COMMUNICATION PACKAGE  
December 2009  
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TREASURE COAST REGIONAL PLANNING COUNCIL

MEMORANDUM

To: Council Members

From: Staff

Date: December 11, 2009 Council Meeting

Subject: Plan Amendment Status Report

Plan Amendments Received/Reviewed

Since the last regular Treasure Coast Regional Planning Council meeting held on October 16, 2009, Council has reviewed the following amendments to local government comprehensive plans:

- 13 Future Land Use Map amendments.
- 37 text amendments.
- Evaluation and Appraisal Report (EAR) amendments from Lake Worth, North Palm Beach, Pahokee, Palm Springs and Riviera Beach. These EAR amendments generally include revisions to all elements of the local government’s comprehensive plan.
- Water Supply Facility amendments to the Lake Worth, North Palm Beach and Riviera Beach Comprehensive Plans.

The amendments are from 12 different local governments.

DCA Findings on Compliance

Since the last Status Report, Council has received the following Notices of Intent from the Florida Department of Community Affairs regarding compliance for local governments in the region.

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Adopted Amendments

Informational reports on the following adopted amendments can be found on the Council website (www.tcrpc.org) under the Agenda for this Council Meeting:

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TREASURE COAST REGIONAL PLANNING COUNCIL

DEVELOPMENT OF REGIONAL IMPACT
STATUS REPORT
December 2009

PROJECT NAME: Briger/Scripps Florida Phase II DRI

LOCATION: South of Donald Ross Road, north of Hood Road and east and west of Interstate 95 and east of Florida’s Turnpike in Palm Beach Gardens, Florida

JURISDICTION: Palm Beach Gardens

SIZE: 682 acres

USES: Biotech Research and Development 1,600,000 sq. ft.
Biotechnological/biomedical, pharmaceutical, 2,400,000 sq. ft.
ancillary office space and other related uses
Dwelling Units 2,700
Commercial Space 500,000 sq. ft.

PROJECT NAME: Capron Lakes (formerly known as Indrio)

LOCATION: Located northwest of the intersection of I-95 and Indrio Road in St. Lucie County

JURISDICTION: St. Lucie County

SIZE: 1,938 acres

USES: Residential 3,100 Dwelling Units
      Retail 200,000 sq. ft.
      Office 200,000 sq. ft.

STATUS: Preapplication meeting held on March 30, 2005.
        Application for Development Approval submitted on November 18, 2005 and found insufficient on January 11, 2006.
        Letter received on April 29, 2006 asking for an extension to August 9, 2006.
        Supplemental information to the Application for Development Approval submitted on August 3, 2006 and found insufficient on September 12, 2006.
        Supplemental information to the Application for Development Approval submitted on January 8, 2007 and found insufficient on February 7, 2007.
        Supplemental information to the Application for Development Approval submitted on May 25, 2007.
        Council’s DRI Assessment Report scheduled for consideration at the September 21, 2007 Council meeting.
PROJECT NAME: Southern Grove Substantial Deviation

LOCATION: West of Interstate 95, north of the C-23 Canal and south of Tradition Parkway

JURISDICTION: City of Port St. Lucie

SIZE: 3,606 acres

USES: The project is currently approved for 7,388 residential units, 1,999,404 sq. ft. of industrial/warehouse, 2,073,238 sq. ft. of office, 2,164,61 sq. ft. of retail, 500 hotel rooms and ancillary uses, such as schools, recreation and open space and infrastructure.

The proposed modifications will increase the nonresidential land use as follows:

- 3,675,075 sq. ft. – Commercial Retail
- 2,430,728 sq. ft – Office
- 2,498,602 sq. ft. – Research & Development
- 4,583,338 sq. ft. – Industrial
- 791 hotel rooms
- 300 hospital beds

STATUS: Preapplication meeting held on March 24, 2009. Application for Development Approval Substantial Deviation was submitted on September 21, 2009
PROJECT NAME: Visions at Indrio

LOCATION: SE Corner of I-95 and Indrio Road

JURISDICTION: St. Lucie County

SIZE: 780 acres

USES:
- Residential 2605 Dwelling Units
- Retail, Service 750,000 sq. ft.
- Office 250,000 sq. ft.
- Hotel 240 Rooms
- School K-8

