

TREASURE COAST REGIONAL PLANNING COUNCIL

MEMORANDUM

To: Council Members

AGENDA ITEM 5F

From: Staff

Date: April 16, 2010 Regional Planning Council Meeting

Subject: Intergovernmental Coordination and Review Log

The attached Intergovernmental Coordination and Review (ICR) Log presents five applications for federal funding of projects or programs. The Review Log contains the applicant's name, project location, project description, federal funding source, and the amount of funds requested, as well as designation of Notification of Intent if it is a preliminary application. Staff recommendations are provided on the consistency of funding applications with the *Strategic Regional Policy Plan*.

TCRPC Number	Project Description	Applicant	Funding Agency	Federal Funding Requested	Total Funding
10-PB-02-01	Mortgage Insurance – Construction of New Century Courtyards Apartment Complex	New Century Companies, LLC	U.S. Department of Housing and Urban Development	\$26,340,000	\$28,740,000
10-FL-02-02	Advance Notification – High Speed Intercity Passenger Rail – Florida East Coast Amtrak Service – Jacksonville (Duval County) to Miami (Miami-Dade County)	Florida Department of Transportation	Federal Railroad Administration	\$191,600,000	\$191,600,000
10-IR-03-01	Draft Environmental Assessment, Maintenance Dredging The Intracoastal Waterway Reach I and II Near the Sebastian Inlet	U.S. Army Corp of Engineers	None	N/A	N/A
10-PB-03-02	Purchase of Vehicles	MACtown, Inc.	Federal Transit Administration	\$41,600	\$52,000
10-MC-03-03	Disaster Recovery Grant to Assist with Tropical Storm Fay Recovery	City of Stuart	U.S. Department of Housing and Urban Development	\$677,990	\$677,990
Total				\$218,659,590	\$221,069,990

Recommendation

Council should approve staff comments and authorize their distribution.

Attachments

**TREASURE COAST REGIONAL PLANNING COUNCIL
INTERGOVERNMENTAL COORDINATION AND REVIEW LOG**

TCRPC Number: 10-PB-02-01 SAI# FL201001285097C

Applicant: New Century Companies, LLC

Project Description: Mortgage Insurance – Construction of New Century Courtyards Apartment Complex

New Century Companies, LLC is proposing to redevelop the Floranda mobile home park and surrounding properties into three (3) four-story apartment structures containing 180 multi-family units. The applicant is seeking mortgage insurance for the proposed project through the Department of Housing and Urban Development (HUD) 221(d) program. The program encourages construction or substantial rehabilitation of single-room apartment buildings with financing insured by HUD, thus enabling people with very limited incomes to find clean and safe housing. Program requirements include documenting a clear need for the proposed project, local government support and a relocation plan, if needed.

The Floranda mobile home park is located in the City of Delray Beach, at the western corner of US 1 and SE 12th Road. According to the City, most of the structures in the park were built between 1939 and 1948 and therefore are unlikely to meet current building and safety codes. The subject properties are included in the Silver Terrace Redevelopment Plan which calls for improvements to this area through the removal of non-conforming uses, infrastructure improvements and landscaping. The park is under single ownership and most of the units are presently vacant.

Funding Agency: U.S. Department of Housing and Urban Development

Project Costs: \$26,340,000 Federal
2,400,000 Applicant
\$28,740,000 Total

Recommendations: The application is consistent with the **Strategic Regional Policy Plan**. It furthers **Regional Goal 5.1:** Redevelopment, revitalization and infill of existing neighborhoods and districts; **Strategy 5.1.1:** Identify distressed neighborhoods; and abandoned and underutilized districts and determine appropriate methods to improve them; **Regional Goal 2.1:** An adequate supply of safe and affordable housing to meet the needs of the very low, low and moderate income residents of the Region; **Regional**

Goal 2.2: A range of housing types and affordabilities in proximity to employment and services; and **Regional Goal 2.3:** The stabilization and revitalization of existing neighborhoods.

