

**MARTIN METROPOLITAN PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE MEETING (TAC)**

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 @ 1:30 p.m.

AGENDA

<u>ITEM</u>	<u>ACTION</u>
1. CALL TO ORDER – 1:30 p.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: temp11TACa02.01	RECOMMEND
B. FTA 5303 FIVE-YEAR JOINT PARTICIPATION AGREEMENT MEMO: temp11TACa02.02	RECOMMEND
C. FISCAL YEAR 2013 LIST OF PROJECT PRIORITIES (LOPP) MEMO: temp11TACa02.03	RECOMMEND
D. PREMIUM TRANSIT CORRIDOR FEASIBILITY STUDY MEMO: temp11TACa02.04	RECOMMEND
E. STATE ROAD 76 PD&E UPDATE MEMO: temp11TACa02.05	DISCUSSION
6. COMMENTS FROM COMMITTEE MEMBERS	
7. COMMENTS FROM THE PUBLIC	
8. COMMENTS FROM FDOT	

9. NOTES

- Letter requesting Mr. Stuart Trent, P.E. as the representative for the Town of Jupiter Island at the TAC
- Directions to our meeting location: Martin County Airport-Witham Field, Stuart, FL

10. NEXT MEETING

- September 01, 2010 - Joint TAC with St. Lucie County, hosted by Martin County, in the County Airport Maintenance Building at 2:30 p.m.
- October 07, 2010 – Joint TAC 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 10:30 a.m.
- November 17, 2010 – TAC Regular meeting. Please note that this meeting will be in the Martin County Airport Maintenance Building at 1:30 p.m.

11. ADJOURN

**MARTIN METROPOLITAN PLANNING ORGANIZATION (MPO)
TECHNICAL ADVISORY COMMITTEE (TAC)**

**Wednesday, May 05, 2010 - 1:30 P.M.
Martin County Administration Building
Capital Projects Conference Room, 2nd Floor
2401 SE Monterey Road
Stuart, FL 34996
(772) 223-7983**

1. CALL TO ORDER

Vice-Chair Sam Amerson called the meeting to order at 1:32pm.

2. ROLL CALL

Members in Attendance:

Sam Amerson, Vice-Chair

Jeff Newell

Mike Moon

Arlene Tanis for Nance Ziegler, FDOT

Dan Hudson

Terry Rauth for Don Donaldson

Bruce Offord

Derek Miura for Gustavo Schmidt, FDOT

Kim DeLaney (arrived at 1:37pm)

John Fanticola for Barbara Timmerman

Samantha Horowitz for Nikki van Vonno (arrived at 1:37pm)

Rogelio Gonzalez

Members Excused:

Mark Cocco

Members Not In Attendance:

Joe Capra, Chairman

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. Mike Moon moved to approve the Agenda. Seconded by Mr. Dan Hudson. Motion carried unanimously.

4. APPROVE MINUTES:

* April 07, 2010 – Regular TAC Meeting

Mr. Mike Moon made a motion to approve the minutes. Mr. Jeff Newell seconded the motion. Motion carried unanimously.

5. AGENDA ITEMS

A. Draft TIP FY 2011 – 2015

MEMO: temp10TACa05.01

Ms. Beth Beltran, MPO/Transit Planning Manager, 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. Moon asked if the proposed Customs Office at the County Airport would be included in the TIP. Ms. Beltran replied that it would be included in the UPWP.

Mr. Amerson asked about the funding for the Indian Street Bridge (ISB) project. Ms. Arlene Tanis responded that funds for the ISB project have been re-distributed. Ms. Beltran added that the ISB is reflected in the TIP as a project divided in three phases:

Facility	Segment Limits		Project Description	Document Referenced Page	FY 2010 Priority Rank	FY 2011 Priority Rank
	From	To		FY 2010-14 TIP		
1a Indian Street Bridge	Mapp Road	SR 76	New 4 Lane Bridge	29 - 30	1	Underway
1b Indian Street Bridge	FL Turnpike	Mapp Road	Add 2 Lanes	29 - 30		1
1c Indian Street Bridge	SR 76	Willoughby Blvd.	Add 2 Lanes	29 - 30		3
2 SR 76	CR 711	Cove Road	Add 2 Lanes	29 - 30	2	2
3 Willoughby Blvd.	US-1	SR 714/Monterey Rd.	New 4 Lane Road	29 - 30	3	4
4 Cove Road	SR 76 / Kanner Hwy.	US-1	Add 2 Lanes	29 - 30		
5 Green River Parkway	SR 707	St. Lucie Co. Line	Add 4 Lanes Divided	29 - 30		Underway
6 Baker Road	US-1	Savanna Road	Add 1 Lane	29 - 30		

[Ms. Kim DeLaney and Ms. Samantha Horowitz joined the meeting.]