Application for Development Approval was submitted on August 20, 2004 and found insufficient on October 18, 2004.
Supplemental information to the Application for Development Approval submitted on December 28, 2004 and found insufficient on January 21, 2005.
Letter received on May 19, 2005 asking for an extension to the 120 day sufficiency response period.
Letter received on November 14, 2005 asking for an extension to December 16, 2005.
Letter received on November 7, 2005 asking for an extension to May 19, 2006.
Letter received on May 3, 2006 asking for an extension to July 19, 2006.
Application for Development Approval was found to have completed the required sufficiency process on August 25, 2006.
Letter received on October 17, 2006 requesting an extension to the 90-day public hearing.
Letter received on May 30, 2007 requesting the 90-day public hearing requirement be waived until such time as the related comprehensive plan amendment issues are resolved and the developer and the County can agree to public hearing dates.
November 6, 2009

Treasure Coast Regional Planning Council
421 S. W. Camden Avenue
Stuart, FL 34994

Re: Gulf Stream Objections to the Proposed Implementation Actions for the Intracoastal Waterway Master Plan

Dear Sir/Madam:

In 2008, the Palm Beach County Metropolitan Planning Organization hired the Treasure Coast Regional Planning Council to prepare a master plan for the Intracoastal Waterway (ICW) in Palm Beach County. This past summer, the TCRPC staff placed the draft ICW Master Plan on its website. The Town of Gulf Stream strongly opposes certain implementation actions listed within the implementation component of the plan as set forth below.

First, the proposal to create a Palm Beach County Intracoastal Waterway Commission to oversee plan implementation, including management and marketing, is, from the perspective of the Town of Gulf Stream, a wasteful and unnecessary expansion of government in the midst of an economic crisis where government should be pulling back as opposed to expanding. The same is true as to the proposal to develop a stormwater utility to be operated by the Palm Beach County Utilities Department, with coverage area, at a minimum, inclusive of properties within a half mile east and west of the ICW. Gulf Stream opposes the creation of a new stormwater utility operated by Palm Beach County that can charge assessments and fees. This, again, is a wasteful and unnecessary expansion of government.

Gulf Stream also opposes the proposal to identify street-end park opportunities and develop regulations to require their establishment and maintenance. The Town of Gulf Stream has the advantage, within two blocks of its northern boundary, of the beautiful Gulfstream Park which provides opportunities for oceanfront access to all those within
the area who wish to use it. In addition, the Delray public beach is within a block of Gulf Stream to the south and the County's Inlet Park is three and one-half miles to the north.

Finally, the Town opposes implementation of a plan to develop a public access program for spoil islands and other restoration efforts within and along the Intracoastal Waterway. These areas serve as conservation areas as well as "open" areas in the FEMA Community Rating System. While Gulf Stream has no spoil islands, there are 2 parcels of land that front the Intracoastal Waterway. These were designated for spoil deposition many years ago and are still designated for spoil deposition and materials management in the Town's Comprehensive Plan. The parcels are adjacent to residential properties and any other use would be inconsistent with the Town's intended and agreed upon use for this property.

The Town requests your support in having these objectionable implementation actions deleted from the Intracoastal Waterway Master Plan. I request your review and positive response to these issues.

Thank you for your consideration.

TOWN OF GULF STREAM

[Signature]

William F. Koch, Jr, Mayor
November 13, 2009

In reply refer to:
EDA Control No. 87630

Susan L. Valliere, Chair
Martin County
2401 SE Monterey Road
Stuart, Florida 34996-3322

Dear Ms. Valliere:

The Economic Development Administration (EDA) is pleased to inform Martin County that your application for $1,000,000 in EDA funds to construct infrastructure improvements at Witham Field Airport merits further consideration. The proposed project, estimated to cost $2,068,900 will be considered for Economic Adjustment Program, Section 209 funding under the: (i) the Public Works and Economic Development Act of 1965 as amended (42 U.S.C. Section 3121 et seq.); (ii) EDA regulations found at 13 C.F.R. Chapter III; and (iii) the most recently published EDA Federal Funding Opportunity notice, which is available at www.eda.gov.

Please submit one original and two copies of the information listed below to Philip Trader by December 18, 2009. This information will supplement your application and enable EDA to proceed with processing. Upon receipt, the information will be analyzed and a determination of whether additional information is needed will be made. Failure to meet this deadline or the submission of incorrect or incomplete information may jeopardize further consideration of your proposed project. If you cannot meet this deadline, please advise Mr. Trader as soon as possible.