Agencies Contacted: Palm Beach County
City of Delray Beach

**TREASURE COAST REGIONAL PLANNING COUNCIL
INTERGOVERNMENTAL COORDINATION AND REVIEW LOG**

TCRPC Number: 10-FL-02-02

Applicant: Florida Department of Transportation

Project Description: Advance Notification – High Speed Intercity Passenger Rail – Florida East Coast Amtrak Service – Jacksonville (Duval County) to Miami (Miami-Dade County)

As part of the Efficient Transportation Decision Making (ETDM) screening process, the Florida Department of Transportation (FDOT) is submitting an Advance Notification for the High Speed Rail – Florida East Coast Amtrak Service project. The project consists of restoring intercity passenger rail service along the 350 miles of Florida’s east coast between Jacksonville and Miami. The corridor traverses the following eleven counties: Duval, St. John’s, Flagler, Volusia, Brevard, Indian River, St. Lucie, Martin, Palm Beach, Broward and Miami-Dade.

The northern terminus will be the existing Jacksonville Amtrak station, with an ultimate terminus at the future Jacksonville Regional Transportation Center. The southern terminus will be at the Miami Central Station which is part of the Miami Intermodal Center project at the Miami International Airport currently under construction and scheduled for completion by 2012.

This specific ETDM screening event only includes the project segment from Northwood Crossover in Palm Beach County to Jacksonville. It includes three separate sub-levels for National Environmental Policy Act review:

- (1) Rail Mainline: Palm Beach County to Duval County
- (2) Station Locations: St. Augustine
Daytona Beach
Titusville
Cocoa
Melbourne
Vero Beach
Fort Pierce
Stuart

(3) Northwood Crossover

The proposed project alternatives were jointly developed by FDOT, Amtrak, the Florida East Coast (FEC) Railway and the South Florida Regional Transit Authority. The project was submitted under the Federal Railroad Administration's High Speed Intercity Passenger Rail Program in October 2009 for consideration of future federal funding.

A NEPA-level, preliminary environmental assessment was conducted to identify the individual actions to pursue for project-level analysis. This study provided a broad collective analysis of each of the project components to determine the potential for significant adverse environmental impacts. Subsequent project-level compliance will evaluate site-specific location and design alternatives for the preferred station locations, corridor improvements and the crossover, including avoidance and minimization alternatives.

The purpose of the project is to enhance rail mobility and connectivity to Florida's east coast cities, augment on-going revitalization of the historic town centers in these cities and stimulate immediate and long term job growth through construction and transit-oriented development.

Florida's current transportation system has not kept pace with the tremendous increase in population, economic activity and tourism in the state. The interstate highway system, regional commercial airports and conventional passenger rail system serving the intercity travel market are operating at or near capacity and will require large public investments for maintenance and expansion to meet the existing demand and future growth.

The current and projected future roadway congestion will continue to result in deteriorating air quality, reduced reliability, and increased travel times on Florida highways. Visitors are dependent on car rentals for intercity mobility. The dependence on automobile mobility and fuel cost fluctuations is negatively affecting the economy, quality of life, and air quality in Florida's metropolitan areas. The transportation system becomes less reliable as travel demand increases.

This project will also stimulate economic development and job growth objectives in the construction and transportation sectors. In addition to short-term construction jobs, this project will create long-term employment associated with on-going efforts to revitalize the historical town centers in the project corridor.

As a corridor development program, a phased approach will be implemented to develop the proposed service. The first phase will

provide the infrastructure, stations and fleet to extend Amtrak service south on the FEC Railway from Jacksonville to Miami International Airport by October 2012. The second phase will introduce higher speed corridor service between Jacksonville and Miami. The third phase will expand the corridor service to include Jacksonville-to-Cocoa and Cocoa-to-Miami service.

In order to accommodate the passenger trains at 90 mph and continue FEC Railway's freight service, construction of the following improvements is required:

- Eight new stations between Jacksonville and Miami
- New track sidings at the new stations
- Track signal control
- Twenty-nine (29) curve miles of surface replacement track work of the existing rail line
- Upgrades at the existing highway and pedestrian crossings
- New railroad crossings at the siding only
- Crossover track improvements at the Northwood Crossover in Palm Beach County

The service will initially consist of two southbound and two northbound trains per day, with a total trip time between Jacksonville and Miami at less than seven hours, inclusive of the eight new station stops.

