

OCEAN HIGHWAY & PORT AUTHORITY NASSAU COUNTY



County Commission Chambers
James S. Page Government Complex
96135 Nassau Place, Yulee FL 32097

AGENDA-Revised

Wednesday, April 27, 2022

6:00 PM

6:00 PM – Meeting Call to Order – Chairman

Invocation

Pledge of Allegiance

Roll Call: Miriam Hill, District 1; Danny Fullwood, District 2, Scott Hanna, District 3; Carrol Franklin, District 4; Mike Cole, District 5

1. **Comments** - Audience (Comments submitted prior to the meeting)

2. **Port Attorney Report**

- Grant funding opportunities (Whitney Gray - Speaker)
- By-Laws governing documents
- Public Records request policy
- Security services RFP
- Board “procedures”
- Document request (submit revenue report from cruise ships and tugboat)
- Legal invoices

3. **Port Accountant Report**

- Budget report
- ARPA Funds Reimbursement update

4. **Port Operator Report**

- Fabric Warehouse RFP
- Port Tariff redline (Board review and approval)
- Reports update from the ourcommunity@worldwideterminals.com

5. Unfinished Business

- RS&H Master Plan update
- FDOT Grant G0L06 update

6. New Business

- Executive Director RFQ (candidates Q&A)

7. Other items to be brought by Commissioners

Adjourn

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. Fla. Stat. § 286.0105.



Port Attorney Report

**OCEAN HIGHWAY & PORT AUTHORITY OF NASSAU COUNTY
REQUEST FOR PROPOSAL – PORT SECURITY SERVICES**

Section I INTRODUCTION

The Ocean Highway & Port Authority of Nassau County (OHPA/The Port) is seeking proposals from qualified Contractors to provide uniformed security service for the Port of Fernandina facilities located at 143-101 Dade Street, Fernandina Beach, Florida. This document is a Request for Proposal (RFP) for the services described below and does not obligate the Port to accept responses from eligible Contractors. The RFP establishes minimum requirements a Contractor must meet in order to be eligible for consideration as well as information to be included in the Contractor's bid response.

Carefully examine the specifications, conditions and limitations.

The selection of the successful Contractor will be made based on the Port's evaluation and determination of the relative ability of each Contractor to deliver quality service in a cost-effective manner.

The following specific criteria will be evaluated and must be addressed in the proposal:

- 1 Company History and Organization
- 2 Management Approach
- 3 Personnel Selection Process
- 4 Development and Retention of Personnel
- 5 Total Quality Management Program
- 6 Cost Proposal and Invoicing
- 7 Training Programs
- 8 Computer Management System
- 9 Value Added Features
- 10 Insurance
- 11 Benefits Program
- 12 Employee Recognition Programs
- 13 Transition Plan
- 14 References

The Port is not obligated to accept the lowest bid and reserves the right to reject any and all bids, amend the scope of the project or to cancel/terminate this RFP process. All Contractors must be duly licensed or otherwise have the ability to perform work in accordance with all governing local authorities and to the satisfaction of those authorities.

Section II SUBMISSION OF PROPOSALS

Responses to this RFP are due by [Time] on [Date]. Late submittals will not be accepted or considered by the Port. All proposals are to be sealed and addressed to the manager of the RFP process:

- Contact name
- Company
- Address
- City, State Zip
- Phone
- Fax
- Email

Eight (8) complete copies of the proposal must be delivered to the Port electronically via ohpanc@gamil.com. All questions regarding this RFP should also be delivered to the above email address.

On [Date] at [Time], the Port will hold a public meeting to open all timely responses to this RFP and to identify the respective Contractors. Submittals received after the due date listed above will not be opened or identified.

The Port may schedule public meetings in order to interview or otherwise consider timely submittals to this RFP. The Port will provide adequate notice and instructions for any public meetings related to this RFP and the Port’s consideration of Contractor submittals.

The OHPA Board may hold a public meeting to vote to award a Contractor the right to negotiate a services contract with the Port. Such a contract shall encompass the terms and conditions of this RFP as well as additional terms and conditions, as required.

Cone of Silence: Except as otherwise directed by this RFP, upon issuance of this RFP, Contractors may not contact individual OHPA Board members, the Port Operator, or Port staff (other than with questions as outlined above) regarding any and all aspects of this RFP until the entire submittal, evaluation and selection process are concluded.

Section III CONTRACT TERM

The term of this contract shall be for a _____ year period unless terminated by either party with thirty (30) days written notice.

Section IV SCOPE OF SERVICES

This project includes approximately _____ hours of uniformed security service per week, allocated as follows:

Description of Site & Job Classification	H	Recommended
Site & Job Classification	0	\$0.00
Site & Job Classification	0	\$0.00
Site & Job Classification	0	\$0.00
Total	0	\$0.00

Contractor shall provide unarmed uniformed security services in and around the Port properties on a 24 hour-a-day, 7 day-a-week basis, or as otherwise indicated per site specifications. Contract security personnel will provide a variety of service, implementing the Port's security objectives according to policies and procedures which may include but is not limited to the following general tasks:

1. Entry and egress access control;
2. Roving patrols of interior and exterior building areas;
3. Visitor and building employee identification verification;
4. Incident and daily operating reports;
5. Monitoring and responding to base building intrusion detection systems, alarms and fire detection equipment;
6. Responding as necessary to support other life safety duties as identified in post orders and standard operating procedures.

Contractor shall provide appropriate and necessary management and supervision for all Contractor's employees, including any and all subcontractors, and shall be solely responsible for instituting and invoking disciplinary action of employees not in compliance with Contractor's rules and regulations, as well as any other policy established by the contracting parties.

Contractor shall develop a comprehensive set of Post Orders documenting both general procedures as well as site-specific responsibilities. Post Orders shall be prepared prior to the commencement of the contract and must be reviewed and approved by the Port management within thirty (30) days from commencement of Contractor's services to the Port. All security officers will be required to read and verify they understand the Post Orders and at minimum, shall be tested during the On-The-Job Training (OJT) period, annual or more frequently during site inspections.

Contractor shall ensure hiring, training and administration of motivated and professional employees that meet or exceed both Contractor's and the Port's standards.

Contractor is responsible for the daily personal appearance of security personnel.

Security officers are prohibited from carrying weapons of any kind, including but not limited to: firearms, nightsticks, martial arts weapons or equipment, batons or any chemical agent spray or liquid.

Contractor shall agree to remove from the site, whenever required to do so by the Port, any employee considered by the Port to be unsatisfactory or undesirable to the Port, within the limits of any applicable laws.

Contractor shall administer all cost accounting and billing relative to this contract.

Contractor shall respond as necessary to accommodate additional duty hours as may be requested by the Port.

Section V INSTRUCTIONS TO BIDDERS

Each Contractor is to address the following subjects in its response to this RFP. Reference any attachments made in response and include them in the complete response to this RFP:

1 Company History and Organization

Provide a brief company history, mission statement and organizational summary. Explain ownership (private or public) and include brief biographical information regarding the personnel who would be directly responsible for the management and local supervision of this project. Please provide proof of corporate registration with the State of Florida, Department of State.

2 Management Approach

Describe detailed company organization and project management specific to this RFP and Scope of Services. Identify by position and title the person who will have the overall responsibility for the Port account. Identify the support staff reporting to the Contractor project manager by function. Supply a complete Organization Chart depicting the structure of the local servicing office and regional support.

3 Personnel Selection Process

Describe methods of recruitment and selection of security officers. All Contractor personnel and supervision provided under this RFP must be thoroughly trained, experience and qualified to perform the work to which they are assigned. Contractor shall have a documented employment process which shall include application, interview, drug testing and background check phases. A written description of the Contractor's employment process and qualifications is to be included in the response.

4 Development and Retention of Personnel

Describe your succession planning and development of officers, supervisors and managers. Describe methods and initiatives designed to promote employee retention.

5 Total Quality Management Program

Outline administrative controls, plans and processes to monitor and assure contract compliance of security services. Include methods of quality control, contract administration, audits, management inspection programs, conduct and job performance standards, corrective action planning and follow-up reporting.

6 Cost Proposal and Invoicing

Provide billing rates for each of the following:

- a. Security Officer
- b. Console Operator
- c. Shift Supervisor
- d. Account Manager

Include overtime policies, holiday policies and rates.

Propose invoicing frequency and procedures and applicable discounts. All invoices will clearly identified applicable job site coding in order to associate Contractor's actual costs with the Port's job site or job codes. Explain how discounts will be applied for different payment terms.

7 Training Programs

Describe in detail the training programs in place to support this project. Include the following:

- a. Pre-Assignment Training
- b. Job and Task Specific Training (OJT)
- c. Formal Continuous Training
- d. Annual Retraining and Recertification
- e. Supervisory Development Training (Describe the program that your company utilizes that leads to a professional credential for supervisors.)
- f. Include the name, contract information (including email address) and qualifications of the local or regional trainer(s) who will conduct training and the manner in which the Contractor documents training, paper records, online, web-accessible, etc.

8 Computer Management System

Describe productivity and technology applications utilized to enhance and improve business processes, integration of scheduling, payroll and billing systems or other benefits of computerization. Summarize how such systems will benefit the Port.

9 Value Added Features

Indicate features or programs not covered elsewhere in the response to this RFP which are offered to enhance the Contractor's ability to effectively manage the Scope of Services.

10 Insurance

The Contractor shall carry and maintain, with respect to any work or service to be performed at the Port facilities, insurance written by a licensed and responsible insurance company, to provide for the following:

- a. Workers' Compensation as required by applicable statute and Employer's Liability Insurance;
- b. Commercial General Liability Insurance;
- c. Automobile Liability Insurance;
- d. Excess-umbrella Insurance, including terrorism coverage;
- e. Include a sample Certificate of Insurance including limits with the response. All policies and certificates shall provide for thirty (30) days notification to the Port in the event of cancellation, reduction in limits or changes in coverage.

11 Benefits Program

Describe in detail all benefits offered to employees. Include health care insurance, life insurance, holiday pay, vacations and any other benefits offered. Cite specific plans offered and employee cost sharing arrangements (payroll deduction). Please include the following:

- a. Medical/health insurance (indicate costs for a PPO program including coverage options for employee, employee and spouse and employee and family);
- b. Dental (indicate monthly premium and annual limits);
- c. Life insurance (indicate amount provided at no cost to employee and any optional coverages available.)

12 Employee Recognition Programs

Outline any specific incentive and recognition programs made available to employees and explain how these programs are managed and if charges to the Port will be incurred as a result of Contractor implementing these programs.

13 Transition Plan

Submit a projected Transition Plan for implementation if awarded the contract to include tasks and time frames. Include a list of all individuals assigned to your transition team with current contact information, telephone numbers and email addresses.

14 References

Provide at least three (3) client references whose facilities are comparable in size, profile and security service hours to the Port. Include company name, address, contact person and contact number for each reference.

Attachments



Ocean Highway & Port Authority
Nassau County

Chris T. Ragucci, CEO, Port Operator
Nassau Terminals - Worldwide Terminals Fernandina, LLC
501 N. 3rd Street
Fernandina Beach, FL 32034

March 21, 2022

SENT VIA U.S. MAIL and EMAIL (chris.ragucci@worldwideterminals.com)

Dear Mr. Ragucci:

As discussed at the Ocean Highway & Port Authority (OHPA) Board meeting on March 9, 2022, this letter shall serve as a formal request for the following:

1. Any and all information and documentation demonstrating revenue collected by Nassau Terminals, LLC, related to all tugboat operations, including, but not limited to, the Forth Clinch at the Port of Fernandina during the calendar years 2020, 2021 and 2022.