Mr. Moon commented that the Witham Field projects listed on page #10, under item 3.7 AVIATION, will not match the Airport’s Capital Improvement Program (CIP) because several projects have been completed and the projects list has been updated accordingly. Mr. Moon stated that FDOT has been informed about the changes. It is expected that funds will be re-allocated among future projects. The CIP would be presented for

approval during the month of July. Mr. Moon wanted to ensure that the MPO Board is aware of the upcoming update.

Ms. Terry Rauth moved Staff recommendation to approve the DRAFT FY 2011-2015 Martin MPO TIP to the Martin MPO Policy Board. The motion was seconded by Mr. Moon. The motion carried unanimously.

B. FY 2011 TE Applications for FY 2014 Funding

MEMO: temp10TACa05.02

Mr. Lawrence introduced this Item and provided some background. Transportation Enhancement (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. 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. 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. 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 two 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.

The second application was received from the City of Stuart CRA for sidewalk improvements and a pedestrian kiosk at MLK Park. 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.

The first section of 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.

There have been discussions to combine the Rio and the second section of the City of Stuart applications because there are areas for potential connectivity, and because this section of the City of Stuart application may fall below the \$200,000 threshold if presented alone. This minimum amount is one of FDOT requirements for TE fund applicants.

The 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. The Dixie Highway (A1A) paved shoulders 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.

Ms. Beltran informed the Members the project prioritization ranking proposed by the Citizens' Advisory Committee:

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 Seabranck (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.

A discussion ensued about the connectivity that the different sections of the applications recommended have, and how these enhancements would provide the most benefit to the citizens. The Members discussed the possibility of a joint application between the Rio CRA and the City of Stuart CRA.

Mr. Moon and Ms. Rauth expressed concern about the maintenance costs associated with the landscaping included in some applications. Ms. Rauth also requested that the applicants would consider examining both overhead and underground utilities in the areas where they are proposing the landscaping.

Mr. Moon made a motion to combine the Rio CRA and the City of Stuart sidewalk projects in the Rio area, without landscaping. After the discussion, Mr. Moon withdrew his motion because of lack of a second.

Mr. Moon made a motion to combine the full City of Stuart CRA application with the Rio CRA application less the Rio CRA application for the landscaping and loops, as the #1 priority. Seconded by Mr. Hudson. The motion carried unanimously.

Mr. Moon moved that the bike lanes (paved shoulders) project on Dixie Highway (A1A) from Cove Road to Seabranck (RR Crossing) should be the #2 priority. Seconded by Ms. Rauth. The motion carried unanimously.

The Members were debating whether to consider last year's unfunded project: the Jensen Beach Causeway-Landscaping, among the projects to be ranked. They were reluctant to approve any landscaping given the current economic situation. Ms. Beltran asked Ms. Tanis if pre-prioritized unfunded projects would automatically roll over to the next year. Ms. Tanis responded that unfunded projects would need to be re-submitted and re-listed the following year in order to remain considered for ranking. Mr. Lawrence informed that earlier today he sent an email to Ms. Stacey Miller from FDOT requesting more information on the status of the Jensen Beach Causeway-Landscaping project.

Mr. Moon made a motion to have the remaining two separate portions of the Martin County-Rio CRA application for sidewalks that would provide access to the bus stops, as priority #3:

- 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.**

The motion was seconded by Mr. Hudson. The motion carried unanimously.

Mr. Hudson said that, given the flexibility that the TAC has shown in the past regarding landscaping projects for the City of Stuart, he requested that the Members reconsider adding last year's pre-prioritized Jensen Beach Causeway-Landscaping project to the list. Mr. Hudson asked Staff why the application for this project was not re-submitted this year. Mr. Lawrence responded that the Jensen Beach Causeway project would correct areas that are experiencing severe erosion and a driveway in need of re-enforcement. Mr. Lawrence said that the project was ranked and supported last year, but the latest status of this application is still unclear.

