

West Coast Inland Navigation District

Strategic Plan
2017 – 2021



To preserve and enhance the commercial, recreational,
and ecological values of District Waterways

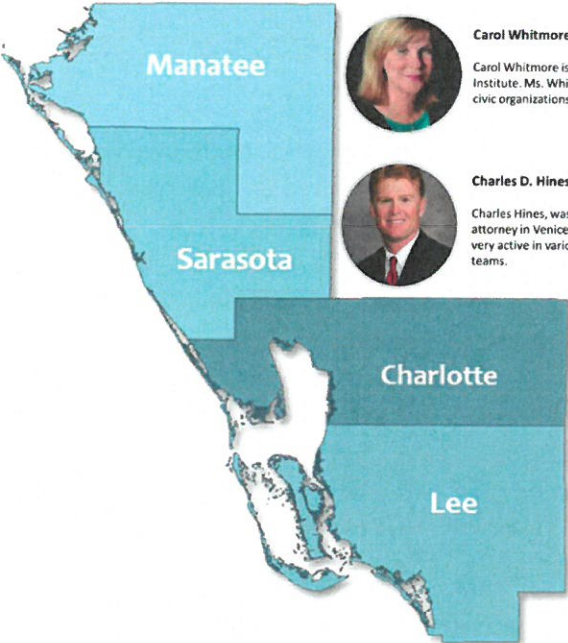
Prepared for:

West Coast Inland Navigation District

Justin McBride, Executive Director

Venice, Florida

District Commissioners:



Manatee

Sarasota

Charlotte

Lee

Carol Whitmore \ Manatee County Commissioner

Carol Whitmore is a native of Michigan, and she is a graduate of Manatee Technical Institute. Ms. Whitmore has ably filled a variety of executive roles in a wide range of civic organizations and government bodies in and around Manatee County since 1991.

Charles D. Hines \ Sarasota County Commissioner

Charles Hines, was elected to the Sarasota County Commission in 2012. Mr. Hines is an attorney in Venice and has been practicing law for 22 years in Sarasota County. He is very active in various civic organizations, and has coached numerous youth sports teams.

Stephen R. Deutsch \ Charlotte County Commissioner

Stephen R. Deutsch is currently serving his second term as Vice Chairman of the Board of the Charlotte County Commission. A graduate of Wagner College, he also holds masters degrees from Springfield College and the University of Rhode Island. In addition to a successful career in business, Mr. Deutsch has held a wide range of public service positions since 1978.

Larry Kiker \ Lee County Commissioner

Larry Kiker liaison appointments include the Tourist Development Council, the Mayors Council, CREW, the Estero Bay Agency on Bay Management, and the Charlotte Harbor National Estuary Program. Previously, Mr. Kiker served on the Fort Myers Beach LPA and then on the Town Council for six years and proudly represented the Town first as Vice Mayor and then as Mayor for five years. He holds a MBA from Northeastern University in Boston, Massachusetts.

Prepared by:

Bob Swett and Nancy Montes

Boating and Waterway Planning Program,

Florida Sea Grant, University of Florida, Gainesville, Florida

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Mission

The mission of the West Coast Inland Navigation District (WCIND) is to preserve and enhance the commercial, recreational, and ecological values of the coastal waterways within Manatee, Sarasota, Charlotte, and Lee counties (the "District"). Since the WCIND's inception in 1947, the needs of the District's population and the demands on its waterways have changed. With the dramatic population increase in Southwest Florida, recreational boating use has intensified and urbanization has impacted water quality and coastal ecosystems. These changes have been accompanied by a deepening of our knowledge about the complex social, hydrologic, and ecological conditions of the coastal environment. Numerous economic and social benefits are associated with both navigable waterways and ecologically productive coastal ecosystems. In the WCIND's view, the two are inextricably linked.



Introduction

An estimated 1.6 million people, or 8% of Florida's population,¹ call the District their home. Many of these residents, along with a multitude of visitors, use the local waterways and shorelines for a variety of commercial and recreational purposes.

Marine related activities in 2013 were estimated to have generated 79,000 fulltime and part-time jobs, \$12.2 billion in revenues, and \$6.1 billion in value-added (GDP) in the WCIND region.²

The West Coast Inland Navigation District (WCIND) is a multi-county special taxing district (the "District") composed of Manatee, Sarasota, Charlotte, and Lee counties.

The number of registered vessels in WCIND counties accounts for 12% of all vessels registered in Florida (Figure 1). In 2016, there were over 110,350 boats registered.³ The transportation infrastructure used by resident boaters and those visiting the District includes the Gulf Intracoastal Waterway (GICW), along with 1,560 miles of channels and canals, most of which resulted from dredge and fill operations to create new land and were never intended to serve as a transportation network. To serve the needs of its four member counties, the WCIND helps to plan and implement waterway projects that promote safe navigation and the enjoyment of water-based activities, such as boating, fishing, and beach recreation.

District ecosystems and the waterways that traverse them are part of the broader southwest Florida coastal ecoregion. Within this context, WCIND programs are designed to enhance the regional economic base while preserving the environment and the quality of life within its member counties. WCIND goals address a gamut of issues at a regional scale that is both economically more efficient and ecologically more appropriate than at the individual county level. Programs include maintaining and enhancing public navigation channels and inlets, boating access facilities, waterfront

¹ <http://www.census.gov/quickfacts>

² Hodges, A.W., T.J. Stevens, and C.M. Adams. 2015. Economic contributions of marine industries in Southwest Florida. University of Florida. 29p.

³ <http://www.flhsmv.gov>

parks, and piers. The WCIND also provides leadership in waterway resource-based stewardship by encouraging boating safety and environmental education through the distribution of boaters' guides and waterway maps.

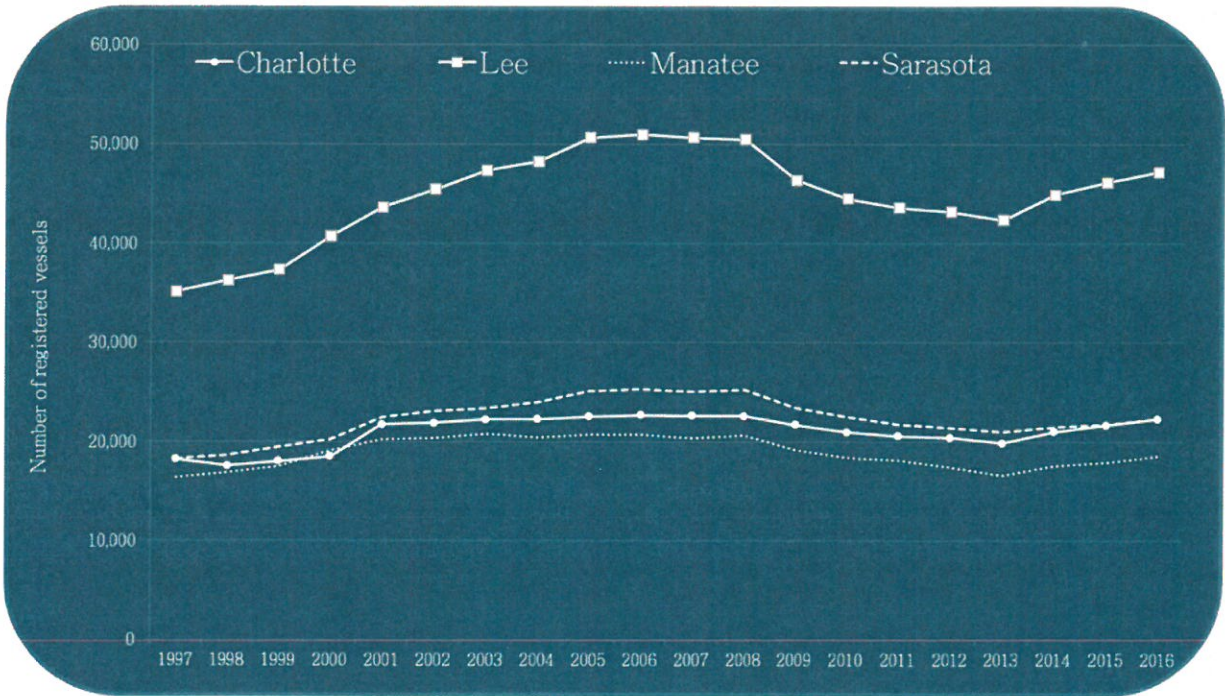


Figure 1. Trend of vessel registration in WCIND counties.

The relevance of WCIND's work continues to increase over time. It currently operates by assessing less than 20% of its statutorily allowable millage rate. In 2016, the millage rate set by the WCIND Board was .0394 mill. (.0394 dollars per \$1,000 of taxable property value). With reduced federal funding, the local sponsors of the Nation's inland navigation system are forced to shoulder a larger proportion of the costs to maintain its infrastructure. This means that a focused effort is required to accomplish the WCIND's current duties and responsibilities in an efficient and cost effective manner. This strategic plan reflects an effort to enable the WCIND to serve its member counties as a fiscally responsible community partner.



