented the application to purchase a Marine Fire Suppression vessel. The Village of Tequesta is a two-square mile village with 13 miles of shoreline that include the Intracoastal Waterway (IWW), the Jupiter Inlet and the Atlantic Ocean. This new vessel will provide waterway law enforcement, marine, EMS and dive-rescue services to the residents and visitors of Tequesta, Jupiter and southern Martin County. This vessel will allow the village to add fire services to their water patrols.

Commissioner Sansom asked about the price of this boat and if there is a way to reduce that cost. Mr. Allen stated that this is the vessel that the U. S. Coast Guard and Public Safety and Law Enforcement agencies use. This is a well-built boat.

Treasurer Netts asked about the projected ten-year life span of this boat. Mr. Allen stated that is a projection, it may last longer than ten years. The agencies previous boat was not a commercial boat and it has lasted ten years.

Commissioner Blow stated that there is a facility in St. Augustine that rehabilitates these Safe Boats that are used by government agencies. This process extends the life of these boats and they can be used for many years.

Commissioner O'Steen asked how many fire calls the department receive in one-year. Mr. Allen answered two or three. When it is a boat fire, response speed is important to keep the fire contained to a boat fire versus a marina fire.

Mr. Allen stated that the Tequesta unit will go where we are needed and into any community to provide service and help.

Mr. Crosley stated that this application is the Village of Tequesta's first assistance application with the District.

ITEM 10.13. Marine Basin Maintenance Dredging, City of Fernandina Beach.

Mr. Joe Springer, with the City of Fernandina Beach, presented the application to perform pre and post-dredging bathymetric studies of the marina basin dredge area, perform mechanical dredging from the southern end of the breakwater dock and dispose of approximately 800-cubic-yards of material. This area slits in one-inch per month. This is a priority project so that boats can access the Fernandina Harbor Marina which will keep the marina boat slips open.

ITEM 10.14. Mooring Field Capacity Increase, PH II, City of Fernandina Beach.

Mr. Joe Springer, with the City of Fernandina Beach, presented the Phase II application to construct an additional 79 mooring devices to the existing mooring field at the Fernandina Harbor Marina. The mooring field will be designed so that the area can be specific to boat sizes. He stated that upon completion this mooring field, the city will have a capacity for approximately 100 vessels and provide a safe and secure mooring field for both transient and local boaters.

ITEM 10.15. Southern Basin Dock Realignment, PH I, City of Fernandina Beach.

Mr. Joe Springer, with the City of Fernandina Beach, presented the Phase I application to design and permit the realignment of the docks at the southern end of the Fernandina Harbor Marina. This alignment of internal docks on the south end of the marina will increase the rate of water flow through this area and reduce sediment drop-outs. The docks will be realigned from east/west, with finger piers sloped to contiguous north/south

side configurations in order to reduce siltation. Portions of the current docks will be re-used in the new configuration.

Commissioner Sansom asked if the marina could use the District's Dredged Material Management Site (DMMA). Mr. Crosley answered yes, but that the down-side is that this year the District is dredging this area of the waterway and will be using the DMMA. He stated that the District's project will be limited because of the size and capacity of the DMMA.

Secretary Donaldson asked if the marina consultant has done modeling or analysis to predict this behavior beyond a good presentation. Commissioner Williams stated that this study was originally completed in 1970.

Commissioner Chappell commented about the beam of the boats increasing and inquired about how that factors into this new design. Mr. Springer stated that at this point, there are no catamarans factored into this new design. The city is designing for wider and deeper boats by increasing the distance between two docks. Catamarans could use the mooring field.

Mr. Crosley stated that the Florida Fish and Wildlife Conservation Commission (FWC) has a Boating Improvement Program (BIP) for additional funding.

Commissioner Sansom stated that the FWC manages the BIP and there is a Federal program, the BIG P, for transient boating facilities.

Chair Cuozzo called a recess of the Florida Inland Navigation District Board of Commissioners Meeting at 12:14 p.m.

Chair Cuozzo reconvened the Florida Inland Navigation District Board of Commissioners Meeting at 1:33 p.m.

ITEM 11. Revised Scope of Services and Fee Quote for Professional Construction Administration Services for the Planting of the Native Vegetation Buffer for MSA-726 (Exchange Club Park) Broward County, Florida.

Mr. Crosley stated that in accordance with the District's replanting of the buffer for MSA-726 within the City of Pompano Beach, Taylor Engineering has submitted a revised proposal for construction management and oversight of this project. This proposal was reviewed by the Board at the May 20th Board meeting. At that meeting, Taylor Engineering was requested to revise the proposal to reduce the overlap of construction administrative services. The revised scope has reduced the number of site visits by Taylor Engineering and resulted in a costs savings of \$5,157.00. He stated that if this item is approved, staff will be moving forward with the pre-construction meeting.

Commissioner Dritenbas made a motion to approve the revised scope of services & fee quote from Taylor Engineering in the amount of \$36,345.50 for construction administration services for the landscaping for MSA-726 (Exchange Club Park) Broward County, Florida. The motion was seconded by Commissioner Blow. Chair Cuozzo asked for discussion. Hearing none, a vote was taken and the motion passed.

Commissioner Sansom asked if the plant numbers were reduced. Ms. Zimmerman stated that the plants were reduced by 25% and that will provide a potential savings of up to \$40,000.

ITEM 12. Agreement with FPL for Main Utility Line Relocation at the Swimming Hall of Fame, In Support of the Broward Intracoastal Waterway Deepening Project, Broward County, Florida.

Mr. Crosley stated that a major component of the Broward Intracoastal Waterway (IWW) Deepening Project consists of relocating the existing Florida Power and Light

(FPL) utility mainline at the Swimming Hall of Fame. This line is properly permitted and installed and is not scheduled for replacement in the near future.

Mr. Crosley stated that in order to achieve the desired depth of -15' (with an allowed -2' advanced maintenance over-dredge), this utility will need to be relocated. FPL has provided the District with a draft agreement and a summary estimate of cost. Note that the estimated cost (\$1,109,333.79) is approximately 55% of the original amount discussed in the planning stages of this project. This agreement has been reviewed and negotiated by Attorney Breton.

Mr. Crosley stated that staff and Taylor Engineering have reviewed the proposal and found it to be reasonable for the proposed work. This agreement is necessary to complete the Broward IWW Deepening project as designed and is time-critical to the project construction.

Commissioner Blow asked if FPL realizes that time is of the essence here and they will quickly relocate the utility line. Mr. Crosley answered yes.

Attorney Breton stated that FPL included two indemnification clauses within the contract that were addressed. Clause 7.4 required FIND to indemnify FPL and the form FPL provided was for non-governmental entities. The form was switched to the government form and includes the appropriate statutory language for the District. Clause 7.6 required Cashman Dredging to indemnify FIND and FPL in the event of damage. Cashman has agreed to add this indemnification to their contract through an Amendment. The FPL indemnification clause will be amended to state that it only applies to and is exclusive to the Swimming Hall of Fame utility mainline FPL property and it does not cover other work being done on the FPL Right-of-Way.

Chair Cuozzo asked if the FPL contractor will be doing the utility mainline relocation. Mr. Crosley answered yes.

Commissioner Crowley asked if the deepening project budget has the funding for this relocation. Mr. Crosley answered yes.

Commissioner Dritenbas asked about FPL requiring the District's dredging contractor to be indemnified even though it is FPL's contractor relocating the utility mainline. Mr. Crosley stated that after the utility mainline relocation, Cashman Dredging will be working in the area of the relocated line.

Commissioner Dritenbas asked how deep the FPL utility line will be buried. Mr. Scarborough answered -33.7 feet.

Treasurer McCabe asked about the checked-clause stating that the District is providing the replacement Right-of-Way. Mr. Crosley stated that the District is not providing any Right-of-Way, FPL is relocating the utility line deeper. Attorney Breton stated that he will request that FPL uncheck that clause and delete the reference to Exhibit B, if the wording is not appropriate.

Commissioner Dritenbas stated that FIND should attach the Exhibit showing the easement.

Commissioner Blow made a motion to approve the revised contract, subject to Right-of-Way clarification and the addition of Exhibit B, showing the Easement at the present location, Facilities Relocation Agreement with FPL in the amount of \$1,109,323.79 for the utility line located at the Swimming Hall of Fame, in support of the Broward IWW Deepening project, Broward County, Florida. The motion was seconded

by Secretary Donaldson. Chair Cuozzo asked for discussion. Hearing none, a vote was taken and the motion passed.

ITEM 10.16. Marineland Marina, PH IIB, Town of Marineland.

Mr. Chris Kelley, with the Town of Marineland, presented the Phase IIB application to redevelop the Marineland Marina. He stated that Phase IIB will focus on adding 18 additional slips of various sizes, a floating dock, utilities, a pumpout station, a dockmaster building to include bathrooms and laundry facilities and dredge the marina basin.

Mr. Kelley stated that the marina has been permitted for 85 slips and that both the U. S. Army Corps of Engineers (USACE) and Florida Department of Environmental Protection (FDEP) permits are in hand.

Vice-Chair Blow asked how many cubic yards of material will be dredged from the basin. Mr. Kelley stated approximately 4,000 cubic yards of material.

Vice-Chair Blow asked about the property ownership. Mr. Kelley stated that the Town of Marineland owns the marina basin with a ten-foot access easement around the marina. He stated that a developer owns the land at the south of the marina and plans construction of a residential development.

ITEM 10.17. Deerfield Island Boardwalk Replacement, PH II., Broward County.

Mr. John Fiore, with Broward County, presented the Phase II application to construct a replacement boardwalk adjacent to the Intracoastal Waterway (IWW) at Deerfield Island Park. He stated that the 1,600-foot boardwalk was damaged in 2005 by Hurricane Wilma and has been closed since that hurricane. He stated that this park is a heavily used boater destination. This island has picnic shelters and restrooms.

Commissioner Dritenbas asked if Deerfield Island is a Dredged Material Management Area (DMMA). Mr. Crosley stated that this property is owned by FIND and was leased to the State of Florida for recreation use in 1966. Broward County leases the island from the State of Florida. There is a DMMA area reserved for FIND's use and none of the improvements will be in that upland area.

Commissioner Blow asked about the contractor cost estimate. Mr. Fiore stated that is for the tug and barges bringing the construction items to the island.

ITEM 10.18. Hollywood North Beach Park Mooring Field, PH I, Broward County.

Mr. John Fiore, with Broward County, presented the Phase I application to design and permit the installation of two (2) mooring fields with 20 to 22 mooring balls, a floating dingy dock and expansion of the current restroom and shower facilities at the Hollywood North Beach Regional Park. The mooring fields will be located north and south of Sheridan Street between AIA and the Intracoastal Waterway (IWW) and will be available to transient boaters who can visit the City of Hollywood and the beach.

Commissioner Blow asked if the mooring field rental will be short-term or long-term. Mr. Fiore stated that the rental will be for transient boaters, by the day, week or month. There will be no long-term rental for boat storage.

Commissioner Blow asked about property ownership. Mr. Fiore stated that the State of Florida owns 5/6 of the property and Broward County owns and controls 1/6 of the property, which is the bottom rights. The anchorage will be controlled by Broward County and all vessels improperly moored or that have become derelict will be removed.

ITEM 10-19. NOAA Ports Water Level Station, Broward County.

Ms. Peg Buchan, with Port Everglades, presented the application to enter into an agreement with the National Oceanic and Atmospheric Administration (NOAA) to establish Physical Oceanographic Real Time System (PORTS) Water Level Monitoring Station at Port Everglades. Broward County would be responsible for the cost of any equipment, installation and the annual operations and maintenance of PORTS hardware. This system will allow Broward County to predict storm surges and future sea level rise from a local location. This information will be used for beach renourishment projects, tide levels, beach elevation design and construction modeling.

Ms. Buchan stated that Port Everglades is one of the busiest cruise ports in the entire world. The port is the leading container port in the State of Florida and number eleven in the United States. The port also receives petroleum products, including gasoline and jet fuel, serving 12 counties and 3 airports.

Treasurer McCabe asked if this project has two components the hardware that is located at Port Everglades and the software that is located at NOAA. Ms. Buchan answered that is correct. Treasurer McCabe asked if there is a contractual contract between Broward County and NOAA. Ms. Buchan answered yes and stated that the contract will have two parts, \$120,000.00 for the system installation and \$27,000.00 for maintaining the system for year one. There is no contractual agreement with NOAA as maintenance is ongoing and paid yearly.

Commissioner Chappell stated that for port projects, he tried to use two distant NOAA stations for data and it did not work because the elevation changes were different. A third party data collection service was used, which raised the project cost. This system

will be used for design of construction projects and this system will be used by the port and Broward County.

Secretary Donaldson stated that Martin County has a NOAA system that is paid for by the Florida Department of Environmental Protection (FDEP) and Martin County.

ITEM 10.20. Fort Lauderdale Police Dive Team Search and Rescue Equipment, City of Fort Lauderdale.

Sergeant Thomas Capano, with the City of Fort Lauderdale Police Department, presented the application to purchase a remote operated vehicle (ROV) to enhance the capabilities and efficiency of the Fort Lauderdale Police Dive Team. This device, which is just over one-foot long, can be utilized across a vast scope of applications for search, rescue/recover, forensic and evidence gathering. Recently the dive team was deployed to search the Intracoastal Waterway (IWW) for two missing persons and recover evidence. This device can assist the police divers in accomplishing missions more safely, quickly and cost effectively. This device would alleviate the necessity of deploying a diver into hazardous conditions.

Commissioner Williams asked if this could be deployed into waters with a five-knot current. Mr. Capano answered stated that the device can maneuver in up to six-knots. He noted that a diver has a 20-minute dive limit in a six-knot current.

Commissioner Chappell stated that is a great tool and has multiple uses. This device could be useful during seagrass surveying.

ITEM 10.21. Lighthouse Point Outboard Motors Replacement, City of Lighthouse Point.

Police Chief Ross Licata, with the City of Lighthouse Point Police Department, presented the application to purchase one new outboard motor for the current Marine Unit

vessel. The City of Lighthouse Point is 2.5 square miles and is located in northern Broward County. This unit provides police and rescue service to 18 miles of waterway including 2.5 miles of Intracoastal Waterway (IWW) and the Hillsboro Inlet. The City of Lighthouse Point is a sport fishing and boating destination.

Chief Licata stated that the Marine Unit consists of 14 officers and one marine boat. The boat is operated 24 hours a day, seven days a week. The marine unit emphasizes on public safety and boater education.

Chief Licata stated that the current marine unit engines are six-years old and have 5,000 hours on them. This request is for assistance to purchase one-engine and the city will purchase the second-engine. The department has a marine mechanic that will install and maintain the engine.

Commissioner Chappell stated that this is the first assistance application from the City of Lighthouse Point and he fully supports this project.

ITEM 10.22. IWW Water Taxi Station, PH II, City of Pompano Beach.

Mr. Horacio Danovich, with the City of Pompano Beach, presented the Phase II application to construct a boat dock for a water taxi at a city-owned site at the end of Riverside Drive. This new boat dock will provide public and commercial access to the Intracoastal Waterway (IWW). This project will provide water taxi users access to a scenic mode of transportation and easy access to popular attractions and restaurants.

Secretary McCabe asked if the water taxi service would be owned by the city. Mr. Danovich stated that the city will not own the water taxi. The city will contract with a private enterprise for water taxi operations.

Ms. Zimmerman stated that the dock is being constructed on public property and the water taxi is provided to the public for public use. This is not unusual and similar to having a public marina operated by a third party.

ITEM 10.23. Improve Boat Access Fisherman's Warf and Moores Creek, City of Fort Pierce.

Ms. Libby Woodruff, with the City of Fort Pierce, presented the application to construct three, double-wide ramps and finger piers at Fisherman's Wharf Marina and at Moore's Creek Boat Ramps, located at a city owned and operated marina and boat ramp on the Intracoastal Waterway (IWW). The new updated finger piers will replace the current unsafe finger piers at these facilities. Lighting and security will also be installed at these facilities.

Commissioner Dritenbas stated that this project is a great step in the right direction, especially after all of the harbor improvements. He would like to encourage the city to pursue extending the marginal dock all the way to the north end of Veterans Park.

Mr. Dean Kubitschek, with the City of Fort Pierce stated that these projects will help improve boater access to the IWW.

Commissioner Blow asked if these facilities allow commercial contractor use. Mr. Kubitschek answered yes.

Commissioner Donaldson stated tht the City of Fort Pierce is very supportive of the local marine contractors.

ITEM 10.24. Port of Fort Pierce, Fisherman's Wharf, PH I, St. Lucie County.

Mr. Mark Satterlee, with St. Lucie County, presented the Phase I application to design and permit bulkhead replacement, a shipping berth for passenger ships or a Bahamas Ferry, basin dredging, boat ramp improvements, parking and land purchase at Fisherman's

Wharf at the Port of Fort Pierce. Fisherman's Wharf is heavily utilized for access to the Intracoastal Waterway (IWW). This project will replace aging infrastructure and increase and improve public access to the IWW.

Commissioner Donaldson stated that the port, county and city have been working on facility improvements for a very long time. He is hopeful that these projects will continue yearly and we will see a transformation of a really beautiful area of the IWW.

Commissioner Dritenbas stated that this is a historical and very busy site. This is a great project and will help the downtown area.

Chair Cuozzo called a recess of the Florida Inland Navigation District Board of Commissioners Meeting at 3:11 p.m.

Chair Cuozzo reconvened the Florida Inland Navigation District Board of Commissioners Meeting at 3:26 p.m.

ITEM 10.25. Charles Reese Fishing Pier, PH II, City of Jacksonville.

Mr. Brian Burket, with the City of Jacksonville, presented the Phase II application to construct a fishing pier at Charles Reese Park. Existing amenities at this park include picnic facilities and a playground area. He stated that it is hoped that with the construction of the fishing pier, which will provide water access, use of this park will increase.

Commissioner Dritenbas asked about the fishing. Mr. Burket stated that because of the current vegetation it is difficult to fish in this area.

ITEM 10.26. Exchange Club Island Pavilions, PH IIB, City of Jacksonville.

Mr. Brian Burket, with the City of Jacksonville, presented the application to construct a two picnic pavilions with tables and grills. The 35-foot floating boat dock that was previously funded is currently out for bid. The shoreline kayak area and hiking trail has been constructed and are complete. This island is a great boating destination. The water

taxi service will begin providing eco tours to this island. He stated that this facility is located in downtown Jacksonville.

Commissioner Blow stated that this island is popular with kayak fishermen.

ITEM 10.27. Half Moon Island Park and Boat Ramp, PH IIA, City of Jacksonville.

Mr. Brian Burket, with the City of Jacksonville, presented the Phase IIA application to construct an access road, boat ramp with one access dock, boat trailer parking area and rip-rap revetment at the proposed Half Moon Island Park. It is anticipated that upon completion, this boat ramp will be well used due to the lack of similar facilities in the vicinity. The waterway view and expansive marsh in this area is impressive.

Commissioner Blow stated that this is an interesting project that is located in northern Duval County. He stated that this area of the county is currently growing and becoming more populated. He stated that he can see this facility receiving a lot of use because it will provide access to the preserve area which was previously not easily accessed.

Commissioner O'Steen stated that this is a great project. Mr. Crosley noted that this project establishes a brand new boat ramp.

ITEM 10.28. Metro Park Marina Dredge, PH I, City of Jacksonville.

Mr. Brian Burket, with the City of Jacksonville, presented the Phase I application to design and permit dredging of the marina basin and adjacent cove area at Metro Park Marina. This facility is located in downtown Jacksonville adjacent to EverBank Field, home of the Jacksonville Jaguars football team, and a large outdoor amphitheater. The marina and adjacent park is the venue for many outdoor concerts and is used by the general public, boaters and fishermen.

Mr. Burket stated that the boat slips are first come first serve and during special events, reservations are taken. This marina serves both local and regional boaters.

Commissioner O'Steen stated that this is a great project. The downtown area has a lot of growth going on. He noted that Jacksonville is a big boating community and boater access to downtown is important.

ITEM 10.29. Northshore Kayak Launch, PH II, City of Jacksonville.

Mr. Brian Burket, with the City of Jacksonville, presented the Phase II application to construct a kayak/canoe launch at Northshore Park located on the Trout River. He stated that this is a heavily-used family park, with picnic facilities and a playground. He stated that a future project includes providing access from existing parking and to stabilize the shoreline.

Commissioner Sansom asked if mitigation for the kayak launch was required. Mr. Burket stated that minimal mitigation of 24-feet will be required to stabilize the base of the rip-rap.

Commissioner Blow stated that this area has been neglected and this project is a great opportunity to provide the public with access to this river.

ITEM 10.30. School Board Property ADA Kayak Launch, PH I, City of Jacksonville.

Mr. Brian Burket, with the City of Jacksonville, presented the application to design and permit a kayak or paddle board launching area at the Southbank Riverwalk property owned and managed by the Duval County School Board. Eventually, the Riverwalks will be connected providing linked viewing and access to the St. John River in Downtown Jacksonville. Parking for this proposed project will require a management agreement with the school board.

Commissioner O'Steen stated that the Jacksonville Riverwalk has tremendous public support. Kayaking on the river is on the rise and this project provides additional public access to the waterway and downtown.

ITEM 13. Public Comments.

Ms. Zimmerman recapped the Cooperative Assistance project scoring sheets. She stated that each application has a highest available score listed for that project, and for a project to remain eligible for funding, it must obtain a total score of 35 or above. She noted that the minimum score any project can receive is 0.

Ms. Zimmerman recapped the Waterways Assistance project scoring sheets. She stated that each application has a highest available score listed for that project, and for a project to remain eligible for funding, it must obtain a total score of 35 or above. She noted that the minimum score any project can receive is 10.

Ms. Zimmerman informed commissioners that their scoring sheets are due back to the office by July 7, 2016. She stated that all project permits must be received by the District's Final Budget and Tax Hearing, which has tentatively been set for September 28, 2016.

Chair Cuzzo asked if there were any public comments. There were none.

Chair Cuzzo called a recess of the Florida Inland Navigation District Board of Commissioners Meeting at 4:10 p.m.

**MINUTES OF THE
FLORIDA INLAND NAVIGATION DISTRICT**

8:30 a.m., Saturday, June 18, 2016

Board of Commissioners Meeting

The DoubleTree Hilton Cocoa Beach Oceanfront

2080 North Atlantic Avenue (S.R. AIA)

Cocoa Beach, Brevard County, Florida 32931-3333

ITEM 1-B. Reconvened/Call to Order.

Chair Cuozzo reconvened the Florida Inland Navigation District Board of Commissioners meeting at 8:01 a.m.

ITEM 2-B. Pledge of Allegiance.

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

ITEM 3-B. Roll Call.

