

PRELIMINARY AGENDA

FLORIDA INLAND NAVIGATION DISTRICT Board of Commissioners Meeting

9:00 a.m., Friday, May 19, 2023

Miami Marriott Biscayne Bay
1633 N Bayshore Drive
Miami (Miami-Dade County), FL 33132-1215

Item 1. **Call to Order.**

Chair Blow will call the meeting to order.

Item 2. **Pledge of Allegiance.**

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

Item 3. **Roll Call.**

Secretary Boehning 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.

- NONE

RECOMMEND: N/A

Item 5. **Additions or Deletions.**

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

RECOMMEND: Approval of a Final Agenda.

Item 6. **Public Comments.**

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

Meeting Agenda

May 19, 2023

Page 2

Item 7. **Board Meeting Minutes.**

The minutes of the following meetings are presented for approval.

- April 14, 2023 – Personnel Committee Mtg. *(Please see back up pages 6-21)*
- April 14, 2023 – Finance & Budget Com. Mtg. *(Please see back up pages 22-24)*
- April 14, 2023 – Board Meeting *(Please see back up pages 25-33)*

RECOMMEND: Approval of the minutes as presented.

Item 8. **Draft Financial Audit for FY 2021-2022.**

The District's Auditor has completed and will present a draft of the FY 2021-2022 Financial Audit for Board review and comment. The Finance and Budget Committee reviewed the draft audit this morning and will provide their comments.

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

Item 9. **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 10. **Staff Report on Miami-Dade County Area Status and Projects.**

Staff will present a report on the District's Miami-Dade County area status and projects.

(Please see back up pages 34-50)

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

Item 11. **Comments and Project Status from the U.S. Army Corps of Engineers.**

Staff of the U.S. Army Corps of Engineers (USACE) Intracoastal Waterway Project Management is scheduled to present an update on projects and activities.

(Please see back up pages 51-66)

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

Meeting Agenda

May 19, 2023

Page 3

Item 12. Presentation and Review of the Update to the Economic Analysis and Summary of the District's Waterways.

At the September 2022 meeting, the Board approved a scope and costs estimate from The Balmoral Group (TBG) to update the District's Economic analysis and summary. The Balmoral Group is the original author of the previous economic update, approved and initiated almost six (6) years ago.

TBG is prepared to present the initial findings of the update and discuss the report with the Board. Favorable review of the report will result in an update of the District's overall economic report and the per County reports and summaries.

(Please see back up pages 67-104)

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

Item 13. Scope of Professional Services and Environmental Services for IWW Bakers Haulover Benthic Resources and Geophysical Surveys, Miami-Dade County, FL.

Taylor Engineering has prepared a scope of work and fee quote for the geotechnical and environmental work necessary for the next stage of the Intracoastal Waterway (IWW) channel realignment near Bakers-Haulover inlet.

Work includes necessary benthic and geophysical surveys to determine potential mitigation parameters for the proposed future channel realignment.

(Please see back up pages 105-124)

RECOMMEND: Approval of a scope of professional services and fee quote in the amount not to exceed \$112,181.10, (including \$61,244.00 for benthic survey and \$35,677.00 for geophysical investigations, Miami-Dade County, FL.

Item 14. Amendment Number 1 to the Material Removal Agreement with Palm Beach County for the Offloading of Dredge Material Management Area PB-PI (Peanut Island), Palm Beach County, FL.

The Palm Beach County Environmental Resources Management (ERM) department is working with the U.S. Army Corps of Engineers (USACE) to construct environmentally beneficial (Eco) islands within the Lake Worth Lagoon, primarily utilizing material from dredging events. The Florida Inland Navigation District (FIND) has successfully partnered with ERM several times previous to utilize dredged material in an efficient and beneficial manner, most recently during the Palm Beach Intracoastal Waterway (IWW) maintenance dredging project.

ERM is presently partnering with the USACE to obtain funding and expertise to utilize dredged material to build Bonefish Cove, a 40+ acre wetland habitat within the Lake Worth Lagoon. ERM has identified approximately 165,000 cubic yards of material currently within Dredged Material Management Area PB-PI (Peanut Island) as a primary source of material for this project.

Meeting Agenda

May 19, 2023

Page 4

At the May 20, 2022, meeting, the FIND Board approved an agreement with Palm Beach County to offload Dredge Material Management Area PB-PI (Peanut Island) at the estimated costs of \$20 per cu/yd for a total cost share not to exceed \$3,500,000. As is typical of many federal projects, the USACE must have all funds in hand before soliciting bids for the project. To assist with this clause, the County is requesting an amendment of the agreement to change the payment structure, requesting \$3,247,200 as a deposit toward the final removal cost. Upon completion of the project, the County will calculate the volume of material removed and any remaining fees to be paid to County or refund to be paid to District.

The project presents FIND with a unique opportunity to offload DMMA PB-PI at a discounted rate with the added advantage of a beneficial use of the material for habitat and water quality. FIND has accounted for this expense within the current budget to apportion for this effort.

(Please see back up pages 125-128)

RECOMMEND: Approval of Amendment Number 1 to the Material Removal Agreement with Palm Beach County to offload Dredge Material Management Area PB-PI (Peanut Island) for payment of \$3,247,200 as a deposit toward the final removal cost, Palm Beach County, FL.

Item 15. **Presentation and Review of the Consultants' Competitive Negotiation Act.**

Attorney Breton is scheduled to review the Consultants' Competitive Negotiation Act (CCNA) the Florida Statue that governs the hiring of architects, professional engineers, landscape architects, or registered surveyors and mappers using a qualifications-based selection process.

(Please see back up pages N/A)

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

Item 16. **Tallahassee Report.**

The District's state governmental relations firm has submitted a status report concerning activity on state issues that could be of interest to the District.

(Please see back up pages 129-135)

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

Item 17. **Washington D.C. Report.**

The District's federal governmental relations firm has submitted status reports concerning activity pertaining to the District's federal issues.

(Please see back up page 136)

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

Meeting Agenda

May 19, 2023

Page 5

Item 18. **Personnel Committee Report.**

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

(Please refer to the Personnel Committee Agenda Package)

RECOMMEND: Approval of the recommendations of the District's Personnel Committee.

Item 19. **Nomination Committee Report.**

The Nomination of Officers Committee met earlier today, and the Chair of the Committee will present the recommendations for officers for the next year. These officers will assume their positions after today's meeting.

(Please see Nomination of Officers Committee Agenda Package)

RECOMMEND Approval of the Nomination of Officers Committee recommendations for Board Officers for the period of June 2023 through May of 2024.

Item 20. **Additional Staff Comments and Additional Agenda Items.**

- June 16-17, 2023 Board meeting
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Item 21. **Additional Commissioner 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**

Personnel Committee Meeting

1:00 p.m., Thursday, April 13, 2023

**Hammock Beach Resort
200 Ocean Crest Drive
Palm Coast (Flagler County), Florida, 32137-3272**

ITEM 1. Call to Order.

Committee Chair Crowley called the meeting to order at 1 p.m.

ITEM 2. Roll Call.

Committee Chair Crowley called the roll and Chair Blow and Commissioners Williams, Davenport, Stapleford, Cuozzo, and Isiminger were present. Commissioner Boehning attended via Zoom. Commissioner Gernert joined the meeting at 1:47 p.m. via Zoom and Commissioner Sansom joined the meeting at 1:53 p.m. in person. Also in attendance were Executive Director Mark Crosley, Assistant Executive Director Janet Zimmerman, and Attorney Peter Breton. Committee Chair Crowley stated that a quorum was present.

ITEM 3. Additions or Deletions.

There were no additions or deletions to the agenda.

ITEM 4. Public Comments.

There were no public comments.

ITEM 5. Assistant Executive Director Candidate Interviews.

Christopher Kelley

Mr. Kelley gave a brief overview of his career and experience working with FIND for the past 13 years in his current role primarily through the grants program, which is why he was interested in this opportunity.

Commissioner Davenport asked Mr. Kelley if he was “a planner or a doer.” Mr. Kelley stated he was a bit of both out of necessity. He runs a staff of 15, and operations run 365 days a year/7 days a week. He noted the planning part is essential, but he also needs to jump and make it happen at times.

Commissioner Williams asked why Mr. Kelley is interested in the public sector? Mr. Kelley stated he has been self-employed for 20 years and sees another 20 years in his future. He noted that he relishes a small office setting and stated how important it is for everyone to work together collectively as a whole, and that the ICW was near to his heart.

Chair Blow asked Mr. Kelley about his past interactions with elected officials at the local state and federal level? Mr. Kelley stated he handles all permitting with DEP and USACE in his current role. At the local level, the Town of Marineland has had four mayors he has worked with as the marina manager, and the County commissioners work hand in hand. He has been Chairman of Marineland stakeholders' group for seven years, and that group is made of town agencies, businesses, NGOs, and the county. He also has regulatory experience with USACE.

Commissioner Williams asked if Mr. Kelley would relocate, to which he responded yes.

Commissioner Stapleford asked what Mr. Kelley thought FIND could do better as an organization? Mr. Kelley noted from his experience he thought there were redundancies in the grant applications.

Commissioner Davenport asked if Mr. Kelley thought FIND should have a voice in the 'No Wake Zone' discussion? Mr. Kelley noted that in his experience at Marineland, they have educational docks that need to be cleared when students are on it for safety reasons as there is not a 'No Wake Zone.' The public is proactive in the area, but they can't get a 'No Wake Zone' because the marina doesn't have a fuel dock. He noted it is challenging, and suggested he wasn't 100% sure what FIND's position should be, but noted he'd love the option to educate the public on the subject.

Commissioner Boehning asked Mr. Kelley how he sees himself interacting in the assistant role after being in the top position for so long? Mr. Kelley noted that it would be a change and challenge at first. As a leader, he often recognizes he might not be the most talented, and has worked with well-educated professionals, all working together.

Commissioner Williams asked Mr. Kelley if he has experience dealing with the southern portion of the ICW and the USACE in regard to commercial traffic. He stated he does not have direct professional experience, but extensive personal experience as a boater.

Commissioner Crowley noted this job is unique in that there are 12 bosses, and asked Mr. Kelley if he had similar experience. Mr. Kelley stated that his phone is always on, day and night and that he has had to work with intergovernmental agencies of different types, which he thoroughly enjoys.

Commissioner Crowley asked if Mr. Kelley has any experience with the coordination of meetings and logistics. Mr. Kelley stated that logistics are his specialty. In his current role it can vary from tying 12 boats in a day or taking people to tour the estuary. He's also part of the development team that organizes meetings for people from all over the country, for multiple days, and he enjoys the challenge.

Commissioner Crowley asked if Mr. Kelley would be comfortable doing the administrative work of this job and his experience. Mr. Kelley noted he worked day and night to figure out how to stack grants in his role, including all permitting and requirements.

Commissioner Crowley asked if Mr. Kelley has experience working with NGOs, specifically environmental? Mr. Kelley noted he, as the Chair stakeholder of Marineland's Coastal Policy Center, provided office meeting space and logistical support to various nonprofits, including Audubon, Scenic A1A, and the North Atlantic Right Whale Watch Program.

Commissioner Davenport asked why Mr. Kelley is the best candidate. Mr. Kelley noted that the ICW is a recreational treasure, and it brought him to Florida when he was looking for a location for his outfitter business. He noted he has always wanted to be a part of what FIND does.

Commissioner Crowley asked Mr. Kelley about his experience with technology. He noted that he manages about 95% of all tech in his office for the most part, including software, basic IT, the operation of four websites, and content creation.

Commissioner Crowley asked Mr. Kelley about his experience with the FWC. Mr. Kelley stated most of his interaction is through FBIP grants and officers on site.

Commissioner Crowley asked Mr. Kelley about his experience with land use planning. Mr. Kelley stated he has been through two town comp plan updates and the public process that comes with it. In his role as the marina manager, he has worked on upland development around the marina and how it's interaction with the marina.

Commissioner Sansom asked if Mr. Kelley would be satisfied in the Assistant Executive Director position for the next 15 years. He responded yes.

Chair Blow noted that the primary mission of FIND is to maintain the waterways and transportation assets and asked if Mr. Kelley would be comfortable having to occasionally be at odds with some NGOs whose ideas may contradict the District's mission. Mr. Kelley stated yes he would, as the position he is in is unique working with the private sector in environmental field work, and with developers as well, and has done so with no problem. He noted it helps if everyone has a clear understanding of what can and can't be done, and he has no issue having that conversation.

Michael Stahl

Mr. Stahl gave a brief overview of his background and professional experience. Please refer to his resume in the agenda.

Chair Blow asked if Mr. Stahl would be bored in this position compared to his current position, and why he wants to work for FIND? Mr. Stahl responded he has worked with FIND for many years with ERM and that the District has been critical to their restoration projects. He noted that the difference between ERM and FIND is a very narrow scope. His current job is very broad. FIND aligns with his experience and interests and hits all points of what he enjoys. He noted he was proud of what he achieved at ERM, but that a good portion of his time deals with things that aren't necessarily mission critical. He stated the small size intrigues him.

Commissioner Davenport asked why Mr. Stahl should be considered over the other candidates. Mr. Stahl noted that there is a very good pool of candidates and it's a hard decision, but his experience dealing with politics and various Board of County Commissioners gives him an advantage.

Commissioner Williams asked Mr. Stahl if he was familiar with the amount of work FIND does with the maintenance and development of DMMAs. Mr. Stahl noted he wasn't familiar behind the scenes, but he was familiar with the management of the DMMAs due to the partnerships he has had working with ERM at Peanut Island and noted that the partnerships are mutually beneficial.

Commissioner Stapleford asked Mr. Stahl his thoughts on the political change in the climate and the political push/pull of the Board in the decision-making process. Mr.

Stahl noted that ultimately the decision rests with the Board of Commissioners, would look for the best way forward, and he respects the process.

Commissioner Stapleford asked Mr. Stahl how he would define leadership in the role of AED. Mr. Stahl responded that as the AED, the chain of command clearly goes to the Executive Director. He noted that he sees leadership as providing factual information to the Board to let them make decisions on the facts as presented. He noted that mentorship and teamwork are a huge component of leadership.

Commissioner Stapleford asked how Mr. Stahl would envision the relationship with the 12 commissioners as AED. Mr. Stahl noted he would envision it much like his current position and that he sees himself as a civil servant to those commissioners. He stated he would like to get to know each commissioner and their counties' needs and priorities and continue to build those relationships.

Commissioner Williams asked Mr. Stahl if he saw any problems currently existing in the operation of the waterway and its maintenance. Mr. Stahl noted that in Palm Beach County, one challenge he sees is the regulatory process in his current partnership with the District to manage the P-50 cut. One thing he'd like to explore in other counties is the ability to beneficially reuse FIND spoil material for restoration projects.

Chair Blow noted that the environment in the northern part of the waterway is different than South Florida, and asked Mr. Stahl how he would use his experience in the northern counties. Mr. Stahl noted that in South Florida the seagrass is the biggest issue to navigate and that the dredging process may vary in the northern counties.

Chair Blow asked Mr. Stahl how he would handle the gopher tortoise management issue. Mr. Stahl noted that one option may be in the development of the DMMA's and relocation options. He noted that ERM managed a site for relocated tortoises that was permitted by FWC. He noted his preference would be to develop a DMMA if there were no impact to the gopher tortoises but relocate them if there was an impact.

Commissioner Davenport asked Mr. Stahl about transitioning from an environmental regulator to a developer. Mr. Stahl noted there is always a balance, and he can always find compromise. In his current role, he tries to lean towards protection of resources, but has to work with developers to get projects done. He noted he has always been effective in finding balance and would continue to do so at FIND.

Commissioner Sansom asked if Mr. Stahl would be comfortable in this position for the next 15 years. Mr. Stahl stated absolutely, he is very loyal, and noted it was a tough decision to apply due to loyalty in his current role.

Commissioner Crowley asked Mr. Stahl about his management experience and logistics experience. Mr. Stahl noted that he is also an assistant scoutmaster for a Boy Scout crew and coordinates monthly event. He noted they regularly camp at military bases, which requires significant coordination.

Commissioner Davenport asked Mr. Stahl how many years he worked with the County. Mr. Stahl noted 20 and the County has the same retirement program as the District.

Commissioner Crowley asked Mr. Stahl for his experience with doing more administrative work. Mr. Stahl noted that early in his career, his partnership grant program evolved into the Lake Worth Lagoon Initiative, which operates similar to WAP. He also has experience with the Beaches Program, by receiving funds from DEP, managing the funds, and coordinating with municipalities.

Commissioner Crowley asked Mr. Stahl about his experience working with environmental NGOs? Mr. Stahl stated he has worked with LMC, a turtle monitoring program on project beaches, Lagoon Keepers, and Surfrider.

Commissioner Crowley asked Mr. Stahl about his experience implementing tech solutions or website experience. Mr. Stahl noted he didn't have much website management experience but is innovative with technology. He noted that early in his career when GIS started to develop, he was one of the early learners of the program and was invited to FIND's office to share his information on the inventory of waterway markers. He noted he always promoted the use of UAV, a valuable tool to survey beaches. Another example was when a contractor proposed the use of electric equipment (conveyors) and they took the risk to let him demonstrate, and now they are the standard operation working in residential areas. He noted he is always open to new ideas and innovation.

Commissioner Crowley asked about Mr. Stahl's experience working with FWC. He stated he has worked with them quite a bit through multiple programs, including sea turtle monitoring, habitat restoration, manatee protection, and derelict vessel removal.

Commissioner Crowley asked about Mr. Stahl's land development and comp plan experience? Mr. Stahl noted he has been digging in to learn more and understands it's a

complicated process. He noted ERM's role is limited, but native vegetation and sea turtle lighting are examples.

Commissioner Davenport asked about Mr. Stahl's leadership in his current role, and why he wants to transfer to second in command. He noted he is currently second in command in his department and very comfortable in that role. He noted his primary job is to make the ED look good and do his job well and he appreciates the intimacy of FIND.

Chair Blow noted that FIND is a small agency and everyone has to do tasks that may not be in their role, and asked Mr. Stahl if he would have an issue with that. Mr. Stahl noted his work ethic and integrity is why he has been so successful.

Commissioner Isiminger thanked and congratulated Mr. Stahl.

Mr. Stahl stated he appreciated the opportunity.

John Duchock

Mr. Duchock gave a brief overview of his career and experience and noted that he applied for this same position 12 years ago. Mr. Duchock grew up overseas in Bermuda. He has a B.S. in Ocean Engineering from FIT. His first job was in FEMA in flood insurance in Washington, D.C. He moved to Va. to work for a small engineering firm that contracts with the USACE dredging the James River. He has a lot of experience dredging waterways and working with USACE. He moved to FL and worked with Applied Technology and Management (ATM) doing Florida coastal management work, marina work, beach projects and dredging for 10 years. He began working in the Town of Jupiter Island as Director of Beach Protection District for the last 10 years. He noted it is similar to this position he is applying to. The Town of Jupiter Island includes a beach tax district, and he works with the town to develop the budget, works with regulatory permits, etc. He noted the Town Commission is independent, and he runs the beach tax district meeting every month.

Chair Blow asked Mr. Duchock who administers contracts? He noted that the Town administers the contract, solicits, puts out bids, and pulls together specifications. They work with two consulting firms to develop designs, put a bid pack together, and then the Town puts it out to bid. Mr. Duchock noted he supports the Town on construction inspections and regulatory requirements.

Commissioner Williams asked how much of the budget goes into dredging. Mr. Duchock noted that the Town has annual work to do, including an annual physical survey

and bio engineering. In general, they collect \$2.8M in taxes and are able to build reserves, and the rest is split between operations. He noted the Town only does dredging projects every 4-5 years, and the next project will have approximately \$19M in reserves.

Commissioner Williams asked if Mr. Duchock is a Professional Engineer. He stated he has been since 2001, and is completing his master's degree in public administration around May, and those classes include finance, budgeting, policy, and accounting,

Commissioner Boehning asked Mr. Duchock how he saw himself operating as the grant's administrator. Mr. Duchock stated it was exciting because the grants go to local communities and improve access and usage of waterways. For the administrative part, he noted he is familiar with the grant process as an applicant and is looking forward to learning more about it.

Commissioner Williams asked Mr. Duchock how many bosses he has now. He replied just one, the Town Manager.

Commissioner Crowley asked Mr. Duchock his thoughts on having 12-13 bosses. Mr. Duchock stated that communication and expectation upfront is key, and he is a decent listener.

Commissioner Stapleford asked Mr. Duchock about his leadership and mentorship experience. Mr. Duchock noted that he understood that would be part of the job and that he loosely knows the roles of those in the office. He stated he understands all the work Ms. Zimmerman puts into the grants and meetings, and that he can learn from other employees and pass it along and assist.

Commissioner Davenport asked why Mr. Duchock should be considered over other applicants? Mr. Duchock stated that he has the background in the job description, and he ticks off more boxes in the overall picture.

Commissioner Crowley stated that a lot of the job entails logistics dealing with staff and commissioners, meetings, etc., and asked about his experience. Mr. Duchock stated that the Town has public outreaches as well as Town Hall meetings that he runs.

Commissioner Crowley asked Mr. Duchock if he is comfortable and familiar with the grants administration process. Mr. Duchock stated he's not familiar with FIND's specific process, but has experience with the paperwork of grants at the state and local level, DEP reimbursement, and making sure that the paperwork stays in process for FEMA.

Commissioner Crowley asked Mr. Duchock about his tech or website experience. Mr. Duchock noted he didn't have website development experience, but noted there's a lot of expertise out there to pull from.

Commissioner Crowley stated that another part of the job is participation in different types of groups, attending conferences, delivering FIND's message, and making good contacts and connections, and asked Mr. Duchock's experience. He noted he has done that primarily with the Florida Shore and Beach Preservation Association and sees it as an opportunity to be involved and make worthwhile connections.

Commissioner Sansom stated there is not a lot of turnover at FIND and asked if he would be comfortable in this role for a long time. He responded yes, absolutely and he would be happy to be second in command.

Commissioner Williams asked Mr. Duchock his thoughts from experience on dredging efficiency? Mr. Duchock stated it is a difficult subject, but the big picture from the outside looks like the setup is great for the future, and noted he was interested in exploring anything in channel design, crew efficiency, and other ways to use materials, and is also curious about sea level rise and how the District looks at channel realignment. He noted there may be some tech that comes soon, such as sonar/hydro high-density surveys, for more refined channel alignments.

Chair Blow asked about the Town's dredging project, and if the bulk of the financing comes from FEMA. Mr. Duchock noted that roughly 30% is FEMA funds.

Chair Blow asked Mr. Duchock if he would have trouble traveling to the monthly meetings in different counties. He said he would not. He knows it's part of the job, and he knew that 12 years ago when he applied and his kids were young. They are in college now and he would enjoy traveling to see the counties.

Ian Eyeington

Mr. Ian Eyeington gave the Board a brief overview of his background and qualifications. Mr. Eyeington stated he was happy to be here and be involved with FIND in his current capacity. He noted he was born and raised in South Florida and has always had an interest in construction and land development and began working with ERM. He has a degree from FSU in Environmental Science and stated he believes on the job training is more beneficial in most cases. He worked at a small environmental research firm, and

then started working at FIND. He is interested in this position because the opportunity seldom comes up, the office is a tight-knit, small group and a good foundation. He noted the position offers him the opportunity to expand his knowledge.

Commissioner Williams asked Mr. Eyeington if he has visited most of the DMMAs. Mr. Eyeington stated yes, and noted there are quite a few needing a variety of work.

Commissioner Williams asked Mr. Eyeington what would be the most difficult aspect for Mr. Eyeington moving to this role? Mr. Eyeington noted there would be a learning curve with the transition as his main focus is limited to operations now, but data management and a better understanding of how the programs are administered would take time to learn, and he would focus on balancing the current operations with learning the new knowledge.

Chair Blow asked if Mr. Eyeington would enjoy working in the office instead of in the field. Mr. Eyeington stated that it initially caused hesitation as he enjoys being the boots on the ground, but if that's what it takes to advance and become a more rounded asset to the District then he would.

Commissioner Davenport asked Mr. Eyeington if he would be willing to put in more effort and longer hours? Mr. Eyeington stated he would be willing to make the effort to make sure operations run smooth on the current end and take on the new responsibility as well.

Commissioner Stapleford asked Mr. Eyeington what his biggest learning curve would be as the AED. Mr. Eyeington stated that it would be learning data management to track the grants.

Commissioner Stapleford asked Mr. Eyeington why he wouldn't be the best candidate. Mr. Eyeington noted that his experience helps, but there are some diverse candidates with skills who had time to learn their knowledge.

Commissioner Stapleford noted he was concerned about Mr. Eyeington leaving if he didn't get the job. Mr. Eyeington stated he won't dwell on the decision and will support the Board either way.

Commissioner Williams asked Mr. Eyeington about his computer skills. He stated he knows enough to be dangerous and can use a computer well. He also noted that Taylor Engineering handles the true GIS work for the District.

Commissioner Crowley stated that a fair amount of work in this position relates to management of the Board and the ED, and asked Mr. Eyeington his approach to that matter. Mr. Eyeington noted that it helps to know who you're dealing with and that he is familiar with everyone involved on the Board and is already doing that in his current position.

Commissioner Crowley noted that another part of the job relates to planning logistics, and asked Mr. Eyeington if he would be comfortable doing that job. Mr. Eyeington noted he hasn't done that on this scale, but has in his personal life. He noted it should be easy to pick up, and that Ms. Zimmerman has a good idea of what works, who to talk to, and could guide him in the right direction.

Commissioner Crowley asked if Mr. Eyeington has been involved with administering grants/reviewing them in the past. Mr. Eyeington stated that it's not something he has done yet, but he knows the structure of the program. He noted it is ultimately up to the Board to award funding and to counties to meet the deadlines for each project. He noted it would take some time to figure out who the players are and build relationships.

Commissioner Crowley asked about Mr. Eyeington's experience with NGOs? Mr. Eyeington stated he didn't have much experience as he had more with contractors and government agencies.

Commissioner Crowley asked about Mr. Eyeington's technology experience. Mr. Eyeington noted that the District has a great IT person who is great at staying on top of the District's computers, and that Taylor has a nice program in GIS.

Commissioner Davenport asked Mr. Eyeington why he should be considered over the other candidates. Mr. Eyeington responded he was still young and hungry to take on more responsibility. He noted he provides more value to FIND as he has a good foundation of the operation side of things and knows what's entailed within the District.

Commissioner Crowley asked about Mr. Eyeington's interactions with FWC? Mr. Eyeington noted that typically he tries to keep a buffer between FWC and consultants, but he makes a point of going out and meeting the FWC agents on site.

Commissioner Crowley asked about his experience with local government and the land development process? Mr. Eyeington noted he is familiar, but it's something he would need to build on.

Chair Blow asked if Mr. Eyeington had run into any adversarial situations with contractors in his current role. Mr. Eyeington notes there have been some tense moments, but his train of thought is that calmer heads will prevail. He stated he likes to reassess and reengage to find the best path forward.

Commissioner Crowley asked Mr. Eyeington how he would handle representing FIND by sitting on certain boards or attending conferences. Mr. Eyeington noted it's similar to his current boots on the ground approach that he does, but on a different playing field, and he noted it is crucial to attend workshops and show face. He also stated he tends to take in as much information before he goes out to make a statement, and he is proud to represent the District.

Chair Blow noted that Ms. Shelley Trulock wrote an incredible letter of recommendation for Mr. Eyeington.

ITEM 6. Committee Discussion and Recommendations for the Position of Assistant Executive Director.

Commissioner Crowley stated that staff did a great job putting together the job description and getting good candidates.

Mr. Crosley stated that the Board did a good job interviewing the applicants fairly and vetting the process.

Chair Blow asked how many applications the District received and if they all received a letter of acknowledgement. Ms. Zimmerman noted there were close to 50 applicants and that those who didn't meet the minimum qualifications were notified. Chair Blow asked that the four candidates who were interviewed be acknowledged for their effort.

Commissioner Crowley stated he would be happy to call each one of them and thank them.

Ms. Zimmerman noted that in the past, a standard letter was sent out thanking applicants for their time and effort.

Mr. Breton stated for the three applicants who are not selected, a more targeted letter would be fine and asked to review this before sending.

Mr. Crosley reminded the Board that there are four great applicants, and that staff is asking them to rank and prioritize them.

Commissioner Cuozzo stated there are four applicants and that while the Board should advise, Ms. Zimmerman should feel comfortable working with them. He stated his two top choices are John Duchock and Ian Eyeington. He noted Mr. Duchock offers an edge in the position as a PE that the District hasn't had, but he is worried about the succession issue, and that Mr. Eyeington is excellent, but lacks the grants program experience.

Commissioner Williams stated that he supports Mr. Eyeington very strongly, and the other three applicants are overqualified. Mr. Eyeington brings more relevant experience to FIND, and it would be a shame to lose him. He suggested changing the job responsibilities around a bit and keeping Mr. Eyeington in charge of operations and hiring a separate grants manager.

Commissioner Davenport's rankings were the following order: Mr. Eyeington, Mr. Duchock, Mr. Stahl, and Mr. Kelley. He noted Mr. Eyeington is young, and has much potential and passion, and can see him with FIND 30 years from now. He agreed with Mr. Williams to tweak the job description and move responsibilities around.

Commissioner Boehning had similar sentiments and suggested turning to Ms. Zimmerman for her opinion. He stated three were overqualified and had more ED experience. He agreed with Commissioners Williams and Davenport to build from within.

Chair Blow stated he agreed that Ms. Zimmerman's opinion is important and deferred to her and Mr. Crosley's opinion. Commissioner Sansom also agreed.

Commissioner Crowley asked Ms. Zimmerman to distribute the staff structure and he agreed it could be reviewed. He stated there are four great applicants, one already employed with the District. He suggested Mr. Eyeington's title be adjusted and bring in another candidate as well.

Mr. Crosley noted that when he was promoted to ED, it meant a lot that the Board asked who would be best fit for him. He stated Mr. Eyeington has been a great asset for

the District and suggested the possibility to either give him a raise or restructure his current position.

Commissioner Williams stated it is important to continue to have senior level oversight of dredging projects and DMMA's, and noted Mr. Eyeington has a talent of getting along with Taylor, the USACE, etc. on dredging sites on disagreements and resolutions.

Ms. Zimmerman noted the difficult choice and that there are four great candidates. After having done this job for the past 11 years, she knows what is involved at all levels and behind the scenes, and also knows the candidates at a deeper level as she has worked with them through FIND and the Marine Industries Association. She also had the opportunity to speak with each one individually and ask questions about their experiences, expectations, and qualifications. If things were to proceed as the job description is laid out, her top two choices are Mr. Kelley and Mr. Stahl for their experience in customer service and administration management, and they can handle the workload of grants, which is an equally important part of what FIND does. She stated she would be hesitant to hire a grant administrator and how they may fit in and provide the level of professionalism currently provided. Regarding a reorganization of the current staff structure, she stated that as it's a very small team and that she would like to not do that on the fly and take time to review.

