

RESOLUTION 12-R14

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PORT ST. LUCIE, FLORIDA, SUPPORTING A LOCALLY PREFERRED ALTERNATIVE FOR THE EXTENSION OF THE CROSSTOWN PARKWAY FROM MANTH LANE TO U.S. HIGHWAY ONE; PROVIDING AN EFFECTIVE DATE

WHEREAS, the City's proposed Crosstown Parkway Extension Project – the River Crossing of the North Fork of the St. Lucie River ("Project"), which will serve to extend the Crosstown Parkway from Manth Lane to U.S. Highway One, is an important and high priority project for the City; and

WHEREAS, the Project is necessary to alleviate substantial traffic deficiencies in the City, including providing relief to the two existing crossings of the North Fork of the St. Lucie River at Port St. Lucie Boulevard and Prima Vista Boulevard; and

WHEREAS, the traffic congestion at the two existing bridges will only worsen as the City's population continues to increase; and

WHEREAS, when proposed actions like the transportation facility contemplated in this Project may directly or indirectly significantly affect the quality of the human environment, NEPA requires the consideration and examination of the proposed action's impacts to certain resources through the completion of an Environmental Impact Statement (EIS); and

WHEREAS, the City, in coordination with the State of Florida Department of Transportation (FDOT), the Federal Highway Administration (FHWA) and Cooperating Agencies has completed a Draft EIS ("DEIS") in accordance with the requirements of the National Environmental Policy Act (NEPA); and

WHEREAS, numerous build alternatives for the Project, in addition to the No Build Alternative, were examined and evaluated in the DEIS; and

WHEREAS, the City recognizes and acknowledges that the construction of any proposed build alternative for the Project will impact the natural environment and communities within the City; and

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WHEREAS, the City is committed to undertaking measures that will serve to successfully mitigate the unavoidable impacts to the natural environment and communities; and

WHEREAS, FHWA is the lead agency and is ultimately responsible for approving the Final EIS ("FEIS") and the recommended alternative that is required to be identified and described in the FEIS so that a Record of Decision may be issued; and

WHEREAS, the City, its consultants and FDOT have completed a process to select a Locally Preferred Alternative ("LPA") based on studies, reports and other information contained in the DEIS, public and agency comments, and best professional and expert judgment; and

WHEREAS, the process followed concerning the selection of the LPA, including the criteria used to properly and adequately evaluate the build alternatives and the No Build Alternative for the Project, were pre-approved by FDOT and FHWA; and

WHEREAS, the City's consultants, specifically Keith and Schnars, P.A. ("K&S"), presented the evaluation criteria together with the LPA selected by a K&S team of experts, to a panel of individuals from the City, FDOT and the St. Lucie County Transportation Planning Organization (the "Panel") as said Panel was charged with independently evaluating and ranking Project alternatives and identifying its LPA; and

WHEREAS, the LPA that was ranked the highest overall by K&S and the Panel is Build Alternative 1C, which is depicted on the map attached hereto as Exhibit "A"; and

WHEREAS, there was a general consensus among the participants in the LPA selection process that Build Alternative 1C should be the recommended alternative that will be identified in the FEIS as it best meets and satisfies selection criteria for the Project, including meeting the overall project purpose; and

WHEREAS, the City Council desires to support and approve the selection of Build Alternative 1C as the LPA.

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NOW, THEREFORE, BE IT RESOLVED THAT THE CITY COUNCIL OF THE CITY OF PORT ST. LUCIE, FLORIDA, THAT:

1. This City Council adopts and ratifies the selection of Build Alternative 1C as the LPA for the extension of the Crosstown Parkway from Manth Lane to U.S. Highway One.
2. The City Manager, City staff and the Project team are hereby directed to continue to work with FDOT, FHWA and the Cooperating Agencies to complete the FEIS in an effort to obtain a Record of Decision by December 31, 2012.

BE IT FURTHER RESOLVED that this Resolution becomes immediately effective upon its adoption.

PASSED AND APPROVED by the City Council of the City of Port St. Lucie, Florida, this 23rd day of January, 2012.