Secretary Donaldson called the roll and Chair Cuozzo, Vice-Chair Netts, Treasurer McCabe, Commissioner Blow, Commissioner Chappell, Commissioner Dritenbas, Commissioner Isiminger, Commissioner O'Steen, Commissioner Sansom, and Commissioner Williams were present. Secretary Donaldson stated that a quorum was present. Also in attendance were Executive Director Mark Crosley, Assistant Executive Director Janet Zimmerman, Nicole MacPhail, and Attorney Peter Breton. Commissioner Crowley arrived to the meeting at 8:56 a.m.

The following visitors were present: Mr. Terry Stoms, Brevard County; Ms. Susan McGrady, City of Cocoa; Police Chief Steve Mimbs and Fire Chief Chuck Boyle, City of

Melbourne; Mr. Stuart Buchanan, City of Palm Bay; Mr. James McKnight, City of Rockledge; Ms. Beth Lemke and Mr. Shailesh Patel, City of Daytona Beach, The City of Holly Hill and The City of Oak Hill; Mr. Khalid Resheidat, City of New Smyrna Beach; Mr. John Noble and Mr. Danny Zarcone, City of Ormond Beach; Mr. Kent Donahue, City of Port Orange; Mr. Timothy Baylie, Volusia County; Mr. Wil Smith, St. Johns County; Mr. Ken Craig, St. Augustine Port, Waterway and Beach District; Mr. James Piggott, City of St. Augustine; Ms. Joyce Denny, Ms. Kathy Haley, Mr. Tim Morgan and Ms. Latasha Daniels, Miami-Dade County; Mr. Rodney Carrero-Santana and Ms. Lakeisha Morris, North Bay Village; Mr. Stephen Bogner, the City of Miami; Mr. Bob Weinreb, the City of Miami; Ms. Judy Hoanshelt and Mr. Bruce Mowry, City of Miami Beach.

ITEM 4-B. Additions or Deletions.

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

Ms. Zimmerman stated that she would like to delete from the agenda: Item 10.43, Boardwalk and Dock at Marine Science Center, Phase I, Volusia County. The application was withdrawn.

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

**ITEM 10.-Continued. FY 2015-2016 Waterways Program Application
Presentations.**

ITEM 10.31. POW MIA Park Channel Dredging, PH II, Brevard County.

Mr. Terry Stoms, with Brevard County, presented the Phase II application to dredge an access channel, staging area dredging, dock replacement, channel markers, and warning signs at POW/MIA Park, which is located on the Indian River Lagoon. This park has a

two-lane boat ramp facility with a loading dock, parking for 42 cars and 37 boat/trailers, a restroom, and community building.

Mr. Stoms stated that the proposed dredging project will excavate and mark a 25-foot-wide channel from the existing ramp out to the first Manatee Zone sign near the Intracoastal Waterway (IWW) with a controlling depth of -five (5) feet, install channel markers, renovate the boat dock and create a boater staging area. There is a large coquina rock in the middle of the channel that will be moved when the dredging is performed.

Mr. Stoms stated that this is an important project because in this area of the county there is a wide gap between boat launching facilities. The only other boat launch in this area is 10 miles away. This is a heavily used public park that is also used by emergency personnel for training and rescue. All permits have been received.

Commissioner Williams asked how frequently will the channel have to be dredged. Mr. Stoms stated that the coquina rock creates a natural barrier and the channel will not fill in quickly.

Commissioner Blow commented that the original plan was to dredge straight out. Mr. Stoms stated that the permitting would not allow the county to do the project with that design.

Commissioner Sansom noted that the entire POW/MIA Park and Boat Ramp facility is located on a Florida Department of Transportation (FDOT) Right-of-Way. This was the first project through a Memorandum of Understanding (MOU) with the FDOT to allow the use of a Right-of-Way for public recreation.

ITEM 10.32. Lee Wenner Park Renovations, PH II, City of Cocoa.

Ms. Susan McGrady, for the City of Cocoa, presented the Phase II application to construct a 15-foot extension of the current T-Dock to provide access to a deeper channel between the park and the Intracoastal Waterway (IWW), to renovate the fishing pier, and to develop a riverfront connector that will provide public access to the Cocoa Village Marina.

Ms. McGrady stated that other amenities at this 11.5-acre park include a pavilion, grills, picnic areas, restroom, playground, a walkway, and a boardwalk. She stated that the boardwalk extends to the Cocoa Riverfront Park and the Historic Cocoa Village. She stated that this is a popular and well used facility.

Ms. McGrady stated that in May of 2016, the city executed a Florida Department of Transportation (FDOT) Memorandum of Understanding (MOU).

Commissioner Sansom stated that the District participated in the Lee Wenner Park dredging project two years ago and this park connects to that project. He stated that these facilities provide a wonderful location for many public events. He stated that the City of Cocoa is working to develop their waterfront and connect their citizens to the area.

ITEM 10.33. Melbourne Police and Fire Boats, City of Melbourne.

Police Chief Steve Mimbs and Fire Chief Chuck Boyle, with the City of Melbourne, presented the application to purchase a Marine Law Enforcement vessel and refurbish the current Fire vessel.

Chief Mimbs stated that the department's 1999 Boston Whaler police boat has developed multiple maintenance problems due to its extended use and needs to be replaced

to maintain effective law enforcement and public safety services on the water. This request is to purchase a new law enforcement vessel without engines.

Chief Boyle stated that the department's 1989 Boston Whaler has developed stress fractures and the hull will be refurbished. The current fire-pump no longer works. This request is for the replacement of the firefighting pump so that fire services can be provided to boaters.

Chief Mims stated that these boats will serve over 20-miles of Intracoastal Waterway (IWW) in Brevard County.

Commissioner Sansom stated that he appreciates the city making this request. These departments clearly need this equipment.

ITEM 10.34. Palm Bay Marina Dock and Dredge, City of Palm Bay.

Mr. Stuart Buchanan, with the City of Palm Bay, presented the application to maintenance dredge an access channel and add a new boat anchorage along the outer perimeter of the newly acquired Municipal Marina on the northern shore of Turkey Creek. The dredging will allow the city to add a new boat anchorage area along the perimeter of the dock and provide deep water access to the marina by larger vessels. This dredging project will be completed by the contractor that is currently doing the Brevard County dredging project and will provide access to the current county channel dredging project.

Commissioner Blow asked the amount of material to be dredged. Mr. Buchanan stated that the dredging area will be approximately 200-yards in length to -6-feet in depth. It is estimated that 30,000 cubic-yards of material will be removed.

Commissioner Sansom stated that the City of Palm Bay is coordinating this project with the current Brevard County muck dredging project. This channel dredging will

provide boater access from the Intracoastal Waterway (IWW) to the marina basin. This is a good project.

ITEM 10.35. Rockledge Multi-Purpose Day Use Dock, PH I, City of Rockledge.

Mr. James McKnight, with the City of Rockledge, presented the Phase I application to design, permit and engineer a public multipurpose use dock in downtown Rockledge. This proposed dock will support tour boats, transient Intracoastal Waterway (IWW) boaters and the local boating public. The city is proposing recreational, environmental, and educational programs that include sailing and power boat classes. The dock will provide public waterfront access for pedestrians, bikers, and boaters.

Commissioner Sansom stated that he has been requesting that the City of Rockledge develop mini pocket parks to provide public access to the waterway.

ITEM 10.36. Riverfront Park Day Docks, PH II, City of Daytona Beach.

Ms. Beth Lemke and Mr. Shailesh Patel, for the City of Daytona Beach, presented the Phase II application to construct transient day docks, 34 boat slips, boardwalks, and a retaining wall at the City's Riverfront Park Esplanade Plaza. An access channel will be dredged from the day dock to the Intracoastal Waterway (IWW). Manatee Island and City Island will be connected to this project providing extended waterfront destinations to the public.

Treasurer McCabe noted that the project connects the esplanade, day docks, hiking path and all the other public waterfront amenities of several parks. She stated that this project has the full support of the community.

Commissioner Isiminger asked about the floating dock. Mr. Patel stated that they are looking at a concrete Bellingham dock.

Commissioner Crowley asked about the submerged land ownership under the dock location. Mr. Patel answered the City of Daytona Beach.

Treasurer McCabe stated that this is an exciting project. There is a hub of activity in this downtown area that is begging for boater access projects. Ms. Lemke stated that this project will provide the closest boater access to the downtown area.

ITEM 10.37. Sunrise Park South Ramp and Dredging, PH II, City of Holly Hill.

Ms. Beth Lemke and Mr. Shailesh Patel, for the City of Holly Hill, presented the Phase II application to construct access channel dredging from the Intracoastal Waterway (IWW) to the Sunrise Park South boat ramp. She stated that the project will also include construction of an additional boat ramp, existing boat ramp improvements, a kayak launch area, viewing dock, channel markers, reconfigure the boat/trailer parking spaces, and add lighting.

Commissioner McCabe stated that the pictures do not show how bad the boat ramp is, it is almost impossible to use. The boat ramp is in need of repair and clear navigation. This project will triple the boat/trailer parking spaces and double the boat ramp making this facility a wonderful asset for the City of Holly Hill.

ITEM 10.38. Sunrise Park Development, PH I, City of Oak Hill.

Ms. Beth Lemke, for the City of Oak Hill, presented the Phase I application to permit and design picnic pavilions, install rip-rap, restore the beach area, add a kayak/canoe launch area and add ten parking spaces providing public waterfront access at the .4-acre Sunrise Park located on the Mosquito Lagoon.

Commissioner Blow asked about the current rip-rap being close to the kayak launch area. Ms. Lemke stated that the city plans to restore and expand the beach area for the kayak/canoe launch area.

Treasurer McCabe stated that the city just acquired this property and is moving forward to develop a gem of a park in a great location.

Ms. Lemke stated that the Mayor and city leaders are working on a Waterway Master Plan. Treasurer McCabe stated that it takes great leadership to see the vision of what the waterway could be.

Mr. Crosley stated that these types of projects have a huge impact on a small community.

ITEM 10.39. Kennedy Park Seawall Restoration, PH II, City of Edgewater.

Mr. Shailesh Patel, for the City of Holly Hill, presented the Phase II application to construct and restore 400-linear-feet of existing concrete seawall cap, replace 2,500 square feet of existing sidewalk and 3,100 square feet of decking on an existing timber fishing pier at Kennedy Park.

Mr. Patel stated that this park is the main boat launching facility in the City of Edgewater and the existing seawalls are losing sediment through the joints in the concrete sheetpiles. This has led to subsidence behind the seawalls and failures in the sidewalk adjacent to the seawall.

Mr. Patel stated that Kennedy Park has two boat ramps and 36 car/trailer parking spaces, a fishing pier, waterfront boardwalk, picnic facilities, and restrooms.

Commissioner McCabe stated that the Kennedy Park Boat Ramp is very popular and well used by the public. This seawall is really deteriorated and because this park is so popular and busy, it is important to make these repairs for public safety.

Mr. Patel stated that this boat ramp is where everything happens in the City of Edgewater.

Mr. Crosley stated that this is a unique boat ramp with water on three sides. He asked if this facility has potential for commercial marine contractors to load and unload. Mr. Patel stated that he would review the site for that use.

Commissioner Isiminger noted that he has used the boat ramp and it would make a great site for commercial use.

ITEM 10.40. Swoop Boat Ramp Additional Parking, PH I, City of New Smyrna Beach.

Mr. Khalid Resheidat, with the City of New Smyrna Beach, presented the Phase I application to design and permit 42 additional parking spaces at the Swoope Boat Ramp Park.

Mr. Resheidat stated that this much needed facility will service waterway users in the northern section of the city. He stated that the nearest public boat ramps are five-miles to the north and south of this facility.

Commissioner Dritenbas stated that this facility may need to widen the boat ramp.

Commissioner Isiminger stated that this site would be excellent for a contractor staging area.

Treasurer McCabe stated that this is a terrific area and she encouraged commissioners to visit this facility. This is a good example of what the city can do when

they partner with FIND and other agencies. This is a heavily used public park and boat ramp.

ITEM 10.41. Cassen Park Public Dock, City of Ormond Beach.

Mr. John Noble, with the City of Ormond Beach, presented the application to construct an 8-foot-wide floating concrete dock that will provide 300 linear feet of mooring area for non-trailerable vessels 26 feet and larger. This project will shift the existing boat ramp channel and dredge to accommodate the vessels that will be docking at this loading pier. The channel will be dredged to a -6-foot mean-low water depth to accommodate larger vessels. To accommodate for the large fetch area in this section of the river, a breakwater consisting of oyster reefs and mangrove isles will be constructed along the southern edge of the boat channel.

Treasurer McCabe stated that this is the perfect location for this type of project. It will provide boater access to a beautiful area of downtown Ormond Beach. This project has strong public support.

Commissioner Blow stated that the breakwater will provide fish habitat and may qualify for mitigation credits. Mr. Danny Zarcone stated that the city has recognized the benefit of that habitat and it will be helpful in the permitting.

Commissioner Isiminger asked about the pre and post agreement expenses. He asked if the permitting deadline of September has to be met. Ms. Zimmerman answered yes and stated that pre-agreement is for permit funding assistance that occurs before October 1st. They must have their permits by the September deadline.

ITEM 10.42. Causeway Park Dock and Fishing Pier West, City of Port Orange.

Mr. Kent Donahue, with the City of Port Orange, presented the application to reconstruct the 20-year-old west dock and fishing pier at the City's Causeway Park. This park was developed in the 1990s and is open 24 hours a day. Causeway Park is located on the Halifax River and is very popular and heavily used by the public.

Commissioner Isiminger asked if this request is for maintenance or construction and he asked if FIND funded the original project. Ms. Zimmerman stated that FIND funded improvements to Causeway Park in 1995. This is not a maintenance project; this is an end of life span reconstruction project.

Treasurer McCabe stated that it is difficult to over-emphasize how busy this area is. This park is underneath the bridge, with a lot of parking, there are restaurants, and the park is busy all the time. The City of Port Orange is a great steward and maintains their resources.

Chair Cuozzo called a recess of the Florida Inland Navigation District Board of Commissioners Meeting at 10:23 a.m.

Chair Cuozzo reconvened the Florida Inland Navigation District Board of Commissioners Meeting at 10:36 a.m.

ITEM 10.43. Boardwalk and Dock at Marine Science Center, PH I, Volusia County.

This application was withdrawn.

ITEM 10.44. Shell Harbor Park, Volusia County.

Mr. Timothy Baylie, with Volusia County, presented the application to construct a boat ramp, kayak launch, floating dock, picnic pavilion, restrooms and parking at Shell Harbor Park. Shell Harbor Park is located in northwest Volusia County on the 46,000-acre Lake George and will be a popular public park.

Mr. Baylie stated that the property was donated by private individuals making it available for residents and visitors to enjoy this unique natural resource. Shell Harbor Park will be developed to enhance and increase the community's desirability as a great place to live, work, play and visit. Lake George is home to great bass fishing, a large concentration of bald eagles, water sports and the opportunity to observe the "real Florida" with its exotic waterfowl, flora, fauna, manatees and wildlife. The park will be open 24 hours a day.

Treasurer McCabe stated that this site is beautiful old Florida with mature vegetation. The park is located in Western Volusia County on Lake George.

ITEM 10.45. Frank Butler Park West Boat Ramp Dredging, St. Johns County.

Mr. Wil Smith, with St. Johns County, presented the application to dredge 3,000 cubic yards of material from the boat ramp channel and basin at the popular 55-acre Frank Butler Park. The park is located on Anastasia Island just south of St. Augustine and is the most heavily used boat ramp in the southern part of St. Johns County. There are three boat ramps, a floating dock, picnic facilities, restrooms and parking at this park. He stated that this park is located along A1A and the ICW in St. Johns County.

Commissioner Dritenbas asked the last time this boat ramp channel and basin was dredged. Mr. Smith answered 2009.

Commissioner Blow stated that this is the most popular and most used boat ramp in St. Johns County. The county allows contractors to use the boat ramp for marine construction loading and unloading.

ITEM 10.46. Summer Haven River Restoration, St. Augustine Port, Waterway and Beach District.

Mr. Ken Craig, for the St. Augustine Port, Waterway and Beach District, presented the application to restore and dredge the Summer Haven River area adjacent to the breach

area that filled with sand. In 2008, a storm caused the Atlantic Ocean waters to breach the barrier island. The breach closed over the following next two years, but the river adjacent to the breach filled with sand. The infilling sand completely blocked tidal circulation through the river for a salt marsh, oyster bed and estuarine habitat. These natural resources have historically provided recreation and commercial benefits and natural environment support for oyster leases, a variety aquatic of wildlife, boating, fishing, swimming and access to the Matanzas Inlet. Permitting has been completed to reestablish the Summer Haven River flow and place all excavated material on the adjacent beach as part of an engineered dune/berm system. Additional project components include excavating material from the river bed, placement of this material on the beach and creating least tern nesting habitat at a nearby mitigation area.

Vice-chair Netts stated that this is a great project and absolutely necessary. He supports this project.

Commissioner Blow stated that this is a unique project. Funding and support for this project has been received from the Governor and State Legislature. He feels that it is important that FIND support this project.

ITEM 10.47. Shoal Marker for Menendez Mooring Field, City of St. Augustine.

Mr. James Piggott, with the City of St. Augustine, presented the application to install four (4) permanent shoal markers to identify a navigation hazard at the Menendez Mooring Field in St. Augustine. The mooring field can only be accessed from the north and there is a shoal running north to south along the east side of the mooring field and west of the Intracoastal Waterway (IWW) navigation channel. The marina does its best to communicate this hazard to boaters, however it is estimated that twenty (20) vessels run

aground annually. The marina regularly receives comments that the shoal should be marked.

Commissioner Blow stated that this is an important boater safety project. The waters in this area are not clear and with the tidal change they are only 4 to 6 feet deep. These markers will clearly mark the shoal/sand bar area.

ITEM 10.48. St. Augustine Seawall Connectivity, City of St. Augustine.

Mr. James Piggott, with the City of St. Augustine, presented the application to complete construction of a new seawall structure from the intersection of Avenida Menendez and St. Francis Street to a point just south of the municipal marina on the western side of the Intracoastal Waterway (IWW), just south of the historic Bridge of Lions. He stated that the current seawall was constructed in 1870 from coquina rock and mortar with a twelve-inch granite top. He stated the mortar between the coquina blocks has significantly eroded and sections have tilted because of recent flooding, hurricanes and storm surge. He stated that the existing seawall will be preserved because the new seawall will be constructed twelve feet east of the existing wall. He stated that all permits have been awarded. In addition to the new seawall, which includes a continuous concrete walkway, the proposed project will include installing flood gates for the administration building, grading and filling the north elevation to provide storm surge protection for the Marina offices, a ships store, laundry and restroom facilities and a ticket kiosk for Marina leases. Additionally, the city will install a permanent interpretation site relating the origin and history of the IWW in relation to St. Augustine.

Commissioner Blow stated that the first seawall was built by West Point Civil Engineers. The city built a new seawall several hundred feet-long in front of the old sea

wall and FEMA paid \$4.6 million towards that \$6.3 million project. An important educational kiosk will be a part of this project.

ITEM 10.49. Salt Run Dredging, Part VII, City of St. Augustine.

Mr. Jim Piggott, with the City of St. Augustine, presented the Phase VII application to dredge 5,938 cubic yards of material to increase the 1.8-mile Salt Run channel depth from -5 to -10 feet, and increase the channel width to 80 feet. This waterway provides access to the City of St. Augustine, Anastasia State Park, a public boat ramp, a 60-ball mooring field and the Conch House Marina which has 160 boat slips. This marina is also home to 14 charter vessels. This section of the channel has never been dredged. All permits have been received.

Commissioner Blow stated that the city and county have prioritized projects and therefore phases of this project have been submitted previously. The southern end of Salt Run has the only active public shell fishing area in St. Johns County. The flood shoal in the Intracoastal Waterway (IWW) at the St. Augustine Inlet has to be dredged every three to five years. Material from that dredging project is placed on the beaches at Anastasia State Park. The Salt Run Channel is the pipeline route to the park and dredging that channel will be a benefit to that project. Salt Run is a project with a lot of community support and stakeholders.

ITEM 10.63. Crandon Marina Floating Dock Renovations, Part II, Miami-Dade County.

Ms. Joyce Denny, Ms. Kathy Haley, Mr. Tim Morgan and Ms. Latasha Daniels, with Miami-Dade County, presented the Part II application to construct six concrete floating docks of wet-slips, and is the second part of a project to replace all eight 1997 vintage tie-rods and miscellaneous hardware in the floating docks at the Crandon Marina

Boat Ramp. This 903-acre park includes 15-boat-ramp lanes, vehicle/trailer parking, fish cleaning stations, restrooms and picnic areas. Crandon Park is the most popular park in Miami-Dade County.

Commissioner Crowley stated that when he was appointed, this marina was in very poor condition. Last year the District helped replace the boat ramps. This entire marina has been redone to include a dockmaster facility, dive shop and charter boat facility. These projects have been a total upgrade for this park. The Crandon Park Marina is one of the premier marina facilities in Miami-Dade County.

Commissioner Sansom asked if the marina dock rates are market rates. Ms. Denney answered yes.

ITEM 10.64. Homestead Bayfront Marina Boat Ramp Piers, PH I, Miami-Dade County.

Ms. Joyce Denny, Ms. Kathy Haley, Mr. Tim Morgan and Ms. Latasha Daniels, with Miami-Dade County, presented the Phase I application to design and permit the renovation of six boat-launch lanes and replace five fixed-in-place boarding piers at Homestead Bayfront Marina on the Florida Bay providing access to the Florida Keys. This public boat ramp facility was built in 1983 and has reached the end of its life expectancy. Annually, 18,000 boats are launch from this facility.

Commissioner Crowley stated that the Homestead Bayfront Marina is the most southern boat ramp in Miami-Dade County and is heavily used by the boating public.

Commissioner Sansom commented that the design costs seem high. Commissioner Chappell stated that the fee includes permitting, permit fees and design.

ITEM 10.65. Matheson Marina Floating Dock Renovation, Part II, Miami-Dade County.

Ms. Joyce Denny, Ms. Kathy Haley, Mr. Tim Morgan and Ms. Latasha Daniels, with Miami-Dade County, presented the Part II application to construct four wet-slip docks. This application is the final part of renovations at Matheson Hammock Park. The marina has nine wet-slip docks and six-floating docks that are severely deteriorated. The remaining three are fixed docks that are not part of this project. There are 248 wet slips in this marina, all are fully subscribed, with a wait list of 275.

Ms. Denny stated that this park and marina consists of 630 acres, 11 boat ramps, vehicle/trailer parking, fish cleaning stations, restrooms, picnic areas and walking trails.

Chair Cuozzo asked the life span of the docks. The current docks had a fifty-year life span and after 25 years are severely deteriorated. They were built after Hurricane Andrew.

Commissioner Crowley stated that Matheson Hammock Park and Marina is a flagship marina in south Miami. This is a heavily used facility. The county works hard to maintain these facilities.

ITEM 10.66. Pelican Island Dock Replacement, Miami-Dade County.