Mr. Hudson moved to add the Jensen Beach Causeway-Landscaping project as priority #4, subject to application update and re-submission. Seconded by Mr. Offord. Motion opened for discussion. Ms. Terry Rauth made a substitute motion not to include this project at this time. Mr. Moon seconded the substitute motion. Mr. Hudson withdrew his motion once he became aware of the maintenance responsibility concerns that this project carries. The substitute motion became the main motion. There being no further discussion, the motion passed unanimously.

C. Rail Corridor Study

MEMO: temp10TACa05.03

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 introduced 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 this study would evaluate the feasibility of premium transit and passenger rail on the three major north-south corridors in Martin County:

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. Rey stated that the project scope is:

- Review plans and technologies available. Mr. Rey stated that they have taken into consideration the adopted 2030 RLRTP, as well as the recently completed Regional TDP for their analysis, among other local and regional plans, State policies and Federal Documents. As 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. Mr. Rey also mentioned the analysis of 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 said that, among 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 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. Rey offered to answer any questions they may have. Mr. Hudson asked if he was familiar with the Senate Bill 360 and if any of the systems/concepts presented would feed into the Bill stipulations. Mr. Rey responded that TOA has a financial group that had developed a paper pertinent to the Bill information and he would be happy to share it. The paper would provide a better idea of what the Bill's requirements are, as they relate to transit. Ms. Beltran said that Staff could distribute a copy of the Senate Bill 360 to the Members. Mr. Rey commented that mobility fees are addressed under this Bill.

Ms. Horowitz asked if TOA would use the RL RTP 2035 data that was recently completed or if they would be using the adopted RL RTP 2030 data in their study. Mr. Rey responded that TOA would rather use newer data that is available so their projections are more realistic. Ms. Horowitz mentioned that using the most-up-to-date data would be best. Mr. Rey concurred and arranged following up with Ms. Horowitz to coordinate access to the updated data.

Ms. DeLaney asked Mr. Rey, "...when the Amtrak service is funded it would create a layer of services you can add corridor service to. Would you make that presumption in your forecast?" Mr. Rey responded that TOA would not because they are not trying to forecast the operational characteristics, not even station placements. Mr. Rey explained that their study is trying to determine *when* a mobile opportunity would apply to a corridor, in comparison to the other corridors. Ms. DeLaney said that seeking the Amtrak/Passenger Rail on the FEC corridor is an ongoing project. She asked how this activity would be noted in the study. Mr. Rey responded that TOA would acknowledge the fact that this is an ongoing process, and it would be mentioned as an opportunity to help advance a potential future commuter rail option on the FEC. Ms. DeLaney was very optimistic that the Amtrak/Passenger Rail project could be funded by year 2012.

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. Moon made a motion to nominate Vice-Chair Sam Amerson for the Chairman position of the TAC. Vice-Chair Amerson accepted the nomination. The motion was seconded by Mr. Offord. The motion carried unanimously.

Chairman Amerson nominated Ms. Samantha Horowitz for the Vice Chair position of the TAC. Ms. Beltran provided clarification as Ms. Horowitz serves as the alternate for Ms. Nikki van Vonno. Ms. Beltran said that it should not be a problem since Ms. Horowitz is the official designee. Ms. Horowitz accepted the nomination. Mr. Moon seconded the motion. The motion carried unanimously.

6. COMMENTS FROM FDOT

None

7. COMMENTS FROM COMMITTEE MEMBERS

Ms. Horowitz asked about the RAC (Regional Advisory Committee). Ms. Tanis stated that the RAC has not met since approximately the year 2008. The RAC was a committee originally created to rank the regional Transportation Regional Incentive Program (TRIP) projects with TRIP funding. Ms. Tanis said that the committee discussed more than just the ranking of TRIP projects, and it involved Martin, St. Lucie and Indian River Counties. Ms. Rauth said that, lately, there have not been enough TRIP funds nor are there any regional projects to consider. Ms. Tanis said that the committee has not been disbanded and they should meet a minimum of two times per year. Ms. Horowitz commented that the RAC could be a good advisory committee for the 2035 RL RTP. Ms. Beltran said that she would follow up with Mr. Mike Busha from the TCRPC, which is the agency working on the 2035 RL RTP. Ms. Tanis concurred with the suggestions. Mr. Hudson asked if the proposed Regional Transit Organization (RTO) would be a redundant agency also dealing with regional transit issues. Ms. Beltran responded that the RTO would act more in the operational capacity and not so much in the technical advisory capacity. The RAC would be more planning oriented.