This request is made pursuant to the Operating Agreement and the Global Settlement and Mutual Release Agreement. Further, the information requested is directly related to OHPA business and operations and is considered by OHPA to be public records. The requested information and documentation should be readily available to Nassau Terminals. Therefore, please provide the requested information and documentation no later than April 8, 2022, so that it may be considered by the OHPA Board at its April 13, 2022 meeting.

Thank you for your prompt attention and consideration of this important matter.

Sincerely,


Danny Fullwood, Chairman

Ocean Highway & Port Authority

(904)716-8668

dfullwood@portoffernandina.org

C:

Patrick W. Krechowski, Port Attorney (email)
OHPA Board (email)
Charlie Jimerson (email)



Ocean Highway & Port Authority
Nassau County

Chris T. Ragucci, CEO, Port Operator
Nassau Terminals - Worldwide Terminals Fernandina, LLC
501 N. 3rd Street
Fernandina Beach, FL 32034

March 21, 2022

SENT VIA U.S. MAIL and EMAIL (chris.ragucci@worldwideterminals.com)

Dear Mr. Ragucci:

As discussed at the Ocean Highway & Port Authority (OHPA) Board meeting on March 9, 2022, this letter shall serve as a formal request for the following:

1. Any and all information and documentation demonstrating revenue collected by Nassau Terminals, LLC, related to all cruise ship operations, including, but not limited to, the Seven Seas Explorer, the Ocean Voyager, and the VB 10,000 (Versabar) at the Port of Fernandina during the calendar years 2020, 2021 and 2022.

This request is made pursuant to the Operating Agreement and the Global Settlement and Mutual Release Agreement. Further, the information requested is directly related to OHPA business and operations and is considered by OHPA to be public records. The requested information and documentation should be readily available to Nassau Terminals. Therefore, please provide the requested information and documentation no later than April 8, 2022, so that it may be considered by the OHPA Board at its April 13, 2022 meeting.

Thank you for your prompt attention and consideration of this important matter.

Sincerely,

Danny Fullwood, Chairman

Ocean Highway & Port Authority

(904)716-8668

dfullwood@portoffernandina.org

C:

Patrick W. Krechowski, Port Attorney (email)

OHPA Board (email)

Charlie Jimerson (email)



Port Accountant Report

**OHPA Strategic Master Plan
Payment Schedule - RS&H**

Project Budget	\$	296,402.00	
Expended Budget	\$	93,153.45	through January 21, 2022 (project delayed through March 2022)
Remaining Budget	\$	203,248.55	
Remaining Schedule			6 months
Invoiced per month	\$	33,874.76	estimated

<u>Payment Schedule</u>	<u>Invoice Amount</u>	<u>Invoice Date</u>	<u>Payment Due</u>
May 2022	\$ 35,000.00	5/18/2022	6/18/2022
June 2022	\$ 35,000.00	6/15/2022	7/15/2022
July 2022	\$ 35,000.00	7/13/2022	8/13/2022
August 2022	\$ 35,000.00	8/17/2022	9/17/2022
September 2022	\$ 35,000.00	9/14/2022	10/14/2022
October 2022	\$ 28,248.55	10/19/2022	11/19/2022

Date Prepared: 4/25/2022

Note: Invoice amounts are estimates and could vary based on work performed.



Port Operator Report

**REQUEST FOR
BIDS
OCEAN HIGHWAY AND PORT AUTHORITY
OF NASSAU COUNTY, FLORIDA**

The Ocean Highway and Port of Authority of Nassau County, Florida (“OHPA”) Is requesting fixed-cost proposals for the manufacture, supply and construction of a fabric warehouse, as more particularly described below, at the Port of Fernandina, Nassau Terminal.

Warehouse Dimensions:

- 50,000 total square feet of covered area;
- 2 separate buildings- each to be 100 feet in width by 250 feet in length;
- Maximum center roof height of 35 feet;
- Minimum wall height of 22 feet.

The above described warehouse shall be in conformance with the following additional specifications:

- Warehouse construction shall be considered “turn key”
- Material shall be 22 Oz., White, Flame Retardant PVC Vinyl Fabric with Polyester Scrim
- Fabric to be flame retardant – NFPA 701 and UVA treated
- Fabric to end at Base Level on each side
- Frame Members: 30” Bi-Beam Heavy Wall Galvanized Tubular Steel Design
- 10’ Truss Spacing (maximum)
- All weld joints coated with galvanized sealer
- All connections made using plate to plate junctions
- All connections via a slip fit & bolt junction with A-325 Structural Bolts
- All assembly instructions, hardware & anchoring to be included
- Warehouse to be assembled and anchored on asphalt over concrete block
- Both ends of Warehouse to be enclosed
- Access Doors - 1 in each end wall – 25’ wide X 25’ high fabric roll-up type
- End wall doors to include winches, trolleys, cables, etc. for opening/closing doors
- (4) Aluminum man doors with frame, total. (two in each building installed in end walls)
- 4 - chain operated 36” louver vents – (2 in each building installed in end walls)
- Complete aluminum trim w/hardware to trim skirt to the foundation
- Labor, equipment, and installation included in fixed-cost
- Structure must meet all local codes and Florida State Building Code, including site plan and layout design
- Design and engineering must be certified by a Florida licensed Professional Engineer
- Complete set of prints, parts list, and maintenance manual to be provided
- Hurricane resistant structure – must survive CAT 1 with fabric in place
- Construction contractor and subcontractors to remove all debris and excess materials
- Shipping and handling shall be included
- Delivery Time – material to be delivered commencing within sixty (60) days of executed contract
- Work schedule to be 7 days a week including weekends

- Warranty – 10 years on construction and manufacture
- Purchaser - Ocean Highway and Port Authority – is Tax Exempt
- Adequate venting provisions required to meet Flood Plain requirements
-
- Elevation Certificate will be required prior to CO issuance

Fixed cost proposals and company qualifications must be submitted by 4:00 PM (EST) on, Friday, May 30, 2022 to OHPA via email to: Rossana Hebron; ohpanc@gmail.com. Any submittals not meeting the above deadline will not be considered. All questions should be directed to OHPANC@gmail.com with “Question from bidder RFB Fabric Warehouse” in the subject line. Questions and answers will be published on the OHPA website and should be submitted no later than May ____, 2022. Proposals should be in one email with “Response to RFB Fabric Warehouse 2022” in the subject line.

Proposals will be immediately opened and evaluated by OHPA. Bidders satisfying all above qualifications will be submitted to the OHPA Board of Port Commissioners for consideration at a public meeting. Upon selection by the Board, a contract for the provision of the fabric building will be negotiated for Commission approval and execution.

Americans with Disabilities Act Notice: Any person needing a special accommodation should contact Rossana Hebron, OHPA Administrative Office Manager at (904) 491-7422.

OHPA will be utilizing public grant funds as partial funding for this project. As such, the successful bidder must comply with all applicable grant funding guidelines and requirements. Further, the project implementation and completion is contingent upon OHPA receiving the necessary grant funding.

OHPA reserves the right to reject any or all bids, waive informalities, irregularities or technical defects in any bid or make award in part or whole, with or without cause and to make the award, that in its judgement, will be in the best interest of the Ocean Highway and Port Authority of Nassau County. OHPA further reserves the right to halt, cancel or delay this process in manner and for any reason it deems necessary.

[compliance with COFB permitting and Florida Building Code]

[estimated cost of removal]

[Hurricane response plan for Cat 3 storm]



Unfinished Business



Rossana Hebron <ohpanc@gmail.com>

Grant GOL06 Billing Deadline 4/30/22

Coffman, Kyle Kyle.Coffman@dot.state.fl.us

OHPA Team,

Over the last year in our coordination meetings we've extensively discussed Grant GOL06 covering the design & construction of the north dock ramp and pilings. The grant was executed in April 31st, 2021. The Department has repeatedly requested invoices for any accrued charges for this project, dating back at least 15 months according to the notes shown below from our coordination & amending said grant to include the FSTED approved scope for GOL06. The Department tentatively agreed to this request & has held budget in FY22 to accommodate the reallocation, however approaching **we are at risk of losing the budget and our ability to reallocate funding**. Please provide a final invoice for grant GOL06 ASAP, any invoices received after 4/30/2022 will not be paid out of the JPA.

Please let me know if you'd like to discuss or if there are any questions

GOL06-EXPIRED

STATUS UPDATES FROM PORT

- JANUARY 2022:** FDOT reviewed request for compliance documents, requested changes & additional information needed to process the final invoice as of **NOVEMBER 2021**: OHPA to provide final invoice for within next month ←
- AUGUST 2021** OHPA indicated an invoice for design for \$80,000 design work was imminent. OHPA to Request reallocation from FSTED ←
- JUNE 2021** OHPA indicated an invoice for design work was imminent. Six (6) months from JPA expiration. ←
- MAY 2021** OHPA indicated an invoice for design work was imminent ←
- MARCH 2021** OHPA indicated an invoice for design work was imminent ←
- JANUARY 2021** OHPA indicated an invoice for design work would be submitted in Q1 2021. ←
- DECEMBER 2020:** OHPA requested JPA time extension was received and approved by FDOT. JPA expiration date extended to 12/31/21. OHPA indicated **NOVEMBER 2020:** Indicated a formal request would be forthcoming for time extension.

Respectfully,

Kyle Coffman
Freight & Logistics Supervisor
2198 Edison Ave, MS 2806
Jacksonville FL 32204-2730
O: 904-360-5686
C: 904-343-1760
Kyle.Coffman@dot.state.fl.us





New Business

February 28, 2022

Attention: Ms. Rossanna Hebron
Administrative Office Manager
86130 License Rd #9
Fernandina Beach, FL 32034

Dear Ms. Hebron:

I am interested in the Executive Direction position for the Ocean Highway & Port Authority of Nassau County, Florida, otherwise known as Port Fernandina. I have supported inland and coastal marine terminals and ports throughout the United States as well as the U.S. Committee for the Marine Transportation System (CMTS) under the U.S. Department of Transportation (USDOT). For the U.S. CMTS, I developed the first and second editions of Federal Funding Handbook for the Marine Transportation System (lauded by U.S. TRANSCOM), which provide me a good background in all sources of applicable funding for ports, marine terminals, and maritime services. I am also familiar with and have supported/developed grant applications for various federal funding sources.

I have briefed and worked with international MTS personnel including Transport Canada, the Mexican Secretariat of Transportation and Communications, and the Cotton Club (comprised of European embassy personnel). I have also worked with marine, rail and roadway facilities in support of ports including Port Everglades, Beaumont, Virginia Port Authority, New York/New Jersey, Long Beach, Baton Rouge, and New Orleans for master and strategic plans. I have subsequently become familiar with federal regulations and legislation working for the USDOT/Maritime Administration where I helped with critical issues for adjacent communities near ports; for example, the Environmental Protection Agency (EPA) has programs targeted for port-adjacent communities. This has allowed me to become more familiar with available federal resources and how to communicate between federal personnel and industry partners.

I have led and supported community engagement, understanding concerns for the potential impacts of goods movement (freight rail and truck impacts). This experience includes with the Town of North Kingstown, Rhode Island, for a potential, new container port and the EPA/U.S. Corps of Engineers Environmental Assessment/Impact process for expansion of a navigation lock. In addition, my initial career entailed developing job impacts for the Port of New Orleans as an intern, port planner, and consultant. I applied this experience more recently to helping develop the Florida Freight Mobility and Trade Plan (2020), notably addressing trade/logistics issues; the FDOT District 2 Truck Parking Study (a contemporary issue); and the Statewide Truck Parking Study, for which I addressed eligible federal programs. Moreover, working with and for FDOT has provided me a good understanding of the State's sunshine laws.