Ms. Zimmerman noted the grants program is what garners community support.

Commissioner Davenport suggested a restructuring to include the ED, Director of Finance, and then two AEDs, one for grants and one for operations. Mr. Breton noted that one or the other might rise eventually to the ED position.

Commissioner Boehning agreed with the concept of two AEDs.

Chair Blow suggested giving Ms. Zimmerman 30 days to think about the concept and return with a plan at the May meeting.

The meeting was recessed at 5:47 p.m. until 8:30 am Friday. Commissioner Davenport motioned to recess the meeting. Chair Blow seconded the meeting. All were in favor and the motion passed unanimously.

Commissioner Crowley called the meeting to order at 8:30 a.m. Friday, March 14, 2023.

Commissioner Crowley took roll and Chair Blow and Commissioners Sansom, Davenport, and Boehning were present. There was a quorum.

Commissioner Crowley summarized the previous day's meeting.

Mr. Breton noted with a reorganization, not all candidates may be interested in two deputies instead of a single position.

Commissioner Williams stated the District is fortunate with these candidate choices. He suggested moving Mr. Eyeington up with a six-month probation period for WAP/CAP training, with an update 6 months after.

Commissioner Sansom stated a decision doesn't need to be made today and to let staff come back with the proposed reorganization at the next Board meeting, as well as those who may fit those jobs.

Chair Blow agreed to let staff take 30 days to look at restructuring and narrow in the job descriptions, as well as look at salary ranges if needed.

Commissioner Stapleford noted he liked the idea of keeping Mr. Eyeington in whatever capacity the Board can and asked Mr. Breton if it impacts funding or the budget, or if it would be a problem to resolicit the position.

Commissioner Crowley noted it would likely result in an increase in overall salary, but it would work as there is very little overhead.

Mr. Breton stated there would be no problem with solicitation, and the applicant can decide if they want the offer and negotiate.

Chair Blow motioned to direct staff to revisit the organization chart and develop two new job descriptions including the AED with separate responsibilities and a review of salary range and bring to the Personnel Committee at the May meeting. Commissioner Davenport seconded the motion. All were in favor and the motion passed unanimously.

ITEM 7. Additional Agenda Items or Staff Comments.

Mr. Crosley noted that a Personnel committee meeting will be held prior to the Board meeting in May.

ITEM 8. Additional Commissioners' Comments.

There were no additional commissioner comments.

ITEM 9. Adjournment.

Commissioner Crowley stated that hearing no further business, the meeting was adjourned at 9:00 a.m.

Spencer Crowley, Committee Chair

Attest: Stephen Boehning, Secretary

(SEAL)

**MINUTES OF THE
FLORIDA INLAND NAVIGATION DISTRICT
Finance and Budget Committee Meeting
8:45 a.m., Friday, April 14, 2023
Hammock Beach Resort
200 Ocean Crest Drive
Palm Coast (Flagler County), Florida, 32137-3272**

ITEM 1. Call to Order.

Commissioner Sansom called the meeting to order at 9:10 a.m.

ITEM 2. Roll Call.

Assistant Executive Director Janet Zimmerman called the roll and Chair Blow, and Commissioners Davenport, Boehning, and Sansom were present. Commissioner Gernert was absent. Executive Director Mark Crosley and Attorney Peter Breton were also in attendance. Ms. Zimmerman stated a quorum was present.

ITEM 3. Additions or Deletions.

There were no additions or deletions to the agenda. Chair Blow motioned to approve the agenda as presented. Commissioner Davenport seconded the motion. All were in favor and the motion passed unanimously.

ITEM 4. Public Comments.

There were no public comments.

ITEM 5. Financial Statements for February 2023.

Mr. Crosley presented the District's February 2023 financial statements. He referred to the balance sheet on page 3 and noted that several CDs are being renewed or shopped for rates. Seacoast National collections is being shopped around and it is the account for tax collections. The TD Bank CD was renewed for 36 months at 4%.

Commissioner Davenport asked if it was possible to cash in the lower interest TD Bank funds early with a penalty and put them in a new account to secure the 4% interest rate. Mr. Crosley noted that he will run the idea by Mr. Glenn Scambler.

Chair Blow motioned to approve the Financial Statements for February 2023. Commissioner Davenport seconded the motion. All were in favor and the motion passed unanimously.

ITEM 6. February 2023 Budget Summary and Project Status Expenditure Reports.

Mr. Crosley presented the Budget Summary and Project Status Expenditure Reports for February 2023. On page 18 is the condensed budget summary for February, which shows funds carried over from the grants program, as well as the completion of DMMA SJ-14.

Chair Blow asked about the negative balance of \$500 for the boating event sponsorship account. Mr. Crosley stated it will be adjusted up in next year's budget.

Commissioner Sansom noted that the use of the District's earned interest on its committed funds helps support operations. Mr. Crosley noted that Mr. Scambler is very conservative on what he anticipates the District's revenues to be, and it is not a major component of the budget. He noted Mr. Scambler could make a report if there is more revenue than anticipated.

Chair Blow noted that the best way to reflect the interest would be in the narrative in the budget next year.

ITEM 7. Delegation of Authority Report.

Mr. Crosley noted that the most significant item is the purchase of a new copy machine. He also stated that the Board approved funds for a new vehicle in the budget and that Mr. Eyeington found a 2020 Ram for \$40k and will be receiving \$10k for the old truck.

ITEM 8. Additional Agenda Items or Staff Comments.

There were no additional items or staff comments. .

ITEM 9. Additional Commissioner Comments.

Chair Blow noted Mr. Scambler is doing an excellent job maximizing the District's rate of return.

The Commissioners discussed banks and banking processes.

ITEM 10. Adjournment.

Commissioner Sansom stated that hearing no further business the meeting was adjourned at 9:30 a.m.

Carl Blow, Chair

Attest: Stephen Boehning, Secretary

(SEAL)

**MINUTES OF THE
FLORIDA INLAND NAVIGATION DISTRICT**

Board of Commissioners Meeting

9:00 a.m., Friday, April 14, 2023

**Hammock Beach Resort
200 Ocean Crest Drive
Palm Coast (Flagler County), Florida, 32137-3272**

ITEM 1. Call to Order.

Chair Blow called the meeting to order at 9:39 a.m.

ITEM 2. Pledge of Allegiance.

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

ITEM 3. Roll Call.

Assistant Executive Director Janet Zimmerman called the roll and Chair Blow and Commissioners Crowley, Boehning, Cuzzo, Davenport, Isiminger, Sansom, Stapleford, and Williams were present. Commissioners Gernert and O'Steen were absent. Also in attendance were Executive Director Mark Crosley, Attorney Peter Breton, Mr. Jerry Scarborough and Mr. Jim Marino of Taylor Engineering, Mr. Eduardo Marin of USACE, and Mr. Richard Hamilton and Mr. Ed Danko of Palm Coast. Ms. Zimmerman stated a quorum was present.

ITEM 4. Consent Agenda.

Chair Blow noted there are three items on the consent agenda. Commissioner Davenport motioned to approve the consent agenda. Commissioner Cuzzo seconded the motion. All were in favor and the motion passed unanimously.

ITEM 5. Additions or Deletions.

Chair Blow asked if there were any additions or deletions to the meeting agenda. Mr. Crosley noted there was a correction on Item 12: the approval should read \$395,638.50 instead of \$295,638.50. Also, Item 16 should say in the recommendation: Approval of the recommendations of the District's Personnel Committee. Commissioner Cuzzo motioned to approve the agenda as amended. Commissioner Isiminger seconded the motion. All were in favor and the motion passed unanimously.

ITEM 6. Public Comments.

Mr. Ed Danko, Vice Mayor of Palm Coast, thanked the Board for all they accomplish.

Mr. Richard Hamilton of Palm Coast, spoke of his concerns of flooding in coastal communities along the ICW.

Chair Blow thanked Mr. Hamilton and noted that there are many agencies looking into sea level rise and collecting data and information. He suggested Mr. Hamilton discuss the issue with his County Commissioners and see what they are doing.

Commissioner Sansom noted that there are new committees in the legislature that are discussing this issue and might have a solution.

ITEM 7. Board Meeting Minutes.

Chair Blow asked if there were any comments or questions regarding the March 17, 2023, Finance & Budget Committee Meeting, Personnel Meeting, and Board Meeting Minutes.

Commissioner Sansom motioned to approve all minutes as presented. Commissioner Williams seconded the motion. All were in favor and the motion passed unanimously.

ITEM 8. Staff Report on Flagler County Area Projects.

Mr. Crosley reviewed the Flagler County Project Status update found in the agenda beginning on page 33.

Commissioner Williams asked if the economic report has been updated. Mr. Crosley stated that the District's consultant is looking to give a preliminary report in May.

The Board discussed the dredging of right-of-ways and what projects are eligible for grant funding.

ITEM 9. Comments and Project Status from the U.S. Army Corps of Engineers.

Mr. Eduardo Marin, the IWW Project Manager with the U.S. Army Corps of Engineers (USACE), thanked staff for coordinating the IWW tour.

Mr. Marin reviewed the status for DMMA O-23 found on page 44 of the agenda. He noted there were three killdeer nests at one time, with only one left, and delays with the weir structure. He stated the Nov. 1 completion date is very conservative and expects it to be done much sooner.

Mr. Marin noted that the Palm Valley South contractor is still mobilizing their equipment and currently fusing the dredge pipeline between IWW and DMMA SJ-14. The current schedule shows dredging commencing in early April, and the return pipeline manholes appeared to be damaged. The USACE is inspecting the manholes to determine the next course of action.

Mr. Crosley noted that the District spent \$750K in the past six months on this site and it is well documented that everything was fine at the site before it was turned over to USACE and the contractor, after which the four manholes were damaged. He stated he is disappointed in Southwind for not stepping up to admit their error and in USACE for not defending FIND's position. FIND is spending about \$20k to fix the manholes so production isn't lowered.

Mr. Jim Marino noted that in 45 years of experience, he has never seen one agency hand over one project site without the other agency completing their responsibility to check it beforehand.

Mr. Jerry Scarborough also noted he was disappointed in the USACE for not holding the contractor responsible after they admitted to hitting the manhole in the field. Two of the five manholes have been documented by USACE having been damaged by the contractor.

Vice Chair Crowley asked why USACE is not holding the contractor responsible? Mr. Marin responded that he was told there was no evidence or preconstruction photo, or evidence of the grout not there. He noted the USACE couldn't present a strong case.

Mr. Marino stated FIND turned over the property to USACE and its' agents, when the Corps had the opportunity to inspect the property, but they didn't, and they accepted the property/ownership.

Commissioner Davenport asked if Southwind caused the problem? Mr. Marin noted that in his opinion they did impact three of the manholes, but he didn't observe it. He noted he was ready to modify the contract for repairs, but Southwind didn't have the expertise and wasn't interested in doing it.

Mr. Breton noted he can investigate whether the District has a claim against Southwind for damages.

Chair Blow noted he was concerned about the safety standards onsite and urged USACE to focus on onsite management and safety procedures.

Mr. Marin stated that IWW Volusia maintenance dredging with the hopper dredge Murden begins the first week of May, and a multi-agency meeting is being scheduled mid-April to determine a long-term solution for future dredging placement. The solution will produce a FY24 maintenance dredge event.

Mr. Marin noted that at AIWW Sawpit, additional hydrographic surveys to respond to DEP RAI #3 are scheduled for collection in May 2023.

Commissioner Williams noted that there is bad shoaling further north. He stated he spoke with the Coast Guard who may put buoys to relocate the channel, but it would be more efficient to combine the Sawpit dredging to consolidate money.

Mr. Marin stated that at IWW Matanzas, there is an anticipated 300k-400k cy of material within the federal channel. St. Johns County asked USACE if they could potentially shift the placement area within the permitted footprint. The mission is to dredge, so if this request delays the project, the answer is most likely no.

The Board discussed Presidential funding and supplemental funds for projects.

Mr. Crosley stated that the Jupiter Inlet District (JID) uncovered the worst shoaling in the inlet he has ever seen and that the sand trap is almost double in capacity. He noted the Board elected last month to allow up to 30k cy of material to be removed from the IWW. A reasonable verbal price was received, but USACE didn't issue a general permit to FIND. Mr. Crosley is trying to get permitted or modify JID's permit from DEP, and the District has a letter of permission from USACE.

Chair Blow stated that Summer Haven had a study draft done by St. John's County, but he hasn't seen it. Mr. Crosley noted that the District has a navigation mission that happens to have beneficial uses of material and must be careful about letting those uses drive or delay the project.

Mr. Marin noted that SAJ will draft an agreement for FIND to assume O&M responsibilities for the portion of the OWW within Martin and Palm Beach Counties, and the next item needed is a contributed funds agreement.

Commissioner Stapleford and Mr. Crosley agreed to work together on a USACE regulatory legal change.

ITEM 10. Material Storage Area 617-C Final Preliminary Design and Approval, Palm Beach County, FL.

On September 10, 2021, the Board approved a preliminary path forward for the design of Material Storage Area (MSA) 617-C in northern Palm Beach County. At that time, it was requested that Taylor Engineering return with partially complete plans to share with the Board. Staff and Taylor Engineering have worked with Commissioner Isiminger and members of the site's surrounding community to develop a site that could be utilized for typical hydraulic dredging as well as the storage and transport of bulk materials (ex. rock, lumber, mechanical dredged material etc.), and reduce visual and activity impacts to the surrounding community. Taylor Engineering will provide a brief presentation of the preferred design for MSA 617-C.

Mr. Terry Cake of Taylor Engineering gave a brief presentation. He asked for any questions.

Mr. Jerry Scarborough added it will often be mechanical dredging with hydraulic offloading using this site.

Commissioner Isiminger noted that this gives a little contractor access and makes the neighbors happy.

Mr. Cake noted it would take 4-6 months to complete the design.

ITEM 11. Presentation of a Disaster Relief Application - City of Stuart Boardwalk and Pier Repairs, Martin County, FL.

On Wednesday, November 9, 2022, the City of Stuart's boardwalk, docks, and pile guides suffered damage as a result of Hurricane Nicole. Approximately 40 linear feet (LF) of boardwalk and 10-LF of guardrail behind City Hall were damaged and had to be closed to the boating public and pedestrians. Additionally, two finger piers broke loose and were floating in the river. The excessive wave action impacted numerous stainless steel pile guide assemblies rendering them unusable. The total cost of repairs is estimated at \$155,339.00. The City of Stuart is seeking reimbursement for 25% of the total cost of emergency repairs which equals \$38,800.00.

The FY 2022-2023 FIND Budget allocated \$3,000,000 for Disaster Relief, of which \$2,750,000 is currently available for new requests on a first-come, first-served basis. In accordance with the referenced rules and procedures, the Applicant will present their

project and the Board will rate and evaluate the project. If the project scores an average of 35 or above, the Board can award the requested funding accordingly.

Commissioner Sansom motioned to approve the City of Stuart's request for disaster relief funding. Commissioner Cuzzo seconded the motion. All were in favor and the motion passed unanimously.

Mr. Marc Rogolino thanked the Board on behalf of the City of Stuart for the continued support.

ITEM 12. Scope of Professional Services and Cost Proposal for the Design, Engineering and Permitting of a Material Transfer Area at Hoover Dike (HD)-1, Martin County, FL.

Taylor Engineering has prepared a scope of work and fee quote for the design, engineering and permitting of Material Transfer Area (MTA) HD-1. This site is unique as it is a U.S. Army Corps of Engineers (USACE) easement inside the Lake Okeechobee dikes and will take additional coordination with the USACE, South Florida Water Management District etc. prior to design and permitting.

This site would be primarily be utilized for the transfer of construction materials and dredged material to and from the lake. This is identified in the 50-year Long Range Dredged Material Management Plan, and is essential for supporting management operation of the Okeechobee Waterway (OWW) within the lake. In addition, the site would prove to be useful to other lake management agencies and interests.

Mr. Terry Cake gave a brief presentation.

Commissioner Williams motioned to approve the scope and fee quote in the amount of \$395,638.50. Commissioner Cuzzo seconded the motion. All were in favor and the motion passed unanimously.

Commissioner Isiminger asked who owns the site. Mr. Marin noted that USACE has an easement, and SFWMD owns the site.

Chair Blow noted his concern is spending money on a site the District doesn't control.

Mr. Jerry Scarborough noted that it is a federal project as well, and USACE will do their due diligence, and there should not be a problem. He stated the first order is getting the proper green light to get the easement.

All Commissioners were in favor of the original motion with the exception of Commissioner Davenport, who dissented. The motion passed.

ITEM 13. Finance and Budget Committee Report.

Commissioner Sansom motioned to approve the Finance and Budget Committee report to the full Board. Commissioner Davenport seconded the motion. All were in favor and the motion passed unanimously.

ITEM 14. Tallahassee Report.

Mr. Crosley reviewed the Tallahassee report on pages 134-139 of the agenda. Mr. Jon Moyle is working to make sure mangrove enhancement legislation does not impede navigable waterways and protects navigation interests.

ITEM 15. Washington D.C. Report

Mr. Crosley reviewed the Washington D.C report from Thorn Run Partners found on page 140 of the agenda. He noted funding for USACE has been robust, and both Congressmen Mast and Posey have been amenable to submit requests for the waterway.

ITEM 16. Personnel Committee Report.

Vice Chair Crowley presented the Personnel Committee Report to the full Board. He stated the recommendation of the committee is to allow staff 30 days or to the May board meeting to revisit the organization of the staff office and positions, to develop new job descriptions, and to review all salary ranges and qualifications of those positions to determine if FIND may be able to employ more than one of the candidates interviewed.

Vice Chair Crowley motioned to approve the Personnel Committee Report to the full Board. Commissioner Williams seconded the motion. Commissioner Isiminger declared a conflict of interest and did not vote. All were in favor and the motion passed unanimously.

Vice Chair Crowley noted that the Personnel Committee will meet again immediately prior to the May Board meeting and thanked the Board for their participation. Chair Blow stated Vice Chair Crowley did an exceptional job leading the Personnel meeting.

ITEM 17. Additional Staff Comments and Additional Agenda Items.

There were no additional staff comments or agenda items.

ITEM 18. Additional Commissioners' Comments.

Commissioner Williams suggested that once a year, the Board go on record that they approve the CCNA arrangement they have with Taylor Engineering.

Commissioner Davenport suggested opening projects to be put out to bid to other contractors.

Commissioner Boehning echoed Commissioner Davenport's sentiments that he has concerns with regards to opening projects for bids.

Commissioner Isiminger thanked Commissioner Stapleford for the outreach and Vice Chair Crowley for running a great personnel meeting.

Commissioner Davenport thanked Commissioner Stapleford for the outreach and noted he enjoyed the boat trip last week. He also noted he has been asked for the opportunity for other engineers to be able to bid on District projects.

Vice Chair Crowley noted that the CCNA directive comes up when new Commissioners join the Board. He stated the explanation of the CCNA process and history, or evolved relationship adds a lot of clarity to the situation. He noted that before the Board takes any action on this issue, it would be helpful for staff to do a presentation for the Board so they all have more information on how to move forward.

Chair Blow asked Mr. Breton to present information about the CCNA process at the next meeting.

Commissioner Williams thanked Commissioner Stapleford for the outreach and suggested a CNNA entry in the agenda asking the Board to approve another year with Taylor so it is recorded. He noted the work that Taylor does is excellent, and it needs to be noticed that the District has a CCNA arrangement with Taylor.

Commissioner Stapleford stated he would like to see Mr. Eyeington receive a promotion.

Commissioner Sansom apologized for missing the outreach, stated it was a great meeting, and noted that it is important to see what organization Ms. Zimmerman puts together and utilizes all talents to make the District better.

Commissioner Cuzzo thanked Commissioner Stapleford for the outreach and understands Commissioner Davenport's concerns. He noted that Taylor is considered the District engineer rather than a consultant, and now is the perfect time to look and make them the permanent engineer.

Vice Chair Crowley thanked Commissioner Stapleford for his event and noted it is important to recognize our veterans. He stated he hopes everyone comes to Miami next month and there is a good outreach planned at the Wet Lab at UM. He is also looking forward to the proceedings of the Personnel meeting, and that one general consensus is how important Mr. Eyeington is to FIND.

Chair Blow stated it was an excellent outreach with great participation. He agrees with Commissioner Cuzzo that Taylor Engineering is the District Engineer but acknowledged the concern of appearances. He noted he liked Commissioner Williams' idea of annually verifying a continued desire to work with Taylor and that the District does that annually in a way with their rate requests.

Mr. Breton stated that he can put together a presentation on CCNA for the next meeting and that it was last addressed in some form 7-8 years ago.

The Commissioners discussed the issuance of public notices and the best way to advertise.

ITEM 19. Adjournment.

Chair Blow stated that hearing no further business, the meeting was adjourned at 12:00 p.m.

Carl Blow, Chair

Attest: Stephen Boehning, Secretary

(SEAL)



MIAMI-DADE COUNTY PROJECT STATUS UPDATE

MAY 2023

Dredged Material Management Plan.

Phase I of the Dredged Material Management Plan (DMMP) for the Intracoastal Waterway (IWW) in Miami-Dade County was completed in 2003. Phase II of the DMMP was completed in 2005 and all major land acquisition was completed by 2007. *(Please see the attached maps).*

Beach-compatible material is regularly placed on the beaches south of Baker's Haulover Inlet during dredging of the IWW in that vicinity. The District also owns DMMA D-45 located near the County landfill between Cutler City and Homestead. The 50-year dredging projection for the 48 miles of channel in Miami-Dade County is 574,292 cu/yds, and the storage projection is 1.2 million cu/yds, with nearly all of this material associated with dredging the IWW near Baker's Haulover Inlet.

Waterway Dredging

Maintenance dredging of IWW Reach II near Baker's Haulover Inlet was completed in 2011, in April of 2014 and again in January of 2018. For the 2018 project, the U.S. Army Corps of Engineers (USACE) utilized \$1.59 M in Hurricane Matthew supplemental funding to dredge approximately 37,300 cu/yds. of beach-compatible material from the IWW and place it south of the inlet on the down-drift beach. Previously, in early 2017, the USACE utilized Hurricane Matthew supplemental funding to hopper-dredge approximately 8,000 cu/yds. of a critical shoal that was impeding navigation. The material was placed in the nearshore area south of the inlet. In March/April of 2022, the USACE completed a beach renourishment project that derived approximately 26,5000 cu/yds from the Baker's Haulover portion of the IWW. Maintenance dredging of the IWW in this vicinity occurs approximately every three (3) years and would be expected again in 2025. This is one of the Districts' highest frequency dredging areas.

Waterways Economic Study

The Miami-Dade County Waterways Economic Study was completed in 2007 and updated in 2011 & 2018. The latest updated study identified more than 65,5000 waterway-related jobs in the county. State & local tax revenues are estimated to be \$436 million annually and federal tax revenues are estimated to be approximately \$657 million annually. Property values were determined to be increased by \$22.3 billion by the presence of the waterway. There are currently approximately 44,650 registered vessels in the county and boaters are estimated to directly generate approximately \$1 billion of an approximate annual economic output of \$7.2 billion attributable to the Intracoastal Waterway and its accessible tributaries. *(Please see attached economic summary).*

Waterways Assistance Program

Since 1986, the District has provided \$95 million in Waterways Assistance Program funding to 282 projects in the County having a total constructed value of \$246 million. The County and 14 cities have participated in the program. *(Please see attached map and project listing).*

Notable projects funded include: numerous Spoil Island Management Projects, the Marjorie Stoneman Douglas Biscayne Nature Center, Bicentennial Park Improvements, repair of County marinas following Hurricane Andrew, Haulover Marina reconstruction, and the South Pointe Pier project.



MIAMI-DADE COUNTY PROJECT STATUS UPDATE

MAY 2020

Cooperative Assistance Program

The District's Cooperative Assistance Program has providing funding assistance for the following projects with elements in Miami-Dade County: Blue Marlin Construction at Oleta River State Park; No-Name Harbor Boater's Access; Bill Baggs Shoreline and Fishing Platform Project; Florida Marina Patrol Office Building; Florida Marine Patrol Officer Funding; Miami River Dredging; and the Manatee Acoustic Study. The District's funding assistance for the Miami-Dade County portion of these projects was approximately \$4.5 million.

Interlocal Agreement Program

The District's Interlocal Agreement Program (a sub-set of the WAP and CAP programs) has provided funding assistance for the following projects with elements in Miami-Dade County: Miami River Dredging; Clean Marina Program; Clean Vessel Act Program, and the Miami Circle Shoreline Rehabilitation Project. The District's funding assistance for the Miami- Dade County portion of these projects was approximately \$5 million.

Waterway Clean Up Program

The District has consistently partnered since 1998 with Miami-Dade County in their annual Baynaza waterway cleanup event, providing up to \$10,000 per year.

Small-Scale Derelict Vessel Removal Program

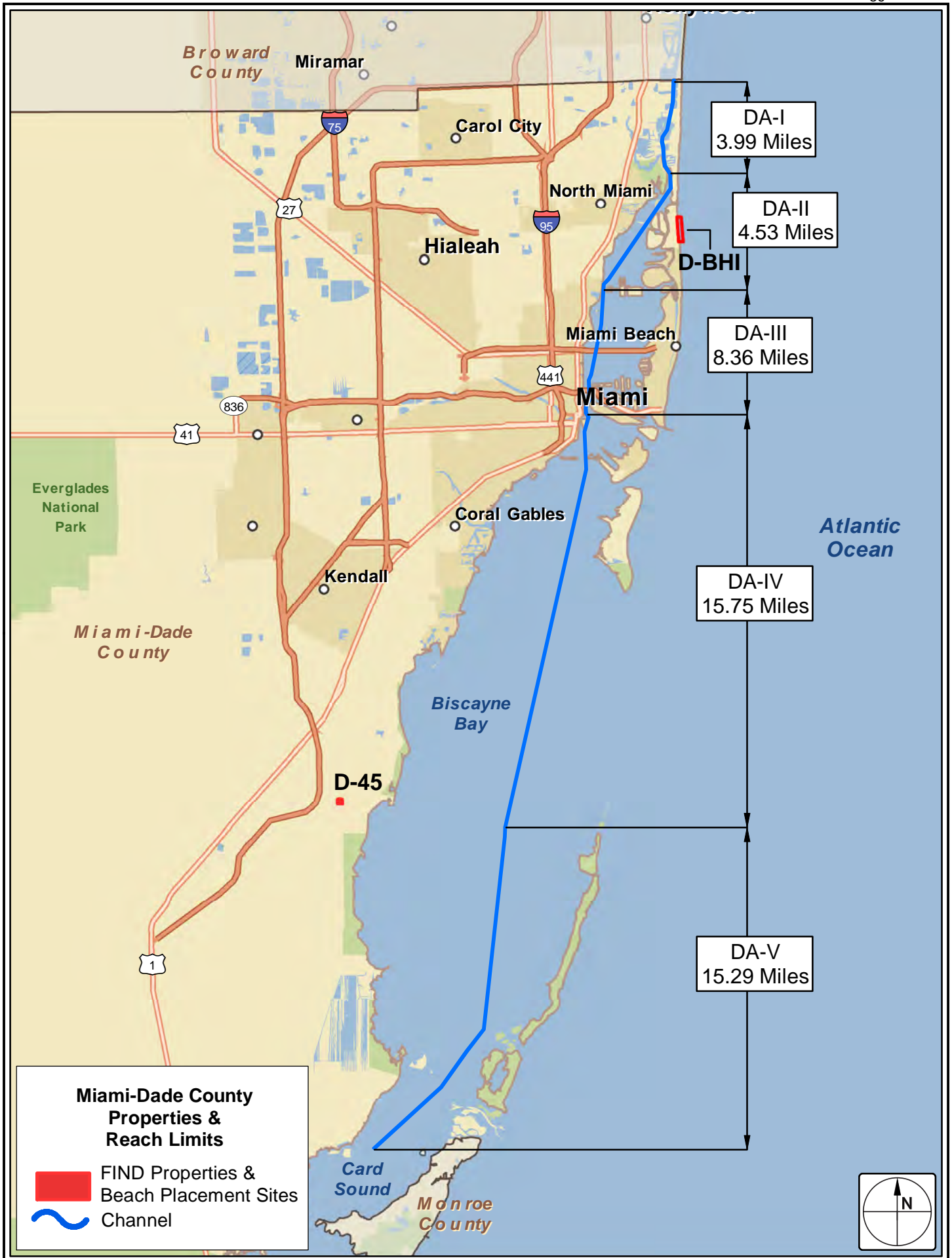
Miami-Dade County has previously participated in the Small-Scale Derelict Vessel Removal Program with \$183,000 contributed through District funding for approximately fifty-six (56) vessels removed.

Small-Scale Spoil Island Enhancement and Restoration Program

To date, four (4) spoil island enhancement or restoration projects have been funded in Miami-Dade County, including: docks on Spoil Islands E & C and Pelican Island Signage.