Mr. Moon suggested that the next TAC meeting should be held in the County Airport facility, as it provided more room. The Members concurred. Staff would make the necessary arrangements.

Ms. Tanis shared with the Members a flyer that contained information regarding the year 2060 Florida Transportation Plan (copies on file). Ms. Tanis requested the Members' input on the proposed plan, and invited them to attend several regional workshops that would be hosted by FDOT. The workshop scheduled for Stuart will be held on Thursday, June 03rd in the Indian River State College from 2:30pm – 5:00pm. Additional information could be obtained by visiting: www.2060ftp.org.

8. COMMENTS FROM PUBLIC

None

9. NOTES

Ms. Kim DeLaney, Growth Management Coordinator from the Treasure Coast Regional Planning Council (TCRPC), provided an update on the FEC/Amtrak project. She said that Amtrak rode last Saturday, May 1st from Miami to Jacksonville. There were approximately one hundred and fifty riders including Governor Charlie Crist, Secretary of Transportation Stephanie C. Kopelousos, various Congressmen, and several City, County and State Officials. The press provided wide coverage. FEC Representatives were on board as well. FDOT filmed the entire ride. Amtrak Representatives were very pleased with the turnout

and the great political support. Ms. DeLaney said that taking the train was a beautiful way to see Florida, and it is a great sightseeing route. FDOT is working hard on the second project application that is due in July. The Governor and the Secretary also indicated that this application will be submitted. Submitting the application pre-supposes that any unresolved issues should be resolved by then. Ms. DeLaney stated that there is great optimism, given the support of those two key individuals, in getting the application submitted.

Ms. DeLaney stated that the RPC is facilitating thirty-two public workshops and hearings. The two upcoming events for Stuart are:

- Public Workshop: Tuesday, May 25th from 6:00-8:00pm in the City of Stuart Commission Chambers. This would be a project overview that would include the NEPA process, history of the project, etc.
- Design Session: Wednesday, May 26th from 1:00-3:00pm. This hands-on working session intends to identify both a preferred and a fallback design for the train station. It will review the land use pattern around the station, and will also identify an alternate site for its construction.

Ms. DeLaney said that the internal date for submitting the application would be July 7th. More information is available on their website: www.tcrpc.org.

Mr. Amerson asked, aside from the very positive report Ms. DeLaney had provided, what would make these efforts *better* efforts than they were nine years ago. Ms. DeLaney stated that there are several key elements that give this project more optimism than it did nine years ago:

- There is a different Federal funding commitment to transit. One example is that the Transportation Re-Authorization would be a ten or an eight-year Bill and not a five-year Bill.
- The State is in a better position to help carry out these projects. Regional Transit Authorities have been created, and there is a much stronger emphasis and interest to make them work.
- Another important element is that we are out of land. We cannot keep on buying land to expand our current routes. There is a lot of population with limited mobility options.

The above are things that would make the project move forward easier; however, one thing that would make it harder to move forward is that the Cities are “broke”, there is no money, and their resources are limited. On the other hand, they have better funded CRAs than they had ten years ago. Perhaps Federal money would help offset the limited funds of the Cities and would help them meet their local match.

Mr. Moon thanked Ms. DeLaney for her update.

10. ADJOURN

There being no further business, Chairman Amerson entertained a motion for adjournment. Moved by Vice-Chair Horowitz. Seconded by Mr. Moon. The meeting was adjourned at 3:15pm.

Recorded and Prepared by:

Lisandra Bonet, Administrative Specialist II

Date

Approved by:

Sam Amerson, TAC Chairman

Date

DRAFT

**MARTIN METROPOLITAN PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE
AGENDA ITEM SUMMARY**

MEMO: temp11TACa02.01	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

** MARTIN MPO **

ADOPTED PLAN

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

HIGHWAYS

ITEM NO	DESCRIPTION	TYPE OF WORK	FISCALYR	FUND	PRELIMINARY ENGINEERING	RIGHT-OF-WAY	RAILROADS & UTILITIES	CONSTRUCTION	GRANTS & MISC.
4033441	SR-5/US-1	ADD LANES & RECONSTRUCT	4	DIH	0	0	0	5,000	0
89010000	1.367 MI		2011						
4252632	SEABRANCH EAST COAST GREENWAY, FROM SE GRAFTON AVE TO SEABRANCH PRESERVE	BIKE LANE/SIDEWALK	2	EB	1,000	0	0	0	0
89030000	.931 MI		2011						
8887-703-A									
4270231	SR-5/US-1	RESURFACING	4	DIH	1,000	0	0	0	0
89010000	5.030 MI		2011						
TOTALS:					7,000	2,000	0	5,000	0
HIGHWAYS									