History of the WCIND

The Florida Legislature established the West Coast Inland Navigation District in 1947 (Chapter 23370, Florida Laws) to perform the duties of local sponsor to the U.S. Army Corps of Engineers (USACE). WCIND duties were to share the cost of planning, constructing, and maintaining a 152-mile long, 100-foot wide, and 9-foot deep Gulf Intracoastal Waterway (GICW) between the mouth of the Caloosahatchee River, near Ft. Myers, and the Anclote River, north of Tampa.^{4,5}

The GICW was intended to link natural deep-water sections of bays through a series of artificial channels, thereby providing for the safe passage of commercial goods and access to commercial fishing grounds. The GICW channel would run through six counties (Pinellas, Hillsborough, Manatee, Sarasota, Charlotte, and Lee) and the need for rights-of-way and dredge disposal areas existed along the entire length of the planned waterway. Waterway dredging began in 1960 and the GICW was completed in 1967, at which time the WCIND began maintenance activities.

The WCIND's mandate was broadened substantially in 1979 to include programs to improve and maintain public channels 'connected' to the GICW, as well as waters that make a significant contribution to waterway traffic or commerce. Additionally, the WCIND was enabled to assist and support member counties in planning and implementing navigation projects, waterway research, erosion and accretion studies, and environmental restoration projects.

In 1989, the WCIND was authorized to participate in a greater diversity of waterway-related activities, including the promotion of inlet management, and the posting and maintenance of channel markers and manatee protection speed zone signs. The WCIND also started to initiate programs to encourage boating safety and environmental stewardship through the dissemination of boater and waterway guides and resource maps. Recent legislation now allows the WCIND to partner with counties adjacent to its four-county region.

⁴ State of Florida, Department of State. 1990. Florida Administrative Code, Chapter 66A-1, West Coast Inland Navigation District, General and Procedural Rules. Retrieved on 07/25/2016 from <https://www.flrules.org/gateway/ChapterHome.asp?Chapter=66A-1>.

⁵ State of Florida, Department of State. 1990. Florida Administrative Code, Chapter 66A-2, West Coast Inland Navigation District, WCIND Waterway Development Program. Retrieved on 07/25/2016 from <https://www.flrules.org/gateway/ChapterHome.asp?Chapter=66A-2>.



Challenges and Requirements for 2017-2021

The next five years undoubtedly will hold many challenges for local, regional, and state agencies. Expected challenges include fiscal uncertainty associated with a new administration in Washington, the unknown complexities of environmental change, and the dynamics of collaborating with agencies that have differing mandates and scales of interest. Working together to overcome economic and bureaucratic hurdles requires patience, perseverance, and courage. The results of nonexistent or ineffective collaboration too often are resource waste, inefficiencies, and increased risk. Economic uncertainty frequently leads to reductions in the fiscal resources that government agencies need to accomplish their mission. At the same time, environmental change, whether from global climatic trends or the regional effects of population growth, poses direct and imminent challenges to coastal ecosystems.

Regardless of upcoming challenges, the WCIND cannot neglect its mandate—which addresses core economic and environmental interests of southwest Florida communities. During the next five years, the WCIND will work with its partners to implement creative, bold, and integrative approaches to overcome future challenges and to fulfill its mission.

The District's coastal waterways and infrastructure, along with the funding provided for their management, constitute a public trust managed by the WCIND and its Board of Directors. To sustain that trust and maintain the clarity of the WCIND mission will require continued institutional transparency and a thorough accounting of financial benefits and costs. WCIND, by managing and operating projects efficiently and conscientiously, has demonstrated that it is in a unique position to help improve the region's economic and environmental sustainability through its continued efforts to maintain the region's waterways. Cost-savings, improved safety, and environmental and economic benefits that stem from WCIND efforts, however, have not been adequately documented. To address this gap, the WCIND will better account for and communicate the various benefits its work provides. During the next five years, the WCIND also will continue to explore alternative strategies to augment its traditional funding source: the assessed millage contributions of member counties. For example, the WCIND will persist in its efforts to raise awareness among state and federal lawmakers of its mission, priorities, and goals. Its efforts to date have been received favorably and resulted in additional funding for the District from both state and federal coffers.

The WCIND, as always, will continue to focus on its legislated purpose: facilitating the planning, management, and maintenance of the GICW and its associated network of critical navigational infrastructure. To do so will require accurate and up-to-date information about biophysical and socioeconomic conditions that pertain to the District. The WCIND often relies on scientists and other professionals for advice as it develops plans, makes decisions, and creates policy. In doing so, the WCIND works with collaborators who use current and proven scientific methods. High quality, scientifically-based information is an important resource that enables the WCIND to achieve its goals with greater confidence, accuracy, and efficiency. Two such examples of this are the Geographic Information System Project and the Dredge Material Management Assessment. The District has collaborated with the University of Florida for the creation of a new GIS platform that will allow District staff to better manage all aspects of District operations. The WCIND is also working with one of the State's most well-respected Engineering firms to complete a full assessment of the GICW and District spoil areas to be used in long-term strategic planning. The WCIND will continue to rely on sound information provided by qualified scientists and professionals.

To make effective decisions, the WCIND and its partners must collaborate in ways that ease communication and establish positive, long-term working relationships. While the numerous benefits that derive from constructive collaboration are difficult to assess, ignoring this important challenge undermines the ability of institutions to serve their constituencies effectively. The WCIND's multi-county composition provides it with a unique and important role among local, state, and federal agencies that respond to local needs while coordinating with broader-scale concerns. During the next five years, the WCIND will continue to work to improve the efficiency of dredge permitting processes to meet environmental requirements and the concerns of local, state, and federal agencies. Increased permitting efficiency will allow local governments to maintain critical coastal infrastructure that is fundamental to their economic and security interests, while addressing environmental protection in a more consistent, affordable, and sustainable manner. The WCIND welcomes potential partnerships from agencies with an interest in working together to achieve shared goals.

The continued prosperity of the District depends on the ability of the WCIND and its partners to manage efficiently critical coastal resources, such as navigation channels and waterway access points, while addressing important security issues and ecological concerns. While economic and environmental changes are not always predictable, it is probable that disturbances will occur that are widespread, sudden, or even catastrophic. Resiliency determines the extent to which the District can recover and adapt to change so that the coastal infrastructure remains functional, productive, and ecologically viable. By increasing its resiliency as an institution, the WCIND will improve its ability to adapt to changes. Taken together, the above elements of creative thinking, alternative funding strategies, sound scientific information, positive collaborative relationships, and benefits accounting will strengthen the resiliency and the ability of the WCIND to manage adaptively.



Accomplishments

WCIND goals for its 2008-2016 strategic plan were organized within six priority areas as shown below. Priority areas encompass the broad range of the WCIND's responsibilities as mandated in Florida Statutes, Chapter 374 and Florida Laws 98-326.

WCIND Priority areas and goals for 2008-2016.



1. Project Management, Planning, and Resources

- Evaluate and implement improved project management techniques.
- Promote a planning framework that expands upon the RWMS and is consistent with an integrated waterway transportation system.
- Maintain currency in knowledge and information that is relevant to the WCIND mission.
- Maximize WCIND financial capabilities to accomplish projects and activities.



2. Waterways & Anchorages

- Maintain safe, navigable, and accessible waterways and anchorages.
- Respond rapidly to emergency situations affecting waterway safety and navigation.



3. Inlets

- Maintain safe navigation through District Inlets.
- Maximize the longevity of inlet navigation improvements.



4. Waterway Access Points & Land-based Infrastructure

- Promote adequate and safe access to District waterways.
- Ensure the safety and security of WCIND properties and ancillary infrastructure.



5. Education

- Promote safe boating and navigation.
- Promote environmental stewardship within the coastal and boating communities.
- Promote community recognition that dredged material is a valuable reusable resource.



6. Interagency Coordination

- Promote partnerships with government and non-government organizations to facilitate waterway planning and management.
- Collaborate with law enforcement and emergency providers to protect and safeguard the coastline and inland waterways.
- Coordinate with local, state, and federal legislators to maintain support for district programs and activities.
- Assist coastal communities prepare for and recover from natural disasters or other waterway emergencies.

From 2010 to 2015, the WCIND administered over \$30 million that was spent on more than 394 capital expense projects within the four-county District area. During this period, WCIND managed \$6 million more than during its previous planning cycle and funded 84 additional projects. Notable recent events include:

- Hiring of new Executive Director.
- Hiring of new Legal Counsel.
- Began project to transition and integrate all hard-copy maps to GIS platform with all available electronic data from the Florida Department of Environmental Protection (FDEP) and the U.S. Army Corps of Engineers (USACE).
- Airspace Agreement for Venice Property reached with Florida Department of Transportation.
- Addressed permitting issue with FDEP and USACE and 'consent to use' issues for docks and structures along the GICW (408 reviews).
- State administrative rule (62-330.411) issued for Charlotte County: *General Permit for Public Navigation Channel and Canal Infrastructure by the West Coast Inland Navigation District within Charlotte County*.
- Continuing contracts issued for derelict vessel removal.
- Continuing contracts issued for engineering services.
- Assisted FDEP staff with creation and dissemination of tow vessel Best Management Practices.
- Resolved encroachment issue between City of Venice and the USACE.
- Created District-wide derelict vessel removal program.
- Created new public records request policy.
- Created new public comment policy.
- Created new Executive Director spending policy.



Accomplishments have included projects that address navigation improvements, marine law enforcement, boating recreation, environmental education, and boating safety/education (Table 1).