Finally, my verbal and written communication skills are evidenced by the port, maritime, and intermodal planning for 25 years including recently for the Kentucky Riverport System Study and being subsequently hired by a riverport for a potential marine highway service. I am also working to import a new patented/trademarked product from Asia. I look forward to hearing from you soon!

Sincerely,

N.P. Comeaux

Noël P. Comeaux, PMP, AICP

Noël P. Comeaux, PMP,
AICP

[https://www.linkedin.com/in/ncomeaux83/
betterliving@yourhealthcommunities.com](https://www.linkedin.com/in/ncomeaux83/betterliving@yourhealthcommunities.com)
703-926-4618



IMPACT STATEMENT

Over 25 years, I have managed programs, projects and other efforts of international, national, state, regional and local significance in the port/maritime planning, urban/transportation planning, engineering, and freight industries.

PROFESSIONAL COMPETENCIES & SKILLS

Professional Planning

Project & Program Management
Traffic Circulation and Impacts
Public Outreach/Community Engagement/Equity
Transit (Bus, Light & Heavy Rail & Ferry)/Pedestrian & Bicycle
Land Use/Development/Urban Goods Movement
Marine/Port, Truck, Rail, & Last-Mile Freight Planning
Federal Risk, Security & Emergency Management Planning Reqs

Technical Skills

C-Suite, Public & Industry Presentations
Business Development
Complete Microsoft Office
Database Development
Project Management Software
Video Development
Grant Application Development

PROFESSIONAL EXPERIENCE

Healthy Communities, LLC, Alexandria, VA / Jacksonville, FL

Chief Operations Officer / Senior Planner, Project & Program Manager

August 2016 – Present

Have led business, proposal development, and planning efforts for current and potential clients and in support of:

- Metro Analytics managing multiple tasks including stakeholder outreach; economic analysis; and riverport planning. Further, provided quality assurance oversight for various reports and project management services. Projects include the Kentucky Riverport Freight Study (Capital Improvement Planning (CIP)) and the ITTS FEAT/SHIFT Update.
- The Tioga Group marketing services to marine ports along the Gulf Coast.
- FEMA helping local public & non-profit community stakeholders recover capital funding from the Public Assistance Program, including in Miami in late 2017 for CDM Smith and in early late 2018/2019 directly for FEMA.
- The U.S. CMTS supporting completion of the 2013 Marine Transportation System Report to Congress.
- The Transportation Management Program Office of Washington Headquarter Services in The Pentagon (via Foursquare ITP), addressing various efforts including van pool and Mark Center shuttle service planning.

HDR, Inc., Jacksonville, FL

Senior Transportation Planner – Freight Specialist

March 2019 – December 2020

- Managed the development of the Phase 1/2 freight studies for the Space Coast region (entailing traffic counts & analyses, floodplains/wetlands, land use, etc.), the Lee County MPO Long Range Transportation Plan freight element (entailing LOS on I-95), the FDOT D2 Truck Parking Study, the Florida Statewide Truck Parking Study, and critical issues for the 2020 Florida Freight Mobility Trade Plan.
- Developed freight messaging for Speak Up Broward and led development of stakeholder presentations.

US Dept. of Transportation, Maritime Administration, Washington, DC

Transportation Industry Analyst

November 2008 – August 2016

Stood up America's Marine Highway (urban planning) Program; impacts included:

- Managing for the Port of Guam Enterprise Redevelopment Program, a \$50 million U.S. Navy program, as the COR (project manager) for which I identified and recovered more than \$75,000 in federal funding.
- Managing various aspects of the initial development of America's Marine Highway Program including the NOFO, Interim Final Rule Comments, grant reviews, stakeholders, and a comprehensive review of STIPs.
- Reviewing TIGER Grant applications involving NEPA analyses.
- Developing the 1st & 2nd Marine Transportation System Federal Funding Handbooks on detail to the U.S. Committee on the Marine Transportation System (CMTS), with accolades from U.S. TRANSCOM.
- Briefing EU embassy officials to highlight operational and policy differences with EU short sea programs.
- Participating in a second detail with the Partnership for Public Service based on good performance.

Maritime Security Support ([ABS Consulting](#) & [GDIT/Anteon](#)), Washington, DC

Transportation Planning/Risk Consultant & Project Manager

February 2005 – November 2008

On behalf of General Dynamics Information Technology (Anteon):

- Led development of a new USCG NSSE community policy (entailing preventative temporary infrastructure design measures); efforts included attending Super Bowl XL and interviewing a key stakeholder, Commandant Papp, to understand key, practical issues.
- Led stakeholder outreach for 2008 USCG Recovery Symposium, the most successful symposium to date, based on my knowledge of the industry and getting industry stakeholders to attend.
- Provided the USCG a summary of Commerce restart issues for public & private community operations.
- Managed day-to-day processes for the HSPD-13 Marine Transportation System Security team; impacts entailed development of the MTS Security Recommendations and presenting to the Homeland Security Council.

As a result, was the only team member hired by ABS to

- Manage the entire U.S. Navy physical security temporary waivers/permanent exceptions process for multidisciplinary projects, resulting in a more consistent process and briefing CONUS and OCONUS FSOs on new standards. Further, was the applauded SME for a Naval exercise at NB Norfolk.

Earth Tech, Inc. ([AECOM](#)), Alexandria, VA

Transportation Planning Project Manager

September 2003 – February 2005

- Lead planner and project manager for community planning and transit projects entailing commuter rail access and land use development/design issues, including storm water, corridor development, public involvement/charrettes, traffic analyses (Synchro), and bicycle/pedestrian planning projects. This included a preliminary engineering and a corridor study.
- Served as the engineering liaison for the development of aesthetic improvements to the Arlington County Wastewater Treatment Facility. Key issue was smoothing communications between engineers and artists under a contract with the Department of Parks and Recreation.
- As contract support to FEMA, worked with Florida DOT to monitor cleanup after five major hurricanes in Central Florida; impacts included helping a local elderly residential community taken advantage by a contractor and investigating issues to save more than \$100,000 in federal funds.

FEMA/USACE/Other Support (URS Corp. ([AECOM](#)) & [The Louis Berger Group, Inc.](#)), Washington, DC

Marine / Transportation Project Manager

August 2002 – August 2003

On behalf of Louis Berger, interviewed 20 shippers for the 2003 Panama Canal Authority, successfully led the stakeholder outreach process for USACE Benefit-Cost Analysis (BCA) for the Atchafalaya River, and contributed to various proposals. Therefore, was hired by URS to continue leading the USACE BCA stakeholder process and:

- Be the SME for a white paper leveraging Port of New Orleans facilities for a Category 5 hurricane striking the Gulf Coast for the LA Office of EP, just before Hurricane Katrina coincidentally struck New Orleans.
- Develop the FEMA BCA CD-ROM Tool for the Hazard Mitigation Program for State Offices of E.M.

[Transystems Corporation](#), Reston, VA

Marine / Transportation Project Manager

November 1999 – July 2002

Managed projects and tasks from \$30,000 to \$1.5 million entailing marine transit, rail access, terminal throughput, channel throughout (based on USACE channel/navigation guidance), port/freight rail, and pro forma analyses.

Frederic R. Harris, Inc. ([AECOM](#)), New Orleans, LA

Urban / Transportation Planner

February 1998 – November 1999

- Led development of economic benefits for a major SE U.S. highway corridor, for which LADOTD provided the project team the highest rating; was subsequently sent to a subconsultant to develop economic benefits of a cantilever truss bridge project and a conceptual container port in LA from former work for the Port of N.O.
- Managed traffic counts for the expansion of a major medical center, entailing land use and trip generation.

[Port of New Orleans](#), New Orleans, LA

Port Planner I

October 1996 – November 1997

- Developed economic benefits for two applications to the Louisiana Port Construction and Development Priority Program (involving the Port's CIP) respectively as both an intern and full-time professional.
- Provided a comprehensive analysis of foreign trade zone regulations.

AWARDS/HONORS

- Two bonuses received at Metro Analytics in seven months for exceptional performance, 2021
- Five USDOT/Maritime Administration Awards/Honors, 2008-2016
- First publicly featured USDOT employee (USDOT website), 2016
- Annually featured USDOT employee for community service, 2014-2016
- US TRANSCOM-lauded US CMTS Federal Funding Handbook, 2014
- Best Overall Division Performance, APA Transportation Planning Division, April 2011
- Coast Guard Meritorious Team Commendation, September 27, 2006

PUBLICATIONS

- Contributor to the 2018 update of the APA Surface Transportation Policy Guide.
- Contributor to the 2018 APA Policy Guide on Connected Vehicle Technology.
- Contributor to the 2016 “APA Policy Guide on Freight,” the 2017 summary of the Freight Policy Guide, and the 2017 update of the surface transportation policy guide for automated vehicle technology.
- “Urban & Port Planning – An Integrated Effort @ All Levels,” APA Planners Advisory Service, State of Transportation Planning 2016.
- “Trends in Sustainable Transportation,” Planners Accreditation Board Newsletter, Fall 2011 (co-authored)
- “Freight & Maritime Transport,” APA Planners Advisory Service, State of Transportation Planning 2010
- “New Realities and the Need for Leadership in Transportation Planning,” APA Planners Advisory Service, July/August 2010 (co-authored).

PROFESSIONAL LEADERSHIP / ASSOCIATIONS

- *Transportation Research Board (TRB)*: Chair for the AW050 Ferry Committee, Communications Coordinator for Aw020 Inland Water Transportation, member of the Port Digitalization and Port Performance Subcommittees, Marine Liaison for the Coordinating Research Council and NCFRP-46, “Benefit-Cost Methodologies for Evaluating Multimodal Freight Corridor Investments” & TCRP Synthesis Topic SB-23, “Integrating Passenger Ferry Service with Mass Transit.” Further, Steering Committee member for TR News’ July/August 2021 Edition regarding “Research Needs in the Marine Transportation System.”
- *American Planning Association*: Past-Chair Positions - Transportation Planning Division, Division Council Policy Committee, & Division Council-Chapter Presidents’ Council Joint Task Force, Freight Policy Guide Task Force.

EDUCATION

- Masters of Urban & Regional Planning, College of Urban and Public Affairs, University of New Orleans, 1997
- Bachelor of Arts, Tulane University, Political Economics (minor, Economics), 1991

TRAINING

- Current/Former Federal Certifications & Background Checks:
 - DHS/FEMA Public Assistance Program Delivery Management, November 2004, 2018, and 2021
 - Public Trust – Pentagon/Department of Defense (January 2018)
 - Former Contracting Officer’s Representative (COR), 2014
 - Department of Defense SECRET (sponsored until November 2010)
 - Federal Advisory Committee Act, June 2009
 - Assistant FSO (ISSM); ABS Consulting, Inc. (Rosslyn facility), 2008
- Planning for Effective Public Participation, International Association for Public Participation, 2004

COMMUNITY INVOLVEMENT

- For 11 years, I have worked with federal and local agencies to lead as many as 80 people to bring Santa Claus, The Grinch, and other Christmas characters on water and jet skis to Old Town Alexandria on Christmas Eve.
- Have assisted Lake of the Woods Adaptive Watersports in Virginia with events for Wounded Warriors and disabled children.

References available upon request.

DAVID KAUFMAN

4555 Blueberry Woods Circle North, Jacksonville, FL 32258 · 904.614.2111

DavidKaufman904@gmail.com

Highly Accomplished Port Industry Executive with a strong track record of leading major expansionary, profitable, and innovative projects. Adept at building trusting relationships and partnerships. Effectively provides strategic planning and analysis skills in both the public and private sector which often brings these together for mutual gain. Respected member of local, regional, and statewide planning, environmental, transportation and port related boards and commissions.