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

PTO: TRANSIT

ITEM NO	DESCRIPTION	TYPE OF WORK	FISCALYR FUND	PRELIMINARY ENGINEERING	RIGHT-OF-WAY	RAILROADS & UTILITIES	CONSTRUCTION	GRANTS & MISC.
4134931	MARTIN COUNTY							
FTA SECTION 5307								
.000								5,905,000
	CAPITAL FOR FIXED ROUTE							
2011			FTA					
0								
0								
4271281	MARTIN COUNTY							
NEW FREEDOM FUNDS SECTION								
5317/OPERATING GRANT								
OPERATING FOR FIXED ROUTE								
.000								
2011			FTA					99,058
0			LF					99,058
0								198,116
	** ITEM TOTALS **							
4271291	MARTIN COUNTY							
JARC FUNDS SECTION 5316								
OPERATING GRANT								
OPERATING FOR FIXED ROUTE								
.000								
2011			FTA					136,937
0			LF					136,937
0								273,874
	** ITEM TOTALS **							
TOTALS:				0	0	0	0	6,376,990
TRANSIT				6,376,990	0	0	0	6,376,990
GRAND TOTALS:				2,000	0	0	5,000	6,376,990

**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
TECHNICAL ADVISORY COMMITTEE
AGENDA ITEM SUMMARY**

MEMO: temp11TACa02.02	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
TECHNICAL ADVISORY COMMITTEE
AGENDA ITEM SUMMARY**

MEMO: temp11TACa02.03	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	29 - 30		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
TECHNICAL ADVISORY COMMITTEE
AGENDA ITEM SUMMARY**

MEMO: temp11TACa02.04	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

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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 (0 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.