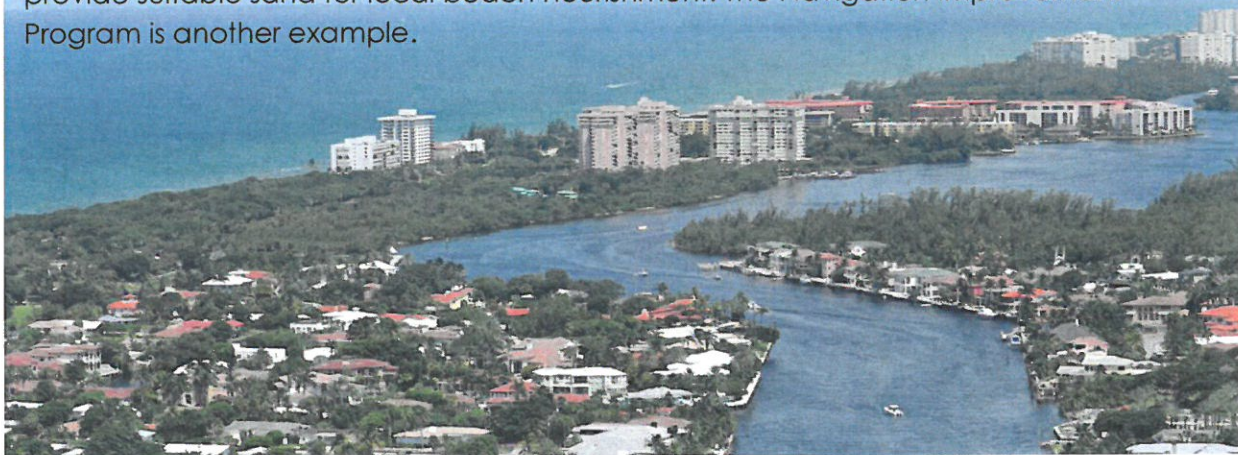
Table 1. Number of projects and funds requested by specific areas from 2010 to 2015.

Specific Area	Number of Projects	Funds Requested
Navigation Improvements	124	\$15,187,741
Boating Recreation	39	\$6,085,159
Marine Law Enforcement	66	\$4,937,107
Environmental Education	46	\$2,169,184
Boating Safety/Education	119	\$1,947,997
Total	394	\$30,327,188

Navigation improvement projects accounted for the greatest number of projects (N=124) and 50% of requested funds (Table 1, Figure 1). This category includes projects related to dredging and maintaining navigable waterways; their predominance reflects the importance assigned to them within the WCIND's mandate, as well as the priority given to them by its Board of Directors.

Projects within the navigation improvement category include components and tasks that touch upon several WCIND priority areas: waterways and anchorages; inlets; project management, planning, and resources; and the interagency coordination.

An example of a typical navigation improvement activity is the Lee County New Pass inlet project that aims to restore the inlet and nearby waters to navigable depths, and provide suitable sand for local beach nourishment. The Navigation Improvement Program is another example.



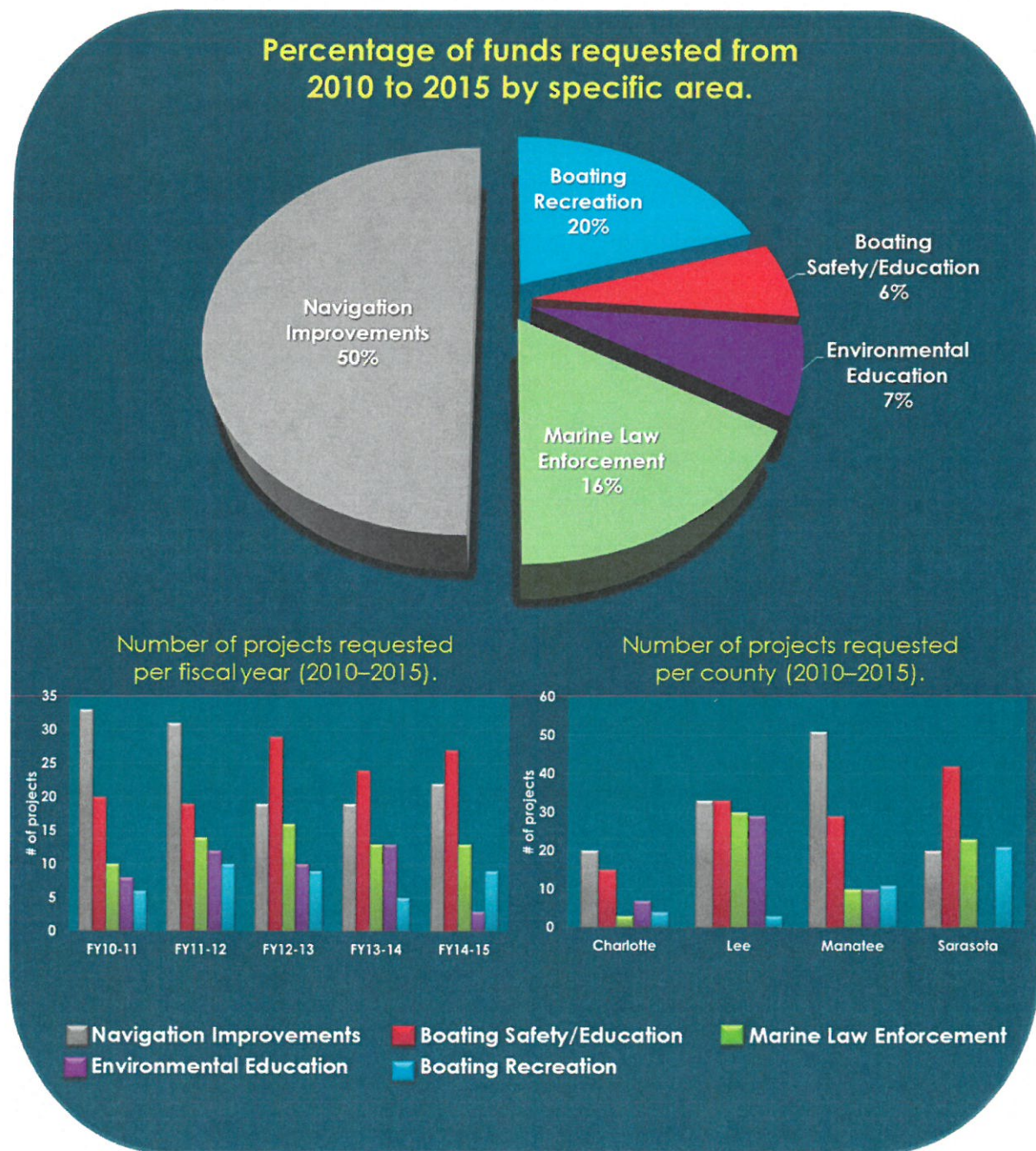
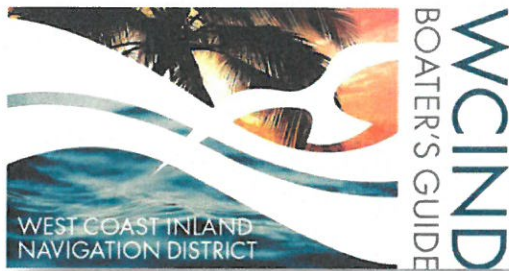


Figure 1. WCIND projects from 2010 through 2015 by total percentage of funds expended (pie chart), number of projects per fiscal year (bar charts on left), and number of projects per county (bar charts on right).

Coastal security, a goal within the Interagency Coordination priority area, constituted the second largest portion of WCIND expenditures. Projects in this category occurred in all four District counties and were in support of fire rescue teams, USCG auxiliary flotillas, county sheriff offices, marine law enforcement at police departments, and emergency response assistance teams (Table 1, Figure 1).



Environmental education and boating safety/education project elements fell within the Education and the Interagency Coordination priority areas. Together, they accounted for the greatest number of projects that WCIND supported. Financially, however, they accounted for only 7% and 6% of funds expended, respectively (Table 1, Figure 1).

Examples of environmental education projects include the Alligator Bay education program, boaters' alert cards, and the WGPU Sustainable Seafood Series. The boating safety/education category includes education projects that promoted safety while in the water. Examples of projects supported by WCIND within this category are safe boating classes, and boating and angling guides.



Boating recreation includes projects related to waterway access points and land-based infrastructure, waterways & anchorages, and interagency coordination.

About 20% of WCIND funds were invested in boating recreation related projects (Figure 1). Example projects include the Placida boat ramp parking expansion, the Matanzas Harbor mooring field replacement, and Pine Island community marina improvements, among others.

From 2010 to 2015, WCIND funded an average of 79 projects per fiscal year (Min=74, Max=86) (Figure 1). Most of these projects were for navigation improvement and boating safety/education initiatives. Lee County accounted for the largest number of projects (Figure 1) and the largest amount of funds requested (Figure 2).

The distribution of WCIND funds by project type varied between counties (Figure 2). For instance, navigation improvement projects accounted for over 75% of the funds expended in Charlotte County and only 20% in Sarasota County. Funds invested to support marine law enforcement are another example of this divergence. Boating recreation projects comprised 47% of Sarasota County's project portfolio, but only 0.04% and 7% in Lee and Charlotte counties, respectively (Figure 2).



