

**MARTIN METROPOLITAN PLANNING ORGANIZATION
CITIZENS' ADVISORY COMMITTEE MEETING**

Martin County Airport – Witham Field
Maintenance Building Conference Room
1895 Flying Fortress Way, Stuart, FL

www.martinmpo.com

(772) 221-1498

Wednesday, September 01, 2010 @ 9:00 a.m.

AGENDA

<u>ITEM</u>	<u>ACTION</u>
1. CALL TO ORDER – 9:00 a.m.	
2. ROLL CALL	
3. APPROVE AGENDA	APPROVE
4. APPROVE MINUTES <ul style="list-style-type: none">• Regular Meeting – May 05, 2010	APPROVE
5. AGENDA ITEMS	
A. TIP AMENDMENT FOR ROLL FORWARDS MEMO: temp\1\CACa02.01	RECOMMEND
B. FTA 5303 FIVE-YEAR JOINT PARTICIPATION AGREEMENT MEMO: temp\1\CACa02.02	RECOMMEND
C. FISCAL YEAR 2013 LIST OF PROJECT PRIORITIES (LOPP) MEMO: temp\1\CACa02.03	RECOMMEND
D. PREMIUM TRANSIT CORRIDOR FEASIBILITY STUDY MEMO: temp\1\CACa02.04	RECOMMEND
E. STATE ROAD 76 PD&E UPDATE MEMO: temp\1\CACa02.05	DISCUSSION
6. COMMENTS FROM COMMITTEE MEMBERS	
7. COMMENTS FROM THE PUBLIC	
8. COMMENTS FROM FDOT	

9. NOTES

- Map with directions to our meeting location: Martin County Airport-Witham Field, Stuart, FL

10. NEXT MEETING

- September 01, 2010 - Joint CAC with St. Lucie County, hosted by Martin County, in the County Airport Maintenance Building at 10:00 a.m.
- October 07, 2010 – Joint CAC with St. Lucie County, hosted by St. Lucie County, in the St. Lucie County Administration Building, Conference Room #3, 2300 Virginia Avenue, Fort Pierce, FL at 2:00 p.m.
- November 17, 2010 – CAC Regular meeting. Please note that this meeting will be in the **Capital Projects Conference Room**, 2nd Floor, Martin County Administrative Building at 9:00 a.m.

11. ADJOURN

**MARTIN METROPOLITAN PLANNING ORGANIZATION (MPO)
CITIZENS' ADVISORY COMMITTEE (CAC)**

Wednesday, May 05, 2010 - 9:00 A.M.

**Martin County Administration Building
Commission Chambers
2401 SE Monterey Road
Stuart, FL 34996
(772) 223-7983**

1. CALL TO ORDER

Vice-Chair Sheila Kurtz called the meeting to order at 9:00 a.m.

2. ROLL CALL

Members in Attendance:

Sheila Kurtz, Vice-Chair
Joseph DeFronzo
Alex Trovato
Mark Mathes
Trent Steele (arrived at 9:07 a.m.)
Albert Zilg

Members Excused:

Jody Ianuzzi

Members Not In Attendance:

Toby Overdorf, Chairman
Barbara Kauffman
Julie Preast
Kevin Trepanier (Ex-Officio, St. Lucie TPO CAC)

Staff in Attendance:

Mary Beth Beltran, MPO/Transit Planning Manager
Boyd Lawrence, Planner II
Lisandra Bonet, Administrative Specialist II

A quorum was present for this committee.

3. APPROVE AGENDA

Mr. Mark Mathes moved to approve the Agenda. Seconded by Mr. Alex Trovato. Motion carried unanimously.

4. APPROVE MINUTES:

* April 07, 2010 – Regular CAC Meeting

Mr. Mathes made a motion to approve the minutes. Mr. Albert Zilg seconded the motion. Motion carried unanimously.

5. AGENDA ITEMS

A. Draft TIP FY 2011 – 2015

MEMO: temp10CACa05.01

Ms. Beth Beltran, MPO Administrator, provided background. She said that the TIP is updated annually. It is approved by the MPO and, pursuant to federal and state regulatory requirements, reflects “a staged, multiyear, intermodal program of transportation projects consistent with the long-range transportation plan.” All transportation projects proposed to be implemented through federal or state transportation funding over the coming five fiscal years are contained in the TIP. Major projects were guided by the list of project priorities approved by the MPO Policy Board on September 21, 2009 and provided to FDOT District Four on September 28, 2009. Ms. Beltran stated that reasonable opportunity for the public to comment on the TIP must be provided. The DRAFT TIP has been available for public comment since April 30, 2010. A notice of the June 21, 2010, Public Hearing on the Final TIP at MPO Policy Board meeting was published in the Stuart News on Sunday, May 2, 2010 and will be published again on June 6, 2010 (copy of the notice on file). Ms. Beltran stated that the April 28, 2010 version of the DRAFT TIP was compiled from project and funding data contained in the April 14, 2010 FDOT Tentative Work Program based on the Revenue Estimating Conferences of February 25th and March 9th. The information contained in the TIP is based on the latest data received from FDOT.

Mr. Boyd Lawrence, Martin MPO Planner II, added that MPO Staff has been advised from FDOT District Four that additional changes to the Tentative Work Program may be forthcoming after April 30th, which may cause some revisions of this DRAFT TIP. He said that any additional TIP updates may be monitored via our website www.martinmpo.com.

Ms. Lawrence talked about the County’s Information Technology Systems (ITS) Department and their efforts to create an interactive Geographic Information Systems (GIS) map on their website, where the public would be able to access a map that would list County projects, including the projects listed on the TIP. The intent is to create an effective and user-friendly method that would provide immediate project information to the users. Vice-Chair Kurtz asked when the interactive map would be completed. Mr. Lawrence responded that it is expected to be finished by June 21st. Staff would try to present a static version of this map on the next CAC meeting on June 02nd.

[Mr. Trent Steele joined the meeting.]

Mr. Trovato concurred that adding maps to the TIP would be helpful.

Mr. Mathes moved Staff recommendation to approve the DRAFT FY 2010/11-2011/12 Martin MPO UPWP to the Martin MPO Policy Board.

Mr. Zilg asked about the tables on page 16. He asked why the wastewater plant site was part of the MPO criteria. Mr. Lawrence replied that the tables depicted were from the City of Stuart CIP and they have all of their projects grouped together. Mr. Zilg suggested that Staff should only list transportation projects. Mr. Lawrence said that he

would separate the projects.

The motion on the floor was seconded by Mr. Joseph DeFronzo. The motion carried unanimously.

B. FY 2011 TE Applications for FY 2014 Funding

MEMO: temp10CACa05.02

Mr. Lawrence introduced this Item and provided some background. Transportation Enhancements (TE) projects are federally funded community-based projects that expand travel choices and enhance the transportation experience by improving the cultural, historic, aesthetic and environmental aspects of our transportation infrastructure. He said that two representatives to the applications were in attendance to answer any questions Members may have. Mr. Lawrence introduced Mr. Edward Erfurt, Urban Designer from the County's Community Development Department for the Rio CRA application; and Ms. Teresa Lamar-Sarno, CRA Coordinator from the City of Stuart for the City of Stuart CRA application.

Mr. Lawrence stated that a total of three applications were submitted to MPO Staff by the April 27th deadline. The first application was received from Martin County for sidewalks and landscaping improvements in the Rio CRA District. A second application was received from the City of Stuart CRA for sidewalk improvements and a pedestrian kiosk at MLK Park. There have been discussions to combine the Rio and the Stuart applications because there are areas for potential connectivity, and because the Stuart application may fall below the \$200,000 threshold. A third application was received from Martin County for the construction of bike lanes along Dixie Highway from Cove Road to the FEC rail line near the Seabranck Park entrance. Because of the limitation of TE funds this year, consideration should be given for the need to request local fund contributions to this year's project applications. Mr. Lawrence provided a brief presentation prior to the discussion and ranking of the applications received.

Vice-Chair Kurtz asked if there would be TE funds in the amount of \$347,000 to expend this year. Mr. Lawrence responded in the affirmative. Mr. Mathes asked what the status of last year's unexpended TE funds was. Mr. Lawrence replied that he did not have a status on the Jensen Beach Causeway project from FDOT yet. Mr. Lawrence said that the Jensen Beach Causeway project is last year's eligible project for TE funding, left unfunded. He said that he would follow up with an email requesting further information on the status of this project. Vice-Chair Kurtz said that it would have been helpful to know the status of the Jensen Beach Causeway project prior to deciding the ranking of the project applications presented for this year. Mr. Mathes asked what the MPO's policy was regarding the unfunded prioritized projects from prior years; do applications automatically roll forward into the next year or do the applications need to be resubmitted? Mr. Lawrence stated that in the past, FDOT would move up unfunded projects automatically. Ms. Beltran suggested including last year's project in the proposed project priority list. This would ensure the consideration of pre-prioritized projects, should funds become available. Mr. Mathes concurred. He added that, unfunded pre-prioritized projects should be reconsidered to see how they would relate to the new proposed projects list.

Vice-Chair Kurtz asked if there has been any local matching funds designated for the proposed projects. Mr. Lawrence responded that there are no local contributions identified as of yet.

Mr. Trovato commented on the Martin County – Rio CRA application. He asked if curb and gutter was included in the cost of the project. Mr. Erfurt responded that the proposed sidewalk in this area would be a continuation of the existing sidewalks in this community. The project does not include curbing, but it does include street trees. Mr. Erfurt stated that the landscaping cost is included in the overall \$32/linear footage.

[The session was interrupted by some minor audio intrusion.]

Mr. Erfurt discussed the Rio CRA application further. This sidewalk/landscaping project encompasses three links in an intermodal system of transportation that is partially in place and/or planned for the Rio CRA:

1. Alice Street connection to City of Stuart
2. Loop #1 connecting tow longtime neighborhoods to CR 707 via Sumner Avenue, St. Lucie Boulevard and Kubin Avenue
3. Loop #2 connecting two more longtime neighborhoods to CR 707 via Rhodes Avenue, River Court, Waveland Avenue, and Elizabeth Avenue.

Mr. Mathes stated that the project's intent is to make it safer for kids to walk to the bus stops. Mr. Erfurt stated that sidewalks in this particular neighborhood is within the Community Redevelopment Area; and, under their Comprehensive Plan policies, it is the goal to do complete streets in these neighborhoods and complete a walkable sidewalk network. Mr. Trovato asked if there would be any intent to include curbing with the sidewalk. Mr. Erfurt responded that none would be considered at this time.

Vice-Chair Kurtz moved on to the discussion of the next application: MLK Park Restrooms and Kiosk, Stuart Sidewalk Connectivity project, from the City of Stuart CRA. Mr. Lawrence stated that the application reflected two different sections:

1. Martin Luther King, Jr. Park restrooms, kiosk, and bike rack
2. Sidewalk improvements along SR 707 northbound from Wright Boulevard to Green River Parkway.

Mr. Mathes expressed disappointment to learn that there was a separate application for sidewalk improvements toward the Green River Parkway, that apparently was not included in the budget of the Green River Parkway project that is currently underway. Ms. Lamar-Sarno responded that, at the time they were finalizing this application, for both the kiosk and the sidewalk, it was presumed that there would be some monies available in the Public Enhancement fund to supplement it. However, since that point, they found out that there was no money left. Mr. Lawrence added that the proposed area is about 1,800 feet.

Mr. Trovato requested clarification on the connectivity the sidewalk project intends to achieve. Ms. Lamar-Sarno responded that at the time the project application was submitted, they were awaiting determination of whether or not there will be enough right-of-way (ROW) from Fern Street to Wright Boulevard. Currently the sidewalk ends at

Fern Street from the Roosevelt Bridge. Ms. Lamar-Sarno said that after the application was turned in by the established deadline, it was determined that there was not enough ROW; therefore, the proposed sidewalk connection between Fern Street to Wright Boulevard will not be considered. Ms. Lamar-Sarno said that, at this time, the connection the City of Stuart CRA is requesting is between Wright Boulevard and Green River Parkway along SR 707. Mr. Mathes asked if the proposed area of 1,800 feet has been adjusted to reflect this change of plans. Ms. Lamar-Sarno responded that the 1,800 feet area is from Wright Boulevard to Green River Parkway.

Ms. Lamar-Sarno proceeded to discuss the second section of the City of Stuart CRA application. She stated that the proposed project is to build a public restroom facility and a multi-panel educational kiosk with bicycle rack at a location to be determined at Martin Luther King, Jr. Park at the corner of Park Avenue, Florida Street and Church Street in East Stuart.

Mr. Mathes stated that this would be an opportunity to request the applicant, the City of Stuart CRA, to separate the two sections of their application to provide greater flexibility in allocating funds. He also commented that the two projects on this application might not have the same priority on the ranking list.

Mr. Lawrence stated that initially there was a consideration to combine the Rio and the City of Stuart applications because of the Alice Street connection; however, by presenting the City of Stuart with its two sections together as it currently has, helps them achieve the \$200,000 threshold. This minimum amount is one of FDOT requirements for TE funds applicants.

Mr. Mathes had a question regarding the third TE application submitted: Dixie Highway (A1A) paved shoulders project, submitted by Martin County. This project includes the addition of five-foot wide paved shoulders on 8,000 linear footage of an existing County roadway from Cove Road to RR Crossing, to serve as on-road bike lanes on Dixie Highway. Mr. Mathes asked if there were going to be any sidewalks included in this application. Mr. Lawrence responded that not on this application; however, there was a different ARRA funded project that would supplement connection with the Seabranh Greenway bike and pedestrian multiuse path along this stretch.

