

State of Florida

STATE EXPENDITURE PLAN – amendment 1 (January 2019)

Submitted Pursuant to the Spill Impact
Component of the RESTORE Act
33 U.S.C. § 1321(t)(3)



Executive Summary

This first amendment to the State Expenditure Plan (SEP) for the State of Florida, prepared by the Gulf Consortium (Consortium) in collaboration with Manatee County describes a new, proposed project not presented in the original SEP. This project, Kingfish Boat Ramp, will improve recreational access and community resilience. Additionally, two projects are being removed from the original SEP to allow for sufficient funding for the Kingfish Boat Ramp. Project 18-3 Preserve Management Plans and project 18-8 Coastal Watershed Management Plans are being withdrawn from the SEP. These will be funded by other means outside of Spill Impact Component funds.

State Certification of RESTORE Act Compliance

In accordance with Section 5.2.2 of the SEP Guidelines provided by the Council, the Gulf Consortium hereby certifies the following:

- All projects, programs, and activities included in the Florida SEP amendment are eligible activities as defined by the RESTORE Act.
- All projects, programs, and activities included in the Florida SEP amendment contribute to the overall economic and/or ecological recovery of the Gulf Coast.
- The FL SEP amendment takes into consideration the Comprehensive Plan and is consistent with the goals and objectives of the Comprehensive Plan.
- Issues crossing Gulf State boundaries have been evaluated to ensure that a comprehensive, collaborative ecological and economic recovery is furthered by the Florida SEP.
- All projects, programs, and activities included in the SEP are based on and/or informed by the Best Available Science as defined in the RESTORE Act.

Public Participation Statement

To be completed following public comment period

Financial Integrity

The Consortium is the legal entity in Florida responsible for implementation of this Florida SEP amendment, and will be the direct recipient of grant funds disbursed by the Council to the State of Florida pursuant to the Spill Impact Component of the RESTORE Act. The full SEP (<https://www.gulfconsortium.org/state-expenditure-plan>) should be referred to for additional detail on the financial integrity of the Gulf Consortium.

Overall Consistency with the Goals and Objectives of the Comprehensive Plan

The process for goal development and the consistency of Florida SEP activities with the Council Comprehensive Plan is described in detail in the Florida SEP. This SEP amendment is fully consistent with, and furthers, the Council's Comprehensive Plan. The projects, programs, and activities proposed in this Florida SEP amendment were nominated through a county-driven process.

MANATEE COUNTY

Kingfish Boat Ramp Renovation and Expansion Project

PROJECT NO. 18-10

Proposed Projects, Programs, and Activities

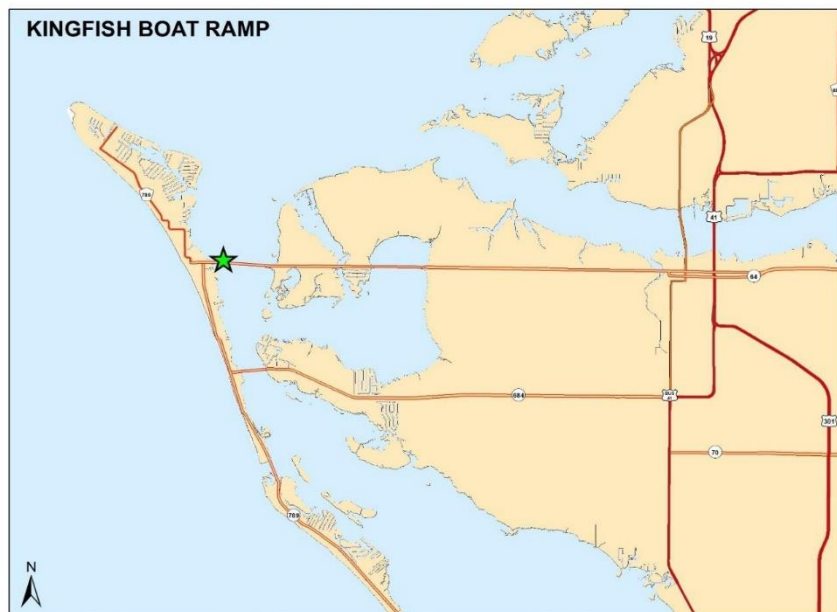
PROJECT DESCRIPTION

Overview and location

This project involves the complete renovation and expansion of the existing Kingfish Boat Ramp facility located on the north side of Manatee Avenue on the western landing of the Anna Maria Bridge in Manatee County. Location shown below.