Ms. Joyce Denny, Ms. Kathy Haley, Mr. Tim Morgan and Ms. Latasha Daniels, with Miami-Dade County, presented the Phase II application to construct the replacement of an existing day dock at Pelican Island with a new six-foot-wide L-shaped concrete fixed dock that will be 38-feet-long on the long side by 28-feet-long on the short side. There will be two adjoining lightweight concrete floating docks on each side of the fixed dock and an attached 50-foot floating dock. The existing docks were constructed in 1999 and are badly

deteriorated. These new docks will increase access to the nature preserve and recreation opportunities on the spoil island and bird sanctuary.

Ms. Denny stated that the Pelican Island Skipper will provide water-taxi service from the Pelican Island Marina to the Pelican Island recreational island.

Commissioner Crowley stated that he is happy that the county has brought this project forward. He stated that the Pelican Island Skipper is the boat that the District uses in Miami for the District's outreach events. He noted that Pelican Island is a beautiful facility.

ITEM 10.51. Shoreline Stabilization and Pier, PH I, Village of Palmetto Bay.

Commissioner Crowley presented the Phase I application for the Village of Palmetto Bay, to engineer, design and permit a public viewing/fishing pier and 300 feet of shoreline stabilization at the four-acre Thalatta Estate Park in Palmetto Bay. Palmetto Bay purchased this property in 2005, which at the time was 1/3 of their entire municipal budget. This site is located between the Matheson Hammock Boat Ramp and the Homestead Bayfront Boat Ramp which is approximately a 15-mile distance. Thalatta Estate is a four-acre estate that offers direct access to the pristine waters of Biscayne Bay. Thalatta Estate can be booked for weddings and other functions. Its proximity to the water allows for a habitat of herons, pelicans, marine iguanas, and other plant and wildlife to thrive in and around the mangroves, which adorn the northeast portion of the property.

Commissioner Crowley stated that Palmetto Bay is a small municipality and that this is their first grant application to FIND.

Chair Cuzzo called a recess of the Florida Inland Navigation District Board of Commissioners Meeting at 11:56 a.m.

Chair Cuozzo reconvened the Florida Inland Navigation District Board of Commissioners Meeting at 1:03 p.m.

ITEM 10.50. North Bay Village Boardwalk, PH I, North Bay Village.

Mr. Rodney Carrero-Santana and Ms. Lakeisha Morris, with North Bay Village, presented the Phase I application to design, permit and plan for a 3,400 linear-foot multi-use boardwalk/baywalk located on the Kennedy Causeway overlooking Biscayne Bay.

Mr. Carrero-Santana stated that the village is preparing to begin construction of the plaza area. This promenade is located at the base of the Kennedy Causeway. The development of a boardwalk will expand out from the north portion of the plaza allowing pedestrians to walk under the bridge and connect to the south portion of the plaza. The Florida Department of Transportation (FDOT) has provided the land for the boardwalk and the Florida Department of Environmental Protection (FDEP) will approve the boardwalk access over Biscayne Bay. The planning phase will include several public input workshops. This project, when completed, will offer direct public access to the North Bay Village waterfront and boater access to North Bay Village.

Commissioner Blow stated that the concept to construct new boat docks for public use is exciting. Mr. Carrero-Santana stated that the plan for this facility began in 2007 and is included in the Village Waterway Management Plan.

Commissioner Crowley stated that the Biscayne Bay Aquatic Preserve, which is where this project is located, has a proprietary restriction on the use of sovereign submerged land. This project area borders on sovereign submerged land because all of the water area is owned by the State of Florida. Technically, per the regulations and Administrative Code, no one can use those lands for anything. The City Manager has been very pro-active to push this project through and has met with FDEP to get an interpretation

that the boardwalk is for Municipal use. Municipal use meets the extreme hardship test and this project should be allowed to be built. It looks like FDEP will issue the proprietary authorization. The village will be required to get a regulatory permit for seagrass, coral and manatee impact. The next step in this process will be to work with Miami-Dade County DERM to get additional boat slips approved in this area. He stated that he has been working with the Village on this project and helping them with these issues. The city is optimistic that this project is moving in the right direction.

ITEM 10.52. Dinner Key Marina Mooring Facility, PH I, City of Miami.

Mr. Stephen Bogner, with the City of Miami, presented the Phase I application to engineer, design and permit for a 100-vessel managed mooring facility between the Spoil Islands and Dinner Key Marina.

Mr. Bogner stated that the Dinner Key Marina has 582 wet-slips and is the largest wet-slip marina in Florida. This marina is located on Biscayne Bay and 2.5 miles from the Intracoastal Waterway (IWW).

Commissioner Isiminger stated that these mooring fields are part of what makes Miami unique. and is an efficient way to provide access to the Bay.

Commissioner Crowley stated that this marina is located in an area of Coconut Grove that needs vessel management. There are some derelict vessels in the area that need to be removed. This mooring field will help better manage this important area.

ITEM 10.53. Miami Marine Stadium In-Water Structure, PH I, City of Miami.

Mr. Bob Weinreb, with the City of Miami, presented the Phase I application for a structural engineering assessment of the in-water structures such as pilings and the seawall at the historic Miami Maine Stadium. The 6,500 seat stadium is located on Virginia Key,

a barrier island east of downtown Miami. The Marine Stadium is the first recognized landmark structure done by Cuban architects after their exile from Cuba. The National Trust for Historic Preservation has listed the Miami Marine Stadium on their “America’s 11 Most Endangered Historic Places” list.

Chair Cuzzo stated that this is one of his favorite projects.

Commissioner Crowley stated that this is the most important restoration project for the City of Miami. The iconic nature of this structure will always be identified with Miami and the Miami waterways. The potential is unbelievable. The city is considering a bond issue this Fall for preservation of this site.

Commissioner Crowley stated that when FIND did the waterway tour with the U. S. Army Corps of Engineers (USACE), the USACE examined this site, including the pilings and they are very supportive of the restoration of this site and seemed to indicate that the structure may be exempt or grandfathered-in regarding permits.

ITEM 10.54. Miami Woman’s Club Baywalk, PH II, City of Miami.

Mr. Bob Weinrib with the City of Miami, presented the Phase II application to construct a 200-foot seawall to support a baywalk along Biscayne Bay in downtown Miami. He stated that this project will provide the link from the Miami Woman’s Club, which was constructed in 1926, all the way to Margaret Pace Park. He stated that eventually these walkways will connect to the Miami River.

Commissioner Blow asked if a paddle board could be launched from this shoreline or is the rip-rap preventing that. Commissioner Crowley stated that it is an unconsolidated shoreline. There is some rip-rap and some gravel. It is not a hard shoreline and one could

get to the water. Hopefully the shoreline can be made more accessible to users, but it will be a battle with DERM.

Commissioner Crowley stated that this project is an important link in the downtown baywalk. This section is the one remaining gap in the baywalk project, which runs from Margaret Pace Park to Brickell Avenue. He stated that he fully supports this project and he encouraged the Community Redevelopment Agency to come forward with this application.

ITEM 10.55. Mooring Facility Off Watson Island, PH I, City of Miami.

Mr. Stephen Bogner, with the City of Miami, presented the Phase I application to design, survey and permit a 100-vessel mooring facility offshore from Watson Island. This area does not have a mooring field and is populated by an unregulated unmanaged anchorage. The area is directly adjacent to the Intracoastal Waterway (IWW) and offers direct access to Biscayne Bay and the Atlantic Ocean, making the location a valuable resource for the boating public.

Commissioner Sansom stated that this is a great project.

Commissioner Williams asked about upland facilities. Mr. Bogner stated that currently there is the city owned Miami Outdoor Club and the Miami Yacht Club property. Additionally, the city will put in interim facilities with an office, showers and restrooms on a city-owned site. Later a more permanent dockmaster facility will be developed.

Commissioner Crowley stated that there are two yacht clubs and a boat ramp in the area.

ITEM 10.56. Morningside Floating Docks, PH I, City of Miami.

Mr. Bob Weinrib with the City of Miami, presented the Phase I application to design and permit a floating dock and pier restoration at Morningside Park in mid-town

Miami near the Intracoastal Waterway (IWW). The design will include repairs of the fixed wooden structure, re-decking, installation of new caps over the wood piles, new boat cleats, replacement of the floating dock metal piles and re-configuration of the aluminum ramp railing.

Commissioner Blow asked what is the problem with the current dock and why is it not usable. Mr. Weinreb stated that the ramp is very narrow which makes it difficult to turn the corners with kayaks to get down to the floating dock.

Commissioner Crowley stated that these docks are in need of repairs and improvements.

ITEM 10.57. Seawall and Baywalk at NE 22nd Street and 22nd Terrace, PH I, City of Miami.

Mr. Bob Weinrib with the City of Miami, presented the Phase I application to design and permit for a 120-linear feet of new baywalk and seawall section at the end of NE 22nd Street and NE 22nd Terrace, adjacent to Biscayne Bay within the public right-of-way. This project location is north of the Miami Women's Club and Margaret Pace Park located on Biscayne Bay and near the Intracoastal Waterway (IWW). This is another section of a long continuing baywalk.

Commissioner Crowley stated that the City of Miami is requiring that all new private developments provide a 50-foot setback from Biscayne Bay and 25-feet of that setback has to be open to the public as a baywalk and the other 25-feet is for a building setback to be used for recreation. This project is a pilot project and will link to the current baywalk.

ITEM 10.58. Seybold Canal and Wagner Creek Dredging, City of Miami.

Ms. Zimmerman stated that Commissioner Chappell has a Conflict of Interest for: Item 10:58, The City of Miami's Seybold Canal and Wagner Creek Dredging and Environmental Clean-Up Project, Miami-Dade County. She read the following into the Minutes: Commissioner Chappell stated that "as a principal of The Chappell Group, Inc., my firm is a sub-consultant to the prime Terra, Inc., who has been selected by the City of Miami to work on this project." He completed Form 8B, Memorandum of Voting Conflict for County, Municipal, and Other Local Public Officers, which will be attached to and become part of the official June 18, 2016 Board Meeting Minutes. He will not rank this project.

Mr. Bob Weinrib with the City of Miami, presented the application to dredge the Seybold Canal and Wagner Creek, removing contaminated sediment to improve the natural environment. The Seybold waterway intersects with the Miami River, which intersects the Biscayne Bay and the Intracoastal Waterway (IWW). All hazardous dredged material will be disposed of in a hazardous waste landfill. This project will increase property values of residences and marine industrial business along the Seybold Canal and improve navigation.

Commissioner Sansom asked where this material will be de-watered. Mr. Weinrib stated that this is a design/build project and that still has to be decided. He stated that the material will be de-watered at an upland site and tested by the regulatory agencies to determine material disposal.

Commissioner Crowley stated that the City of Miami has a stormwater fee and that revenue has been bonded to fund this project.

Mr. Crosley stated that the source of contamination has been resolved and he asked what the City of Miami has done to reduce sedimentation in the Seybold Canal. Mr. Weinrib stated that the city has improved drainage and stopped the runoff.

ITEM 10.59. Virginia Key Boat Launch and Trailer Parking, PH I, City of Miami.

Mr. Bob Weinrib with the City of Miami, presented the Phase I application to design, permit and engineer the construction of a boat launch and trailer parking at the 863-acre barrier island known as Virginia Key. Virginia Key provides boater access to Biscayne Bay and the Intracoastal Waterway (IWW). The Miami Marine Stadium and two boat ramps are also located on Virginia Key.

Commissioner Isiminger asked if the marina located at the west end of the island is for sale. Mr. Weinrib stated that there is a Request for Proposal (RFP) out to combine both marinas. The city owns the Marine Stadium Marina and next to it is another marina that the city owns, but leases.

Commissioner Crowley stated that the city needs another boat ramp in this area of the causeway. The only other city boat ramp in central Miami is in downtown Coconut Grove.

ITEM 10.60. Virginia Key Seawall, Dock and Kayak Launch, PH II, City of Miami.

Mr. Bob Weinrib, with the City of Miami, presented the Phase II application to construct the replacement and repair of an old seawall and dock for launching of kayaks, canoes and paddleboards at the Virginia Key Nature Center. He stated that this project will encompass shoreline stabilization along with the amenity repairs.

ITEM 10.61. Indian Creek Shoreline Improvement and Greenway, City of Miami Beach.

Ms. Judy Hoanshelt and Mr. Bruce Mowry, with the City of Miami Beach, presented the application to construct a mile-long greenway and seawall along the Indian Creek waterway. The area of the new seawall will provide public access to the waterway and enhance the natural environment by planting of native species such as sea grass and mangroves.

Ms. Hoanshelt stated that several areas of the existing seawall along Indian Creek Drive restricts pedestrian access. This project is intended to provide public access along the entire section of the Indian Creek waterway from 24th street to the 41st Street Bridge. The portions of the seawall that are privately owned will not be repaired or part of the project where FIND funding is used.

Mr. Mowry stated that the City of Miami Beach has experienced significant flooding impact due to sea level rise. This stretch of the highway is a hurricane evacuation route and main highway corridor adjacent to the waterway with a 30-foot shoreline. The new seawall and road will be elevated an additional two-feet. The project will include vegetation replacement, storm water management, pedestrian access to the waterway and a new public waterfront park.

Secretary Donaldson asked if the Florida Department of Transportation (FDOT) would be eligible for funding for a portion of this project. Ms. Zimmerman stated that FDOT is a state agency and would be eligible under the Cooperative Assistance Program (CAP).

Commissioner Crowley stated that this project is easier to permit because it is rebuilding an existing seawall.

Commissioner Sansom asked about the project elements that will improve waterside access. Mr. Mowry stated that this project will improve and provide public greenway access to the water. Future projects for kayak launch areas are being considered.

Commissioner Sansom asked about motorized boater access to Miami Beach. Mr. Mowry stated that the city has other areas that would be better for boat ramps and mooring fields.

Commissioner Crowley stated that this is an interesting project and he is glad to see it includes a living shoreline. This particular section of the city is narrow and boater access may not work here. The city is doing a good job designing this project and providing public access to the waterway.

Mr. Crosley stated that when the city gets its permits, it may want to request that for future repairs or replacement of the seawall, mitigation will not be required for the living shoreline that is being installed at this time.

Commissioner Crowley stated that Palm Beach County DERM has done a lot of these types of projects and he suggested that the city talk to them about what works and what does not work. Secretary Donaldson noted that Palm Beach County has experimented with different types of vegetation for these types of projects.

ITEM 10.62. North Beach Kayak Launch Dock, City of Miami Beach.

Ms. Judy Hoanshelt, with the City of Miami Beach, presented the application to construct a kayak/canoe launch dock and stabilize the shoreline with rip-rap in the North Beach area. The docks will provide safe and easy access to kayak and canoe uses. There will be an ADA accessible kayak launch, as well as an ADA accessible path from the parking lot to the kayak launch.

Commissioner Crowley stated that the City of Miami Beach has developed a Waterway Master Plan that includes project planning and construction. This is a premier project and it is nice to see it happening.

Ms. Zimmerman stated that each application has a highest available score listed for that project, and for a project to remain eligible for funding, it must obtain a total score of 35 or above. She noted that the minimum score any project can receive is 10.

Ms. Zimmerman informed commissioners that their scoring sheets are due back to the office by July 7, 2016. She stated that all project permits must be received by the District's Final Budget and Tax Hearing, which has tentatively been set for September 28, 2016.

ITEM 14. Washington D. C. Report.

Mr. Crosley stated that the House failed to advance its FY 2017 Energy & Water Appropriations, voting 112 to 305 to reject the bill that had recently been amended to include several controversial policy riders.

Mr. Crosley stated that leading up to a May 25th mark-up of the House Water Resources Development Act (WRDA) of 2016, the District's Washington representative worked with Representative Lois Frankel and her staff, the Army Corps of Engineers (USACE), both in Jacksonville and headquarters, the House Water Resources Subcommittee staff and FIND to obtain legislative language clarifying that compensatory mitigation is not required for maintenance dredging of authorized federal navigation projects.

Mr. Crosley stated that the representative drafted a WRDA amendment that was submitted to Representative Frankel who requested input from the USACE Headquarters

about the language. The USACE had a problem with the language and then participated in a call on May 23 with Representative Frankel and FIND. Input from the USACE about the language was received a few days before the mark-up. Representative Frankel's office offered and then withdrew the amendment until the District's Washington representative could perfect the language. The Washington representative will continue working closely with Representative Frankel and the Water Resources Subcommittee to see that the amendment is offered.

Commissioner Sansom stated that the District should prepare a paper showing the cost of mitigation for maintenance dredging. Mr. Crosley stated that he agrees, but feels that a project driven example should be provided.

Vice-Chair Netts stated that the District should calculate the mitigation cost for maintenance dredging projects for the next project then multiply that times the projected future projects and provide that information to all the cities and counties within the District. He stated that the cost does not impact the District, it impacts the people we serve.

Commissioner Crowley stated that it is hard to go to Congress and say that mitigation for maintenance dredging is damaging when FIND has not quantified how damaging it is. There are ways to roughly handicap what the costs would be.

Secretary Donaldson stated that what FIND needs to do is to get the support of the USACE. He stated that the key is to get an appointment with JoEllen Darcy, the Assistant Secretary of the Army, every six months. Then for each appointment, FIND meets with her and with a county or city representative to continually make our case.

Treasurer McCabe stated that FIND should not start talking numbers because it implies that FIND opposes the notion because of the costs. When one mitigates damages,

typically it is damages that reasonably could have been avoided, but if FIND is supposed to dredge and that is what we are doing, we should be mitigating only for damages that only could have been avoided. Why would FIND concede any damages that aren't related to something that could have been avoided. The logic of the numbers gets everybody's attention, but on the other hand she feels like FIND is giving in to the concept and the concept is that FIND caused damages that have could have reasonably been avoided when FIND has not caused damages. FIND is doing its core job, and FIND could request a declaratory action because FIND does not agree with how the agency is interpreting the law and misapplying it to FIND.

Attorney Breton stated that for declaratory relief, with an agency that you have an argument with, you need to have to have a concrete issue, not just give an advisory opinion.

ITEM 13-B. Public Comments.

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

ITEM 15. Additional Staff Comments.

Chair Cuozzo asked if there were any additional staff comments or discussion.

Mr. Crosley thanked the Nichole MacPhail and Ms. Zimmerman for their work on this agenda. He thanked Commissioners for attending this long, two-day meeting.

ITEM 16. Additional Commissioner Comments.

Chair Cuozzo asked if there were any additional Commissioner comments.

Treasurer McCabe thanked staff and Mr. Crosley for the organized agenda and application presentations.

Secretary Donaldson thanked Commissioner Sansom for last evening's Community Outreach Event.

Commissioner Crowley requested that the Public Relations Committee meet during the July Meeting.

ITEM 17. Adjournment.

Chair Cuzzo stated that hearing no further business the meeting was adjourned at 3:50 p.m.



**US Army Co
of Engineers**

**IWW STATUS UPDATE
FIND Board of Commissioners Meeting
July 22, 2016**



WORK ACTIVITIES IN FY 16:

1. DMMA O-7 (Martin County)
2. IWW: Broward Reach 1 (Broward County)
3. IWW: St. Augustine and Matanzas (St. Johns County)
4. DMMA O-23 (Martin County)
5. Crossroads (Martin County)



**US Army Co
of Engineers**

**IWW STATUS UPDATE
FIND Board of Commissioners Meeting
July 22, 2016**



AIWW = Atlantic Intracoastal Waterway Norfolk to St. Johns

IWW = Intracoastal Waterway Jacksonville to Miami (12' and 10' projects)

DMMA = Dredge Material Management Area

1. WORK ACTIVITY: DMMA O-7

CONTRACT AMOUNT: TBD

DESCRIPTION OF WORK: Finalization of plans and specifications, environmental coordination, procurement and administration of the construction contract for DMMA O-7.

SCHEDULE O-7:

- Contract Advertisement Initiated: 13 May 2016A
- Bid Opening: 28 July 2016
- Contract Award: NLT 30 Sept 2016

FIND WORK ORDER: Funding for completion of P&S was funded with 100% Federal funding. A work order for construction funds was presented and approved at the March 2016 FIND Board.

NAME OF CONTRACTOR: TBD

STATUS: The contract for construction of DMMA O-7 was advertised on 9 May 2016. The contracting tool will be small business set aside with the proposals being evaluated on a least cost technically acceptable basis. During the site visit it became more apparent that utilization of the existing road owned by the adjacent property owner would be a benefit to the project. With limited access the contractor would basically have to build their way in. Since the site visit, FIND staff has been working diligently with the property owner to determine if there was a potential path forward to use the road for access during construction AND for future offloading requirements. The bid receipt date has tentatively been pushed out to 28 July 2016 in an effort to resolve discussions with the property owner. If an agreement cannot be met we will continue with the current plan to construct the new access road.



**US Army Co
of Engineers**

**IWW STATUS UPDATE
FIND Board of Commissioners Meeting
July 22, 2016**



2. WORK ACTIVITY: IWW Broward Reach 1 (Broward County)

CONTRACT AMOUNT: TBD

DESCRIPTION OF WORK: A hydro survey was performed by Morgan and Ecklund and provided to the Corps on 26 June 2014. There is approximately 50k cy of material located within the federal channel down to 10' and 80k cy down to 10'+2'. Even at 80k cy, given the small quantity, the most cost effective way to pursue the dredging would be utilization of a Corps of Engineers dredge, either the Currituck or Murden, and dispose of in the nearshore.

SCHEDULE Broward Reach 1:

- | | |
|---|---------------|
| • Complete Environmental Assessment (incl public reviews) | 27 March 2017 |
| • Obtain Water Quality Certification | 14 Nov 2016 |
| • Obtain updated Survey | 1 Dec 2016 |
| • Provide Dredge Orders to SAW | 1 Feb 2017 |

FIND WORK ORDER: Current path forward is to proceed with dredging with a Wilmington Hopper dredge unless it is determined that the quantity is large enough to justify a standard procurement. Anticipate a work order being presented to the FIND Board in January/February 2017 for dredging funding.

NAME OF CONTRACTOR: TBD

STATUS: Based on preliminary discussions with the Hillsboro Inlet Chairman, Mr. Jack Holland, it has been suggested that we consider an alternative that requires us dredging material from the IWW and placing in within the existing Hillsboro Inlet Settling Basin. This would alleviate the need to obtain NEPA on a new nearshore placement area. The Hillsboro Inlet dredge would then move the material to the dry beach south of the Inlet. In order to do this we would still need a FDEP permit and possible NEPA since IWW material has never been placed in this disposal location.



**US Army Co
of Engineers**

**IWW STATUS UPDATE
FIND Board of Commissioners Meeting
July 22, 2016**



3. WORK ACTIVITY: IWW St. Augustine / Matanzas

CONTRACT AMOUNT: TBD

DESCRIPTION OF WORK: Development of Plans and Specifications for St. Augustine and Matanzas reach of the IWW. Plan is to combine these two reaches to save in mobilization cost since both require the same equipment and have the same placement method.