Vice-Chair Kurtz proposed moving on to the ranking of the three applications proposed. A discussion ensued among the Members, expressing their preferences, and more details of the projects were discussed.

Mr. Trovato asked if there would be any sidewalk to cross the Haney Creek located on the western side of Alice Street. Mr. Mathes asked if any of the applicants have allocated funds to provide a pedestrian crossing of this creek. Mr. Lawrence stated that none of them has; Rio CRA's application goes up to but not including that point, and the City of Stuart application has not estimated it. Mr. Mathes said that if the cost of putting a sidewalk across the Haney Creek is added to the "Sidewalk Improvement" section of the City of Stuart CRA application, and put it together with the "Alice Street connection to City of Stuart" section of the Rio CRA application, it would reach the \$200,000 minimum requirement, and we could have it as a stand-alone project. Mr. Mathes was

very pleased with the possibility of merging these three small sections into one application. He said that connectivity along this stretch is important for many reasons: it is a high traffic road, it provides regional connection, it has safety concerns, and it connects with several parks in the area. He saw a lot of potential in this suggestion.

Mr. Mathes asked how the ranking of the projects would relate to last year's unfunded projects. Ms. Beltran responded that last year's projects were listed on page eight of the TIP, on the previous agenda Item discussed. The last project on the list is the Jensen Beach Causeway (East) – Landscaping. Mr. Lawrence added that there would be landscaping planted in the median where it currently has asphalt. The project would have safety benefits by providing this traffic-calming feature. Mr. Mathes suggested including this project in the priority list as well.

Members continued to express their preferences. Mr. Trent Steele favored projects that would address the needs of bicyclists and pedestrians. Vice-Chair Kurtz was interested in addressing the bathroom facility needs in the East Stuart area.

Ms. Lamar-Sarno stated that there was another connectivity project discussed but they were unable to submit it due to time constraints. The project would include a sidewalk on the south side of Florida Street, crossing Dixie Highway and over the RR Crossing.

Mr. Lawrence mentioned some other funding sources that would be available and urged the Members to think about possible projects that could benefit from funds such as:

- Sidewalk, Bike, Shelter Box Fund
 - \$200,000 annual allocation to Martin MPO
 - Projects are prioritized in September
- DEP Greenways & Trails Grant
 - Application Cycle ends in March
 - Jonathon Dickinson Greenway as a potential project
- Safe Routes to School
 - Application Cycle ends in April
 - Fund pedestrian improvements within 2 mile radius of K – 8
 - Need School Board support and user/benefit data.
 - Port Salerno and Indiantown areas

Mr. Mathes asked both Ms. Lamar-Sarno and Mr. Erfurt if they would be willing to reorganize their application in the way it has been discussed, and separate the projects' sections presented. Mr. Erfurt answered that they would be happy to.

Mr. Mathes made a motion recommending the following projects in order of priority:

- 1. The “Sidewalk improvements along SR 707 northbound from Wright Boulevard to Green River Parkway” section of the City of Stuart CRA application, and the “Alice Street connection to City of Stuart” section of the Martin County – Rio CRA application including the portion of Haney Creek, should be combined in to a single application, along with the necessary creek pedestrian crossing.**

2. **The bike lanes (paved shoulders) project on Dixie Highway (A1A) from Cove Road to Seabranh (RR Crossing).**
3. **The remaining two separate portions of the Martin County – Rio CRA application for sidewalks that would provide access to the bus stops:**
 - a. **Loop #1 connecting two longtime neighborhoods to CR 707 via Sumner Avenue, St. Lucie Boulevard and Kubin Avenue, and**
 - b. **Loop #2 connecting two more longtime neighborhoods to CR 707 via Rhodes Avenue, River Court, Waveland Avenue, and Elizabeth Avenue.**
4. **The remaining City of Stuart CRA application project, the Martin Luther King, Jr. Park restrooms, kiosk, and bike rack**
5. **Last year’s unfunded landscape project along the Jensen Beach Causeway.**

Seconded by Mr. Trovato. There being no further discussion, the motion passed unanimously.

Mr. Steele thanked MPO Staff and Mr. Erfurt on their efforts for the parking add-on to the Bridge Road project. Mr. Steele left the meeting to attend a previous engagement (10:00am).

Ms. Beltran asked if there was a need to call roll for the vote on the previous two Items. Mr. Mathes replied that, according to Robert’s Rules, when there is no opposition from any of the Members, the motions would pass.

C. Rail Corridor Study

MEMO: temp10CACa05.03

Ms. Beltran introduced this Item and provided background. She stated that at the December 21, 2009, meeting, the MPO Board approved an Interlocal Agreement between the Martin MPO and the St. Lucie TPO for a Premium Transit/Rail Corridor Study. The MPO Board authorized Staff to work with the St. Lucie TPO to “piggyback” on the existing St. Lucie’s rail corridor study contract with Tindale-Oliver & Associates (TOA) to ensure consistency in study content and regional perspective. Ms. Beltran said that this study would evaluate the feasibility of premium transit and passenger rail on the three major north-south corridors in Martin County: US1, I-95, and the Florida East Coast (FEC) Rail Corridor. Ms. Beltran introduced the Tindale-Oliver & Associates’ Project Team of Mr. Joel Rey and Mr. Asela Silva who would make a presentation on the existing and future conditions, as well as the methodology and measures for the Corridor Feasibility Assessment Process.

Mr. Rey proceeded with his presentation and distributed a PowerPoint handout to the Members (copy on file).

Mr. Rey stated that the project scope is:

- Review plans and technologies available. Mr. Rey stated that they have taken into consideration the adopted 2030 RL RTP, as well as the recently completed Regional TDP for their analysis, among other local and regional plans, State policies and federal documents. As for the premium transit technologies

available, Mr. Rey mentioned the enhanced express bus, the Bus Rapid Transit (BRT), light rail, commuter rail, and heavy rail.

- Identify existing and future conditions. Mr. Rey spoke about transit services and facilities, land use, population and employment, and travel patterns, among other conditions, such as roadway conditions, trip generators, bike and pedestrian facilities, rail facilities, rail and water crossings, environmental features, and funding sources. Mr. Rey stated that these conditions have been assessed and documented on TOA's first technical memorandum.
- Conduct feasibility assessment (ongoing)
- Prepare action plan (ongoing)

Mr. Rey stated that the upcoming activities would be to prepare alternatives that would combine *corridors* with *modes* with *timeframes*, in order to create a matrix of these three variables. The matrix could then be fed into a feasibility assessment process. From there, TOA would then have recommended alternatives for the near-term, mid-term, and long-term; which may only be for one of the corridors, or for two or more of them, and it might involve multiple modes. After this process, an action plan will be prepared to structure land development regulations, comp plans amendments, and so forth, to get to that point that would support the modes aspired to.

Mr. Rey said that in order to accomplish all of this, TOA would review all of the transit modes mentioned before (the premium transit technologies), select all the applicable technologies for the corridors and timeframes, and develop those alternatives. The next step would be to conduct a feasibility assessment that would be documented on the next technical memorandum. The feasibility assessment has four primary criteria: 1) ridership potential, 2) transit-supportive land use, 3) economic development potential along that corridor due to the application of a particular type of technology, and 4) funding potential for that mode or modes. Once the recommended alternatives are determined, then, TOA will develop those in terms of an action plan. TOA would also estimate the probable cost and first year of operating cost for those implementations, and include them in the action plan along with the responsible parties who would ensure that all of the actions should be taking place in the general timeframe for each.

Mr. Rey informed that the second technical memorandum is due at the end May of 2010, and it would include the feasibility assessment along with the draft recommended alternatives, and the action plan to achieve those. The draft complete report will be then prepared for July of 2010. The draft report presentations will take place during August and September of 2010, and the final report is due by September of 2010.

Mr. Albert Zilg asked if TOA has analyzed other regions that have conducted a similar transit study. Mr. Rey replied in the affirmative, and stated that they have not only tried to match similar characteristics in areas within the United States but also around the world. Mr. Zilg suggested looking into the Sunnyvale area in San Francisco, California. Mr. Zilg said that they have done a great job with their transit modes and it is almost like looking twenty years into the future of how our area could turn out.

Vice-Chair Kurtz asked if the models would be considering above ground tracks. Mr. Rey replied that they are only looking at a mode that could make use of the existing track.

Mr. Rey said that we must first analyze if the region has the land use and the density to consider and support any such additions. Mr. Mathes concurred and he commented that Martin County does not have near the necessary land use nor the density to support those types of services, or the funding that would go into it. Mr. Rey added that, in their report, TOA has listed recommended *densities* in the action plan that are typically associated with a *certain modal* technology. Mr. Mathes commented that modeling should have some sense of reality. Mr. Rey concurred. Ms. Beltran said that a similar approach is being use in the 2035 RL RTP plan, where numbers that are more realistic would be implemented.

Mr. Zilg asked how TOA defines a corridor. Mr. Rey responded that for this study they were assigned three corridors:

1. the US1 corridor: 24.5 miles with four to six lanes
2. the I-95 corridor: 25.2 miles with six lanes
3. the FEC Rail corridor: 25 miles with 1 track owned by FEC Railway LLC

Mr. Zilg commented that perhaps analyzing all FDOT District Four would be a better approach, as it pertains to requesting funds from the Fed. Mr. Rey responded that, for certain modal technology such as heavy rail and the commuter rail, the bigger region approach could be considered; however, for some of the small-scale modes, a smaller region approach must be used. Mr. Zilg suggested dealing with the bigger region approach in phases. Mr. Rey replied that working in phases is a good technique. Mr. Trovato concurred that the analysis of a smaller scale region would be more accurate for corridors such as US1. He said that in Martin County, along US1, modes that would be useful on the north end of this corridor might not have the same use on the south end of it. The north portion of US1 is highly congested, whereas the southern portion is less congested. Mr. Rey agreed that one segment could have many different elements throughout. Mr. Rey said that the mode must make sense for internal connectivity, for accessibility within the County, and for serving multiple purposes. Mr. Zilg concurred. Mr. Trovato stated that the mode or modes recommended must have a local benefit for the community. Mr. Rey was in accordance.

Mr. Zilg asked if drawbridges would be addressed in the plan. Mr. Rey responded that, from the transit perspective, they would try to avoid them whenever possible.

Mr. Rey thanked the Members for their interest in the discussion.

D. Annual Election of Officers

MEMO: temp10CACa05.04

Ms. Beltran introduced this Item and provided background. She stated that according to the MPO bylaws (copy on file), Section 1.03 COMMITTEES, B. (2) states, "Officers - A Chairman and Vice Chairman shall be elected at the first meeting of the Calendar year. Ms. Beltran explained that because the MPO Director position was in transition, the election of officers was delayed. Ms. Beltran stated that the Chairman and Vice-Chairman will serve through the 2010 Calendar year.

Mr. Mathes nominated Ms. Sheila Kurtz for the Chair position. Ms. Beltran said that the current Chair Toby Overdorf has not attended any of the meeting held during this fiscal

year. Mr. DeFronzo asked if we were making a change based on Mr. Overdorf's lack of attendance. Mr. Mathes responded that he was nominating Ms. Kurtz because she conducted the meetings wonderfully.

Mr. Mathes made a motion to nominate Vice-Chair Sheila Kurtz for the Chair position of the CAC. Vice-Chair Kurtz accepted the nomination. The motion was seconded by Mr. Zilg. The motion carried unanimously.

Chair Kurtz nominated Mr. DeFronzo for the Vice Chair position of the CAC. Mr. DeFronzo accepted the nomination. The motion was seconded by Mr. Mathes. The motion carried unanimously.

6. COMMENTS FROM COMMITTEE MEMBERS

Going back to the TE projects subject, Vice-Chair DeFronzo asked if construction funding was received for the Seabranh Multipath Trail project for this year. Mr. Lawrence responded in the affirmative. Mr. Lawrence said that ARRA funds were received for FY 2010. The preliminary construction phase is already underway.

Mr. Zilg asked what the status of the bus shelters was. Ms. Beltran said that the Federal Transit Administration in Atlanta reviewed the application and they have placed a request for additional information. Staff is currently working on the additional information requested. Mr. Lawrence stated the more detailed estimates of cost would be provided, as well as further information for additional sites that have been added to the application. The other sites considered are Port Salerno and Rio. Mr. Zilg stated that he would like the bus shelters project started so that users may find some comfort while waiting for their buses during the hot summer days.

Mr. Mathes asked about the premium transit study discussed in Item C. He wondered if studies like this were showing in the TIP, and how Staff keeps track of these useful studies. Ms. Beltran responded that they would not be included as part of the TIP but as part of the UPWP. This particular Premium Transit Corridor Feasibility Assessment is a planning study funded by FHWA, Federal Highway planning funds, and it was initiated by St. Lucie County. In this particular case, the MPO Board authorized Staff to work with St. Lucie TPO to "piggyback" on St. Lucie's rail corridor study contract with TOA. Mr. Mathes wanted to ensure that Members would be informed before hand when a study is going to be planned or initiated. He suggested that Members should have a say on how the monies are expended with this kind of planning, versus getting the information of the studies after the fact.

7. COMMENTS FROM PUBLIC

None

8. COMMENTS FROM FDOT

None

9. NOTES

None

10. NEXT MEETING

June 02, 2010

11. ADJOURN

There being no further business, Vice-Chair Kurtz entertained a motion for adjournment. Moved by Mr. Trovato. Seconded by Mr. Zilg. The meeting was adjourned at 10:40 am.

