

TREASURE COAST REGIONAL PLANNING COUNCIL

MEMORANDUM

To: Council Members

AGENDA ITEM 8I

From: Staff

Date: April 17, 2015 Council Meeting

Subject: Intergovernmental Coordination and Review Log

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 or program is consistent with plans and ongoing community initiatives of local governments and the regional planning council. The review process is intended to inform the applicant of potential concerns or inconsistencies regarding the proposed activity. Council has requested comments from potentially affected local governments in an effort to avoid duplication of efforts, funding, services, and to ensure the efficient use of resources. The attached Intergovernmental Coordination and Review Log presents a summary and recommendations on the following applications:

<b>TCRPC Number</b>	<b>Project Description</b>	<b>Applicant</b>	<b>Funding Agency</b>	<b>Federal Funding Requested</b>	<b>Total Funding</b>
15-SL-03-01	Section 5311 Grant Application	St. Lucie County	Federal Transit Administration	\$55,113	\$110,226
15-PB-03-02	Draft Environmental Assessment – Herbert Hoover Dike Supplemental Major Rehabilitation Report	U.S. Army Corps of Engineers	None	N/A	N/A
<b>Total</b>				<b>\$55,113</b>	<b>\$110,226</b>

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:** 15-SL-03-01

**Applicant:** St. Lucie County

**Project Description:** Section 5311 Grant Application

St. Lucie County is requesting operating expense assistance from the Section 5311 Non-Urbanized Area Formula Program to fund public transportation services in the rural area of the county. The Section 5311 program provides federal operating or capital assistance to eligible recipients who operate/contract public transportation service in non-urbanized areas. Funding is being requested to offset operational expenses of public transit service to non-urbanized areas of St. Lucie County.

St. Lucie County is comprised of 573 square miles of both urbanized and rural areas. The public transit provider for St. Lucie County is Community Transit, a division of the Council on Aging of St. Lucie. Community Transit is responsible for the management, administration, vehicle staff and implementation of the existing and future transportation program. Community Transit operates a fleet of 53 vehicles, and in Fiscal Year 2013-2014, Community Transit performed 312,698 trips.

**Funding Agency:** Federal Transit Administration

<b><u>Estimated Funding:</u></b>	\$ 55,113	Federal
	<u>55,113</u>	Local
	\$110,226	Total

**Recommendations:** No adverse effects on regional resources or facilities and no extrajurisdictional impacts have been identified

**Agencies Contacted:** All St. Lucie County Local Governments  
St. Lucie Transportation Planning Organization

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

**TCRPC Number:** 15-PB-03-02 SAI#FL201503177229C

**Applicant:** U.S. Army Corps of Engineers

**Project Description:** Draft Environmental Assessment – Herbert Hoover Dike Supplemental Major Rehabilitation Report

The U.S. Army Corps of Engineers (Corps) has submitted an environmental assessment (EA) for the Herbert Hoover Dike (HHD) Supplemental Major Rehabilitation Report. The Corps prepared the EA to evaluate the potential environmental impacts associated with the work proposed in the next phase of the ongoing HHD rehabilitation project. The EA was prepared in accordance with the National Environmental Policy Act.

The EA evaluates alternatives for remediation of the dike for the 6.8 miles between Belle Glade and Lake Harbor within an area in Palm Beach County known as Reach 3. This area falls within the portion of the dike that was identified by the Dam Safety Modification Study as the most at risk section of the HHD. The goal of the HHD rehabilitation is to reduce risk to public safety and health.

The EA identifies the preferred alternative as Alternative 2a, Shallow Cutoff Wall. The shallow cutoff wall alternative would extend from near the crest of the embankment to an elevation of approximately -7 feet to -25 feet. This type of wall is designed to penetrate only the top layers of limestone in the foundation. This measure does not tie into a confining layer, but achieves risk reduction by increasing the seepage path length, routing flow through less erodible limestone layers in the foundation, and interrupting the horizontal failure path through the embankment and shallow foundation. This measure requires more vertically orientated internal erosion path and significantly increases the gradient required to move and sustain movement of soil. This measure provides sufficient risk reduction; however, unfiltered seepage would likely still discharge in the toe ditch during high reservoirs.

**Funding Agency:** None

**Estimated Funding:** N/A

**Recommendations:** No adverse effects on regional resources or facilities and no extrajurisdictional impacts have been identified. The proposed project is consistent with Resolution #14-02 adopted by the Council on July 18,

2014, requesting the corps accelerate the risk assessment review for the HHD and encouraging the U.S. Congress to approve funding for the accelerated assessment and rehabilitation of the dike.