ATTEST:

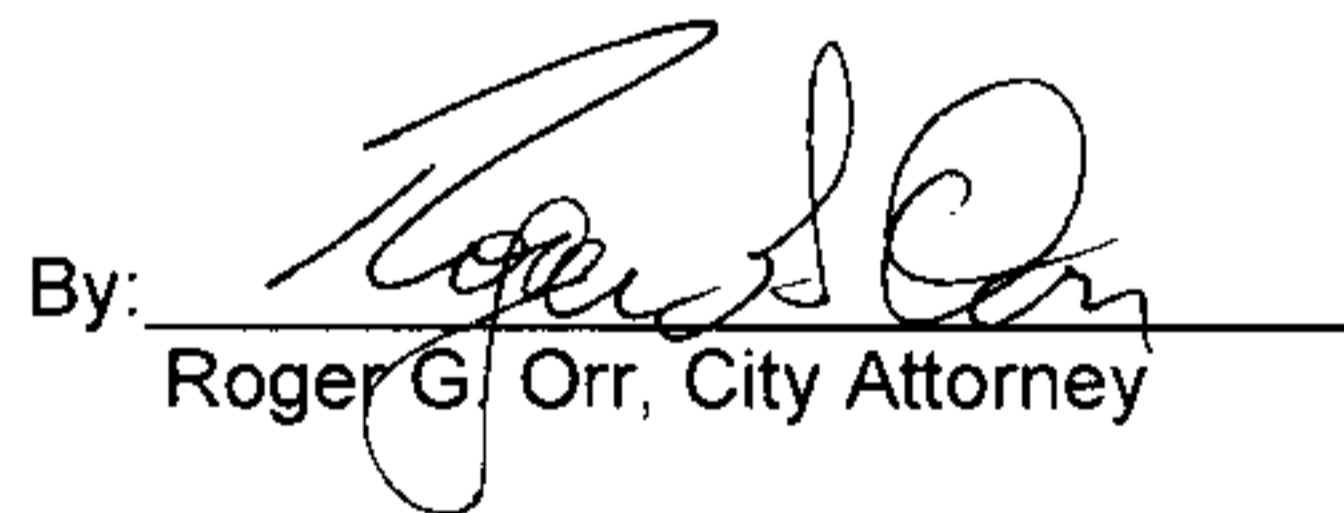
CITY COUNCIL
CITY OF PORT ST. LUCIE

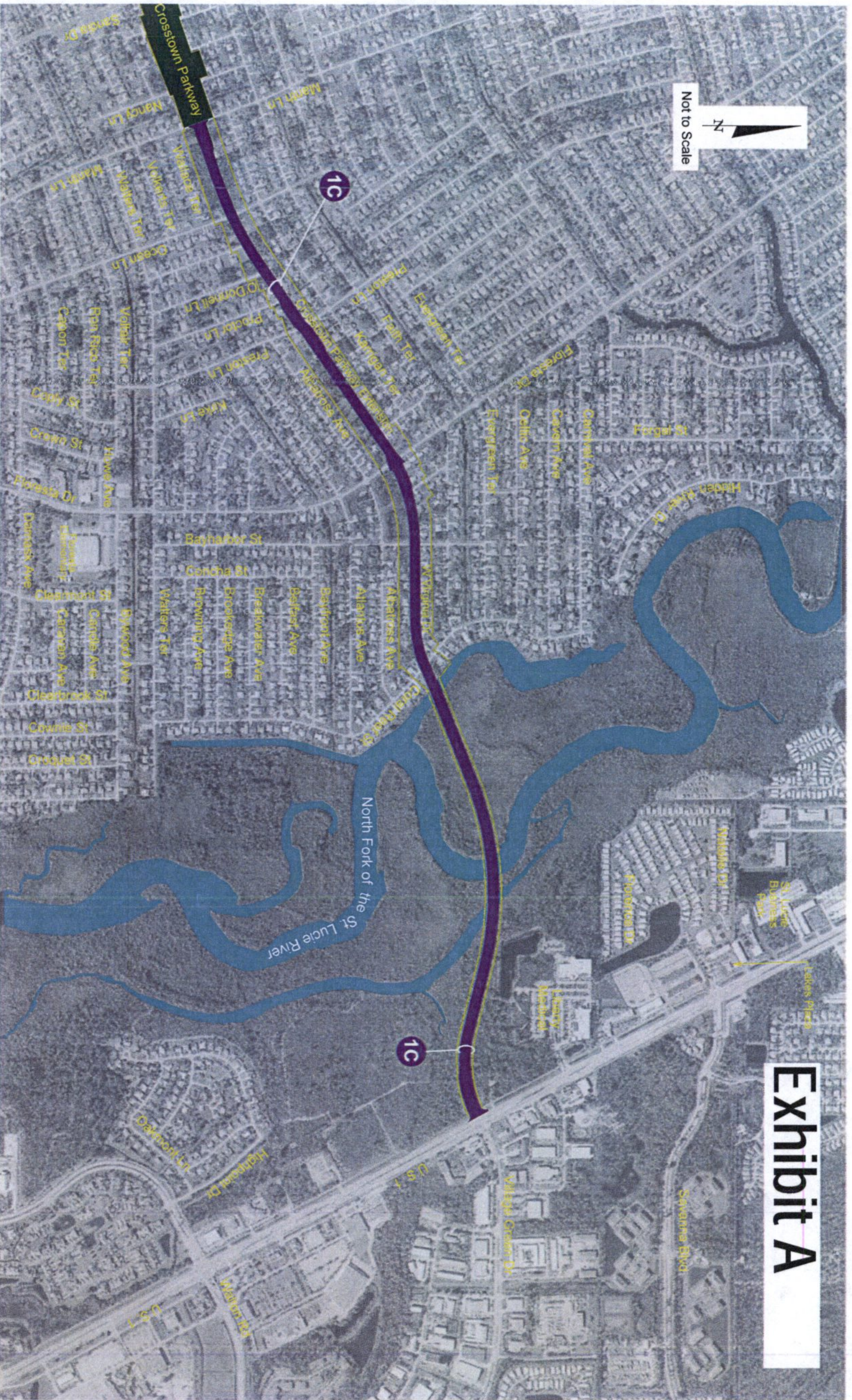

Karen A. Phillips, City Clerk

By: 
JoAnn M. Faiella, Mayor



APPROVED AS TO FORM:

By: 
Roger G. Orr, City Attorney



Crossstown Parkway Extension - Locally Preferred Alternative 1C

MEMORANDUM

TO: CITY COUNCIL

FROM: JERRY A. BENTROTT, CITY MANAGER



DATE: JANUARY 17, 2012

SUBJECT: CROSSTOWN PARKWAY EXTENSION;
LOCALLY PREFERRED ALTERNATIVE

I am happy to report that we have reached a major milestone in the Crosstown Parkway Extension project. Our project team has selected and recommends Alternative 1C as the Locally Preferred Alternative. This alternative begins at Manth Lane and continues east along West Virginia Drive then crosses the Savannas Preserve State Park, the North Fork St Lucie River, and then intersects with US Highway 1 at Village Green Drive.

The criteria and process for evaluation and selection of the Locally Preferred Alternative is detailed in the attached letter from our lead consultant on the project, Keith and Schnars, Inc.

Although this is a major milestone, it is not the final approval. The final approval will be made by the Federal Highway Administration (FHWA) after the review of the Final Environmental Impact Statement and then the execution of a Record of Decision. We anticipate the Record of Decision by the end of this year.