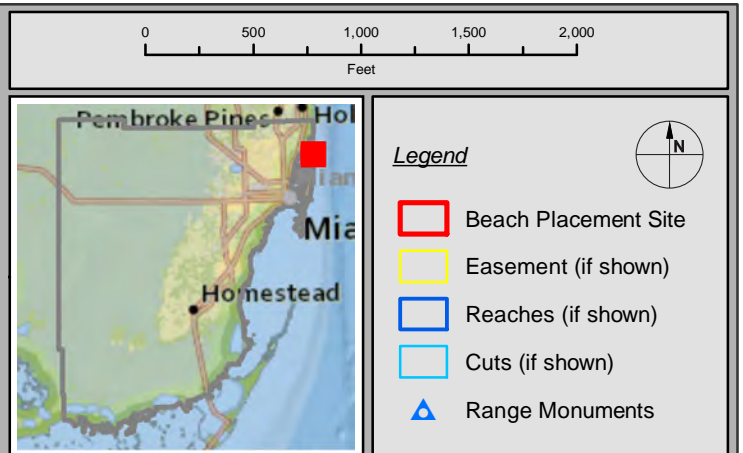
Public Information Program

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



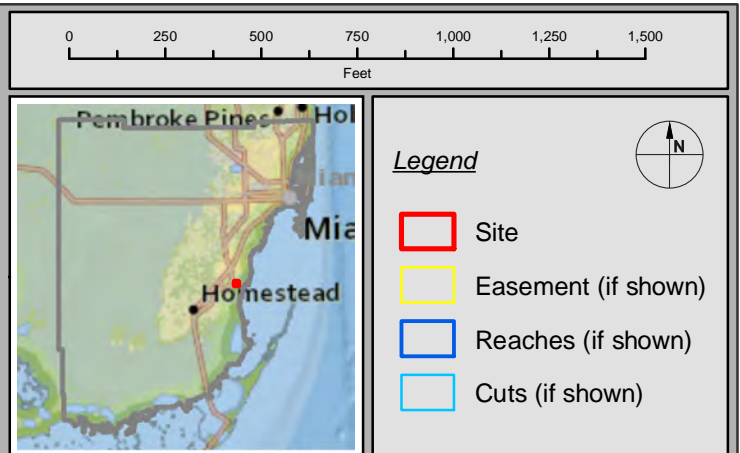


Site	D-BHI
Common Name	Bakers Haulover Inlet
County/City	Miami-Dade/Surfside
Geographic Proximity	Surfside Beach
Acquisition Dates	
Status	
Year Constructed	
Reach/Cuts	D-II/DA-8
Site Acres	124.16
R Monument Range	R-30 to R-35
Design Capacity (cy)	





Site	D-45
Common Name	Black Hammock Dump
County/City	Miami-Dade/Unincorporated
Geographic Proximity	West of landfill
Acquisition Dates	3/12/2007, 5/30/2007
Status	Property Acquired
Year Constructed	N/A
Reach/Cuts	DA-I, III, IV and V / DA-1 to DA-14, A - C, D-1 to D-9
Site Acres	28.8
Basin Acres	10.0
Design Capacity (cy)	225,000



Economic Benefits of the District Waterways

MIAMI-DADE COUNTY



TOTAL ANNUAL ECONOMIC IMPACT

Annual value created by the ICW and ICW activities

\$8 BILLION

\$6 Billion¹

Generated annually by **tourism spending** from 6.2 million tourists.



\$1 Billion²

Generated annually by local **boater spending** from Miami-Dade County registered vessels.



\$670 Million³

Portion of annual **property sales value** attributable to ICW proximity.



Business revenues generated by **luxury yacht services, services to race boats**, dredging costs and district funded projects generate an additional **\$108 Million** annually.

The Intracoastal Waterway (Marine I-95) currently supports **65,583 jobs** in Miami-Dade County.

FIND INVESTMENT

In the ICW of **\$199,284**⁴ annually avoids lost revenue of **\$770 Million** and **6,866** lost jobs.



ADDITIONAL TAX BENEFITS



Federal Tax Revenue

\$657 Million



State and Local Tax Revenue

\$436 Million

Registered Vessels Utilizing the ICW:
46,432⁵



⇒ Pleasure Boating: 17,644



⇒ Fishing: 17,644



⇒ Sailing and other activities: 1,393



⇒ Watersports: 9,751

¹ Includes both in-state and out-of-state tourists. Out-of-state tourist number based on a national survey; respondents who reported ICW in Miami-Dade County as a primary activity. In-state tourists reported visiting from outside Miami-Dade County; based on survey results, respondents who reported ICW in Miami-Dade County as a primary activity

² Based on survey of locally registered boaters, adjusted for boaters spending 3 or more days on the ICW

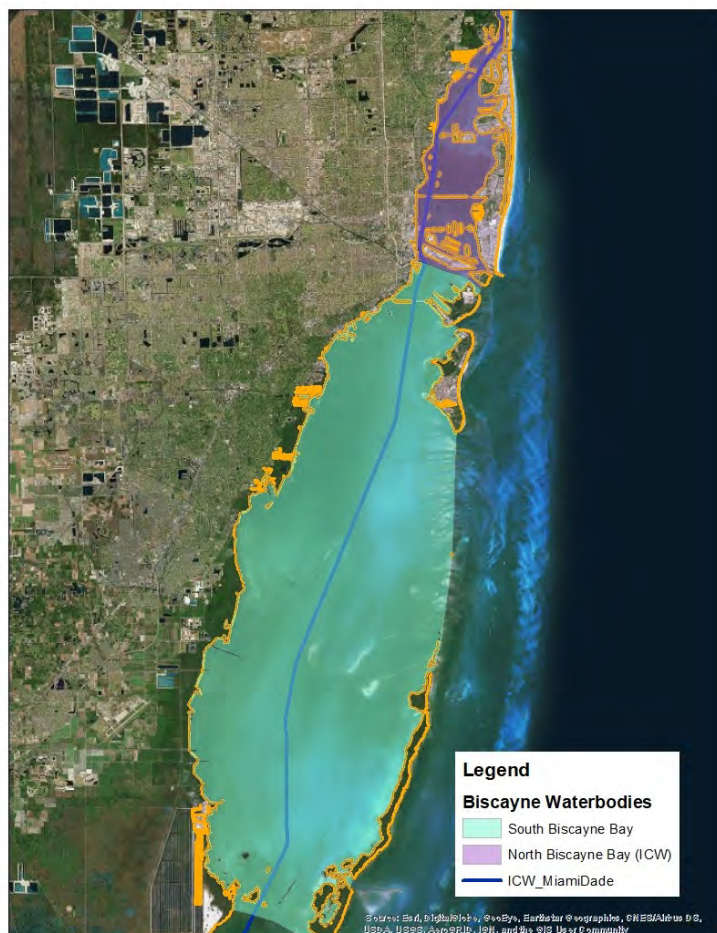
³ Based on hedonic modelling of premium associated with frontage or proximity to ICW; Miami-Dade County property values total about \$405 billion. Details for all calculations can be found in Final Report.

⁴ The average annual investment from FIND to dredging projects. Does not reflect the total average annual cost of dredging projects.

⁵ Based on actual 2017 registration data and survey results. This number is an estimate of the number of registered vessels that utilize the ICW annually.

Economic Benefits of the District Waterways

MIAMI-DADE COUNTY



Within Miami-Dade County, The Florida Inland Navigation District (District) is the state sponsor for Federal navigation projects along the Intracoastal Waterway (ICW). Over \$41 million has been invested in the Miami-Dade portion of the ICW in the past 10 years. These investments and the ICW itself generate significant economic impact throughout the twelve-county region and beyond.

Different modeling techniques were used to estimate the value created by the ICW. To find the share of property value that is attributable solely to the proximity to the ICW, hedonic modeling was used. Hedonic modeling for Miami-Dade County showed that proximity to the Intracoastal Waterway adds value to homes within 1500m of the ICW. In total, the ICW makes up about \$11 billion, or 2.7%, of the \$405 billion in Miami-Dade County property values. Annualized, the ICW makes up about \$670 million in actual sales value yearly.

Portion of Property Value Attributable to ICW Proximity

Property Type		% of sales value attributable to proximity to ICW	Sales value attributable to ICW—all properties
Waterfront	To Biscayne Bay	47%	\$289 million
	All other waterfront	53%	\$3.5 billion
Canal/River Access to ICW (Single family only)	via Biscayne Bay	25%	\$283 million
	Direct to ICW	76%	\$353 million
Non waterfront - 500m from ICW		54% - 42%	\$5.5 billion
500m - 1500m from ICW		31% - 12%	\$1.2 billion

**Waterways Assistance Program Projects
Miami-Dade County 1986-2022**

41

Project Number	Project Name	Project Sponsor	Grant Amount	Total Project Cost
DA-22-269	Haulover Marina Renovations Phase IIA	Miami-Dade County	\$1,500,000.00	\$3,000,000.00
DA-BH-22-270	Village Jetty and Cutwalk Restoration Phase II	Bal Harbour Village	\$2,000,000.00	\$6,325,360.00
DA-BH-22-271	Bal Harbour Village Marine Patrol Vessel	Bal Harbour Village	\$75,000.00	\$150,000.00
DA-KB-22-272	Marine Patrol Vessel	Village of Key Biscayne	\$75,000.00	\$179,602.00
DA-MI-22-273	20th NW N. River Drive Phase I	City of Miami	\$43,200.00	\$128,250.00
DA-MI-22-274	Margaret Pace Park Phase I	City of Miami	\$539,760.00	\$1,619,280.00
DA-MI-22-275	Peacock Park Seawall & Kayak Launch Phase I	City of Miami	\$156,600.00	\$464,580.00
DA-MI-22-276	Jose Marti Park Seawall, Riverwalk & Kayak Launch PH II	City of Miami	\$2,843,365.00	\$5,686,730.00
DA-MI-22-277	Little River Mini Park Seawall & Kayak Launch PH II	City of Miami	\$376,058.00	\$855,398.00
DA-MI-22-278	Shake-A- Leg Waterfront Baywalk	City of Miami	\$175,104.00	\$384,768.00
DA-MI-22-279	Miami Marine Patrol Vessel	City of Miami	\$75,000.00	\$364,154.00
DA-NBV-22-280	Island Walk North Plaza Project	North Bay Village	\$740,100.00	\$1,480,200.00
DA-NBV-22-281	Vogel Park Boating Access Phase II	North Bay Village	\$300,000.00	\$600,000.00
DA-21-260	Haulover Marina Renovations Phase II	Miami-Dade County	\$1,500,000.00	\$3,000,000.00
DA-BH-21-261	Bal Harbour Marine Patrol Boat Engines Replacement	Bal Harbour Village	\$30,000.00	\$60,000.00
DA-MB-21-262	Maurice Gibb Memorial Park Seawall, Living Shoreline	City of Miami Beach	\$1,203,750.00	\$2,407,500.00
DA-MB-21-263	Miami Beach Mooring Field Phase I	City of Miami Beach	\$78,000.00	\$156,000.00
DA-MI-21-266	Knight Center Dockage PH II (WITHDRAWN)	City of Miami	\$1,250,000.00	\$2,500,000.00
DA-MI-21-267	Legion Park Shoreline Stabilization and Kayak Launch, I	City of Miami	\$196,300.00	\$626,650.00
DA-MI-21-268	Miami Derelict Vessel Removal 2021	City of Miami	\$50,000.00	\$100,000.00
DA-NBV-21-264	CIVIC Park Phase I	North Bay Village	\$60,000.00	\$120,000.00
DA-NBV-21-265	NBV Marine Patrol Vessel	North Bay Village	\$60,000.00	\$250,000.00
DA-20-248	County Marina and Park Launch Sites, Phase I	Miami-Dade County	\$227,210.00	\$454,420.00
DA-20-249	Pelican Harbor Marina Dredging of Dock D, Phase II	Miami-Dade County	\$190,300.00	\$380,600.00
DA-20-250	Pelican Harbor Marina Fishing Pier, Phase I	Miami-Dade County	\$38,600.00	\$77,200.00
DA-BH-20-258	Village Jetty and Cutwalk Restoration Phase I	Bal Harbour Village	\$252,000.00	\$650,000.00
DA-BH-20-259	Village Seawall, Boardwalk and Dock	Bal Harbour Village	\$705,097.00	\$1,470,195.00
DA-MI-20-252	Dinner Key Marina Redevelopment Part 2	City of Miami	\$1,999,744.00	\$4,439,432.00
DA-MI-20-253	First Presbyterian Church Baywalk, Phase II	City of Miami	\$835,839.00	\$1,851,957.00
DA-MI-20-254	Miami Fire Department Marine Fire Vessel Purchase	City of Miami	\$29,019.00	\$58,038.00
DA-MI-20-255	Morningside Park Baywalk, Kayak Launch & Ramp Phase I	City of Miami	\$256,637.00	\$513,275.00
DA-MI-20-256	Myers Park Seawall, Boat Ramp, Trailer Parking Phase II	City of Miami	\$841,500.00	\$1,889,200.00
DA-MI-20-257	Sewell Park Ph I Seawall/Shoreline (EXPIRED)	City of Miami	\$408,595.00	\$817,190.00

Waterways Assistance Program Projects
Miami-Dade County 1986-2022

42

DA-MS-20-251	Miami Shores Village Bayfront Park kayak launch Phase I	Miami Shores Village	\$125,000.00	\$250,000.00
DA-NBV-20-246	North Bay Village Island Walk Design and Permit PH IA	North Bay Village	\$425,000.00	\$850,000.00
DA-NBV-20-247	Vogel Park Boating Access, Phase I	North Bay Village	\$100,000.00	\$200,000.00
DA-PB-20-245	Thalatta Shoreline Stabilization & Pier, Phase II	Village of Palmetto Bay	\$500,000.00	\$1,000,000.00
DA-19-241	Homestead Bayfront Marina Boat Ramp Piers, PH II	Miami-Dade County	\$567,200.00	\$1,185,740.00
DA-19-242	Pelican Harbor Marina Fuel Dock/A DockAttenuator, PH II	Miami-Dade County	\$258,690.00	\$517,380.00
DA-MI-19-236	Dinner Key Marina Redevelopment Part 1, Phase II	City of Miami	\$1,999,480.00	\$3,998,960.00
DA-MI-19-237	Miami Marine Stadium Piling Restoration, PH II*	City of Miami	\$1,213,556.00	\$2,681,383.00
DA-MI-19-238	Under I-395 Pedestrian Baywalk Connection, PH I EXPIRED	City of Miami	\$275,000.00	\$650,000.00
DA-MI-19-239	Virginia Key Boat Launch and Trailer Parking, PH II	City of Miami	\$1,250,000.00	\$2,500,000.00
DA-MI-19-240	Watson Island Mooring Field, PH II	City of Mami	\$375,000.00	\$750,000.00
DA-NBV-19-243	NBV Baywalk Connector-East, PH 1C (Expried)	North Bay Village	\$100,000.00	\$245,000.00
DA-NBV-19-244	North Bay Village Baywalk-East, PH IB	North Bay Village	\$100,000.00	\$245,000.00
DA-17-224E	Miami-Dade Hurricane Irma Marina Repairs	Miami-Dade County	\$675,000.00	\$259,532.00
DA-18-224	Haulover Park Marina Boat Ramp & Parking Reno, PH I	Miami-Dade County	\$283,000.00	\$566,000.00
DA-18-225	Pelican Harbor Marina Dredging Dock D, PH I	Miami-Dade County	\$32,500.00	\$65,500.00
DA-MB-18-233	Maurice Gibb Park Dock & Launch Phase II (2018-2022)	City of Miami Beach	\$226,363.00	\$452,726.00
DA-MI-18-226	Alice Wainwright Park Seawall and Baywalk PH II (18-22)	City of Miami	\$2,202,399.00	\$4,664,981.00
DA-MI-18-227	Jose Marti Park Seawall, Riverwalk & Kayak Launch PH I	City of Miami	\$149,437.00	\$448,271.00
DA-MI-18-228	Little River Mini Park Seawall & Boardwalk PH I (18-22)	City of Miami	\$41,990.00	\$115,873.00
DA-MI-18-229	Bayside Wharf at Miamarina, Pier 5, PH II	City of Miami	\$1,325,000.00	\$2,650,000.00
DA-MI-18-230	Morningside Park Floating Dock, PH II	City of Miami	\$110,276.00	\$198,001.00
DA-MI-18-231	Dinner Key Marina North Mooring Facility, PH II	City of Miami	\$250,000.00	\$500,000.00
DA-MI-18-232	Legion Park Seawall & Boat Ramp PH II EXPIRED	City of Miami	\$740,139.00	\$1,657,911.00
DA-NBV-18-235	North Bay Village Baywalk Plaza Area-South, PH IIIA	North Bay Village	\$180,000.00	\$360,000.00
DA-NM-18-234	Channel Marker Replacement	City of North Miami	\$25,000.00	\$50,000.00
DA-17-221	Pelican Marina Boat Ramp Renovation - PH II	Miami-Dade County	\$992,000.00	\$1,984,000.00
DA-17-222	Haulover Marina Wet-Slips Electrical Upgrades (17-21)	Miami-Dade County	\$311,819.00	\$623,637.00
DA-MI-17-212	Virginia Key Seawall & Kayak Launch, PH II (2017-2021)	City of Miami	\$1,230,869.00	\$2,769,380.00
DA-MI-17-213	Myers Park Seawall, Boat Ramp & Parking, PH I	City of Miami	\$100,870.00	\$220,220.00
DA-MI-17-214	Knight Center Dockage, PH I (2017-2021) EXPIRED	City of Miami	\$72,855.00	\$153,081.00
DA-MI-17-215	First Presbyterian Church Baywalk, PH I (Expired)	City of Miami	\$153,121.50	\$366,678.00
DA-MI-17-216	Spring Garden Park Seawall and Kayak Launch (2017-2021)	City of Miami	\$552,309.00	\$1,215,080.00
DA-MI-17-217	Seybold Canal and Wagner Creek Dredging, PH G	City of Miami	\$1,000,000.00	\$2,000,000.00

Waterways Assistance Program Projects
Miami-Dade County 1986-2022

43

DA-MI-17-218	25th Rd Seawall, Baywalk & Dock , PH I (EXPIRED)	City of Miami	\$84,409.00	\$201,457.00
DA-MI-17-219	MPD Marine Patrol Vessel	City of Miami	\$59,000.00	\$118,000.00
DA-MI-17-220	Regatta Park Baywalk, Boat Hoists, Dock, PH II	City of Miami	\$400,000.00	\$916,300.00
DA-NMB-17-223	Law Enforcement Patrol Boat	City of North Miami Beach	\$60,000.00	\$126,197.00
DA-16-208	Crandon Marina Floating Dock Renovation, Part 2	Miami-Dade County	\$555,410.00	\$1,100,820.00
DA-16-209	Homestead Bayfront Marina Boat Ramp Piers, PH I	Miami-Dade County	\$75,000.00	\$150,000.00
DA-16-210	Pelican Island Dock Replacement	Miami-Dade County	\$123,000.00	\$246,000.00
DA-16-211	Matheson Marina Floating Dock Renovation, Part 2	Miami-Dade County	\$526,300.00	\$1,052,600.00
DA-MB-16-206	Indian Creek Shoreline Improvements and Greenway	City of Miami Beach	\$300,000.00	\$600,000.00
DA-MB-16-207	North Beach Kayak Launch Dock	City of Miami Beach	\$142,007.00	\$284,014.00
DA-MI-16-198	Dinner Key Marina Mooring Facility, PH I	City of Miami	\$75,000.00	\$150,000.00
DA-MI-16-199	Miami Marine Stadium InWater Structure Assess PH I EXP	City of Miami	\$250,000.00	\$500,000.00
DA-MI-16-200	Miami Woman's Club Baywalk, PH II	City of Miami	\$245,000.00	\$490,000.00
DA-MI-16-201	Watson Island Mooring Field, PH I	City of Miami	\$75,000.00	\$150,000.00
DA-MI-16-202	Morningside Floating Docks, PH I	City of Miami	\$16,500.00	\$33,000.00
DA-MI-16-203	Seawall and Baywalk at NE 22nd St and 22nd Terr., PH I	City of Miami	\$31,000.00	\$62,000.00
DA-MI-16-204	Seybold Canal and Wagner Creek Dredging Phase F	City of Miami	\$1,200,000.00	\$2,400,000.00
DA-MI-16-205	Virginia Key Boat Launch Trailer Parking Phase I	City of Miami	\$60,500.00	\$121,000.00
DA-NBV-16-196	North Bay Village Baywalk-East, PH I (EXPIRED)	North Bay Village	\$100,000.00	\$200,000.00
DA-PB-16-197	Thalatta Shoreline Stabilization and Pier, PH I	Village of Palmetto Bay	\$50,000.00	\$100,000.00
DA-15-189	Crandon Marina Boat Ramps	Miami-Dade County	\$215,266.00	\$430,531.00
DA-15-190	Matheson Hammock Marina Wetslip Renovations	Miami-Dade County	\$104,699.00	\$209,399.00
DA-15-191	Matheson Hammock Marina Boat Ramps	Miami-Dade County	\$283,059.00	\$566,118.00
DA-15-192	Crandon Floating Dock Renovations	Miami-Dade County	\$389,381.00	\$778,763.00
DA-15-193	Homestead Bayfront Marina Wet Slip Renovations	Miami-Dade County	\$205,000.00	\$410,000.00
DA-MB-15-195	Maurice Gibb Memorial Park Dock & Launch - Phase I	City of Miami Beach	\$75,000.00	\$150,000.00
DA-MI-15-175	Miami Marina Park Wet Slips & Mooring Phase I (Expired)	City of Miami	\$50,000.00	\$100,000.00
DA-MI-15-176	Pallot Park Seawall Baywalk & Kayak Phase II (Expired)	City of Miami	\$150,000.00	\$300,000.00
DA-MI-15-177	Baywood Park Seawall - Phase I (Withdrawn)	City of Miami	\$25,000.00	\$50,000.00
DA-MI-15-178	Seybold Canal & Wagner Creek Dredging - Phase E	City of Miami	\$700,000.00	\$1,400,000.00
DA-MI-15-179	Baywalk Southside FEC Slip - Phase II	City of Miami	\$1,250,000.00	\$2,500,000.00
DA-MI-15-180	Spring Garden Park Seawall & Kayak - Phase I	City of Miami	\$75,000.00	\$150,000.00
DA-MI-15-181	Derelict Vessel Removal - City of Miami	City of Miami	\$30,000.00	\$60,000.00
DA-MI-15-182	Miamarina Upgrade of Electrical System	City of Miami	\$375,000.00	\$750,000.00

**Waterways Assistance Program Projects
Miami-Dade County 1986-2022**

44

DA-MI-15-183	Marine Stadium Baywalk - Phase II	City of Miami	\$500,000.00	\$1,000,000.00
DA-MI-15-184	Morningside Park Seawall & Boat Launch Ph I (Expired)	City of Miami	\$25,000.00	\$50,000.00
DA-MI-15-185	Dinner Key Marina Pumpout Upgrade	City of Miami	\$150,000.00	\$500,000.00
DA-MI-15-186	Alice Wainwright Park Seawall Baywalk Ph I (Expired)	City of Miami	\$62,500.00	\$125,000.00
DA-MI-15-187	Bayside Wharf at Miamarina - Phase I	City of Miami	\$50,000.00	\$100,000.00
DA-MI-15-188	Legion Park Seawall & Boat Ramp - Phase I (Expired)	City of Miami	\$50,000.00	\$100,000.00
DA-NBV-15-194	Baywalk Plaza - Phase IIA	North Bay Village	\$200,000.00	\$400,000.00
DA-SU-15-174	Surfside Seawall Replacement - Part 2	Town of Surfside	\$346,250.00	\$692,500.00
DA-14-169	Black Point Marina Wetslips Frames Repl.	Miami-Dade County	\$349,170.00	\$698,340.00
DA-14-170	Pelican Marina Wet Slips Frameworks Repl.	Miami-Dade County	\$256,470.00	\$512,940.00
DA-14-171	Pelican Island Day Dock Replacement - Phase I	Miami-Dade County	\$37,296.00	\$74,592.00
DA-14-172	Pelican Marina Boat Ramp Renovation - Phase I	Miami-Dade County	\$60,000.00	\$167,000.00
DA-14-173	Matheson Marina Floating Dock Renovations	Miami-Dade County	\$239,259.00	\$478,518.00
DA-MB-14-167	Normandy Shores Park Seawall	City of Miami Beach	\$225,478.00	\$450,956.00
DA-MB-14-168	Indian Creek Park Seawall Construction	City of Miami Beach	\$692,501.50	\$1,385,003.00
DA-MI-14-162	Seybold Canal & Wagner Creek Dredging-Phase D (Expired)	City of Miami	\$1,000,000.00	\$2,000,000.00
DA-MI-14-163	Dinner Key Marina Dinghy Dock - Phase II	City of Miami	\$75,000.00	\$150,000.00
DA-MI-14-164	Baywalk Floating Dock Regatta Park - Phase I	City of Miami	\$20,000.00	\$40,000.00
DA-MI-14-165	Virginia Key Beach Park Tiki Village (Expired)	City of Miami	\$16,930.00	\$33,860.00
DA-MI-14-166	Virginia Key Beach Park Education Signs (Expired)	City of Miami	\$9,400.00	\$18,800.00
DA-13-159	Crandon Marina Boat Ramp Renovations - Phase I	Miami- Dade County	\$70,000.00	\$169,500.00
DA-13-160	Matheson Hammock Marina Boat Ramp Renovations Phase I	Miami- Dade County	\$75,000.00	\$177,000.00
DA-13-161	Miami River Greenway Sites 4 & 5	Miami- Dade County	\$500,000.00	\$1,024,025.00
DA-MB-13-157	Indian Creek Park Seawall - Phase I	City Of Miami Beach	\$160,000.00	\$320,000.00
DA-MB-13-158	Parks Blueways Master Plan	City Of Miami Beach	\$40,000.00	\$80,000.00
DA-MI-13-150	Miami Marine Stadium In-water Asses. Ph I (Withdrawn)	City Of Miami	\$157,900.00	\$315,800.00
DA-MI-13-151	Miami Women's Club Baywalk - Phase 2 (Withdrawn)	City Of Miami	\$150,000.00	\$300,000.00
DA-MI-13-152	Seybold Canal & Wagner Creek Dredging Phase C (Expired)	City Of Miami	\$1,000,000.00	\$2,000,000.00
DA-MI-13-153	Virginia Key Seawall & Kayak Launch, Ph I	City Of Miami	\$37,500.00	\$75,000.00
DA-MI-13-154	Curtis Park Boat Ramp Repair & Reconstruction Phase II	City Of Miami	\$190,050.00	\$380,100.00
DA-MI-13-155	Lummus Landing Riverwalk And Dock	City Of Miami	\$570,000.00	\$1,140,000.00
DA-MI-13-156	Manatee Bend Park Seawall & Floating Dock - Phase I I	City Of Miami	\$325,000.00	\$650,000.00
DA-NM-13-148	N. Bayshore William Lehman Park Fishing & Pier Restore	City of North Miami	\$300,000.00	\$630,000.00
DA-SU-13-149	Surfside Seawall Replacement	Town Of Surfside	\$494,445.00	\$988,890.00

Waterways Assistance Program Projects
Miami-Dade County 1986-2022

45

DA-12-143	Miami River Greenway Riverwalk	Miami- Dade County	\$500,000.00	\$1,134,297.00
DA-12-144	Pelican Harbor Marina Improvements	Miami- Dade County	\$1,200,000.00	\$2,400,000.00
DA-12-145	Vizcaya Public Shoreline Stabilization N.E. Garden Area	Miami- Dade County	\$77,431.58	\$154,863.16
DA-BH-12-135	Sand Bypass-Bakers Haulover Inlet - PH I (Withdrawn)	Bal Harbour Village	\$50,000.00	\$400,000.00
DA-MB-12-142	South Pointe Pier Construction - Phase I I	City Of Miami Beach	\$986,000.00	\$4,098,381.00
DA-MI-12-136	Little River Waterfront Acq. - Phase B (Expired)	City Of Miami	\$183,750.00	\$735,000.00
DA-MI-12-137	Manatee Bend Park Seawall Improv.-PH I (Withdrawn)	City Of Miami	\$38,500.00	\$77,000.00
DA-MI-12-138	Marine Stadium Marina Seawall Replacement - Phase I I	City Of Miami	\$785,000.00	\$1,570,000.00
DA-MI-12-139	Pallot Park Shoreline Stab. - PH 1 (Withdrawn)	City Of Miami	\$30,000.00	\$60,000.00
DA-MI-12-140	Seybold Canal & Wagner Creek Dredging-PH B (Expired)	City Of Miami	\$700,000.00	\$1,400,000.00
DA-MI-12-141	Spoil Island E Floating Dock Restoration - Phase I I	City Of Miami	\$57,500.00	\$115,000.00
DA-NBV-12-146	Baywalk Plaza Area - Phase I	City Of North Bay Village	\$50,250.00	\$100,500.00
DA-NBV-12-147	Vogel Park Improvements	City Of North Bay Village	\$110,167.00	\$220,335.00
DA-11-132	Dinner Key Spoil Islands B & C Shoreline Stabilization	Miami- Dade County	\$300,000.00	\$600,000.00
DA-11-133	Miami Marine Stadium Park Shoreline Stabilization	Miami- Dade County	\$400,000.00	\$800,000.00
DA-11-134	Vizcaya Public Shoreline Stabilization - Phase I	Miami- Dade County	\$41,000.00	\$84,500.00
DA-GB-11-124	The Strand Park Boat Dock	Town Of Golden Beach	\$29,735.00	\$78,664.00
DA-MB-11-131	Biscayne Bay 10th Street-end Park & Seawall	City Of Miami Beach	\$472,820.00	\$945,640.00
DA-MI-11-125	Baywalk At Bicentennial Park	City Of Miami	\$1,143,000.00	\$2,286,000.00
DA-MI-11-126	Kennedy Park Floating Dock Construction & Restoration	City Of Miami	\$60,000.00	\$120,000.00
DA-MI-11-127	Kennedy Park Shoreline Stabilization & Restoration	City Of Miami	\$75,000.00	\$150,000.00
DA-MI-11-128	Little River Waterfront Park	City Of Miami	\$117,500.00	\$470,000.00
DA-MI-11-129	Marine Stadium Marina At Virginia Key - Ph I (Expired)	City Of Miami	\$800,000.00	\$1,600,000.00
DA-MI-11-130	Seybold Canal & Wagner Creek Dredging (Expired)	City Of Miami	\$1,000,000.00	\$22,000,000.00
DA-10-121	Crandon Marina Seawall #2 Replacement	Miami- Dade County	\$1,342,932.00	\$2,685,865.00
DA-10-122	Pelican Harbor Marina Elec., Water & Fire Systems- Ph I	Miami- Dade County	\$56,000.00	\$112,000.00
DA-MI-10-117	Citywide Derelict Vessel Removal	City Of Miami	\$20,000.00	\$45,000.00
DA-MI-10-118	Miami Marine Stadium Restoration - Phase I (Expired)	City Of Miami	\$175,000.00	\$350,000.00
DA-MI-10-119	Miami Women's Club Baywalk - Phase I (Expired)	City Of Miami	\$46,500.00	\$93,000.00
DA-MI-10-120	Spoil Island E Restoration & Floating Dock - Phase I	City Of Miami	\$15,000.00	\$30,000.00
DA-NBV-10-123	Paul Vogel Park Seawall & Dock Repl. - Ph I (Expired)	City Of North Bay Village	\$55,000.00	\$110,000.00
DA-09-114	Crandon Marina Seawall Restoration	Miami- Dade County	\$597,633.00	\$1,195,266.00
DA-09-115	Fire Rescue Floating Dock & Boat Lift	Miami- Dade County	\$111,150.00	\$273,882.50
DA-09-116	R. Hardy Matheson Preserve Shoreline Stabilization	Miami- Dade County	\$550,000.00	\$1,100,000.00