CORE COMPETENCIES AND AREAS OF EXPERTISE

- Strategic Planning
- Research and Analysis
- Intergovernmental and Community Coordination
- Property entitlements
- Legislative review and analysis
- Contract negotiation
- Real estate and land use analysis
- Grant review and application

EXPERIENCE

MAY 2021 – CURRENT

PRESIDENT

CHECKMATE CONSULTING, LLC

Established Checkmate Consulting to provide management advisory services in the seaport and real estate sectors. Provided business development services and serves as Strategic Master Plan Advisor to the Ocean Highway and Port Authority of Nassau County

JANUARY 2019 – JANUARY 2021

DIRECTOR, BUSINESS DEVELOPMENT – MARITIME

THE HASKELL COMPANY, JACKSONVILLE, FLORIDA

Provided market reconnaissance and developed business leads for the newly created Maritime Division, providing Design Build, Construction Management at Risk and general planning guidance for cargo and cruise related projects. Promoted Design Build as an acceptable procurement approach in the Public Port environment, resulting in multiple new bid opportunities for cruise terminal and cargo facility projects and project selection for the reconstruction of a security gate complex.

OCTOBER 2018 – JANUARY 2019

CONSULTANT

Provided consulting services to the Haskell Company to develop business plan and target opportunities to create a new maritime division. Provided due diligence consulting services to Cantrell & Morgan, Inc. evaluating retail and hotel development opportunities, including a review of site plan requirements, off-site transportation improvements and out parcel placement.

October 1993 – August 2018

SR. DIRECTOR, PLANNING AND COMMERCIAL DEVELOPMENT

JACKSONVILLE PORT AUTHORITY, JACKSONVILLE, FLORIDA

Provided strategic guidance and insight into the growth and development of the seaport business. Provided direct leadership and management responsibility for land acquisitions and dispositions, resource and regulatory permits, entitlements, authorizations, mitigation and compliance, intergovernmental review and coordination, community outreach and coordination, legislative review and analysis including representing the Authority's interests at the local, State and Federal level, and strategic planning. Negotiated major lease agreements with tenants, including cruise lines and cargo carriers.

Notable Achievements include:

- Led property acquisition team to create the Dames Point Marine Terminal, which included the negotiated purchase of approximately 100 residential homes/lots and several larger privately-owned parcels.
- Led the entitlement and permitting process for the development of the Dames Point Marine Terminal, including the negotiation of mitigation strategies for wetlands, road capacity and tree protection.
- Negotiated first ever cruise industry lease agreements in Jacksonville with Royal Caribbean Cruise Lines (Celebrity Cruise Line) and Carnival Corporation, resulting in homeport operations that generated in excess of \$5 million in annual revenue.
- Negotiated long term terminal lease and operating agreement (30 -year term, over \$5 million annual revenue) with a major cargo carrier/terminal operator.
- Coordinated various transportation improvements with the Florida Department of Transportation to enhance terminal access, including two new interchanges and road widening projects.
- Represented the Authority on regional and state boards and organizations including the Florida Ports Council, Florida Seaport Transportation and Economic Development (FSTED) Council, Northeast Florida Regional Transportation Study Commission, Florida State Seaport Environmental Management Committee (Chairman for 8 years), North Florida Transportation Planning Organization (TPO) Technical Advisory Committee, VISIT Jacksonville (Board Member), 2005 Super Bowl Host Committee, and the Southeast Implementation Team for the Recovery of the Right Whale.
- Led the legislative effort to amend the Port's charter to allow for the expansion of the Foreign Trade Zone in northeast Florida, provided lobbying support for the Federal Harbor Deepening Authorization and Appropriation processes, contributed to the successful Federal BUILD Grant application to provide enhanced port access via the Hart Bridge Expressway.
- Led the property acquisition efforts to meet the Harbor Deepening mitigation requirements and developed the financial pro forma for the funding of the Harbor Deepening project.
- Developed the strategy to consolidate deep draft container terminal operations on the Blount Island Marine Terminal.

EARLY CAREER POSITIONS

URBANOMICS INC., PONTE VEDRA BEACH, FLORIDA, VICE PRESIDENT 1991 – 1993

Real estate and planning management consulting business focused primarily on the needs of local governments and large property landowners and developers.

RS&H, INC., JACKSONVILLE, FLORIDA, ASSOCIATE 1985 – 1991

Real estate and planning management consulting business focused primarily on the needs of local governments and large property landowners and developers.

EDUCATION

MASTER'S DEGREE – URBAN AND REGIONAL PLANNING, FLORIDA STATE UNIVERSITY

BACHELOR'S DEGREE – BUS. ADMINISTRATION, FINANCE, CUM LAUDE, UNIVERSITY OF FLORIDA

LICENSE AND LEADERSHIP

President, Congregation Ahavath Chesed Board of Trustees (2018 – 2021)

Chairman, Florida Seaport Environmental Management Committee (2006-2013)

Licensed Florida Real Estate Sales Associate – License Number L3428702



Presentation

Whitney Gray

Resilient Florida Grants 2022

The Department of Environmental Protection’s [Office of Resilience and Coastal Protection](#) will be accepting grant applications this spring and summer in the [Resilient Florida](#) program. The Resilient Florida program came from legislation that was signed into law in May 2021. The resulting statute was updated this year during the legislative session which is headed to the Governor’s desk at this time.

[CS/HB 7053](#) includes some important changes to the 2021 statute ([s. 380.093, F.S.](#)) which are outlined below along with eligibility and project types for each part of the program. The statute includes many other initiatives, but this summary will focus on the grants.

The Resilient Florida program includes 2 main types of grants: planning (called the Resilient Florida Grant Program in the statute), and infrastructure (called the Statewide Flooding and Sea Level Rise Resilience Plan in the statute).

	Planning Grants	Infrastructure Grants
Citation	s. 380.093 (3), F.S. (2021)	s. 380.093 (5), F.S. (2021)
Eligible Applicants	Counties and municipalities	Counties and municipalities; special districts defined in s. 189.012, F.S., water management districts, drainage districts, erosion control districts, flood control districts, regional water supply authorities
Types of Projects Funded	<ul style="list-style-type: none"> • Community resilience planning, data collection for such planning, comprehensive plan amendments and necessary analysis • Vulnerability assessments that identify or address risks of inland or coastal flooding and sea level rise • Development of projects, plans, and policies that allow communities to prepare for threats from flooding and sea level rise • FOR MUNICIPALITIES AND COUNTIES WITH SMALL POPULATIONS ONLY: Preconstruction activities such as design, permitting, surveys and data collection for projects that will be submitted for an infrastructure grant 	<ul style="list-style-type: none"> • Projects that address risks of flooding and sea level rise identified in available local government vulnerability assessments (or equivalent) • Could include stormwater systems, road elevation, repetitive loss property buy-out programs, living shorelines, ecosystem restoration, pump stations, flood-proofing of public facilities • Projects should be considered critical public assets or regionally significant assets as defined in the statute (and in CS/HB 7035)
Funding Available	\$20 million	\$180 million +
Match Required	None	50% unless a small financially disadvantaged community
Application Opens	May 1, 2022	July 1, 2022
Application Closes	May 31, 2022	September 1, 2022
Est. Project Timeframe	Late 2022 – 2025	Early 2023 - 2026

Whitney.Gray@mbakerintl.com

239-633-8799

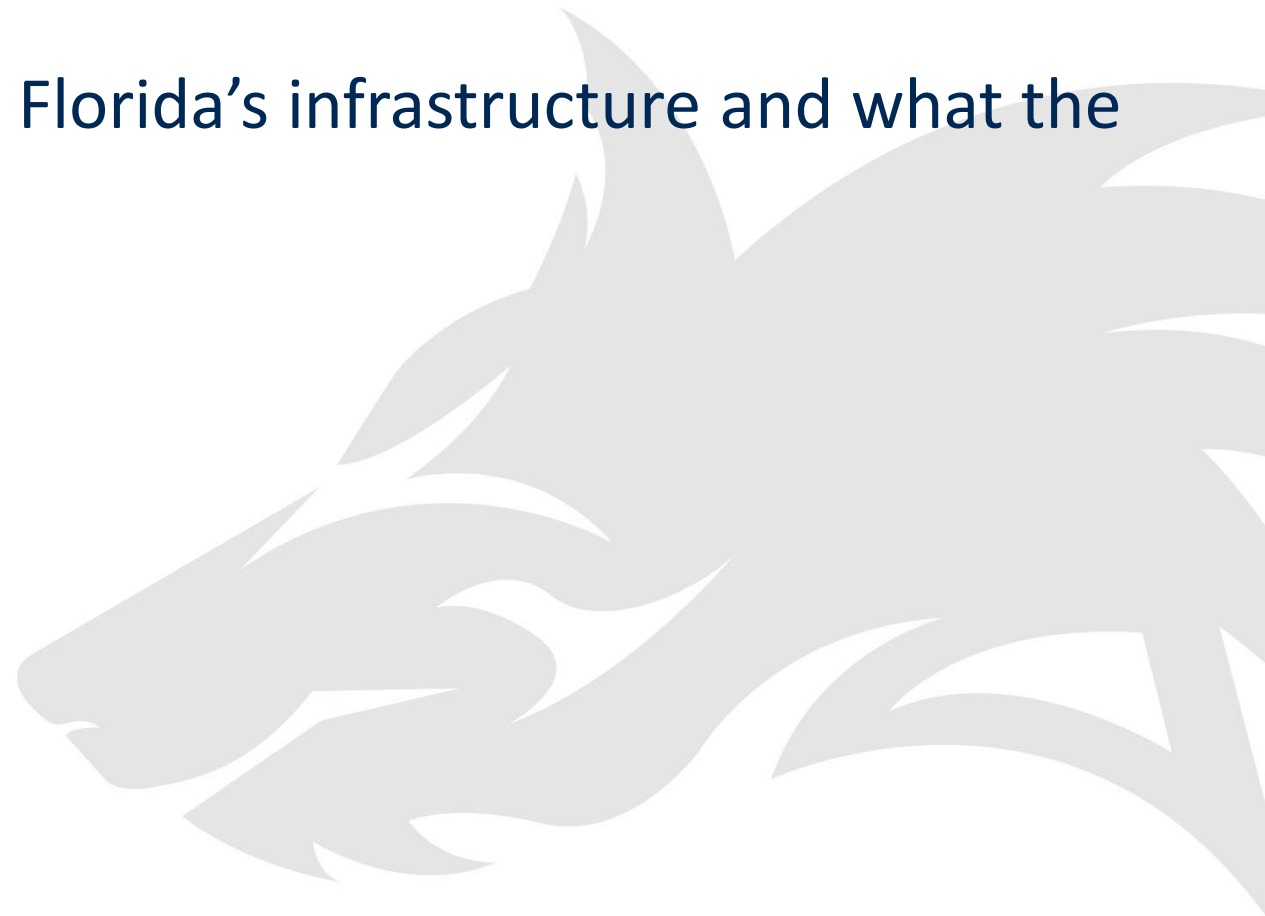
Resilient Florida & You

How changing conditions are affecting Florida's infrastructure and what the State is doing about it