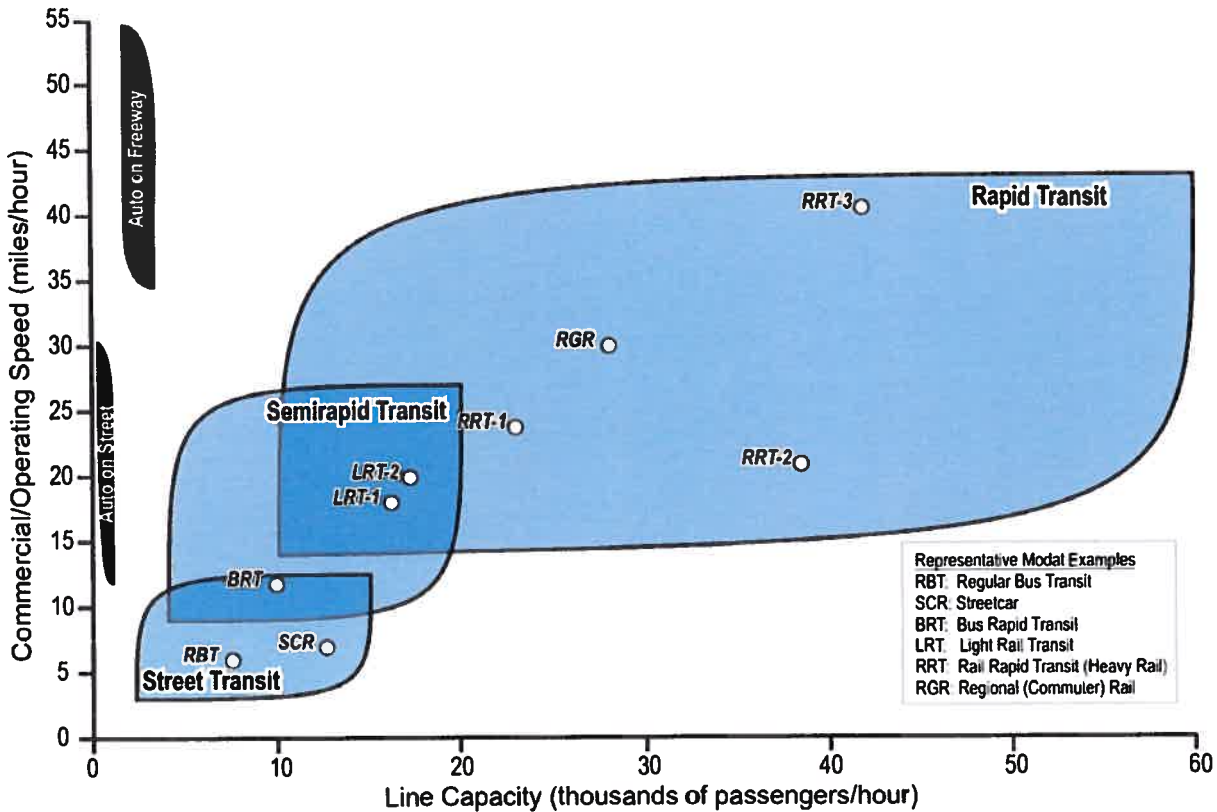


Figure 1-1: Characteristics of Transit Technologies

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

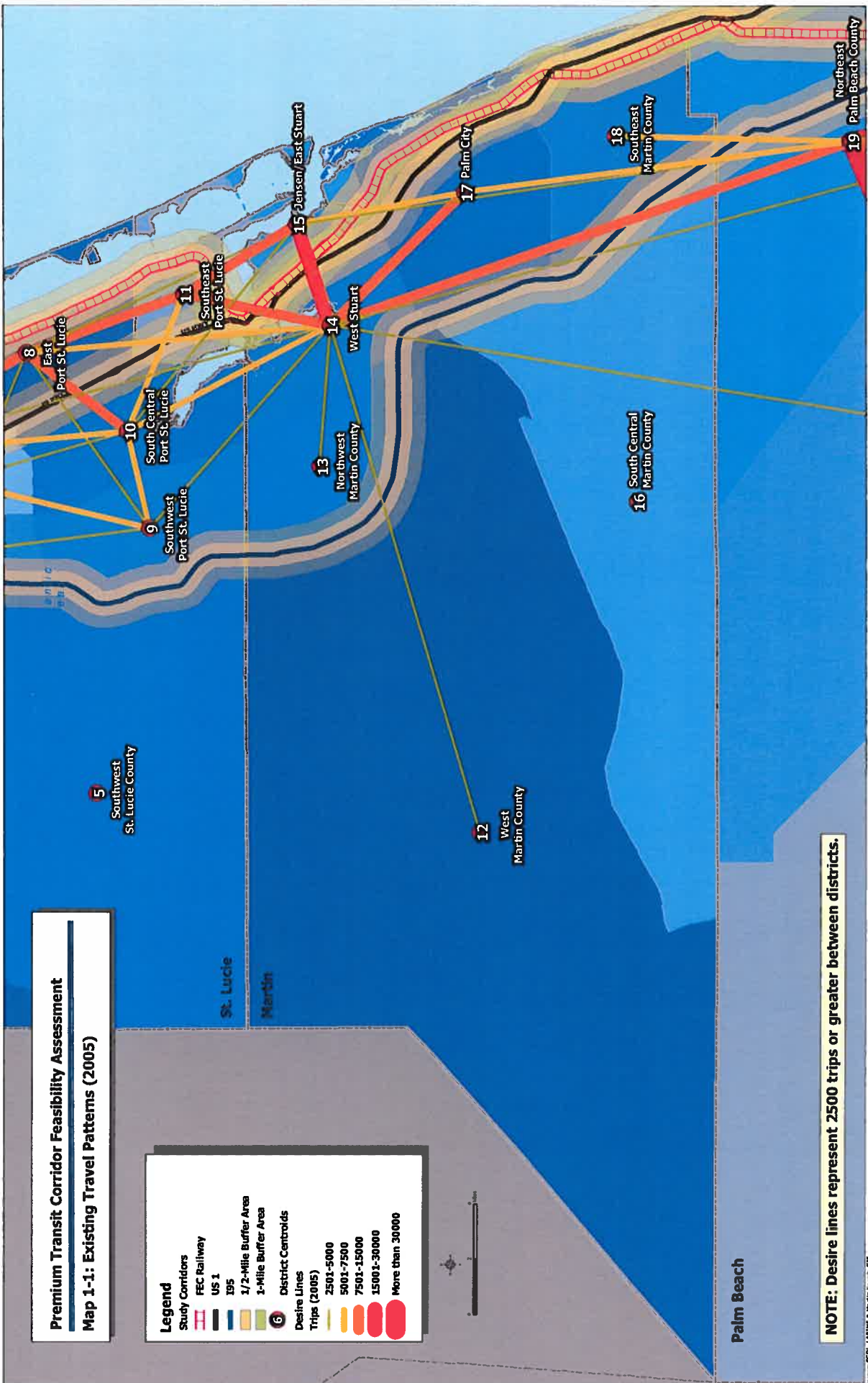
Based on Table 1-2, nearly 65 percent (16,192 / 25,158) of trips that are destined for St. Lucie and Palm Beach counties originate within two miles of the FEC corridor. Despite the large concentration of work trips with origins proximate to the FEC corridor, even a 5-percent transit mode share of these 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
- District Centroids
- Desire Lines
 - 2501-5000 Trips (2005)
 - 5001-7500
 - 7501-15000
 - 15001-30000
 - More than 30000