Recorded and Prepared by:

Lisandra Bonet, Administrative Specialist II

Date

Approved by:

Sheila Kurtz, CAC Chair

Date

**MARTIN METROPOLITAN PLANNING ORGANIZATION
CITIZENS' ADVISORY COMMITTEE
AGENDA ITEM SUMMARY**

MEMO: temp11CACa02.01	MEETING DATE: September 1, 2010	DUE DATE: August 25, 2010	UPWP#: 5.5
WORDING:			5A
FISCAL YEAR 2011 – 2015 TIP AMENDMENT FOR ROLL FORWARDS			
REQUESTED BY: FHWA & FDOT	PREPARED BY: Beth Beltran	DOCUMENT(S) REQUIRING ACTION: FY 2010 Martin MPO Roll – Forward TIP Amendment and Certification Form	

BACKGROUND

Each year, FDOT asks that those funds approved in the previous year that remain be “rolled forward” in order to be expended in the upcoming year. The project funds to be rolled forward are incorporated into our current Transportation Improvement Program (TIP) by amendment.

ISSUES

Approval of the FY 2010 Martin MPO Roll-Forward Report is being sought in the form of a TIP Amendment. The Roll-Forward sheets (see attached) will be added to the TIP, once approved and signed by the MPO Policy Board Chairman. The Roll-Forward amendment will be submitted to FDOT by the October 1, 2010.

RECOMMENDED ACTION

Recommendation

- a. Move approval of the Martin MPO Roll-Forward Report for FY 2010 for inclusion in the FY 2011 – 2015 TIP as an amendment.
- b. Provide direction.

FISCAL IMPACT

Approval of this TIP amendment will make these FY 2010 funds available for expenditure in Martin County in FY 2011.

APPROVAL

MPO 

ATTACHMENTS

- a. FY 2010 Martin MPO Roll-Forward Report
- b. FY 2010 Martin MPO Roll-Forward Certification Form

07/07/10

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION IMPROVEMENT PROGRAM
ROLL-FORWARD REPORT
FISCAL YEAR 2011

** MARTIN MPO **

ADOPTED PLAN

HIGHWAYS

ITEM NO	DESCRIPTION	TYPE OF WORK	EXIST/IMPROVE/ADD (LANES)	FISCAL YR	FUND	PRELIMINARY ENGINEERING	RIGHT-OF-WAY	RAILROADS & UTILITIES	CONSTRUCTION	GRANTS & MISC.
4033441	SR-5/US-1									
	FROM JENSEN BCH BLVD TO MARTIN/ST LUCIE CO/L									
MARTIN										
89010000	1.367 MI	4	4	2011	DIH	0	0	0	5,000	0
4252632	SEABRANCH EAST COAST									
	GREENWAY, FROM SE GRAFTON AVE TO SEABRANCH PRESERVE									
MARTIN										
89030000	.931 MI	2	0	2011	EB	1,000	0	0	0	0
8887-703-A										
4270231	SR-5/US-1									
	FROM MP 0.00 TO MP 1.40									
MARTIN										
89010000	5.030 MI	4	4	2011	DIH	1,000	0	0	0	0
TOTALS:										0
HIGHWAYS										5,000

**MARTIN METROPOLITAN PLANNING ORGANIZATION (MPO)
FY 2010/11 – FY 2014/15 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
TIP AMENDMENT APPROVAL CERTIFICATION FORM**

FY 2010 Roll-Forward Report

The MPO, through administrative delegation to its director, approved incorporation of the attached report into the TIP on August __ 2010. This amendment will be recognized by the Federal Highway Administration after the TIP becomes effective on October 1, 2010.

I attest that this TIP amendment was developed and approved in compliance with applicable laws and procedures.

Martin MPO

Date

**MARTIN METROPOLITAN PLANNING ORGANIZATION
CITIZENS' ADVISORY COMMITTEE
AGENDA ITEM SUMMARY**

MEMO: temp11CACa02.02	MEETING DATE: September 1, 2010	DUE DATE: August 25, 2010	UPWP#: 5.5
WORDING: FEDERAL TRANSIT ADMINISTRATION (FTA) SECTION 5303 GRANT PROGRAM FIVE-YEAR JOINT PARTICIPATION AGREEMENT			5B
REQUESTED BY: MPO and FDOT	PREPARED BY: Beth Beltran	DOCUMENT(S) REQUIRING ACTION: FTA Section 5303 Grant Program Five-Year JPA	

BACKGROUND

The FTA Section 5303 Grant Program provides funding for the planning activities adopted in the Unified Planning Work Program (UPWP) that support the economic vitality of the metropolitan area, enhance the accessibility and mobility of people and freight, improve connectivity between modes, protect the environment, and improve the safety and security of the transportation system. Martin MPO's current two-year UPWP for FY2010/11-FY2011/12 was adopted by the MPO Policy Board on May 3, 2010.

Section 5303 funds are first apportioned to the Florida Department of Transportation (FDOT), and FDOT then distributes these planning funds to the MPO's through a Joint Participation Agreement (JPA) between the MPO and FDOT.

ISSUES

To expedite the grant funding process, FDOT has submitted a five-year JPA to the Martin MPO for approval to fund planning activities during FY2011 in the amount of \$53,714, and to allow funding to be allocated during the next four years by updating the Exhibits to this Agreement. Revising the exhibits on an annual basis will enable FDOT to allocate future 5303 funds to the Martin MPO without going through the Department's Agreement process every year.

RECOMMENDED ACTION

Recommendation

Recommend to the MPO Policy Board approval of the FTA Section 5303 Grant Program Five-Year JPA between the Martin MPO and FDOT.

FISCAL IMPACT

\$53,714 in FTA Section 5303 Grant Program funds for FY2011

APPROVAL

MPO 

ATTACHMENTS

Not available at time of agenda package distribution; will be handed out at the meeting.

**MARTIN METROPOLITAN PLANNING ORGANIZATION
CITIZENS' ADVISORY COMMITTEE
AGENDA ITEM SUMMARY**

MEMO: temp11CACa02.03	MEETING DATE: September 1, 2010	DUE DATE: August 25, 2010	UPWP#: 5.5
WORDING: FISCAL YEAR 2012 PROJECT PRIORITIES			5C
REQUESTED BY: FHWA/FDOT	PREPARED BY: Beth Beltran	DOCUMENT(S) REQUIRING ACTION: Priorities below and listed on Attachments	

BACKGROUND

Each year, the MPO is required to submit its list of Project Priorities for the coming fiscal year. Attached are the lists of project priorities by funding category for FY 2012.

ISSUES

Priority projects must be drawn from the Cost Feasible Plan for Martin County that was adopted into the 2030 Long Range Transportation Plan. Last year, the Indian Street Bridge (ISB) project was separated into three different projects because the bridge part of the project was funded with ARRA funds. The western roadway segment leading up to the bridge was ranked #1, SR 76 improvements were ranked #2, the eastern roadway segment of the ISB project was ranked #3, and Willoughby Boulevard was ranked #4.

Staff is recommending that the rankings of the projects stay the same for FY2012. However, staff is also recommending that the SR 76 project be split into an eastern segment and a western segment, showing the eastern segment remaining as the #2 priority. Because the level of service deficiencies are not as crucial along the western segment of SR 76, staff is proposing to move that portion of the project to #5.

Priority lists for Sidewalk, Enhancement, and Congestion Management projects will be distributed at the meeting.

RECOMMENDED ACTION

Recommendation

Recommend approval to the Martin MPO Policy Board of the project priorities

FISCAL IMPACT

Recommendation

Providing FDOT with a list of project priorities for FY 2012 will guide application of transportation funds in next year's FY 2012 to 2016 Tentative Work Program.

APPROVAL

MPO



ATTACHMENTS

2012 Roadway Priorities List

FY 2012 Priority Roadway Project Priorities

Facility	Segment Limits		Project Description	Document Referenced Page	FY 2009/10 Priority Ranking	FY 2010/11 Priority Ranking	FY 2011/12 Proposed Priority Ranking
	From	To					
a. Indian Street Bridge	Mapp Road	SR 76	New 4 Lane Bridge	FY 10-14 TIP		Underway	Underway
b. Indian Street Bridge	FL Turnpike	Mapp Road	Add 2 Lanes	29 - 30	1	1	1
c. Indian Street Bridge	SR 76	Willoughby Blvd.	Add 2 Lanes	29 - 30		3	3
SR 76	CR 711	Cove Road	Add 2 Lanes	29 - 30			5
SR 76	Cove Road	Monterey Rd (SR714)	Add 2 Lanes	29 - 30	2	2	2
Willoughby Blvd.	US-1	SR 714/Monterey Rd.	New 4 Lane Road	29 - 30	3	4	4

**MARTIN METROPOLITAN PLANNING ORGANIZATION
CITIZENS' ADVISORY COMMITTEE
AGENDA ITEM SUMMARY**

MEMO: temp11CACa02.04	MEETING DATE: September 1, 2010	DUE DATE: August 25, 2010	UPWP#: 5.8
WORDING: PREMIUM TRANSIT/RAIL CORRIDOR STUDY			5D
REQUESTED BY: MPO	PREPARED BY: Beth Beltran	DOCUMENT(S) REQUIRING ACTION: None	

BACKGROUND

At the December 21, 2009, meeting, the MPO Board approved an Interlocal Agreement between the Martin MPO and the St. Lucie TPO for a Premium Transit/Rail Corridor Study. The MPO Board authorized staff to work with the St. Lucie TPO staff to "piggyback" on St. Lucie's rail corridor study contract with Tindale-Oliver & Associates to ensure consistency in study content and regional perspective.

In May, 2010, the Tindale-Oliver & Associates Project Team made a presentation to the MPO Policy Board and advisory committees on the existing and future conditions of Martin County, as well as the methodology and measures for the Corridor Feasibility Assessment Process.

ISSUES

Asela Silva of Tindale-Oliver & Associates is here to present the Premium Transit/Rail Corridor Study Draft Report for recommendation to the MPO Policy Board. This Draft Report evaluates the feasibility of premium transit and passenger rail on Martin County's three major north-south corridors (US 1, I-95, and the Florida East Coast Rail Corridor), and includes a Premium Transit/Rail Action Plan.

RECOMMENDED ACTION

Recommendation

Recommend to the MPO Policy Board the Premium Transit/Rail Corridor Study Draft Report for approval

FISCAL IMPACT

Recommendation

\$50,000 in FHWA Planning (PL) Funds

ATTACHMENTS

Premium Transit/Rail Corridor Study Draft Report

APPROVAL

MPO 



MARTIN MPO

Premium Transit Corridor Feasibility Study

Draft Report



Martin County MPO Premium Transit Corridor Feasibility Study

Draft Report

Prepared for



August 2010

by

TINDALE-OLIVER & ASSOCIATES, INC.
Tampa, FL

&

GANNETT FLEMING, INC.
Plantation, FL

TABLE OF CONTENTS

EXECUTIVE SUMMARY 1

CHAPTER 1: RAIL TRANSIT IN MARTIN –CHALLENGES & PROSPECTS..... 4

 1.1 Local Considerations for Rail 5

 1.2 Existing Challenges6

 1.3 Opportunities for Expediting Rail Transit Feasibility 13

 1.4 Re-establishment of Amtrak Passenger Rail in Martin County 14

CHAPTER 2: BASELINE CONDITIONS EVALUATION 15

 2.1 Review of Transit Plans and Technologies..... 15

 2.2 Assessment of Existing and Future Conditions 16

 2.3 Physical Description of Corridors 17

CHAPTER 3: PREMIUM TRANSIT/RAIL FEASIBILITY ASSESSMENT 19

 3.1 Development of Alternatives..... 19

 3.2 Feasibility Assessment 22

 3.3 Recommended Alternatives..... 23

CHAPTER 4: PREMIUM TRANSIT/RAIL ACTION PLAN 25

 4.1 Premium Transit/Rail Action Plan 26

LIST OF TABLES

Table ES-1	Feasible Premium Transit Alternatives	2
Table 1-1	Existing County-to-County Home-Based Work Trip Flows	9
Table 1-2	Existing District-to-District Home-Based Work Trip Flows	10
Table 3-1	Applicable Premium Transit Technologies	20
Table 3-2	Recommended Premium Transit Alternatives	24
Table 4-1	Premium Transit/Rail Action Plan.....	27

LIST OF FIGURES

Figure 1-1	Characteristics of Transit Technologies	8
Figure 1-2	Existing Work Trip Flows from Martin County	12
Figure 1-3	Existing Work Trip Flows from FEC Corridor	12
Figure 3-1	Premium Transit Corridor Alternative Assessment Process.....	23

LIST OF MAPS

Map 1-1	Existing Travel Patterns.....	11
Map 2-1	Study Corridors	18

Executive Summary

This study was initiated by the Martin County Metropolitan Planning Organization (MPO) to assess the feasibility of rail and other premium transit services on US 1, I-95, and the Florida East Coast Railway (FEC), three of the major north-south corridors in Martin County. The three selected corridors, US 1, I-95, and FEC, have close proximity and good accessibility to major origins and destinations and offer potential demand for transit services.

The study first reviews the challenges and prospects associated with passenger rail feasibility in Martin County. A multitude of factors including policy support, regional projects (e.g., FEC Corridor Study and potential Amtrak passenger rail service expansion), and a renewed potential for federal funding have prompted Martin County as well as St. Lucie County, to take a closer look at the potential for rail transit in the region. The prospect of rail transit service in Martin County is hindered by three major challenges, including existing population and employment densities, regional commuter travel patterns, and the dispersion of potential regional trips. Several key steps are identified to enhance the opportunities for premium transit service within the county and to provide regional connectivity, including the following.