**Agencies Contacted:** Palm Beach County  
Palm Beach County Environmental Resource Management  
City of Belle Glade  
City of Pahokee  
City of South Bay

# Project Location

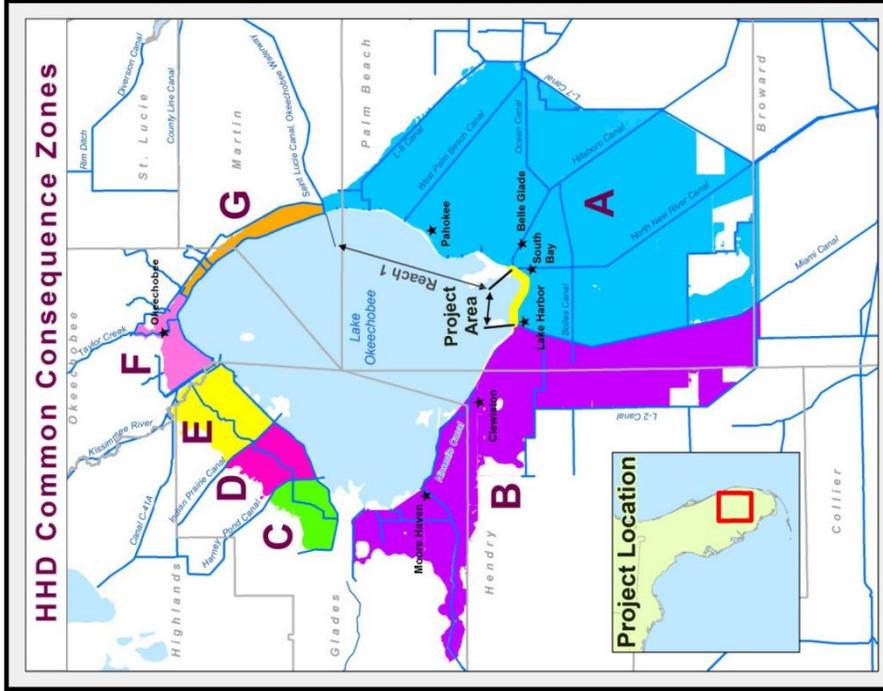


Figure 1-3. HHD Common Consequence Zones and Project Area, CCZ A from Belle Glade to Lake Harbor