Waterways Assistance Program Projects
Miami-Dade County 1986-2022

46

DA-MB-09-113	Pine Tree Park Shoreline Improvements	City Of Miami Beach	\$74,766.00	\$248,090.00
DA-MI-09-107	Bicentennial Park Mooring Bollards Construction	City Of Miami	\$513,255.00	\$1,026,510.00
DA-MI-09-108	Coconut Grove Public Piers - Phase I (Withdrawn)	City Of Miami	\$144,000.00	\$288,000.00
DA-MI-09-109	James L. Knight Center Riverwalk - Ph I I (Withdrawn)	City Of Miami	\$30,000.00	\$60,000.00
DA-MI-09-110	Kennedy Park Floating Dock - Phase I	City Of Miami	\$17,500.00	\$35,000.00
DA-MI-09-111	Kennedy Park Shoreline Stabilization - Phase I	City Of Miami	\$40,000.00	\$80,000.00
DA-MI-09-112	Marine Stadium Marina Seawall Replacement - Phase I	City Of Miami	\$17,500.00	\$35,000.00
DA-08-106	Pelican Harbor Marina Restrooms & Boater Amenities	Miami- Dade County	\$493,716.00	\$987,433.00
DA-MB-08-105	South Pointe Park Pier Renovation & Expansion - Phase I	City Of Miami Beach	\$323,075.00	\$969,230.00
DA-MI-08-103	Bicentennial Park Mooring Bollards Design - Phase I	City Of Miami	\$42,450.00	\$84,900.00
DA-MI-08-104	Miamarina Seawall Replacement - Phase I	City Of Miami	\$40,000.00	\$80,000.00
DA-07-102	Parcel B Public Shoreline Stabilization - Stage 2	Miami- Dade County	\$2,000,000.00	\$4,200,000.00
DA-MI-07-100	Dinner Key Mooring Field Dredging - Phase II	City Of Miami	\$390,000.00	\$800,000.00
DA-MI-07-101	Construction of Sewell Park Kayak Launch - Phase II	City Of Miami	\$37,625.00	\$75,250.00
DA-06-96	Homestead Bayfront Marina Complex - Phase I (Expired)	Miami- Dade County	\$130,000.00	\$260,000.00
DA-06-97	Parcel B Public Shoreline Stabilization	Miami- Dade County	\$178,596.00	\$372,075.00
DA-06-98	Pelican Harbor Marina Boaters' Complex - Phase I I	Miami- Dade County	\$111,000.00	\$222,000.00
DA-MI-06-93	Bicentennial Park Shoreline Stab. - Phase I I I - C	City Of Miami	\$1,000,000.00	\$2,000,000.00
DA-MI-06-94	Dinner Key Mooring Field Project - Phase II	City Of Miami	\$424,745.00	\$841,500.00
DA-MI-06-95	Sewell Park Kayak Launch - Phase I	City Of Miami	\$8,500.00	\$17,000.00
DA-NMB-06-99	Maule Lake Derelict Vessel Removal	City Of North Miami Beach	\$40,000.00	\$85,000.00
DA-05-91	Haulover Marina Dredging, Seawall, Dock & Wetslips	Miami- Dade County	\$1,135,000.00	\$4,882,000.00
DA-05-92	Homestead Bayfront Channel Markers Relocation	Miami- Dade County	\$56,150.00	\$112,300.00
DA-BHI-05-87	Waterfront Park	Town Of Bay Harbor Islands	\$92,000.00	\$184,000.00
DA-MI-05-88	Bicentennial Park Shoreline Stabilization - Phase I I I	City Of Miami	\$1,000,000.00	\$2,000,000.00
DA-MI-05-89	Dinner Key Spoil Island Enhancement	City Of Miami	\$425,000.00	\$850,000.00
DA-MI-05-90	Seminole Public Dinghy Dock Replacement	City Of Miami	\$28,350.00	\$62,700.00
DA-04-86	Haulover Marina Breakwater Completion	Miami- Dade County	\$1,134,243.00	\$4,112,392.00
DA-MB-04-85	Citywide Seawalls Project - Phase I I	City Of Miami Beach	\$293,562.00	\$636,626.00
DA-MI-04-83	Bicentennial Park Shoreline Stabilization - Phase I I	City Of Miami	\$419,670.00	\$2,398,000.00
DA-MI-04-84	Derelict Vessel Removal	City Of Miami	\$50,000.00	\$100,000.00
DA-03-81	Haulover Marina Dockmaster Complex- P H I (Withdrawn)	Miami- Dade County	\$87,000.00	\$174,000.00
DA-03-82	Spring Garden Point Park Shoreline Enhancement	Miami- Dade County	\$138,000.00	\$370,000.00
DA-MB-03-80	Shoreline Stab. Of Monument Island - Ph. I (Withdrawn)	City Of Miami Beach	\$50,000.00	\$100,000.00

Waterways Assistance Program Projects
Miami-Dade County 1986-2022

47

DA-MI-03-78	Bicentennial Park Shoreline Stabilization - Stage I	City Of Miami	\$700,000.00	\$1,400,000.00
DA-MI-03-79	Dinner Key Mooring & Anchorage Field Project - Phase I	City Of Miami	\$32,500.00	\$100,000.00
DA-02-72	Miami River Dredging Project - Stage II	Miami- Dade County	\$300,000.00	\$6,000,000.00
DA-02-73	Black Point & Homestead Bayfront Marinas Piling Repl.	Miami- Dade County	\$125,000.00	\$250,000.00
DA-02-74	Crandon Park Marina Dockmaster's Complex - Phase I	Miami- Dade County	\$75,000.00	\$150,000.00
DA-02-75	Homestead Bayfront Marina Navigational Impr. - Phase I	Miami- Dade County	\$50,000.00	\$100,000.00
DA-02-76	Pelican Harbor Fishing Pier Repl. - P H I (Withdrawn)	Miami- Dade County	\$18,000.00	\$36,000.00
DA-02-77	Pelican Harbor Marina Mooring Field-ph I (Withdrawn)	Miami- Dade County	\$25,000.00	\$50,000.00
DA-MB-02-71	Citywide Seawalls - Phase I	City Of Miami Beach	\$135,000.00	\$270,720.00
DA-MI-02-70	Int. Watersports Center - Public Baywalk Overlook	City Of Miami	\$200,371.00	\$486,500.00
DA-01-66	Crandon Park Marina Pier Renovations - Phase I I	Miami- Dade County	\$403,129.00	\$878,271.00
DA-01-67	Haulover Park Marina Renovations	Miami- Dade County	\$1,400,000.00	\$2,800,000.00
DA-01-68	Spoil Island #3 Enhancement Project	Miami- Dade County	\$105,000.00	\$210,000.00
DA-ICV-01-64	Marine Patrol Vessel	Indian Creek Village	\$18,880.00	\$37,760.00
DA-MI-01-65	Legion Park Waterfront Enhancement Project	City Of Miami	\$90,000.00	\$180,000.00
DA-NBV-01-69	Navigational Buoys (Expired)	City Of North Bay Village	\$6,250.00	\$15,000.00
DA-00-61	Flagler Memorial Island Enhancements - Phase I I	Miami - Dade County	\$42,500.00	\$102,500.00
DA-00-62	Haulover Boat Ramp Fish Cleaning Station (Withdrawn)	Miami - Dade County	\$20,000.00	\$40,000.00
DA-MI-00-59	Watson Island Boat Ramp Replacement	City Of Miami	\$150,000.00	\$300,000.00
DA-MI-00-60	Derelict Vessel Removal	City Of Miami	\$34,137.00	\$68,275.00
DA-NBV-00-63	Marine Patrol Boat	City Of North Bay Village	\$50,406.00	\$67,208.00
DA-99-52	Haulover Marina Expansion Designs	Miami - Dade County	\$148,250.00	\$296,500.00
DA-99-53	Haulover Marina Boat Ramp Renovations	Miami - Dade County	\$183,750.00	\$367,500.00
DA-99-54	Spoil Islands #9 & #10 Enhancements	Miami - Dade County	\$135,000.00	\$316,265.00
DA-MI-99-56	Margaret Pace Park Public Waterfront Enhancement	City Of Miami	\$196,085.00	\$392,170.00
DA-MI-99-57	Kenneth Myers Park/ Seminole Boat Ramp	City Of Miami	\$180,000.00	\$488,333.00
DA-NM-99-55	William Lehman Park Fishing & Viewing Piers - Phase I I	City Of North Miami	\$33,475.00	\$66,950.00
DA-SI-99-58	Boating Safety & Environmental Education Program	Sunny Isles Beach Police Depi	\$45,603.06	\$60,804.08
DA-98-48	Haulover Park Marina Renovations (Project Expired)	Miami - Dade County	\$1,400,000.00	\$2,800,000.00
DA-98-49	Biscayne Bay Spoil Island #6 Enhancements	Miami - Dade County	\$112,500.00	\$225,000.00
DA-MI-98-51	Watson Island Boat Ramp Repairs	City Of Miami	\$142,000.00	\$357,687.00
DA-NM-98-50	William Lehman Park Fishing & Viewing Piers - Phase I	City Of North Miami	\$15,734.00	\$31,469.00
DA-97-45	Crandon Park Marina Pier Renovation - Phase I I	Miami - Dade County Park &	\$920,000.00	\$1,840,000.00
DA-97-46	Biscayne Bay Spoil Island #1 Enhancement	Miami - Dade County	\$115,000.00	\$230,000.00

Waterways Assistance Program Projects
Miami-Dade County 1986-2022

48

DA-MI-97-47	Peacock Park Shoreline Educational Enhancement	City Of Miami Dept. Of Parks	\$100,000.00	\$200,000.00
DA-96-40	Biscayne Bay Spoil Island (#14) Enhancement Project	Miami - Dade County	\$105,000.00	\$210,000.00
DA-96-41	Homestead Bayfront Park Shoreline Stabilization	Miami - Dade County	\$50,000.00	\$100,000.00
DA-96-42	Manatee Halfway House (Project Expired)	Miami - Dade County	\$25,000.00	\$100,000.00
DA-96-43	M.S.D. Biscayne Nature Center	Miami - Dade County Park &	\$800,000.00	\$3,530,000.00
DA-MI-96-44	Morningside Seawall Improvements	City Of Miami	\$34,250.00	\$68,500.00
DA-95-33	Haulover Park Marina Renovation Designs	Miami - Dade County	\$60,000.00	\$120,000.00
DA-95-34	Matheson Hammock Marina Boat Ramp Renovation	Miami - Dade County	\$116,200.00	\$232,400.00
DA-95-35	Crandon Marina Boat Ramp Renovation	Miami - Dade County	\$174,400.00	\$348,800.00
DA-95-36	Crandon Park Marina Renovations I I	Miami - Dade County	\$300,000.00	\$600,000.00
DA-95-37	Biscayne Bay Spoil Island #2 Enhancement Project	Miami - Dade County	\$180,262.00	\$360,525.00
DA-95-38	Derelict Vessel Removal Project	Miami - Dade County	\$102,577.00	\$205,155.00
DA-MI-95-39	Baywood Park Shoreline Enhancement Project	City Of Miami	\$75,590.00	\$199,971.72
DA-94-31	Crandon Park Marina Renovations	Miami - Dade County Park &	\$900,000.00	\$1,800,000.00
DA-94-32	Venetian Causeway Shoreline Stabilization Project	Miami - Dade County	\$101,200.00	\$240,311.72
DA-93-27	Flagler Memorial Island Enhancement	Miami - Dade County	\$175,000.00	\$300,800.52
DA-93-28	Hurricane Andrew Marina Improvement - Phase I I	Miami - Dade County Park &	\$850,000.00	\$1,800,000.00
DA-93-30	Cape Florida Shoreline Stabilization	Miami - Dade County	\$340,000.00	\$739,700.98
DA-MB-93-29	Marine Law Enforcement & Safety Project	City Of Miami Beach Police D	\$35,000.00	\$35,000.00
DA-92-23	North Miami Spoil Island Enhancement Project	Miami - Dade County D.E.R.M	\$196,030.00	\$412,060.00
DA-92-24	Pelican Harbor Marina Facilities	Miami - Dade County Parks &	\$500,000.00	\$740,000.00
DA-92-25	Marjory Stoneman Douglas Biscayne Nature Center Designs	Miami - Dade County Parks &	\$187,500.00	\$375,000.00
DA-92-26	Hurricane Andrew Marina Improvement - Phase I	Miami - Dade County Park &	\$463,670.00	\$463,670.00
DA-MB-92-22	Miami Beach Marina Shoreline Stabilization	City of Miami Beach	\$200,000.00	\$454,675.00
DA-90-13	Restoration of Dredge Areas	Miami - Dade County	\$97,755.00	\$195,570.00
DA-90-14	Spoil Island Enhancement	Miami - Dade County	\$40,000.00	\$80,000.00
DA-90-15	Pelican Harbor Spoil Island	Miami - Dade County	\$320,000.00	\$640,000.00
DA-91-16	Hurricane Preparedness Manual For Vessels	Miami - Dade County	\$35,000.00	\$70,000.00
DA-91-17	Restoration of Dredged Areas	Miami - Dade County	\$180,000.00	\$365,950.00
DA-91-18	Haulover Inlet Spoil Island Enhancement Project	Miami - Dade County	\$200,000.00	\$714,448.00
DA-91-19	Deering Environmental Education Facilities	Miami - Dade County	\$650,000.00	\$4,400,000.00
DA-NMB-91-20	Waterway Signage Video Program	City of North Miami Beach	\$16,000.00	\$45,300.00
DA-NMB-91-21	Law Enforcement/Rescue Boat & Equipment	City of North Miami Beach	\$25,000.00	\$62,455.00
DA-89-10	Pelican Harbor Marina	Miami - Dade County	\$500,000.00	\$4,975,000.00

Waterways Assistance Program Projects
Miami-Dade County 1986-2022

49

DA-89-11	Biscayne Bay Restoration & Enhancement Project	Miami - Dade County D.E.R.M	\$98,000.00	\$216,300.00
DA-89-12	Spoil Island Restoration	Miami - Dade County	\$96,875.00	\$193,750.00
DA-88-7	Biscayne Bay Restoration	Miami - Dade County	\$75,000.00	\$222,500.00
DA-88-8	Venetian Causeway Repairs	Miami - Dade County	\$157,500.00	\$315,000.00
DA-88-9	Venetian Causeway Design	Miami - Dade County	\$250,000.00	\$500,000.00
DA-BH-88-6	Public Works Compound Seawall	Bal Harbour Village	\$29,265.00	\$58,530.00
DA-87-3	Pelican Harbor Marina	Miami - Dade County	\$750,000.00	\$3,300,000.00
DA-87-4	Biscayne Bay Restoration	Miami - Dade County	\$160,310.00	\$500,000.00
DA-87-5	Spoil Island Enhancement	Miami - Dade County	\$86,000.00	\$300,000.00
DA-1	Pelican Harbor Marina	Miami - Dade County	\$400,000.00	\$4,075,000.00
DA-BH-2	Jetty and Groin Repairs	Bal Harbour Village	\$200,000.00	\$400,000.00
TOTALS:			\$95,035,857.64	\$246,163,820.68





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IWW STATUS UPDATE FIND Board of Commissioners Meeting May 19, 2023



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

CONTRACT AMOUNT: \$4,174,500.00

DESCRIPTION OF WORK: Development of Plans and Specifications and Construction of DMMA O-23. DMMA will utilize the same weir system as O-7 and will have a 240k cy capacity. 100% of the funds for construction will be contributed funds from FIND.

SCHEDULE:

- | | |
|-------------------------------|------------------------------------|
| • Complete draft P&S | 9 Apr 2020A |
| • NEPA/ERP complete | 20 Apr 2021A |
| • BCOE Certification complete | 20 Apr 2021A |
| • Re Advertised | 20 Jul 2021 A |
| • Open Bids | 19 Aug 2021A |
| • Award | 17 Sept 2021A |
| • Construction Complete | 17 DEC 2022 01 Nov 2023 |

FIND WORK ORDER: FIND work order for construction was approved at the Sept 2020 FIND Board meeting.

NAME OF CONTRACTOR: Contract was awarded on 17 Sept 2021 to Dickerson Florida, Inc out of Fort Pierce, FL in the amount of \$4,173,500.00.

STATUS: Clearing and grubbing has been completed. Work on the dike lifts is at approximately 80%, drainage blanket at 85%, perimeter ditch at 90%, demolition of existing structures is at approximately 98%. Earthwork for pond 1 is complete while pond 3 is 80% complete and pond 4 is 100% complete. Work in MCBP began on the week beginning 4/17/23. Contractor's latest calculated construction completion date is August 16, 2023. Project has been delayed due to lack of progress on fabrication of the steel weir structure, which began fabrication in February and is estimated by the Contractor to be complete by end of April 2023.

ACTION: Information Only. No action by the Board is required.



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IWW STATUS UPDATE FIND Board of Commissioners Meeting May 19, 2023



Site	O-23
Common Name	Jensen Beach Site
County/City	Martin/Unincorporated
Geographic Proximity	Off Savannah Road
Acquisition Dates	8/30/2001, 5/13/2002
Status	Permitting and Design *Clearing and Grubbing
Year Constructed	** 2022
Reach/Cuts	OWW-II / 5 to 9
Site Acres	31.2
Basin Acres	22.54 * ORIGINAL DESIGN
Design Capacity (cy)	247,902 ** ORIGINAL DESIGN

0 200 400 600 800 1,000 1,200
Feet

Legend

- Site
- Easement (if shown)
- Reaches (if shown)
- Cuts (if shown)



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**IWW STATUS
UPDATE
FIND Board of
Commissioners Meeting
May 19, 2023**





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**IWW STATUS
UPDATE
FIND Board of
Commissioners Meeting
May 19, 2023**





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IWW STATUS UPDATE FIND Board of Commissioners Meeting May 19, 2023



2. WORK ACTIVITY: IWW Palm Valley South Reach (St. Johns County)

CONTRACT AMOUNT: TBD

DESCRIPTION OF WORK: Maintenance dredging of the IWW Palm Valley South Reach in St. Johns County. There is approximately 250k cy of material within the reach. Dredge material will be placed in DMMA SJ-14.

SCHEDULE (DRAFT):

- | | |
|-------------------------------|----------------------------------|
| • Complete draft P&S | 31 March 2022A |
| • BCOE Certification complete | 30 Sep 22 02 Dec 22A |
| • Advertise | 22 Jul 22A |
| • Bid Opening | 30 Sep 22 13 Dec 22A |
| • Award | 2 March 23 12 Jan 23A |

FIND WORK ORDER: FIND work order was approved at the May 2022 Board meeting and funds have been received. The project is a combination of Federal and FIND funds.

NAME OF CONTRACTOR: Southwind

STATUS: Contractor is started dredging on 3 April and has removed approximately 60,000 CY of material. The SJ-14 manholes were repaired, and water is being discharged from DMMA SJ-14 without issues.

ACTION: Information only. No action required by the board.



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IWW STATUS UPDATE FIND Board of Commissioners Meeting May 19, 2023





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**IWW STATUS
UPDATE
FIND Board of
Commissioners Meeting
May 19, 2023**





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UPDATE
FIND Board of
Commissioners Meeting
May 19, 2023**





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IWW STATUS UPDATE FIND Board of Commissioners Meeting May 19, 2023



3. WORK ACTIVITY: IWW Volusia (Volusia County)

CONTRACT AMOUNT: TBD

DESCRIPTION OF WORK: Maintenance dredging of the IWW Volusia Reach. Anticipate 300k-400k cy of material to be dredged out of the federal channel. Dredge material will be placed in the nearshore disposal area located south of the Ponce Inlet. This effort will be consolidated with Ponce Inlet O&M dredging as was done in the 2017/2018 event.

SCHEDULE (DRAFT): To be updated in June's Status update

- | | |
|----------------------|------------|
| • P&S Kick off | 27 Apr 22A |
| • BCOE Certification | 07 Apr 23 |
| • Advertise | 21 Apr 23 |
| • Award | 11 Jul 23 |
| • NTP | 31 Jul 23 |

FIND WORK ORDER: Board approved work order.

STATUS: The Murden is to start dredging the first week of May and stay for 40-45 days. A multi-agency meeting that included USACE, FIND, Volusia County, and FDEP was held on 20 April 2023 to discuss a long-term solution for future dredging placement. It was agreed to place dredge material on the beach north of the inlet. Volusia County will remove and haul material to eroded areas on their own. It's anticipated the project will be awarded last FY24 quarter.

ACTION: Informational, no action is required by the Board.



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IWW STATUS UPDATE FIND Board of Commissioners Meeting May 19, 2023





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IWW STATUS UPDATE FIND Board of Commissioners Meeting May 19, 2023



4. WORK ACTIVITY: AIWW Sawpit Reach (Nassau County)

CONTRACT AMOUNT: TBD

DESCRIPTION OF WORK: USACE received \$5M in infrastructure funding for the AIWW Sawpit. Project will include maintenance dredging of the AIWW Sawpit Reach in Nassau County. We anticipate 400k-600k cy of material within the federal channel. 95% of the material will be placed on the beach at the State Park, with the remaining 5% being placed upland in DU-2.

SCHEDULE (DRAFT):

- | | |
|----------------------|----------------------------------|
| • Kick off P&S | 26 Apr 22A |
| • BCOE Certification | 30 Jun 23 31 Jan 24 |
| • Advertise | 18 Jul 23 28 Feb 24 |
| • Award | 25 Sep 23 30 April 24 |

FIND WORK ORDER: TBD – anticipate a combination of Fed funding and FIND contributed funds depending on the size of the contract. If required a work order will be presented to the Board in April 23.

NAME OF CONTRACTOR: TBD

STATUS: P&S kicked off on 26 Apr 22. Real Estate is getting close to a Use Agreement between FIND, USACE and the State Park for placement on their beach. Additional hydrosurveys to respond to DEP RAI #3 is scheduled for collection in May 2023. This has pushed receiving the DEP permit potentially to September 2023. Also, due to Sawpit and Matanzas having concurrent schedules and with District limited resources, it was decided to move Sawpit into FY 24 award.

ACTION: Informational, no action is required by the Board.



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IWW STATUS UPDATE FIND Board of Commissioners Meeting May 19, 2023





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IWW STATUS UPDATE FIND Board of Commissioners Meeting May 19, 2023



5. WORK ACTIVITY: IWW Matanzas

CONTRACT AMOUNT: TBD

DESCRIPTION OF WORK: USACE expected to receive \$4M in FY 23 President's Budget. Project will include maintenance dredging of the IWW Matanzas in Nassau County. It's anticipated that 300k-400k cy of material is within the federal channel. Placement of material will occur on the beach just south of Matanzas Inlet.

SCHEDULE (DRAFT):

- | | |
|----------------------|------------|
| • Kick off P&S | 12 Jan 23A |
| • BCOE Certification | 5 Jun 23 |
| • Advertise | 29 Jun 23 |
| • Award | 28 Aug 23 |

FIND WORK ORDER: TBD – anticipate a combination of Fed funding and FIND contributed funds depending on the size of the contract. If required a work order will be presented to the Board in April 2023.

NAME OF CONTRACTOR: TBD

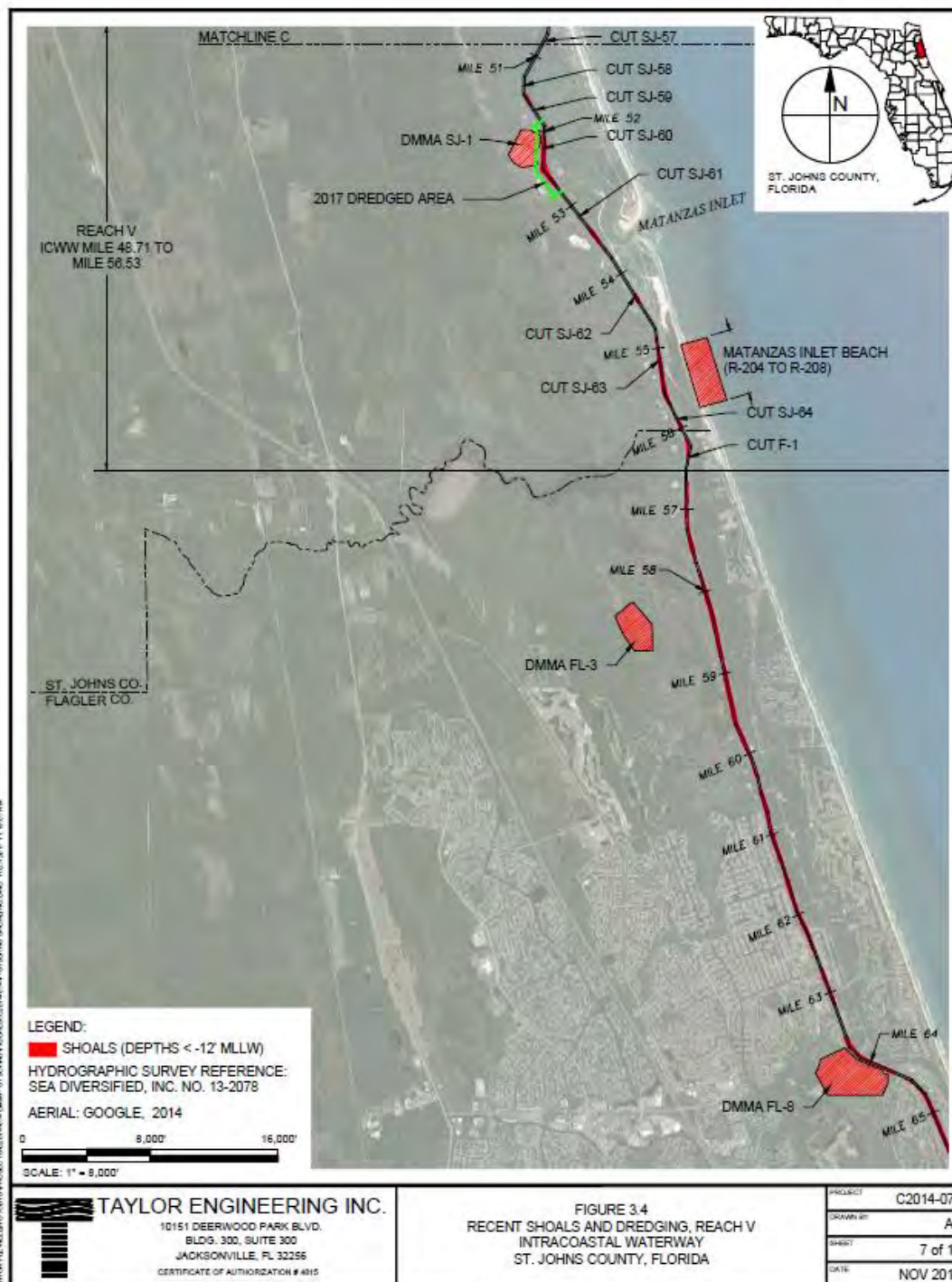
STATUS: P&S kicked off on 12 January. Project is to remove approximately 375,000 CY from IWW with placement on the beach near Summer Haven.. All indications the project is on track for 28 August 23.

ACTION: Informational, no action is required by the Board.



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IWW STATUS UPDATE FIND Board of Commissioners Meeting May 19, 2023





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IWW STATUS UPDATE FIND Board of Commissioners Meeting May 19, 2023



6. MISCELLANEOUS:

A. Establish FIND as the local sponsor for Martin and Palm Beach Counties along the OWW.

USACE OC has met with SFWMD OC regarding the path forward to make FIND the local sponsor for Martin and Palm Beach Counties along the OWW.

Background: In 2005 Florida legislature amended Section 374.984, Florida Statutes to assign responsibility and authority to FIND for the portion of the OWW located in Martin and Palm Beach Counties (link to the full statute:)

http://www.leg.state.fl.us/statutes/index.cfm?App_mode=Display_Statute&Search_String=&URL=0300-0399/0374/Sections/0374.984.html.

Section 374.984 falls under Part II of Chapter 374, where Part II is “Florida Inland Navigation District Law”. Paragraph 6.h. of Section 374.984 states, “(h) The district is designated the local interest sponsor for the sole purpose of maintaining navigability of that portion of the Okeechobee Waterway located in Martin and Palm Beach Counties.”

Next step:

1. SFWMD will submit a letter to SAJ recognizing the Florida law that designates FIND as responsible for maintaining navigability of that portion of the OWW and requesting the termination of its responsibilities as non-federal sponsor (NFS) of the portion, with a copy furnished to FIND. - **DONE**

2. In parallel with SFWMD’s letter, FIND will submit a letter to SAJ requesting to be the NFS for the portion of the OWW within Martin and Palm Beach Counties, with a copy furnished to the SFWMD. - **DONE**

3. SAJ will draft an agreement for FIND to assume O&M responsibilities for the portion of the OWW within Martin and Palm Beach Counties. – **Draft Project Partnership Agreement is complete. Currently under review.**

-SAJ can prioritize executing a Contributed Funds Agreement (CFA) while drafting the Project Partnership Agreement (PPA). FIND as requested to prioritize the CFA. – **Comments are addressed. The Congressional notification package is in the final stages of being transmitted to SAD.**

4. After execution of the PPA, SAJ will send a letter to SFWMD acknowledging the termination of its role as a NFS for the specified portion of the OWW and clarifying the SFWMD’s continued role as NFS for the remaining portion of the OWW, with a copy furnished to FIND.

5. The next item needed is a contributed funds agreement for the OWW. The contributed funds agreement unfortunately will not be of the magnitude of the IWW/AIWW one in that the new



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Jacksonville District

**IWW STATUS
UPDATE
FIND Board of
Commissioners Meeting
May 19, 2023**



model only allows for a smaller duration and funding limit. For example, effort should be made for the maximum agreement duration, likely a 7-10 year contributed funds agreement with specific areas outlined (as compared to the existing IWW/AIWW agreement that is a 50-year agreement with no maximum contribution or specific reaches listed).

Economic Analysis of the District Waterways —2023 Update



Districtwide

Draft Final Report



Prepared by:

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Executive Summary

The Florida Inland Navigation District (District) is the state sponsor for Federal navigation projects along the Atlantic Intracoastal Waterway (AIWW), Intracoastal Waterway (IWW), and Okeechobee Waterway (OWW). Nearly \$168 million has been invested by the District in Florida's twelve-county portion of the AIWW, IWW, and OWW in the past 10 years, toward projects achieving \$400 million in project value. These investments and the IWW itself generate significant economic impact throughout the twelve-county region and beyond. The Florida Inland Navigation District is comprised of Nassau, Duval, St. Johns, Flagler, Volusia, Brevard, Indian River, St. Lucie, Martin, Palm Beach, Broward, and Miami-Dade Counties – spanning approximately 370 miles along Florida's East Coast.

The economic impact of the Florida Inland Navigation District (District)'s navigation projects has been estimated as of March 2023. Benefits of the District's ongoing maintenance programs, as well as two alternative scenarios, were prepared. For purposes of the estimate, the IWW is defined as all navigable waterways within the District's boundaries including the Atlantic Intracoastal Waterway, the Intracoastal Waterway, the Okeechobee Waterway, and all waterways that are physically connected to it.