- Identify transit emphasis corridors
- Address transit funding and governance
- Develop transit corridors incrementally
- Pursue transit supportive land use policy

The goal of this study is to assess the three corridors (FEC, US 1, and I-95), review applicable transit options, and develop an action plan that can become part of the road map for future rail and premium transit services in Martin County.

A review of existing plans, studies, and documents, as well as reviews of other relevant literature were conducted to guide the transit feasibility study for the three selected corridors. The review process produced a summary of relevant local and regional plans, as well as summaries of relevant state legislative actions and federal documents related to premium transit planning. A brief review of potential premium transit technologies that could be applied in the three corridors was also conducted.

After completing the baseline conditions evaluation, a number of technology-phase combinations were developed as part of a pre-screening process to develop the applicable alternatives for the three corridors. Information from the pre-screening process provided valuable insight into local conditions, which was then combined with the characteristics of the technologies under consideration to arrive at the initial set of alternatives for the study corridors.

Existing and future conditions within one-half mile and one mile of the US 1, I-95, and FEC corridors were reviewed for evaluating each corridor for “readiness” of premium transit services based on the identification of the diversity of transit-supportive land uses, population, employment, and major trip generators. These and other relevant existing and future conditions, including those in the list below, provide a framework for evaluating the application of various transit investments.

- Existing and potential transit services planned for the corridors
- Projected future economic growth patterns of the corridors
- Availability of feeder bus routes serving the corridors
- Role of each corridor as a key regional transit emphasis corridor
- Current regional economic growth patterns

The review of existing and future conditions combined with the characteristics of the technologies under consideration suggests that US 1 is the most feasible transit corridor in Martin County, which also was the case for St. Lucie County where a similar study was conducted for the same three corridors. The US 1 corridor, which is already served by a number of local transit routes, presents the best potential for building transit demand over time, while I-95 provides the best initial regional travel choice corridor. The feasible premium transit alternatives recommended for consideration and potential application in Martin County over the next 20 years are presented in Table ES-1 below.

**Table ES-1
Feasible Premium Transit Alternatives**

Corridor	Near-Term (1 – 5 Years)	Mid-Term (6 – 10 Years)	Long-Term (11 – 20 Years)
I-95	Enhanced Express Bus (Implement within 1 to 3 years)	Enhanced Express Bus*	Enhanced Express Bus*
US 1	Enhanced Express Bus (Implement within 3 to 5 years)	<ul style="list-style-type: none"> • Enhanced Express Bus • Mixed-traffic BRT 	<ul style="list-style-type: none"> • Mixed-traffic BRT • Exclusive-lane BRT
FEC			Commuter Rail

*Review for potential continuation/elimination.

Finally, an action plan was developed to present needed steps in pursuing the implementation of premium transit/rail service on the FEC, US 1, and I-95 corridors in Martin County. These action steps provide guidance for Martin County to follow in its effort to establish premium transit/rail modes within the next 20 years. The action plan, presented later in this report, categorizes the recommended action steps by implementation timeframe: near-term (1 to 5 years), mid-term (6 to 10 years), and long-term (11 to 20 years). Some of the key action steps identified include the following.

- Establish Regional Transit Organization and Regional Transportation Authority
- Implement transit-supportive policies and plans
- Secure dedicated funding
- Establish advisory group
- Implement alternatives

In addition, the action plan also identifies a number of performance thresholds to help determine when premium transit/rail is appropriate for implementation in Martin County. Performance thresholds include the following.

- Population density threshold of 5 to 7 dwelling units per acre within the corridor
- Employment density threshold of 4 to 5 employees per acre within the corridor
- Average existing daily transit ridership of 3,000 riders within the corridor



1: Rail Transit in Martin County—Challenges & Prospects

This study was initiated by the Martin County MPO to assess the feasibility of rail and other premium transit services on the three major north-south corridors in St. Lucie County, including US 1, I-95, and the FEC. Florida's Turnpike, the north-south toll facility in Martin County and southeast Florida, is not included due to accessibility and/or regulatory limitations that could impact implementation of transit service on such a facility. In addition, given closer proximity and better accessibility to major origins and destinations, the US 1, I-95, and FEC corridors offer greater potential demand for transit services than does the Turnpike at this time.

The challenges and prospects associated with rail transit feasibility in Martin County are summarized in this chapter and assessed in greater detail throughout this report. The study was coordinated with a similar assessment initiated by the St. Lucie Transportation Planning Organization (TPO). Similar challenges and prospects exist for St. Lucie County and potential future connections south to existing commuter rail service (Tri-Rail) currently operated by the South Florida Regional Transportation Authority (SFRTA) in Palm Beach, Broward, and Miami-Dade counties. While many challenges confront rail transit feasibility in the near-term, emphasis is placed on near- and long-term actions that can potentially be taken to expedite the feasibility of premium transit investments in both Martin and St. Lucie counties.

1.1 LOCAL CONSIDERATIONS FOR RAIL

While the potential feasibility of rail transit in the Treasure Coast region has been discussed over the years, evolving public policy has led to a more serious discussion of rail transit as a potential mobility option for the region. Evolving public policy has resulted in the following recent efforts to further rail transit in Florida and southeast Florida.

- Florida Department of Transportation (FDOT) District Four FEC rail corridor feasibility study from just south of Martin County to Miami downtown area.
- Potential Amtrak passenger rail service expansion, which includes potential future stations in Fort Pierce (St. Lucie County) and Stuart (Martin County).
- Florida was awarded \$1.25 billion from the Federal Railroad Administration (FRA) as part of the High Speed Intercity Passenger Rail Program to construct high speed rail between Tampa and Orlando.
- FDOT's commitment to select a consultant and fund the planning and engineering study for the potential future high speed rail connection between Orlando and Miami.
- Potential future federal grants for high speed rail in Florida.
- In December 2009, the Florida Legislature passed a comprehensive rail transit policy for Florida. The legislation, among other things, created the Florida Rail Enterprise for the development and operation of state-owned passenger rail systems. In addition, it created the Statewide Passenger Rail Commission to monitor the efficiency, productivity, and management of all publicly-funded rail systems.
- In addition, the Martin County MPO Board, which is composed of elected officials from Martin County and two municipalities including the City of Stuart and the Town of Sewall's Point, also has consistently supported any efforts to advance the potential for passenger rail service in Martin County.

These efforts have reinvigorated the discussion of rail transit in St. Lucie and Martin counties and the potential connection to Florida's only commuter rail system, Tri-Rail. As indicated previously, Tri-Rail serves Palm Beach, Broward, and Miami-Dade counties, and currently operates along 72 miles of the South Florida Rail Corridor or CSX corridor. Tri-Rail serves 18 stations, connecting three international airports, seaports, and major destinations throughout southeastern Florida.

While Tri-Rail's northern terminus is at Mangonia Park in Palm Beach County, FDOT District Four, in cooperation with SFRTA and the MPOs of Palm Beach, Broward, and Miami-Dade counties, led a comprehensive study of the FEC corridor to evaluate the potential for extending

Tri-Rail north into northern Palm Beach County, with a likely terminus in Jupiter. The South Florida East Coast Corridor Transit Analysis (SFECCTA) is ongoing and will develop and analyze alternatives that potentially integrate passenger and freight transportation along the 85-mile corridor. The study considered various alignments and transit technologies, including bus, waterway transit, light rail, commuter rail, and heavy rail. With the possibility of transit service along portions of the corridor as early as 2014, the interest and support for rail in both Martin and St. Lucie counties have increased for the extension of Tri-Rail north into these counties.

In addition, an effort to re-establish intercity passenger rail, which served the area until about six decades ago and connected St. Lucie and Martin counties with the region, also is gathering momentum. A federal funding application to re-establish passenger service on the FEC corridor from Jacksonville south to West Palm Beach in the form of Amtrak has been submitted by FDOT. The project also is identified in the State of Florida's Rail Plan and is expected to be completed in 2012, if funding becomes available. The service, if re-established, would result in locating two of the eight proposed new stations in St. Lucie and Martin counties, one in Fort Pierce and one in Stuart.

In summary, a multitude of factors including policy support, regional projects (e.g., FEC Corridor Study and potential Amtrak passenger rail service expansion), and a renewed potential for federal funding have prompted Martin and St. Lucie counties to take a closer look at the potential for commuter rail transit in the region. The major challenges and, more importantly, the opportunities for overcoming these challenges are summarized in the remainder of this chapter.

1.2 EXISTING CHALLENGES

The prospect of commuter rail transit service in Martin County is hindered by three major challenges, including:

- Existing Population and Employment Densities
- Regional Commuter Travel Patterns
- Impact of Origin-Destination Dispersion on Potential Regional Trips

1.2.1 EXISTING POPULATION AND EMPLOYMENT DENSITIES

Among the key factors that determine the success of a transit system are service area population and employment density. As expected, higher population and employment densities have a strong positive correlation with transit ridership, which corresponds with the need for transit options that can carry more people. Various transit options offer different service characteristics, different speeds, and different capacities. For instance, a typical commuter rail technology can carry up to 1,500 passengers per train at 50 mph, while a local bus can carry 40 to 60 passengers at a typical average speed of 15 mph (with delays due to bus stops, traffic signals, and congestion).

In Figure 1-1, the characteristics of transit mode options are illustrated for three categories: (1) street transit; (2) semi-rapid transit; and (3) rapid transit. The figure illustrates the positive relationship between performance (travel speed) and person capacity (thousands of riders/hour) as the technology progresses from street transit to semi-rapid transit to rapid transit. More importantly, the figure indicates ridership productivity levels typically applicable to various transit technologies, ranging from street transit technologies, such as rubber-tired bus to rapid transit technologies, such as commuter rail. Higher population and employment densities typically contribute to higher line capacities in terms of riders per hour, further supporting the implementation of premium transit technologies such as rail.

A large part of Martin County is characterized by a population density of less than 2 persons per acre. Only a few areas have 2 to 7 persons per acre, and these areas are not concentrated within the study corridor but dispersed throughout the northeastern part of the county. A similar observation is made about employment densities. In most areas of the corridors under study—US-1, I-95, and the FEC—population densities range from less than 2 to 4 persons per acre while employment densities range from less than 2 to 4 employees per acre.

According to industry standards, the minimum density thresholds for commuter rail are 5 to 7 dwelling units per acre and/or 4 to 5 employees per acre. Considering the typical household size of 2.2 persons in Martin County, these thresholds indicate that a minimum population density of 11 persons per acre or 4 employees per acre may be needed to support a rail investment decision. When compared to these thresholds, the existing population and employment densities in Martin County suggest that existing transit demand is not likely to be sufficient to support premium transit options.

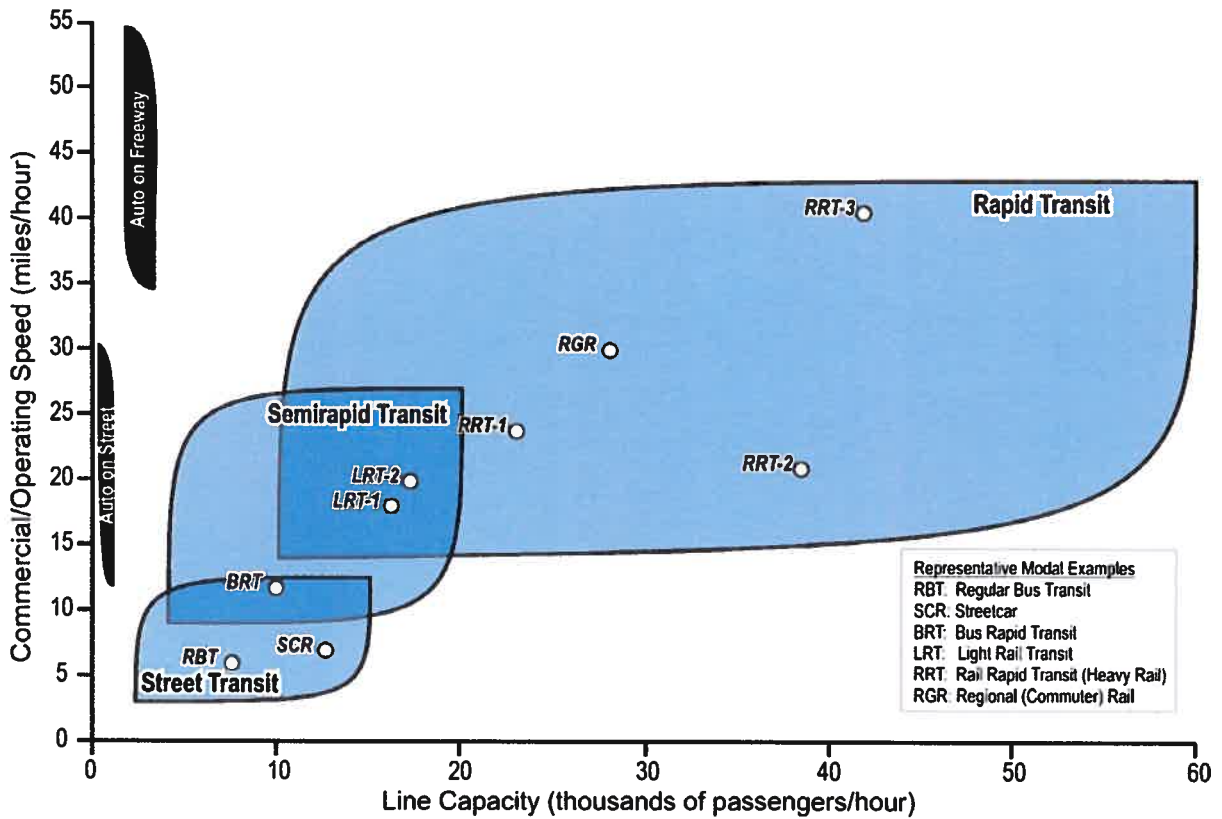


Figure 1-1: Characteristics of Transit Technologies

1.2.2 REGIONAL COMMUTER TRAVEL PATTERNS

The number of commuters who live in one county but work in another is generally a good indicator of ridership potential for commuting to work by transit. Table 1-1 shows the number of workers commuting within and between Martin, St. Lucie, and Palm Beach counties. Most people live and work in the same county; however, there is significant regional commuting among the three counties. On a typical weekday:

- More than 25,000 workers commute from Martin County south to Palm Beach County (17,000) and north to St. Lucie County (8,000).
- More than 32,000 workers commute from St. Lucie County south to Martin County (25,000) and Palm Beach County (7,000).
- A combined 24,000 workers commute from St. Lucie County/Martin County south to Palm Beach County.