SCHEDULE: (Tentative)

- | | |
|--|--------------|
| • Obtain Survey | 6 Nov 2015A |
| • Initiate P&S | 16 Nov 2015A |
| • Verify NEPA/FDEP permit | 16 Nov 2015A |
| • Complete Draft P&S including reviews | 16 May 2016A |
| • Advertise Contract | 25 July 2016 |
| • Bid Opening | 19 Aug 2016 |
| • Contract Award: | 19 Sept 2016 |

FIND WORK ORDER: P&S will be funded 100% with Federal funding in 2016. A work order was presented to and approved by the FIND Board in April 2016 to fund a portion of the dredging contract. Dredging will be paid for with a combination of FIND Contributed Funds and COE federal funding.

NAME OF CONTRACTOR: TBD

STATUS: The Land Use Agreement for placement of material within Anastasia State Park has been approved by FDEP Parks and the FDEP minor permit modification received. St. Johns County has also approved permanent easements for Summerhaven beach placement.

The PARC in Atlanta recently determined that they needed to approve consolidation of these two dredging activities. Information has been provided to the PARC to justify their consolidation and the Corps is awaiting the final decision. The schedule has been revised to reflect an end of July advertisement and end of Sept award.



**US Army Co
of Engineers**

**IWW STATUS UPDATE
FIND Board of Commissioners Meeting
July 22, 2016**



4. WORK ACTIVITY: DMMA O-23 (Martin County)

CONTRACT AMOUNT: TBD

DESCRIPTION OF WORK: Development of Plans and Specifications for the construction of DMMA O-23 which is located in Martin County, Florida.

SCHEDULE: (Tentative)

- | | |
|---------------------------------|---------------|
| • Initiate P&S | 1 Oct 2016 |
| • Complete NEPA | 13 Feb 2017 |
| • Complete P&S with all reviews | 25 April 2017 |
| • Advertise Contract | 1 May 2017 |
| • Receive Bids | 31 May 2017 |
| • Contract Award: | 30 June 2017 |

FIND WORK ORDER: P&S will be funded 100% with Federal funding. Construction of DMMA O-23 will be with FIND Contributed Funds.

NAME OF CONTRACTOR: TBD

STATUS: NEPA activities for DMMA O-23 kicked off on 16 Nov 2015 and P&S will kick off once DMMA O-7 is awarded (1 Oct 2016). O-23 will utilize the same weir system as O-7. There is a federally listed plant, reindeer lichen, which grows in scrub areas which is present on the site. Probably 10-20sf of the species is estimated to be present which will have to be relocated out of the construction area. Draft schedule shows advertisement of the construction contract in May 2017 and award in June 2017.

Anticipate a work order being presented to the FIND Board in April 2017 for construction funding.



**US Army Co
of Engineers**

**IWW STATUS UPDATE
FIND Board of Commissioners Meeting
July 22, 2016**



5. WORK ACTIVITY: IWW Crossroads

CONTRACT AMOUNT: TBD

DESCRIPTION OF WORK: Staff has identified a small problematic shoal within IWW Crossroads and has asked that the Corps investigate the most efficient way to remove it.

FIND WORK ORDER: Depending on the order of magnitude for dredging, a FIND work order may be required. Amount to be determined.

NAME OF CONTRACTOR: TBD

STATUS: There is approximately 10k cubic yards of material in a problematic shoal within the Crossroads reach of the IWW. The plan is to utilize a Corps dredge to remove this small quantity. An EA and FONSI have been completed that evaluated material being dredged from the IWW and placed within the settling basin at St. Lucie Inlet.

After coordination with FDEP, it was determined that the best path forward is to proceed with a MINOR modification to the existing IWW Crossroads permit instead of modifying Martin County's permit. A modification to FDEP permit No. 0296970-001-JC has been submitted.

Once the permit modification is received, project management will coordinate with the Wilmington District to schedule a time for them to proceed with removal of this shoal.



NASSAU COUNTY PROJECT STATUS UPDATE

JULY 2016

Atlantic Intracoastal Waterway (AIWW) Dredged Material Management Plan.

The District completed Phase I of the Dredged Material Management Plan (DMMP) for the approximately 26 miles of Atlantic Intracoastal Waterway (AIWW) in Northeast Florida in 1986. Phase II of the DMMP was completed between 1986 and 2010. The plan was updated in 2007 in response to public and legislative concerns and the dredging reach boundaries were slightly altered. In 2014/15, the AIWW Centerline Survey identified an area between the authorized AIWW channel and the Fernandina Harbor project that was not being actively managed or maintained for navigation. The DMMP was again updated in 2015/16 in response to this additional area of dredging responsibility. Over the next 50 years, 1.3 million cu/yds of material will need to be dredged from the approximately 15 miles of AIWW in Nassau County to maintain its navigability. The Plan designates that dredged material from Dredging Reach I, which is not beach quality, will be managed at Dredge Material Management Area (DMMA) NA-1 on Crane Island. Dredged material from Dredging Reach II, which is beach quality, will continue to be placed on the Amelia Island State Park beach. *(Please see the attached location maps).*

Dredged Material Management Area NA-1 Construction

The design, engineering, and permitting of this upland dredged material management site was initiated in 2008 and completed in 2010. The final permits were received in 2012. Construction of the site commenced in 2013 and was completed in early 2014. The unique nature of this site requires the dike material to “settle” before the site is fully operational. The dike settling is progressing as expected and this site should be operational when needed in late 2016.

Waterway Dredging

The AIWW in Dredging Reach II was dredged in 2006-2007 and again in 2013. The U. S. Army Corps of Engineers (USACE) completed both dredging operations, with approximately 578,000 cu/yds and 591,000 cu/yds (respectively) of beach compatible material in this area being placed on the Amelia Island State Park beach for each event. Another approximately 12,000 cu/yds of non-beach compatible material was placed in DMMA DU-2 for each event. In 2006, FIND provided \$4.3 and million in funding for the dredging project, of which the USACE returned \$1.4 million. In 2013, FIND provided the entire \$4.2 M project was funded by the District. Dredging Reach I is experiencing shoaling just south of the Shave Bridge and at other locations that will be dredged in 2016 following the settling of the dikes from construction of DMMA NA-1. In addition, there is an area of concern south of the Fernandina Beach Marina that will be addressed though the District’s efforts. *(Please see attached the maps).*

Waterways Economic Study

In December 2011, the District completed an update to the *Economic Analysis of the Waterways in Nassau County*. The study determined that the waterways in Nassau County generate approximately \$47.6 million in economic activity each year, about 335 jobs, \$10.8 million in



NASSAU COUNTY PROJECT STATUS UPDATE

JULY 2016

salaries, \$2.5 million in additional taxes, and an increase of \$141 to \$170 million in property values. *(Please see the attached summary and map).*

Waterways Assistance Program

Since Nassau County joined the District in 2004, the District has received and approved 117 applications from the City of Fernandina Beach and Nassau County resulting in a District investment of \$1.4 M towards \$2.9 M of total waterway improvement projects. The City has made significant improvements to their City marina and boat ramp, the development of a Riverfront Boardwalk and the creation of a managed mooring field. The City has again submitted applications for the forthcoming Assistance Program cycle. *(Please see the attached list and map).*

Cooperative Assistance Program

The City of Fernandina Beach has successfully participated in the Florida Department of Environmental Protection's (FDEP) Clean Marina Program and the Amelia Island Yacht Basin has participated in the Clean Vessel Program.

Interlocal Agreement Program

Through this program, the District entered into an Interlocal Agreement with the City of Fernandina Beach to manage dredged material from the City marina at a District dredged material management area in Duval County.

Public Information Program

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

Waterway Clean Up Program

The District has successfully partnered with Keep Nassau Beautiful for many years to assist with their annual trash and debris cleanup of Nassau County's waterways.

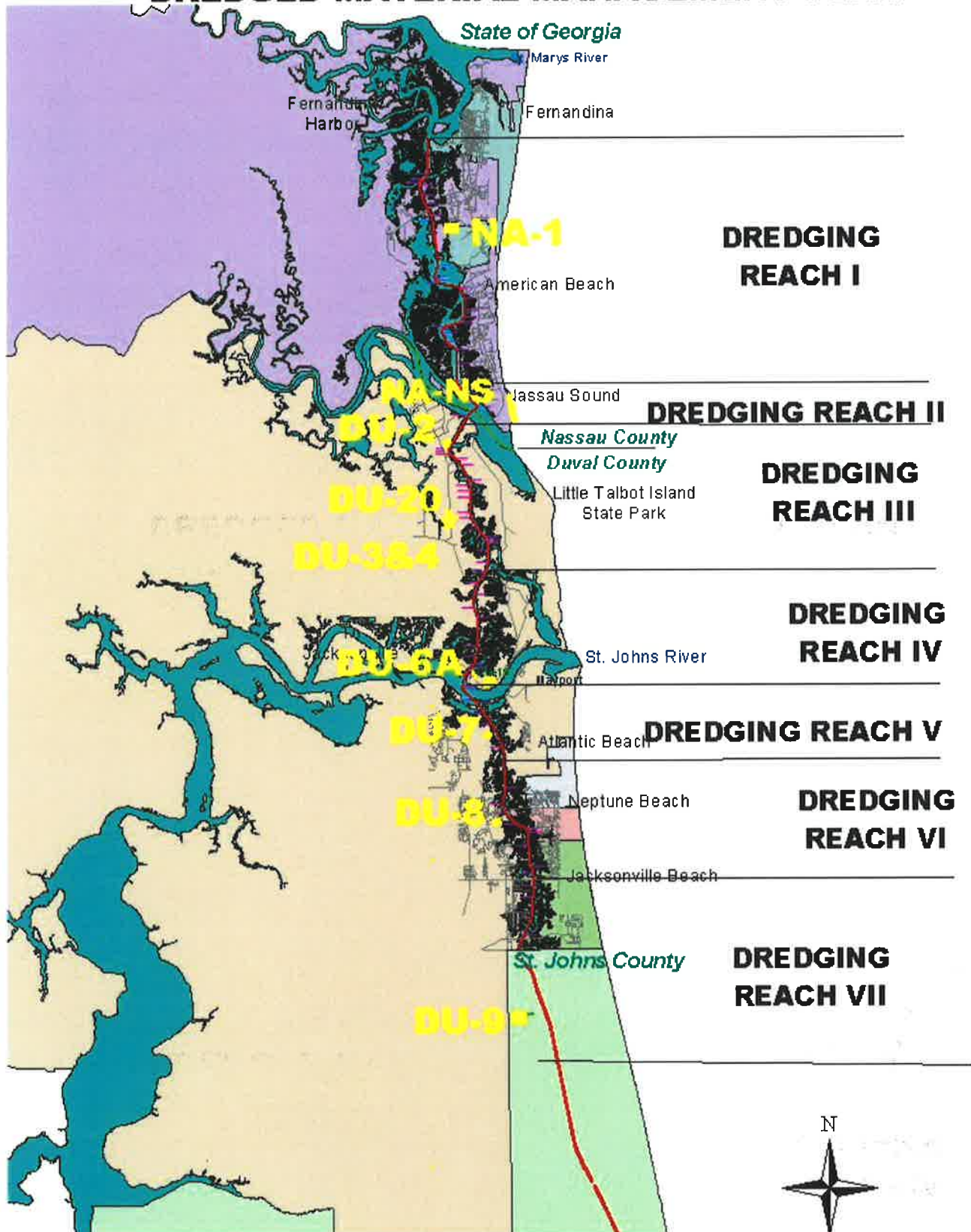
Small-Scale Derelict Vessel Removal Program

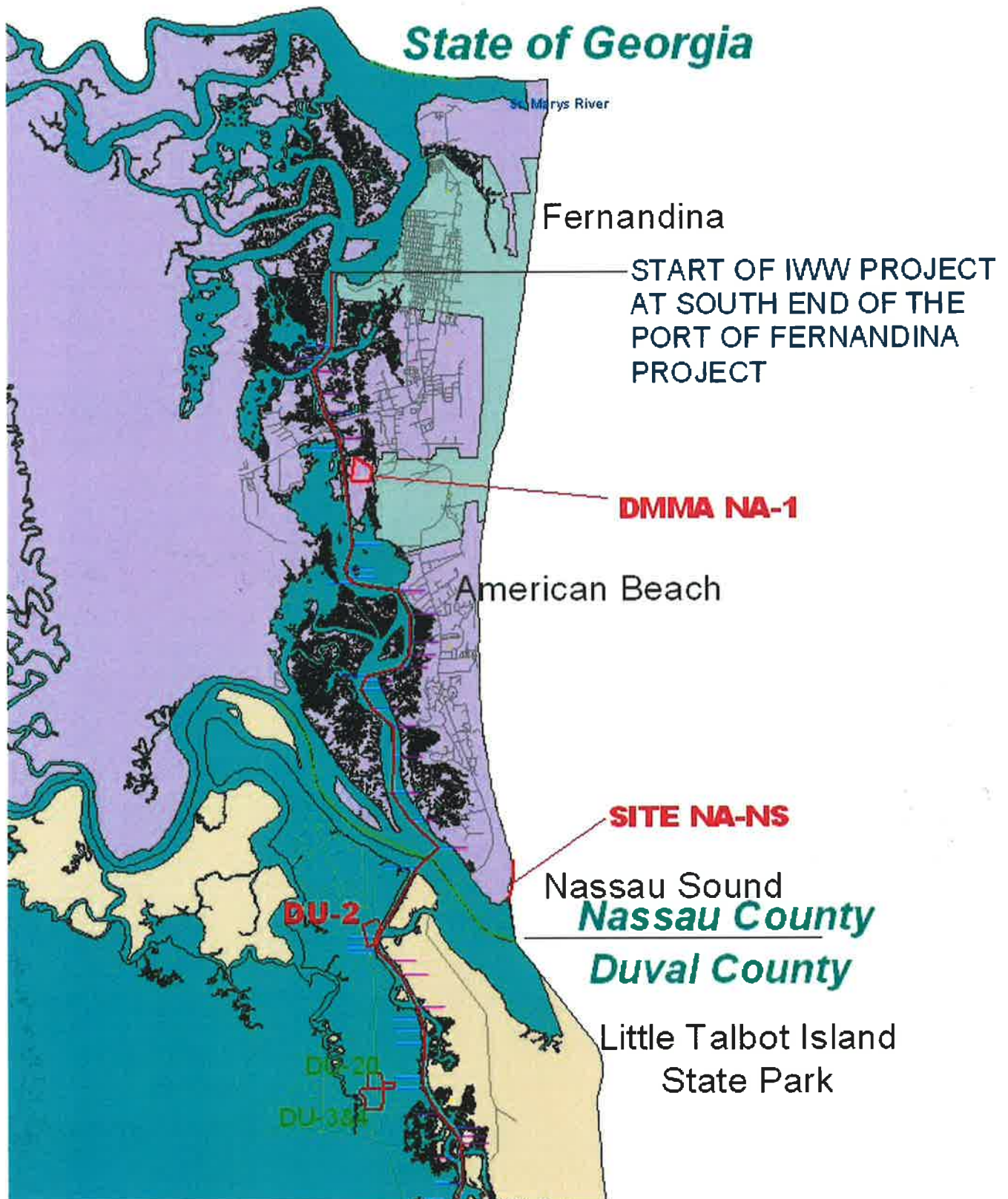
Vessels have yet to be removed in Nassau County under this program.

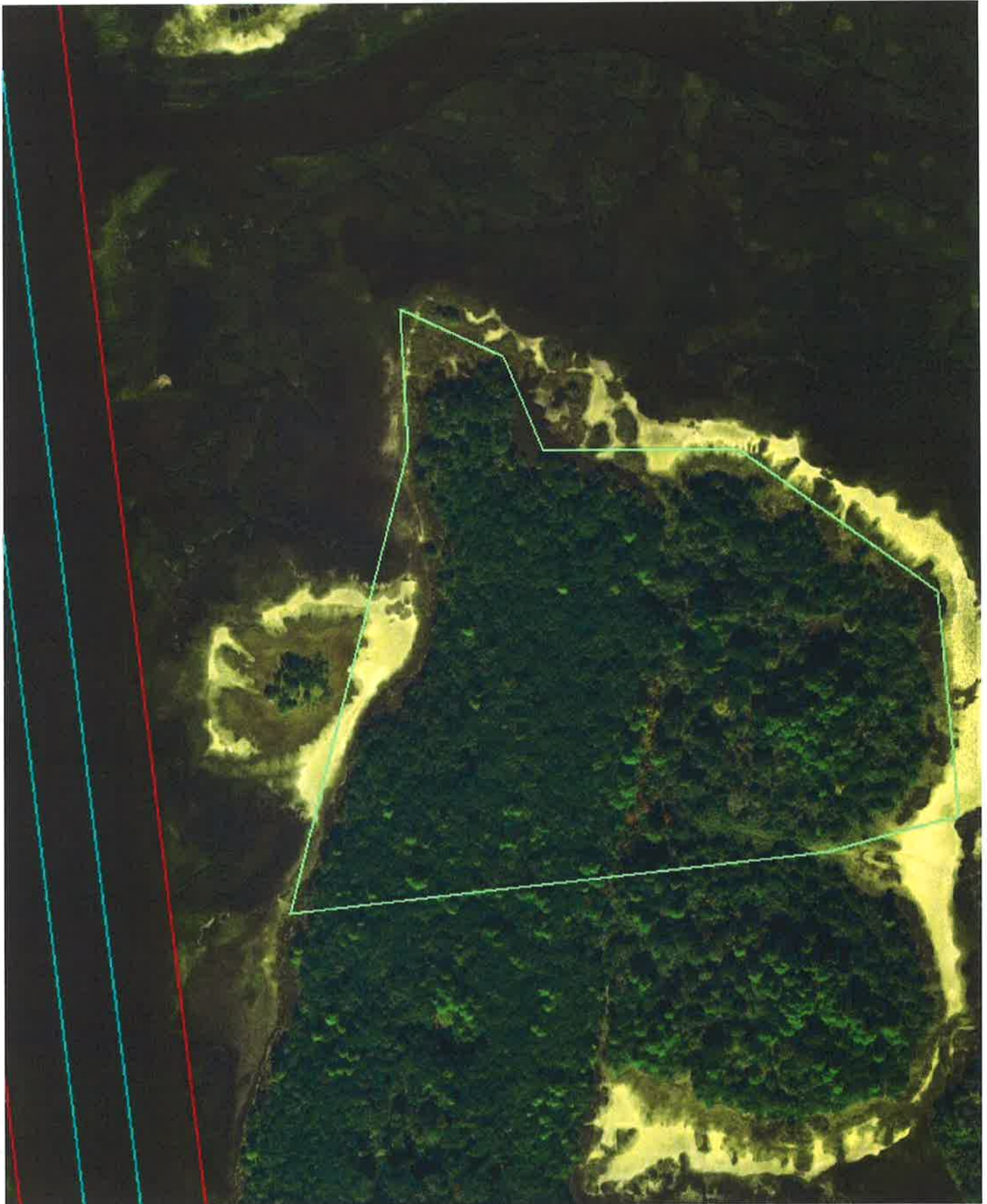
Small-Scale Spoil Island Enhancement and Restoration Program



To date, no projects have been funded in Nassau County.

NASSAU/DUVAL COUNTIES DREDGED MATERIAL MANAGEMENT PLAN








 FIND Owned
 ICW Right-of-Way
Channel

DMMA NA-1







 FIND Owned
Channel
ICW Right-of-Way

DMMA DU-2





DMMA DU-2

Legend
DU-2
Feature 1

Google Earth
© 2018 Google

ECONOMIC BENEFITS OF THE DISTRICT'S WATERWAYS



Purpose

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

Scenarios Evaluated

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



ECONOMIC IMPACTS

Current Existing Impacts

- \$47.6 million in business volume
- \$10.8 million in personal income
- 335 jobs
- \$2.5 million in tax revenue

Impacts of Cessation of Waterways Maintenance

- Decrease of \$10.3 million in business volume
- Decrease of \$2.5 million in personal income
- Decrease of 89 jobs
- Decrease of \$0.5 million in tax revenue

Impacts of an Increase in Waterways Maintenance

- Increase of \$2.6 million in business volume
- Increase of \$0.6 million in personal income
- Increase of 15 jobs
- Increase of \$0.1 million in tax revenue

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

- Decrease of \$24.6 million in business volume
- Decrease of \$5.5 million in personal income
- Decrease of 200 jobs
- Decrease of \$1.3 million in tax revenue

Economic Benefits as of April 2011

NASSAU COUNTY



ECONOMIC BENEFITS OF THE DISTRICT'S WATERWAYS

NASSAU 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 March 2008 in *An Economic Analysis of the District's Waterways in Nassau County*.

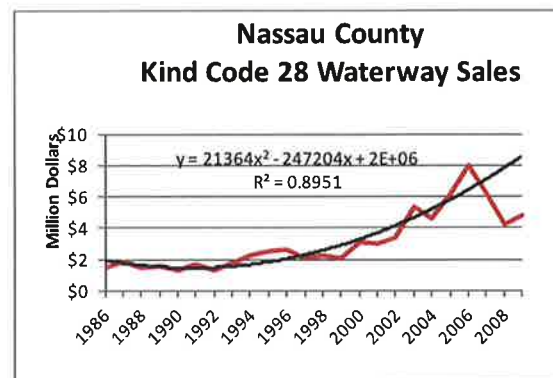
Updating of Previously Estimated Benefits

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

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

Estimating the Impact of the Recession

The impact of the recession was estimated by determining the trend in gross sales of boat dealers over the 20-year period prior to the onset of the recession. This trend was used to estimate the theoretical gross sales if sales had continued to increase at the rates previously experienced. The red line in the figure below illustrates reported actual gross sales of boat dealers and the black line illustrates the trend of those sales. From 2007 to 2009 gross boat dealer sales in Nassau County decreased by 24 percent; if the recession had not occurred, it is estimated that gross sales from 2007 to 2009 would have increased by 34 percent.

