The Intergovernmental Coordination and Review process serves, in part, as an early warning system for the federal government to determine if a federally funded project is consistent with plans and ongoing community initiatives of local governments and the regional planning council. By coordinating with and requesting comments from affected local governments on applications, a duplication of efforts, funding, and services can be avoided. This enables the tax dollars to be more effectively used to carry out local and regional initiatives.

The attached Intergovernmental Coordination and Review Log presents two 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.

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<tr>
<th>TCRPC Number</th>
<th>Project Description</th>
<th>Applicant</th>
<th>Funding Agency</th>
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<td>Purchase of Vehicles</td>
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<td>Federal Transit Administration</td>
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<td>$289,467</td>
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<td>13-SL-12-02</td>
<td>Final Environmental Impact Statement – Crosstown Parkway Extension from Manth Lane to U.S. 1</td>
<td>City of Port St. Lucie</td>
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Recommendation

Council should approve the comments in the attached report and authorize their distribution.

Attachments
TREASURE COAST REGIONAL PLANNING COUNCIL
INTERGOVERNMENTAL COORDINATION AND REVIEW LOG

TCRPC Number: 13-MC-12-01

Applicant: The ARC of Martin County, Inc.

Project Description: Purchase of Vehicles

The ARC of Martin County (ARC) is requesting funding to purchase two 9-passenger commuter vans and one 12-passenger cutaway with a wheelchair position to replace two vehicles scheduled to be retired in March of 2014. The requested funding will allow the ARC to continue transporting people with serious disabilities on demand 24 hours a day, 7 days a week, and expand current transportation services.

ARC is the oldest and largest non-profit agency in the county. The organization’s mission is to empower children and adults with developmental and other disabilities to achieve their fullest potential. Each year, the organization provides 750 children and adults a variety of educational, residential, vocational and supportive case management, health care, recreation/leisure, advocacy, and transportation services. Currently, 458 individuals rely on ARC for transportation to various services each year.

Funding Agency: Federal Transit Administration

Estimated Funding: $ 206,833 Federal
61,934 Applicant
20,700 State
$ 289,467 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: All Martin County Local Governments
Martin Metropolitan Planning Organization
St. Lucie County
St. Lucie Transportation Planning Organization
TREASURE COAST REGIONAL PLANNING COUNCIL
INTERGOVERNMENTAL COORDINATION AND REVIEW LOG

TCRPC Number: 13-SL-12-02  SAI#: FL201108175929C

Applicant: City of Port St. Lucie

Project Description: Final Environmental Impact Statement - Crosstown Parkway Extension from Manth Lane to U.S. 1

This Final Environmental Impact Statement (EIS) is being conducted by the City of Port St. Lucie and the Florida Department of Transportation in association with the Crosstown Parkway Extension Project Development and Environment Study. The Final EIS addresses a project being proposed to extend the existing Crosstown Parkway approximately two miles from Manth Lane on the west, across the North Fork St. Lucie River to U.S. 1. The two existing crossings of the North Fork St. Lucie River, Prima Vista Boulevard and Port St. Lucie Boulevard, are currently operating at a failing level of service. The project is needed to supplement existing capacity that is insufficient to move traffic, people and goods across the river and accommodate the projected future growth of the City’s population over the next twenty-five years.

The City conducted two studies to identify an appropriate corridor and examine various alternatives within that corridor. Following an analysis of the alternatives, the City identified several alternatives that were evaluated further in a Draft EIS, which was released in July 2011. After giving careful consideration to the costs, benefits, and environmental impacts associated with each of the alternatives, and after considering comments at public hearings, the City Council adopted a Locally Preferred Alternative on January 23, 2012. The City developed the Final EIS with Alternative 1C as the Preferred Alternative.

The Preferred Alternative will connect Crosstown Parkway along West Virginia Drive to the existing intersection of U.S. 1 and Village Green Drive. This 1.96-mile project will have a 0.76-mile bridge crossing over the North Fork St. Lucie River and a portion of the Savannas Preserve State Park. The bridge will include six traffic lanes, two bike lanes, and two pedestrian sidewalks.

The Preferred Alternative was selected based on its ability to fulfill the project purpose and need while minimizing environmental impacts, costs, and technical factors. Environmental impacts of the Preferred Alternative include:
Following selection of the Preferred Alternative, avoidance and minimization measures were developed through coordination with state and federal agencies to reduce the impacts to wetlands, listed species habitats, and essential fish habitat. Efforts to minimize project impacts include:

- reduction of the width of the bridge from 143 feet to 103 feet, which reduced wetland impacts from 10.1 acres to 6.83 acres and upland impacts from 6.45 acres to 2.96 acres;
- use of a top-down bridge construction method to the maximum extent possible, thereby allowing each span to be built from the previous span;
- utilization of temporary platforms or trestles during those periods when top-down construction methodology is not possible;
- bridge design that includes longer spans over open-water portions of the channel with barges as the construction platform to improve navigation;
- elimination of the use of construction haul roads in wetlands areas;
- elimination of the use of water-jetting during pile placement;
- restriction of tree clearing to only those areas where pilings must be placed, and restriction of tree trimming to vegetation above 10 feet that might interfere with trestle profile;
- minimization of ground damage during geotechnical investigations through the use of specialized equipment;
- development of a maintenance of river traffic plan, in coordination with the U.S. Coast Guard, to ensure safe navigation of the waterway during construction;
- staging of all construction equipment outside of the state park and
aquatic preserve or in areas that will be incorporated into the roadway approaches; and

- relocation of Halpatiokee canoe dock and nature trail prior to the commencement of construction activities.