The additional information needed is as follows:

1. Revised Application form SF 424 to reflect the “legal name” of applicant (Martin County) and signature of Chair and reflect the revised budget figures (see #3 below);

2. Original signed Assurance of Compliance form from Vought Aircraft Industries signed by a corporate officer;

3. Revised Budget, SF 424C, to merge demolition with construction, reduce Administrative line item to cover legal expenses only as administrative expense is being disallowed; and delete electrical component from scope of work since it is planned as design build by Florida Power & Light ($45,000) for administrative convenience. Theses changes will result in a reduction of the total project cost;

4. Matching funds commitment letter(s) – Letter(s) of commitment from funding source should include amount, commitment of funds, date that funds will be available and any conditions or restrictions on the use of funds. All matching funds must be committed for application competitiveness. (Ref. ED 900 A.9);
5. Comments from the State Clearinghouse (SPOC) – This is needed to show compliance with Executive Order 12372. (Ref. ED 900 A.II);

6. Certification of Eminent Domain and Title Opinion on property to be improved to include a statement that the title examination discloses that no part of lands to be improved with this EDA award were taken pursuant to the exercise of the power of eminent domain. A suggested certification format is enclosed;

7. Environmental Narrative with Appendix A, Applicant Certification Clause - Narrative is to provide understanding of the current environmental conditions and the project elements that will affect the environment. This information is necessary for EDA to complete an environmental review in accordance with the National Environmental Policy Act (NEPA). Information must be provided for the: (i) site(s) where the proposed project facilities will be constructed and the surrounding areas affected by its operation; and (ii) areas to be affected by any primary beneficiaries of the project. The information submitted must be sufficient to evaluate all reasonable alternatives to the proposed project and the direct and indirect environmental impacts of the project, as well as the cumulative impacts on the environment as defined in the regulations for implementing the procedural provisions of NEPA (see 40 C.F.R. parts 1500-1508). The level of detail should be commensurate with the complexity and size of the project and the magnitude of the expected impact. Previously completed environmental impact documentation assessments, impact statements, etc., for activities in the region in which the proposed project will be located may be used as documentation. Use the attached Environmental Narrative Template;

8. Copy of grant award letter(s) from the Airport Enterprise Fund and Florida DOT;

9. Map of Project Site – An original or clear copy of a USGS topographic map with project location, components, and beneficiary clearly shown. Color-coded maps are necessary to insure that EDA understand the project location. Site photos and/or aerial photos, if available, are recommended to help our environmentalist understand the terrain, vegetation, etc. (Ref ED 900 A.I);

10. Floodplain map with project location noted; and

11. Contact information on the person who will be responsible for report jobs and private investment impact at the 3 year, 6 year and nine year periods, and mechanism to track private beneficiary jobs and investment data in order to comply with EDA reporting requirements under the Government Performance and Reporting Act (GPRA).
This notification of further consideration in no way guarantees that EDA will approve your application or select your project for investment assistance, since your project will be in competition with many other worthwhile projects. EDA investment assistance for your project is expressly contingent upon fulfillment of important pre-conditions to comply with EDA regulations.

The EDA mission is to lead the federal economic development agenda by promoting innovation and competitiveness, preparing American regions for growth and success in the worldwide economy. EDA assists states, units of government, and community nonprofit organizations in economically-distressed areas by supporting their regional economic development efforts that emphasize innovation and entrepreneurship as the essential elements of regional and national competitiveness in the worldwide economy. Please do not hesitate to contact Mr. Trader, at (404) 730-3017 if you have questions regarding the requested information or status of your application.

Sincerely,

/s/ H. Philip Paradice, Jr.

H. Philip Paradice, Jr.
Director, Atlanta Region

Enclosure: Certificate Regarding Eminent Domain and Title Opinion
Environmental Narrative Template with Appendix A, Applicant Certification Clause

cc: Philip Trader, EDA
    Michael Busha, Treasure Coast Regional Planning Council
November 13, 2009

Bevin Beaudet, Director
Glades Utility Authority
8100 Forest Hill Boulevard
P. O. Box 16097
West Palm Beach, Florida 33416-3336

Dear Mr. Beaudet:

The Economic Development Administration (EDA) is pleased to inform the Glades Utility Authority that your application for $3,990,000 in EDA funds for construction of a regional wastewater infrastructure system in the western portion of Palm Beach County merits further consideration. The proposed project, estimated to cost $5,320,000 will be considered for Economic Adjustment Program, Section 209 funding under the: (i) the Public Works and Economic Development Act of 1965 as amended (42 U.S.C. Section 3121 et seq.); (ii) EDA regulations found at 13 C.F.R. Chapter III; and (iii) the most recently published EDA Federal Funding Opportunity notice, which is available at www.eda.gov.