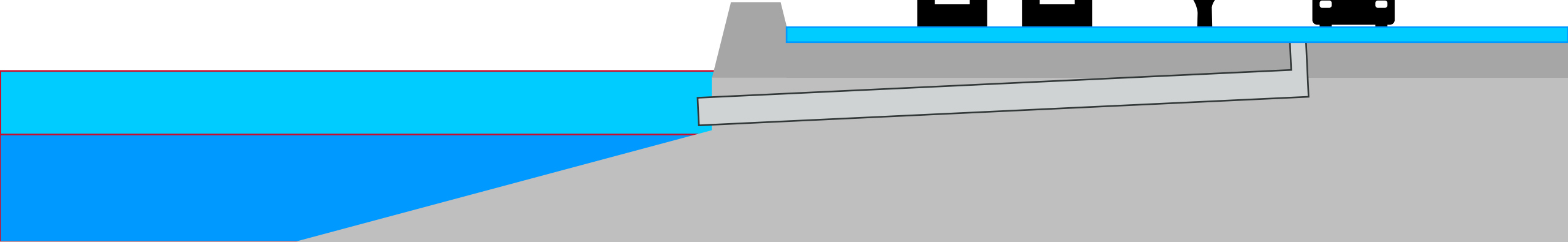
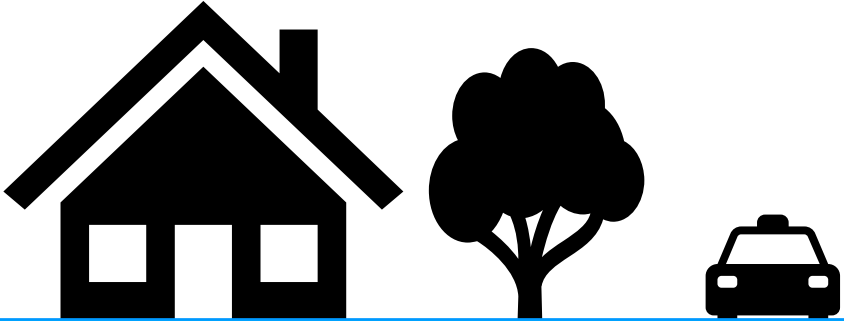
April 27, 2022

Michael Baker
INTERNATIONAL

We Make a Difference







Sea Level Rise Projections

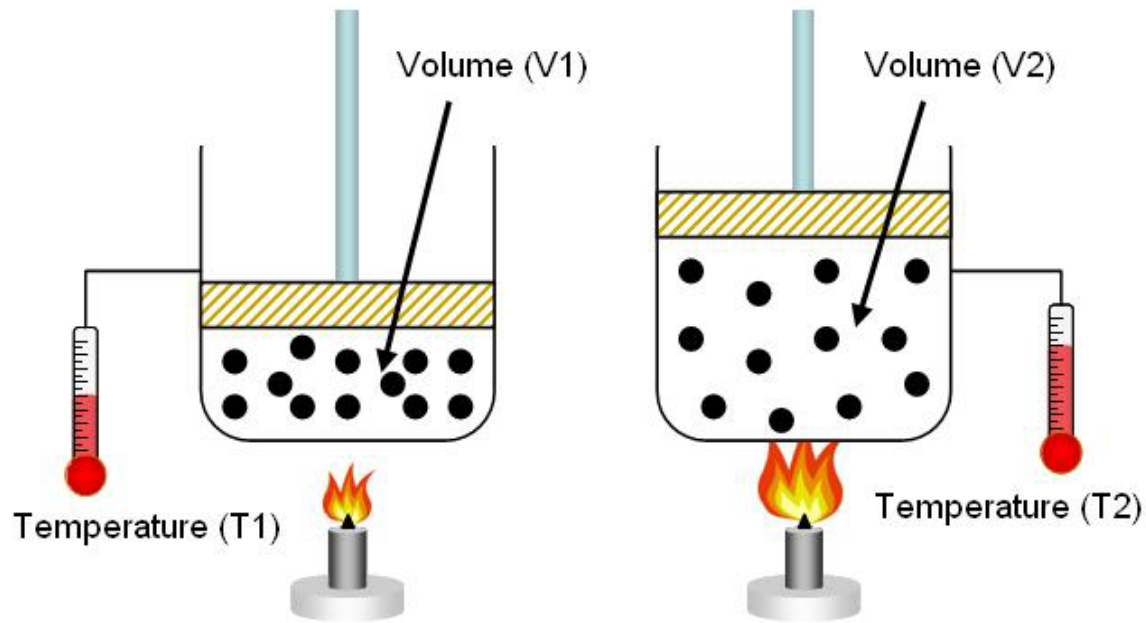
- Observations from around the state indicate that sea level has risen about a foot in the last 100 years; 5 inches just since 2000.
- The latest report from NOAA indicates that, by 2050, that number could increase by 12 additional inches
- The pace is increasing.





Thermal Expansion

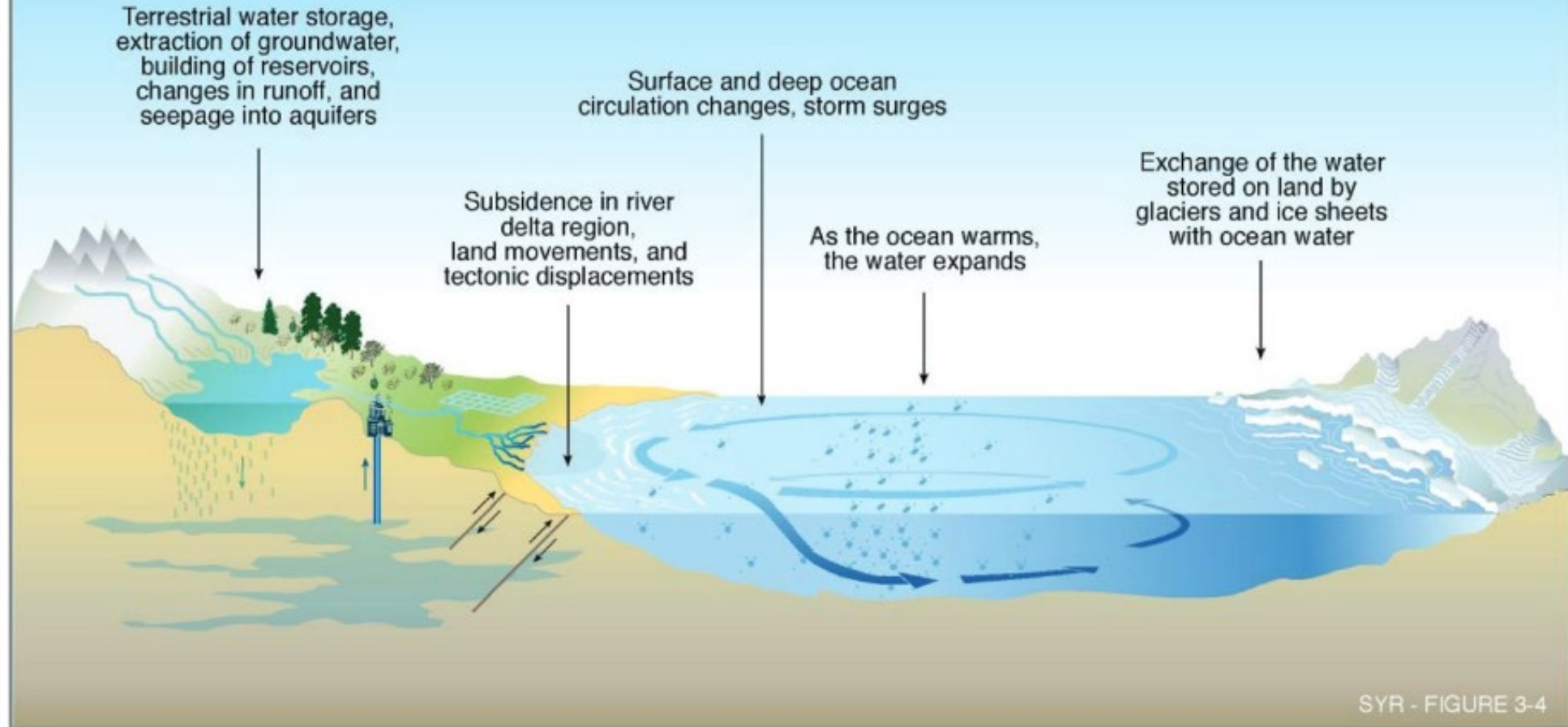
Charles's Law



Glacial Melting

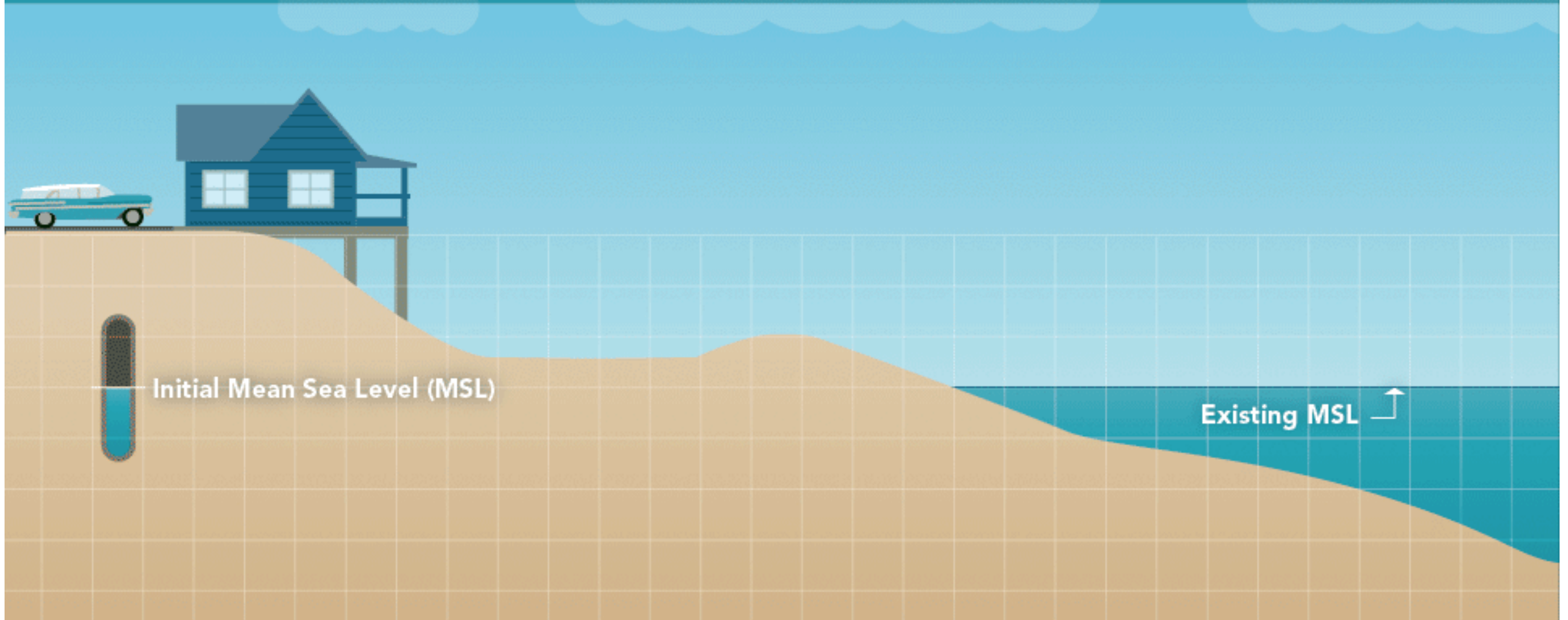


What causes the sea level to change?



Small Rise Causes Big Changes...

Coastal Dynamics of Sea Level Rise (SLR)



...and Exacerbates Existing Risks

- Storm surge
- Nuisance flooding
- Erosion
- Salt-water intrusion
- Storm water management





Video courtesy of City of Hollywood



Video courtesy of City of Hollywood



What is coastal resilience planning?