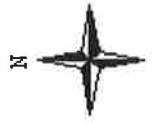
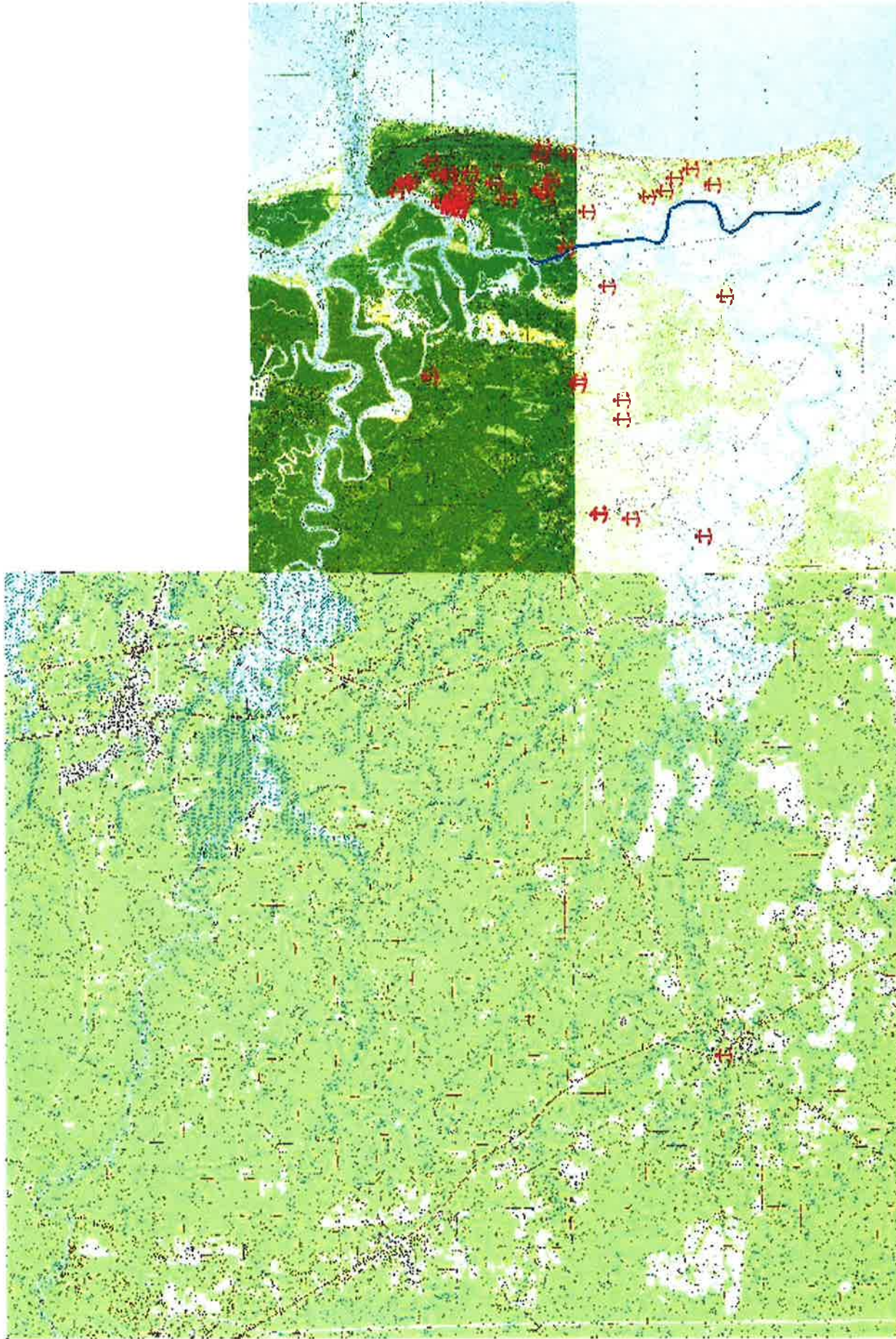


Annual Boater Spending on Gas, Food, and Drinks at Non-Marine-Related Establishments

- Current existing conditions: \$4.4 million
- Cessation of maintenance: \$3.8 million
- Increased maintenance: \$4.4 million
- Assuming no recession: \$6.4 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
- Assuming no recession: 6.5 feet MLW

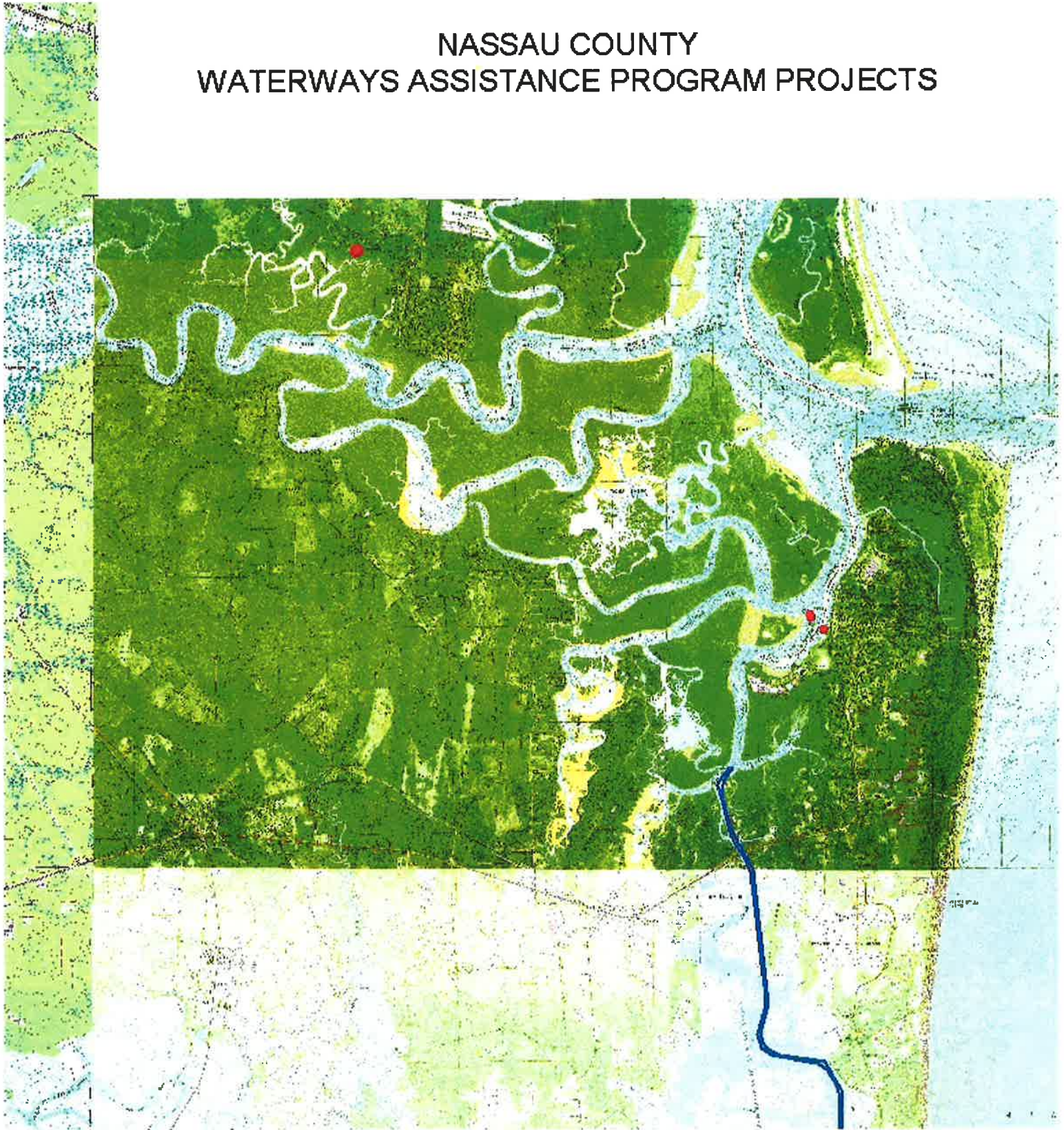


LOCATION MAP
NASSAU COUNTY
WATERWAY RELATED BUSINESSES

**FLORIDA INLAND NAVIGATION DISTRICT
WATERWAYS ASSISTANCE PROGRAM PROJECTS
IN NASSAU COUNTY**

Project Name	Project Number	Project Sponsor	Grant Amount	Total Cost
Wilson Neck Boat Ramp	NA-08-07	Nassau County	\$50,465	\$138,640
Mooring Field	NA-FB-05-01	City Of Fernandina Beach	\$12,500	\$25,000
Riverfront Boardwalk	NA-FB-05-02	City Of Fernandina Beach	\$112,500	\$225,000
Docks E, F & G Rehabilitation/ Replacement - Phase I	NA-FB-06-03	City Of Fernandina Beach	\$25,000	\$50,000
Mooring Field - Phase I I	NA-FB-06-04	City Of Fernandina Beach	\$62,500	\$125,000
Docks E, F & G Rehabilitation - Phase I I	NA-FB-07-05	City Of Fernandina Beach	\$221,860	\$443,720
Docks E, F, & G Rehabilitation, Phase I I, Part B	NA-FB-08-06	City Of Fernandina Beach	\$168,000	\$336,000
Fernandina Beach Boat Ramp Construction (Withdrawn)	NA-FB-09-08	City Of Fernandina Beach	\$100,000	\$200,000
Fernandina Beach Harbor Marine Basin Dredging- Ph A	NA-FB-11-09	City Of Fernandina Beach	\$174,735	\$434,848
Fernandina Beach Harbor Marine Basin Dredging- Ph B	NA-FB-12-10	City Of Fernandina Beach	\$162,215	\$342,215
Breakwater Dock Improvements	NA-FB-13-11	City of Fernandina Beach	\$81,000	\$163,000
Marina Public Boat Ramp Dredging	NA-FB-14-12	City of Fernandina Beach	\$144,450	\$288,900
Marina Welcome Center Deck	NA-FB-14-13	City of Fernandina Beach	\$20,275	\$40,550
Mooring Field Improvements Ph I	NA-FB-14-14	City of Fernandina Beach	\$7,774	\$15,547
Dock 6 Fire Safety Enhancement	NA-FB-15-15	City of Fernandina Beach	\$5,000	\$10,000
Managed Moorind Field Phase IA	NA-FB-15-16	City of Fernandina Beach	\$74,350	\$148,700
Breakwater Dock Safety Phase II	NA-FB-15-17	City of Fernandina Beach	\$89,306	\$190,000
TOTALS			\$1,511,930	\$3,177,120

LOCATION MAP

NASSAU COUNTY
WATERWAYS ASSISTANCE PROGRAM PROJECTS

Overview of Water Injection Dredging (WID) and the SedCon Turbo System

Timothy L. Welp
Research Hydraulic Engineer
USACE Engineer Research and
Development Center,
Coastal Hydraulic Laboratory,
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Outline

- Water Injection Dredge
- SedCon Turbo System



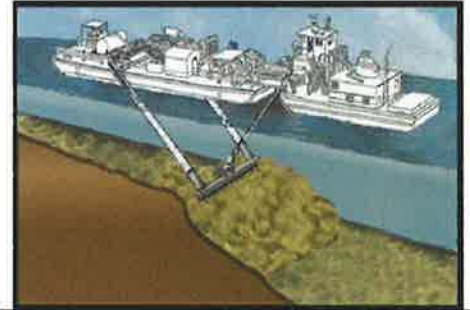
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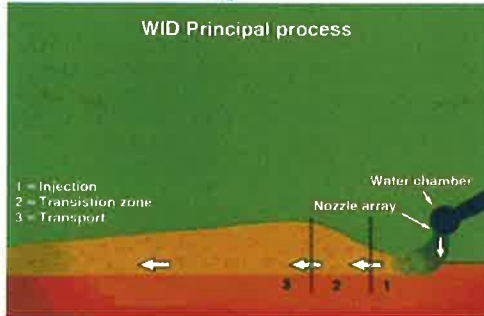
Water Injection Dredge (WID)



Density Current

Source: PIANC

WID Principal process



Source: PIANC/Deltares



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Worldwide WID



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Water Injection Dredge (WID)



Water Injection Dredge (WID)



WEEKS MARINE
Barge B1 773
Length: 120'
Breadth: 32'
Draft: 8'
Injection Pipe: 30" dia. w/ 23 - 2.4" nozzles
Pump Size: 24" x 30" (Grundfos Pump 3420)
Engine: CAT 390 (1250 HP)
Pump Capacity: 23,000 GPM
Max. Dredging Depth: 20'
Min. Dredging Depth: 5'
Towing Vessel: 1,200 HP minimum



WID Applicability

- Could be a very cost effective way of removing sediment from unwanted locations.
- Has the ecological advantage that it does not disturb the sediment balance of the watercourse.
- However, the technique requires very specific site conditions



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Parameters That Influence WID Production

- Soil characteristics
- Site bathymetry and geometry
- Hydrodynamic conditions
- Geographic location (accessibility, proximity to structures, etc.)
- Type and level of contamination

US WID Dredging Projects

Traditional Operations

- Private Dock Work
- Mississippi River
 - Grain Dock –Convent, LA
 - Refinery –Baton Rouge, LA
 - Refinery –Sunshine, LA
 - Grain Dock –Destrehan, LA
 - Chemical –Plaquemines, LA
 - Refinery –St. James, LA
 - Barge Dock –Jefferson, LA
 - Refinery –St. James, LA
 - Refinery –Jefferson, LA
 - Refining Facility –Baton Rouge, LA
 - Agricultural –Jefferson, LA
 - Refinery –Krotz Springs, LA

Federal Navigation

- New Orleans District
 - New Orleans Harbor
 - Michoud Canal
 - Miss. River Gulf Outlet
 - E & W Calumet Floodgates
 - Tiger Pass Channel
- Galveston District
 - Houston Ship Channel
 - Bayport Ship Channel
- Mobile District
 - Horn Island

Source: WEEKS MARINE



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Project Name	Project Site	Cut (ft)	Volume (cy)	Duration (days)	Production Rate (cy/day)
Upper Mississippi River 1982	Miss. & B	NA	8,000	4	187
Calumet 1984	LA	414.28	16,846	1	632
New Orleans Harbor 1985	LA	735.815	950,432	57	4,76
New Orleans Harbor 2001	LA	794,260	534,530	45	384
Houston Ship Channel Emergency 2001	TX	338.910	115,200	4	1,179
Houston Ship Channel Report Phase 2002	TX	NA	116,871	2	3,431
Houston Ship Channel Completion to Green Bayou 2001	TX	NA	24,259	4	274
Houston Ship Channel Report Phase 2002	TX	NA	97,807	3	1,380
New Orleans Harbor 2002	LA	1,016,888	888,405	40	925
Michoud Canal 2002	LA	76,294	252,035	4	2,418
MSDP 2001	LA	88,640	300,250	4	3,464
Houston Ship Channel Mid Bay 2004	TX	1,453,014	486,507	89	785
New Orleans Harbor 2005	LA	2,534,084	531,048	26	750
Calumet 2010	LA	260,458	25,408	1	874

Source: Wilson 2007



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WID Monitoring Michoud Canal

- WID worked 6-10 August 2002
- ERDC monitored 7 August 2002
- Focused on near and intermediate field sediment plume characteristics



WID Michoud Canal Data Collected

- Data collected (ERDC)
 - current velocities (ADCP)
 - backscatter (ADCP)
 - suspended sediment samples (Niskin tube)
 - near bed samples (ball valve sampler)
 - bottom samples,

- Data Collected MVN and Weeks
 - Before and After Dredge (BD & AD) Surveys
 - bottom samples



Michoud Canal



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Background Water Samples



Total Suspended Solids (TSS) – mg/l

Station 0+00
3 ft - 3
11 ft - 12
22 ft - 18
33 ft - 25
44 ft - 51

MR-GO Station
3 ft - 11
11 ft - 13
22 ft - 17
33 ft - 25
44 ft - 46

Station 62+00
3 ft - 14
9 ft - 14
18 ft - 16
27 ft - 24
36 ft - 28

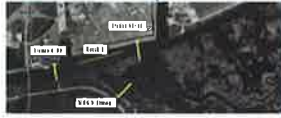


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Dredge-Plume Water Samples



Total Suspended Solids (TSS) – mg/l

3 ft - 7
10 ft - 17
21 ft - 31
32 ft - 313
37 ft - 162641

3 ft - 24
10 ft - 17
21 ft - 36
33 ft - 193
38 ft - 218134

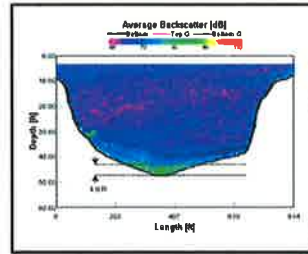


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Acoustic Backscatter



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Michoud Canal Monitoring Conclusions

- Background TSS values ranged
 - from about 10 mg/l near the surface,
 - to about 20 mg/l at mid depth (say 20 ft)
 - to 30 to 50 mg/l near the bottom (in fluid mud) (36 to 44 ft).
- During dredging in the immediate vicinity of the dredge head
 - near bottom TSS values would rise dramatically, exceeding 100,000 mg/l within a ft of the bottom.
 - sharp gradient in the TSS near the dredge, dropped to about 5,000 mg/l within 3 ft of the bottom.



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Michoud Canal Monitoring Conclusions

- Elevated TSS levels stayed in the lower 5 to 6 ft of the water column. Above about 33 ft, essentially no difference in TSS levels between the area in the vicinity of the dredge and background could be measured.
- Some distance away from the dredge head, all the resuspended sediments appeared to stay within about 3 ft of the bottom.



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Michoud Canal Monitoring Conclusions

- Where it could be detected, the density current flows under the influence of gravity and underwater slopes toward the deeper laying parts.

Similar results when monitoring the Mississippi River Gulf Outlet project.



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WID Classification

In appropriate site specific conditions where density current is maintained WID is not agitation dredging that:

- Relies on water currents to move sediment out of channel
- Disperses sediment throughout the entire water column

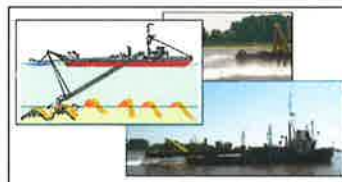


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WID Used to "Dredge" Sand Wave Crests



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Source PIANC



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WID Advantages

For appropriate locations where favorable bottom material and bathymetry exist, WID can offer several advantages:

- In optimum conditions WID is capable of very high production rates.
- WID can rapidly move from one project location to another on short notice and can immediately go to work once at the site.
- Because WID does not require pipelines, etc., the reduction directly translates into a reduction of required manpower and attendant operating costs.



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WID Advantages

- WID provides fewer impediments to navigation, can quickly avoid vessels and resume dredging can result in substantially greater operating hours.
- Injection head merely rides on the surface of the sediment as opposed to actively digging into so allows safer operations with reduced chance of damage to submerged structures, pipelines, utility cables, etc.
- Keeps sediment in the "system."



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WID Limitations

- It can be used only where in-water placement of dredged material is allowed.
- WID can effectively operate only where favorable conditions exist.
- WID cannot be used where unacceptable environmental impacts occur (contaminant resuspension, unacceptable suspended solids impacts, etc.).
- Destination of dredged material more difficult to predict.



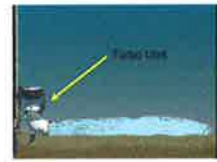
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SedCon Turbo System

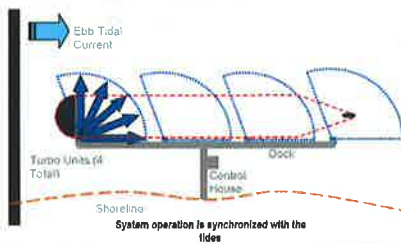
US Navy developed system in 1980s.
Commercially installed Port of Gray's Harbor in 1987.



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Source: Bryant 2007

SedCon Operation



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Source: Bryant 2007

ERDC

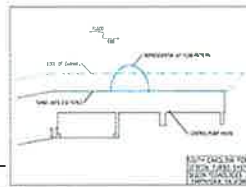
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Example: SedCon Installation Charleston, SC.

Dredging cost \$1M/year 4x 80,000 yd³ and dredged material placed in confined disposal facility.

2 complete systems - 5 turbo units each.

Source: Bryant 2007



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Source: SedCon

ERDC

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Example: SedCon Installation Charleston, SC.

5 turbo units powered by common hydraulic pumping unit (150 gal oil reservoir, filtration, oil heating/cooling system, pressure control/relief (125 hp pump— uses vegetable oil. Energy consumption est 90 HP each



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Source: Bryant 2007

Example: SedCon Installation Charleston, SC.

- Water jets 36 inch diameter, approx 15 ft tall
- 180 degree sweep
- Suction screen approx 3 inch opening
- 2 shoes mount on frame & slid on H piling so can be slid up and down
- 10 jets space 175 ft apart on 1,640 ft wharf



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Source: Bryant 2007

Example: SedCon Installation Charleston, SC.

- Systems are controlled by software run on a PC.
- Operations may be remotely monitored and adjusted.
- Parameters that can be computer adjusted include:
 - Initial and final sweep position
 - System initiation relative to tidal conditions
 - Duration of operation of individual units and the total system



Source: SedCon



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Source: Bryant 2007

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Example: SedCon Installation Charleston, SC.

- Total installed cost approx \$4.2M
- Annual maintenance approx \$25,000
- Electrical power costs \$25,000
- Assume 10 year before major maintenance
- Return on investment is expected to approach 20% with the payout slightly over four years



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Source: Bryant 2007

Example: SedCon Installation Charleston, SC.

- U.S. Army Corps of Engineers Regulatory Division basically looked to the State for the section 401 water quality certification.
- Corps dredging group expressed concerns that the system would simply move the dredging burden from the berth into the Federal channel, Corps regulators pointed out that this situation had never materialized in other locations where systems have been installed.

Source: Bryant 2007



Example: SedCon Installation Charleston, SC.

- The State's concerns were fourfold:
 - Ultimate disposition of the materials
 - Potential for scouring and increasing entrained solids
 - Impacts on water quality
 - Impacts on fish

Source: Bryant 2007

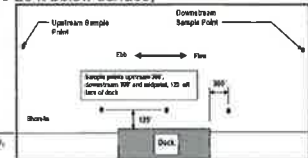


Example: SedCon Installation Charleston, SC.

Agreement on testing protocol:

Sampling stations – (see below) plus up and down stream ambient stations "well away" plus another at a marina.

Dissolved oxygen, total suspended solids, and turbidity 1 ft below surface and 4 ft off bottom (plus TSS 20 ft below surface)



Source: Bryant 2007



Example: SedCon Installation Charleston, SC.

- Bathymetric sounding 28 KHz echosounder.
- Semi-continuous monitoring defined as every five minutes for 25 hours (constituted a "sampling event").
- Sampling event conducted during a typical dredging process (dredging event) and 48 hours after the conclusion of dredging (post-dredging event).
- Sampling events were to be conducted during weeks one, three, five, fourteen, twenty seven, forty, fifty three, and sixty six.
- Sample results from these events were to be compared to sample results from the dredging and post-dredging sampling events.

Source: Bryant 2007



Example: SedCon Installation Charleston, SC.

- Bathymetric surveys made before system operation and after six months and one year of operation.
- The purpose of the surveys was to verify system operation and to look for evidence of scouring.
- Observations were also to be made around the units during testing for impacts on fish.
- If sampling events or bathymetric surveys gave indication of adverse impacts to the water quality or evidence of scouring system would be "de-tuned" by regulating the sweep times and duration or by slowing the impellers on the water jets.
- This would effectively reduce the energy being placed into the water column and reduce the impact on entrained sediments.
- If impacts on fish were observed, the openings on the water intake screen were to be lessened.

Source: Bryant 2007



Example: SedCon Installation Charleston, SC.

Results

- During testing there were elevated levels of turbidity at various times and locations, but this information is all relative to ship activity as well as sampling depth and station.
- Sampling event #3 was conducted while the sediment suspension system was idle in order to mimic the conditions before the jet system but post dredging. During this event only 2 bottom water samples exceeded 25 Nephelometric Turbidity Units (NTU), which is the water quality criteria standard for turbidity.
- This shows that the turbidity during operation is somewhat higher than idle periods, but the effects on water quality caused by the sediment suspension system are minimal compared to those caused by dredging.