Please submit one original and two copies of the information listed below to Philip Trader by December 21, 2009. This information will supplement your application and enable EDA to proceed with processing. Upon receipt, the information will be analyzed and a determination of whether additional information is needed will be made. Failure to meet this deadline or the submission of incorrect or incomplete information may jeopardize further consideration of your proposed project. If you cannot meet this deadline, please advise Mr. Trader as soon as possible.

The additional information needed is as follows:

1. Revised Application, Form SF 424 to show the legal name as “The Glades Utility Authority” to be consistent with organizational documents previously submitted;

2. Add Palm Beach County as co-applicant due to their involvement in formation and operation of the new Glades Utility Authority (GUA). The co-applicant will need to execute and submit:
   a) Application, Standard Form (SF) 424;
   b) Certification Regarding Lobbying, CD 511;
   c) Construction Assurances, SF 424D;
   d) Additional Construction Assurances, Exhibit D; and
   e) Environmental Appendix A, Applicant Certification Clause;

3. Matching funds commitment letter(s) – Letter(s) of commitment from funding source should include amount, commitment of funds, date that funds will be available and any conditions or restrictions on the use of funds. All matching funds must be committed for application competitiveness. (Ref. ED 900 A.9);

4. Explain the changes in matching fund sources from the original application submission and Tom Miller’s letter dated November 5, 2009;
5. Proof of Comprehensive Economic Development Strategy (CEDS) Compliance - A letter from the Treasure Coast Regional Planning Council, the regional organization that prepared the CEDS certifying that the proposed project is consistent with the CEDS in considered to be acceptable documentation (Ref. ED900 A.3);

6. A letter of intent to contract with Treasure Coast EDD for post approval project administration;

7. Explain the relationship between Quiet Waters and McCurdy Senior Housing Corporation as Quiet Waters signed the commitment letter dated July 1, 2009, but the Assurances form is from McCurdy Senior Housing Corporation and provide the appropriate documentation for entity consistency between letter and Assurances form;

8. Explain relationship between Glades General Hospital and Lakeside Medical Center as Glades General Hospital provided the commitment letter dated July 9, 2009, but the Assurances form is from Lakeside Medical Center and provide the appropriate documentation for entity consistency between letter and Assurances form;

9. Confirmation that all utility system assets of the three municipalities have been transferred to GUA;

10. Environmental Narrative w/ Appendix A, Application Certification - Narrative is to provide understanding of the current environmental conditions and the project elements that will affect the environment. This information is necessary for EDA to complete an environmental review in accordance with the National Environmental Policy Act (NEPA). Information must be provided for the: (i) site(s) where the proposed project facilities will be constructed and the surrounding areas affected by its operation; and (ii) areas to be affected by any primary beneficiaries of the project. The information submitted must be sufficient to evaluate all reasonable alternatives to the proposed project and the direct and indirect environmental impacts of the project, as well as the cumulative impacts on the environment as defined in the regulations for implementing the procedural provisions of NEPA (see 40 C.F.R. parts 1500-1508). The level of detail should be commensurate with the complexity and size of the project and the magnitude of the expected impact. Previously completed environmental impact documentation assessments, impact statements, etc., for activities in the region in which the proposed project will be located may be used as documentation. Use the attached Environmental Narrative Template;

11. Comments from the U.S. Corp of Engineers and U.S. Fish and Wildlife Service. Refer to Application Section M. 8. Environmental Requirements, and the Environmental Narrative Template;

12. Certification of Eminent Domain and Title Opinion on property to be improved to include a statement that the title examination discloses that no part of lands to be improved with this EDA award were taken pursuant to the exercise of the power of eminent domain. A suggested certification format is enclosed;

13. Documented approval from the State Historic Preservation Officer (SHPO) – You are required to submit materials to the appropriate State Historic Preservation Officer (SHPO). Regardless of whether you believe historic or archaeological artifacts are present, you are required to provide the SHPO with: (i) a narrative description of the project’s elements and its location; (ii) a map of
the area surrounding the project that identifies the project site, adjacent streets, and other identifiable objects; (iii) line drawings or sketches of the project; and (iv) photographs of the affected properties if building demolition or renovation is involved. When submitting this material to the SHPO, you must request that the SHPO submit comments on the proposed project to the EDA Regional Office processing the application. If you do not have comments back from SHPO, provide evidence of your submission request;

14. Copies of fully executed loan agreements between Florida DEP and Glades Utility Authority and/or South Bay;

15. Letter of intent from State to issue a consent order to the Authority to replace the existing consent orders with the individual cities and time line for execution; and

16. Contact information on the person who will be responsible for report jobs and private investment impact at the 3 year, 6 year and nine year periods, and mechanism to track private beneficiary jobs and investment data in order to comply with EDA reporting requirements under the Government Performance and Reporting Act (GPRA).