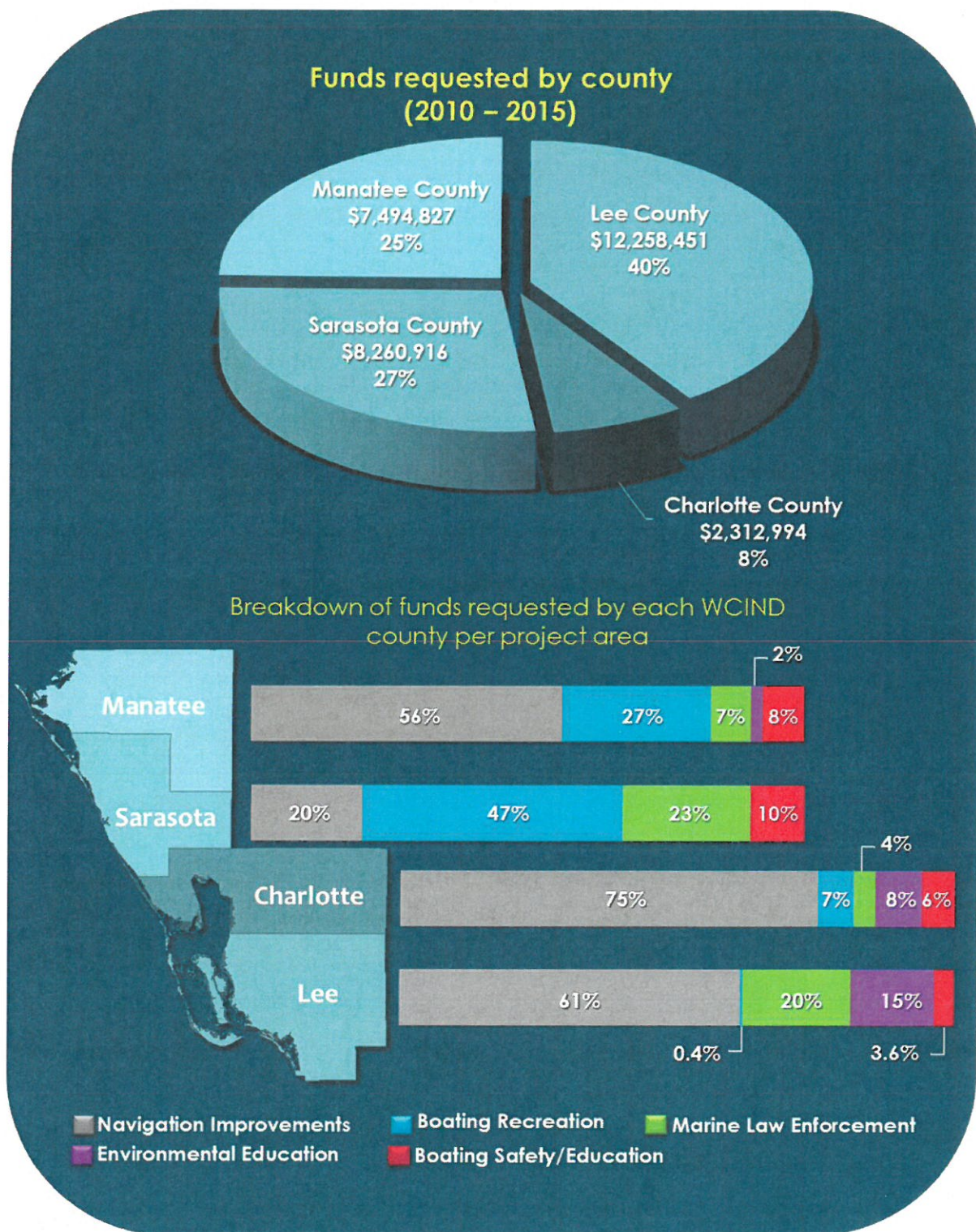


Figure 2. Total amount of funds requested per county (pie chart) and detailed percentages by project area for each of the WCIND counties (bar charts).



Priority Areas

From its inception seventy years ago, the District has served the Southwest Florida community as the local interest sponsor for the construction, maintenance, and operation of the Gulf Intracoastal Waterway to facilitate public boating and navigation. The tremendous growth in population that has taken place during the past 70 years in Southwest Florida requires that the District also provide leadership in



waterway resource-based stewardship and comprehensive waterway planning. The district's priority areas reflect a pro-active and comprehensive

management approach to address the increasing number of boats and the diversity of water-based recreation, and their impacts on Southwest Florida's natural resources.

The 2017-2021 priority areas of the strategic plan are the same ones established in the previous plan (Figure on left). However, the goals and strategies within each priority area were modified to better fit the District's current and future needs.

The 2017-2021 plan attempts to imbue all priority areas with responsibility for and responsiveness to long-term ecological considerations. The detailed goals and action items identified for each of the six priority areas are described next.

1 Project Management, Planning, and Resources

The WCIND regularly manages projects related to the maintenance and management of District waterways. As such, the WCIND has accumulated knowledge and experience about the idiosyncrasies of coastal permitting and how best to manage complex projects while minimizing costs. As a result, the WCIND often can work with contractors more effectively and efficiently to complete the permitting process and projects with less administrative cost than can project management consultants. During the next five years, WCIND staff, working with county, state and federal agencies, will continue to monitor and improve the District's management and planning processes. Furthermore, WCIND employees will continue to improve their ability to manage coastal infrastructure projects and reduce costs.

Sound project management relies on a logical and consistent planning framework that anticipates the needs of District members. The Regional Waterway Management System (RWMS) is an important component of such a framework. The RWMS process has been completed in all four counties and the District has a regionally integrated waterway transportation planning and management system. The RWMS will continue to be used (and enhanced) to plan for infrastructure needs, implement dredged material best management practices, and identify and rank future permitting needs.

The WCIND relies on information to achieve its mission. It is imperative that the WCIND be accurately informed about changing biophysical and socioeconomic conditions that influence District counties, such as population and environmental changes that affect resource use. Scientific information is itself a resource and a critical component of a knowledge-based decision making process. Over the next five years, the WCIND will continue to increase its knowledge about advances in dredging and waterway management methods and techniques. Finally, since economic conditions and the physical environment continually change, the WCIND recognizes the need to meet periodically with its partners to review and update, as needed, its strategic plan.

Financial resources allow the WCIND to complete projects that benefit the District and thereby fulfill its mandate. Maximizing the efficient use of monetary assets is critical, particularly in times of fiscal uncertainty. The WCIND will monitor and evaluate the time and cost associated with its projects and activities, work to broaden the basis for cost-sharing projects, and search for new funding sources to pay for projects.



Project Management, Planning, and Resources

GOALS	OBJECTIVES	STRATEGIES
Position the District to receive maximum amount of Federal and State funds (enhance funding opportunities).	Document the economic benefits derived from commercial and recreational boating and related activities in the region.	<ul style="list-style-type: none"> • Support District-wide economic studies to determine the benefits derived from maintaining and enhancing public waterways and infrastructure for recreational and commercial boating and attendant activities. • Publish and distribute reports highlighting benefits for the public. • Publish financial summaries and five-year projections of funds showing benefit of public projects.
	Demonstrate financial efficiency, added value, and improved quality of District services.	<ul style="list-style-type: none"> • Monitor, evaluate, and reduce the time and cost associated with WCIND projects and activities.
Maximize WCIND financial capabilities to accomplish projects and activities.	Broaden the basis for cost sharing of WCIND projects and activities.	<ul style="list-style-type: none"> • Identify and seek out existing and potential federal and state funding mechanisms for WCIND projects and activities. • Identify the federal and state legislative and/or administrative history of existing statutory and administrative funding mechanisms to establish the basis for the exclusion (or inclusion) of WCIND projects and activities. • Determine (and seek) changes in statutory language or administrative interpretations that will accommodate funding of WCIND projects and activities.
Ensure WCIND has the resources to fulfill its responsibilities as local sponsor.	Improve local, state and federal agency processes that affect WCIND operational capabilities (e.g., permitting.	<ul style="list-style-type: none"> • Identify and evaluate local, state, and federal processes that affect WCIND operational capabilities and activities. • Work with external agencies/partners to improve processes that affect WCIND operational capabilities.

Project Management, Planning, and Resources

GOALS	OBJECTIVES	STRATEGIES
Maintain currency in knowledge and information that is relevant to the WCIND mission.	Research and gather information about current conditions (biophysical and socioeconomic) that are relevant to the district.	<ul style="list-style-type: none"> • Adopt procedures and a timetable to keep baseline inventory features current, including: 1) boat locations and characteristics; 2) channel bathymetry; 3) signs; 4) boating and waterway infrastructure; and 5) bio-physical waterway characteristics. • Adopt procedures to acquire current parcel and shoreline information from member counties, and acquire contemporary digital imagery from water management districts and member counties.
	Incorporate advances in methods and techniques related to dredging and waterway management.	<ul style="list-style-type: none"> • Standardize and refine data collection and analytical procedures used to generate regional waterway management analyses.
Promote a planning framework that expands upon the Regional Waterway Management System (RWMS) and is consistent with an integrated waterway transportation system.	Evaluate the RWMS and its associated general permits.	<ul style="list-style-type: none"> • Conduct a workshop to review the strengths and weaknesses of the RWMS and associated general permits. • Develop and implement recommendations to improve the RWMS and general permits, and to address any weaknesses in both.
	Evaluate the GICW, inlets, secondary and public access channels serving private waterways, basins, and anchorages as an integrated waterway transportation system spanning the four member counties.	<ul style="list-style-type: none"> • Standardize methods to prioritize regional waterway improvements by consolidating findings from countywide waterway management studies into a comprehensive regional assessment. • Implement programs and activities that benefit from and contribute to Florida's Strategic Intermodal System (SIS).
	Implement dredged-material best management practices and planning.	<ul style="list-style-type: none"> • Evaluate waterway dredging needs using the RWMS.