Attached to this memorandum, for your review and consideration, is a resolution that supports Alternative 1C as the Locally Preferred Alternative and requests staff to continue the pursuit of the Record of Decision from FHWA on this very important project. Please let me know if you have any questions on this matter.

JAB:mv
Attachment

cc: Patricia Roebing, P.E., City Engineer
Roxanne Chesser, P.E.
Gregory J. Oravec, Assistant City Manager



KEITH and SCHNARS, P.A.
ENGINEERS, PLANNERS, SURVEYORS

January 13, 2012

Mr. Jerry A. Bentrutt
City Manager
City of Port St. Lucie
121 S.W. Port St. Lucie Boulevard
Port St. Lucie, Florida 34984

**Subject: Crosstown Parkway Extension PD&E Study/EIS
Selection of a Locally Preferred Alternative**

Dear Mr. Bentrutt:

As you know, the City, in close coordination with the Florida Department of Transportation (FDOT) and the Federal Highway Administration (FHWA) is completing an Environmental Impact Statement (EIS) for the extension of the Crosstown Parkway. After a thorough analysis, extensive agency coordination, a public hearing and full consideration of all comments, City staff and Keith and Schnars (K&S), with input from FDOT and the St. Lucie County Transportation Planning Organization (TPO), has selected Alternative 1C as the Locally Preferred Alternative (LPA).