**Table 1-1
Existing County-to-County Home-Based Work Trip Flows**

County	St. Lucie Work	Martin Work	Palm Beach Work	Total
St. Lucie residence	78,412	25,307	6,974	110,693
Martin residence	7,722	54,799	17,436	79,956
Palm Beach residence	1,375	6,078	754,228	761,681
Total	87,508	86,183	778,638	952,330

Note: Shaded cells show trips from Martin to St. Lucie and Palm Beach counties and from St. Lucie to Martin and Palm Beach counties.

To estimate premium transit ridership potential for workers in St. Lucie County, the 2008 American Community Survey (ACS) was used to evaluate mode choice for the work trip. Based on the data, “drive alone” is still the predominant mode of travel with nearly 85 percent of total work trips, while “carpool” is second with 11 percent. Only 0.5 percent of workers use public transportation. If new commuter transit services were provided, an increase in transit use could be expected. Transit mode splits in Florida typically range from 1 to 2 percent in most areas to a high of 5 percent in Miami/Dade County. Assuming that 2 percent of regional commuters were to use a newly-implemented premium transit service, this would equate to about 500 work trips (25,000 x 2 percent = 500) from Martin County to St. Lucie/Palm Beach County and 640 work trips (32,000 x 2 percent = 640) from St. Lucie County to Martin/Palm Beach County for a total of 1,140 work trips on a typical weekday.

To put this level of ridership potential in context, when Tri-Rail began operating in January 1989, it carried 3,000 passenger trips each weekday in the first year. This has increased to an average of 12,000 daily trips in 2009. According to the 1990 Census, the population density at the time was 2.59 persons per acre in Palm Beach County and 4.78 persons per acre in Broward County, with substantially greater densities in the proximity of the commuter rail stations.

1.2.3 IMPACT OF ORIGIN-DESTINATION DISPERSION ON POTENTIAL REGIONAL TRIPS

In transit, transfers are often a necessary aspect of operations, but not necessarily a desirable one. From the rider’s viewpoint, transfers present a penalty because of the additional wait time between buses or trains that typically occurs and the general inconvenience of having to switch vehicles. “One-seat” rides are preferred, and the transfer penalty is exacerbated when the transfer occurs between different modes, especially from an auto trip to a transit one.



In such cases, as the transfer occurs farther away from a person’s origin, the likelihood or willingness of that person to accept the penalty and switch modes decreases. The perception is that the benefit of not having to drive and being able to relax while riding transit is diminished as the comparative distance that must be traveled on each mode equalizes. That is, a 30-mile work trip that involves 5 miles of driving and 25 miles of transit travel is more desirable than one involving 15 miles of driving and 15 miles of transit travel for the same trip.

For this reason, access to premium transit modes used primarily for commuting purposes typically occurs within a shorter distance of stations so that the auto (or non-transit) portion of the trip is minimized to the greatest extent possible. This is evident from the Origin-Destination data collected during Tri-Rail’s 2007 on-board survey.

The Tri-Rail on-board survey shows that nearly 70 percent of the riders in Palm Beach County live within a two-mile radius of a transit station. This same radius was applied to the FEC corridor in Martin County to support a sketch planning method of estimating potential demand. The Greater Treasure Coast Regional Planning Model (GTCRPM) was used to estimate the volume of work trips from Martin to St. Lucie and Palm Beach counties, as well as the percent of work trips originating from the two-mile corridor buffer in Martin County and traveling to St. Lucie and Palm Beach counties. Map 1-1 shows the existing work trip travel patterns while Table 1-2 and Figures 1-2 and 1-3 show the trip flows from two districts, the FEC corridor buffer and Martin County, to St. Lucie and Palm Beach counties.

**Table 1-2
Existing District-to-District Home-Based Work Trip Flows**

Trip Origin	Destination		
	St. Lucie	Palm Beach	Total
FEC Corridor in Martin (within two-mile buffer)	4,742	11,450	16,192
Martin	7,722	17,436	25,158

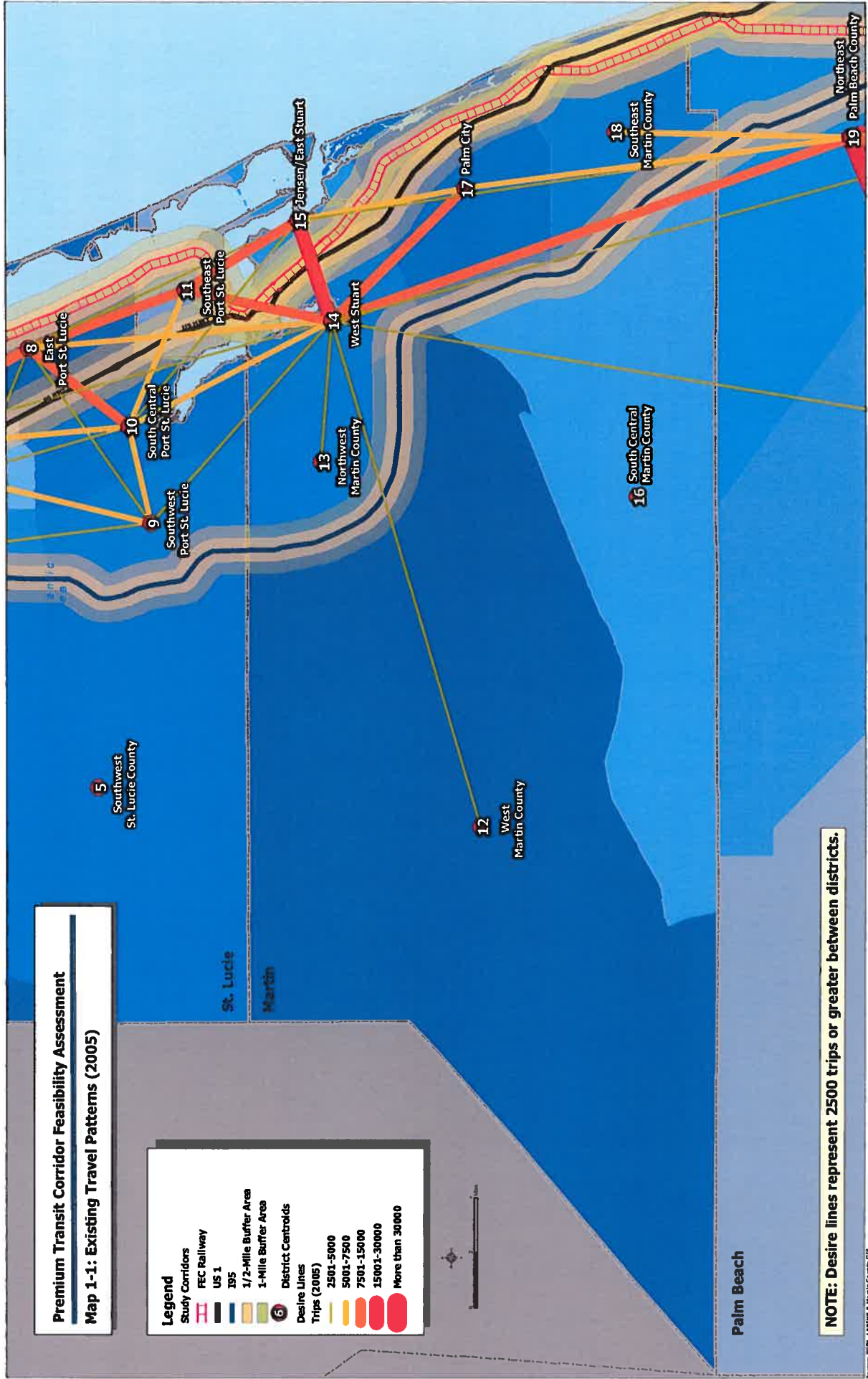
Based on Table 1-2, nearly 65 percent (16,192 / 25,158) of trips that are destined for St. Lucie and Palm Beach counties originate within two miles of the FEC corridor. Despite the large concentration of work trips with origins proximate to the FEC corridor, even a 5-percent transit mode share of these work trips would generate only 810 transit trips on an average weekday, suggesting that insufficient demand currently exists to support premium transit within the FEC corridor in Martin County.

Premium Transit Corridor Feasibility Assessment

Map 1-1: Existing Travel Patterns (2005)

Legend

- Study Corridors
 - FEC Railway
 - US 1
 - 195
 - 1/2-Mile Buffer Area
 - 1-Mile Buffer Area
- 6 District Centroids
- Desire Lines
 - Trips (2005)
 - 2501-5000
 - 5001-7500
 - 7501-15000
 - 15001-30000
 - More than 30000



NOTE: Desire lines represent 2500 trips or greater between districts.

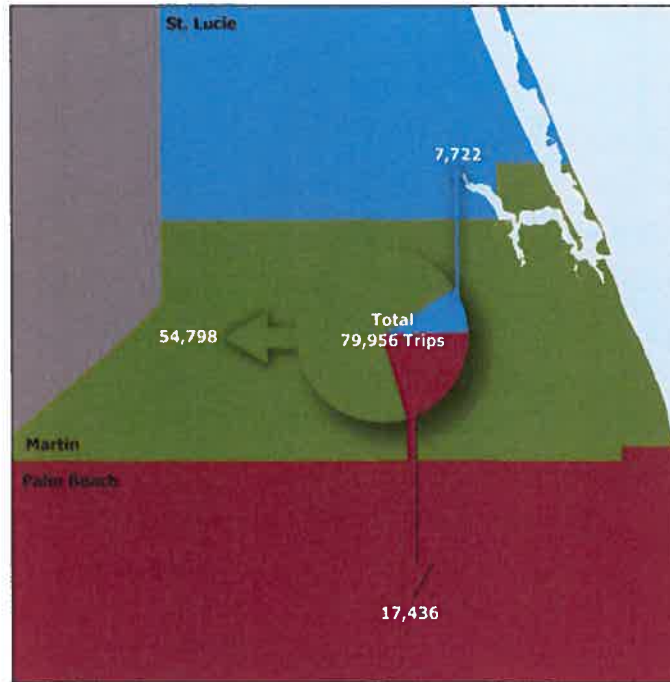


Figure 1-2: Existing Work Trip Flows from Martin County

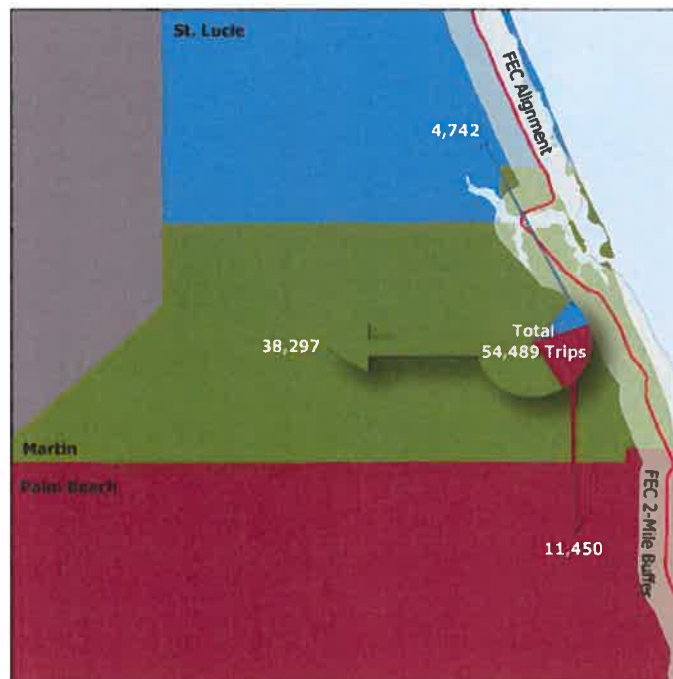


Figure 1-3: Existing Work Trip Flows from FEC Corridor (2-mile buffer area)

1.3 OPPORTUNITIES FOR EXPEDITING RAIL TRANSIT FEASIBILITY

The goal of this study is to assess the three corridors (FEC, US 1, and I-95), review applicable transit options, and develop an action plan that can become part of the road map for future rail and premium transit services in Martin County. Although current conditions indicate a lack of feasibility for premium transit investments, this does not preclude policy decisions to impact future conditions and incrementally build toward premium transit solutions, including the ultimate implementation of commuter rail.