Project Management, Planning, and Resources

GOALS	OBJECTIVES	STRATEGIES
Optimize and modernize District processes to increase operational capabilities.	Consolidate data and information that is relevant to WCIND activities and operations and transfer into modern, useable format (e.g., air photos, charts, deeds, files, maps, surveys, parcels).	<ul style="list-style-type: none"> • Create a spatial database (GIS database) and keep it current.
	Acquire historic photography and documents to support project planning and permit applications.	<ul style="list-style-type: none"> • Determine waterway conditions (pre-development shoreline, improved and natural canal systems), from historic photography, and digitize into spatial database. • Scan historic permits into the District's electronic archival information management system.
	Coordinate the distribution and acquisition of geographic information with member and adjacent counties, and stakeholder agencies.	<ul style="list-style-type: none"> • Catalog and make available a resource center and clearing house to member and adjacent counties. • Include boater safety, regional waterway management GIS data, and historical waterway information within on-line and/or catalogued information resources.



2 Waterways and Anchorages

Recreational boating and fishing make significant contributions to the southwest Florida economy, but depend upon healthy, high-quality environments and safe and adequate access to navigable waters.

The WCIND is mandated to maintain, enhance, and, where necessary, modify waterway infrastructure by engaging in activities that include channel dredging, marking channels, and removing derelict vessels and submerged hazards (e.g., broken piling, rock, debris). The WCIND also helps to maintain ancillary structures linked to waterways, such as weirs, jetties, groins, bridges, channel markers, and signs.

The WCIND evaluates the human ecosystem (boat user) and waterway system (environment) jointly, concurrently and spatially, using planning tools and decision options to stabilize channel conditions and reduce the geographic distribution and severity of waterway restrictions.

The regional waterway management framework used by the WCIND helps it increase waterway accessibility and navigability, while maintaining environmental quality. The WCIND strategy is to identify, on a regional basis, where dredging can improve navigable access and minimize negative impacts to submerged resources. Surgical dredging enhances navigation, safety, and resource protection by removing only the required amount of material necessary to

allow safe passage for a portion of the local population of restricted boats.

The WCIND also responds to emergency situations affecting waterway safety and navigation by reestablishing navigation markers and removing debris.



Waterways and Anchorages

GOALS	OBJECTIVES	STRATEGIES
Maintain safe, navigable, and accessible waterways and anchorages.	Install and maintain channel markers and manatee zone signs.	<ul style="list-style-type: none"> Assist Counties with the navigation improvement programs and permitting of signs/channels.
	Maximize the effectiveness of channel markers and other aids to navigation (ATON).	<ul style="list-style-type: none"> Work with Counties, FFWCC and the USCG to examine the effectiveness of the spatial layout and locations of ATONs, speed zones, and channel enhancements to improve safety, boater compliance and reduce seagrass impacts.
	Perform waterway dredging efficiently.	<ul style="list-style-type: none"> Implement a dredged material management system (DMMS).
	Implement general navigation improvements.	<ul style="list-style-type: none"> Assist Counties with navigation improvement projects as requested.
	Provide information to member counties regarding the development of mooring, anchorage, and harbor management programs.	<ul style="list-style-type: none"> Encourage efforts to ensure that mooring fields, anchorages, and harbors are managed in a consistent manner. Provide technical assistance to Counties in applying for Special Anchorage Designations by the U.S. Coast Guard, where appropriate.
Position the District to be the lead for derelict vessel issues within its boundaries.	Remove derelict vessels in a timely fashion.	<ul style="list-style-type: none"> Work with Counties to identify local liaison to work with District personnel on derelict vessel (DV) and abandoned vessel (AV) issues. Maintain qualified list of contractors for removal operations District-wide.
	Maintain a working knowledge of the rules and regulations surrounding anchorages, and derelict and abandoned vessel issues.	<ul style="list-style-type: none"> Work with partners to find effective ways to reduce the numbers of derelict and abandoned vessels in district waters. Provide training/information to all District law enforcement personnel on AV/DV rules, regulations, and best management practices.

Waterways and Anchorages

GOALS	OBJECTIVES	STRATEGIES
Respond rapidly to emergency situations affecting waterway safety and navigation.	<p>Assist coastal communities to prepare for and recover from natural disasters and other waterway related emergencies.</p> <p>Prepare an emergency management plan for waterways and associated infrastructure that is consistent with state and federal programs.</p>	<ul style="list-style-type: none"> • Conduct regional vulnerability assessments through DMMA assessment. • Identify risk and vulnerability of anchorages and waterways to the impacts of large-scale hazards. • Identify vulnerable areas, evacuation routes, and water-based shelters (anchorages and basins) for boats. • Assess the applicability of FEMA assistance programs and implement reimbursement procedures. • Ensure District has reserved funds to respond rapidly to clear/repair waterway systems in the event of a major storm event.



3 Inlets

Tidal inlets are dynamic coastal features that experience major changes in size and configuration due to sediment transport during ebb and flood tidal currents or storm events. Tidal currents also help to form and/or alter channels and spits that, in turn, can cause navigable inlets to close or move. The results of these processes may include unexpected navigation hazards, blocked inlets, beach erosion, and/or damage to beach structures. Studies show that inlets that are not maintained to established criteria are associated with adjacent eroded beaches and decreased longevity.

The WCIND will continue to sponsor projects that maintain safe navigation through District inlets and maximize the longevity of inlet navigation improvements. Efforts also will be made to increase understanding about new inlet management methods that help to maximize their longevity.

Inlets

GOALS	OBJECTIVES	STRATEGIES
Maintain safe navigation through District inlets.	Document conditions of inlets and associated beach erosion from existing public survey sources.	<ul style="list-style-type: none"> Review existing and alternative state-of-the-art methods to better link inlet management with beach renourishment and to identify those design guidelines where the benefits are the most cost-effective and mutually reinforcing.
	Ensure that inlet and beach renourishment efforts reflect a coordinated regional approach and account for natural tidal processes.	<ul style="list-style-type: none"> Work with District partners to consolidate inlet and associated monitoring efforts.
Maximize the longevity of inlet navigation improvements.	Adopt inlet management techniques proven to increase the longevity of navigation projects.	<ul style="list-style-type: none"> Continue feasibility study of the 10 inlets within the WCIND to evaluate the potential development of flood shoal sand traps within the inlet systems considered eligible for cost sharing by the Florida DEP. Attend Florida Shore and Beach Preservation Agency (FSBPA) meetings and other applicable seminars/conferences on beach renourishment.

4 Waterway Access Points and Land-based Infrastructure

Fundamental to a viable waterway transportation system are locations to provide boaters with safe access to waterways from the land.

The WCIND continually works to maintain safe navigational access to public marinas, boat ramps, and docks. In order to maintain District waterways, the WCIND relies on land-based infrastructure that includes spoil islands, upland properties, and pipeline easements. The upland properties serve as secure and safe locations to store and maintain equipment.

The District also helps maintain ancillary infrastructure connected to the waterway system, such as weirs, jetties, groins, bridges, and signs. The public waterway access points within the District and the WCIND's land-based and ancillary infrastructure together comprise a priority area within the strategic plan; they also are important elements of a regional waterway management framework.

The District's continuing challenge is to meet the responsibilities of its legislative mandates to keep the region's waterways and ancillary infrastructure open and safe for commercial traffic, and for the continued use and enjoyment of thousands of pleasure boaters.

Waterway Access Points and Land-based Infrastructure

GOALS	OBJECTIVES	STRATEGIES
Ensure the safety and security of WCIND properties and ancillary infrastructure.	Identify, prioritize, and manage the safety and security needs of District properties and ancillary infrastructure.	<ul style="list-style-type: none"> • Maintain accurate records of deeds, property sales, transfers, etc. of all district-related properties. • Prioritize the safety and security needs of District properties and ancillary infrastructure. • Evaluate options and legal restrictions to improve site security and safety (e.g., review city and county ordinances with respect to fencing, lighting, setbacks, and variances). • Enlist police services to patrol District properties.
	Maintain District properties and ancillary infrastructure.	<ul style="list-style-type: none"> • Remove debris and trash, and reduce other potential hazards (e.g., mosquitoes, clear invasive/tall vegetation). • Respond quickly to adjacent landowners requests for information and clarification.