Continued investments and ongoing operations of the Atlantic Intracoastal Waterway and the Okeechobee Waterway benefit the public, marine businesses and recreational users, the twelve member counties, and other government agencies. To estimate total benefits, a series of impacts were evaluated:

1. Direct spending by recreational boaters and their effects on local businesses and wage creation
2. Direct spending by tourists, both Floridians and out-of-state visitors
3. Proximity effects of the District's Waterways on real estate
4. Direct spending by the Army Corps and the District on maintenance dredging activities and other waterway access and maintenance activities,
5. Commercial Fish landings, and
6. Specialty Sectors, including the luxury boat market.

The indirect and induced economic impacts generated from each of the direct spending categories were estimated using IMPLAN, an econometric modelling application that generates regional economic impact multipliers. **Table 1** provides a summary of the economic impacts:

Table 1. Estimated Economic Impacts of District Waterways

Impact Type	Employment	Labor Income	Value Added	Output
		(in Millions \$)		
Floridian Tourists	5,259	\$212	\$327	\$472
Out-of-State Tourists	206,190	\$7,132	\$13,493	\$12,516
Local Recreational Boaters	13,823	\$534	\$820	\$1,177
Commercial Fishing & Specialized Sectors	7,483	\$405	\$618	\$1,185
Property Value Impacts, Annualized*				\$5,359
Total Annual Impacts	232,755	\$8,282	\$15,258	\$20,710

*The total contribution of AIWW, IWW, and OWW to 2017 property values was \$89 billion, annualized at a 6% discount rate to \$5.3 billion.

Source: TBG Work Product, from Surveys, published FWC data, and County Property Appraiser data

The economic benefits of district maintenance include the generation of tax revenues for local, state and federal governments. **Table 2** provides a breakdown of calculated tax impacts totalling about \$3.8 billion in annual revenues.

Table 2. Estimated Tax Revenues of District Waterways

Impact Type	State & Local	Federal	Total
	(In millions \$)		
Local recreational boaters	\$106.81	\$163.74	\$270.55
Floridian Tourists	\$32.88	\$52.13	\$85.00
Out-of-state Tourists	\$1,357.73	\$1,935.68	\$3,293.41
Specialty Sectors	\$85.36	\$120.76	\$206.11
Total Annual Impacts	\$1,583	\$2,272	\$3,855

In addition to status quo, two alternative maintenance schemes were evaluated. Under the first scheme of reduced maintenance, the economic impacts of the District's investments are substantially smaller. Analysis finds that reducing the maintenance regime to a three-foot channel depth would cost \$1.2 Billion in total impacts annually. Under the second scheme of increased maintenance, improving the maintenance through full implementation of the District's Long Range Dredged Material Management Plan (DMMP) is estimated to result in an increase of about \$52 million in spending for the small but important number of very large vessels.

If the District's Long Range Dredged Material Management Plan is fully implemented, spending would increase by \$52 million, which would produce economic impacts of an additional \$29 million.

Finally, a series of benchmarks to assist local marine resource managers was compiled. The metrics capture trends in the number of boat registrations, available boat slips, etc. to

understand whether marine assets can be better utilized or where resource allocation may be improved. The metrics are provided in the final section of the report, and provide a baseline for evaluation of trends going forward.

Capturing Property Value Impacts

Hedonic modelling is a statistical approach to teasing out the share of property value that is attributable solely to the proximity to an amenity – in this case, the AICW, ICW, and OWW. By holding constant other factors such as lot size, number of bedrooms, etc., and using actual property sales over the prior two years, the amenity value attributable to housing located on or very close to the waterway was estimated at \$5.3 Billion, annualized. The District's total property "just value" is reported by the Florida Department of Revenue at over \$1.8 trillion. By applying a capitalization rate of 6%, the annualized flow of regional income attributable to the amenity value in the local economy can be isolated. Hedonic modelling for individual counties found that property value impacts contribute 5% to total property values within the District. The Atlantic Intracoastal Waterway (AICW), Intracoastal Waterway (ICW), and Okeechobee Waterway (OWW) premiums make up about \$89 billion of the property values. Single family and multifamily residential properties directly along the District's Waterways enjoy a real estate premium of 38% over non-similar non-waterfront properties and total \$1 billion.

¹ Most recent available data from April 1st, 2022.

Table of Contents

Executive Summary	2
Capturing Property	3
Value Impacts.....	3
Introduction.....	7
I. Direct Impacts of Commercial Businesses and Recreational Users of the Waterways	8
Recreational Users.....	8
Local/Florida Boat Owners.....	8
Tourists.....	8
II. Specialty Sectors	10
Yachting/Manufacturing	10
Boat Sales & Boat Building.....	10
Expenditures by Army Corps of Engineers and Florida Inland Navigation District	11
III. Property Values.....	11
Amenity Values of the Waterways	11
IV. Total Economic Impact of the Waterways.....	14
1. Recreational Boaters (Registered)	15
2. Tourist Spending by In-State Visitors	16
3. Out-of-State Tourists.....	16
4. Commercial Fishing & Specialty Sectors.....	17
V. Tax Revenues	18
VI. Changes to the District's Economic Impact under Two Maintenance Scenarios	19
1. Cessation of Maintenance.....	19
2. A Higher State of Maintenance	20
VII. Metrics	21
1. Boat Registrations.....	21
Excluding Airboats	23
2. Business Establishments and Employment in Marine Activities	24
3. Taxable Sales from Marine Industry Establishments.....	25
4. Inventory of Boat Ramps and Marinas	26
5. Commercial Fish Landings.....	33

List of Figures

Figure 1. Input-Output Model for Waterways Economic Impacts	14
Figure 2. Total Vessel Registrations by year	21
Figure 3. 2022 Vessel Share by County.....	23
Figure 4. Reported Sales, Boat Dealers – in millions \$	25
Figure 5. Reported Sales, Boat Dealers by county– in millions \$	25
Figure 6. Boat Ramps and Marina Facilities	27
Figure 7. Marina Facilities by Use Type	29
Figure 8. Boat Ramp Access by Use Type	32
Figure 9. Commercial Fish Landings, by Weight and Value	33
Figure 10. Commercial Landings Value by County	34

List of Tables

Table 1. Estimated Economic Impacts of District Waterways	2
Table 2. Estimated Tax Revenues of District Waterways	3
Table 3. Florida Recreational Boater Spending Categories by Boat Size	8
Table 4. Breakdown of Annual Average Tourist Spending on Recreational Boating	9
Table 5. Employment and Wages Reported	11
Table 6. IWW-Fronting Property Value by Property Type	11
Table 7. Single Family Residential Property Sales in 2021-2022 and Waterway Proximity.....	12
Table 8. Waterway Amenity Value of District Waterways – in millions \$	13
Table 9. Estimated Regional Economic Impacts, by Source.....	15
Table 10: Spending by Impact Type.....	15
Table 11. Estimated Annual Economic Impacts from Resident Boaters	16
Table 12. Total Annual Spending from Resident Boaters	16
Table 13. Estimated Annual Economic Impacts, Florida Visitors	16
Table 14. Estimated Annual Economic Impacts from Out-of-State Visitors	16
Table 15. Estimated Annual Economic Impacts of Commercial Fishing	17
Table 16. Estimated Annual Economic Impacts of Specialty Sectors	17
Table 17. State and Local Tax Revenues.....	18
Table 18. Federal Tax Revenues.....	18
Table 19. Estimated Spending Impacts with reduced maintenance	19
Table 20. Estimated Net Annual Economic Impacts of Higher Maintenance Scenario	20
Table 21. Annual Vessel Statistics	22
Table 22. Pleasure Vessels Registered by County, 2017 Total.....	22
Table 23. Pleasure Vessels Registered by County, 2022 Estimated Totals – Excluding Airboats.....	23
Table 24. Local Business Establishments Engaged in Marine Activities	24
Table 25. Access Facility by Use Type.....	26
Table 26. Detailed Description of Marina Facilities.....	28
Table 27. Count of Marina Facilities by Water Access Type	28
Table 28. Marina Facilities with Drystack Storage	28
Table 29. Inventory of Boat Ramps	30
Table 30. Boat Ramps on IWW on or connecting to District Waterways	30
Table 31. Total Ramp Lanes by Use Type and Distance.....	31

Table 32. Commercial Fish Landings	33
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Introduction

The Balmoral Group was retained to estimate the economic impact of investments by the Florida Inland Navigation District (the “District”) across its twelve-county region. The District operates four main programs:

- the Long Range Dredged Material Management Plan (DMMP), which provides for maintenance operations and improvements for the IWW and a permanent infrastructure of land for perpetual management of the IWW;
- the Waterways Assistance Program, which provides cost share resources for various public improvements such as public access, public safety, and inlet management;
- the Cooperative Assistance Program, which leverages Federal, State and Regional resources to implement public IWW improvements, and
- A Public Information Program.

To ensure continued public support and investment, the District requires accurate, current estimates quantifying the economic value of the District’s continued maintenance and investment in the IWW. The information is used to explain the importance of investment and operations to the public, marine businesses and recreational users, and other government agencies. To achieve its objectives, the report contained herein includes the following sections:

- I. Estimates of the direct impacts of spending by recreational users including visitors and resident boaters, based on recently conducted surveys and interviews; commercial interests, including specialty sectors; and the District itself;
- II. The value of properties influenced by District Waterways in its member counties, and the specific amenity value of proximity to these waterways in their currently maintained condition;
- III. The total economic impact of the AIWW, IWW and OWW, including indirect and induced impacts associated with sales, income, employment, and taxes, using an input-output model;
- IV. The changes to the District’s economic impact under two maintenance scenarios; and
- V. Metrics that have been identified as meaningful for tracking the impact of marine industry activity.

I. Direct Impacts of Commercial Businesses and Recreational Users of the Waterways

Recreational Users

To estimate the direct spending of recreational users of the AIWW, IWW, and OWW, and their impact on commercial businesses through spending, surveys were conducted of Florida boat owners and visitors to Florida who indicated that they used a boat on the AIWW, IWW, and OWW during the prior 12-month period.

Local/Florida Boat Owners

The population within the District has increased by 7% since the economic assessment in 2017. Currently, the Florida Office of Economic and Demographic Research estimates population at 9.6 million across the 12-county region.¹ Vessel registration statistics suggest that of the total number of households in the district, 7% use the District's Waterways; Similar to the population change, those that own a boat have increased by 7%. Survey data from the 2017 study on Florida-registered recreational boaters was used to estimate spending, adjusted to 2022 dollars. Spending varied by boat size, with the highest average spending reported by owners of larger boats (exceeding 26'). For purposes of economic modeling, data were aggregated to small (less than 16'), medium (16 – 26') and large (greater than 26') boats.

Table 3 shows a breakdown of reported annual expenditures by boat size. The breakdown is important because different categories of spending influence different inter-regional trade flows,

Table 3. Florida Recreational Boater Spending Categories by Boat Size

Average Annual Costs:	Less than 16'	16' to 26'	26' or greater
Storage	\$316	\$849	\$4,852
Maintenance	\$589	\$1,270	\$5,009
Insurance	\$1,140	\$1,316	\$3,736
Average Annual Trip Costs	Less than 16'	16' to 26'	26' or greater
Food	\$2,411	\$3,273	\$5,983
Transportation & Accommodation	\$2,510	\$4,375	\$10,231
Fees & Recurring Costs	\$864	\$1,811	\$1,490
Gear or Specialized Equipment	\$1,685	\$2,584	\$3,575

Source: TBG Work Product, Surveys, Department of Highway Safety and Motor Vehicles

Tourists

Tourists who use the AIWW, IWW, or OWW also contribute to the economic impact of the maintenance of these waterways. A 2017 survey of about 1,000 visitors to Florida from across the US found that about 13% identified a F.I.N.D. County as a destination they had visited at least once in the last 12 months to participate in activities using District Waterways. Visit Florida provided data indicating that in 2022, 137.6 million tourists visited Florida, an increase of 18% statewide since 2017, with 49.5 million visitors to counties along Florida's East Coast. Of those, national survey results from the 2017 study indicated that

¹ Most recent available data from April 1st, 2018.

10% of these visitors would generate an estimated 5 million AIWW, IWW, and OWW -specific visitors. This number was used as a proxy for tourists from other U.S. States as visitors to District Waterways.

The average out of state visitor reports spending approximately \$2,600 over the course of a year, based on 2022 adjusted values. Florida residents that visit the Florida Inland Navigation District reported spending approximately \$240 in AIWW, IWW, or OWW – related activities over the course of a year. The share of expenditures on fuel, food and other categories is shown in **Table 4**.

Table 4. Breakdown of Annual Average Tourist Spending on Recreational Boating

Item	All FL Visitors	Out of State Visitors
Food, Restaurants	\$65	\$792
Transportation & Lodging	\$76	\$1,001
Fees & Recurring expenses	\$50	\$502
Specialized Gear or Equipment	\$48	\$330
Total	\$240	\$2,623

Source: TBG Work Product, Surveys, FDEP

Total direct spending from in-state and out-of-state tourists' activities aggregates to \$16 billion annually.

II. Specialty Sectors

Recreational boaters are by far the greatest users of the Florida Inland Navigation District's Waterways, and the spending by local and visiting boaters' accounts for a substantial portion of the economic impact. There are other sectors that are not accounted for through either source, either because they are outside the normal regional input-output multipliers accounted for in regional flows, or because the entities generating the impact are not captured by traditional survey methods for locals or tourists. For purposes of economic impact modeling these are referred to as "hidden" or specialty sectors.

Across the twelve-county region, there are at least three important specialty sectors, which are included

- The mega yacht servicing industry
- Boat Dealers, and
- The dredging expenses themselves

Yachting/Manufacturing

Yacht servicing centers along the Intracoastal Waterway in Florida provide a significant amount of revenue and employment to their respective counties, and future centers are planned within the Florida Inland Navigation District's boundaries.

Several facilities fall within foreign trade zones with customer bases that are over 50% foreign. Some of the larger facilities such as Safe Harbor Fort Lauderdale in Broward County, Rybovich Yacht Marina in Palm Beach County and RMK Merrill Stevens in Miami-Dade are servicing over 200 boats annually with major retrofits exceeding \$500,000 each. Using proprietary data from other luxury yacht servicing firms as a proxy for payroll share of revenues, and wage/employment data from the Florida Department of Economic Opportunity, revenues for the specialized sectors including yachts and racing boats were calculated and used as direct inputs for purposes of modeling indirect and induced effects. While direct competition is sparse, several smaller outfits complement offerings by these yacht servicing centers for the lower end of the yacht sizes, and as such estimates of spending based on only high-end servicing revenue can be considered a lower bound. The revenues for specialized businesses within the twelve-county region are estimated at \$193 million.

Boat Sales & Boat Building

Boat Sales for 2022 were recorded from the Florida Department of Revenue (Kind Code 28) and account for a large share of marine business activity within the Florida Inland Navigation District. Across the twelve-county region, boat sales in 2022 were valued at over \$1.2 billion, nearly half of all boat sales in Florida. Of this, 55.1% is considered the purchasing margin, equating to \$663 million in revenues for purposes of modelling indirect and induced effects. Additional data was received by the Florida Department of Economic Opportunity's Quarterly Census of Employment and Wages (DEO) database. For 2022, DEO reported over \$795 million in total annual wages across boat building, ship building, and boat dealers, with average annual wages at nearly \$64,000 across the 12-county region.

Table 5. Employment and Wages Reported

2-Digit NAICS	Description	Businesses	Employment	Total Annual Wages	Avg. Per Employee
336611	Ship building and repairing	140	2,227	\$150,666,940	\$67,655
336612	Boat building	178	6,476	\$356,336,588	\$ 55,024
441222	Boat dealers	592	3,764	\$288,423,784	\$76,627
Grand Total		910	12,467	\$795,427,312	\$63,803

Expenditures by Army Corps of Engineers and Florida Inland Navigation District

Dredging and other maintenance expenses for the IWW occur sporadically and are federally and state funded. Local support and coordination is managed by the District, which also implements a Long Range Dredged Material Management Plan (DMMP). While local efforts would be embedded in regional trade flows, federal transfers to the private sector on a sporadic basis would not be picked up by recreational boating activity. Accordingly, \$1.5 million in annualized average costs of dredging and \$13.5 million in annualized average expenditures for funding additional Waterway related projects such as new boat ramps, dock extensions and marina expansions over the last 10 years, were used as input values.

III. Property Values

Property values associated with the IWW were compiled for contextual analysis. Market values for the more than 42 thousand properties directly fronting District Waterways total more than \$60 billion, of which nearly \$45 billion was generated by residences fronting the District Waterways in 2022. Commercial properties added another \$3.4 billion. **Table 6** provides a breakdown of the property values of properties fronting District Waterways by property type.

Table 6. IWW-Fronting Property Value by Property Type

DOR Category	Count	Average Just Value (in dollars)	Total Just Value (in Millions \$)
Commercial	641	68,865,601	\$3,431
Government	751	\$6,915,949	\$5,194
Industrial/ Institutional	137	\$6,702,638	\$918
Miscellaneous/Vacant	4,513	\$1,269,159	\$5,728
Residential – Multifamily/Condo	14,420	\$473,266	\$6,824
Residential – Single Family	21,682	\$1,759,297	\$38,145
Totals	42,144	\$1,429,384	\$60,240

Source: County Property Appraisers, Florida Department of Revenue

Amenity Values of the Waterways

The premium associated with proximity to the AIWW, IWW, and OWW is substantial. Properties have value regardless of their location. Economic valuations that assess the value of specific attributes – in this case, proximity to the District’s Waterways – are known as hedonic pricing models. Hedonic price modeling involves using regression analysis to hold constant variables that affect housing prices – such as number of bedrooms or bathrooms, square footage, whether a property has a swimming pool, etc. In doing so, it

is possible to statistically measure the value of “amenities,” such as proximity to beach access, or “disamenities,” such as a landfill.

The value of proximity to the AIWW, IWW, and OWW can be quantified by comparing the value of properties close to these waterways with properties that are not in proximity. Property appraiser records show that residential properties overall average \$556,123 in market value. By comparison, properties that are within one mile of District Waterways average \$1 million. Removing beach premium reduces nearby property values to \$822,516. **Table 7** provides details.

Table 7. Single Family Residential Property Sales in 2021-2022 and Waterway Proximity

Distance	Count	Average Sale Price, 2022 (in dollars)	Total Property Sales, 2022 (in Millions \$)
Overall	321,429	\$556,123	\$178.8
Within 1 Mile of the IWW	49,643	\$1,092,465	\$54,233
Beach Front	673	\$6,588,959	\$4,434
Within 1 mile, not Beachfront	48,970	\$1,016,926	\$49,799
Within 500 Meters of the Beach	6,936	\$1,938,350	\$13,444
W/in 1 mile, not in Proximity to Beach	31,058	\$822,516	\$25,546

Source: TBG Work Product, Individual County Property Appraisers, Florida Department of Revenue

Published research by The Balmoral Group and others has found that proximity to waterways adds a premium to property values at distances of up to 1,500 meters (0.9 miles or 4,921 feet). Hedonic modeling found that the real estate premium value enjoyed by F.I.N.D.’s twelve member counties that is specifically attributable to District Waterway frontage or proximity totaled \$56 billion for single family residences in 2022.

The premium for frontage location on the IWW accounts for over 39% of the sales value for properties fronting the AIWW, IWW, or OWW on average and about 15% of sales values for properties within 1500 meters of the AIWW, IWW, or OWW on average.

Of the total \$179 billion in property sales over the 24-month period covering calendar years 2021 and 2022 approximately \$60 billion in sales value related to waterfront single family homes. Of the \$60 billion about \$23 billion in value was attributable solely to District Waterway frontage, holding other factors constant such as size, number of bedrooms/bathrooms/garages and age.

The properties that are not waterfront to District Waterways, but near the AIWW, IWW, or OWW benefit from a premium ranging from 31% to 3%. This is significant to the value of properties within the district, as there are over 261,000 single-family residences within proximity to District Waterways. Of the \$176 billion in sales values related to these properties, about \$23 billion in value was attributable to proximity to District Waterways.

Across the Florida Inland Navigation District there are over 178,000 residences near the AIWW, IWW, and OWW that are not single-family units. Using similar share of sales price as indicative of proximity premiums, the amenity value attributable to District Waterway proximity for condominiums totals \$5.5 billion for waterfront and an additional \$8.6 billion for properties near District Waterways, resulting in a total \$14 billion premium associated with the IWW. The premium resulting from IWW proximity for all

properties is \$5.4 billion annualized. For context, total property value for the twelve-county region is about \$1.8 trillion, according to the Florida Department of Revenue, and premiums associated with the Florida Inland Navigation District's Waterways account for 5%.

The effects of this premium on the District can be calculated by extrapolating the IWW waterfront coefficient to the entire set of IWW-waterfront properties. Error! Not a valid bookmark self-reference. provides a breakdown of the premium associated with current waterfront properties that is attributable solely to the IWW.

Table 8. Waterway Amenity Value of District Waterways – in millions \$

Waterway Amenity Value	Waterfront *	100m (Non-waterfront)	250m	500m	1,000m	1,500m	Waterway Access**
Premium % of Sales Price	39%	31%	19%	16%	10%	3%	34%
Single Family Residences	\$23,822	\$3,299	\$6,110	\$6,882	\$5,164	\$1,312	\$9,654
Multi-Family/Condos	\$5,483	\$1,153	\$2,188	\$2,956	\$2,112	\$232	\$4
Total Amenity Value	\$29,305	\$4,452	\$8,298	\$9,837	\$7,276	\$1,544	\$9,658

Source: TBG Work Product, Individual County Property Appraisers, Florida Department of Revenue

*Waterfront includes waterfront to AIWW, IWW, OWW, Marsh-front, and Biscayne Bay Front where relevant.

**includes properties with access to OWW and properties with access to AIWW.

IV. Total Economic Impact of the Waterways

To estimate the overall economic impacts associated with the IWW, The Balmoral Group used IMPLAN®, an econometric modelling application that generates regional economic impact multipliers. **Figure 1** describes how economic impact models, such as IMPLAN®, translates the investment in the IWW (including maintenance dredging) into business spending, employment, earnings, and taxes. To improve the level of public acceptance and appreciation of the I-O model output, The Balmoral Group understands the importance of explaining how economic impact multipliers are selected and applied.

IMPLAN® estimates the flows of supply and demand between and within counties by industry sector, and converts this estimate of cash flows to economic impacts – measured through jobs, revenues, and personal income. An important element of input-output modeling is understanding these flows, and using appropriate data to determine how much of a boat dealer's stock, for example, was purchased from within the dealer's county, versus from an adjacent county, or from elsewhere in the region or state. The local purchases generate indirect and induced impacts, while those that leave the area (which is defined by the scope of the analysis – in this case, regional or county) do not. The IMPLAN software calculates the specific margins based on data prepared by the Bureau of Economic Analysis.²

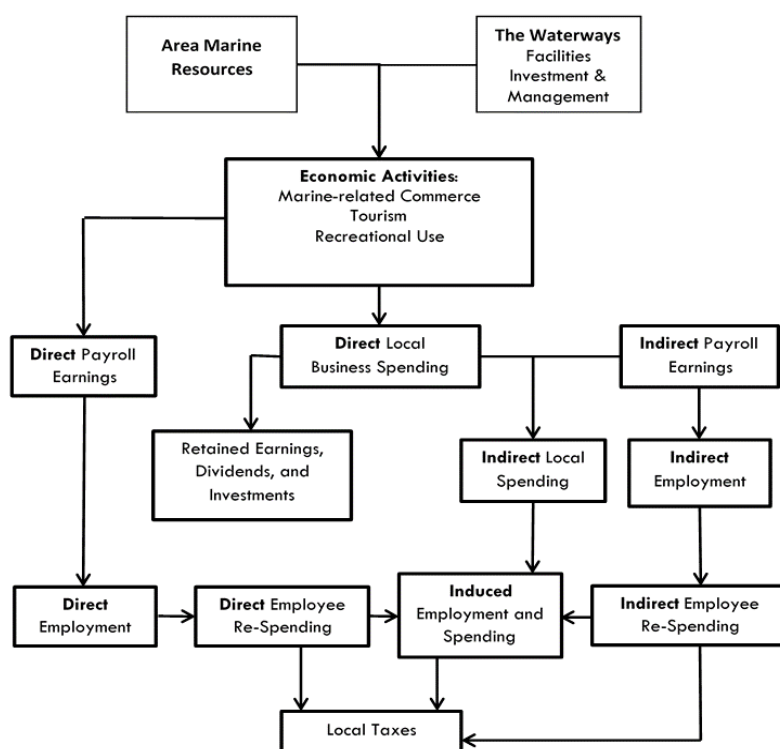
The spending associated with recreational boaters and tourists provide direct inputs for IMPLAN modeling.

Four IMPLAN models were prepared for the baseline analysis:

1. Recreational boater spending residents, varied by boat size
2. Tourist spending by In-State Visitors
3. Tourist spending by Out-of-State Visitors
4. Specialty Sectors & Commercial Fishing

Regional economic impacts generated by all four are summarized in **Table 9**. In addition to the \$13.9 billion in annual impacts, the annualized estimated impact on property values totals \$2.7 billion. Combined, the impact of the IWW can be estimated at \$16.5 billion.

Figure 1. Input-Output Model for Waterways Economic Impacts



² The Bureau of Economic Analysis falls within the U.S. Department of Commerce.

Table 9. Estimated Regional Economic Impacts, by Source

Impact Type	Employment	Direct Effect	Indirect Effect	Induced Effect	Output
(in Millions \$)					
Floridian Tourists	5,259	\$212	\$327	\$472	5,259
Out-of-State Tourists	206,190	\$7,132	\$13,493	\$12,516	206,190
Local Recreational Boaters	13,823	\$534	\$820	\$1,177	13,823
Commercial Fishing & Specialized Sectors	7,487	\$627	\$244	\$314	\$1,186
Total Annual Impacts	207,975	\$6,315	\$2,617	\$518	\$13,856
Property Value Impacts, annualized					\$5,359
Estimated Economic Impacts including Property Amenity Values					\$19,216

Source: TBG Work Product from Surveys, FWC data and County Property Appraiser data

The overall economic impacts are generated by four categories:

1. Recreational boaters
2. Tourists from Florida
3. Out-of-State tourists
4. Specialized sectors

Table 10 shows a breakdown of the spending by each of the four categories.

Table 10: Spending by Impact Type

Impact Type	Total Spending (in Millions \$)
Floridian Tourists	\$614
Out-of-state Tourists	\$15,418
Local Recreational Boaters	\$2,598
Specialized sectors (including commercial fish landings)	\$1,029
Total	\$19,659

Source: TBG Work Product

Total spending of \$19 billion across all sectors (shown in **Table 10**), yields \$13.8 billion in economic impacts. When property values impacts are included, the total increases to \$19 billion.

Boaters and tourists generate most of the impact; **Table** provides details of the breakdown between personal income and value added for the boaters and tourists.

Table 11. Estimated Regional Economic Impacts of District Waterways, Boaters and Tourists

Impact Type	Employment	Labor Income (in millions \$)	Value Added (in millions \$)	Output (in millions \$)
Direct Effect	168,411	\$5,292	\$10,162	\$6,291
Indirect Effect	19,213	\$890	\$1,491	\$2,627
Induced Effect	37,648	\$1,695	\$2,987	\$5,248
Total Effect	225,272	\$7,877	\$14,640	\$14,165

Source: TBG Work Product, IMPLAN

1. Recreational Boaters (Registered)

Local boaters generate about \$2.6 billion in annual spending (**Table 12**), which results in a total economic contribution of \$1.2 billion, as shown in **Table 11**.

Table 11. Estimated Annual Economic Impacts from Resident Boaters

Impact Type	Employment	Labor Income	Value Added	Output
		(in Millions \$)		
Direct Effect	11,402	\$420	\$628	\$839
Indirect Effect	2,421	\$113	\$192	\$338
Total Effect	13,823	\$534	\$820	\$1,177

Source: TBG Work Product, IMPLAN

Table 12 provides a breakdown of total spending by boat size.

Table 12. Total Annual Spending from Resident Boaters

Categories by Size	Total Spending (in millions of \$)
Boats Less than 16'	\$1,327
Boats 16' to 26'	\$520
Boats 26' or greater	\$751
Total	\$2,598

Source: TBG Work Product, IMPLAN

2. Tourist Spending by In-State Visitors

Visitors to the Florida Inland Navigation District's twelve-county region from across the State generate annual spending of \$614 million. After adjusting the model to reflect spending that leaves the area, known as leakage, the effects of in-state tourists total \$472 million as shown in **Table 13**.

Table 13. Estimated Annual Economic Impacts, Florida Visitors

Impact Type	Employment	Labor Income	Value Added	Output
		(in Millions \$)		
Direct Effect	3,485	\$130.7	\$187.1	\$226.6
Indirect Effect	689	\$32.1	\$53.6	\$94.5
Induced Effect	1,084	\$48.8	\$86.0	\$151.1
Total Effects	5,259	\$211.5	\$326.8	\$472.1

Source: TBG Work Product, IMPLAN

3. Out-of-State Tourists

Tourists from out-of-state generate annual spending of about \$15 billion.

After adjusting the model to reflect spending that leaves the area, known as leakage, the direct effects of out-of-state tourists total about \$5.2 billion. Including indirect and induced effects, the total economic impact of the AIWW, IWW, and OWW from out-of-state tourists aggregates to total impacts of \$12.5 billion as shown in **Table 14**.

Table 14. Estimated Annual Economic Impacts from Out-of-State Visitors

Impact Type	Employment	Labor Income	Value Added	Output
		(in Millions \$)		
Direct Effect	153,523	\$4,741.2	\$9,346.6	\$5,225.4
Indirect Effect	16,103	\$744.8	\$1,245.3	\$2,194.5
Induced Effect	36,564	\$1,645.8	\$2,901.3	\$5,096.6
Total Effects	206,190	\$7,131.7	\$13,493.2	\$12,516.4

Source: TBG Work Product, IMPLAN

4. Commercial Fishing & Specialty Sectors

Commercial fisheries, boat dealerships and yacht sectors impact economic sectors differently than any of the listed categories. Using the value of all Commercial Landings in 2022, the industry contributes spending of \$51.1 million. **Table 15** provides a detailed breakout, showing that direct effects of the spending total about \$14 million. This is a result of the large amount of leakage that occurs in this industry; most of the effects of this sector occur outside of the District.