Source: Bryant 2007



Example: SedCon Installation Charleston, SC. Results

- First sampling event was performed during active dredging operations.
- All bottom water samples exceeded 25 NTU during sampling event #1, and two of the middle water column stations exceeded 25 NTU.
- In sampling event #2, only 2 bottom water samples exceeded the 25 NTU criteria, and one middle water column sample exceeded 25 NTU.
- Event #2 was conducted during the first week of the system's operation. The fourth sampling event showed similar results.
- The fifth sampling event showed one extremely elevated level of turbidity as well as other stations with elevated levels of turbidity. This may have been caused by recent ship activity.
- All samples taken in each event met the water quality standards for dissolved oxygen that cannot fall below 4 mg/L.

Source: Bryant 2007



Example: SedCon Installation Charleston, SC. Results

- Various locations of the sampling points support the data that shows shoaling is not caused at other locations as a result of the system. This was a voiced concern by some, but there are no test results that support this theory.
- 3 hydrographic surveys were conducted during the course of initial testing just before dredging, immediately following dredging, and six months after dredging indicate that after some initial post-dredging shoaling, the system has maintained the targeted project depth of 45 feet below mean low water (MLW).

Source: Bryant 2007



SedCon Installation Sites

Facility	Location	Installed	Dimensions (L x D)	Units
INVISTA	Wilmington, NC	1997	700ft x 40ft	8
NoStar Asphalt	Savannah, GA	1998	675ft x 40ft	3
CITGO Petrochem	Linden, NJ	2002	800ft x 36ft	4
Georgia Ports Authority 6 & 7	Savannah, GA	2003	1600ft x 42ft	8
Naval Submarine Base Kings Bay	Kings Bay, GA	2006	700ft x 42ft	7
South Carolina State Ports Authority (2 systems)	Charleston, SC	2006	2000ft x 45ft	10
Georgia Ports of Authority 8 & 9	Savannah, GA	2008	1400ft x 42ft	7

Source: SedCon



Influence of Site Specific Conditions

Site Geometry
Hydrodynamics
Sediment Characteristics
Socio/Political/Economics
Traffic draft relative to berth depth

QUESTIONS?



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TAYLOR ENGINEERING, INC.

Delivering Leading-Edge Solutions

July 8, 2016

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

Re: Scope of Work and Cost Proposal
Design and Technical Specifications for Dredged Material Management Area DU-2 Weir
Replacement; Duval County, Florida

Dear Mr. Crosley:

Per your request, we have prepared the enclosed scope of work (Attachment A) and cost proposal (Attachment B) for design and technical specifications for replacement of weirs at dredged material management area (DMMA) DU-2. In addition, we have included descriptive figures as Attachment C. In preparation for the upcoming Nassau Reach I maintenance dredging project, Taylor Engineering visited DU-2 for preliminary site reconnaissance. During this visit, we noted the weirs and timber deck walkway were in very poor condition. During a subsequent conversation with the Jacksonville District U.S. Army Corps of Engineers (USACE), they stated that their structures team completed an inspection of the exterior of the weirs prior to the last disposal event (2013) at the site. Based on the observed poor condition of the visible areas of the standpipes, they considered the risk of having the same or worse deterioration in the through-dike discharge pipes too great to consider using the system. The USACE concluded that there was significant risk of failure of a corroded discharge pipe under the dike which could result in a piping failure or severe erosion of the exterior dike toe. Due to this perceived risk, the USACE required their dredging contractor to block all weir outfalls and pump effluent water over the dike and back to the channel rather than use the weirs and outfall pipes. Taylor Engineering will develop designs and technical specifications for replacement of the weirs, for a total cost not to exceed \$50,363.09.

It is our understanding that the FIND would like to replace the weirs as part of the upcoming Nassau Reach I maintenance dredging project. Designs and specifications generated through this effort will be added to the Nassau Maintenance project specifications and bid documents. Construction administration for both efforts will be covered under a single proposal to be submitted prior to initiation of the bid process.

If you have any questions concerning this proposal, please contact William Aley, P.G. or me. We will begin work upon your notice to proceed.

Sincerely,

Jerry Scarborough, P.E.
Senior Advisor. Waterfront Engineering
Attachments (3)

**SCOPE OF WORK AND COST PROPOSAL
DESIGN AND TECHNICAL SPECIFICATIONS FOR
DREDGED MATERIAL MANAGEMENT AREA DU-2 WEIR REPLACEMENT
DUVAL COUNTY, FLORIDA**

**ATTACHMENT A
TAYLOR ENGINEERING, INC.
SCOPE OF SERVICES**

ATTACHMENT A

**SCOPE OF WORK AND COST PROPOSAL
DESIGN AND TECHNICAL SPECIFICATIONS FOR
DREDGED MATERIAL MANAGEMENT AREA DU-2 WEIR REPLACEMENT
DUVAL COUNTY, FLORIDA**

The Florida Inland Navigation District (FIND) has designated DU-2, a ±42.5-acre confined disposal facility in Duval County, Florida as a permanent dredged material management area (DMMA) to serve adjacent segments of the Atlantic Intracoastal Waterway (AIWW) between Nassau Sound and the Ft. George River. DU-2, one of eight DMMA facilities in Duval and Nassau Counties, will receive material removed from the southern portion of Reach I of the AIWW during channel maintenance operations. Reach I extends from the southern portion of the Fernandina Harbor Project (AIWW mile 0.0) south to the northern edge of Nassau Sound (AIWW mile 10.58). The disposal site is located on N.E. Black Hammock Island, immediately adjacent to the AIWW near Sawpit Creek. Local area development includes sparse residential development to the north and south, the Sawpit Cut-off section of the AIWW to the east, and Sawpit Road to the west.

The existing as-built drawings will provide the foundation for the new weir design. In addition, The 1988 *Management Plan* provides all information necessary for site capacity, ponding depth, weir operation, etc. In preparation for the upcoming Nassau Reach I maintenance dredging project, Taylor Engineering visited DU-2 for preliminary site reconnaissance. During this visit, we noted the weirs and timber deck walkway were in very poor condition. During a subsequent conversation with the Jacksonville District U.S. Army Corps of Engineers, they stated that their structures team completed an inspection of the exterior of the weirs prior to the last disposal event (2013) at the site. Based on the observed poor condition of the visible areas of the standpipes, they considered the risk of having the same or worse deterioration in the through-dike discharge pipes too great to consider using the system. The USACE concluded that there was significant risk of failure of a corroded discharge pipe under the dike which could result in a piping failure or severe erosion of the exterior dike toe. Due to this perceived risk, USACE required their dredging contractor to block all weir outfalls and pump effluent water over the dike and back to the channel rather than use the weirs and outfall pipes.

This proposal describes the scope of work associated with developing designs and technical specifications for replacement of the DU-2 weirs and associated thru-dike piping. We have based our proposed scope of services on the following assumptions:

1. Weirs will be replaced as part of the upcoming Nassau Reach I maintenance dredging project.
2. Existing USACE geotechnical data from 1991 will be sufficient for design needs.
3. Soils will support a shallow weir foundation (slab-on-grade) – a pile supported foundation is not required.
4. No regulatory permits will be required for replacement of the weirs.
5. No known utilities exist on site.
6. As-built surveys are available in digital CAD format and accurately represent current site conditions.

If any of these assumptions prove incorrect, we reserve the right to modify our scope and cost proposal, if necessary, to ensure we meet the expectations of FIND. Additionally, this proposal excludes all related construction-phase services; we expect to address these activities in a future work order for Nassau Reach I Construction Administration.

ATTACHMENT A

TASK 1 WEIR DESIGN**1.1 Site Reconnaissance Visit**

Taylor Engineering will visit the site at least once to examine the physical characteristics of the site as it relates to the overall design of the project.

1.2 Preliminary Weir Sizing and Design

We will complete a preliminary design analysis of the weir structures and discharge systems. Design components will include analysis of the hydraulic weir discharge characteristics, the structural steel box weir structures, the HDPE (high-density polyethylene) discharge piping system, and the timber access walkway. The weir structural design will consider available geotechnical design parameters, lateral and hydrostatic uplift loads, and lateral earth pressure loads.

1.3 Final Structural and Associated Deck Platform Design

Taylor Engineering will complete final design of hydraulic control structures consisting of steel box weirs with adjustable fiberglass composite flashboards to control discharge from the DMMA during dredging events. We will design an HDPE pipe collection system to route water collected by the weirs through the dike structure. Taylor Engineering will design an appropriate concrete foundation to constrain the weirs against hydrostatic uplift forces during operations. To save costs, we will utilize one of two previously designed existing steel box weirs and shall adjust the grading plan to place the weir at the correct elevation. We will design and detail a timber access walkway to allow personnel access to the weir structure from the dike crest. Taylor Engineering will prepare drawings and specifications indicating how to properly cut the dike, replace and compact soil material, and install a gravel seepage toe where the pipe exits the dike.

TASK 2 WEIR SPECIFICATIONS**2.1 Drawings Structural (weir and walkway)**

We will prepare digital construction drawings for the various site elements. If appropriate, the drawing set will include photo-based sheets depicting the project areas. We will obtain existing aerial photography for this purpose. Construction drawings will provide plan, cross-sectional, and detail views of the weirs structures, piping discharge systems, and related earthwork construction. Taylor Engineering will provide construction drawings in appropriate hard-copy format and in digital (AutoCAD) format, as well as final construction drawings signed and sealed by a Florida Registered Professional Engineer.

2.2 Technical Specifications

We will update the Division 0 and 1 contract documents (Contract Documents) and prepare Division 2 and higher contract documents (Technical Specifications) for construction of the project. We will follow the Engineer's Joint Contract Documents Committee (EJCDC) and Construction Specification Institute (CSI) standards and guidelines in preparing the specifications.

2.3 Opinion of Probable Cost

We will prepare an opinion of probable cost for demolition and disposal of the existing DU-2 weirs and construction of the new weirs.

ATTACHMENT A

2.4 Bid Package Preparation

We will prepare a bid schedule, to be merged with the Nassau Reach I Maintenance Dredging bid schedule, with estimated quantities for all bid items. In preparation for project bidding and bid administration, Taylor Engineering will update the existing Reach I digital bid document package to include a digital copy of the final weir drawings and specifications for FIND to advertise the bid and upload onto its FTP site. As an addition to the Nassau Reach I Maintenance project drawings, we will provide FIND with a record set of drawings sealed by a Florida Registered Professional Engineer.

ESTIMATED SCHEDULE

No.	Task	Months from Notice to Proceed					
		1	2	3	4	5	6
1	Weir Design						
2	Weir Specifications and Bid Documents						

**SCOPE OF WORK AND COST PROPOSAL
DESIGN AND TECHNICAL SPECIFICATIONS FOR
DREDGED MATERIAL MANAGEMENT AREA DU-2 WEIR REPLACEMENT
DUVAL COUNTY, FLORIDA**

**ATTACHMENT B
TAYLOR ENGINEERING, INC.
COST PROPOSAL**

ATTACHMENT B

TAYLOR ENGINEERING, INC.
COST SUMMARY BY TASK
P2016-126: FIND DU-2 WEIR DESIGN

TASK 1: WEIR DESIGN			
<i>Labor</i>	Hours	Cost	Task Totals
Vice President	3.0	561.00	
Senior Advisor	3.0	564.00	
Senior Professional	40.0	5,920.00	
Staff Professional	72.0	6,192.00	
Senior CAD Designer	8.0	904.00	
Administrative	2.0	104.00	
Total Man-Hours	128.0		
Labor Cost			14,245.00
<i>Non-Labor</i>	Units	Cost	
Recon Visit Milage	55.0	31.90	
Fee @ 10.0%		3.19	
Total Non-Labor Cost			35.09
<i>Total Task 1</i>			14,280.09

ATTACHMENT B

P2016-126: FIND DU-2 WEIR DESIGN

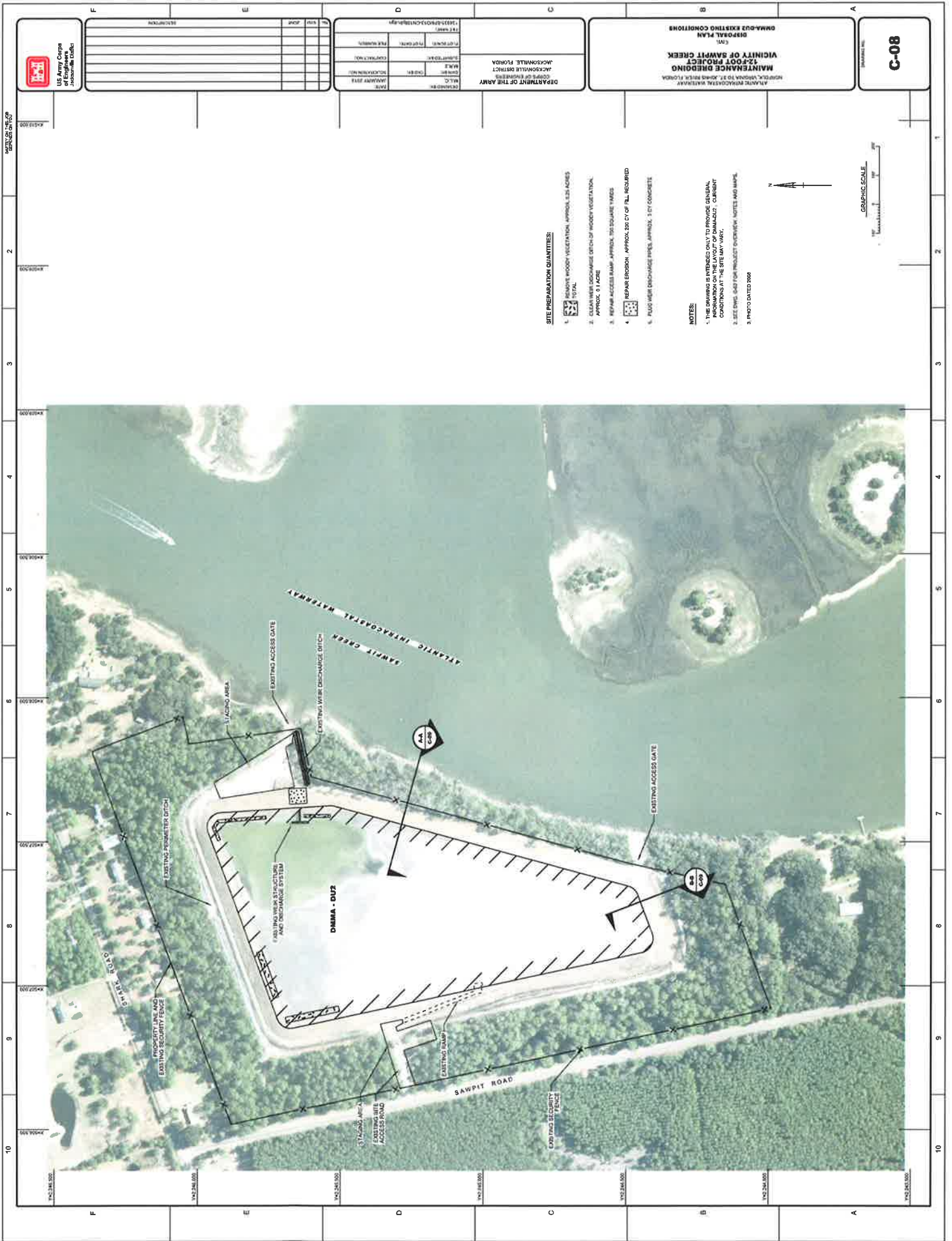
TASK 2: WEIR SPECIFICATIONS AND BID DOCUMENTS

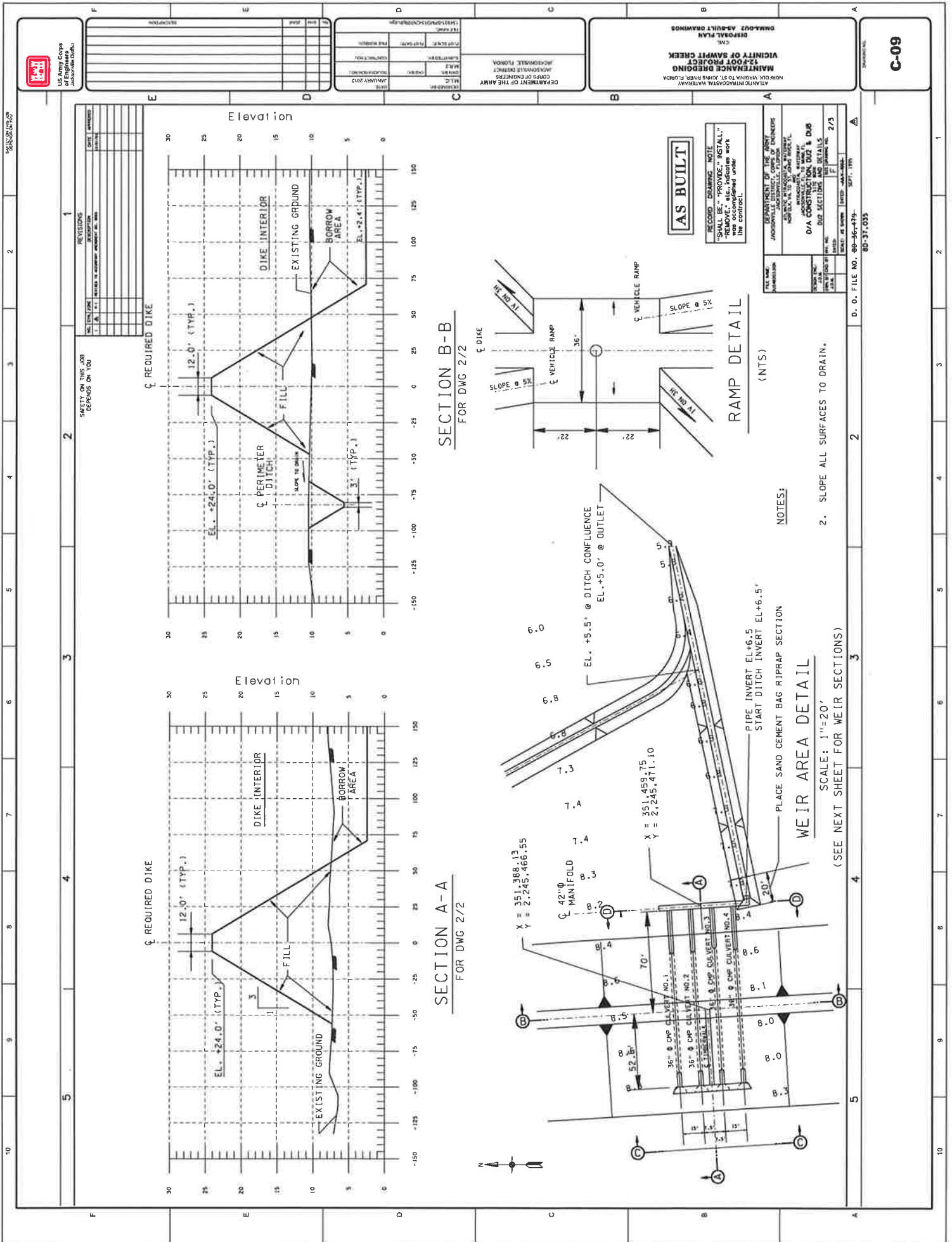
<i>Labor</i>	Hours	Cost	Task Totals
Vice President	7.0	1,309.00	
Senior Advisor	10.0	1,880.00	
Senior Professional	80.0	11,840.00	
Project Professional	16.0	1,744.00	
Staff Professional	104.0	8,944.00	
Senior CAD Designer	88.0	9,944.00	
Administrative	6.0	312.00	
Total Man-Hours	311.0		
Labor Cost			35,973.00
<i>Non-Labor</i>	Units	Cost	
Reproductions and delivery	1.0	100.00	
Fee @ 10.0%		10.00	
Total Non-Labor Cost			110.00
Total Task 2			36,083.00

Project Total \$ 50,363.09

**SCOPE OF WORK AND COST PROPOSAL
DESIGN AND TECHNICAL SPECIFICATIONS FOR
DREDGED MATERIAL MANAGEMENT AREA DU-2 WEIR REPLACEMENT
DUVAL COUNTY, FLORIDA**

**ATTACHMENT C
TAYLOR ENGINEERING, INC.
FIGURES**





The Law Offices of
BRETON, LYNCH, EUBANKS & SUAREZ-MURIAS, P.A.

Peter L. Breton
 Francis X. J. Lynch
 John R. Eubanks, Jr.
 Marta M. Suarez-Murias
 Robert J. Sniffen – Of Counsel


www.blesmlaw.com
 Sender's Direct Line: (561) 721-4003
 E-Mail: pbreton@blesmlaw.com

605 North Olive Avenue, 2nd Floor
 West Palm Beach, FL 33401-4005
 Phone: (561) 721-4000
 Facsimile: (561) 721-4001

June 21, 2016

Federal Express

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

REC'D 
 JUN 22 2016
 Florida Inland
 Navigation District

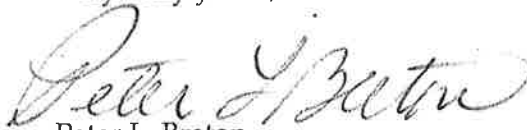
Re: SL-2 Access Road Easement

Dear Mark:

Please find enclosed the **original** Amendment to Temporary Access Road Easement Agreement which has been executed by Coconut Cove, LLC. It needs to be approved by the Board of Commissioners, then signed by the Chair, witnessed and notarized. Then return the fully executed document to me for recording in the Public Records of St. Lucie County, Florida.

Let me know if you have any questions.

Very truly yours,


 Peter L. Breton

PLB:smw
 Enclosure
 cc: Glenn Scambler (via email)

PREPARED BY AND RETURN TO:
 PETER L. BRETON, ESQ.
 605 N. OLIVE AVE., 2ND FLOOR
 WEST PALM BEACH, FL 33401

 This space reserved for recording information) _____

PROJECT: Intracoastal Waterway
 St. Lucie County Reach I
 Tract No. DMMA SL-2

AMENDMENT TO
TEMPORARY ACCESS ROAD EASEMENT AGREEMENT

THIS AMENDMENT TO TEMPORARY ACCESS ROAD EASEMENT AGREEMENT ("Amendment"), made this 24th day of May, 2016, between **COCONUT COVE, LLC**, a Florida limited liability company, whose address is 5801 Congress Avenue, Boca Raton, Florida 33487 ("Grantor"), and the **FLORIDA INLAND NAVIGATION DISTRICT ("FIND")**, a special taxing district organized under the laws of the State of Florida, whose address is 1314 Marcinski Road, Jupiter, Florida 33477, amends that certain Temporary Access Road Easement Agreement dated June 3, 2008 and recorded June 24, 2008 in Official Records Book 2987, Page 2303 of the Public Records of St. Lucie County, Florida ("Easement Agreement").