Select Year: 2017 | Go

The 2017 Florida Statutes

Title XI
COUNTY ORGANIZATION AND INTERGOVERNMENTAL RELATIONS Chapter 163
INTERGOVERNMENTAL PROGRAMS View Entire Chapter

163.3178 FS Coastal Mgmt Sea Level Rise

163.3178 Coastal management.—(1) The Legislature recognizes that there is significant interest in the resources of the coastal zone of the state. Further, the Legislature recognizes that, in the event of a natural disaster, the state may provide financial assistance to local governments for the reconstruction of roads, sewer systems, and other public facilities. Therefore, it is the intent of the Legislature that local government comprehensive plans restrict development activities where such activities would damage or deplete coastal resources, and that such plans shall include the following: (a) Each coastal management element subject to destruction by natural forces, such as hurricanes, and data; be consistent with coastal resource plans prepared and adopted pursuant to s. 163.3177(6)(g) shall be based on studies, surveys, and data; (b) A coastal management element shall be based on a comprehensive plan that includes appropriate and unsafe development in the coastal areas when opportunities arise. The component must:

1. Include development and redevelopment principles, strategies, and engineering solutions that reduce the flood risk in coastal areas which results from high-tide events, storm surge, flash floods, stormwater runoff, and the related impacts of sea-level rise.
2. Encourage the use of best practices development and redevelopment principles, strategies, and engineering solutions that will result in the removal of coastal real property from flood zone designations established by the Federal Emergency Management Agency.
3. Identify site development techniques and best practices that may reduce losses due to loading and claims made under flood insurance policies issued in this state.
4. Be consistent with, or more stringent than, the flood-resistant construction requirements in the Florida Building Code and applicable flood plain management regulations set forth in 44 C.F.R. art. 60.
5. Require that any construction activities seaward of the coastal construction control lines established pursuant to s. 161.053 be consistent with chapter 161.
6. Encourage local governments to participate in the National Flood Insurance Program community Rating System administered by the Federal Emergency Management Agency to achieve flood insurance premium discounts for their residents.
- (g) A shoreline use component that identifies public access to beach and shoreline areas and addresses the need for water-dependent and water-related facilities, including marinas, along recreational and commercial working waterfronts as defined in s. 342.02.
- (h) Designation of coastal high-hazard areas and the criteria for mitigation for a comprehensive plan amendment in a coastal high-hazard area as defined in subsection (8). The coastal high-hazard area is the area below the elevation of the category 1 storm surge line as established by a Sea, Lake, and Overland Surges from Hurricanes (SLOSH) computerized storm surge model. Application of the criteria for the mitigation of development and redevelopment activities shall be based on the elevation of the category 1 storm surge line as established by a Sea, Lake, and Overland Surges from Hurricanes (SLOSH) computerized storm surge model. Application of the criteria for the mitigation of development and redevelopment activities shall be based on the elevation of the category 1 storm surge line as established by a Sea, Lake, and Overland Surges from Hurricanes (SLOSH) computerized storm surge model.

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Florida Statutes

Title XI
COUNTY ORGANIZATION AND INTERGOVERNMENTAL RELATIONS Chapter 163
INTERGOVERNMENTAL PROGRAMS View Entire Chapter

163.3177 FS Comp Plans High Tide Events Storm Surge Stormwater

Community Planning Act; definitions.—(1) The Legislature recognizes that there is significant interest in the resources of the coastal zone of the state. Further, the Legislature recognizes that, in the event of a natural disaster, the state may provide financial assistance to local governments for the reconstruction of roads, sewer systems, and other public facilities. Therefore, it is the intent of the Legislature that local government comprehensive plans restrict development activities where such activities would damage or deplete coastal resources, and that such plans shall include the following: (a) Each coastal management element subject to destruction by natural forces, such as hurricanes, and data; be consistent with coastal resource plans prepared and adopted pursuant to s. 163.3178(2)(f) shall be based on studies, surveys, and data; (b) A coastal management element shall be based on a comprehensive plan that includes appropriate and unsafe development in the coastal areas when opportunities arise. The component must:

1. Include development and redevelopment principles, strategies, and engineering solutions that reduce the flood risk in coastal areas which results from high-tide events, storm surge, flash floods, stormwater runoff, and the related impacts of sea-level rise.
2. Encourage the use of best practices development and redevelopment principles, strategies, and engineering solutions that will result in the removal of coastal real property from flood zone designations established by the Federal Emergency Management Agency.
3. Identify site development techniques and best practices that may reduce losses due to loading and claims made under flood insurance policies issued in this state.
4. Be consistent with, or more stringent than, the flood-resistant construction requirements in the Florida Building Code and applicable flood plain management regulations set forth in 44 C.F.R. art. 60.
5. Require that any construction activities seaward of the coastal construction control lines established pursuant to s. 161.053 be consistent with chapter 161.
6. Encourage local governments to participate in the National Flood Insurance Program community Rating System administered by the Federal Emergency Management Agency to achieve flood insurance premium discounts for their residents.
- (g) A shoreline use component that identifies public access to beach and shoreline areas and addresses the need for water-dependent and water-related facilities, including marinas, along recreational and commercial working waterfronts as defined in s. 342.02.
- (h) Designation of coastal high-hazard areas and the criteria for mitigation for a comprehensive plan amendment in a coastal high-hazard area as defined in subsection (8). The coastal high-hazard area is the area below the elevation of the category 1 storm surge line as established by a Sea, Lake, and Overland Surges from Hurricanes (SLOSH) computerized storm surge model. Application of the criteria for the mitigation of development and redevelopment activities shall be based on the elevation of the category 1 storm surge line as established by a Sea, Lake, and Overland Surges from Hurricanes (SLOSH) computerized storm surge model.

Select Year: 2017 | Go

The 2017 Florida Statutes

Title XI
COUNTY ORGANIZATION AND INTERGOVERNMENTAL RELATIONS Chapter 163
INTERGOVERNMENTAL PROGRAMS View Entire Chapter

163.3178(2)(f) FS "Peril of Flood"

Community Planning Act; definitions.—(1) The Legislature recognizes that there is significant interest in the resources of the coastal zone of the state. Further, the Legislature recognizes that, in the event of a natural disaster, the state may provide financial assistance to local governments for the reconstruction of roads, sewer systems, and other public facilities. Therefore, it is the intent of the Legislature that local government comprehensive plans restrict development activities where such activities would damage or deplete coastal resources, and that such plans shall include the following: (a) Each coastal management element subject to destruction by natural forces, such as hurricanes, and data; be consistent with coastal resource plans prepared and adopted pursuant to s. 163.3178(2)(f) shall be based on studies, surveys, and data; (b) A coastal management element shall be based on a comprehensive plan that includes appropriate and unsafe development in the coastal areas when opportunities arise. The component must:

1. Include development and redevelopment principles, strategies, and engineering solutions that reduce the flood risk in coastal areas which results from high-tide events, storm surge, flash floods, stormwater runoff, and the related impacts of sea-level rise.
2. Encourage the use of best practices development and redevelopment principles, strategies, and engineering solutions that will result in the removal of coastal real property from flood zone designations established by the Federal Emergency Management Agency.
3. Identify site development techniques and best practices that may reduce losses due to loading and claims made under flood insurance policies issued in this state.
4. Be consistent with, or more stringent than, the flood-resistant construction requirements in the Florida Building Code and applicable flood plain management regulations set forth in 44 C.F.R. art. 60.
5. Require that any construction activities seaward of the coastal construction control lines established pursuant to s. 161.053 be consistent with chapter 161.
6. Encourage local governments to participate in the National Flood Insurance Program community Rating System administered by the Federal Emergency Management Agency to achieve flood insurance premium discounts for their residents.
- (g) A shoreline use component that identifies public access to beach and shoreline areas and addresses the need for water-dependent and water-related facilities, including marinas, along recreational and commercial working waterfronts as defined in s. 342.02.
- (h) Designation of coastal high-hazard areas and the criteria for mitigation for a comprehensive plan amendment in a coastal high-hazard area as defined in subsection (8). The coastal high-hazard area is the area below the elevation of the category 1 storm surge line as established by a Sea, Lake, and Overland Surges from Hurricanes (SLOSH) computerized storm surge model. Application of the criteria for the mitigation of development and redevelopment activities shall be based on the elevation of the category 1 storm surge line as established by a Sea, Lake, and Overland Surges from Hurricanes (SLOSH) computerized storm surge model.

Select Year: 2017 | Go

The 2017 Florida Statutes

Title XI
COUNTY ORGANIZATION AND INTERGOVERNMENTAL RELATIONS Chapter 163
INTERGOVERNMENTAL PROGRAMS View Entire Chapter

163.3177(6)(g)(10) FS Adaptation Action Areas

Community Planning Act; definitions.—(1) The Legislature recognizes that there is significant interest in the resources of the coastal zone of the state. Further, the Legislature recognizes that, in the event of a natural disaster, the state may provide financial assistance to local governments for the reconstruction of roads, sewer systems, and other public facilities. Therefore, it is the intent of the Legislature that local government comprehensive plans restrict development activities where such activities would damage or deplete coastal resources, and that such plans shall include the following: (a) Each coastal management element subject to destruction by natural forces, such as hurricanes, and data; be consistent with coastal resource plans prepared and adopted pursuant to s. 163.3178(2)(f) shall be based on studies, surveys, and data; (b) A coastal management element shall be based on a comprehensive plan that includes appropriate and unsafe development in the coastal areas when opportunities arise. The component must:

1. Include development and redevelopment principles, strategies, and engineering solutions that reduce the flood risk in coastal areas which results from high-tide events, storm surge, flash floods, stormwater runoff, and the related impacts of sea-level rise.
2. Encourage the use of best practices development and redevelopment principles, strategies, and engineering solutions that will result in the removal of coastal real property from flood zone designations established by the Federal Emergency Management Agency.
3. Identify site development techniques and best practices that may reduce losses due to loading and claims made under flood insurance policies issued in this state.
4. Be consistent with, or more stringent than, the flood-resistant construction requirements in the Florida Building Code and applicable flood plain management regulations set forth in 44 C.F.R. art. 60.
5. Require that any construction activities seaward of the coastal construction control lines established pursuant to s. 161.053 be consistent with chapter 161.
6. Encourage local governments to participate in the National Flood Insurance Program community Rating System administered by the Federal Emergency Management Agency to achieve flood insurance premium discounts for their residents.
- (g) A shoreline use component that identifies public access to beach and shoreline areas and addresses the need for water-dependent and water-related facilities, including marinas, along recreational and commercial working waterfronts as defined in s. 342.02.
- (h) Designation of coastal high-hazard areas and the criteria for mitigation for a comprehensive plan amendment in a coastal high-hazard area as defined in subsection (8). The coastal high-hazard area is the area below the elevation of the category 1 storm surge line as established by a Sea, Lake, and Overland Surges from Hurricanes (SLOSH) computerized storm surge model. Application of the criteria for the mitigation of development and redevelopment activities shall be based on the elevation of the category 1 storm surge line as established by a Sea, Lake, and Overland Surges from Hurricanes (SLOSH) computerized storm surge model.



2019 s. 161.551, F.S. “SLIP Study Law”

The 2021 Florida Statutes

[Title XI](#)
COUNTY ORGANIZATION AND
INTERGOVERNMENTAL RELATIONS

[Chapter 161](#)
BEACH AND SHORE
PRESERVATION

[View Entire
Chapter](#)

161.551 Public financing of construction projects within the coastal building zone.—

(1) As used in this section, the term:

(a) “Coastal structure” means a major structure or nonhabitable major structure within the coastal building zone.

(b) “Public entity” means the state or any of its political subdivisions, or any municipality, county, agency, special district, authority, or other public body corporate of the state which is demonstrated to perform a public function or to serve a governmental purpose that could properly be performed or served by an appropriate governmental unit.

(c) “SLIP study” means a sea level impact projection study as established by the department pursuant to subsection (3).

(d) “State-financed constructor” means a public entity that commissions or manages a construction project using funds appropriated from the state.