This notification of further consideration in no way guarantees that EDA will approve your application or select your project for investment assistance, since your project will be in competition with many other worthwhile projects. EDA investment assistance for your project is expressly contingent upon fulfillment of important pre-conditions to comply with EDA regulations.

The EDA mission is to lead the federal economic development agenda by promoting innovation and competitiveness, preparing American regions for growth and success in the worldwide economy. EDA assists states, units of government, and community nonprofit organizations in economically-distressed areas by supporting their regional economic development efforts that emphasize innovation and entrepreneurship as the essential elements of regional and national competitiveness in the worldwide economy. Please do not hesitate to contact Mr. Trader, at (404) 730-3017 if you have questions regarding the requested information or status of your application.

Sincerely,

[Signature]

H. Philip Paradice, Jr.
Director, Atlanta Region

Enclosure: Certificate Regarding Eminent Domain and Title Opinion
          Environmental Narrative Template

cc: Philip Trader, EDA
    Michael Busha, Treasure Coast Regional Planning Council
November 16th, 2009

Kim Delaney Ph.D.,
Treasure Coast Regional Planning Council
421 SW Camden Ave
Stuart, FL 32994

Dear Kim,

On behalf of Rail-Volution, I want to thank you for your participation in this year’s conference. Your generous contribution of time and effort has energized and motivated a large number of individuals who will use the tools, ideas, and lessons learned at the conference to build livable communities their regions.

We hope that your experience in Boston allowed you to share your knowledge, see first-hand how the diverse region is embracing new initiatives to build a livable future, and take home some innovative new strategies for your community. Attendance this year exceeded expectation, proving that even in a time of tight budgets, Rail-Volution plays an important role for many organizations. Over 900 people from across the United States and around the world gathered to share their vision for vibrant, livable and sustainable communities.

Read what some attendees shared about the conference:

"Lots of good data, very organized and well-presented. One of the best conferences I’ve attended."

"I learn more here than anywhere else. The focused expertise is great. The range of backgrounds is wonderful."

"Very high quality sessions with a good mix of presenters - advocates and practitioners, all parts of US."

"This is a unique conference/movement. Just keep doing it."

Soon we will send out an email with a link to a survey regarding this year’s conference. We highly encourage your participation to improve the delivery of our future conferences. Next year’s conference will take place October 19-21, 2010 in Portland, Oregon, and we look forward to your participation.

Thank you again for your role in making Rail-Volution 2009 possible. Without the dedication of people like you there would be no success stories to share.

Sincerely,

Mary Simon
Executive Director
November 20, 2009

Mr. Greg Vaday
Treasure Coast Regional Planning Council
421 SW Camden Avenue
Stuart, FL 34994

Dear Mr. Vaday:

On behalf of the Florida Brownfields Association (FBA), we want to extend our sincere appreciation for speaking at the 2009 FBA conference in Tampa.

We understand that it takes considerable time and effort to prepare a presentation for a conference. It also takes a commitment on your behalf as well as that of your company or organization for you to provide the time and expense required to attend and participate in the conference.

The conference this year was an unqualified success, due in large part to the outstanding sessions offered each day. Your contribution to the technical sessions contributed to this success, and we extend our heartfelt thanks to you. We hope you can attend next year's conference and that you will consider speaking again. Thank you from the FBA.

Thank you,

Bruce W. Nocita
FBA Conference Chair
November 25, 2009

Michael J. Busha
Treasure Coast Regional Planning Council
421 S. W. Camden Avenue
Stuart, Florida 34994

Dear Executive Director Busha:

Thank you for providing Governor Charlie Crist with a copy of resolution 2009-07 recently passed by Treasure Coast Regional Planning Council.

The Governor realizes how vital it is that state and local leaders, like you and your colleagues, continue to put the best interests of their citizens forward. Your continued efforts and dedication to Florida are greatly appreciated.

Again, thank you for taking the time to write. Your thoughts are very important to him.

Sincerely,

Aundra Bryant
Office of Policy and Budget
Executive Office of the Governor
Great Regions, Great Neighborhoods: Two Sides of the Same Coin?

DAVID WARM / NOV 13 2009

For Release Friday, November 13, 2009
Citwire.net

Regional and neighborhood efforts are typically viewed as opposite challenges. Regional initiatives focus on large-scale systems, while local initiatives are targeted, place-based and personal. Are these two distinct realities? Or two sides of the same coin?