WITNESSETH:

WHEREAS, the Grantor is the owner of the fee title in and to the tract of land lying and being in St. Lucie County, Florida and more particularly described in Exhibit "A" (the "Coconut Cove Property"); and

WHEREAS, FIND is the owner of the fee title in and to the tract of land lying and being in St. Lucie County, Florida and more particularly described in Exhibit "B" (the "FIND Property"); and

WHEREAS, the Coconut Cove Property is subject to a Perpetual Access Easement recorded in O. R. Book 1174, Page 2783 of the Public Records of St. Lucie County, Florida, which provides access to the FIND Property; and

WHEREAS, Grantor has constructed a bridge on or about the Perpetual Access Easement which is permanently blocking said easement; and

WHEREAS, FIND has completed construction of a dredged material management area ("DMMA SL-2") on the FIND Property and requires unobstructed access over the Coconut Cove Property for the maintenance and use of DMMA SL-2; and

WHEREAS, Grantor desires to provide a temporary access road to FIND and FIND is willing to accept a temporary access road.

NOW, THEREFORE, in consideration of the sum of Ten Dollars (\$10.00) and other good and valuable considerations, the receipt of which are hereby acknowledged, the Grantor and FIND hereby agree to amend the Easement Agreement as follows:

1. Paragraph 1 of the Easement Agreement is amended to read [deletions are shown by ~~striketrough~~ and additions by double underlining]:

Grantor hereby grants to FIND, and its successor and assigns, a temporary access road easement upon the lands shown in Exhibit "C" (the "Temporary Access Road Easement") in order to ~~construct~~ maintain, repair, modify and operate DMMA SL-2 including, without limitation, the deposit and removal of dredged material and to carry out such other work as may be necessary to complete the construction project on the FIND Property. FIND may assign its easement rights, on a temporary or permanent basis, to the U.S. Army Corps of Engineers and/or to any contractor ~~constructing~~ operating or maintaining DMMA SL-2. The Temporary Access Road Easement shall terminate upon (i) ~~the completion of the construction of DMMA SL-2~~ the conveyance of a permanent access road easement to FIND which is mutually acceptable to both parties or (ii) the permanent removal of all obstructions to the use of the Perpetual Access Easement, whichever ~~is earlier~~ occurs first. Upon the occurrence of (i) or (ii), FIND agrees to execute a release of the Temporary Access Road Easement in recordable form upon Grantor's request.

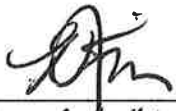
2. Capitalized terms used and not otherwise defined herein shall have the meanings set forth in the Easement Agreement. Except as amended herein, the Easement Agreement is ratified, confirmed and accepted and remains in full force and effect.


[THE BALANCE OF THIS PAGE IS INTENTIONALLY BLANK]

IN WITNESS WHEREOF, said Grantor and FIND have caused this instrument to be executed as of the day and year first above written.

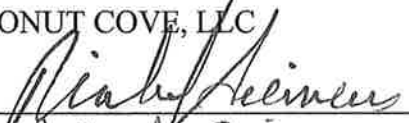
Signed, sealed and delivered
in the presence of:

GRANTOR:

(1) 
Edmond Little
(Typed or Printed Name)

(2) 
Joshua Little
(Typed or Printed Name)


COCONUT COVE, LLC

By: 
Name: Richard Seimens
Title: Member

STATE OF FLORIDA)

COUNTY OF Broward)

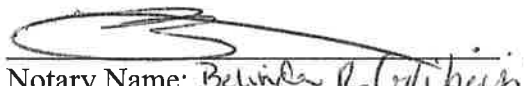
The foregoing instrument was acknowledged before me this 24th day of May, 2016, by Richard Seimens, as Member of Coconut Cove, LLC, a Florida limited liability company, and

 is personally known to me, OR
has produced _____ as identification.



BELINDA R. GILBERTI
MY COMMISSION # FF 049664
EXPIRES: September 17, 2017
Bonded Thru Budget Notary Services

(NOTARY STAMP)


Notary Name: Belinda R. Giliberti
Notary Public
Serial (Commission) Number (if any)
FF049664

FIND:

FLORIDA INLAND NAVIGATION
DISTRICT

(1) _____

(Typed or Printed Name)

By: _____
Donald J. Cuozzo, its Chair

(2) _____

(Typed or Printed Name)

STATE OF FLORIDA)
COUNTY OF _____)

The foregoing instrument was acknowledged before me this _____ day of _____, 2016, by DONALD J. CUOZZO, as Chair of Florida Inland Navigation District, a special taxing district organized under the laws of the State of Florida, and

_____ is personally known to me, OR
_____ has produced _____ as identification.

(NOTARY STAMP)

Notary Name: _____
Notary Public
Serial (Commission) Number (if any)

EXHIBIT "A"**(COCONUT COVE PROPERTY)****Legal Description****5 34 40 N 1/2 OF NW 1/4 (83.42 AC) (RIVER) (OR 1889-940)****plus****6 34 40 N 10 AC OF NE 1/4 OF NE 1/4 E OF FEC RR (10.00 AC) (OR 1889-940)****plus****6 34 40 THAT PART OF N 1/2 OF SE1/4 OF NE 1/4 LYG E OF FEC RR (3.00 AC) (OR 1891-617)****plus****5 34 40 S 1/2 OF NW 1/4 AND N 1/2 OF N 1/2 OF SW 1/4 LYG E OF FEC RR-LESS S 60 FT- (114.87 AC) (OR 1891-617)**

EXHIBIT "B"

(FIND PROPERTY)

•LEGAL DESCRIPTION:

BEING A PART OF THE SOUTHWEST QUARTER OF SECTION 5, TOWNSHIP 34 SOUTH, RANGE 40 EAST, ST. LUCIE COUNTY, FLORIDA BEING MORE FULLY DESCRIBED AS FOLLOWS:

THE NORTH HALF OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SAID SECTION 5, TOWNSHIP 34 SOUTH, RANGE 40 EAST;

TOGETHER WITH

THE SOUTH HALF OF THE NORTH HALF OF THE SOUTHWEST QUARTER LYING EAST OF THE EAST RIGHT-OF-WAY LINE OF THE FLORIDA EAST COAST RAILROAD OF SAID SECTION 5, TOWNSHIP 34 SOUTH, RANGE 40 EAST;

TOGETHER WITH

THE SOUTH 60.00 FEET OF THE NORTH HALF OF THE NORTH HALF OF THE SOUTHWEST QUARTER LYING EAST OF THE EAST RIGHT-OF-WAY LINE OF THE FLORIDA EAST COAST RAILROAD OF SAID SECTION 5, TOWNSHIP 34 SOUTH, RANGE 40 EAST.

CONTAINING 55.63 ACRES MORE OR LESS.



TAYLOR ENGINEERING, INC.

Delivering Leading-Edge Solutions

July 8, 2016

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

RE: Scope of Construction Administration Services
St. Lucie Reach I Maintenance Dredging
Intracoastal Waterway (ICWW), St. Lucie County, Florida

Mr. Crosley:

Per your request, Taylor Engineering has prepared the attached Scope of Services (Attachment A) and cost proposal (Attachment B) for the following services related to the above-referenced dredging project:

Task 1 - Construction Administration
Task 2 - Project Closeout and Certification

This scope of work generally entails construction administration, contractor oversight, and contract closeout services for the St. Lucie Reach I maintenance dredging project. The project will dredge approximately 85,000 cubic yards of shoal material from the ±16,600-ft long Reach I Intracoastal Waterway dredge template. Dredged material will be offload to the FIND owned SL-2 dredged material management area. Total anticipated construction time, including mobilization and demobilization, will be approximately 180 calendar days. Taylor Engineering will complete the work described herein for a cost-plus-maximum fee of \$119,405.39.

We appreciate this opportunity to serve the FIND. Please contact me if you have questions or comments.

Sincerely,

Jerry Scarborough, P.E.
Senior Advisor, Waterfront Engineering
Attachments (3)

SCOPE OF CONSTRUCTION ADMINISTRATION SERVICES
INTRACOASTAL WATERWAY MAINTENANCE DREDGING
ST. LUCIE REACH I
ST. LUCIE COUNTY, FLORIDA

ATTACHMENT A
TAYLOR ENGINEERING, INC.
SCOPE OF SERVICES

ATTACHMENT A

**SCOPE OF CONSTRUCTION ADMINISTRATION SERVICES
INTRACOASTAL WATERWAY MAINTENANCE DREDGING
ST. LUCIE REACH I
ST. LUCIE COUNTY, FLORIDA**

INTRODUCTION

This scope of construction administration services describes Taylor Engineering's effort to support maintenance dredging approximately 85,000 cubic yards of material from the $\pm 16,600$ -ft long Reach I dredge template of the Intracoastal Waterway (ICWW) in St. Lucie County, Florida. The project area extends from the Indian River / St. Lucie County line southward approximately 12 miles to Middle Cove. Construction will include excavation of the ICWW channel to target elevations of -14 ft mean lower low water (MLLW) (project depth of -12 feet and 2-foot allowable overdredge) north of the Fort Pierce Harbor Project and -12 ft MLLW (project depth of -10 feet and 2-foot allowable overdredge) south of the Fort Pierce Harbor Project. Dredged material will be offloaded to the a ± 13 -acre SL-2 dredged material management area (DMMA) located about 3,300 ft south of the Indian River / St. Lucie County line between U.S. Highway I and the Indian River's western shore.

Based on receipt of the Florida Department of Environmental Protection (FDEP) and U.S. Army Corps of Engineers (USACE) permits, the Florida Inland Navigation District (FIND) requested Taylor Engineering to provide, construction administration, project closeout, and certification services for this project. In response, Taylor Engineering has developed the following scope of services based on the following assumptions:

- The total construction time (including mobilization/demobilization) will be approximately 180 calendar days (± 25 weeks), based on a five-day week, 12-hour day operating schedule.
- Project construction will neither result in any substantial deviations from the project drawings and specifications nor violate permit conditions.
- The Morgan & Eklund bathymetric survey from March 2014 forms the basis of the final design and construction drawings for the project.
- The construction contractor will conduct all environmental monitoring.

Should any of these assumptions prove incorrect, Taylor Engineering will work with the FIND to develop an appropriate additional scope of services and cost.

SCOPE OF SERVICES**TASK 1 CONSTRUCTION ADMINISTRATION****1.1 Pre-Construction Meeting**

Taylor Engineering and its representatives will conduct a pre-construction meeting. We will discuss the project, answer contractor's questions concerning any technical aspects of the work, and achieve a mutual understanding with the contractor of required quality control and environmental monitoring (specific to the ICWW portion of the project). In addition, we will discuss the "ground rules" and other issues including lines of engineer and contractor authority, general and specific contract conditions, contract administration, progress payment, correspondence procedures, project schedule, submittal register, and labor requirements. We will take minutes of the meeting and distribute them to the attendees. We assume the coordination meeting will occur near the project site in St. Lucie County or at FIND's office. This meeting will occur after the Notice of Award and before the Notice to Proceed.

1.2 Pre-Construction Submittal Review

Taylor Engineering will review the contractor's pre-construction submittals. These submittals may include (among others) an updated schedule of values, list of subcontractors, signature authority, construction schedule, submittal register, environmental protection plan, and quality control plan.

1.3 Site Visits

1.3.1 Bi-Monthly Progress Meetings

We will attend on-site bi-monthly project meetings to discuss project progress and address questions pertaining to engineering, design, permitting issues, and proposed changes to the project design; these meetings will provide a setting to address and resolve any conflicts on the project. Expected attendees include representatives from the construction contractor, FIND, and Taylor Engineering. The progress meeting agenda will generally include review of minutes of previous meetings, work progress since the previous meeting, definable features of work (i.e. construction schedule, submittal register, quality control/quality assurance testing, contract quality for materials and workmanship [per ASTM standards], pending contract modifications, changes and substitutions of materials, and other business, as appropriate. Taylor Engineering personnel will attend each of the on-site meetings and will clarify, if required, the design intent of various project design elements.

1.3.2 Site Observation Visits

We will provide on-site observation services between two and three days a week, as project conditions warrant, with an observer located on site approximately four to six hours each observation day. Taylor Engineering's observers will ascertain whether work is progressing in general conformance with permit conditions, and project drawings and specifications. Our visits will include observing the work and monitoring the contractor's means, methods, and sequence. Taylor Engineering will observe project progress to verify conformance with or note discrepancies from the project contract drawings, specifications, and environmental permits. Taylor Engineering will not direct the contractor's means, methods, or sequencing of construction. Taylor Engineering is not responsible for jobsite safety. Following each site visit, Taylor Engineering will prepare a construction observation report, which will become part of the project record. The report will include the name of the observer, weather conditions, date, personnel/visitors on site, the contractor's personnel and equipment, and daily summary of events.

1.4 Review and Approve Contract Related Items

We will help the FIND administer the construction contract from both our Jacksonville and West Palm Beach offices as well as from the project site. In-office duties will include reviewing the contractor's shop drawings and submittals, reviewing progress pay applications, providing oversight of the work progress, and assisting with the preparation of change orders, if required. Additionally, we will review the release of lien, contractor affidavits, and contractor's certifications.

We will remain available through construction to provide advice and consultation to the FIND through site visits and teleconferences. In this role, we will address questions pertaining to engineering, design, permitting issues, and any proposed changes to project design. We will notify the FIND of any permit violations, work stoppages, or conflicts, and recommend to the FIND ways to resolve these issues.

TASK 2 PROJECT CLOSEOUT AND CERTIFICATION

When the contractor requests certification that the project is substantially complete, we will visit the project site to make our determination of the degree of completion. If we cannot certify substantial

ATTACHMENT A

completion, we will develop preliminary and subsequent final punch lists of items for the contractor to complete or correct. With concurrence from the FIND, we will transmit this list to the contractor. Upon completion of outlined items, we will certify the project substantially complete. We have budgeted for two on-site meetings during this stage of the project. We will collect and review the following information from the contractor before project closeout: (1) final waiver and release of lien from all subcontractors and suppliers, (2) final pay application, (3) post-construction/as-built survey, (4) final contractor certification, and (5) final contractor affidavit.

We will help the FIND coordinate permit-related submittals. Following completion of the project, we will prepare a statement of completion and a certification in accordance with the FDEP and USACE permit requirements, if applicable.

SCHEDULE

The project schedule for Tasks 1 and 2 will follow the construction schedule with a total construction time (including mobilization/demobilization) of approximately 180 calendar days. The total construction duration is based on an assumed five-day week, 12-hour day contractor operating schedule with an additional two weeks for project closeout and certification.

SCOPE OF CONSTRUCTION ADMINISTRATION SERVICES
INTRACOASTAL WATERWAY MAINTENANCE DREDGING
ST. LUCIE REACH I
ST. LUCIE COUNTY, FLORIDA

ATTACHMENT B
TAYLOR ENGINEERING, INC.
COST PROPOSAL

ATTACHMENT B

TAYLOR ENGINEERING, INC.
COST SUMMARY BY TASK
P2016-114: ST. LUCIE REACH I MAINTENANCE DREDGING

TASK 1: CONSTRUCTION ADMINISTRATION

<i>Labor</i>	Hours	Cost	Task Totals
Senior Advisor	81.0	15,228.00	
Director	47.0	7,802.00	
Senior Professional	213.0	31,524.00	
Staff Professional	469.0	40,334.00	
Senior CAD Designer	40.0	4,520.00	
Administrative	8.0	416.00	
Total Man-Hours	858.0		
Labor Cost			99,824.00
<i>Non-Labor</i>	Units	Cost	
Pre-Con Mtg car rental (r/t Jax to Ft. Pierce)	1.0	110.00	
Pre-Con Mtg per diem	2.0	128.00	
Pre-Con Mtg mileage (r/t Jax to Ft. Pierce)	430.0	232.20	
Pre-Con Mtg lodging (Assume Ft. Pierce)	2.0	220.00	
Monthly Site Visit car rental (r/t Jax to Ft. Pierce)	6.0	660.00	
Bi-Monthly Site Visit per diem	6.0	384.00	
Monthly Site Visit mileage (6 x r/t Jax to Ft. Pierce)	2,500.0	1,350.00	
Monthly Site Visit lodging (assume Ft. Pierce)	6.0	660.00	
Sits mileage (40 x r/t West Palm to Ft. Pierce)	7,072.0	3,818.88	
Non-Labor Cost		7,563.08	
Fee @ 10.0%		756.31	
Total Non-Labor Cost			8,319.39
Total Task 1			108,143.39

ATTACHMENT B

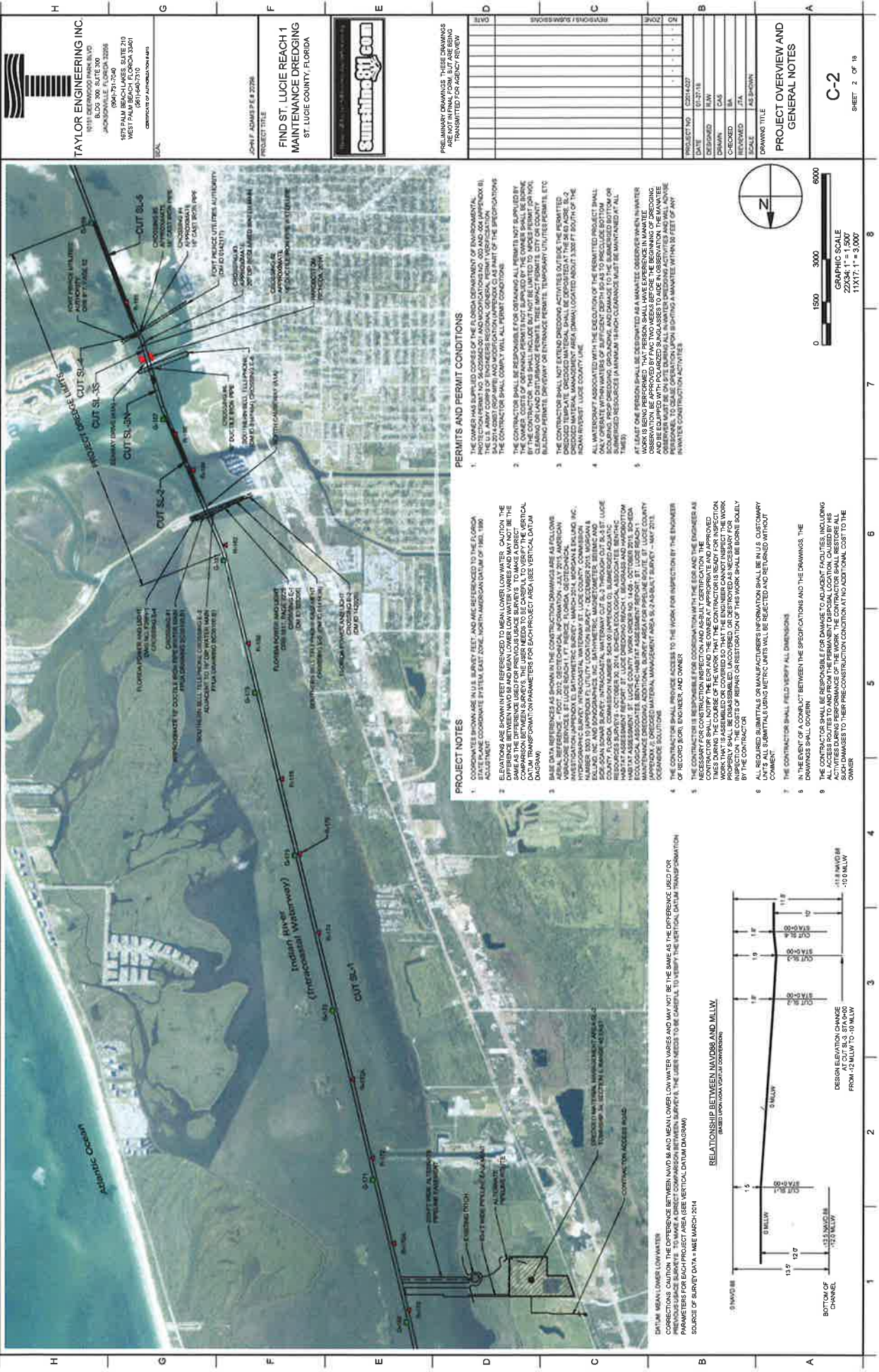
P2016-114: ST. LUCIE REACH I MAINTENANCE DREDGING**TASK 2: PROJECT CLOSEOUT AND CERTIFICATION**

<i>Labor</i>	Hours	Cost	Task Totals
Senior Advisor	16.0	3,008.00	
Director	8.0	1,328.00	
Senior Professional	40.0	5,920.00	
Staff Professional	8.0	688.00	
Administrative	4.0	208.00	
<hr/>			
Total Man-Hours	76.0		
Labor Cost			11,152.00
<hr/>			
<i>Non-Labor</i>	Units	Cost	
Reproductions and delivery	1.0	100.00	
Fee @ 10.0%		10.00	
<hr/>			
Total Non-Labor Cost			110.00
<hr/>			
<i>Total Task 2</i>			11,262.00
<hr/>			

Project Total \$ 119,405.39

SCOPE OF CONSTRUCTION ADMINISTRATION SERVICES
INTRACOASTAL WATERWAY MAINTENANCE DREDGING
ST. LUCIE REACH I
ST. LUCIE COUNTY, FLORIDA

ATTACHMENT C
TAYLOR ENGINEERING, INC.
FIGURE



2016 - 2017 Cooperative Assistance Program Project Applications

Agenda Item#	PROJECT SPONSOR	PROJECT TITLE	ASSISTANCE REQUESTED	RUNNING TOTAL	AVERAGE SCORE
9.4	SJRWMD	Eau Gallie Dredging Phase IIB	\$5,000,000.00	\$5,000,000.00	47.75
9.2	Florida DEP	Florida Clean Vessel Program	\$300,000.00	\$5,300,000.00	43.33
9.5	USFWS	Beacon 42 Boat Ramp	\$117,000.00	\$5,417,000.00	43.33
9.3	Florida DEP	Hugh Taylor Birch State Park ICW Improvements Phase II	\$2,500,000.00	\$7,917,000.00	43.25
9.1	Florida DEP	Bulkhead Rehabilitation at No Name Harbor	\$473,759.00	\$8,390,759.00	43.08
Totals			\$8,390,759		

Projects in **Bold** need to submit permits (DEP, WMD, ACOE) to FIND by 4pm Sept 28, 2016 to remain eligible for funding.