Need and Justification

Kingfish Boat Ramp is the most heavily utilized boat ramp in Manatee County. The facility's popularity is due, in large part, to its ideal location on Anna Maria Sound in addition to trailer parking capacity and suitability for larger vessels. Kingfish Boat Ramp has served the steadily increasing number of boaters in Manatee County since the 1960's. Major structural components of the facility include over 600-feet of concrete seawall, 350-feet of wooden docks and a 55-foot wide concrete launch ramp comprised of 3 launch lanes and a floating finger dock; all of which are nearing the end of their serviceable lifespan. Emergency repairs at the Manatee County Kingfish boat ramp have uncovered severe structural deficiencies in the existing infrastructure and a decision has been made to commit to proceed toward a total rebuild and capacity expansion of the ramp in the estimated cost range of \$4.5million



Purpose and Objectives

The main objective of this project is the improvement of coastal access, tourism promotion and recreational fishing. This proposal involves the expansion of Manatee County's Kingfish Boat Ramp

facility to meet required needs of extended infrastructure lifespan, operational efficiency and capacity to meet the objective goals. Increased operational efficiency will be achieved through a four single-lane design to shorten launching and landing time for vessels.

Project Components

The project is currently about to enter the engineered design phase, which will involve further refinement of the conceptual plan to expand the current three lane launch to four individual lanes, each separated by a finger dock. Individual launch lanes increase capacity and efficiency by allowing boaters to launch and land vessels separately without being affected by other vessels or vehicles.

The docks will be constructed with durability and longevity in mind, utilizing concrete piling and composite decking. The project also involves planning for the eventual expansion of trailer parking to the east. Manatee County is currently coordinating with the Florida Department of Transportation on plans for this expansion when the western landing of the new Anna Maria/Manatee Avenue Bridge is shifted to the south.

The plans also call for the resurfacing of the parking lot to better control stormwater runoff and reduce maintenance.

Contributions to the Overall Economic and Ecological Recovery of the Gulf

The Kingfish Boat Ramp facility plays a significant role in the water-access based economy of Manatee County and is heavily utilized used by local residents, neighboring county residents, tourists and various commercial operations offering charter fishing, eco-tourism, recreational boat rental, sightseeing, kayak rental and other services. Kingfish Boat Ramp is strategically located and provides easy access to many desirable destinations including the Gulf of Mexico, Tampa Bay, Manatee River, Intracoastal Waterway, Palma Sola Bay and Sarasota Bay.

Eligibility and Statutory Requirements

This project is consistent with, and addresses, the following RESTORE Act eligible activities:

- Eligible Activity 6: Infrastructure projects benefitting the economy or ecological resources, including port infrastructure.
- Eligible Activity 10: Promotion of Tourism in the Gulf Coast Region, including recreational fishing (primary).

Comprehensive Plans Goals and Objectives

This project is consistent with, and addresses, the following Comprehensive Plan Goals:

- Goal 5: Restore and Revitalize the Gulf Economy (primary)
 - Goal 3: Restore and Protect Living Coastal and Marine Resources

This project is consistent with, and addresses, the following Comprehensive Plan Objectives:

- Objective 8: Restore, Diversify, and Revitalize the Gulf Economy with Economic and Environmental Restoration Projects (primary)
- Objective 3: Protect and Restore Living Coastal and Marine Resources

Implementing Entities

Manatee County will be the sole implementing entity and grant sub-recipient responsible for the design, construction, and success monitoring of the project.

Best Available Science and Feasibility Assessment

As discussed, the Kingfish Boat Ramp facility has existed since the 1960's as an extremely popular and heavily utilized public water access point.

A Best Available Science (BAS) review is required for programs and projects that would restore and protect the natural resources, ecosystems, fisheries, marine and wildlife habitats, beaches, coastal wetlands and economy of the Gulf Coast. The primary goal of this program is recreational use and tourism promotion; therefore, BAS is not applicable. Any impacts associated with the construction of recreational amenities will be addressed during regulatory permitting. This project is considered feasible with respect to the ability to: (1) secure necessary property agreements and permits (2) construct the proposed recreational improvements; and (3) operate and maintain the improved infrastructure over the long term.

Risks and Uncertainties

No significant risks or uncertainties have been identified that would preclude conducting the project. Coastal park and recreational amenities are at risk for damage by tropical storms and sea-level rise; however, the proposed recreational improvements will consider coastal storm hazards as appropriate.