Funding Agency: Federal Railroad Administration

Project Costs: \$ 191,600,000 Federal
\$ 191,600,000 Total

Recommendations: The proposed project is consistent with two key portions of the **Strategic Regional Policy Plan**. Within the Economic Element, the project supports a broad range of policies and strategies, including **Policy 3.5.1.3**, which calls for "the provision of commuter and long-distance passenger service on the FEC railroad throughout the Region and beyond," as well as **Policies 3.1.1.2 and Strategies 3.3.1 and 3.3.2** that reinforce redevelopment and tourist development opportunities. In addition, the project furthers **Policies 3.4.1.1, 3.4.1.2, and 3.4.2**, which promote compact patterns and infrastructure investment in older, coastal communities to reduce sprawl and more efficiently utilize existing infrastructure. The project also reinforces goals, policies and strategies within the Regional Transportation Element, beginning with **Regional 7.1**, which calls for "a balanced and integrated transportation system," which is further supported by **Strategy 7.1.1(3)** related to a balanced, complete and fully integrated transportation system linking coastal cities by rail service. The project also furthers **Policy 7.1.3.4**, which

encourages expanded intermodal connections to reduce vehicle miles travelled. Finally, the Amtrak/FEC project will reinforce **Policy 7.1.4.1**, which supports public transit, especially in high density areas, designated public transportation corridors, and central business districts, which characterize the coastal communities in which the project will be located.

Council has also received correspondence from the Palm Beach Metropolitan Planning Organization (MPO) documenting the agency's support of the project and its consistency with the MPO's 2035 Long Range Transportation Plan.

The Florida Department of Transportation should be commended for its strong leadership in moving quickly to conduct the necessary planning and evaluation measures to submit the project for Federal funding consideration.

Agencies Contacted: All Martin County Local Governments
All St. Lucie County Local Governments
All Indian River County Local Governments
Martin Metropolitan Planning Organization
St. Lucie Transportation Planning Organization
Indian River County Metropolitan Planning Organization
Palm Beach Metropolitan Planning Organization
Palm Beach County
City of Delray Beach
City of Boynton Beach
Town of Juno Beach
Town of Jupiter
Town of Lake Park
City of Lake Worth
Village of North Palm Beach
City of Riviera Beach
Village of Tequesta
City of West Palm Beach



**PALM BEACH
METROPOLITAN PLANNING ORGANIZATION**

2300 North Jog Road, 4th Floor, West Palm Beach, Florida 33411-2749
Phone: (561) 684-4170 Fax: (561) 233-5664 www.pbcgov.com/mpo

March 24, 2010

RECEIVED

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TREASURE COAST
REGIONAL PLANNING COUNCIL

Marlene Brunot, ICR Coordinator
Treasure Coast Regional Planning Council
421 SW Camden Avenue
Stuart, Florida 34994

Re: **High Speed Intercity Passenger Rail –
Florida East Coast Amtrak Service
TCRPC Reference #10-FL-02-02**

Dear Marlene:

The Palm Beach MPO is on record supporting the reintroduction of passenger rail service on the FEC railroad. The agency has supported the location and construction of the track connection in the Northwood area of West Palm Beach. Passenger service as proposed will provide another alternative mode for travel and mobility along the east coast. The MPO adopted 2035 Long Range Transportation Plan supports rail passenger service north of West Palm Beach.

If you have any questions, please do not hesitate to contact me.

Sincerely,

Randy M. Whitfield, P.E.
Director

RMW/eer

TREASURE COAST REGIONAL PLANNING COUNCIL
INTERGOVERNMENTAL COORDINATION AND REVIEW LOG

TCRPC Number: 10-IR-03-01 SAI#FL 201003115145C

Applicant: U.S. Army Corp of Engineers

Project Description: Draft Environmental Assessment, Maintenance Dredging The Intracoastal Waterway Reach I and II Near the Sebastian Inlet

The U.S. Army Corp of Engineers (Corps), is proposing to conduct maintenance dredging of the Intracoastal Waterway (IWW) near the Sebastian Inlet. The Corps is submitting a Draft Environmental Assessment of the preferred alternative to perform the proposed dredging of the IWW and store dredge material in an upland site as opposed to open water disposal or near shore placement.