The Final EIS also describes several forms of mitigation to provide compensation for unavoidable impacts. Compensatory mitigation for noise impacts will be achieved through the use of noise barriers placed at locations determined during the design phase following additional public input from the community. Similarly, visual impacts will be addressed through the design of lighting, visual features, and project landscaping determined during the design phase following additional public input from the community.

The Final EIS also describes a compensatory mitigation plan for use of the state-owned lands. This resulted in the development of a Proprietary Mitigation Plan, which provides mitigation for obtaining an easement to cross state lands, and a Regulatory Mitigation Plan, which provides mitigation for unavoidable direct and indirect impacts to wetlands, sovereignty submerged lands, and navigable and non-navigable waters, as required under federal and state regulations.

The Proprietary Mitigation Plan includes:

- four water quality improvement projects within the North Fork St. Lucie River floodplain that will restore or improve historic river flows and improve an estimated 22.16 acres of open water, and reconnect an estimated 28.05 acres of degraded floodplain wetlands to the North Fork St. Lucie River;
- conveyance of 108.55 acres of city-owned lands to the State of Florida for inclusion in Savannas Preserve State Park;
- relocation and improvements to the Halpatiokee Canoe and Nature Trail;
- design and construction of the Savannas Recreation Trail; and
- improvements to the Savannas Preserve Education Center.

The Regulatory Mitigation Plan consists of providing two types of wetland mitigation. First, mitigation will be provided in the Platt’s Creek Compensatory Mitigation Site (Platt’s Creek), which is being developed specifically for this project to provide compensatory mitigation for wetland impacts. Second, credits will be purchased at the Bear Point Mitigation Bank to provide mitigation for mangrove impacts.

The 98-acre Platt’s Creek site is owned by St. Lucie County and is a fallow citrus grove. The site is located in the North Fork St. Lucie River drainage basin, which is the same as the Preferred Alternative. After
development, Platt’s Creek will consist of 49.34 acres of restored and created wetlands and 13.65 acres of upland habitat within the fallow citrus grove.

Total wetland functional loss due to the Preferred Alternative is 8.34 functional loss units, including indirect functional loss, and impacts to mangroves. Of the total credits at Platt’s Creek, 11.25 functional gain units will be allocated as compensatory mitigation for regulatory wetland impacts for the Crosstown Parkway Extension project. Both the South Florida Water Management District and the U.S. Army Corps of Engineers have indicated that this allocation will satisfy the regulatory component for the Preferred Alternative. The remaining functional gain units at the Platt’s Creek site will be reserved for future county projects.

The Preferred Alternative will have unavoidable impacts to 0.19 acres of mangrove habitat, resulting in 0.22 functional loss units. To compensate for this loss, the City will purchase 0.5 credits at the Bear Point Mitigation Bank, which is located in the Indian River Lagoon in St. Lucie County. This location was selected because the freshwater wetland mitigation project at Platt’s Creek will not be able to restore or create mangrove habitat. The South Florida Water Management District and the U.S. Army Corps of Engineers have indicated that the amount of credits is appropriate mitigation for mangrove losses.

The City of Port St. Lucie has funded the design and right-of-way phases for the Crosstown Parkway Extension Project using a combination of funding sources from the City, St. Lucie Transportation Planning Organization, and Florida Department of Transportation. The construction phase is funded through the City’s sale of bonds, Florida Department of Transportation funding, and federal funding. The total project costs are expected to be $133,499,157.

**Recommendations:**

The proposed project will have a significant impact on many existing homeowners and several sensitive environmental areas, including the North Fork St. Lucie River, Aquatic Preserve, and Savannas Preserve State Park, which are significant regional resources. The Final EIS describes how the city has coordinated with state and federal agencies to identify project-related impacts and develop plans to avoid and minimize impacts to existing developed areas and natural systems where possible. Furthermore, the Final EIS describes several programs to provide mitigation for unavoidable impacts. The proposed wetland-related impacts are allowable under Council’s wetland protection **Policy 6.6.1.1**, because they meet the terms of the following exception: Such an activity is water dependent or, due to the unique geometry of the site, minimal impact is the unavoidable consequence of development for uses which are appropriate given site characteristics.
The overall plans to avoid, minimize, and mitigate impacts provide adequate compensation to make the project consistent with the **Strategic Regional Policy Plan**. The project furthers **Strategy 7.1.1**: Develop a balanced, complete and fully integrated transportation system which, at a minimum, includes a road system designed to complement and supplement the core mass transit system and pedestrian and bicycle connections.

The Crosstown Parkway Extension will benefit and promote livability in the region by expanding a limited east-west roadway network, enhancing connectivity of two of Florida’s Strategic Intermodal Systems, creating a multi-purpose linear park facility with pedestrian and bicycle connectivity to adjacent residential communities, and accommodating the expansion of the regional transit system. Once complete, the project will provide an additional hurricane and emergency evacuation route and achieve an acceptable level of service.

**Agencies Contacted:**
St. Lucie County  
St. Lucie Transportation Planning Organization  
Martin Metropolitan Planning Organization
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Sources: Adopted 2014 – 2018 TPO TIP, Adopted FDOT S TIP, and City of Port St. Lucie

1 For the purpose of this summary table, FDOT refers to the sum of the combined state and federal funding sources.