Table 15. Estimated Annual Economic Impacts of Commercial Fishing

Impact Type	Employment	Labor Income	Value Added (in Millions \$)	Output
Direct Effect	225	\$5.7	\$9.8	\$14.3
Indirect Effect	35	\$1.7	\$2.8	\$5.0
Induced Effect	49	\$2.2	\$3.9	\$6.8
Total Effects	309	\$9.5	\$16.6	\$26.1

Source: TBG Work Product, IMPLAN

Using the value of boat sales in 2022 adjusted for published operating margins, boat sales and yachting industries contributes spending of \$820 million. **Table 16** provides a detailed breakout, showing that direct effects of the spending total about \$613 million. This is a result of the large amount of leakage that occurs in this industry; most of the effects of this sector occur outside of the District.

Table 16. Estimated Annual Economic Impacts of Specialty Sectors

Impact Type	Employment	Labor Income	Value Added (in Millions \$)	Output
Direct Effect	3,422	\$217	\$298	\$613
Indirect Effect	1,529	\$82	\$130	\$239
Induced Effect	2,224	\$97	\$173	\$307
Total Effects	7,175	\$396	\$602	\$1,159

Source: TBG Work Product, IMPLAN

V. Tax Revenues

The economic benefits of District maintenance include the generation of tax revenues for local, state and federal governments. **Table 17** and **Table 18** provide a breakdown of calculated tax impacts based on the sectors used in this report, showing contribution to various public revenue streams annually from navigable waterways managed by the Florida Inland Navigation District. Overall, about \$3.5 billion in annual revenues are generated.

Table 17. State and Local Tax Revenues

Description	Employee Compensation	Tax on Production and Imports	Households	Corporations	Total Annual Impacts
(in millions \$)					
Local Recreational Boaters	\$0.66	\$98.64	\$5.38	\$2.13	\$106.81
In-State Visitors	\$0.21	\$30.30	\$1.74	\$0.63	\$32.88
Out-of-State Visitors	\$7.25	\$1,253.71	\$58.49	\$38.27	\$1,357.73
Specialty Sectors	\$0.53	\$79.76	\$3.70	\$1.35	\$85
Total Annual Impacts	\$8.66	\$1,462	\$69	\$42	\$1,583

Source: TBG Work Product, IMPLAN. *Note: no local income tax

Table 18. Federal Tax Revenues

Description	Employee Compensation	Proprietor Income	Tax on Production and Imports	Households	Corporations	Total Annual Impacts
(in millions \$)						
Local Recreational Boaters	\$22.69	\$1.45	\$4.75	\$21.14	\$5.78	\$55.82
In-State Visitors	\$32.97	\$1.95	\$5.52	\$30.32	\$8.89	\$79.64
Out-of-State Visitors	\$12.70	\$0.76	\$2.12	\$11.70	\$3.48	\$30.76
Specialty Sectors	\$882.33	\$49.57	\$180.81	\$804.33	\$355.27	\$2,272.30
Total Annual Impacts	\$1,001.92	\$55.86	\$203.17	\$911.46	\$384.40	\$2,556.80

Source: TBG Work Product, IMPLAN

VI. Changes to the District's Economic Impact under Two Maintenance Scenarios

The economic impact under current conditions assumes continued maintenance of the District's Waterways, but as funding sources shift over time, other scenarios are possible. Two specific scenarios were assessed:

1. Cessation of Maintenance, in which maintenance is insufficient to keep current channel depths intact and shoaling in of some areas may occur. Select areas may shoal in to channel depths as minimal as three feet; and
2. The District's Long Range Dredge Material Management Plan (DMMP) for the Intracoastal Waterway (IWW) is fully implemented and channel depths are dredged on a continuous basis to accommodate larger boats.

1. Cessation of Maintenance

As an estimate of initial changes in business activity under this scenario, the share of boats that would no longer be able to navigate was subtracted from business spending, with the associated expenditure per boat per year, and the input-output model applied to the revised direct spending number.

If channel depths were restricted to three feet, business volume is estimated to decrease by \$1.2 billion annually, personal income of \$288 million would be lost, and 7,300 jobs would be at risk. This compares to less than \$4 million in annual spending by the District to maintain current channel depths.

Comparing current economic benefits to benefits expected if channel depths were restricted to three feet indicates that the county would realize a decrease in business sales of \$1.2 billion, a decrease in personal income of \$288 million, and a decrease of nearly 7,300 thousand jobs. **Table 19** shows the results by boat size in economic impact.

Table 19. Estimated Spending Impacts with reduced maintenance

Low Maintenance	Employment Effects	Labor Income Losses	Value Added Losses	Output Effects
		(in millions \$)		
Boats Less than 16'	0	\$0	\$0	\$0
Boats 16' to 26'	-2,515	-\$95	-\$146	-\$241
Boats 26' or Greater	-4,766	-\$193	-\$297	-\$314
Totals	-7,281	-\$288	-\$443	-\$556

Source: TBG Work Product, IMPLAN

In comparison to the annual loss of \$1.2 billion, dredging costs from Florida Inland Navigation District grants averaged \$1.1 million annually for a total of \$40 million over the last 35 years. Additional funding totaled \$319 million over the last 35 years for an annualized average of \$9 million.

2. A Higher State of Maintenance

With full implementation, channel depths are dredged on a continuous basis to accommodate larger boats. The increase in depth allowance would permit deeper draft vessels to fully utilize the District's Waterways. The AIWW and OWW is maintained at 10 ft. depth and 125 ft. base width. Under a full implementation scenario, the entire channel depth would be deepened 17 ft.

As a proxy for initial changes in business activity, we can assume that if optimal depths were maintained for the length of the East Coast of Florida, business revenues derived from large boats would likely increase by a comparable amount. Due to uncertainty around increased spending as a

The increased business volume under the higher state of maintenance is estimated at net increase of \$29 million annually, including \$18.1 million in personal income and 445 jobs.

result of increased channel depths, the midpoint of a 7% increase in spending has been applied. Using spending data from the surveys and increased spending, the revised spending totals \$804 million, an increase of \$83 million. The total impact after estimating indirect and induced effects is about \$285 million, a net increase of \$29 million in economic impacts. **Table 20** shows the net results by boat size in economic impact due to higher maintenance.

Table 20. Estimated Net Annual Economic Impacts of Higher Maintenance Scenario

Net Effects with Higher Maintenance	Net Employment Effects	Net Labor Income Effects	Net Value Added Effects	Net Output Effects
	(in millions \$)			
Boats Less than 16'	0	\$0	\$0	\$0
Boats 16' to 26'	0	\$0	\$0	\$0
Boats 26' or Greater	445	\$18.1	\$27.8	\$29.4

Source: TBG Work Product, IMPLAN

VII. Metrics

Florida Tax Watch, an independent nonpartisan nonprofit research entity, identified nine key performance indicators to gauge the health of the marine industries across the Florida Inland Navigation District's twelve-county region. The Balmoral Group was asked to assist with compilation of the metrics in the course of the data collection effort for the economic analysis. The following metrics were identified:

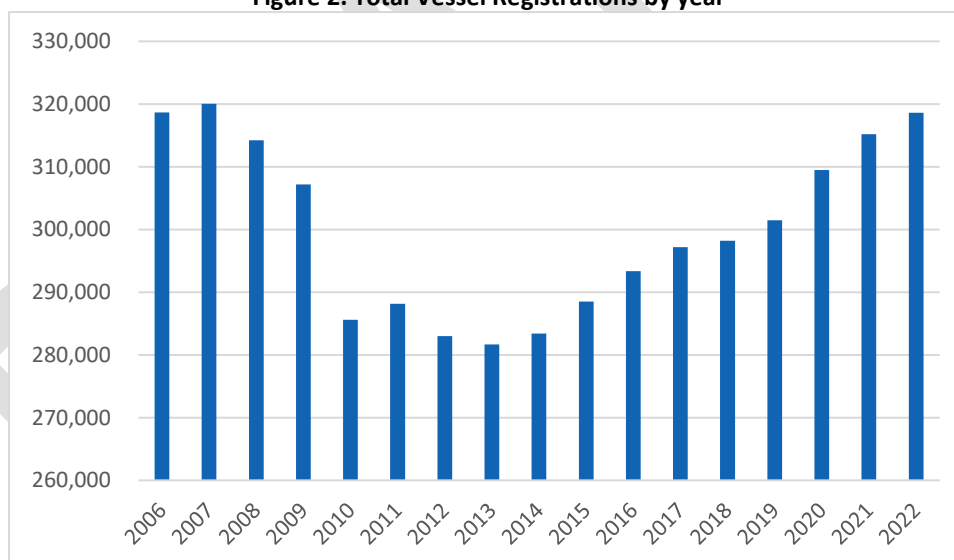
1. Boat registrations in across the twelve-county region
2. Inventory of local businesses establishments and employment engaged in marine activities, including marinas, boating, fishing, tours and water sports
3. Taxable sales from marine industry establishments
4. Inventory of local marinas and boat ramps, including number of slips by size category and inventory of boat ramps and available parking for vehicles and trailers and
5. Inventory of boat racks and storage capacity.

Each is addressed in turn.

1. Boat Registrations

Boat registration data were received from the Florida Department of Highway Safety and Motor Vehicles' (FHSMV) registration database.

Figure 2. Total Vessel Registrations by year



Source: FHSMV

Table 21. Annual Vessel Statistics

Year	Pleasure	Dealer/Commercial	Total	Annual Change
2006	318,657	12,237	330,894	
2007	320,055	12,202	332,257	0.41%
2008	314,212	12,455	326,667	-1.68%
2009	307,210	11,539	318,749	-2.42%
2010	285,599	16,206	301,805	-5.32%
2011	288,135	10,928	299,063	-0.91%
2012	283,013	10,701	293,714	-1.79%
2013	281,681	10,716	292,397	-0.45%
2014	283,420	10,835	294,255	0.64%
2015	288,537	10,903	299,440	1.76%
2016	293,355	10,875	304,230	1.60%
2017	297,162	10,650	307,812	1.18%
2018	298,183	10,567	308,750	0.30%
2019	301,467	10,599	312,066	1.07%
2020	309,471	10,646	320,117	2.58%
2021	315,219	10,631	325,850	1.79%
2022	318,634	10,568	329,202	1.03%

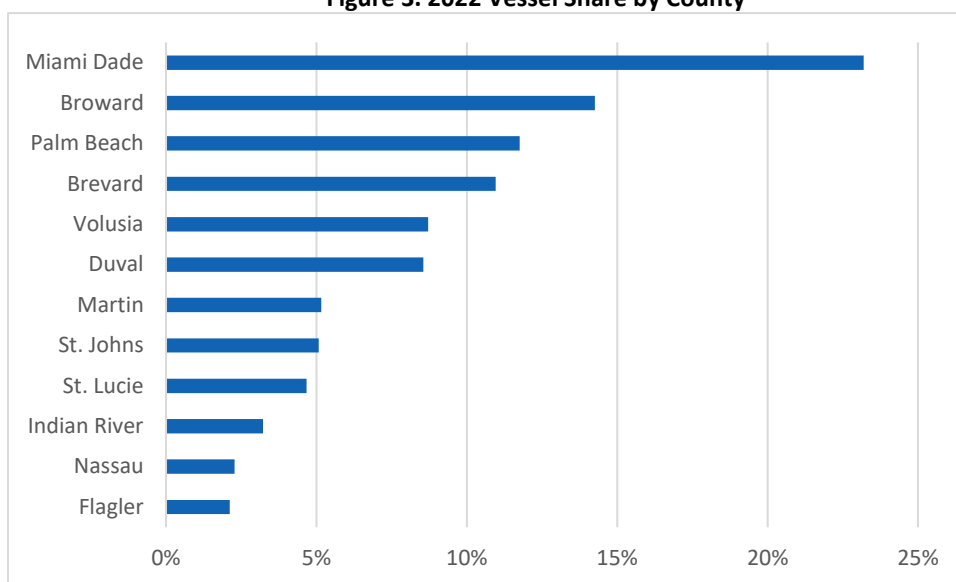
Source: FHSMV; Totals include Canoes

The Florida Department of Highway Safety and Motor Vehicles (FLHSMV) provides annual registration records for each county by length group. The total registered pleasure vessels, or recreation, has increased by 7% across the district since 2017, with the 26' or greater group increasing by 12%. A breakdown of counts by length categories used later in the analysis to refine estimated waterway spending is shown in **Table 23**. **Figure 3** shows the ordinal ranking from most to least vessels by share of the 2022 total number of vessels within the District.

Table 22. Pleasure Vessels Registered by County, 2017 Total

County	Less than 16'	16' to 26'	26' or greater	Total
Brevard	12,532	18,435	3,076	34,043
Broward	16,254	19,127	9,854	45,235
Miami-Dade	24,734	30,919	17,618	73,271
Duval	10,573	14,471	2,178	27,222
Flagler	2,457	3,795	539	6,791
Indian River	3,374	5,765	973	10,112
Martin	3,908	8,851	3,429	16,188
Nassau	2,839	3,995	426	7,260
Palm Beach	11,627	18,694	7,081	37,402
St. Johns	5,537	8,878	1,584	15,999
St. Lucie	4,240	8,341	2,071	14,652
Volusia	9,370	16,500	1,585	27,455
Total	107,445	157,771	50,414	315,630

Source: FLHSMV

Figure 3. 2022 Vessel Share by County

Source: FLHSMV

Excluding Airboats

The dataset was further reduced to counts of vessels that exclude the vessel type “Airboat” as these users typically do not use the District Waterways. **Table 23** shows a breakout of estimated vessels registered for pleasure use but excluding airboats; data limitations from the FHSMV resulted in shares applied using prior data. These do not represent actual totals used in the analysis as Vessel Ownership Survey results were applied to reduce the total number of vessels by length utilizing district waterways.

Table 23. Pleasure Vessels Registered by County, 2022 Estimated Totals – Excluding Airboats

County	Less than 16'	16' to 26'	26' or greater	Total
Brevard	9,349	16,090	2,144	27,583
Broward	12,045	15,759	6,981	34,785
Miami-Dade	16,846	24,883	11,165	52,894
Duval	9,170	13,092	1,616	23,878
Flagler	2,036	3,447	416	5,900
Indian River	2,311	4,716	724	7,751
Martin	2,376	5,673	1,887	9,935
Nassau	2,279	3,558	286	6,123
Palm Beach	10,083	16,686	5,514	32,283
St. Johns	4,241	7,139	990	12,370
St. Lucie	3,686	7,734	1,466	12,885
Volusia	7,766	14,544	1,115	23,426
Brevard	82,188	133,321	34,304	249,813

Source: FLHSMV

2. Business Establishments and Employment in Marine Activities

An inventory was prepared of local business establishments engaged in marine activities, including marinas, boating, fishing, tours and water sports. **Table 24** below provides the list.

Table 24. Local Business Establishments Engaged in Marine Activities

2-Digit NAICS	Description	Businesses	Employment	Total Annual Wages	Avg. Per Employee
11	Agriculture, Forestry, Fishing, and hunting	100	271	\$ 13,908,412	\$ 51,323
22	Utilities	**	**	**	**
23	Construction	196	1,380	\$ 81,596,240	\$ 59,128
31	Manufacturing	24	257	\$ 14,261,552	\$ 55,492
32	Manufacturing	7	212	\$ 11,745,348	\$ 55,403
33	Manufacturing	390	9,709	\$ 562,146,036	\$ 57,899
31-33	Manufacturing	421	10,178	\$ 588,152,936	\$ 168,794
42	Wholesale Trade	411	3,601	\$ 258,223,916	\$ 71,709
44	Retail Trade	764	4,644	\$ 324,097,712	\$ 69,788
45	Retail Trade	63	220	\$ 7,944,376	\$ 36,111
44-45	Retail Trade	827	4,864	\$ 332,042,088	\$ 105,899
48	Transportation and warehousing	799	23,315	\$ 1,984,684,784	\$ 85,125
49	Transportation and warehousing	4	51	\$ 2,460,472	\$ 48,245
48-49	Transportation and warehousing	803	23,366	\$ 1,987,145,256	\$ 133,369
51	Information	12	37	\$ 2,549,088	\$ 68,894
52	Finance and investing	32	195	\$ 15,522,172	\$ 79,601
53	Real Estate and Rental and Leasing	65	191	\$ 9,128,056	\$ 47,791
54	Professional, Scientific, and Technical Services	237	1,026	\$ 69,579,140	\$ 67,816
55	Management of Companies	15	53	\$ 8,407,448	\$ 158,631
56	Administrative and Support and Waste Management and Remediation Services	144	1,640	\$ 68,971,488	\$ 42,056
61	Educational Services	8	76	\$ 1,279,400	\$ 16,834
71	Arts, Entertainment, and Recreation	368	4,611	\$ 231,914,912	\$ 50,296
72	Accommodation and Food Services	45	1,157	\$ 43,400,704	\$ 37,511
81	Other Services (Except Public Administration)	547	2,131	\$ 106,604,424	\$ 50,026
99	Unclassified	63	37	\$ 1,654,724	\$ 44,722
Total		4,276	54,776	\$ 3,817,375,484	\$ 69,691

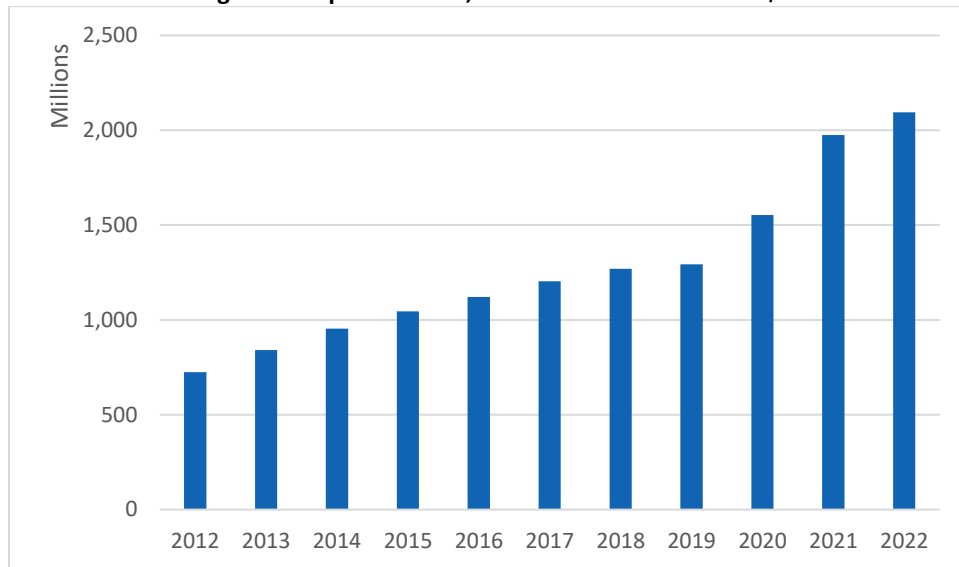
Source: QCEW. Note, the data are obtained from the Florida Department of Economic Opportunity, which compiles the QCEW data quarterly and reports annual averages.

Note: ** denotes Confidentiality

3. Taxable Sales from Marine Industry Establishments

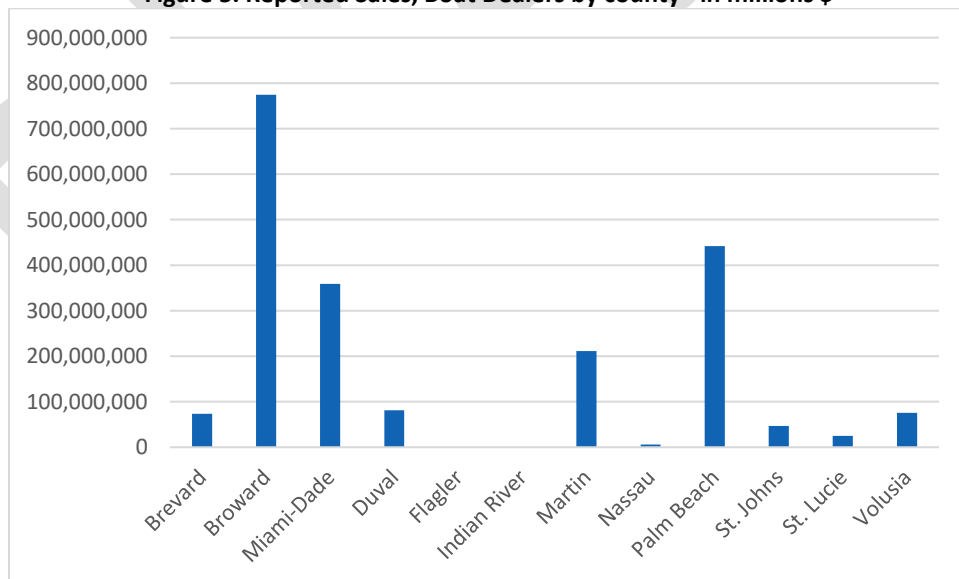
Taxable sales were compiled for individual county boat dealerships (Kind Code 28), as reported by the Florida Department of Revenue. **Figure 4** shows boat dealership sales, with sales now exceeding \$2 Billion annually. Figure 5 reports the breakdown for 2022 dealership sales by County with Broward County reporting the highest values with over \$500 million in 2022.

Figure 4. Reported Sales, Boat Dealers – in millions \$



Source: Florida Department of Revenue

Figure 5. Reported Sales, Boat Dealers by county– in millions \$



Source: Florida Department of Revenue

4. Inventory of Boat Ramps and Marinas

An inventory of boat ramps and marinas in across the twelve-county region and statewide was obtained from the Florida Boating Access Facilities Inventory and Economic Study (2016)³. **Table 25** provides a summary of access facilities by use type.

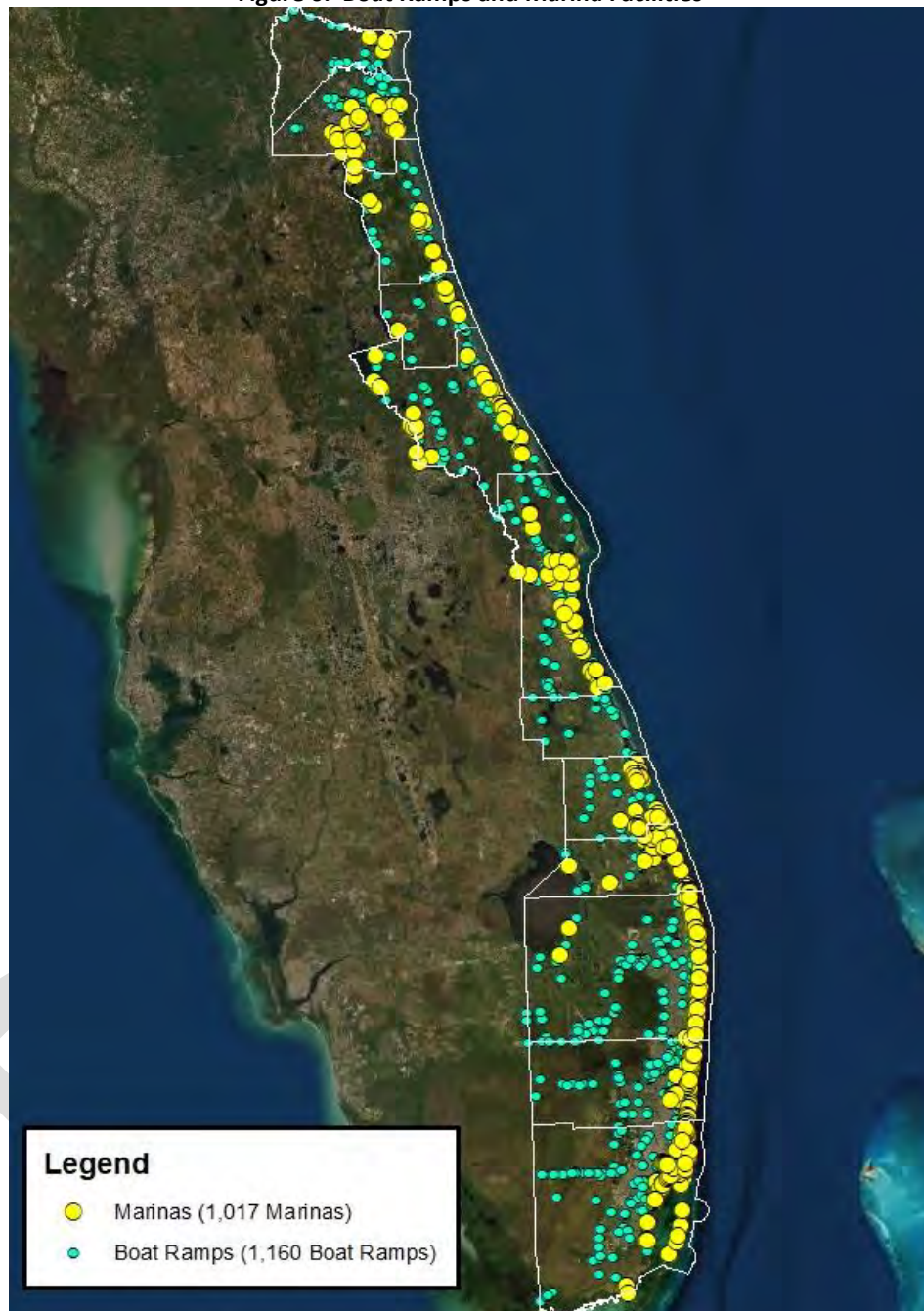
Table 25. Access Facility by Use Type

Type	Facility Access Use Type	Boat Ramp Count	Marina Count	Total Access Facilities
Commercial	Commercially Owned for Business Use Only	65	86	151
Gov't	Government Owned for Government Business Only	231	32	263
Private	Community Association for Residents Only	128	5	133
Private	Multifamily Residence	4	389	393
Private	Private Club	18	55	73
Private	Single Family Residence	228	29	257
Public	Commercially Owned for General Public Use	29	200	229
Public	Commercially Owned for Restricted Public Use	45	79	124
Public	Government Owned for General Public Use	393	0	393
Public	Undetermined	19	142	161
Total		1,160	1,017	2,177

Source: FWC Boat Ramp Inventory Database, May 2017

³ The marina inventory database was updated in 2016 although it appears that the data are identical to the 2009 data in the original study. Boat Ramp inventory database was updated May 2017; the current inventory database includes only public ramps.

Figure 6. Boat Ramps and Marina Facilities



Source: FWC Boat Ramp Inventory Database, May 2017

Inventory of Marinas

Table 26 provides a summary of marina facilities with wetslips, and **Table 27** provides a count of marina facilities with wet slips disaggregated by the type of water access.

Table 26. Detailed Description of Marina Facilities

Use Type	Marina Facility Type	Count	Wet Slips	Rental Slips	Marina Operations Slips	Transient Slips
Commercial	Commercial Marina	200	13,183	10,307	243	186
Commercial	Restaurant	26	232	157	43	0
Commercial	Boat Dealer/Repair/Storage	53	48	14	0	5
Private	Apartment/Multi Family/MH Park	9	12	0	12	0
Private	Condominium	385	4,722	706	620	19
Private	Private Club	55	2,246	921	111	13
Private	Private SF/Townhouse/Duplex	29	170	22	22	0
Public	Hotel/Motel/Resort/Camp/RV Park	86	880	467	52	43
Public	Other	137	1,183	761	54	12
Public	Undetermined	5	124	101	0	0
Government	Public owned & oper/Government/Military	32	822	418	138	66
Total		1,017	23,622	13,874	1,295	344

Source: FWC. Note: Marina Operations Slips is the number of wet slips reserved for marina operations (including marina-owned rental and charter boats).

Table 27. Count of Marina Facilities by Water Access Type

Water Access	Count
Canal	224
Harbor/Bay/Lagoon	180
Intracoastal Waterway	230
Lake	31
River/Creek/Bayou	352
Total	1,017

Source: FWC

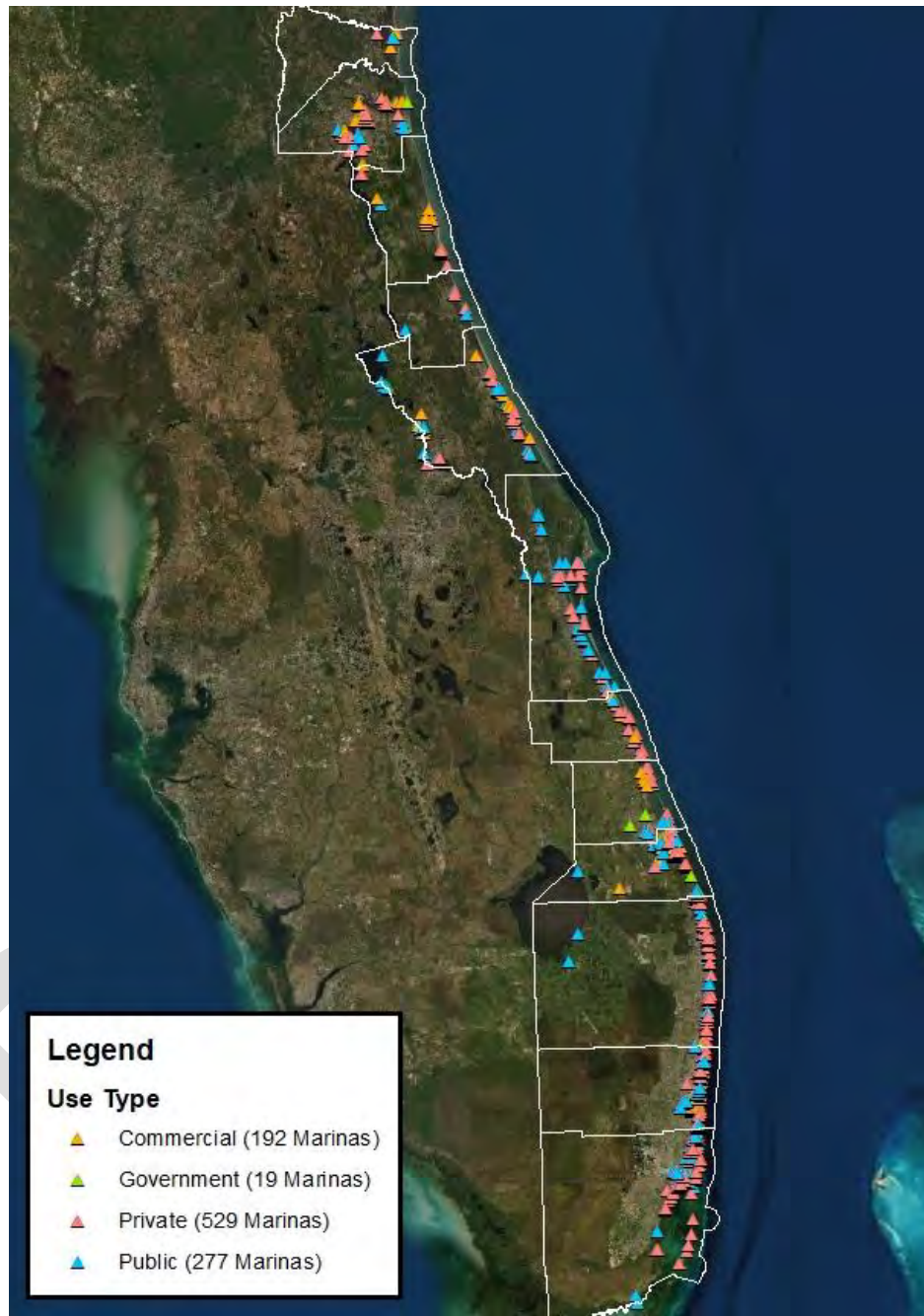
Table 28 provides an inventory of marina facilities with dry stack storage. Number of Racks (inside/outside) is the number of racks for boats in the inside of dry stack buildings/outside stacks.