So, the question remains, “**What can Martin County do to expedite the feasibility of rail transit connections to Palm Beach and St. Lucie counties?**” Following are potential steps that decision-makers and stakeholders in Martin County may want to consider in guiding the process to enhance the opportunities for premium transit service within the county and to provide regional connectivity. This guidance has been incorporated into the steps that are recommended later in this report as part of an overall action plan for Martin County.

- **Identify Transit Emphasis Corridors** - Identify existing and future transit emphasis corridors to which transit supportive policies can be targeted. The recently-adopted Regional Transit Development Plan (TDP) provides a ten-year vision for transit in Martin and St. Lucie counties.
- **Address Transit Funding and Governance** - Addressing the local transit funding and governance issues are keys to ultimately leveraging state and federal funding for rail and other premium transit services. In addition, local funding is needed to implement adequate local transit services that will provide connections to and from future premium transit services. Moving forward with the interim Regional Transit Organization and the Regional Transit Authority Action Plan are critical steps toward resolving transit funding and governance in the region.
- **Develop Transit Corridors Incrementally** - Pursue the incremental development of transit emphasis corridors by implementing service and incrementally expanding transit service over time. Starting with express bus service to begin building transit ridership within the corridor is the first step toward a future transition to premium transit service. Such a strategy should include a plan to build transit demand along the FEC rail corridor. With no rail service on the FEC corridor, parallel transit corridors can be targeted to build corridor ridership. As such, US 1, which runs immediately parallel to the FEC rail corridor, and I-95 both provide excellent opportunities to gradually build north-south demand for regional transit, especially building from the

Martin Community Coach and Treasure Coast Connector routes that currently operates along US 1. Building transit demand along transit emphasis corridors will ultimately strengthen the ability to pursue state and federal funding.

- **Pursue Transit-Supportive Land Use Policy** - Transit-supportive land use planning is needed along transit emphasis corridors. This may include increased densities and intensities, optimal mix of land uses, mixed-income transit oriented development, and other transit-supportive policies. Transit-supportive land use policies must be integrated formally into land development regulations and the development review process. The Federal New Starts program recently had its criteria revised to increase the emphasis on transit supportive land use associated with a proposed new or small start project.
- **Premium Transit Service Must Be Rapid** - When the time becomes right, premium transit service must be rapid and branded as such. This is achieved by operating on exclusive rights-of-way wherever possible and maintaining wide spacing between stations. Separate rights-of-way will enhance speed, reliability, and identity. In situations where premium transit is operated in mixed traffic, travel time savings must be achieved through other mechanisms, such as signal priority and/or queue jumps at selected signalized intersections.
- **Coordinate Traffic Engineering and Transit Planning** - Coordinated traffic engineering and transit service planning is essential for premium transit system design. This is critical in establishing signal priorities, applying traffic controls, and locating bus stops and turn lanes.

1.4 RE-ESTABLISHMENT OF AMTRAK PASSENGER RAIL IN MARTIN COUNTY

Currently, the Treasure Coast Regional Planning Council (TCRPC), St. Lucie, and Martin counties have joined forces with others to seek the re-establishment of passenger rail service on the FEC rail corridor. While this study of premium transit feasibility on the I-95, US 1, and FEC corridors is not related nor does it adversely impact this other effort, there could be some synergy between the two. It is possible that an earlier implementation of the passenger rail service in the FEC corridor through both Martin and St. Lucie counties could help improve regional mobility while potentially helping to shrink the timeframe in which a commuter rail mode also could operate on the corridor (i.e., extension of Tri-Rail) because of the new development and demand for transit that the passenger rail service could help attract within the rider-sheds of the stations.



2: Baseline Conditions Evaluation

A detailed evaluation of baseline conditions was conducted to support and guide the transit feasibility study for the three selected corridors, including US 1, I-95, and the Florida East Coast Railway. The evaluation included the following components.

- Review of relevant literature & applicable transit technologies
- Review of existing and future conditions in the corridors

The remainder of this chapter briefly summarizes the information included in each of these components. The detailed summaries of these components are presented in a separately bound appendix not included with this report.

2.1 REVIEW OF TRANSIT PLANS AND TECHNOLOGIES

A review of existing plans, studies, and documents, as well as reviews of other relevant literature were conducted to guide the transit feasibility study for the three selected corridors. The review includes a summary of relevant local and regional plans, summaries of relevant state legislative actions, and federal documents related to premium transit planning, including the following.

- 2035 Regional Long Range Transportation Plan
- 2030 Regional Long Range Transportation Plan
- Regional Transit Efficiency Study
- FY 2010/19 Regional Transit Development Plan
- Martin County 2009-2013 Transportation Disadvantaged Service Plan
- Palm Tran's Commuter Express Service
- South Florida East Coast Corridor Study
- Florida State Legislature Special Session on Rail
- Application to the Federal Railroad Administration for Funding
- Federal Railroad Administration Programmatic NEPA Documents

A brief review of the potential premium transit technologies was also conducted and summarized as part of the baseline conditions review. These technologies included the following.

- Enhanced Express Bus
- Bus Rapid Transit
- Light Rail
- Commuter Rail
- Heavy Rail

While typically not considered "premium," Enhanced Express bus transit also was considered as part of this feasibility assessment. Enhanced Express bus transit provides limited stop service serving mostly long distances and frequently uses more enhanced buses equipped with advanced technologies such as AVL (Automatic Vehicle Location) and Wi-Fi Internet access.

2.2 ASSESSMENT OF EXISTING AND FUTURE CONDITIONS

The existing and future conditions along the three candidate corridors (US 1, I-95, and FEC) also were analyzed for this feasibility assessment. The existing and future conditions within one-half mile and one mile of the corridors were reviewed for evaluating each corridor for "readiness" of premium transit services based on the identification of the diversity of transit-supportive land uses, population, employment, and major trip generators. These and other relevant existing and future conditions provide a framework for evaluating the application of various transit investments.

The existing and future conditions analyzed include the following.

- Transit Services and Facilities
- Land Use



- Population, Employment, and Demographic Profile
- Trip Generators and Attractors
- Roadway Conditions
- Bicycle and Pedestrian Facilities
- Rail Facilities
- Highway Railway Crossings and Waterway Crossings
- Travel Patterns
- Environmental Features
- Transit Funding Sources

As indicated previously, a detailed review of existing and future conditions for each of the study corridors organized by the above key subject areas is presented in a separately bound appendix. A description of each of the study corridors is presented below.

2.3 PHYSICAL DESCRIPTION OF CORRIDORS

A detailed description of each of the three study corridors is provided below. Map 2-1 shows all three study corridors.

US 1 Corridor - This corridor extends from the St. Lucie County boundary just north of Moreland Boulevard to Palm Beach County Line Road. The corridor is 24.3 miles long and located east of the Florida Turnpike and the I-95 corridor. US 1 consists of eight lanes from the St. Lucie County Line to Treasure Coast Drive, six lanes from Treasure Coast Drive to Seabranched Boulevard, and four lanes thereafter to the Palm Beach County line.

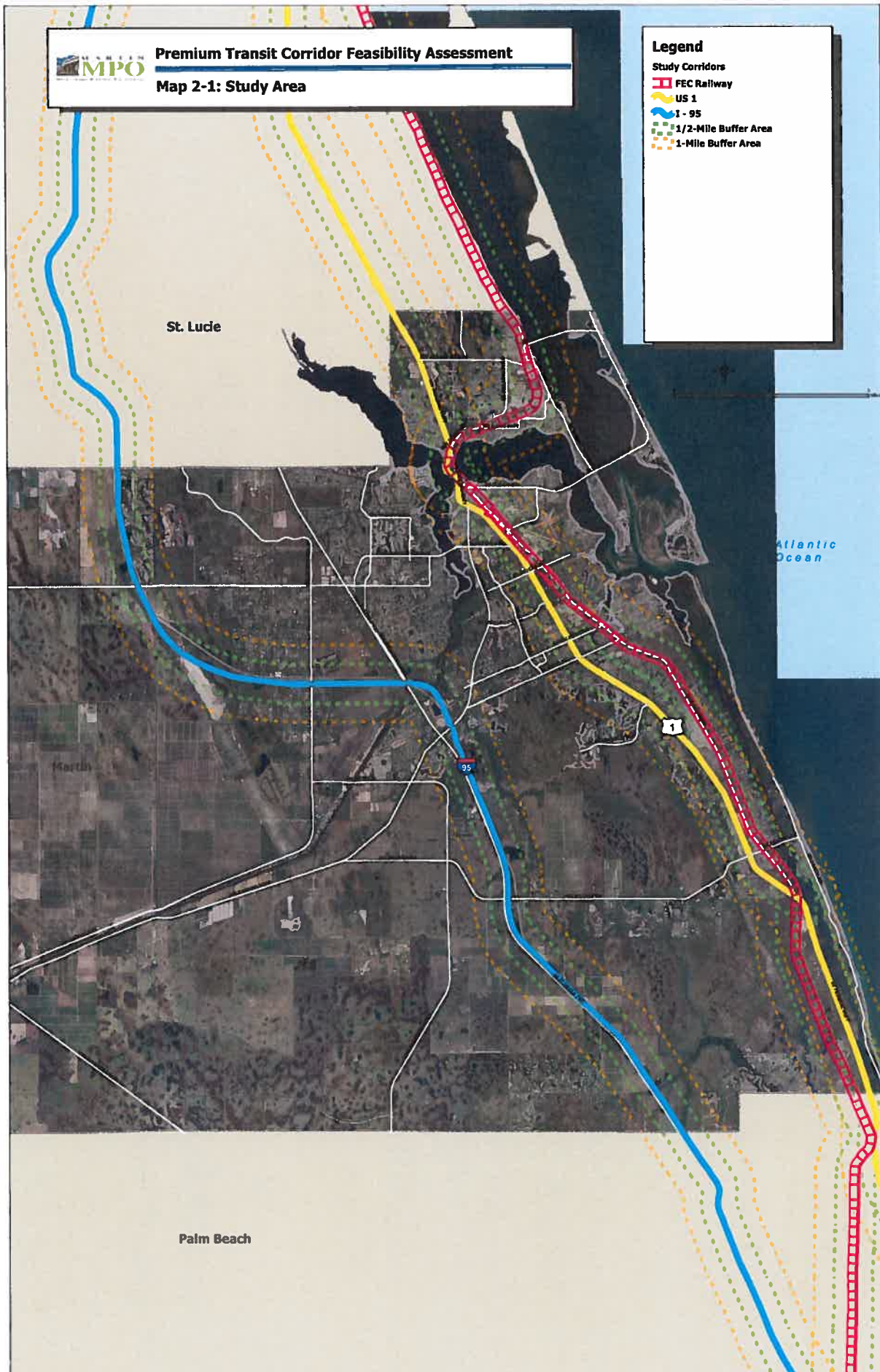
I-95 Corridor - This corridor extends from the St. Lucie County boundary just south of SW Becker Road to the boundary of Martin County just east of Island Way. The 25.2-mile corridor is the only interstate highway running through Martin County. I-95 consists of six lanes from the St. Lucie County line to the Palm Beach County line.

FEC Rail Corridor - This corridor includes 31 miles of the Florida East Coast Railway along the east coast of Martin County. Beyond Martin County, the FEC extends from Jacksonville to Miami and is owned and operated by the Florida East Coast Railway based in St. Augustine. The FEC corridor currently has only one track.

MPO Premium Transit Corridor Feasibility Assessment
Map 2-1: Study Area

Legend

- Study Corridors
- FEC Railway
- US 1
- I - 95
- 1/2-Mile Buffer Area
- 1-Mile Buffer Area





3: Premium Transit/Rail Feasibility Assessment

This chapter briefly outlines the development of alternatives and the feasibility assessment of premium transit services for the three identified corridors in Martin County. Table 3-1 shows premium transit technologies that may be applicable for the three identified corridors. A review of these technologies as well as the feasibility assessment of the alternative technology-phase combinations is presented in detail in a separately bound appendix not included with this report.

3.1 DEVELOPMENT OF ALTERNATIVES

A number of technology-phase combinations were developed as part of a pre-screening process for the three corridors. Although this pre-screening process to identify the potential combinations is not specifically included in the scope of this effort, it was essential to ensure a more meaningful alternative feasibility assessment process. The pre-screening to develop the applicable alternatives included consideration of the following components as well as industry-based professional judgment.

- Existing and projected future conditions of the corridors
- Role of Martin County as a key regional partner in South Florida
- Federal and regional funding initiatives and future funding potential
- Regional economic growth patterns
- Projected growth in regional multi-modal transportation network

**Table 3-1
Applicable Premium Transit Technologies**

Premium Transit Technology & Characteristics				
	Enhanced Express Bus	BRT	Light Rail	Commuter Rail
Distance Between Stops/Stations	Limited stops along normal bus routes	0.25-2 Miles	~1 Mile	2-5 Miles
Service Frequency	10-20 Minutes	8-20 Minutes	5-30 Minutes	20-30 Minutes

The extent of consideration of these components varied for purposes of the pre-screening process, but all were important in providing valuable insight into local conditions, which was then combined with the characteristics of the technologies under consideration to arrive at the initial set of alternatives for the study corridors.

The type and implementation timeframe for premium transit technologies to potentially be feasible for each of the three corridors is summarized below. As presented, the three time periods for implementation include the following.

- **Near-Term** - possible implementation within 1 to 5 years, or by 2015
- **Mid-Term** - possible implementation within 6 to 10 years, or by 2020
- **Long-Term** - possible implementation between 11 to 20 years from the current time period, or by 2030

3.1.1 US 1 CORRIDOR PREMIUM TRANSIT

Near-Term Alternative

1. **Enhanced Express Bus on Total Corridor** - This alternative includes providing enhanced express bus service throughout the US 1 corridor from the St. Lucie County line to the Palm Beach County line.