Success Criteria and Monitoring

As this project addresses improvement of boater access to both the internal waterways of Manatee County and the Gulf of Mexico, success criteria will be developed for the following:

- Recreational amenities improved

In the project grant request, a monitoring plan to document, describe and quantify the improvement will be provided with the as-built drawings.

Milestones and Schedules

	2019	2020	2021	2022
Kingfish Boat Ramp (\$4.5M)	1	2	3	4
Engineering, Design & Permitting				
Construction		4,500,000		
Success Monitoring				

Budget and Funding Sources

Manatee County has developed a preliminary cost estimate for this project of \$4,500,000. Manatee County is committed to allocating \$4,500,000 of its share of the Florida Spill Impact Component to this project.

Engineering, design and permitting costs will be funded by the County's Florida Boating Improvement Program (FBIP), which results from the collection of vessel registration fees. The total costs of these efforts are not yet known.

Implementation

The newly proposed SEP project 18-10 Kingfish Boat Ramp is expected to proceed with implementation beginning in 2019. Project 18-3 Preserve Management Plans and project 18-8 Coastal Watershed Management Plans are being withdrawn from the SEP to allow for sufficient funding. Additionally, Spill Impact Component funding requests for several projects in the original SEP have been revised to lower amounts to accommodate the Kingfish Boat Ramp project. The complete changes in funding amounts and estimated timing are provided in the following table.

	YEARS FROM SEP APPROVAL																REVISED SEP project total	Original SEP project total
	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16		
Total Allocation \$12,660,000																		
Kingfish Boat Ramp (\$4.5M) - 18-10																		
Engineering, Design & Permitting (local funding)																		
Construction		4,500,000																
Success Monitoring (local funding)																	\$ 4,500,000	NA
Palmetto Green Bridge Fishing Pier Replacement - 18-5																		
Preliminary Design (local funding)																		
Final Design and Permitting (local funding)																		
Demolition of the old bridge					1,950,000													
Construction					1,156,698													
Monitoring							25,000	25,000									\$ 3,156,698	\$ 3,000,000
Applied Research for Shellfish Aquaculture - 18-6																		
Planning and research priorities																		
Design experiments			100,000															
Collect and analyze data			50,000	50,000														
Technology transfer				25,000	25,000													
Monitoring					25,000	25,000											\$ 300,000	\$ 300,000
Portosueno Park Living Shoreline - 18-2																		
Preliminary Design		30,000																
Final Design and Permitting			45,000	45,000														
Construction				530,000														
Monitoring																	\$ 650,000	\$ 1,300,000
Manatee River Oyster Restoration Project - 18-1																		
Preliminary Design	20,000							214,545										
Final Design and Permitting	60,000								114,545	114,545								
Construction - restoration/berge shelling											300,000	235,000	235,000	250,000	250,000			
Monitoring									15,000	15,000	15,000	15,000	15,000	15,000	15,000	\$ 1,898,635	2,628,090	
Artificial Reef Program-- Borden Reef - 18-4																		
Collect, prepare, and stage reef materials								75,000	75,000	200,000								
Transport material to permitted reef sites									732,500	200,000								
Monitoring									12,500	12,500	12,500						\$ 1,320,000	\$ 1,320,000
Coastal Preserve Trail and Boardwalk Enhancements - 18-7																		
Preliminary Design								60,000										
Final Design and Permitting									50,000	50,000	60,917	30,000	30,000	30,000	30,000			
Construction											3,150	3,150	3,150	3,150	3,150	\$ 356,667	\$ 956,667	
Monitoring																		
Urban Park Stormwater Improvements - GT Bray Park - 18-9																		
Feasibility study and preliminary design											200,000							
Final Design and Permitting												25,500	25,500	25,500	25,500			
Construction													42,000	42,000	42,000			
Monitoring														25,000	25,000	\$ 478,000	\$ 1,600,000	
Revised cumulative 4 year totals				5,455,000				8,686,698				11,219,400			12,660,000	\$ 12,660,000	\$ 12,660,000	
Original SEP 4 year totals				4,433,253				8,296,982				10,360,047			12,660,000			
Projects not funded using Pot 3 allocations																		
Preserve Management Plans (\$280k) - 18-3																	\$ 280,000	
Coastal Watershed Management Plans (\$1.2M) - 18-8																	\$ 1,275,243	