Table 28. Marina Facilities with Drystack Storage

Marina Facility Type	Count	# of Racks (Inside)	# of Racks (Outside)
Commercial	279	6,938	3,851
Government	32	0	248
Private	478	300	0
Public	228	359	275
Totals	1,017	7,597	4,374

Source: FWC

Figure 7. Marina Facilities by Use Type



Inventory of Boat Ramps

An inventory of local boat ramps across the Florida Inland Navigation District was conducted to identify ramps and available parking for vehicles and trailers. **Table 29** provides the results for all boat ramps within the district and a breakdown of parking spaces available. An inventory of ramp type and parking available for ramps within 1 mile of District Waterways is summarized in **Table 30**.

Table 29. Inventory of Boat Ramps

Use Type	Description: Ramp Use Type	Count	Trailer	Handicap Trailer	Vehicle	Handicap Vehicle
Commercial	Commercially Owned for Business Use Only	65	26	1	6	0
Gov't	Government Owned for Government Business Only	231	130	0	12	2
Private	Community Association for Residents Only	128	333	1	178	6
Private	Multifamily Residence	4	0	0	0	0
Private	Private Club	18	100	0	32	4
Private	Single Family Residence	228	2	0	0	0
Public	Commercially Owned for General Public Use	29	276	6	247	2
Public	Commercially Owned for Restricted Public Use	45	49	0	116	3
Public	Government Owned for General Public Use	393	7,882	156	4,309	351
Public	Undetermined	19	28	0	3	0
Total		1,160	8,826	164	4,903	368

Source: FWC *hand launch dataset includes kayak launches

Table 30. Boat Ramps on IWW on or connecting to District Waterways

Use Type	Description: Ramp Use Type	Count	Trailer	Handicap Trailer	Vehicle	Handicap Vehicle
Commercial	Commercially Owned for Business Use Only	46	12	0	6	0
Gov't	Government Owned for Government Business Only	47	36	0	12	2
Private	Community Association for Residents Only	98	145	0	146	6
Private	Private Club	8	46	0	8	0
Private	Single Family Residence	160	2	0	0	0
Private	Multifamily Residence	2	0	0	0	0
Public	Commercially Owned for General Public Use	14	152	1	127	2
Public	Commercially Owned for Restricted Public Use	37	25	0	116	3
Public	Government Owned for General Public Use	247	5840	123	3331	256
Public	Undetermined	8	22	0	3	0
Total		667	6280	124	3749	269

Source: TBG Work Product, FWC *hand launch dataset includes kayak launches

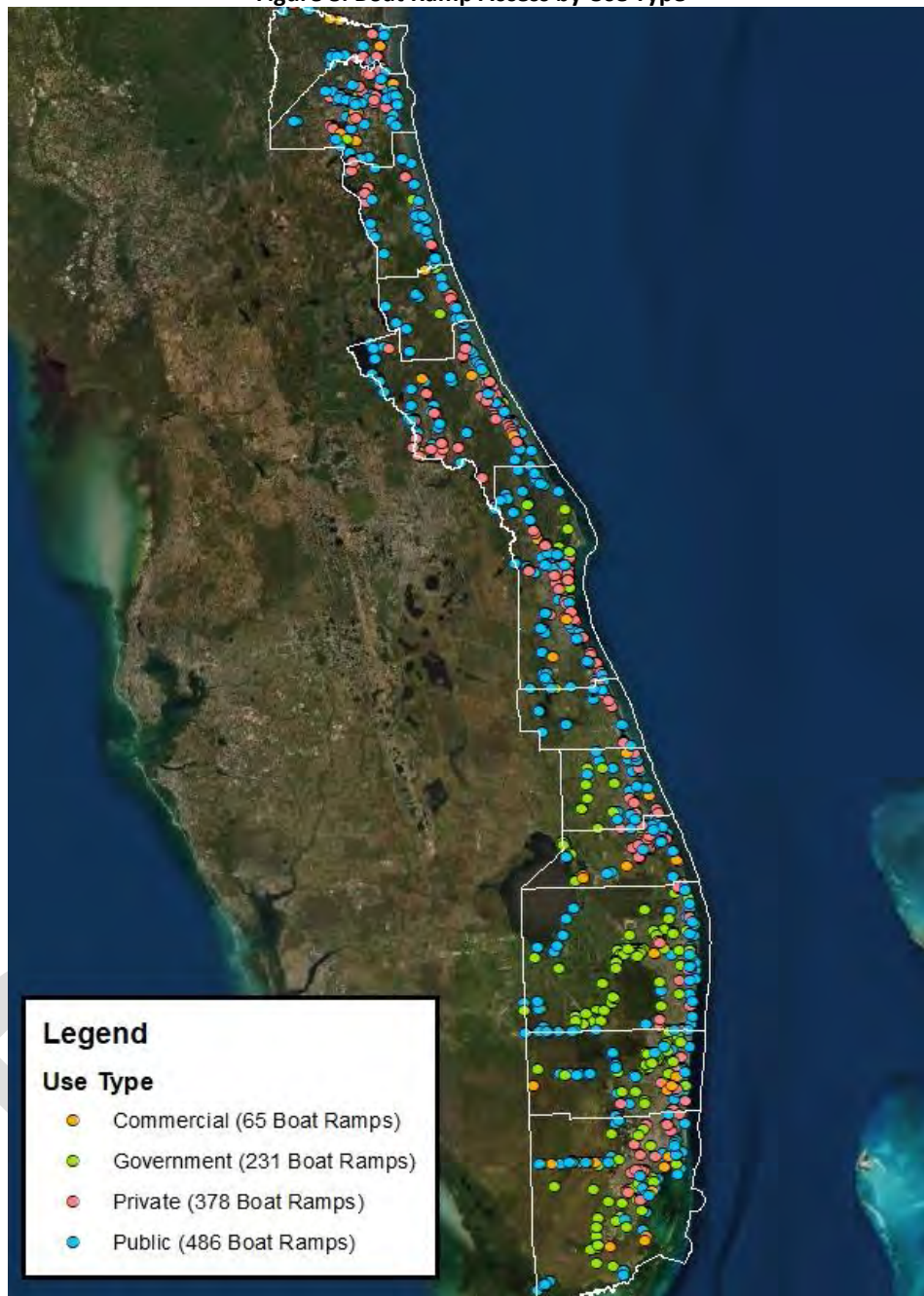
Table 31 shows an inventory of total ramp lanes for Boat Ramps either on the AIWW, IWW, or OWW or connecting to these waterways.

Table 31. Total Ramp Lanes by Use Type and Distance

Use Type	Description: Ramp Use Type	Connecting to IWW	ALL
Commercial	Commercially Owned for Business Use Only	56	74
Government	Government Owned for Government Business Only	72	177
Private	Community Association for Residents Only	103	124
Private	Private Club	8	20
Private	Single Family Residence	161	217
Private	Multifamily Residence	2	4
Public	Commercially Owned for General Public Use	22	43
Public	Commercially Owned for Restricted Public Use	48	56
Public	Government Owned for General Public Use	518	664
Public	Undetermined	9	19
Total		999	1398

Source: FWC Boat Ramp Database

Figure 8. Boat Ramp Access by Use Type



Source: FWC Boat Ramp Database

5. Commercial Fish Landings

Landings data for were obtained from Florida Fish & Wildlife Commission and are provided in **Table 32**.

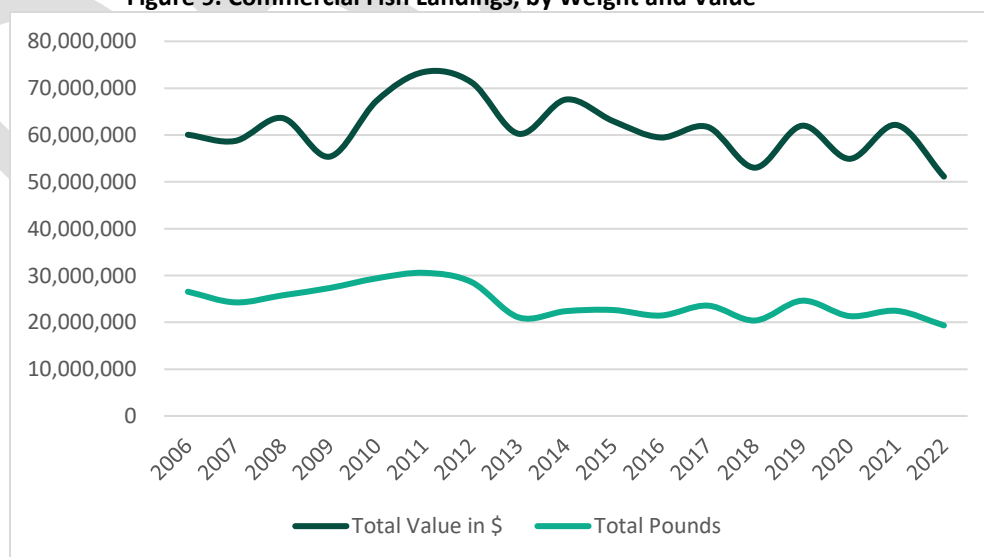
Table 32. Commercial Fish Landings

Year	Total Value	Total Pounds	Average Price
2006	60,054,757	26,535,659	\$ 2.26
2007	58,724,821	24,261,505	\$ 2.42
2008	63,613,764	25,759,964	\$ 2.47
2009	55,374,334	27,325,487	\$ 2.03
2010	67,363,024	29,408,628	\$ 2.29
2011	73,460,508	30,566,308	\$ 2.40
2012	71,247,386	28,606,830	\$ 2.49
2013	60,257,220	21,046,344	\$ 2.86
2014	67,568,965	22,384,831	\$ 3.02
2015	62,956,890	22,622,956	\$ 2.78
2016	59,463,630	21,439,375	\$ 2.77
2017	61,715,226	23,563,678	\$ 2.62
2018	53,021,732	20,386,492	\$ 2.60
2019	61,981,819	24,618,222	\$ 2.52
2020	54,910,474	21,335,379	\$ 2.57
2021	62,122,778	22,444,655	\$ 2.77
2022	51,111,437	19,336,504	\$ 2.64

Source: FWC

Figure 9 provides a graphic representation of the trends in landings in pounds versus value in 2022 dollars.

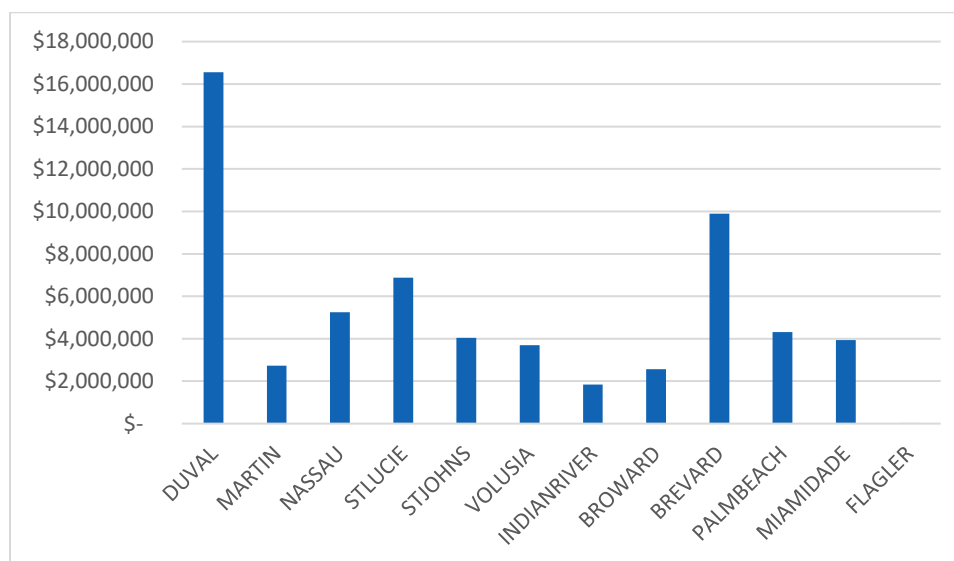
Figure 9. Commercial Fish Landings, by Weight and Value



Source: FWC

Figure 9 provides a graphic representation of the trends in landings by value for 2022 across the twelve member counties. Duval represents over a quarter of the total commercial landings value for the District in 2022. White Shrimp are the leading commodity landed with the highest value of landings in Duval and Nassau Counties and comprise 35% of the total value of 2022 landings.

Figure 10. Commercial Landings Value by County



Source: FWC

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May 5, 2023

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

RE: Scope of Professional Engineering and Environmental Services
Bakers Haulover Benthic Resources and Geophysical Surveys
Miami-Dade County, Florida

Mr. Crosley:

Per your request, we prepared the enclosed scope of work (Attachment A) and cost proposal (Attachment B) for engineering and environmental services associated with the potential rerouting of the Intracoastal Waterway channel in the vicinity of Bakers Haulover Inlet. As detailed in the enclosed documents, our proposed services include two field investigations – natural resources survey and geophysical survey.

Taylor Engineering will perform these services on a cost-plus basis for an amount not to exceed \$112,181.10. Of this amount, \$61,244.00 represents the proposed fee for our benthic survey sub-consultant, CSA Ocean Sciences, Inc. (CSA) and \$35,677.00 represents the proposed fee for our geophysical sub-consultant, Sonographics, Inc.

If you have any questions concerning this proposal, please contact Chris Ellis or me. We can begin work immediately upon your notice to proceed.

Sincerely,



Jerry Scarborough, P.E.
Senior Advisor, Waterfront Engineering

Attachments:

- A -Scope of Work
- B - Cost Summary
- C – CSA & Sonographics Proposals

SCOPE OF PROFESSIONAL ENGINEERING AND ENVIRONMENTAL SERVICES FOR BAKERS HAULOVER BENTHIC RESOURCES SURVEY AND GEOPHYSICAL SURVEY MIAMI-DADE COUNTY, FLORIDA

INTRODUCTION

The Florida Inland Navigation District (FIND) is evaluating potential alternative routes for the Intracoastal Waterway (ICWW) in the vicinity of Bakers Haulover Inlet in northern Miami-Dade County. The following scope of work supports continued evaluation of potential routes.

SCOPE OF SERVICES

TASK 1 BENTHIC RESOURCES SURVEY

Taylor Engineering will subcontract with CSA Ocean Sciences, Inc. to conduct a benthic resources survey across the potential channel re-route alignments. The survey will identify important benthic resources that may require avoidance and/or mitigation during future design efforts.

DELIVERABLE: Benthic Resources Report in pdf format.

TASK 2 GEOPHYSICAL SURVEY

Taylor Engineering will subcontract with Sonographics, Inc. to conduct a geophysical survey across the potential channel re-route alignments. The survey will identify sub-surface rock outcroppings that may affect the final channel alignment.

DELIVERABLE: Geophysical Report in pdf format

ESTIMATED SCHEDULE

No.	Task	Months		
		1	2	3
1	Benthic Resource Survey	X	X	X
2	Geophysical Survey	X	X	X

Attachment B

Cost Summary by Task

TAYLOR ENGINEERING, INC.
COST SUMMARY BY TASK
P2023-048: BAKERS HAULOVER NR & GEOPHYSICAL SURVEYS

TASK 1: Benthic Resources Survey

<i>Labor</i>	Hours	Cost	Task Totals
Program Manager	16.0	3,712.00	
Total Labor-Hours	16.0		
Labor Cost			3,712.00
<i>Non-Labor</i>	Units	Cost	
CSA Subcontract	1.0	61,244.00	
Fee @ 10.0%		6,124.40	
Total Non-Labor Cost			67,368.40
<i>Total Task 1</i>			71,080.40

TASK 2: Geophysical Survey

<i>Labor</i>	Hours	Cost	Task Totals
Program Manager	8.0	1,856.00	
Total Labor-Hours	8.0		
Labor Cost			1,856.00
<i>Non-Labor</i>	Units	Cost	
Sonographics Subcontract	1.0	35,677.00	
Fee @ 10.0%		3,567.70	
Total Non-Labor Cost			39,244.70
<i>Total Task 2</i>			41,100.70

Project Total \$ 112,181.10

Sub-Contractor Proposal
CSA Ocean Sciences, Inc.



TECHNICAL & COMMERCIAL PROPOSAL

Baker's Haulover Inlet Benthic Resource Site Investigation Survey

Submitted To:



Taylor Engineering, Inc.
10199 Southside Blvd., Suite 310
Jacksonville, Florida 32256
Office: 904-731-7040

Submitted By:



CSA Ocean Sciences Inc.
8502 SW Kansas Avenue
Stuart, Florida 34997
Office: 772-219-3000



Prepared For:	Prepared By:
Taylor Engineering, Inc. Chris Ellis Vice President, Environmental Services Tel: 904-256-1375 Cell: 904-252-4918 cellis@taylorentengineering.com	CSA Ocean Sciences Inc. Meghan Gordon Project Manager, Project Scientist Tel: 772-219-3086 Cell: 952-250-7660 mgordon@conshelf.com CSA Ref: 82261

The following version(s) of this proposal have been issued:

Ver.	Date	Description	Approved	
01	28 April 2023	Baker's Haulover Inlet Benthic Resource Site Investigation Survey	LK	FA
02	2 May 2023	Update Client Contact Information	MG	
03	3 May 2023	Project Field Schedule (5 days)	MG	

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TABLE OF CONTENTS

Table of Contents	i
1.0 Introduction.....	1
2.0 Scope of Work	2
Task 1 – Mobilization/Demobilization	2
Task 2 – Field Activities	2
Rapid Reconnaissance Survey	2
Mapping and Characterization Survey.....	2
3.0 Project Schedule.....	3
4.0 Resources	3
5.0 HSSE Overview	4
6.0 Rates and Payment Schedule	5
7.0 Proposal Terms	5

1.0 INTRODUCTION

CSA Ocean Sciences Inc. (CSA) is pleased to submit this technical and commercial proposal to Taylor Engineering, Inc. (Taylor) to conduct a Benthic Resource Site Investigation Survey at designated locations within Biscayne Bay near Baker's Haulover Inlet in Miami, Miami-Dade County, Florida, in preparation for a potential rerouting of the Intracoastal Waterway (ICWW) between just north of Haulover Inlet and Broad Causeway (**Figure 1**). Sensitive benthic resources, including submerged aquatic vegetation (SAV), corals, colonized hardbottom, and oyster reef may exist within the three alternative routes under consideration (shown in green in **Figure 1**). A Benthic Resource Site Investigation Survey is requested to identify and map benthic resources in the project area to support selection of the alternate ICWW route option and alignment that would result in the least impact to benthic resources. The survey will take place during the summer of 2023.

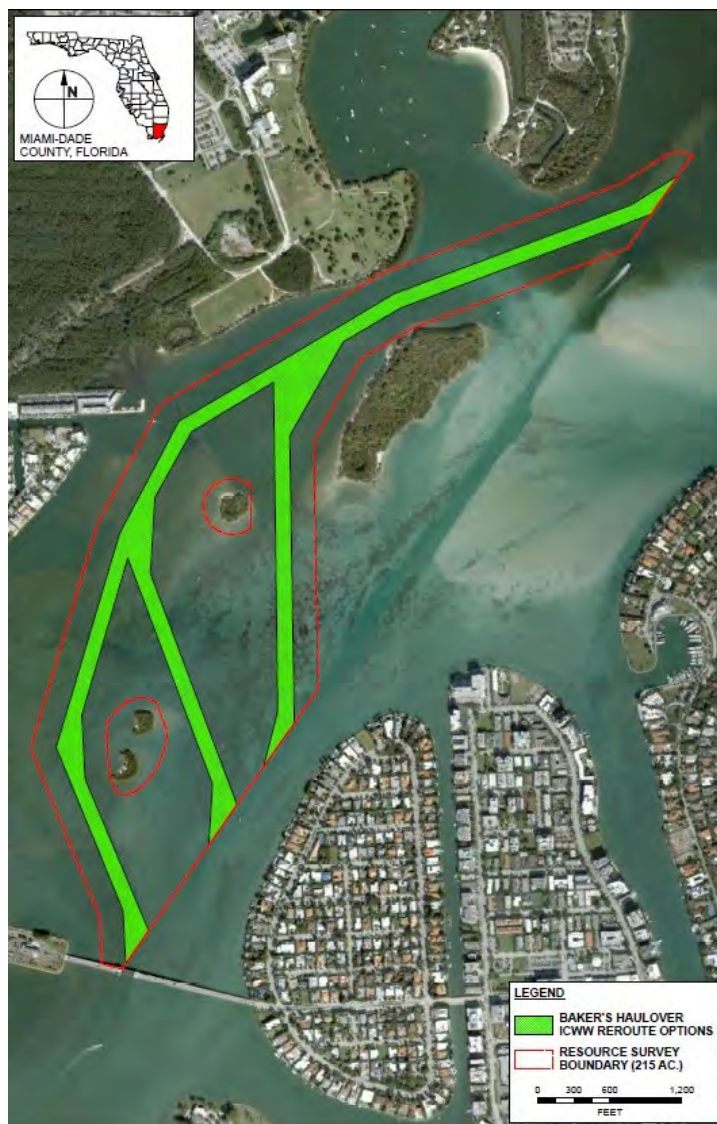


Figure 1. Baker's Haulover Inlet Benthic Resource Site Investigation Survey area in Miami-Dade County, Florida.

2.0 SCOPE OF WORK

CSA will provide experienced American Academy of Underwater Sciences (AAUS)-certified marine biologists with expertise in benthic resources surveys to conduct the Benthic Resource Site Investigation Survey for the Baker's Haulover Inlet Rerouting Project. The survey will be carried out by explicitly following the time frame and methods described in this Scope of Work and also the Project Schedule (**Section 3**) section of this proposal. The following tasks and associated activities will be conducted.

TASK 1 – MOBILIZATION/DEMobilIZATION

All project management, Health, Safety, Security, and Environment (HSSE) duties and requirements, an internal kickoff meeting, and mobilization/demobilization of CSA equipment and personnel from our headquarters in Stuart, Florida to and from the project area are included in this task.

TASK 2 – FIELD ACTIVITIES

CSA will provide all field supplies, equipment, personnel, and services required to perform the survey. This includes the vessel and vessel operator, and three AAUS certified biologists experienced in conducting benthic surveys of all Florida seagrasses, local macroalgae, and corals to conduct the Rapid Reconnaissance Survey and Mapping and Characterization of Benthic Resources Survey.

The survey area will include a buffer region of at least 61 m (200 feet) surrounding the preliminary channel alignments, with a total survey area of approximately 215 acres (**Figure 1**). Due to the high weekend traffic in the project area, all field surveys will be conducted from Monday to Friday to mitigate HSSE concerns.

This task includes labor (12-h day), survey vessel and equipment, dockage, hotel, and per diem for a 5-day campaign comprising Rapid Reconnaissance and Mapping and Characterization Surveys.

Rapid Reconnaissance Survey

The Rapid Reconnaissance Survey will focus on identifying locations within the project area most likely to contain sensitive benthic resources. Side-scan sonar (SSS) (Humminbird 1198c SI/ AS GR50) accompanied by diver tows and diver reconnaissance swims will be conducted along pre-plotted transects parallel to the realignment routes to map presence/absence of seagrass, macroalgae, and hardbottom within the project area. Towed video will be viewed and analyzed in real-time concurrently with SSS to aid in the identification of benthic species (i.e., distinguish between seagrass and macroalgae). Points of interests and benthic resource start/stop points will be saved in the hydrographic survey software (Hypack) on board the vessel and used to direct the Mapping and Characterization Survey.

Mapping and Characterization Survey

Mapping and Characterization Survey activities will be conducted in areas where benthic resources were observed during the Rapid Reconnaissance Survey. Divers will utilize Shark Marine technology (a diver-held submersible GPS) to delineate benthic resources within the project area. A second experienced biologist will concurrently conduct a qualitative visual assessment of benthic resources augmented by collecting qualitative video and/or photo documentation. Quantitative assessments are not within the scope of this survey and thus will not be conducted at this time.

Task 3 – Data Analysis and Reporting

CSA's benthic resource specialists and geospatial technicians will work in conjunction with one another to compile and analyze the georeferenced field data. Data points and track lines from the Hypack software and Shark GPS will undergo a joint Quality Control process before being incorporated into Esri ArcGIS to create georeferenced baseline habitat maps showing the location and areal extent of benthic resources within the project area.

A draft survey report detailing the survey methodology and findings, including georeferenced habitat maps and narrative descriptions of the benthic resources encountered, will be provided within 45 days after the completion of all field activities. Final deliverables will include draft and final reports in PDF format, GIS shapefiles, and photo/video data and will be provided within 90 days of completion of field work in electronic format. Preparation of hard copies and CD is not included in this proposal.

3.0 PROJECT SCHEDULE

Table 1. Anticipated schedule for the proposed Benthic Resource Site Investigation Survey.

Task	Description	Est. Days	Week											
			1	2	3	4	5	6	7	8	9	10	11	12
1	Mobilization/Demobilization	1												
2	Field Survey	5												
3	Draft Survey Report	45												
	Final Report & Deliverables	90												

4.0 RESOURCES

Table 2. Resources required to carry out the proposed scope of work.

Personnel		Quantity
Vessel Captain		1
AAUS certified divers		3
GIS Analyst		1
Operations Manager		1
Equipment		Quantity
CSA vehicle		1
CSA vessel and trailer		1
Hypack system		1
Vessel computer		1
Humminbird 1198c SI/ AS GR50 SSS unit		1
Towed Video System		1
Diver Navigation & Sonar System		1
Scuba Equipment Set		1
Scuba Tanks		20

5.0 HSSE OVERVIEW

As a leading international marine environmental consulting firm, CSA attaches great importance to its Health, Safety, Security, and Environment (HSSE) Management System to protect human health, avoid and prevent incidents and injuries, and minimize impacts to the environment. CSA emphasizes the importance of HSSE for every activity and provides the resources, knowledge, and training necessary for staff to meet HSSE objectives, including Stop Work Authority for all staff if a safety uncertainty arises. CSA's commitment to safety is reflected in the daily activities of its personnel as well as the personal involvement from management in support of the HSSE Management System.



In recognition of this commitment to safety, CSA was the recipient of the prestigious “America’s Safest Companies Award” by EHS Today magazine (November 2019). This corporate award honors companies that clearly demonstrate their commitment to employee safety and health, environmental management, and risk control and have been deemed America’s Safest. To be considered one of America’s Safest Companies, a company must demonstrate transformational EHS leadership in the form of support from management and employee involvement; innovative solutions to safety challenges; injury and illness rates significantly lower than the average for their industry; comprehensive training programs; evidence that prevention of incidents is the cornerstone of the safety process; excellent communication internally and externally about the value of safety; and a way to substantiate the benefits of the safety process.



CSA is also a recipient of the “Sunshine State Safety Recognition Award” from the University of South Florida for employee and management emphasis on safety (March 2017). The Sunshine State Safety Recognition Award serves as validation of a company’s achievements and track record.

CSA is committed to achieving standards, including:

- Maintaining PEC Safety SafeGulf, SafeLandUSA, and H2S Clear certifications, and providing trained, professional safety personnel for offshore environmental monitoring and marine activities;
- Organizational Member of the American Academy of Underwater Sciences (AAUS) and the Scientific Boating Safety Association (SBSA);
- Utilizes a Safety and Environmental Management System (SEMS) approach to safety program administration;
- ISO 9001:2015 certified for quality management standards. We are continuing our commitment to achieving ISO 45001:2018 and ISO 14001:2015 conformance standards;
- CSA’s HSSE Manager is ISO 90001:2015 Lead Auditor Certified and a PEC Learn SafeGulf/SafeLand/H2S Certified Instructor;
- ISNetworld Member Contractor for environmental consulting;
- DISA Member; and
- Low rolling Total Recordable Incident Rate of 0.0 and Experience Modifier Rate of 0.82.

6.0 RATES AND PAYMENT SCHEDULE

Task #	Project Task Name	Terms	Unit Rate	Qty	Total	Payment Schedule
Task 1	Mob/Demob	Lump Sum	\$ 8,160	1	\$ 8,160	Monthly; Net 30
Task 2	Field Activities	Lump Sum	\$ 9,360	5	\$ 46,798	Monthly; Net 30
Task 3	Data Analysis and Reporting	Lump Sum	\$ 6,286	1	\$ 6,286	Monthly; Net 30
TOTAL					\$ 61,244	

7.0 PROPOSAL TERMS

CSA's commercial proposal price calculations are based on "General Terms" and "Project-specific Terms," listed below. If Taylor (Client) has issues with any of these items, CSA reserves the right to modify its original proposal price in order to meet any cost increase arising from any modifications requested by the Client.

This proposal contains privileged, confidential, and/or proprietary information intended for a specific individual and purpose. Any distribution or use of this communication by anyone other than the intended recipient is strictly prohibited and may be unlawful.

CSA is certified by TRACE International Inc. and conducts business ethically and in compliance with the U.S. Foreign Corrupt Practices Act, U.K. Bribery Act, and other anti-bribery legislation. CSA has implemented and strictly adheres to anti-bribery, anti-corruption, and third-party risk management corporate policies and procedures (<https://www.traceinternational.org/>). CSA holds these standards in high regard and expects the same from its clients and subcontractors.

General Terms

- Consequences due to coronavirus HSSE have not been included but may result in contingency, including government-imposed quarantine, testing, and other unforeseen impacts.
- All staff will conform to CSA's coronavirus mitigation protocol. Any other required protocol(s) will be reconciled via a bridging document reflecting the more conservative approach among plans.
- The services described in this proposal are consistent with the Client or Regulatory Document, as well as CSA's experience providing the proposed services under both typical and atypical situations.
- CSA will endeavor to perform the services and accomplish the objectives within the estimated price and schedule, but in no event shall CSA's estimate be interpreted as a not-to-exceed or fixed priced unless expressly stated otherwise.
- Quoted rates are valid for 90 days after the date of the proposal.
- Prices are quoted and payable in U.S. Dollars.
- Prices are exclusive of VAT, withholding taxes, any local or national taxes, fees, and/or licenses.
- Should withholding tax be applicable, our price would increase accordingly.
- Any additional costs incurred for express services, including priority visas, will be charged at cost +15%.
- Any unspecified costs for third-party services will be billed at cost +15%.
- Payment is due within 30 days of invoice unless otherwise stated in contract.
- Services are subject to availability of personnel and equipment at time of the award.