(e) “Substantial flood damage” means flood, inundation, or wave action damage resulting from a single event, such as a flood or tropical weather system, where such damage exceeds 25 percent of the market value of the coastal structure at the time of the event.

(2) Beginning 1 year after the date the rule developed by the department pursuant to subsection (3) is finalized and is otherwise in effect, a state-financed constructor may not commence construction of a coastal structure without:

(a) Conducting a SLIP study that meets the requirements established by the department;

(b) Submitting the study to the department; and

(c) Receiving notification from the department that the study was received and that it has been published on the department’s website pursuant to paragraph (6)(a) for at least 30 days. The state-financed constructor is solely responsible for ensuring that the study submitted to the department for publication meets the requirements under subsection (3).

(3) The department shall develop by rule a standard by which a state-financed constructor must conduct a SLIP study and may require that a professional engineer sign off on the study. The rule must be effective 1 year after the date it is finalized and applies only to projects not yet commenced as of the date the rule is finalized. The rule may not apply retroactively to projects that commenced before the date the rule is finalized. At a minimum, the standard must require that a state-financed constructor do all of the following:

(a) Use a systematic, interdisciplinary, and scientifically accepted approach in the natural sciences and construction design in conducting the study;

2020 s. 380.093, F.S. Resilient Florida

The 2021 Florida Statutes

[Title XXVIII](#)
NATURAL RESOURCES; CONSERVATION,
RECLAMATION, AND USE

[Chapter 380](#)
LAND AND WATER
MANAGEMENT

[View Entire
Chapter](#)

380.093 Resilient Florida Grant Program; comprehensive statewide flood vulnerability and sea level rise data set and assessment; Statewide Flooding and Sea Level Rise Resilience Plan; regional resilience entities.—

(1) LEGISLATIVE INTENT.—

(a) The Legislature recognizes that the state is particularly vulnerable to adverse impacts from flooding resulting from increases in frequency and duration of rainfall events, storm surge from more frequent and severe weather systems, and sea level rise. Such adverse impacts pose economic, social, environmental, and public health and safety challenges to the state. To most effectively address these challenges, funding should be allocated in a manner that prioritizes addressing the most significant risks.

(b) The Legislature further recognizes that the adverse impacts of flooding and sea level rise affect coastal and inland communities all across the state. Consequently, a coordinated approach is necessary to maximize the benefit of efforts to address such impacts and to improve the state’s resilience to flooding and sea level rise.

(c) The Legislature further recognizes that to effectively and efficiently address and prepare for the adverse impacts of flooding and sea level rise in the state, it is necessary to conduct a comprehensive statewide assessment of the specific risks posed to the state by flooding and sea level rise and develop a statewide coordinated approach to addressing such risks.

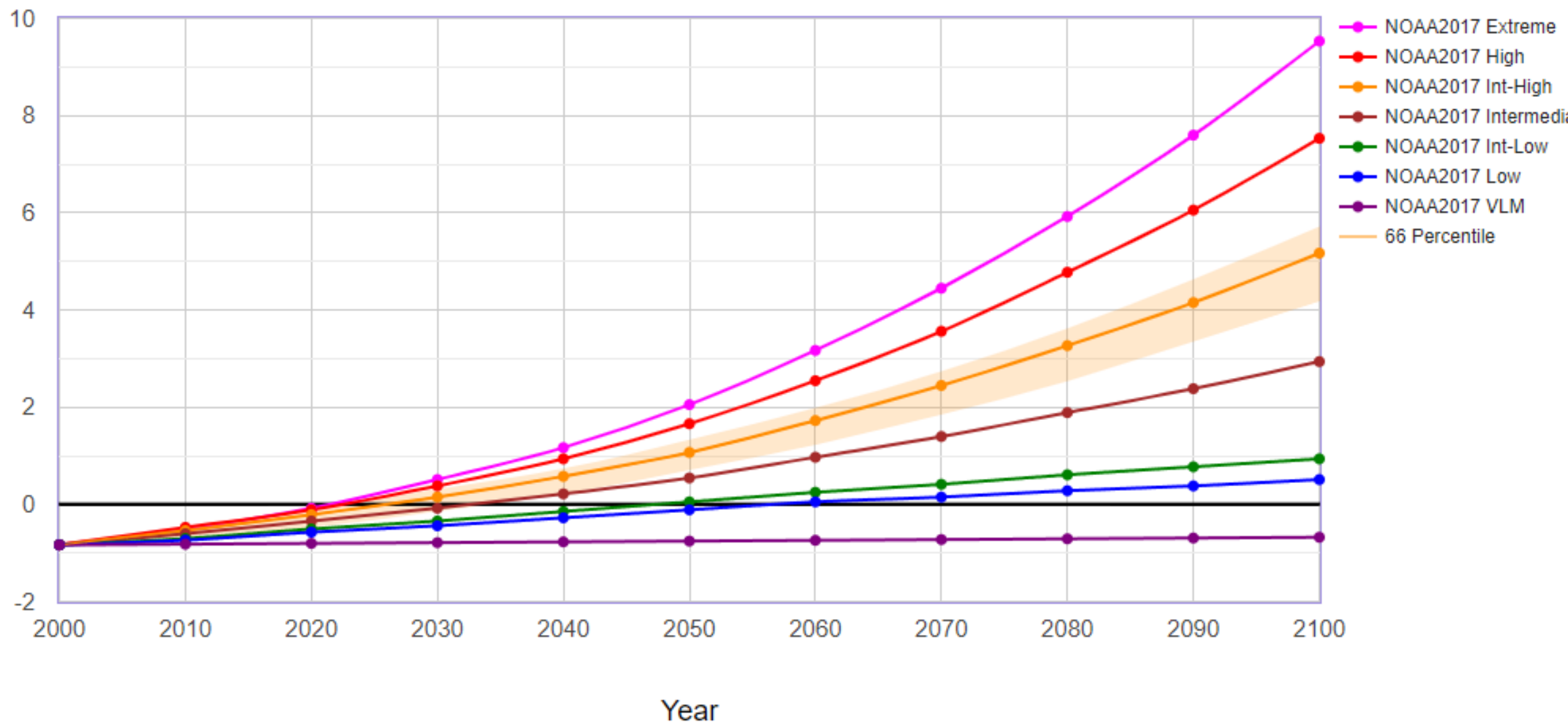
(2) DEFINITIONS.—As used in this section, the term:

(a) “Critical asset” includes:

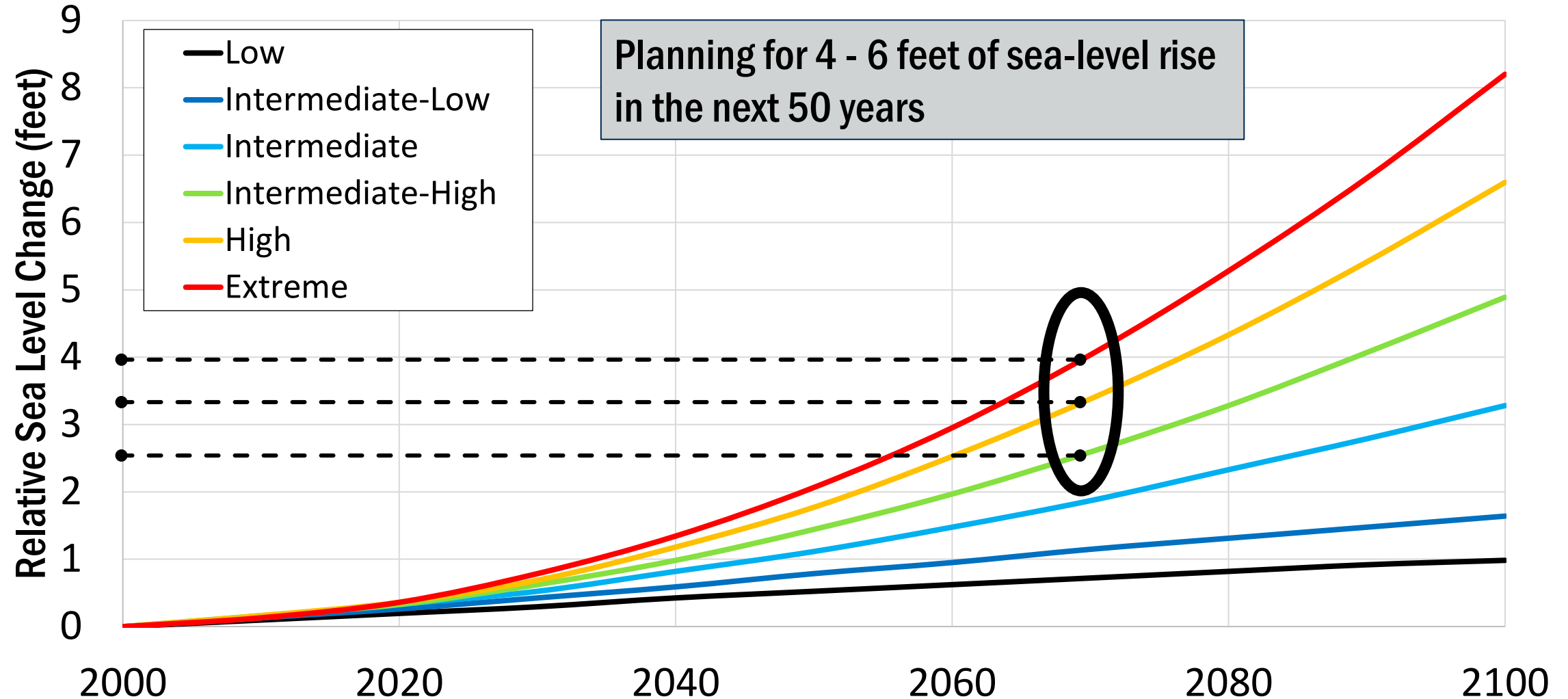
1. Transportation assets and evacuation routes, including airports, bridges, bus terminals, ports, major roadways, marinas, rail facilities, and railroad bridges.
2. Critical infrastructure, including wastewater treatment facilities and lift stations, stormwater treatment facilities and pump stations, drinking water facilities, water utility conveyance systems, electric production and supply facilities, solid and hazardous waste facilities, military installations, communications facilities, and disaster debris management sites.
3. Critical community and emergency facilities, including schools, colleges, universities, community centers, correctional facilities, disaster recovery centers, emergency medical service facilities, emergency operation centers, fire stations, health care facilities, hospitals, law



NOAA et al. 2017 Relative Sea Level Change Scenarios for : VIRGINIA KEY



Using SLR Projections for Planning





What about inland areas? Rain



Sanford, Florida after afternoon storm (Sept. 2021)



Philadelphia, Pennsylvania after Hurricane Ida





Current Rainfall Projection Projects

- RPCs
 - Led by ECFRPC, funded by a CDBG-MIT grant for \$1.5M
 - Developing a statewide approach to flood planning that will transfer models and planning efforts developed in coastal areas to inland areas to provide a regional framework
- SFWMD
 - Modeling effort underway since 2019
 - Focused on south Florida only
 - Working with USGS Irizarry-Ortiz, M.M., and Stamm, J.F., 2021, Change factors to derive future precipitation depth-duration-frequency (DDF) curves at 174 National Oceanic and Atmospheric Administration (NOAA) Atlas 14 stations in central and south Florida: U.S. Geological Survey data release. <https://doi.org/10.5066/P9KEMHYM>
 - Internal workgroup looking at initial results
 - Using RCP 4.5 and 8.5 (climate change scenarios)



How do ports figure into resiliency?