The proposed dredging area is within the Indian River Lagoon and extends from the Sebastian Inlet southward 8.09 miles to the Wabasso Bridge. The dredged material site is located in the IR-2 Dredged Material Management Area (IR-2), 5.5 miles south of the Brevard/Indian River County line on the west side of the Indian River Lagoon. IR-2 was constructed on a 179-acre parcel that was formerly an abandoned citrus grove and mangrove impoundment. The purpose of the maintenance dredging is to restore full navigation depth of the Federal navigation project. The accumulation of sediment, commonly referred to as shoaling, has restricted the width of the project channel and significantly reduced its depth. This segment of the IWW was dredged to the present project depth in 1957, and no maintenance dredging operation has occurred since then.

According to the environmental assessment, the proposed action would have no significant impact on the quality of the human environment. It is anticipated that no historic properties would be affected by any of the project alternatives. It also anticipates minimal impacts to fish and wildlife resources as the Corps shall coordinate mitigation actions with the US Fish and Wildlife Service. Maintenance dredging of the project channel would provide a moderate long-term benefit to recreational boating. Recreational traffic within the IWW channel could be temporarily disrupted due to construction activities. In terms of air quality, dredging equipment would emit exhaust fumes, but it is anticipated that this would be a temporary and minor degradation of local air quality.

Funding Agency: None

Project Costs: N/A

Recommendations: The proposed project is neither inconsistent nor in conflict with the **Strategic Regional Policy Plan.**

Agencies Contacted: Indian River County
All Indian River County Municipalities

**TREASURE COAST REGIONAL PLANNING COUNCIL
INTERGOVERNMENTAL COORDINATION AND REVIEW LOG**

TCRPC Number: 10-PB-03-02

Applicant: MACtown, Inc.

Project Description: Purchase of Vehicles

MACtown, Inc is a non-profit organization serving individuals with developmental disabilities. The organization currently provides transportation services to developmentally disabled individuals in Miami-Dade County. In April 2010, MACtown will open two new group homes in West Palm Beach at the following locations:

335 Edmor Road, West Palm Beach, FL 33405
360 Glenn Road, West Palm Beach, FL 33405

The organization is applying for grant funding to purchase two 12-passenger vans to provide transportation for their clients to medical appointments, group outings, employment training programs, work sites and special events.

Funding Agency: Federal Transit Administration

<u>Project Costs:</u>	\$ 41,600	Federal
	5,200	Applicant
	<u>5,200</u>	State
	\$ 52,000	Total

Recommendations: The application is consistent with the **Strategic Regional Policy Plan**. It furthers **Regional Goal 7.2:** Adequate mobility for the transportation disadvantaged.

Agencies Contacted: Palm Beach County
Palm Beach Metropolitan Planning Organization
City of West Palm Beach

**TREASURE COAST REGIONAL PLANNING COUNCIL
INTERGOVERNMENTAL COORDINATION AND REVIEW LOG**

TCRPC Number: 10-MC-03-03

Applicant: City of Stuart

Project Description: Disaster Recovery Grant to Assist with Tropical Storm Fay Recovery

The City of Stuart is applying for Community Development Block Grant (CDBG) 2008 Disaster Recovery Assistance. The City determined that the El Dorado Heights subdivision experienced severe flooding as a result of Tropical Storm Fay in 2008. The neighborhood previously requested that the City provide assistance to alleviate the flooding that occurs during heavy rains, therefore, the City determined that this subdivision should be the area to be served with the CDBG funding.

The City anticipates providing 3,045 linear feet of flood and drainage improvements to the low-to-moderate income neighborhood bounded by the 13th Street to the north, 16th Street to the south, Pathfinder Avenue to the west and Palm Beach Road to the east. It is anticipated that 72 households will benefit from the flood and drainage activities to be undertaken.

Federal requirements state that the funds can be used only for disaster relief and long-term recovery, and mitigation of communities affected by Tropical Storm Fay, Hurricanes Gustav and Ike. Counties would apply for funding, unless the County designates a municipality that received the greatest damages. Martin County declined the funding after making many efforts to identify projects that would be feasible and allowable under the project guidelines.

Funding Agency: U.S. Department of Housing and Urban Development

Project Costs: \$677,990 Federal
 \$677,990 Total

Recommendations: The project is consistent with the **Strategic Regional Policy Plan**. It furthers **Regional Goal 8.1:** Public facilities which provide a high quality of life.

Agencies Contacted: All Martin County Municipalities