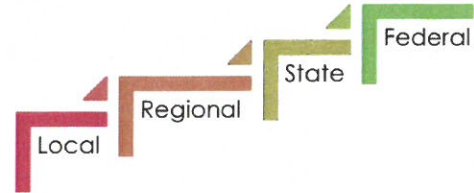
Waterway Access Points and Land-based Infrastructure

GOALS	OBJECTIVES	STRATEGIES
Promote adequate and safe access to District waterways.	Identify safety and security issues and requirements for District properties as they relate to public access and recreational use.	<ul style="list-style-type: none"> • Evaluate liability and American Disabilities Association (ADA) requirements for public access to District properties.
	Evaluate the suitability of District properties for public recreation.	<ul style="list-style-type: none"> • Identify properties that could accommodate recreational use, and identify uses that are most appropriate to selected sites. • Evaluate legal issues related to opening District properties for recreational use.
	Collect baseline information on District properties and ancillary waterway infrastructure.	<ul style="list-style-type: none"> • Inventory ancillary infrastructure (e.g., bridges, weirs, groins, rip rap) within the District as a complement to water-based infrastructure as part of Regional Waterway Management framework. • Inventory District-properties including spoil islands. This inventory would include property boundaries, and physical and biological characteristics. • Adopt procedures and a timetable for updating baseline infrastructure features.
	Incorporate land-based and ancillary infrastructure features into GIS database.	<ul style="list-style-type: none"> • Prepare GIS data layers that hot-link photographs and inventory characteristics with locations for District properties and ancillary waterway infrastructure components.
	Incorporate electronic District archival information with land-based and ancillary infrastructure GIS features.	<ul style="list-style-type: none"> • Link geo-referenced (GIS-based) infrastructure data layers with scanned archival information.

5 Interagency Coordination

To achieve sustainable use of waterways will require a level of coordination among agencies that transcends political boundaries, bureaucratic hurdles, and narrow agency jurisdictions.

The level of coordination between local, regional, state, and federal entities must be maintained and enhanced to ensure that waterway management efforts provide long-term security and protection of public investments and natural values. The WCIND is authorized to enter cooperative agreements with federal, state, and local partners. It is essential that the WCIND coordinate closely with federal, state, regional, and local partners to sustain the District's essential navigation functions and coastal ecosystems. Important elements of a coordinated regional management approach for sustainable waterways include: 1) anticipating the need for coordination; 2) identifying and establishing common goals among coordinating entities; and 3) negotiating appropriate protocols. Proper and timely coordination with partner organizations will strengthen the ability of the WCIND to facilitate waterway planning and management.



Coastal security is a priority goal of interagency cooperation for the WCIND. The security of inland waterways and ancillary infrastructure is of special significance to the State of Florida, given the geographic location, extent, and porous nature of our coastline. Coastal communities, ports, and inland waterways must be protected from both natural and human induced events. The WCIND will continue to collaborate with law enforcement and emergency providers to protect and safeguard District waterways. To continue to accomplish its programs and activities, the WCIND will require legislative support at local, state, and federal levels. Without such support, the WCIND will not be able to fulfill its legislative mandate. To that end, WCIND will continue to coordinate with legislators at all levels to maintain that support.

The WCIND is authorized to assist federal, state, and local agencies, including the U.S. Coast Guard, U.S. Army Corps of Engineers, and local law enforcement, by providing recovery support in the event of a natural disaster or other emergency that is related to its mandate. Currently, the WCIND's main role following a disaster is to assure that District waterways are free of debris and that associated infrastructure allows for safe navigation. Additionally, the WCIND maintains land adjacent to waterways that can be used as staging areas for equipment deployment or debris removal.

Interagency Coordination

GOALS	OBJECTIVES	STRATEGIES
Position the District to receive State and Federal permits in a timely fashion.	Increase the number of multi-site projects that qualify for a general permit.	<ul style="list-style-type: none"> • Use historic photography and documents to support permit applications.
	Promote cooperative agreements with similarly situated agencies and waterway districts to establish the economic rationale in support of elevating recreational boating to a "high priority" issue for federal authorization and cost sharing of waterway management projects.	<ul style="list-style-type: none"> • Implement agreements with the ACOE to allow the District to supplement and be reimbursed for funding of federally authorized projects or substitute local funding for these designed/permitted projects that maybe under- or un-funded.
Coordinate with local, state, and federal legislators to maintain support for district programs and activities.	Communicate the needs of the District and its member Counties to Federal and State lawmakers in hopes of improving the permitting process.	<ul style="list-style-type: none"> • Continue to work with State and Federal partners to streamline the permitting process through face to face interaction.
Collaborate with law enforcement and emergency providers to protect and safeguard the coastline and inland waterways.	Establish a collaborative framework.	<ul style="list-style-type: none"> • Coordinate (meet) with relevant federal, state, regional, and local agencies to identify security issues and needs and to establish a collaborative framework. • Identify and prioritize waterway and related infrastructure that requires protection or is a hazard or security risk. • Define and implement steps to ensure the security of District coastline and inland waterways.

Interagency Coordination

GOALS	OBJECTIVES	STRATEGIES
Promote partnerships with governmental and non-governmental organizations to facilitate waterway planning and management.	Encourage member and adjacent counties, and other appropriate governmental entities to incorporate Regional Waterway Management into their comprehensive planning efforts.	<ul style="list-style-type: none"> Promote cooperative agreements with Florida Inland Navigation District (FIND) and other similarly situated navigation districts to promote common goals, such as enhanced access to federal funding and cost-sharing opportunities. Explore partnerships with Glades and Hendry counties to improve the navigability, environment and management of the Okeechobee Waterway and Upper Caloosahatchee River systems. Initiate discussions with Collier County to stimulate future county participation in District programs.
	Secure agreements with USACE and FDEP to evaluate and prioritize sediment management and inlet management projects.	<ul style="list-style-type: none"> Pursue funding agreements that allow the District to participate in federally authorized project management.
	Strengthen ties with local boating groups and Marine Industries Associations.	<ul style="list-style-type: none"> Promote environmental stewardship and safe Boating through partnerships with Southwest Florida Marine Industries Association, Tampa Bay Marine Industries Association, Florida Marine Contractors Group, Coastal Conservation Association and other, similar, organizations.
	Coordinate the distribution and acquisition of geographic information with member and adjacent counties, and stakeholder agencies.	<ul style="list-style-type: none"> Catalog and make available a resource center and clearinghouse to member and adjacent counties. On-line and/or catalogued information should include boater safety, regional waterway management GIS data, and historical waterway information if economically and technologically feasible.
	Strengthen the collaborative partnership between the district and academic institutions.	<ul style="list-style-type: none"> Identify and collaborate with academic personnel who work on issues of import to the WCIND.

6 Education

Ensuring safe boating and sustaining the environment for future generations are important components of WCIND's mandate and its programmatic activities.

Examples of WCIND sponsored projects related with this priority area are:

- The development and installation of boater education signs at public boating facilities.
- The distribution of products that promote safe boating.
- Furthering the understanding of waterway development history and the safeguards needed to maintain a healthy environment and thriving coastal communities.

Programs that the WCIND sponsors stress the ecological aspects of waterways; promote efforts to encourage safe boating, environmental understanding, and stewardship; and encourage voluntary compliance with existing regulations.

The WCIND will continue its efforts in this priority area by collaborating with partners and sharing resources.



Education

GOALS	OBJECTIVES	STRATEGIES
Promote safe boating and navigation.	Increase public awareness of and access to existing waterway resource information.	<ul style="list-style-type: none"> • Make available to the public regional waterway management and boater information through the development of web-based applications and mobile apps that allow waterway management map atlases and boaters' guides to be displayed and downloaded from the internet. • Make available to the public boating safety and environmental information through a resource library of print materials.
	Evaluate the effectiveness of signs and navigation aid programs.	<ul style="list-style-type: none"> • Assist in efforts to monitor the effectiveness of speed zones and channel enhancement in improving boater compliance and reducing seagrass impacts.
	Support boating workshops for the public, resource managers, and policy makers.	<ul style="list-style-type: none"> • Sponsor and participate in waterway and anchorage management conferences sponsored by UF Sea Grant or other similar entities.
Promote community recognition that dredged material is a valuable reusable resource.	Promote the distribution of information to the public that explains the positive aspects of dredging (i.e., to maintain and enhance waterways), and its many community uses.	<ul style="list-style-type: none"> • Ensure communications with public and media outlets reflect the positive nature of dredged material as a resource.
	Obtain regulatory agency feedback and disseminate information to the general public regarding upcoming dredging projects, and maintenance issues.	<ul style="list-style-type: none"> • Develop a communication policy for notifying those community members affected by upcoming WCIND projects.

Education

GOALS	OBJECTIVES	STRATEGIES
Promote environmental stewardship within the coastal and boating communities.	Increase public awareness of sensitive marine habitat through information dissemination including signage, PSA, and targeted literature.	<ul style="list-style-type: none"> • Within each major estuary area, assist in the development of signs specifically designed for individual boat ramps and marinas depicting how to avoid damage to local seagrass beds, as well as the locations of oyster beds, and other fragile habitat as requested by resource managers. • Work with member counties and marinas to place and maintain educational signs.
	Develop educational products that foster environmental stewardship.	<ul style="list-style-type: none"> • Publish an updated guide to District waterways that represents the waterways as a comprehensive regional transportation system. • Develop public service announcements for radio and/or TV that discuss boating safety tips and eco-friendly boating practices as requested by each County.
	Determine the effectiveness of current and proposed boater education products to promote safe boating, foster environmental stewardship, and satisfy the needs of area boaters.	<ul style="list-style-type: none"> • Develop methods to assess boaters' current awareness of safety and environmental issues, product usefulness, and information needs. • Enlist the U.S. Coast Guard and local Power Squadrons to participate in programs to evaluate boating products intended to foster environmental stewardship.
	Promote environmental stewardship to first-time boat buyers and boaters who are new to the coastal community.	<ul style="list-style-type: none"> • Work with local marine industries to promote new boater education at boat shows and dealerships through dissemination of information and industry programs.
Promote dissemination of positive information regarding projects and accomplishments of the District.	Maintain open and accessible lines of communication with local media outlets and County PIO's.	<ul style="list-style-type: none"> • Prepare media statements and press releases for District Projects.