2016-2017 Waterway Assistance Program Project Applications

AGENDA ITEM#	COUNTY	PROJECT SPONSOR	PROJECT TITLE	ASSISTANCE REQUESTED	RUNNING TOTAL	AVERAGE SCORE
ITEM 10.49	St Johns	City of St. Augustine	Salt Run Dredging Part 7	\$150,000.00	\$150,000.00	47.83
ITEM 10.03	Martin	Martin County	Phipps Park Shoreline	\$350,000.00	\$500,000.00	46.25
ITEM 10.47	St Johns	City of St. Augustine	Shoal Markers for Menendez Mooring Field	\$10,000.00	\$510,000.00	45.92
ITEM 10.23	St Lucie	City of Fort Pierce	Boat Access Fisherman's Warf Moores Creek	\$78,500.00	\$588,500.00	45.67
ITEM 10.52	Miami-Dade	City of Miami	Dinner Key Marina Mooring Facility Phase I	\$75,000.00	\$663,500.00	45.58
ITEM 10.59	Miami-Dade	City of Miami	Virginia Key Boat Launch and Parking Phase I	\$60,500.00	\$724,000.00	45.58
ITEM 10.55	Miami-Dade	City of Miami	Mooring Facility off Watson Island Ph I	\$75,000.00	\$799,000.00	45.50
ITEM 10.63	Miami-Dade	Miami-Dade County	Crandon Marina Floating Dock Reno. Part 2	\$550,410.00	\$1,349,410.00	45.33
ITEM 10.24	St Lucie	St. Lucie County	Port of Ft Pierce - Fisherman's Wharf Phase I	\$316,000.00	\$1,665,410.00	45.25
ITEM 10.45	St Johns	St. Johns County	Frank Butler Park West Boat Ramp Dredging	\$60,000.00	\$1,725,410.00	45.17
ITEM 10.31	Brevard	Brevard County	POW MIA Park Channel Dredging Phase II	\$225,000.00	\$1,950,410.00	45.08
ITEM 10.35	Brevard	City of Rockledge	Rockledge Multi-purpose Day use Dock Ph I	\$84,000.00	\$2,034,410.00	45.08
ITEM 10.36	Volusia	City of Daytona Beach	Riverfront Park Day Docks Phase II	\$717,368.00	\$2,751,778.00	45.00
ITEM 10.65	Miami-Dade	Miami-Dade County	Matheson Marina Floating Dock Ren. Part 2	\$526,300.00	\$3,278,078.00	45.00
ITEM 10.08	Palm Beach	City of West Palm Beach	Currie Park Boat Access Phase II	\$428,000.00	\$3,706,078.00	44.92
ITEM 10.14	Nassau	City of Fernandina Beach	Mooring Field Capacity Increase Phase II	\$150,000.00	\$3,856,078.00	44.92
ITEM 10.37	Volusia	City of Holly Hill	Sunrise Park South Ramp and Dredging Ph II	\$341,110.00	\$4,197,188.00	44.92
ITEM 10.13	Nassau	City of Fernandina Beach	Marina Basin Maintenance Dredging	\$151,650.00	\$4,348,838.00	44.83
ITEM 10.27	Duval	City of Jacksonville	Half Moon Island Park & Boat Ramp Phase IIA	\$924,199.00	\$5,273,037.00	44.83
ITEM 10.66	Miami-Dade	Miami-Dade County	Pelican Island Dock Replacement	\$123,000.00	\$5,396,037.00	44.67
ITEM 10.28	Duval	City of Jacksonville	Metro Park Marina Dredge Phase I	\$100,000.00	\$5,496,037.00	44.58
ITEM 10.34	Brevard	City of Palm Bay	Palm Bay Municipal Marina Dock & Dredge	\$42,500.00	\$5,538,537.00	44.58
ITEM 10.60	Miami-Dade	City of Miami	Virginia Key Seawall, Dock & Kayak Launch Phase I	\$1,017,804.00	\$6,556,341.00	44.58
ITEM 10.18	Broward	Broward County	Hollywood N Beach Park Mooring Field Ph I	\$75,000.00	\$6,631,341.00	44.50
ITEM 10.58	Miami-Dade	City of Miami	Seybold Canal and Wagner Creek Dredging	\$1,200,000.00	\$7,831,341.00	44.50
ITEM 10.53	Miami-Dade	City of Miami	Miami Marine Stadium In-water Phase I	\$250,000.00	\$8,081,341.00	44.33
ITEM 10.16	Flagler	Town of Marineland	Marineland Marina Phase IIB	\$200,000.00	\$8,281,341.00	44.00
ITEM 10.41	Volusia	City of Ormond Beach	Cassen Park Public Dock Phase I	\$53,298.75	\$8,334,639.75	44.00
ITEM 10.62	Miami-Dade	City of Miami Beach	North Beach Kayak Launch Dock	\$142,007.00	\$8,476,646.75	44.00
ITEM 10.10	Palm Beach	Town of Lake Park	Lake Park Harbor Marina Dock Retrofit Phase I	\$55,000.00	\$8,531,646.75	43.75
ITEM 10.07	Palm Beach	City of Riviera Beach	Riviera Beach City Marina Dock G & Lifts	\$1,157,500.00	\$9,689,146.75	43.67
ITEM 10.15	Nassau	City of Fernandina Beach	Southern Basin Dock Realignment Phase I	\$75,000.00	\$9,764,146.75	43.67
ITEM 10.64	Miami-Dade	Miami-Dade County	Homestead Bayfront Marina Ramp Piers Ph I	\$75,000.00	\$9,839,146.75	43.67

2016-2017 Waterway Assistance Program Project Applications

AGENDA ITEM#	COUNTY	PROJECT SPONSOR	PROJECT TITLE	ASSISTANCE REQUESTED	RUNNING TOTAL	AVERAGE SCORE
ITEM 10.30	Duval	City of Jacksonville	School Board Property ADA Kayak Launch Ph I	\$60,000.00	\$9,899,146.75	43.58
ITEM 10.40	Volusia	City of New Smyrna Beach	Swoop Boat Ramp Additional Parking Phase I	\$60,000.00	\$9,959,146.75	43.58
ITEM 10.29	Duval	City of Jacksonville	Northshore Kayak Launch Phase II	\$68,972.00	\$10,028,118.75	43.50
ITEM 10.39	Volusia	City of Edgewater	Kennedy Park Seawall Restoration Phase II	\$150,000.00	\$10,178,118.75	43.25
ITEM 10.09	Palm Beach	Jupiter Inlet District	Loxahatchee River Railroad Bridge Span	\$1,625,000.00	\$11,803,118.75	43.18
ITEM 10.22	Broward	City of Pompano Beach	ICW Water Taxi Station Phase II	\$98,500.00	\$11,901,618.75	43.17
ITEM 10.32	Brevard	City of Cocoa	Lee Wenner Park Renovations Phase II	\$187,500.00	\$12,089,118.75	43.00
ITEM 10.44	Volusia	Volusia County	Shell Harbor Park	\$450,780.00	\$12,539,898.75	42.83
ITEM 10.48	St Johns	City of St. Augustine	St. Augustine Seawall Connectivity	\$200,000.00	\$12,739,898.75	42.75
ITEM 10.56	Miami-Dade	City of Miami	Morningside Floating Docks Phase I	\$16,500.00	\$12,756,398.75	42.67
ITEM 10.06	Palm Beach	City of Belle Glade	Campground Sewer and Observation Tower	\$425,000.00	\$13,181,398.75	42.50
ITEM 10.02	Martin	City of Stuart	Shepard Park Improvements Part 2	\$167,750.00	\$13,349,148.75	42.33
ITEM 10.50	Miami-Dade	North Bay Village	North Bay Village Boardwalk Phase I	\$100,000.00	\$13,449,148.75	42.29
ITEM 10.33	Brevard	City of Melbourne	Melbourne Police and Fire Boats	\$59,000.00	\$13,508,148.75	42.25
ITEM 10.46	St Johns	St. Augustine Port, Waterway	Summer Haven River Restoration	\$50,000.00	\$13,558,148.75	42.25
ITEM 10.51	Miami-Dade	Village of Palmetto Bay	Thalatta Shoreline Stabilization and Pier Ph I	\$50,000.00	\$13,608,148.75	42.25
ITEM 10.54	Miami-Dade	City of Miami	Miami Woman's Club Baywalk Phase II	\$245,000.00	\$13,853,148.75	42.25
ITEM 10.38	Volusia	City of Oak Hill	Sunrise Park Development Phase I	\$13,750.00	\$13,866,898.75	42.00
ITEM 10.21	Broward	City of Lighthouse Point	Lighthouse Point Outboard Motors	\$18,719.25	\$13,885,618.00	41.92
ITEM 10.25	Duval	City of Jacksonville	Charles Reese Fishing Pier Phase II	\$138,735.00	\$14,024,353.00	41.58
ITEM 10.57	Miami-Dade	City of Miami	Seawall and Baywalk at NE 22 St and 22 Ter Pha	\$31,000.00	\$14,055,353.00	41.58
ITEM 10.01	Indian River	Town of Indian River Shores	Law Enforcement and Fire Suppression Patrol B	\$60,000.00	\$14,115,353.00	41.50
ITEM 10.61	Miami-Dade	City of Miami Beach	Indian Creek Shoreline Improvement and Gree	\$1,000,000.00	\$15,115,353.00	41.50
ITEM 10.04	Martin	Martin County Sheriff's	Martin County Sheriff's Marine Patrol Vessel	\$60,000.00	\$15,175,353.00	41.33
ITEM 10.12	Palm Beach	Village of Tequesta	Tequesta Marine Unit Project	\$60,000.00	\$15,235,353.00	41.17
ITEM 10.05	Martin	Town of Jupiter Island	Jupiter Island Marine Patrol Boat Lift	\$9,000.00	\$15,244,353.00	41.08
ITEM 10.42	Volusia	City of Port Orange	Causeway Park Dock & Fishing Pier West	\$175,000.00	\$15,419,353.00	41.00
ITEM 10.26	Duval	City of Jacksonville	Exchange Club Island Pavilions Phase IIB	\$80,360.00	\$15,499,713.00	40.83
ITEM 10.17	Broward	Broward County	Deerfield Island Boardwalk Replacement Ph II	\$691,402.00	\$16,191,115.00	40.42
ITEM 10.20	Broward	City of Fort Lauderdale	Ft. Lauderdale Police Search & Rescue Equip	\$21,000.00	\$16,212,115.00	40.00
ITEM 10.19	Broward	Broward County	NOAA PORTS Water Level Station	\$58,429.00	\$16,270,544.00	38.67
TOTALS				\$16,270,544.00		

Projects in **Bold** need to submit permits (DEP, WMD, ACOE) to FIND by 4pm Sept 28, 2016 to remain eligible for funding.

2016-2017 WATERWAY ASSISTANCE PROGRAM APPLICATIONS BY COUNTY

COUNTY	PROJECT SPONSOR	PROJECT TITLE	Total Cost	Assistance Requested	Rank within County	County Cap
Nassau						
Nassau	City of Fernandina Beach	Mooring Field Capacity Increase Phase II	\$300,000.00	\$150,000.00	1	
Nassau	City of Fernandina Beach	Marina Basin Maintenance Dredging	\$303,300.00	\$151,650.00	2	
Nassau	City of Fernandina Beach	Southern Basin Dock Realignment Phase I	\$150,000.00	\$75,000.00	3	
		County Total	\$753,300.00	\$376,650	6	\$176,389
Duval						
Duval	City of Jacksonville	Charles Reese Fishing Pier Phase II	\$277,470.00	\$138,735.00	5	
Duval	City of Jacksonville	Northshore Kayak Launch Phase II	\$137,944.00	\$68,972.00	4	
Duval	City of Jacksonville	Exchange Club Island Pavilions Phase IIB	\$160,720.00	\$80,360.00	6	
Duval	City of Jacksonville	Metro Park Marina Dredge Phase I	\$200,000.00	\$100,000.00	2	
Duval	City of Jacksonville	School Board Property ADA Kayak Launch Phase I	\$120,000.00	\$60,000.00	3	
Duval	City of Jacksonville	Half Moon Island Park & Boat Ramp Phase IIA	\$1,848,398.00	\$924,199.00	1	
		County Total	\$2,744,532.00	\$1,372,266		\$1,357,695
St. Johns						
St. Johns	St. Johns County	Frank Butler Park West Boat Ramp Dredging	\$120,000.00	\$60,000.00	3	
St. Johns	St. Augustine Port, Waterway	Summer Haven River Restoration	\$2,425,000.00	\$50,000.00	5	
St. Johns	City of St. Augustine	Shoal Markers for Menendez Mooring Field	\$20,000.00	\$10,000.00	2	
St. Johns	City of St. Augustine	St. Augustine Seawall Connectivity	\$400,000.00	\$200,000.00	4	
St. Johns	City of St. Augustine	Salt Run Dredging Part 7	\$200,000.00	\$150,000.00	1	
		County Total	\$3,165,000.00	\$470,000		\$542,111
Flagler						
Flagler	Town of Marineland	Marineland Marina Phase IIB	\$400,000.00	\$200,000.00	1	
		County Total	\$400,000.00	\$200,000		\$184,566
Volusia						
Volusia	City of New Smyrna Beach	Swoop Boat Ramp Additional Parking Phase I	\$120,000.00	\$60,000.00	4	
Volusia	City of Port Orange	Causeway Park Dock & Fishing Pier West	\$350,000.00	\$175,000.00	8	
Volusia	City of Ormond Beach	Cassen Park Public Dock Phase I	\$142,130.00	\$53,298.75	3	
Volusia	Volusia County	Shell Harbor Park	\$901,560.00	\$450,780.00	6	
Volusia	City of Holly Hill	Sunrise Park South Ramp and Dredging Ph II	\$682,220.00	\$341,110.00	2	
Volusia	City of Oak Hill	Sunrise Park Development Phase I	\$27,500.00	\$13,750.00	7	
Volusia	City of Daytona Beach	Riverfront Park Day Docks Phase II	\$1,434,737.00	\$717,368.00	1	
Volusia	City of Edgewater	Kennedy Park Seawall Restoration Phase II	\$300,000.00	\$150,000.00	5	
		County Total	\$3,958,147.00	\$1,961,307		\$722,298

2016-2017 WATERWAY ASSISTANCE PROGRAM APPLICATIONS BY COUNTY

COUNTY	PROJECT SPONSOR	PROJECT TITLE	Total Cost	Assistance Requested	Rank within County	County Cap
Brevard						
Brevard	Brevard County	POW MIA Park Channel Dredging Phase II	\$450,000.00	\$225,000.00	1	
Brevard	City of Palm Bay	Palm Bay Municipal Marina Dock & Dredge	\$85,000.00	\$42,500.00	3	
Brevard	City of Rockledge	Rockledge Multi-purpose Day use Dock Phase I	\$168,000.00	\$84,000.00	2	
Brevard	City of Cocoa	Lee Wenner Park Renovations Phase II	\$375,000.00	\$187,500.00	4	
Brevard	City of Melbourne	Melbourne Police and Fire Boats	\$118,000.00	\$59,000.00	5	\$785,680
		County Total	\$1,196,000.00	\$598,000		
Indian River						
Indian River	Town of Indian River Shores	Law Enforcement and Fire Suppression Patrol Boat	\$120,000.00	\$60,000.00	1	\$368,640
		County Total	\$120,000.00	\$60,000		
St. Lucie						
St. Lucie	City of Fort Pierce	Improve Boat Access Fisherman's Wharf Moores Creek	\$157,000.00	\$78,500.00	1	
St. Lucie	St. Lucie County	Port of Ft Pierce - Fisherman's Wharf Phase I	\$696,000.00	\$316,000.00	2	\$430,674
		County Total	\$853,000.00	\$394,500		
Martin						
Martin	Martin County Sheriff's Office	Martin County Sheriff's Marine Patrol Vessel	\$150,000.00	\$60,000.00	3	
Martin	City of Stuart	Shepard Park Improvements Part 2	\$385,500.00	\$167,750.00	2	
Martin	Martin County	Phipps Park Shoreline	\$700,000.00	\$350,000.00	1	
Martin	Town of Jupiter Island	Jupiter Island Marine Patrol Boat Lift	\$18,000.00	\$9,000.00	4	\$479,521
		County Total	\$1,253,500.00	\$586,750		
Palm Beach						
Palm Beach	Village of Tequesta	Tequesta Marine Unit Project	\$265,000.00	\$60,000.00	6	
Palm Beach	Jupiter Inlet District	Loxahatchee River Railroad Bridge Span	\$3,250,000.00	\$1,625,000.00	4	
Palm Beach	City of West Palm Beach	Currie Park Boat Access Phase II	\$856,000.00	\$428,000.00	1	
Palm Beach	Town of Lake Park	Lake Park Harbor Marina Dock Retrofit Phase I	\$110,000.00	\$55,000.00	2	
Palm Beach	City of Belle Glade	Campground Sewer Upgrade and Observation Tower	\$850,000.00	\$425,000.00	5	
Palm Beach	City of Riviera Beach	Riviera Beach City Marina Dock G & Lifts	\$2,315,000.00	\$1,157,500.00	3	\$4,053,366
		County Total	\$7,646,000.00	\$3,750,500		
Broward						
Broward	City of Lighthouse Point	Lighthouse Point Outboard Motors Replacement	\$37,438.50	\$18,719.25	3	
Broward	City of Pompano Beach	ICW Water Taxi Station Phase II	\$197,000.00	\$98,500.00	2	
Broward	Broward County	Hollywood North Beach Park Mooring Field Phase I	\$150,000.00	\$75,000.00	1	
Broward	Broward County	NOAA PORTS Water Level Station	\$116,858.00	\$58,429.00	6	
Broward	Broward County	Deerfield Island Boardwalk Replacement Phase II	\$1,382,804.00	\$691,402.00	4	
Broward	City of Fort Lauderdale	Ft. Lauderdale Police Dive Team Search & Rescue Equipment	\$42,000.00	\$21,000.00	5	\$4,003,635
		County Total	\$1,926,100.50	\$963,050		

Projects in Bold need to submit permits (DEP, WMD, ACOE) to FIND by 4pm Sept 28, 2016 to remain eligible for funding.

*Yellow Highlighted = project awarded less than originally requested

2016-2017 WATERWAY ASSISTANCE PROGRAM APPLICATIONS BY COUNTY

COUNTY	PROJECT SPONSOR	PROJECT TITLE	Total Cost	Assistance Requested	Rank within County	County Cap
Miami-Dade						
Miami Dade	Miami-Dade County	Homestead Bayfront Marina Boat Ramp Piers Phase I	\$150,000.00	\$75,000.00	11	
Miami-Dade	City of Miami	Virginia Key Seawall, Dock & Kayak Launch Phase II	\$2,085,504.00	\$1,017,804.00	7	
Miami-Dade	City of Miami	Morningside Floating Docks Phase I	\$33,000.00	\$16,500.00	12	
Miami-Dade	City of Miami	Dinner Key Marina Mooring Facility Phase I	\$175,000.00	\$75,000.00	1	
Miami-Dade	City of Miami	Mooring Facility off Watson Island Phase I	\$150,000.00	\$75,000.00	3	
Miami-Dade	City of Miami	Seawall and Baywalk at NE 22 St and 22 Ter Phase I	\$62,000.00	\$31,000.00	16	
Miami-Dade	City of Miami	Seybold Canal and Wagner Creek Dredging	\$2,400,000.00	\$1,200,000.00	8	
Miami-Dade	City of Miami	Virginia Key Boat Launch and Trailer Parking Phase I	\$121,000.00	\$60,500.00	2	
Miami-Dade	City of Miami	Miami Marine Stadium In-water Structure Assessment Phase I	\$500,000.00	\$250,000.00	9	
Miami-Dade	City of Miami	Miami Woman's Club Baywalk Phase II	\$490,000.00	\$245,000.00	15	
Miami-Dade	City of Miami	Crandon Marina Floating Dock Renovations Part 2	\$1,100,820.00	\$550,410.00	4	
Miami-Dade	Miami-Dade County	Matheson Marina Floating Dock Renovation Part 2	\$1,052,600.00	\$526,300.00	5	
Miami-Dade	Miami-Dade County	Pelican Island Dock Replacement	\$246,000.00	\$123,000.00	6	
Miami-Dade	Miami-Dade County	North Beach Kayak Launch Dock	\$284,014.00	\$142,007.00	10	
Miami-Dade	City of Miami Beach	Indian Creek Shoreline Improvement and Greenway	\$5,000,000.00	\$1,000,000.00	17	
Miami-Dade	Village of Palmetto Bay	Thalatta Shoreline Stabilization and Pier Phase I	\$100,000.00	\$50,000.00	14	
Miami-Dade	North Bay Village	North Bay Village Boardwalk Phase I	\$200,000.00	\$100,000.00	13	
County Total			\$14,149,938.00	\$5,537,521.00		\$6,200,107
Overall Totals			\$38,165,517.50	\$16,270,544		\$14,694,040

CAP	PROJECT SPONSOR	PROJECT TITLE	Total Cost	Assistance Requested	Rank
CAP	USFW'S	Beacon 42 Boat Ramp	\$234,000.00	\$117,000.00	3
CAP	SJRWMD	Eau Gallie Dredging Phase IIB	\$19,597,271.00	\$5,000,000.00	1
CAP	Florida DEP	Florida Clean Vessel Program	\$600,000.00	\$300,000.00	2
CAP	Florida DEP	Hugh Taylor Birch State Park ICW Improvements Phase II	\$5,192,600.00	\$2,500,000.00	4
CAP	Florida DEP	Bulkhead Rehabilitation at No Name Harbor	\$947,518.00	\$473,759.00	5
7 Projects Total			\$26,571,389.00	\$8,390,759	

ALCALDE & FAY

GOVERNMENT & PUBLIC AFFAIRS CONSULTANTS

July 8, 2016

MEMORANDUM

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

FROM: Jim Davenport

SUBJECT: Federal Legislative Report

FY 2017 ENERGY AND WATER APPROPRIATIONS BILL

Congress will begin a seven week recess on July 18th and return after Labor Day. Lawmakers have failed to make significant process on fiscal year 2017 appropriations legislation, including the Energy and Water Appropriations Bill. While no decisions have been made, House Republicans are discussing the possibility of punting all work on FY 2017 appropriations bills until later this year or when new president takes office next year. Members are reluctantly coming to the realization that there is almost no time left to pass regular spending bills for the fiscal year that begins October 1, 2016, and House conservatives are recoiling at the idea of having to negotiate an omnibus appropriations bill in November or December with President Barack Obama in his final weeks in office.

LEGISLATIVE LANGUAGE PERTAINING TO COMPENSATORY MITIGATION

As we discussed with you, we had a productive meeting with the Minority Staff Director of the House Water Resources Subcommittee to discuss our language clarifying that compensatory mitigation is not required for maintenance dredging of authorized federal navigation projects. The Minority Staff Director indicated he has a better understanding of the issue and looks forward to receiving the Army Corps of Engineers input on our most recent draft of the language for inclusion in the 2016 Water Resources Development Act (WRDA).

Moreover, as discussed with you, we have been asked by Representative Lois Frankel's staff to join them for a meeting with the National Wildlife Federation (NWF) to discuss NWF's opposition to our proposed language, so that we can clear up any concerns they may have. Frankel's staff suggested FIND be part of the meeting by phone as well.

We will continue to keep you apprised of our efforts.