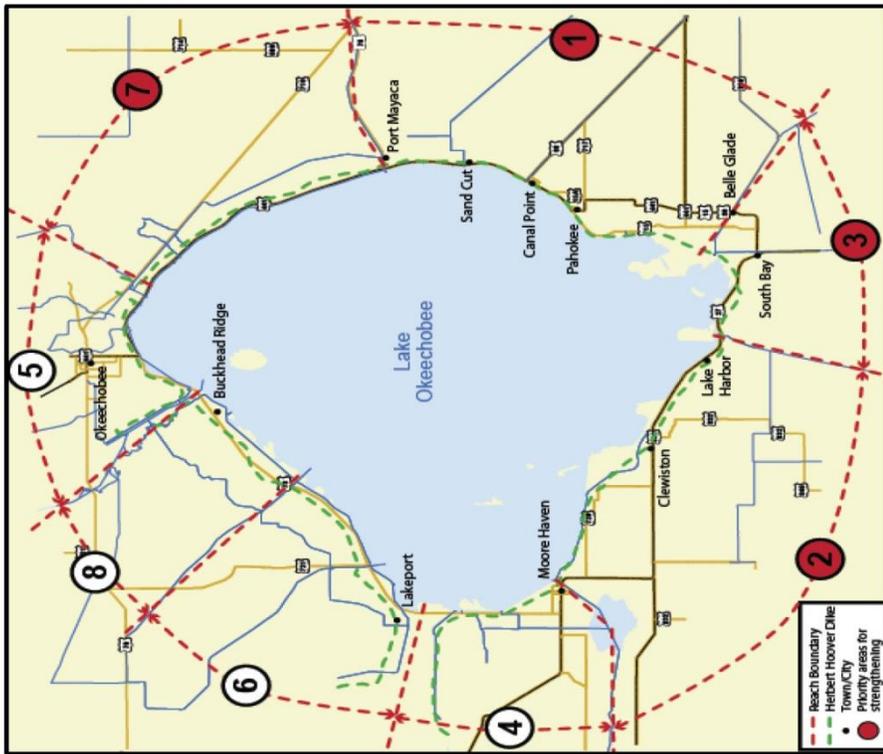


Figure 1-2. HHD Original Designation of Reaches

# Preferred Alternative

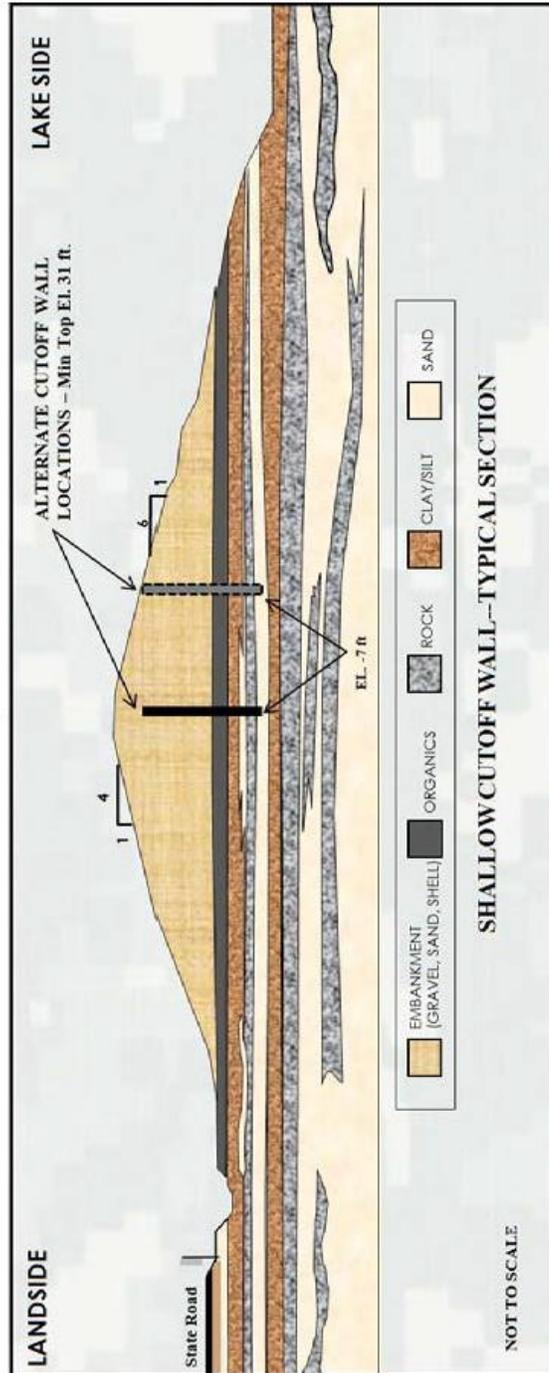


Figure 2-1. Seepage Cutoff Wall, Crest of HDD

**RESOLUTION #14-02**

**A RESOLUTION OF THE TREASURE COAST REGIONAL PLANNING COUNCIL REPRESENTING THE LOCAL GOVERNMENTS OF INDIAN RIVER, MARTIN, PALM BEACH, AND ST. LUCIE COUNTIES, FLORIDA REQUESTING THE U.S. ARMY CORPS OF ENGINEERS ACCELERATE THE RISK ASSESSMENT REVIEW FOR THE HERBERT HOOVER DIKE AND ENCOURAGING THE U.S. CONGRESS TO APPROVE FUNDING FOR THE ACCELERATED ASSESSMENT AND REHABILITATION OF THE DIKE**

**WHEREAS**, the U.S. Army Corps of Engineers is currently conducting the Herbert Hoover Dike Dam Safety Modification Study in order to adequately address problems and develop alternatives for rehabilitation of the dike; and

**WHEREAS**, recent discharges from Lake Okeechobee have damaged major waterbodies and sensitive ecosystems in southern Florida, including the Caloosahatchee River Estuary, St. Lucie River Estuary, Indian River Lagoon, and Lake Worth Lagoon; and

**WHEREAS**, immediate actions are needed to help stop harmful discharges from Lake Okeechobee; and

**WHEREAS**, an accelerated risk assessment and rehabilitation of the Herbert Hoover Dike will reduce the risk of catastrophic failure, and determine if additional water may be stored in the lake as an interim strategy to reduce harmful discharges from Lake Okeechobee; and

**WHEREAS**, continued funding from the U.S. Congress is necessary for an accelerated risk assessment and rehabilitation of the Herbert Hoover Dike; and

**WHEREAS**, an accelerated risk assessment of the Herbert Hoover Dike would further Treasure Coast Regional Planning Council **Strategic Regional Policy Plan** goals, strategies, and policies to reduce vulnerability to disasters; protect water quality and quantity; protect estuarine resources; protect the Everglades ecosystem; and improve the economy of the region.

**NOW, THEREFORE, BE IT RESOLVED THAT TREASURE COAST REGIONAL PLANNING COUNCIL REQUESTS THE U.S. ARMY CORPS OF ENGINEERS ACCELERATE THE RISK ASSESSMENT REVIEW FOR THE HERBERT HOOVER DIKE AND ENCOURAGES THE U.S. CONGRESS TO APPROVE FUNDING FOR THE ACCELERATED ASSESSMENT AND REHABILITATION OF THE DIKE**

**DULY ADOPTED** by the Treasure Coast Regional Planning Council this 18th day of July 2014.

  
Peter O'Bryan  
Chairman

  
Michael J. Busha  
Executive Director