Legislative Mandates

The following excerpts are taken from Chapter 98-526 Laws of Florida (1998) and part 1 from Chapter 374, Florida Statutes (2000). These legislative mandates represent the basis for WCIND authority and program areas.

F.S. 374.975(1)– The Legislature hereby recognizes the continuing need for inland navigation districts to undertake programs necessary to accomplish the purposes of construction, maintenance and operation of Florida's inland waterways pursuant to s. 107 of the federal River and Harbor Act of 1960, 33 U.S.C. s. 577, and that it is in the public interest for inland navigation districts to operate and maintain the intracoastal waterway and any other public navigation channels authorized by the Board of Trustees of the Internal Improvement Trust Fund.

F.S. 374.975(2)– The Legislature hereby directs all inland navigation districts to undertake, as outlined in this act, additional programs designed to alleviate the problems associated with the District's waterways.

F.S. 374.975(3)– The Florida Inland Navigation District and the West Coast Inland Navigation District are directed to develop long-range plans for maintenance of the intracoastal waterway and for spoil disposal.

F.S. 374.976(1)(a) and L.O.F. 98-526(5)(b)– The district may act as a local interest sponsor for any project designated as a "Section 107, River and Harbor Act of 1960" project authorized and undertaken by the U.S. Army Corps of Engineers and, in this regard, may comply with any or all conditions imposed on local interests as part of such project.

F.S. 374.976(1)(b)– It is the intent of the Legislature that the district may sponsor or furnish assistance and support to member counties and local governments within the district in planning and carrying out beach renourishment and inlet management projects. Such assistance and support, if financial in nature, shall be contributed only after a finding by the board that inlet management projects are a benefit to public navigation in the district and that the beaches to be nourished have been adversely impacted by navigation inlets, navigation structures, navigation dredging, or a

navigation project. Such projects will be consistent with Department of Environmental Protection approved inlet management plans and the statewide management plan pursuant to s. 161.161. Inlet management projects that are determined to be consistent with Department of Environmental Protection are declared to be a benefit to public navigation.

F.S. 374.976(1)(c) –The district is authorized to aid and cooperate with the Federal Government; state; member counties; nonmember counties that contain any part of the intracoastal waterway within their boundaries; navigation districts; the seaports of Jacksonville, Port Canaveral, Fort Pierce, Palm Beach, Port Everglades, Miami, Port Manatee, St. Petersburg, Tampa, Port St. Joe, Panama City, Pensacola, Key West, and Fernandina; and local governments within the district in planning and carrying out public navigation, local and regional anchorage management, beach renourishment, public recreation, inlet management, environmental education, and boating safety projects, directly related to the waterways. The district is also authorized to enter into cooperative agreements with the United States Army Corps of Engineers, state, and member counties, and to covenant in any such cooperative agreement to pay part of the costs of acquisition, planning, development, construction, reconstruction, extension, improvement, operation, and maintenance of such projects.

F.S. § 374.976(1)(d)– The district is authorized to enter into cooperative agreements with navigation-related districts to pay part of the costs of acquisition of spoil disposal sites.

F.S. § 374.976(1)(e)– The district is authorized to enter into ecosystem management agreements with the Department of Environmental Protection pursuant to s. 403.075.

F.S. 374.976 (3)–Except as provided in subsection (2), all financial assistance and support furnished by the Florida Inland Navigation District and the West Coast Inland Navigation District to member counties and local governments within the districts shall require matching funds. Such matching funds shall be clearly identified and enumerated as to amount and source. Such financial assistance and support, except as provided pursuant to paragraph (1)(a) and except for a project approved in a county that is recovering from a state of emergency under chapter 252, shall not exceed the proportional share of ad valorem tax collections from each county.

F.S. 374.977– The Fish and Wildlife Conservation Commission shall assume the responsibility for posting and maintaining regulatory markers for manatee protection speed zones as posted by the inland navigation districts pursuant to a rule adopted by the commission under s. 379.2431(2). The Fish and Wildlife Conservation Commission may apply to inland navigation districts for funding under s. 374.976 to assist with

implementing its responsibility under this section for maintaining regulatory markers for manatee protection speed zones.

L.O.F. 98-526(5)(a)– It is the purpose and intent of this act that the board of said district do and perform all things requisite, necessary, or desirable within district boundaries to comply with the requirements and conditions imposed upon "local interests," by the Congress of the United States of America, in its River and Harbor Act approved March 2, 1945, as said act has been and may be from time to time amended, authorizing the improvement and construction, under direction of the Secretary of the Army and supervision of the Chief of Engineers, of an inland waterway in accordance with report submitted by letter of Secretary of War, dated June 22, 1939, Document No. 371, House of Representatives, 76th Congress, 1st Session entitled, "Intracoastal Waterway from Caloosahatchee River to Withlacoochee River, Florida," and all reports subsequent thereto relating to any change, modification, or expansion of said initial report. In order that said Secretary of the Army and Chief of Engineers may accomplish the work of improvement, adopted and authorized by said act of Congress as the same may from time to time be amended, said board of said district is authorized to obtain by donation, purchase, or condemnation and convey without costs to the United States, the necessary rights-of-way for said project together with suitable areas for the deposit of spoil material in connection with the work and its subsequent maintenance, all as contemplated and required by the Congress of the United States, and those acting by its authority. Nothing herein contained shall be construed to prohibit said board from expending such sums of money as in its discretion may be deemed proper for any purpose authorized, contemplated, or required to carry out any work authorized by any acts of Congress.

L.O.F. 98-526(5)(c)– The district may act as a local sponsor of any beach nourishment project in the district approved and undertaken by the U.S. Army Corps of Engineers and/or Florida Department of Environmental Protection or its successor, provided the board of commissioners of the district shall first find that such project, is a benefit to public navigation in the district.

L.O.F. 98-526(5)(d)– The district may furnish assistance and support to member counties in planning and carrying out public navigation projects of a purely local or regional nature. Such assistance and support, if financial in nature, shall be granted only after a finding by the board that such project contributes to public navigation in the area in which it is located.

L.O.F. 98-526(5)(e)– The district is authorized to participate with any local, state, or federal agencies in research, study, or test programs as to the impact, both physical

and biological, of waterway construction, maintenance, and operation, including, but not limited to, erosion, accretion, and marine and shoreline vegetation.

L.O.F. 98-526(5)(f)– The district is authorized to assume sponsorship, or to act with other agencies, in environmental restoration and enhancement projects, seeking to protect, restore, and enhance water quality, aquatic habitat, and other marine oriented conservation and environmental values in the navigable waters in the district. Such activities may include studies and work to restore damage to the aquatic environment caused by construction or maintenance of navigation channels, harbors, or similar works.

L.O.F. 98-526(5)(g)– The district is authorized to create advisory bodies to assist local governments in the development of county and multi-county anchorage management programs.

L.O.F. 98-526(5)(h)– The district is authorized to enter into inter-local agreements with adjoining coastal counties to implement the purposes and projects authorized by this act, chapter 374, Florida Statutes, and applicable general law within the boundaries of the cooperating county or counties. The agreement shall also make provision for the continued construction or maintenance of district projects within a cooperating county or counties in the event an agreement is terminated.

L.O.F. 98-526(8)(a)– The district shall obtain by gift, donation, purchase, or condemnation and shall furnish to the United States or to the state all required right-of-way as the said board shall determine necessary pursuant to requirements of the United States for constructing and maintaining [the waterway] for the route of construction of [the waterway] as designated and requested from time to time by the Corp of Engineers, U.S. Army, or other proper state or federal agency.

L.O.F. 98-526(8)(b)– The district shall acquire by gift, donation, purchase, or condemnation, and shall furnish to the United States required areas for the deposit of spoil material in connection with the work of improving, constructing, and maintaining the aforementioned waterway as requested from time to time by the Corp of Engineers, U.S. Army, or other proper federal agency.

L.O.F. 98-526(8)(c)– The district shall obtain by gift, donation, purchase, or condemnation and shall furnish to the United States, any property, property rights, easement, and interest in property, outside of right-of-ways and designated spoil areas that may be necessary for the construction, maintenance, and operation of a canal to be constructed within a right-of-way by the United States

L.O.F. 98-526(8)(d)– The district is authorized to acquire and obtain by gift, donation, purchase, or condemnation and to transfer to the United States such lands, easements, rights-of-way, and spoil disposal areas as may be required to effectuate the purpose and intent of all acts of the United States Congress as heretofore, or hereafter enacted for the further improvement of said intracoastal waterway, with a view to providing a project depth of 12 feet, more or less, referred to the plane of local mean low water, and a width appropriate to said depth and such other improvements as may be authorized and adopted by the Congress, from time to time, and in connection with the subsequent maintenance of [the] waterway, as so improved.