Mid-Term Alternatives

1. **Hybrid of Enhanced Express Bus/BRT** - The combined technologies would provide BRT service north of SE Cove Road, while Enhanced Express Bus service would be implemented from SE Cove Road to Palm Beach County.

2. **BRT on Total Corridor** - This alternative would provide BRT service throughout the US 1 corridor from the St. Lucie County line to the Palm Beach County line.

Long-Term Alternatives

1. **BRT on Total Corridor** - This alternative would provide BRT service throughout the US 1 corridor from the St. Lucie County line to the Palm Beach County line.
2. **Hybrid of BRT/Light Rail** - The combined technologies would provide light rail service north of SE Cove Road, while BRT would be implemented from SE Cove Road to Palm Beach County.

3.1.2 I-95 CORRIDOR PREMIUM TRANSIT

Near-Term Alternative

1. **Enhanced Express Bus on Total Corridor** - This alternative includes providing Enhanced Express Bus service throughout the I-95 corridor from the St. Lucie County line to the Palm Beach County line.

Mid-Term Alternatives

1. **Enhanced Express Bus on Total Corridor** - This alternative includes providing Enhanced Express Bus service throughout the I-95 corridor from the St. Lucie County line to the Palm Beach County line.
2. **Hybrid of Enhanced Express Bus/BRT** - The combined technologies would provide BRT north of SW Kanner Highway, while Enhanced Express Bus service would be implemented from SW Kanner Highway to Palm Beach County.

Long-Term Alternatives

1. **Enhanced Express Bus on Total Corridor** - This alternative includes providing Enhanced Express Bus service throughout the I-95 corridor from the St. Lucie County line to the Palm Beach County line.
2. **Hybrid of Enhanced Express Bus/BRT** - The combined technologies would provide BRT north of SW Kanner Highway, while Enhanced Express Bus service would be implemented from SW Kanner Highway to Palm Beach County.

3.1.3 FEC RAIL CORRIDOR PREMIUM TRANSIT

Based on the pre-screening process described previously as well as the closer review of the near- and mid-term funding potential, no premium alternatives were developed for the FEC corridor for the near- or mid-term. However, this assumption may be revised if the study progressed further and new information on rail funding potential becomes available and/or the FEC rail transit availability potential south of Martin County becomes clearer.

Long-Term Alternatives

1. **Commuter Rail on Total Corridor** - This alternative would provide Tri-Rail-type commuter rail service throughout the FEC corridor from the St. Lucie County line to the Palm Beach County line.

3.2 PREMIUM TRANSIT FEASIBILITY ASSESSMENT

This section summarizes the process used to screen the potential alternatives discussed previously for the three Martin County study corridors. Using a range of criteria defined and applied in the remainder of this section, the potential alternatives were evaluated to determine the feasibility of each alternative. It should, however, be noted that the scope of this study effort calls for a sketch-level feasibility assessment. The range of alternatives considered by corridor was, therefore, evaluated within such a framework.

The feasibility assessment process criteria were developed with the wide variety of study area conditions in mind. Each of the premium transit alternatives for the three corridors was evaluated relative to a broad range of criteria that incorporate various perspectives, including:

- Existing and future ridership potential
- Existing and future transit-supportive land use
- Economic development potential
- Potential for local and regional funding

Figure 3-1 illustrates the overall feasibility assessment process used for evaluating each of the three corridors. This figure shows the incorporation of all the steps in the study process, including corridor conditions assessment and potential technology reviews, as well as the screening criteria selected for assessing the feasibility of the technologies.

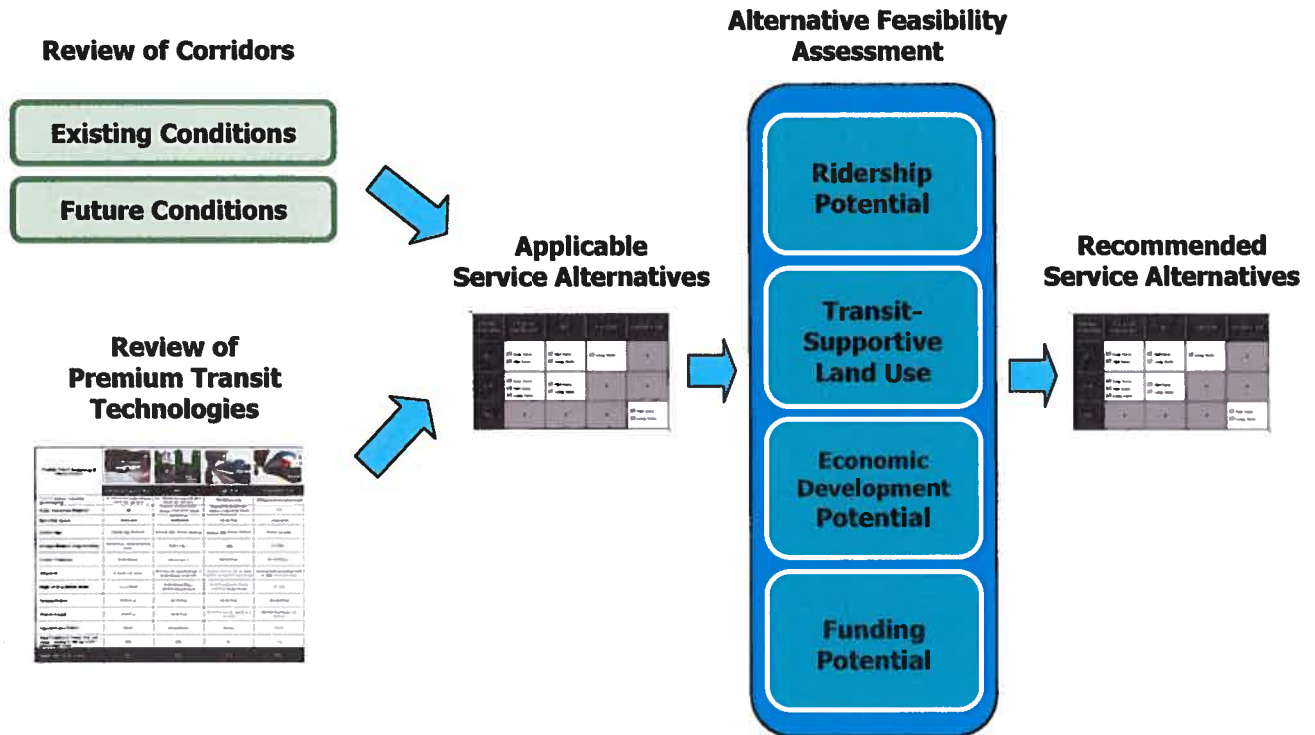


Figure 3-1
Martin County Premium Transit Corridor
Alternative Feasibility Assessment Process

3.3 RECOMMENDED ALTERNATIVES

Based on the potential alternatives identified for each corridor, a number of technology-phase combinations are recommended for the three corridors. The alternatives are recommended for each corridor and timeframe based on consideration of the following components.

- Existing and potential transit services planned for the corridors in the adopted Transit Development Plan (TDP) for Martin County
- Projected future economic growth patterns of the corridors
- Availability of feeder bus routes serving the corridors
- Role of each corridor as key regional transit emphasis corridors
- Current regional economic growth patterns

A review of these components, combined with the characteristics of the technologies under consideration, suggests that US 1 is the most feasible transit corridor in Martin County. The US 1 corridor, which is already served by a number of local transit routes, presents the best potential for building transit demand over time, while I-95 provides the best initial regional travel choice corridor.

Based on these considerations as well as the need for a coordinated task of incrementally building future transit demand on US 1, I-95, and FEC in Martin County, the feasible premium transit alternatives recommended for consideration and potential application in Martin County over the next 20 years are presented in Table 3-2.

**Table 3-2
Feasible Premium Transit Alternatives**

Corridor	Near-Term (1 – 5 Years)	Mid-Term (6 – 10 Years)	Long-Term (11 – 20 Years)
I-95	Enhanced Express Bus (Implement within 1 to 3 years)	Enhanced Express Bus*	Enhanced Express Bus*
US 1	Enhanced Express Bus (Implement within 3 to 5 years)	<ul style="list-style-type: none"> • Enhanced Express Bus • Mixed-traffic BRT 	<ul style="list-style-type: none"> • Mixed-traffic BRT • Exclusive-lane BRT
FEC			Commuter Rail

*Review for potential continuation/elimination.



4: Premium Transit/Rail Action Plan

This chapter summarizes the premium transit/rail action plan for Martin County. The plan first reviews the characteristics of the recommended premium transit/rail alternatives and the probable costs of implementing the alternatives. Then, a series of action steps is identified that provides guidance for Martin County to follow in achieving the goal of implementing the premium transit/rail services that are proposed previously in this study and summarized again as follows.

- **Near-term Alternatives (1 to 5 years)**
 - Enhanced Express Bus on I-95 from the St. Lucie County line to the Palm Beach County line (1-3 years)
 - Enhanced Express Bus on US 1 from the St. Lucie County line to the Palm Beach County line (3-5 years)

- **Mid-term Alternatives (6 to 10 years)**
 - Enhanced Express Bus on I-95 (Review for potential continuation/elimination)
 - Mixed Traffic BRT on US 1 from the St. Lucie County line to SE Cove Road in Martin County
 - Enhanced Express Bus on US 1 from SE Cove Road in Martin County to Palm Beach County

- **Long-term Alternatives (11 to 20 years)**
 - Commuter rail on FEC corridor from the St. Lucie County line to the Palm Beach County line
 - Exclusive lane BRT on US 1 from the St. Lucie County line to SE Cove Road in Martin County
 - Mixed Traffic BRT on US 1 from SE Cove Road to the Palm Beach County line
 - Enhanced Express Bus on I-95 (Review for potential continuation/elimination)

The remainder of this chapter provides details of each of these transit alternatives and action steps required to implement the proposed services.

4.1 PREMIUM TRANSIT/RAIL ACTION PLAN

This section presents an action plan that would potentially need to be implemented in order to pursue the recommended premium transit/rail alternatives recommended previously for implementation in Martin County. Table 4-1 presents the action steps that are needed in pursuing the implementation of premium transit/rail service on the FEC, US 1, and I-95 corridors in Martin County.

The action plan categorizes the recommended action steps by implementation timeframe: near-term (1 to 5 years), mid-term (6 to 10 years), and long-term (11 to 20 years). For each action item, the plan presents the following information.

- Description/Details of Action Item
- Responsible Entity
- Implementation Timeline
- Estimate of probable cost, where applicable

These action steps provide guidance for Martin County to follow in its effort to establish premium transit/rail modes within the next 20 years.

Table 4-1
PREMIUM TRANSIT/RAIL ACTION PLAN

Action Item	Description/Details of Action Item	Responsible Entity	Implementation Timeline	Potential Implementation Cost*
Near-term Actions				
1. Establish & implement regional vision for public transportation consistent with the adopted regional transit plan.	A regional agency dedicated solely to public transportation can certainly improve the chances of achieving the region-wide vision for transit established in the Regional TDP. Such an agency is not hampered by competing interests and can focus efforts on improving public transportation and allocating resources where they are most needed. The St. Lucie-Martin Regional TDP outlines where that need exists and where service improvements should be made. One of the major conclusions that can be drawn from the Regional TDP is the need to expand service. A regional transit governance structure should be established that could help facilitate the pursuit of more funding for service improvements and expansions that could meet transit needs in the area.	MPO/ Martin County/ St. Lucie TPO/ St. Lucie County	Immediately	n/a
2. Establish Regional Transit Organization (RTO).	To create the RTO, an interlocal agreement must be prepared that, at a minimum, defines the purpose of the RTO, specifies the RTO Board composition, specifies the RTO's powers and duties, and identifies staff support for the RTO. Once complete, the interlocal agreement should be taken to each general-purpose local government board for approval.	MPO/Martin County/ TPO/St. Lucie County/ RTO Members	Immediately	n/a
3. Verify preferred premium transit alternative(s) for near-, mid-, and long-term implementation.	This step includes conducting public involvement activities to engage key stakeholders and the public in a review of the recommended alternatives for each corridor and the selection of a preferred alternative(s) for near-term implementation.	MPO/ Martin County/ RTO	1 to 2 years	n/a
4. Develop and implement transit-supportive growth management policies and plans.	Work with the County and the cities to adopt growth management policies/plans that: <ul style="list-style-type: none"> • Promote infill development and redevelopment in established urban activity centers • Concentrate development around existing and planned major transit facilities • Allow transfers of development rights to urban areas 	MPO/Local Jurisdictions	1 to 2 years / ongoing	n/a
5. Establish Regional Transportation Authority (RTA).	Creation of a regional transit authority enhances the ability to achieve greater and more secure funding for transit. The County should work to implement all action steps in the RTA Action Plan to establish the RTA. As the interim board, the RTO will lead the transition to the RTA until the RTA is established.	RTO	2 to 3 years	n/a
6. Secure dedicated funding for public transportation.	One of the major reasons for establishing a regional transit authority is to pursue a dedicated funding source for transit. Funding that is free from competing interests enhances stability and is essential in maintaining adequate service levels and planning for future service improvements.	RTA	2+ years	n/a

* Potential implementation cost includes initial basic capital costs and first-year operating costs.