After the federal recovery act passed, Kansas City-area Congressman Emanuel Cleaver II proposed creating a Green Impact Zone to intensify the impact of federal funds. The idea was quickly embraced, and efforts are now underway to bring a highly coordinated set of investments to a single, low-income neighborhood of 150 blocks and 8,500 people in the heart of Kansas City. It's an area that has endured decades of disinvestment but it has assets including well-organized neighborhood organizations and proximity to universities and tourist districts.

Unexpectedly, Rep. Cleaver asked the Mid-America Regional Council—the metropolitan planning organization—to take the lead in coordinating dozens of neighborhood, city and community agencies to implement the Green Impact Zone. He turned to MARC because of our experience in supporting collaborative efforts, our work in relevant areas such as energy and transportation, and our ability to mobilize quickly and manage federal grants effectively.

Why did we say yes? True, it's unusual for a region-serving agency to take on an initiative that focuses on one neighborhood. While we've historically sought to support disadvantaged communities in such areas as aging, early education and public transit, we more typically focus on building inclusive and equitable regional systems. We said yes to the Green Impact Zone because we believe it can advance four principles that highlight the inter-connectedness of regional progress and healthy local places:

Great regions begin with great places. Our region is no stronger than our weakest neighborhoods. To meet regional goals we must pay particular attention to stabilizing and reinvesting in places in need.
For example, our region is working to focus more new growth into activity centers and along corridors in urban and suburban locations. Achieving this goal depends on fostering market demand within the existing urban fabric. Regional growth plans often try to discourage decentralized growth—yet, the more important challenge is to make existing places more attractive as places to invest and live.

Our goal for the Green Impact Zone is to build a new model of urban transformation using sustainability as an organizing principle. We believe that a stable, green community near major activity centers is highly marketable, and that the strategies we deploy here can be replicated throughout our region to add momentum to the market for urban reinvestment.

**Great places depend on regional capacity.** The Green Impact Zone is not something we are doing to a community. Rather, it’s an effort to bring new resources and partners to help zone neighborhoods achieve their own vision.

For instance, the zone has fostered a new regional planning, financing and programming partnership to increase the capacity of local agencies to produce affordable housing. Likewise, the zone strategy includes regional transit connections to strengthen residents’ access to regional opportunities, as well as workforce development programs that connect zone residents to expanding sectors of the regional labor market.

Great places must be fully integrated into regional economic and social systems. We see the Green Impact Zone as an opportunity to align regional and local initiatives and investments.

**Great regions begin with green places.** Great regions are green, and like character, green begins at home. The Green Impact Zone is pursuing a robust, well-coordinated plan to transform the community through green investments in every home. This includes restoring and weatherizing, producing energy-efficient infill housing, deploying a smart grid, and promoting entrepreneurs and workforce in green industries.

Our biggest challenge isn’t to reach every home—it is to reach every home dweller. Green solutions are only effective if people understand and use them. The Green Impact Zone includes creating new communications, education, outreach and financing mechanisms that will extend green solutions to people and homes throughout our region.

**Great regions require great relationships.** Regional progress depends on building a network of strong working relationships among a diverse set of actors. Most regional agencies are adept at this. But
many, ours included, find it is easier to engage traditional groups or those with broader functional interests—such as public agencies and business groups—than those with fewer resources or more localized interests.

The Green Impact Zone presents an opportunity to strengthen our working partnership with the leaders of disadvantaged communities, particularly minorities, who have historically been less involved in regional decision making and whose leadership is essential to regional progress. In fact, an important element of the zone initiative is a neighborhood leadership program to build the capacity of community stakeholders to lead local initiatives and engage in regional affairs.

Great regions and great neighborhoods are, in fact, two sides of the same coin—the perspective from each side is different but neither makes sense without the other.

David Warm's e-mail address is dwarm@marc.org.

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This article was posted on November 13, 2009. Trackbacks are closed, but you can post a comment.