L.O.F. 98-526(8)(e)– The district is authorized to contract for the purchase of any property acquired by [the District] and to pay the purchase price therefor in installments or deferred payments upon such terms as the board shall determine; said contract may provide for payment of interest as provided by general law.

L.O.F. 98-526(8)(f)– The funds to be used for the purchase of right-of-way, spoil areas and other property shall be obtained by said board either from a tax levy or levies as hereinafter provided, or borrowed upon its obligations as herein provided.

L.O.F. 98-526(9) – The district is authorized to exercise the right of eminent domain, and may condemn for the use of said district or other proper public agencies all lands, easements, rights-of-way, areas for deposit of spoil material, and property rights of every description required for the public purpose and powers of said district herein granted. The district is authorized to secure possession of lands, easements, rights-of-way, areas for deposit of spoil material and other property rights, prior to final judgment pursuant to the procedure hereinafter provided. Such condemnation proceedings shall be maintained by and in the name of the West Coast Inland Navigation District, a special taxing district under the laws of the State of Florida, and the procedure shall be that prescribed in chapters 73 and 74, Florida Statutes, and any other procedure as otherwise from time to time is provided by law; and said district and its board is hereby vested with authority to pay any judgment or compensation awarded in any such proceedings out of any funds available for such purposes. The district is authorized to condemn lands owned by public utility companies and governmental agencies, provided no condemnation action may be maintained against a state or federal agency without the consent of such agency

L.O.F. 98-526(14)(a)– The district is authorized to assume and relieve the United States from the cost and expense of construction, reconstructing, maintaining, and operating any bridge over said intracoastal waterway, whenever, in the judgment of said board such action is necessary upon its part to fully comply with the requirements and conditions imposed upon “local interests” by said River and Harbor Act of the

United States, approved March 2, 1945, in accordance with the report submitted June 14, 1939, in House Document No. 371, 76th Congress, first session, as amended and expanded. The expense therefor may be paid as a necessary expense of the district; provided, however, that the district shall not be required to pay the cost of maintenance of any bridges within its borders nor bear the cost of bridge tenders for such bridges, except by special agreement. [The WCIND] board is authorized to contract with the board of county commissioners of any county in the district to the end that said county board of county commissioners shall assume responsibility for the construction, reconstruction, maintenance, and operation of any such bridge. Each board of county commissioners is hereby authorized to enter into such a contract with the board of county commissioners of said district and such a contract shall be binding upon said county and district.

L.O.F. 98-526(14)(c)– The district is authorized to exercise the power of eminent domain in securing any lands and rights-of-way necessary for any bridge or bridge approach roads and the procedure shall be as herein otherwise provided.

L.O.F. 98-526(16)(a)– In order to carry out the purpose and intent of any laws that heretofore have been, or hereafter may be enacted by the Secretary of the Army to make examinations, surveys, and studies of the intracoastal waterway from Caloosahatchee River to Anclote Key, Florida, or other Florida West Coast Waterways, the district is authorized to collect, compile, and to furnish to the Secretary of Army, the Secretary's officers or agents, appropriate information on the counties within the district's boundaries bearing on the advantages, benefits, and increased usefulness that may be expected to accrue to the public and to the counties traversed by said waterway by reason of any improvement or extension thereof, that has previously been or may subsequently be authorized by said United States Congress.

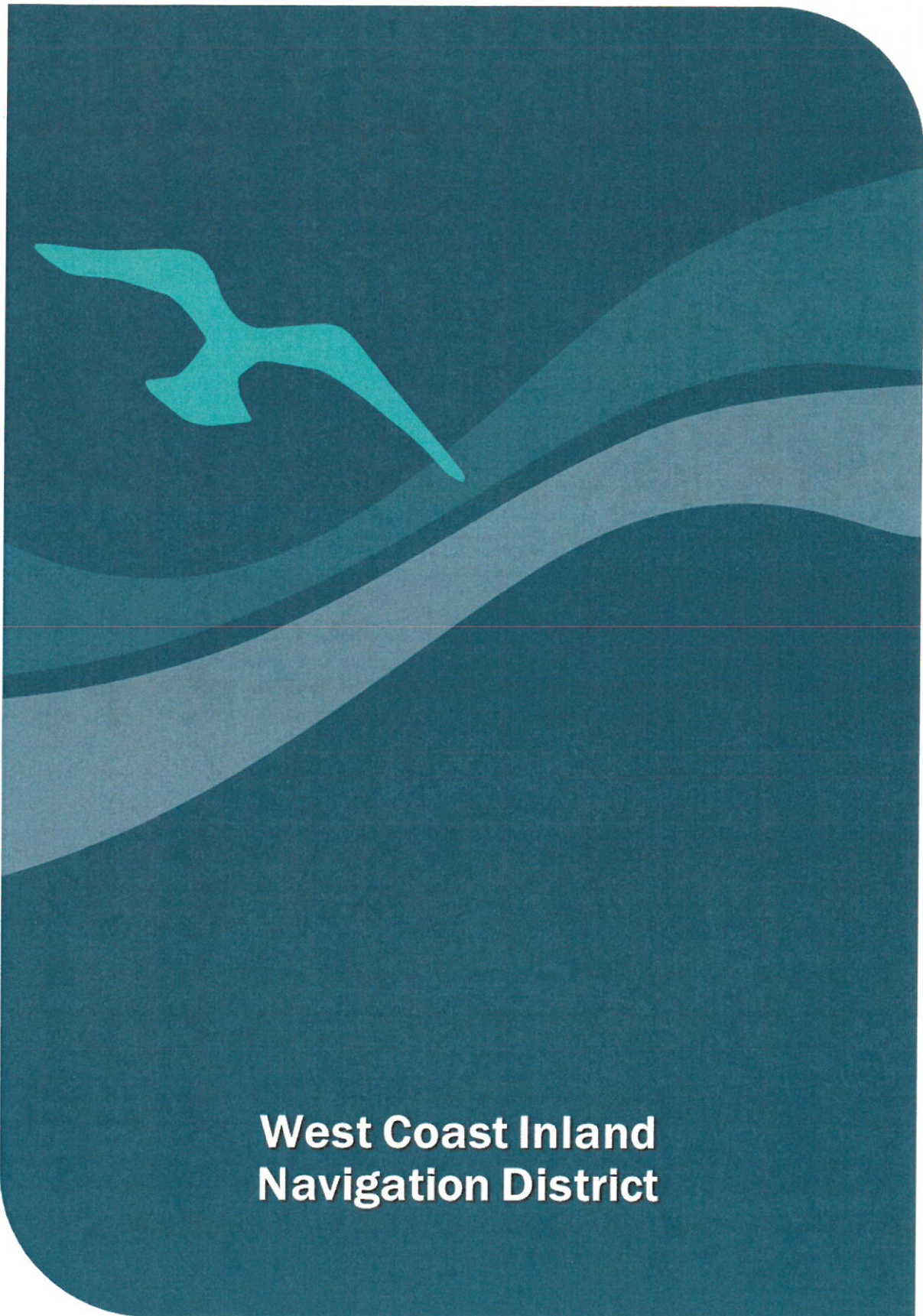
L.O.F. 98-526(16)(b)– The district is authorized to expend its funds for publicizing to other governmental agencies the completion by the United States of all or any portion of the intracoastal waterway and related waterways and its availability and utility to water craft, and to distribute information as to route, channel, depth, and facilities of said waterway and such other information and data as may, in the opinion of the board, be desirable or useful to give then public full information regarding the waterway and to promote its use in navigation.

L.O.F. 98-526(17)– The district is authorized to pay all or part of the cost of dredging performed on the waterway by the United States, to construct dikes, bulkheads, and levees, to construct ditches and pipelines for the control of water discharged by dredges, to reconstruct, modify, or relocate, bridges, docks, wharfs, and other structures, including water and sewer lines and appurtenances, electric and telephone lines and appurtenances, gas transmission and distribution lines and appurtenances, or

to pay for same, and to do all other work or things which, in the judgment of the board shall be proper and necessary to produce economies in meeting the conditions imposed by the local interests by the United States Congress in the several acts authorizing and directing the improvement and maintenance of the intracoastal waterway

L.O.F. 98-526(18)– The district is authorized to prosecute in behalf of itself or others any administrative procedures necessary to be followed to carry out any of the activities authorized or contemplated by this act and to pay the reasonable expenses thereof, including, but not limited to, any bulkhead line and dredge and fill procedures required by law to be completed. The district may contract with other agencies or public or private persons to perform any such activities on its behalf.

L.O.F. 98-526(21)(c)– The district is authorized to enter into agreements with the Department of Transportation, the board of county commissioners of any county in the district, or both, or any other person, corporation, or agency, federal, state or local, public, or private in connection with financing, alteration, and construction of any bridge structure or bridge approach or roadway or other structure and said parties are hereby specifically authorized to enter into such agreements with each other respecting responsibility for acquisition of right-of-way, for construction and maintenance of any bridge structure and approach required to be provided or modified because of the construction of the intracoastal waterway.



**West Coast Inland
Navigation District**