Table 4-1 (continued)
PREMIUM TRANSIT/RAIL ACTION PLAN

Action Item	Description/Details of Action Item	Responsible Entity	Implementation Timeline	Potential Implementation Cost*
Near-term Actions				
7. Develop and implement bicycle and pedestrian-friendly land use and zoning policies.	Walking and bicycling should be encouraged as these modes support transit services. Existing land use and zoning policies should be modified and new policies should be adopted to improve the safety and comfort of bicyclists and pedestrians. A key aspect of these policies should involve the implementation of a more complete, accessible network of sidewalks and bicycle paths.	Local Jurisdictions	1 to 2 years	n/a
8. Develop and implement transit-supportive corridor policies and plans.	Work with the county and the cities to adopt policies/plans such as: <ul style="list-style-type: none"> • Subarea and station area plans and policies that include initiatives to develop or redevelop in the premium transit/rail corridors • Policies that promote mixed-use development within and near premium transit/rail corridor • Requirements and/or capital improvement plans that outline sidewalk improvements, connected streets and walkways, and other pedestrian infrastructure around stations 	Local Jurisdictions	2 to 3 years	n/a
9. Pursue strategy for funding the Enhanced Express Bus on I-95 from St. Lucie County to Palm Beach County.	Develop a strategy for funding the Enhanced Express Bus alternative on I-95 from the St. Lucie County line to the Palm Beach County line. The funding strategy should focus on locally- or regionally- generated funding mechanism(s).	RTA	1 to 2 years	n/a
10. Plan and implement Enhanced Express Bus on I-95 from St. Lucie County to Palm Beach County.	Develop service and financial plans and implement Enhanced Express Bus on I-95 from the St. Lucie County line to the Palm Beach County line	RTA	3 to 4 years	\$3.4 - \$5.0 million
11. Pursue strategy for funding the Enhanced Express Bus on US 1 from St. Lucie County to Palm Beach County.	Develop a strategy for potentially funding the Enhanced Express Bus alternative on US 1. If the alternative has potential for federal funding under the Federal Section 5309 Very Small Starts grants program, review FTA guidelines and pursue funding. If the alternative may not be eligible for federal funds, then develop a funding strategy that focuses on locally- or regionally- generated funding mechanism(s). Unless significant station costs are expected, this would be locally funded too.	RTA	1 to 3 years	n/a
12. Identify locations for potential BRT stations on US 1 and adopt supportive zoning regulations near transit stations.	Identify feasible station locations and work with the County and the cities to adopt supportive zoning regulations near transit stations such as: <ul style="list-style-type: none"> • Transit overlay zoning to apply supplemental provisions to promote premium transit/rail • Zoning incentives for increased development in station areas, such as density bonuses 	MPO/RTA Local Jurisdictions	1 to 3 Years	n/a

* Potential implementation cost includes initial basic capital costs and first year operating costs

Table 4-1 (continued)
PREMIUM TRANSIT/RAIL ACTION PLAN

Action Item	Description/Details of Action Item	Responsible Entity	Implementation Timeline	Potential Implementation Cost*
Near-term Actions				
13. Establish RTO Premium Transit/Rail Advisory Group	An advisory group should be established to coordinate the execution of policy-, service-, and funding-related actions needed for the establishment of premium transit in Martin County. The RTO could serve as the Premium Transit/Rail Advisory Group.	RTO	2-5 Years	n/a
14. Plan and implement Enhanced Express on US 1 from St. Lucie County to Palm Beach County.	Develop service and financial plans and implement Enhanced Express Bus on US 1 from the St. Lucie County line to the Palm Beach County line.	RTA	3-5 years	\$4.4 - \$6.6 million
15. Expand/modify existing routes and initiate new bus routes that can serve as feeder routes for new service on I-95 and US-1.	This policy will support expansion of existing bus routes as well as the development of new bus routes that can operate as feeder service. The feeder routes should be in place when a premium transit service starts. It is also a mechanism to enhance ridership demand and gradually build transit as a more viable and attractive alternative.	RTA	Ongoing	n/a
Mid-term Actions				
16. Develop strategy for funding Enhanced Express Bus on US 1 from SE Cove Road to Palm Beach County.	Develop a strategy for funding the Enhanced Express Bus alternative on US 1 from SE Cove Road to the Palm Beach County line. The funding strategy should focus on locally- or regionally- generated funding mechanism(s).	RTA	4 to 6 years	n/a
17. Pursue strategy for funding mixed-traffic BRT on US 1 from St. Lucie County to SE Cove Road in Martin County.	Develop a strategy for potentially funding mixed-traffic BRT on US 1 from the St. Lucie County line to SE Cove Road in Martin County. If the alternative has potential for federal funding under the Federal Section 5309 Small Starts grants program, conduct an Alternatives Analysis (AA) and follow RTA funding guidelines and pursue funding. If the alternative may not be eligible for federal funds, then develop a funding strategy that focuses on locally- or regionally-generated funding mechanism(s).	RTA	4 to 6 years	n/a
18. Review Enhanced Express Bus on I-95 for potential continuation or discontinuation. If continued, review/verify funding strategy and availability.	The Enhanced Express Bus service on I-95 should be evaluated to determine whether sufficient demand exists to support continuation of the service with the start-up of US 1 premium service, and if the route is deemed not efficient, it should be eliminated. Otherwise, review/verify the funding strategy and availability.	RTA	5 to 6 years	n/a

* Potential implementation cost includes initial basic capital costs and first year operating costs.

Table 4-1 (continued)
PREMIUM TRANSIT/RAIL ACTION PLAN

Action Item	Description/Details of Action Item	Responsible Entity	Implementation Timeline	Potential Implementation Cost*
Mid-term Actions				
19. Plan and implement Enhanced Express Bus on US 1 from SE Cove Road in Martin County to Palm Beach County.	Develop service and financial plans and implement Enhanced Express Bus on US 1 from SE Cove Road in Martin County to the Palm Beach County line.	RTA	6-10 years	\$1.6 - \$2.4 million
20. Plan and implement mixed-traffic BRT on US 1 from St. Lucie County to SE Cove Road in Martin County.	Develop BRT service and financial plans and implement mixed-traffic BRT on US 1 from the St. Lucie County line to SE Cove Road in Martin County.	RTA	6-10 years	\$3.6 - \$5.4 million
21. Expand/modify existing routes and initiate new bus routes that can serve as feeder routes for new/expanded service on I-95 and US-1.	This policy will support expansion of existing bus routes as well as the development of new bus routes that can operate as feeder service.	RTA	6-10 years	n/a
22. Identify locations for potential Commuter Rail stations on FEC Corridor and adopt supportive zoning regulations near transit stations.	Identify feasible commuter rail station locations and work with the county and the cities to adopt supportive zoning regulations near transit stations such as: <ul style="list-style-type: none"> • Transit overlay zoning to apply supplemental provisions to promote premium transit/rail • Zoning incentives for increased development in station areas, such as density bonuses 	RTA/Local Jurisdictions	8 to 10 Years	n/a
Long-term Actions				
23. Develop performance thresholds and evaluate rail-readiness of the FEC corridor.	Performance thresholds that can be used to help determine when a comprehensive rail feasibility assessment is appropriate may include the following: <ul style="list-style-type: none"> • Population density threshold of 5 to 7 dwelling units per acre within the corridor area • Employment density threshold of 4 to 5 employees per acre within the corridor area • Average existing daily transit ridership of 3,000 riders within the corridor area 	RTA	8 to 10 Years	n/a

* Potential implementation cost includes initial basic capital costs and first year operating costs.

Table 4-1 (continued)
PREMIUM TRANSIT/RAIL ACTION PLAN

Action Item	Description/Details of Action Item	Responsible Entity	Implementation Timeline	Potential Implementation Cost*
Long-term Actions				
24. Identify locations and secure needed right-of-way for future park-and-ride lots and operations and maintenance facilities.	The FEC corridor runs through the eastern part of the county, along the coast. In order to increase trip catchment area, park-and-ride facilities will most likely be needed. Wherever feasible, the local jurisdictions should identify right-of-way from developments adjacent to the FEC corridor through conditions of approval for a subdivision or site plan. The local jurisdictions may also enter into public-private agreements for building new park-and-ride sites and integrating shared parking facilities in new or existing developments.	RTA/FDOT/ Local Jurisdictions	8 to 10 Years	n/a
25. Develop and pursue strategy for funding Commuter Rail on FEC corridor.	Develop a strategy for potentially funding commuter rail on FEC. If the alternative has potential for federal funding under the Federal Section 5309 New Starts grants program, such funding should be pursued.	RTA	9 to 12 years	n/a
26. Develop and pursue strategy for funding exclusive-lane BRT on US 1 corridor from St. Lucie County to SE Cove Road in Martin County.	Develop a strategy for potentially upgrading mixed-traffic BRT to exclusive-lane BRT. If the alternative has potential for federal funding under the Federal Section 5309 Small Starts grants program, such funding should be pursued. If the alternative may not be eligible for federal funds, then develop a funding strategy that focuses on locally- or regionally-generated funding mechanism(s).	FDOT/RTA	9 to 15 years	n/a
27. Plan and implement commuter rail on FEC corridor from St. Lucie County to Palm Beach County.	Develop necessary service and financial plans and implement commuter rail on the FEC rail corridor from the St. Lucie County line to the Palm Beach County line.	RTA	13 to 20 years	\$498 - \$747 million
28. Plan and implement mixed-traffic BRT on US 1 from SE Cove Road in Martin County to Palm Beach County.	Develop service and financial plans and implement mixed-traffic BRT on US 1 from SE Cove Road in Martin County to Palm Beach County.	RTA	11 to 20 years	\$5.1 - \$7.6 million

* Potential implementation cost includes initial basic capital costs and first year operating costs.

Table 4-1 (continued)
PREMIUM TRANSIT/RAIL ACTION PLAN

Action Item	Description/Details of Action Item	Responsible Entity	Implementation Timeline	Potential Implementation Cost*
Long-term Actions				
29. Plan and implement exclusive-lane BRT on US 1 from St. Lucie County to SE Cove Road in Martin County.	Develop service and financial plans and implement exclusive-lane BRT on US 1 from St. Lucie County to SE Cove Road in Martin County.	RTA	13 to 20 years	\$34 - \$50 million
30. Review Enhanced Express Bus on I-95 for potential continuation or discontinuation. If continued, review/verify funding strategy and availability.	The Enhanced Express Bus service on I-95 should be evaluated to determine if sufficient demand exists to support continuation of the service, and if the route is deemed not efficient, it should be eliminated. Otherwise, review/verify funding strategy and availability.	RTA	11 to 20 years	n/a
31. Expand/modify existing routes and initiate new bus routes that can serve as feeder routes for new/expanded service on I-95 and US-1.	This policy will support expansion of existing bus routes as well as the development of new bus routes that can operate as feeder service.	RTA	11 to 20 years	n/a

* Potential implementation cost includes initial basic capital costs and first year operating costs.

**MARTIN METROPOLITAN PLANNING ORGANIZATION
CITIZENS' ADVISORY COMMITTEE
AGENDA ITEM SUMMARY**

MEMO: temp11CACA02.05	MEETING DATE: September 1, 2010	DUE DATE: August 25, 2010	UPWP#: 5.5, 5.7
WORDING: STATE ROAD 76 PD & E – PROJECT UPDATE			5E
REQUESTED BY: MPO	PREPARED BY: Beth Beltran	DOCUMENT(S) REQUIRING ACTION: None	

BACKGROUND

Improving State Road 76 (a/k/a Kanner Highway) has been a priority of the MPO for approximately 10 years and has been the #2 priority for the past two years. The FDOT has provided funding for the Project Development and Environmental (PD&E) study of this facility for the segment beginning west of CR 711 (Pratt Whitney Road) to east of Cove Road.

In May, 2010, FDOT and American Consulting gave a presentation on the SR76 Project Alternatives to the MPO Policy Board and advisory committees. At the MPO Policy Board Meeting, Martin County Engineering staff expressed disagreement with the figures presented for the traffic projections for this project. MPO and County staff have been working with the staff of the Treasure Coast Regional Planning Council on the 2035 Regional Long Range Transportation Plan, and have found that the modeling for the growth in the western part of Martin County is projected to be greater than what County staff believes to be the case. Further, County staff had concerns including the proposed roadway design and whether the traffic analysis is in agreement with the County's Comprehensive Growth Management Plan's Future Land Use Map and population projections.

Two of the MPO Board members questioned why a diamond-type of configuration is not being implemented for the SR 76 interchange, given earlier discussions with FDOT. The consultant responded that based on the traffic analysis, the diamond-type configuration was not feasible.

ISSUES

FDOT and American Consulting are here to give a presentation on the SR76 Project, based on the comments and concerns of the MPO Policy Board and the Martin County Engineering staff.

RECOMMENDED ACTION

Recommendation

Provide input.

FISCAL IMPACT

Recommendation

Cost estimates for improvements identified by this study are developed after the study is completed.

APPROVAL

MPO 

ATTACHMENTS

Not available at time of agenda package distribution; will be handed out at the meeting.

Notes



DIRECTIONS TO: Maintenance Building Conference Room at the Martin County Airport/Witham Field, 1895 Flying Fortress Way, Stuart, FL

- Driving south on US1, turn left onto Monterey Road
- Continue driving over the RR tracks, crossing Dixie Hwy intersection, and passing the YMCA, which would be on your left.
- Flying Fortress Way is off of Monterey (where the control tower looks like it's close to the road)
- Once on Flying Fortress, veer to the right and make the loop
- Maintenance Building is first building on left
- Enter at front door, turn right, conference room is first room on right
- Continue past conference room for restrooms & water fountain