« Welcome to Citiwire.net — November 13, 2009      Combatting Youth Violence — Intervene Early, Decisively »

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Name (first and last) *

Email *

Website
**BY THE NUMBERS**

### Public Transit Trip Volume

<table>
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<tr>
<th>Year</th>
<th>Trips (millions)</th>
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<tbody>
<tr>
<td>1995</td>
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<tr>
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</tr>
<tr>
<td>2009</td>
<td>2.55</td>
</tr>
</tbody>
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*First Quarter, 1995–2009*

Source: American Public Transportation Ridership Reports, First Quarter, 1995-2009

### Motor Vehicle Deaths and Injuries

<table>
<thead>
<tr>
<th>Type of person involved in crash</th>
<th>Percent of total crashes</th>
<th>Percentage totals</th>
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<tr>
<td>Passenger Car</td>
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<tr>
<td>Light trucks</td>
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<tr>
<td>Other/Unknown</td>
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<td></td>
</tr>
</tbody>
</table>

Source: NHTSA's National Center for Statistics and Analysis, Traffic Safety Facts 2007 Data

### Household Transportation Costs

- **$8,758.00** All forms of transportation costs
- **$537.81** Public transit costs (including taxis and air travel)

In 2007, a statistically average household spent more on transportation than it did on clothing, health care, and entertainment combined ($7,432). The average outlay for new cars and trucks was $1,571,880.


### Household Spending on Transportation, U.S. v. Europe

- **17.6%** of American household budget is spent on transportation.
- **11.9%** of European household budget is spent on transportation.

Source: American Public Transportation Association

### End-Use Sector Shares of Total Consumption, 2008

- **Industrial 31%**
- **Residential 22%**
- **Transportation 19%**
- **Commercial 28%**
Living in a Post-Car World

By: Christie Findlay | Source: From the AARP Bulletin print edition | October 1, 2009

For decades, despite oil crises and the green movement, alternative transportation has seemed an afterthought to a car-based policy.

Photo by Richard Cummins/Corbis

Battles over President Obama's economic stimulus plan and health care ambitions underscore the difference between promising to bridge the capital's partisan divide and actually doing it. Apart from the fray stands Ray LaHood, the sole registered Republican in Obama's Cabinet. In his first year as Transportation secretary, the former congressman and Obama's fellow Illinoisan has become a vocal advocate for his boss's priorities—from green transportation options like high-speed rail to the wildly popular Cash for Clunkers program.

LaHood, 63, has also emerged as one of the administration's most enthusiastic proponents of livable communities—places that offer ample housing and transportation options considerate of residents of all ages and the environment—even when fellow Republicans snipe at such notions. In September, LaHood scheduled an unusual national tour with Lisa Jackson, administrator of the Environmental Protection Agency, and Shaun Donovan, secretary of Housing and Urban Development, to promote the idea of livable communities.
The timing couldn’t be more critical. Congress gets the chance to reshape the way Americans get around just once every six years, when the federal transportation bill comes up for reauthorization. That bill, introduced by House Transportation Committee Chairman James Oberstar, D-Minn., is on the table right now. For decades, despite oil crises and the green movement, alternative transportation, a tenet of livable communities, has seemed an afterthought to car-based policy. Though the administration stalled Oberstar’s forward-looking bill by requesting an 18-month extension of the current act, LaHood remains Obama’s point man for helping Congress shape a plan for the future.

To talk about his vision, Secretary LaHood recently met with the AARP Bulletin in his Washington office. The Department of Transportation headquarters are located in an emerging neighborhood that has subway and bus service, the Anacostia River waterfront, housing construction and many new amenities, including Nationals Park, a stadium for the city’s baseball team.

Q. You talk a lot about livable communities. How would you describe one?

A. It’s a community where if people don’t want an automobile, they don’t have to have one. A community where you can walk to work, your doctor’s appointment, pharmacy or grocery store. Or you could take light rail, a bus or ride a bike.

Q. Do you have a favorite example?

A. I was just in Hoboken, N.J., over the weekend. My wife and I took the Acela train to Newark, and then went to our friends’ condo in Hoboken. It’s actually a very small town, and their whole main street has been fixed up with restaurants, grocery stores, anything you want. On Saturday we took a train to Manhattan—it took us 15 minutes to get there—and we walked all over, had dinner, took a train home and never saw our friends’ car. On Sunday, we walked the riverfront. There were 50 or 60 people out there, walking with their children or jogging. [Give your town a “Livable Communities Quiz.”]

Q. When you tour the country, what are people telling you they want changed in their communities?
A. People want alternative forms of transportation; they don’t want to own two or three cars. And they want green space, biking and walking paths, but they want the amenities, too—access to shopping, restaurants, health care.

Q. It’s still a hard sell. For example, Sen. John McCain characterizes spending on a bridge for pedestrians and bikes instead of on roads as a waste of taxpayers’ money.

A. Well, there are a lot of other forward-thinking people in Congress. They care about where people are going to live, and how they will live. Look, we built the interstate system. That’s done. Now we’re trying other things so you don’t have to get in a car every time you want to go somewhere.