The LPA, Alternative 1C, begins at the eastern terminus of the existing Crosstown Parkway at Manth Lane. It travels northeast along existing West Virginia Drive, then crosses Savannas Preserve State Park and the North Fork St. Lucie River, bending slightly southward to U.S.1 and its intersection with Village Green Drive.

Prior to initiating the EIS, it was determined that the Crosstown Parkway Corridor was the only corridor that would meet the project purpose and need. The Draft EIS (DEIS) explored and evaluated fully 14 alternatives within the Crosstown Parkway Corridor. This included a No Build Alternative, 11 roadway capacity alternatives and two system alternatives. It was determined that seven of the alternatives did not meet the project purpose or were not practicable. The LPA was selected from the remaining six build alternatives and the No Build Alternative.

The City, through K&S and in coordination with FDOT and FHWA, developed the process and criteria for selecting the LPA. It is important to understand that, as the lead agency, the FHWA is ultimately responsible for the adequacy of the EIS, the recommended alternative and the Record of Decision (ROD). However, the City, as the project sponsor, can express its preference through the selection of a LPA.

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The development and implementation of the LPA selection process consisted of the following six steps:

1. Researching other National Environmental Policy Act documents for LPA ranking approaches;
2. Developing the LPA Evaluation Coordination Process;
3. Developing the Evaluation Criteria;
4. Developing the Scoring System;
5. Scoring the Alternatives; and
6. Documenting the Results.

A series of meetings were held with the City, FDOT and FHWA to finalize the LPA selection process. Based on these meetings, the City, FDOT, and FHWA agreed on the following five criteria and associated scoring:

1. Meeting Project Purpose and Need (0 – 20 pts)
2. Social/Community Impacts (0 – 10 pts)
3. Natural Environment Impacts (0 – 10 pts)
4. Physical Impacts (0 – 5 pts)
5. Project Cost (0 – 5 pts)

For each criterion, a number of specific factors were selected and agreed upon and a set of rules and guidelines were also developed for the scoring of the alternatives.

The selection of the LPA was the result of a two part evaluation process based on:

1. Information in the Crosstown Parkway Extension DEIS;
2. Public and agency comments;
3. Professional judgment; and
4. The evaluation process and ranking criteria developed collaboratively with FDOT and FHWA.

First, a team of technical experts from K&S evaluated and scored each alternative. Second, a "Panel" of four individuals from the City, FDOT and TPO was convened on November 17, 2011 to independently evaluate and score the alternatives. K&S technical experts were present to provide an overview of the K&S scoring results and to answer questions from the Panel. In addition, observers from the City, FDOT, FHWA, Kimley-Horn and Associates, American Consulting Engineers were present.

Using the information and process noted above, the results of the scoring by both the K&S Team and the Panel strongly indicates that Alternative 1C is the most appropriate alternative for meeting the purpose and need and the best overall alternative for the Crosstown Parkway Extension project. While there was a slight difference in the number of points for some alternatives, the top ranked alternative was the same for the K&S Team and the Panel. In light of this consensus determination, Alternative 1C was selected as the LPA.

After the scoring above was completed, the K&S Team evaluated further the LPA against other statutory and/or important considerations. Specifically, the Team looked at compliance with Section 4(f) of the Department of Transportation Act and consistency with public opinion on the proposed project. After



Mr. Jerry A. Bentrutt
January 13, 2012
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considering the City's proposed mitigation plan and the build alternatives that appear to be feasible and prudent, Alternative 1C appears to result in the least net harm to Section 4(f) resources. However, FHWA will make the final determination on this. With respect to public opinion, it is clear from numerous public meetings, including the September 22, 2011 Public Hearing, that a majority of the citizens that have expressed an opinion on the project support Alternative 1C.

With regard to the next steps in the EIS process, I recommend that you request that the City Council adopt a resolution supporting Alternative 1C as the LPA. If adopted by the Council we will request that FHWA concur with the selection of Alternative 1C as the Preferred Alternative and with the Section 4(f) determination noted above. If FHWA agrees the Final EIS will be completed documenting the selection of Alternative 1C as the Preferred Alternative and the FEIS will be forwarded to FHWA for review and approval through a Record of Decision.

Sincerely,



Michael L. Davis
Vice President