- Florida's ports support more than 900,000 jobs across the state and have a total economic impact of more than \$117 billion
- Disruptions cause freight movement interruptions; being prepared includes planning for damage, lack of fuel, workforce issues, and communications/technology interruptions
- Ports are crucial in post-disaster recovery and should be ready to withstand many types of disruptions – short-term shocks and long-term stressors



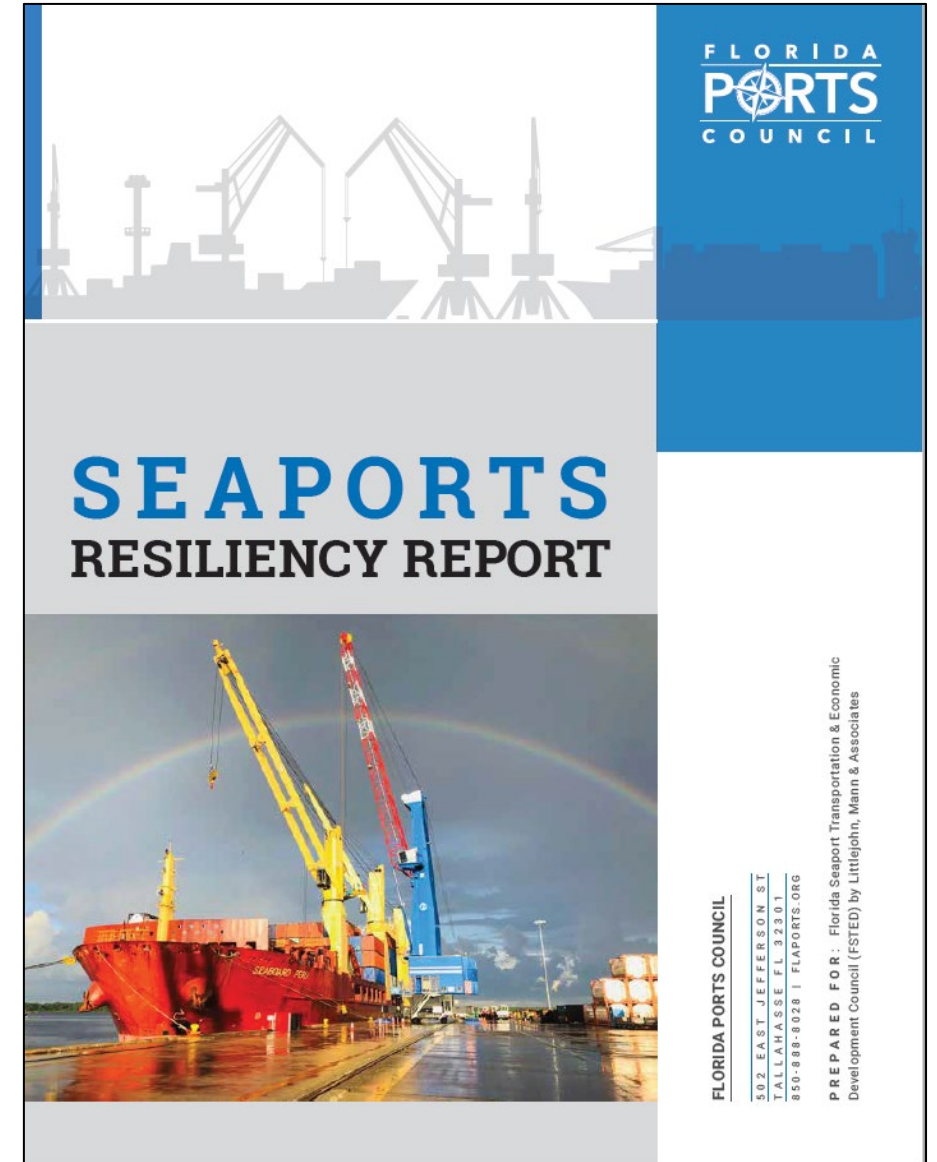
What guidance is available?

“ What does it mean for a seaport to be resilient? Seaports are not stand-alone facilities, but rather, are integral components of national, regional, and local economies. Seaport resiliency is the ability to coordinate freight movement through ports in times of severe stress on existing infrastructure and operations, including damage to port facilities, highway, rail, or waterway routes leading into and out of the port. In many ways, Florida seaports are leading the nation in resiliency planning and investments to become even more resilient in the face of sea level rise and natural disasters.”

Florida Ports Council Report 2019

[https://smhttp-ssl-63157.nexcesscdn.net/wp-content/uploads/2019-](https://smhttp-ssl-63157.nexcesscdn.net/wp-content/uploads/2019-09_FPC_LittleJohnMann_Resiliency_Report-v6-web.pdf)

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What is the state of Florida
doing about it?

Or, can we really solve the
problem with more money?
(Well, it doesn't hurt...)

Resilient Florida Planning Grants

	Planning Grants
Citation	s. 380.093 (3), F.S. (2021)
Eligible Applicants	Counties and municipalities
Types of Projects Funded	<ul style="list-style-type: none">• Community resilience planning, data collection for such planning, comprehensive plan amendments and necessary analysis• Vulnerability assessments that identify or address risks of inland or coastal flooding and sea level rise• Development of projects, plans, and policies that allow communities to prepare for threats from flooding and sea level rise• FOR MUNICIPALITIES AND COUNTIES WITH SMALL POPULATIONS ONLY: Preconstruction activities such as design, permitting, surveys and data collection for projects that will be submitted for an infrastructure grant
Funding Available	\$20 million
Match Required	None
Application Opens	May 1, 2022
Application Closes	May 31, 2022
Est. Project Timeframe	Summer 2023 - 2026

Resilient Florida Infrastructure Grants

	Infrastructure Grants
Citation	s. 380.093 (5), F.S. (2021)
Eligible Applicants	Counties and municipalities; special districts defined in s. 189.012, F.S., water management districts, drainage districts, erosion control districts, flood control districts, regional water supply authorities
Types of Projects Funded	<ul style="list-style-type: none">• Projects that address risks of flooding and sea level rise identified in available local government vulnerability assessments (or equivalent)• Could include stormwater systems, road elevation, repetitive loss property buy-out programs, living shorelines, ecosystem restoration, pump stations, flood-proofing of public facilities• Projects should be considered critical public assets or regionally significant assets as defined in the statute (and in CS/HB 7035)
Funding Available	\$180 million+
Match Required	50% unless a small financially disadvantaged community
Application Opens	July 1, 2022
Application Closes	September 1, 2022
Est. Project Timeframe	Summer 2023-2026 ²²



Are seaports eligible?

- Must be a dependent entity of a city or county
- Project must be identified on an analysis that shows it is needed for flood or erosion relief
- Projects NOT eligible include anything for navigation, aesthetics, recreation, or water quality



Examples of Funded Projects

- Erosion control
 - Living shorelines (including green/grey combos)
 - Sea wall elevation
- Stormwater systems
 - Increased capacity
 - Conversion of impervious surface to pervious
 - Elevation of outfalls
- Facilities improvements
 - Elevation of control panels
 - Elevation of critical facilities

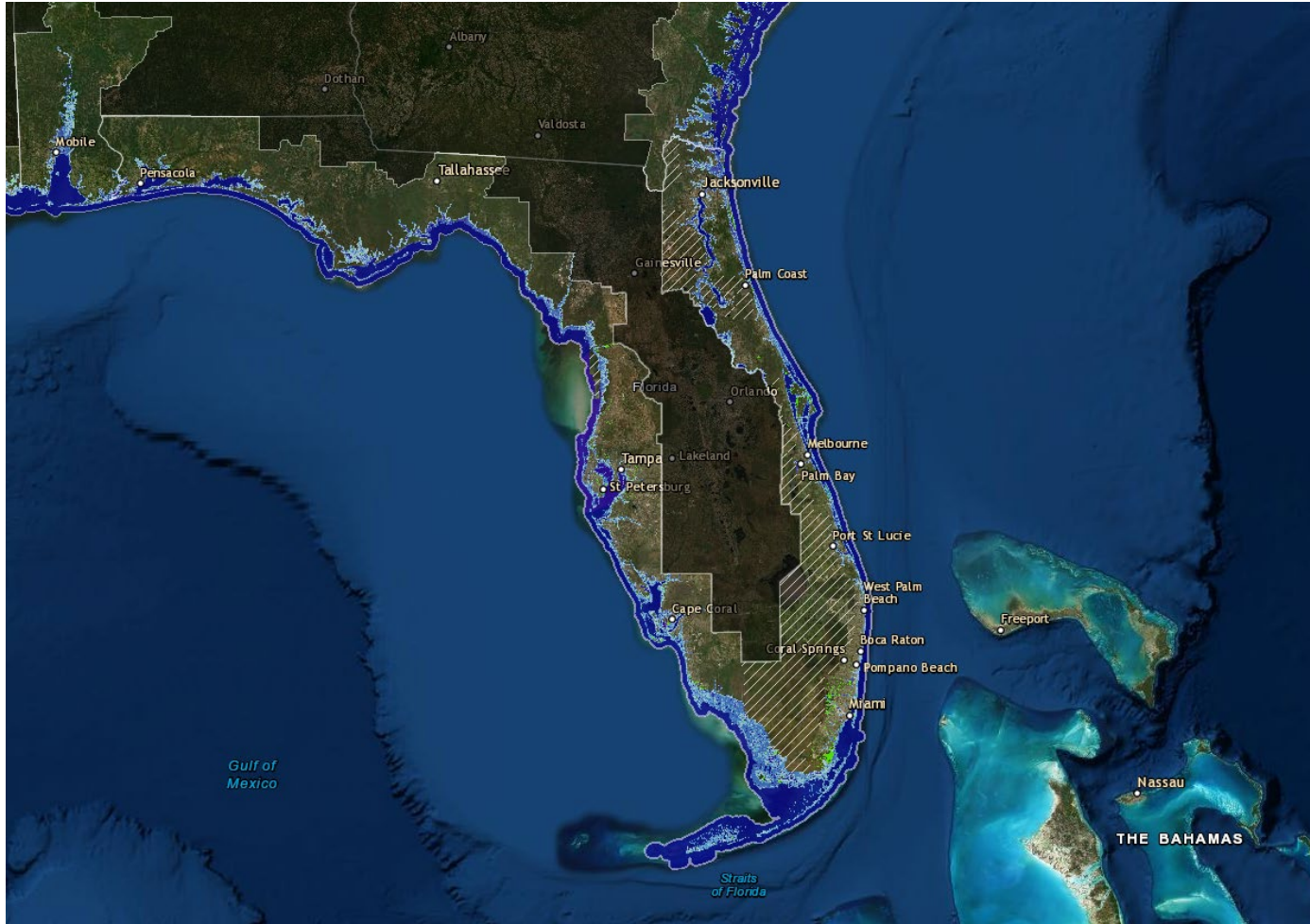


Florida Resilience Resources

- <http://perilofflood.com/> (mostly Space Coast resilience planning projects and other resources)
- [Southeast Florida Regional Climate Change Compact](#)
- [East Central Florida Regional Resilience Collaborative](#)
- [Tampa Bay Regional Resiliency Coalition](#)
- [Florida Resilient Coastlines Program](#) (DEP) (with links to Resilient Florida grant applications and rulemaking updates)
- [Sea Level Impact Projection](#) tool (required SLR/flooding analysis for state-funded coastal construction)
 - [SLIP statute](#)
 - [SLIP rule](#)
- [Resilient Florida Statute](#)
- [Florida Ports Council Report](#)



Additional Resources



- [NOAA Sea Level Rise Viewer](#) (includes “high tide flooding” AKA King tides)
- [REPI Resilience Guide](#)
- New Jersey Climate Change Resilience Strategy (MBI project)
 - <https://mbakerintl.com/project/new-jersey-climate-change-resilience-strategy>
 - <https://www.nj.gov/dep/climatechange/resilience-strategy.html>
- [Annapolis Weather it Together Story Map](#) (MBI project)



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