Q. How are we going to afford all of this during a recession?

A. Well, I don’t know that these things cost much money. It doesn’t cost an enormous amount to turn an old rail line into a walking path or to transform a riverfront into an area where people can walk.

Q. Did you seek to delay the new transportation reauthorization to buy time so you can find the money for these new programs?

A. That’s exactly why we did it. Everybody wants to spend $400 billion or $500 billion on a new bill. James Oberstar’s bill costs $450 billion. There’s just no way we’re going to find that money now. Eighteen months gives us the opportunity to help the economy get a little better so we can pass a very comprehensive bill.

Q: How do you see the bill benefiting older Americans?

A: A lot of our seniors want to live in smaller towns where they grew up, raised children and feel safe. So we’ve got to make sure there is affordable housing in those towns and that they have transportation to urbanized areas for when they need to go to the grocery store, or the hospital, or the drugstore. At DOT we can make sure we don’t pour everything into urban areas, but also look out for rural America.

Q. In an AARP poll of transit planners, two-thirds said they don’t specifically take the needs of older Americans into account for their work.
Is somebody at DOT specifically tasked with making sure your plans address the needs of this growing segment of the population?

A. I have nine grandchildren; I think I know some of the concerns older people have. There’s also a sensitivity among our employees about the needs of seniors. And this is the first time in the history of a DOT authorization bill that we’re going to have a livability program in the legislation. That sends a pretty good message that this is not your grandfather’s—or your grandmother’s—DOT.

Q. Or maybe that it is your grandparents’ DOT.

A. Exactly. The priorities are a lot different than they were five years ago.

Q. Within the president’s Cabinet, you’re also a member of a smaller group called the “Green Cabinet.” What is that?

A. When we first got into these jobs, Carol Browner [the president’s assistant for energy and climate change] gathered six or seven Cabinet secretaries around a table, and now it’s turned into the Green Cabinet. It’s Cabinet members like Interior, Agriculture and EPA, who are working on green jobs, sustainability, livable communities, affordable housing.

We get lunch together once a month and find ways we can share resources. The DOT, for example, is working with the EPA on fuel standards for automobiles. By 2012, we’re going to get to 25 miles per gallon. By 2016 we’ll get to 36 mpg. This level of collaboration would have been unheard of in another administration.

Q. A lot of alternative transportation proponents were disappointed the economic stimulus program didn’t become a kind of Works Progress Administration for alternative transportation.

A. We got $48 billion, of which $16 billion was for transit and high-speed rail, and $28 billion was for roads and bridges—because we could get it out the door quickly. I know people have criticized there’s too much money going to highways, but it’s a very quick way to fix up deteriorated infrastructure and put people to work.

When I’ve been out visiting these job sites, a lot of the workers were on
unemployment in January and February, and now they have a good-paying job. Many of these jobs will last 18 months, and by then hopefully we'll have an authorization bill that will really enhance alternative transit and high-speed rail.

**Q.** Why is the president so interested in public transit and high-speed rail?

**A.** Because he came from Chicago, where they have trains above ground and underground, they have buses, they have light rail.

We can do high-speed rail across the country, whether it's a train from Chicago to St. Louis that connects up to Wisconsin and Michigan or a train between Minnesota and Ohio. We're probably looking at three decades before we have true high-speed rail in the country. It took three decades to get the interstate system built, too.

**Q.** Do you ever walk or bike to work?

**A.** I haven't, really. I'm not allowed [for security reasons].

**Q.** How do you get your daily exercise, then?

**A.** I get up early, and I go to the House gym—as a former member of Congress I still have access—and get on the treadmill for about 45 minutes. I started jogging in 1980, and I've run two marathons. And I started biking because I could not get my wife to exercise, but she likes biking. We bought comfort bikes when we were in Peoria, and now here in D.C. we go out on the C&O Canal trail along the Potomac River, and all we see are families and kids and people walking.

**Q.** Do you still have a car?

**A.** I have a Hybrid Ford Escape in Peoria, and I have a 1998 Buick here in Washington.

**Q.** Wow, what kind of gas mileage does that Buick get?

**A.** Not very good, about 19 miles per gallon. It's a gas guzzler but didn't qualify for the clunker program. But we live in the Foggy Bottom area of D.C. and walk just about everywhere on the weekend.
Q. It sounds like you seek out livable communities in your personal life.

A. The idea of livable communities is not Ray LaHood’s idea or Barack Obama’s idea: It’s the people’s. This is what the people want right now.

Christie Findlay is deputy editor of Capitol File magazine and former editor in chief of Politics magazine.