- If CSA is required to exceed its original estimate for any reason, the Client may redefine the scope of services by submitting a change order to accomplish their budgetary objectives.
- A mutually agreed upon contract must be executed by both parties before any commencement of work, unless CSA receives a formal “Notice to Proceed.” A “Notice to Proceed” template is available upon request.

Project-specific Terms

- Once CSA receives a formal “Notice to Proceed” or a fully executed contract, a mobilization time of 2 weeks will be required before beginning any on-site work.
- Pricing associated with escalation will be negotiated at the time of contract award.
- Mobilization/demobilization includes: project management, internal kickoff meeting, equipment setup, testing, travel expenses (transportation and fuel), labor during travel to and from project location and vessel mobilization/demobilization
- Field day includes: labor, equipment, dockage, fuel, accommodations, per diem.
- Any presentations and meetings will be provided at additional expense.
- Technical assistance, should any be required, will be provided by CSA at an additional cost to Client.

Vessel and Client Vessel

- Vessel prices do not include fuel or lube unless otherwise specified.

Equipment

- If any proposed equipment becomes unavailable, CSA reserves the right to substitute or replace the equipment with suitable alternatives. If substituting the equipment results in a price increase, then CSA will be required to obtain Client written approval prior to placing said equipment in service.

Positioning and Geophysical

- CSA will utilize WGS 84 UTM geodesy and Esri data formats in all geospatial products unless otherwise specified at project outset by the Client; subsequent conversions to other formats and geodesy are provided at an additional cost to the Client.
- CSA’s geospatial products are not Signed and Sealed by a Professional Land Surveyor unless specified at project outset by the Client; this certification is provided at an additional cost to the Client.

Contingency

- Weather contingency is not included in the proposed prices.

Client Responsibilities

- Project technical details, pertinent information necessary for the Project Description section and other requirements will be provided to CSA in sufficient time to allow assessment and effective integration into project planning, pricing and execution. Delays in providing information that results in changes to project planning and execution may result in additional costs to the Client.

Reporting

- Price for preparing deliverables is based on a single draft and final document addressing a single set of Client comments for each deliverable.
- The Final Summary Report will be provided in English; translation is not included in the price.
- All deliverables will be provided electronically, pricing for preparation of hard copies is not included.

End of submittal. This page is intentionally blank.

Sub-Contractor Proposal
Sonographics, Inc.

SONOGRAPHICS

Remote Sensing Excellence

May 1, 2023

Ken Craig
Taylor Engineering, Inc.
10199 Southside Blvd., Suite 310
Jacksonville, FL 32256

Proposal for Haulover Reroute Sub-Bottom Profiler Survey of approximately 105-line miles near Haulover Inlet Miami Dade County, FL.

SCHEDULE OF EQUIPMENT, OPERATORS AND OBSERVERS:

EdgeTech Full Spectrum Sub-Bottom System SB-216S with Digital Storage.
Hypack Navigation Software and Computer System.
Differential Global Position System.
Marine Geophysicist / Operator / Technician.
Navigation System operator and Vessel Captain.
Single Beam Hydrographic echo sounder and motion compensator
Survey Vessel.

SCHEDULE OF DELIVERABLES:

- 1) Digital sub-bottom profiles adjusted to elevation of each survey line as HTML/PNG files.
- 2) Isopach of sediment thickness over consolidated material as XYZ and DXF files.
- 3) Survey Track Line Map.
- 4) Hydrographic contour and XYZ file.

SCHEDULE OF COSTS:

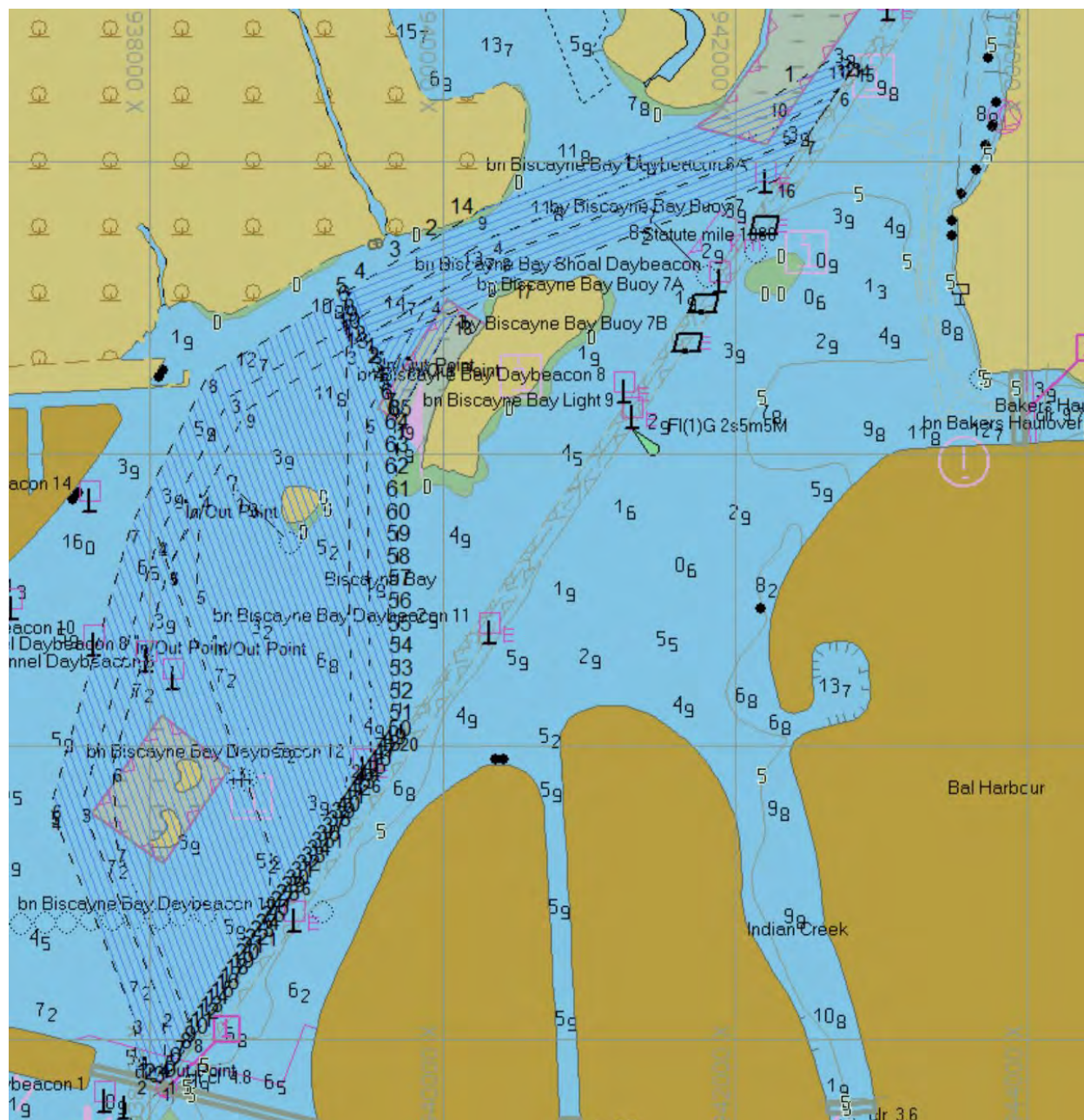
For surveying:
A 20-foot spaced grid of approximately 105 survey line miles.
Mobilization, demobilization, and weather contingency.

Total for Survey, and Deliverables: \$ 35,677.00

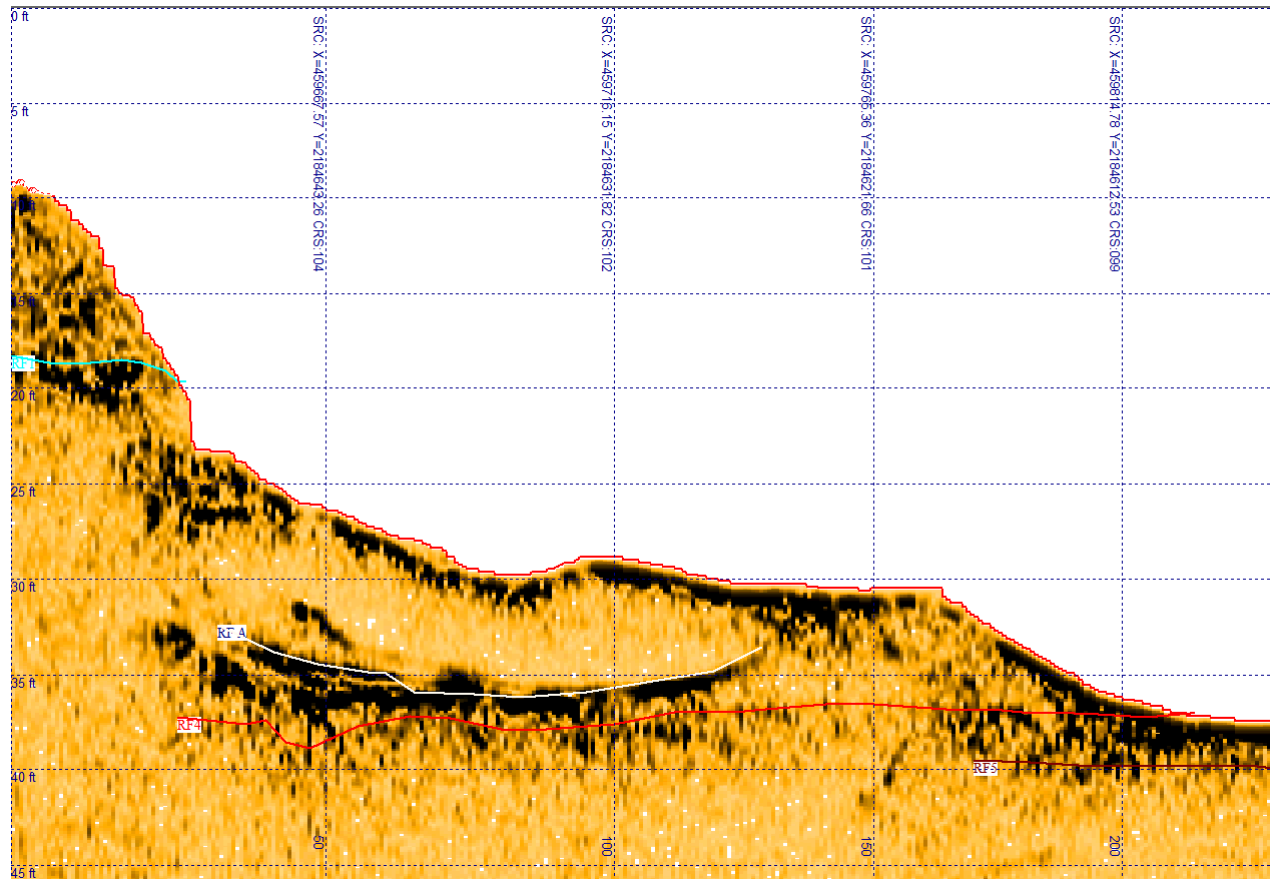
The above quotation includes per diem expenses, transit, freight, and expendables.
This quotation is contingent on availability of equipment and personnel at the time of contract award.

Sincerely,

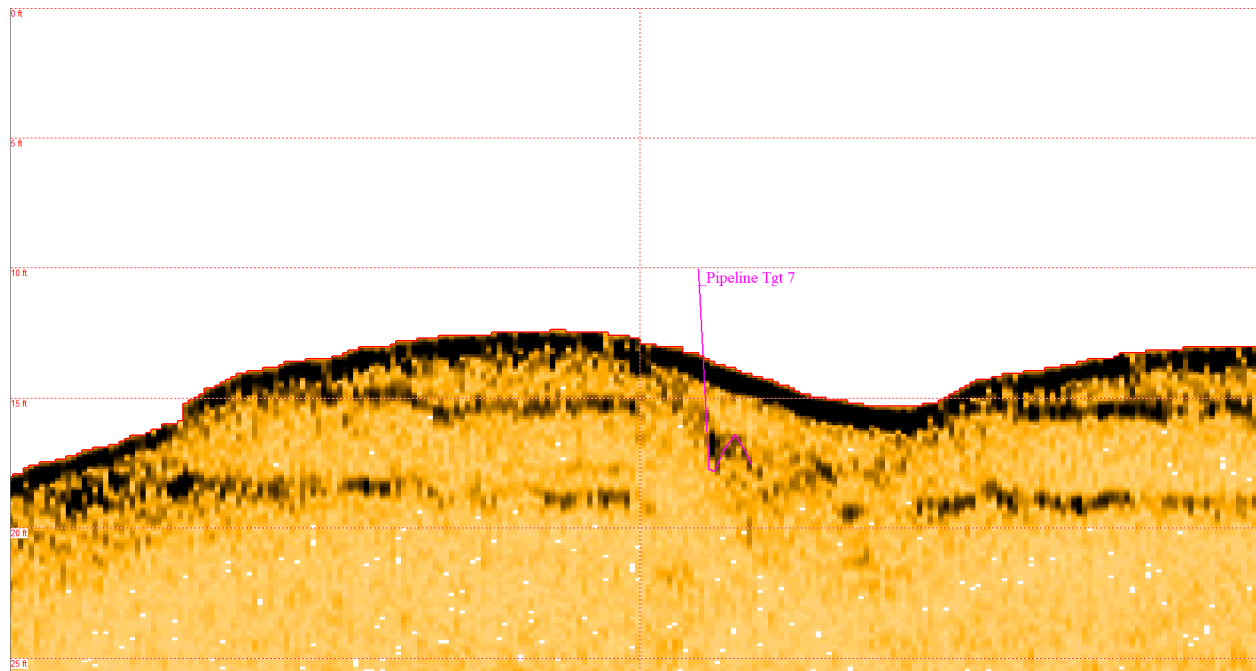
**F. N. "Rick" Horgan
SONOGRAPHICS, INC.**



Potential survey grid depicted at 50 ft. spacing. Crossing or tie lines would be selected based on the results of the initial survey. The proposed grid is at 20 ft. spacing.



Example of SB-216S Sub-bottom Profiler in St Johns River, FL.



Example of SB-216S Sub-bottom Profiler in ICWW Palm Beach, FL.

**AMENDMENT NUMBER 1 TO
MATERIAL REMOVAL AGREEMENT
BETWEEN
PALM BEACH COUNTY
AND FLORIDA INLAND NAVIGATION DISTRICT**

THIS AMENDMENT TO THE AGREEMENT is made and entered into on this _____ day of _____, 2023 by and between FLORIDA INLAND NAVIGATION DISTRICT, an independent special taxing district of the State of Florida, hereinafter referred to as “DISTRICT,” and PALM BEACH COUNTY, FLORIDA a political subdivision of the State of Florida, hereinafter referred to as “COUNTY.”

WITNESSETH:

WHEREAS, the parties entered into an Agreement dated August 23, 2022 (R2022-0884) wherein the District is paying the County to remove spoil material from the Dredge Material Management Area Peanut Island (DMMA PI); and

WHEREAS, the parties desire to amend the Agreement to change the payment structure as described below;

NOW, THEREFORE, in consideration of the mutual covenants, promises and representation herein, the parties agree as follows:

1. Section 3, PAYMENT, of the Agreement, is hereby replaced in its entirety as follows:
 - a) DISTRICT shall pay COUNTY per cubic yard of material removed to cover a portion of the estimated costs for removing the spoil material from the DMMA PI and relocating to the Project site. The cost to the DISTRICT will not exceed \$3,500,000 or \$20 per cubic yard of material removed, whichever amount is less. The total payment is based on an estimated 164,000 cubic yards of spoil material to be removed.
 - b) Upon execution of this Agreement, DISTRICT shall pay COUNTY \$3,247,200 as a deposit toward the final removal cost. COUNTY may immediately apply the deposit toward the cost of the project.
 - c) Upon completion of the project, COUNTY shall deliver to the DISTRICT a certified tally sheet of the volume of spoil material removed from PI in order to calculate the final removal cost and any remaining fees to be paid to COUNTY or refund to be paid to DISTRICT.
 - d) COUNTY shall pay DISTRICT an administrative removal fee in the amount of \$0.20 per cubic yard of material removed. The COUNTY acknowledges that any removed

material shall only be utilized for the Project. Upon completion of the project, the COUNTY shall deliver to the DISTRICT a certified tally sheet of the volume of spoil material removed from PI in order to calculate the final removal cost.

- e) COUNTY shall make any and all payments due hereunder to DISTRICT at the address set forth below unless otherwise notified by DISTRICT in writing:

FLORIDA INLAND NAVIGATION DISTRICT
ATTN: EXECUTIVE DIRECTOR
1314 MARCINSKI ROAD
JUPITER, FL 33477-9427

- f) COUNTY shall pay all administrative removal fees without demand as required to be paid by COUNTY under this Agreement.

- 2. All other terms and conditions of the Agreement shall remain in full force and effect.

IN WITNESS WHEREOF, the parties hereto have executed this Amendment to the Agreement on the day and year first written above.

APPROVED TO FORM AND
LEGAL SUFFICIENCY

AS TO LANDLORD:
FLORIDA INLAND NAVIGATION DISTRICT

Peter L. Breton, Esq., General Counsel

J. Carl Blow, Chair

DATED: _____

DATED: _____

ATTEST:
Joseph Abruzzo
Clerk of the Circuit Court & Comptroller
Palm Beach County

AS TO COUNTY:
Palm Beach County, a political subdivision
of the State of Florida

BY: _____
DEPUTY CLERK

BY: _____

NAME: Gregg K. Weiss

TITLE: MAYOR

DATED: _____

APPROVED AS TO FORM AND
LEGAL SUFFICIENCY

APPROVED AS TO TERMS
AND CONDITIONS

BY: _____
Shannon Fox
Assistant County Attorney

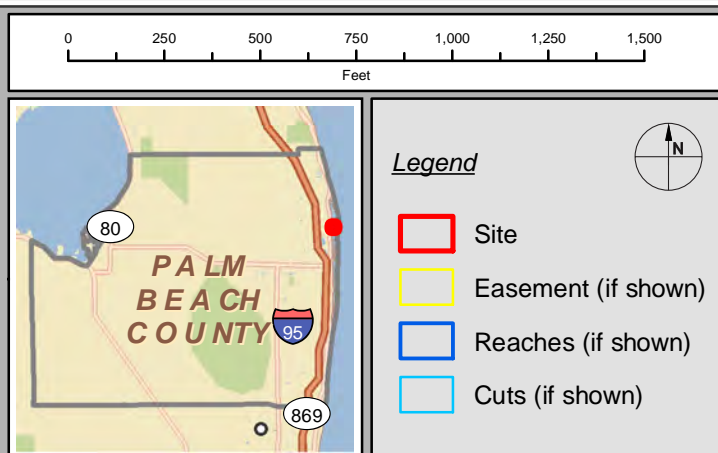
BY: _____
Deborah Drum, Department Director
Environmental Resources Management

DATED: _____

DATED: _____



Site	PB-PI
Common Name	Peanut Island
County/City	Palm Beach/Unincorporated
Geographic Proximity	Lake Worth Inlet
Acquisition Dates	12/6/1991
Status	Constructed; 50-04766-P
Year Constructed	2001/2003
Reach/Cuts	PB-III / P-32 to P-50
Site Acres	121.1
Basin Acres	16.93
Design Capacity (cy)	365,000





MEMORANDUM

TO: Mark Crosley, Executive Director

FROM: Jon C. Moyle, Jr. 

DATE: May 8, 2023

RE: Post Session Report on Florida Legislative Activity and Bills of Interest

GENERAL OVERVIEW OF 2023 LEGISLATIVE SESSION

For the first time in a number of years, this year's regular sixty-day 2023 legislative session concluded on time, with the House and the Senate holding the traditional sine die ceremony to mark the end of the regular legislative session as scheduled late in the morning of May 5, 2023.

The 2023 session will largely be remembered as one in which the influence and will of Governor Ron DeSantis was instrumental in ensuring that key issues about which he had strong views made it through the legislative process. The list of legislative victories for the Governor, and the leadership in both the House and the Senate was long and substantial. Those legislative wins can briefly be summarized as follows:

- **Budget:** The only bill that the Legislature is required to pass each year, the fiscal year 2023-24 budget, was approved last Friday in the amount of \$117 billion dollars, a new record for the state, and an increase of approximately 6% from the prior budget. The state's revenues are robust, which provided ample cushion to increase the state's budget.

- **Tort reform:** Major changes include not allowing a plaintiff to recover the plaintiff is more than 50% at fault for an accident; the legislation also reduces the time limit, i.e., the statute of limitations, in which a negligence lawsuit can be filed.
- **Death Penalty Reform:** No longer requires a unanimous jury vote to impose the death penalty but permits the death penalty if 8 of 12 jurors vote to impose the death penalty.
- **Voucher Expansion:** The permissible use of education vouchers was expanded and may now be used at private schools and for home schooling.
- **Right to Carry Without a Permit/Licensure:** The Legislature repealed a law that required an individual to apply for and obtain a state permit to conceal and carry a firearm in Florida.
- **Affordable Housing:** Significant efforts to increase affordable housing, including funding affordable housing, were put in place to address the lack of affordable housing in many areas in the state.
- **Abortion:** The Legislature reduced the time period during which an abortion could be legally sought from 15 weeks to six weeks and added exceptions for rape or incest.
- **Election Legislation:** The Legislature passed an election bill which contained a number of technical compliance requirements, but also changed the current law so that Governor DeSantis will not be required to resign as Governor to run for the Presidency.

- **Immigration:** The Legislature approved immigration law changes, which included authorization for the state to continue efforts to relocate immigrants, as was done last summer with a well-publicized relocation of immigrants from Texas to Martha's Vineyard.
- **Reauthorization of the Florida State Guard:** The Florida State Guard, previously created to assist with emergencies, was fortified with approximately 100 million dollars and charged with protecting Floridians from threats to public safety.
- **Tax Exemption and Holiday Legislation:** The Legislature again passed a significant tax cut package, with a 14 day back to school tax holiday from July 24 through August 6, a two week disaster preparedness tax timeout from May 27 to June 9, and a 3 month sales tax holiday recreational tax relief period from May 29 to September 4, which includes no sales tax on boating and water activity, outdoor supplies and fishing equipment.

The firm monitored and worked on issues of interest to FIND during the session, such as legislation that could impact special districts, navigation and anchoring, mangrove and seagrass re-establishment, port operations and dredging, and other items of interest. Below is an updated list of the bills monitored for FIND and the status of each bill at the end of the legislative session.

ISSUES AND BILLS OF INTEREST

HB 37/SB 774 Financial Disclosures for Local Officers: Requires specified local officers to file full & public disclosure of financial interests; excludes specified local officers from

Mark Crosley
May 8, 2023
Page 4

requirement to file statements of financial interests. The House bill has passed two of three committees and the Senate bill has passed all its committees. **PASSED.**

SB 100/HB 561: Mangrove Replanting and Restoration: Requires DEP to adopt rules for mangrove replanting & restoration; provides rule requirements. FIND has undertaken efforts clarify to ensure that authorized rulemaking will not result in mangrove replanting and restoration in the channel of the Intracoastal Waterway. The Senate bill passed its first committee of reference, and the House bill has not yet been heard in committee. **FAILED.**

SB 172/HB 177: Safe Waterways Act: Citing this act as the “Safe Waterways Act”; requiring, rather than authorizing, the Department of Health to adopt and enforce certain rules; directing the department to require closure of beach waters and public bathing places under certain circumstances; including public bathing places in an existing preemption of authority to the state pertaining to the issuance of such health advisories and an existing notification requirement; providing that municipalities and counties are responsible for maintaining the health advisory signs around affected beach waters and public bathing places that they own; requiring the department to establish a public statewide interagency database for a specified purpose, etc. The Senate bill has not been heard in committee and the House bill will be heard in its first committee of reference today, April 3. **FAILED.**

SB 84 Water Safety: Requiring a state park to have a certified lifeguard on duty at designated swimming areas within the park during certain timeframes; requiring the Department of Environmental Protection to install a water rescue station at each designated swimming area; requiring comprehensive age-appropriate and developmentally appropriate K-12 instruction on water safety, etc. This bill has not been heard and does not have a House companion bill.

FAILED.

HB 261/SB 728: Boating Safety: Removes provision that exempts persons born before specified date from having certain identification & documentation in their possession while operating vessel; requires liveries to include pre-rental or pre-ride instruction on proper use of floatation devices; removes requirement that liveries obtain & carry insurance coverage for vessel renters. Neither bill has been heard in committee. Both of these bills are moving successfully through the committee process. **FAILED.**

SB 724/HB 1181 Seagrass Restoration Technology Development Initiative: Establishing the Seagrass Restoration Technology Development Initiative within the Department of Environmental Protection; providing for funding; requiring the creation of a 10-year Florida Seagrass Restoration Plan; establishing the Initiative Technology Advisory Council as part of the initiative, etc. Both bills have passed their first committees of reference. **PASSED.**

HB 1491/SB 1666 Marine Encroachment on Spaceflight and Military

Operations: Encourages sharing of information about community grants through federal programs to facilitate compatibility & resiliency of community planning & activities & mission of military installation or range; requires law enforcement agency or entity to report establishment of temporary protection zone to appropriate port authority; requires port authority to direct licensed state pilot or certificated deputy pilot to hand deliver written notice of such establishment & related penalties to operators of certain vessels; requires such operators to sign & return such notice to state pilot or deputy pilot. The Senate bill has been considered favorably in committee, but that House bill has not. **FAILED.**

HB 1489/SB1686: Designation of Brevard Barrier Island Area as Area of Critical State

Concern: Designates Brevard Barrier Island Area as area of critical state concern; provides

Mark Crosley
May 8, 2023
Page 6

guiding principles for development within area; provides for removal of designation. Both bills have been heard and passed in their first committee of reference. **PASSED.**

SB 448/HB549: Operating Vehicles and Vessels Under the Influence: Revising conditions under which a person commits the offense of driving under the influence or boating under the influence, respectively; revising a condition that must be met before a person arrested for driving under the influence or boating under the influence, respectively, may be released from custody; defining the term “impairing substance”; adding specified grounds for issuance of a search warrant, etc. Neither bill has been heard in committee. **FAILED.**

HB 1103/SB1314 Boating-restricted Areas: Authorizes counties & municipalities to establish within certain portions of Florida Intracoastal Waterway slow speed, minimum wake and boating-restricted areas within specified distance from private or public marina pumpouts. Both bills have been heard and passed in their first committee of reference. **FAILED.**

CS/CS/HB 847: Vessel Regulations:

Vessel Regulations: Authorizes counties & municipalities to establish boating-restricted areas for certain sewage pump-out stations within specified distance of Florida Intracoastal Waterway marked channel; removes provision authorizing local governments to require permitting for certain floating vessel platforms; revises conditions under which local governments may require one-time registrations of floating vessel platforms. **PASSED.**

HB 1385/SB 1502: Vessel Owner and Operation Requirements: Revises anchoring limitation areas in certain sections of Biscayne Bay in Miami-Dade County; revises timeframe during which person may anchor vessel in anchoring limitation area within which such anchoring would otherwise be unlawful; requires law enforcement officers to conduct national criminal background checks for vessel owners who are issued citations for specified violations. The

Mark Crosley
May 8, 2023
Page 7

Senate bill passed its first committee, but the House bill has not yet been heard in committee.

FAILED.

SB 1640: Installation of Waterway Markers: Revising the application requirements for marking certain waters of this state; requiring all waterway markers to be affixed to certain structures or buoys beginning on a specified date; requiring state and local governmental entities to conform to such requirements by a specified date, etc. This bill, which does not have a House companion bill, has not been heard in committee. **FAILED.**

HB 847/SB 1082: Floating Vessel Platforms and Floating Boat Lifts: Provides that specified structures associated with docks on parcels of land create presumption of compliance with certain environmental impact requirements. Both the House and Senate bills are moving through the committee process. **PASSED.**

SB 546/HB 641: Restoration of Osborne Reef: Requiring the Department of Environmental Protection to submit a status report on the Osborne Reef cleanup and tire removal project to the Legislature by a specified date; requiring the department to develop a restoration plan for the reef by a specified date; providing requirements for the restoration plan; requiring the department to submit a report to the Legislature upon completion of the plan. The Senate bill passed its first committee of reference today and the House bill has passed all its committees and is on second reading in the full House. **PASSED.**

CONCLUSION

If have questions, concerns, or need additional information about any of the bills identified in this report, please let me know. I enjoyed and appreciated the opportunity to work with you, Janet Zimmerman, and Peter Breton on key issues during the 2023 general legislative session.

The logo for Thorn Run Partners, featuring a stylized map of the United States with the text "THORN RUN PARTNERS" and "GOVERNMENT RELATIONS" below it.**THORN RUN PARTNERS**

GOVERNMENT RELATIONS

May 5, 2023

Monthly Report for the Florida Inland Navigation District

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

FROM: Jim Davenport, Partner

House Appropriations Committee Chair Kay Granger (R-TX) plans to hold Subcommittee markups on May 17-18 and June 7-8, and full Committee markups on May 23-25 and June 13-15. From what we understand, the House Energy and Water Appropriations Bill will be one of the first bills considered by the Committee. This means we should know by early June whether the Intracoastal Waterway funding requests submitted by Reps. Mast and Posey are included in the House Energy and Water Appropriations bill. As you recall, Mast submitted a \$2 million request and Posey submitted a \$2.5 million request for the IWW.

Any funding received via the Mast and Posey requests would be in addition to the \$4+ million that the IWW is slated to receive from the administration's FY 2024 budget request. The administration's request, submitted in March, would provide \$7.4 billion in base discretionary funding, down by about 14 percent from FY 2023 base discretionary enacted level of \$8.7 billion. However, combined with \$1 billion for operation and maintenance and \$500 million for construction already apportioned for 2024 from the Bipartisan Infrastructure Law (BIL), the Corps would receive a total of \$8.9 billion.

While the appropriations process gets underway, President Joe Biden will meet next week with House Speaker Kevin McCarthy (R-CA), Minority Leader Hakeem Jeffries (D-NY), and Senate Leaders Chuck Schumer (D-NY) and Mitch McConnell (R-KY) to try to figure out a path forward for raising the debt ceiling to avert a default at the end of the month. However, it remains to be seen if there will be interest in bipartisan cooperation to provide the U.S. with more borrowing power following next week's leadership meeting.

Please contact me with any questions.