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

Source: FDOT, LARSEN & PARTNER ENGINEERS, LLC

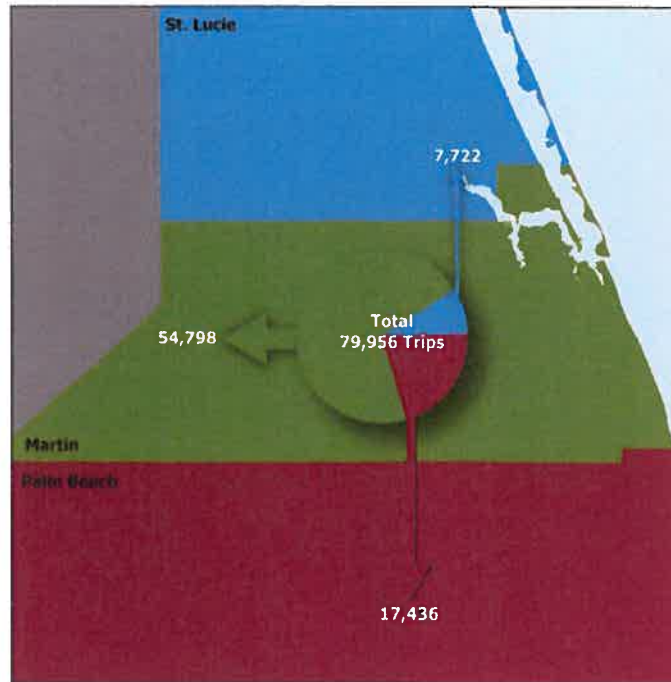


Figure 1-2: Existing Work Trip Flows from Martin County

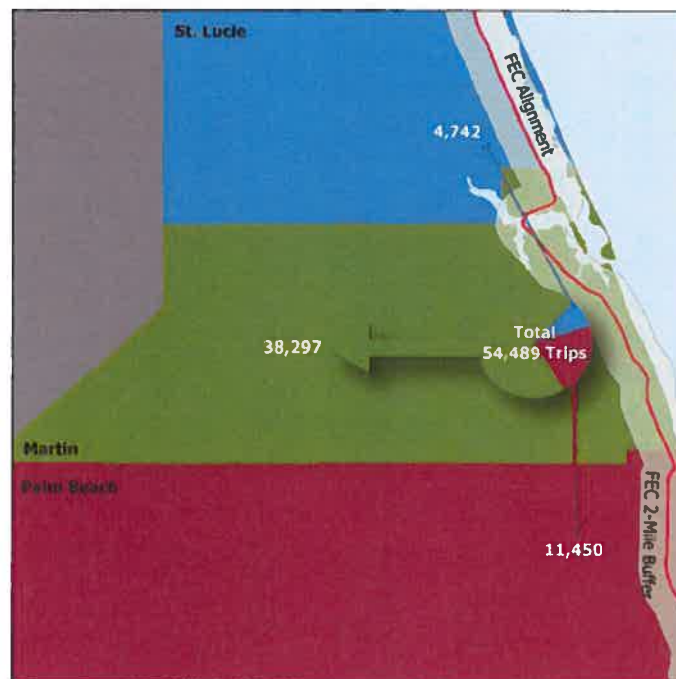


Figure 1-3: Existing Work Trip Flows from FEC Corridor (2-mile buffer area)

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 Seabranah 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.

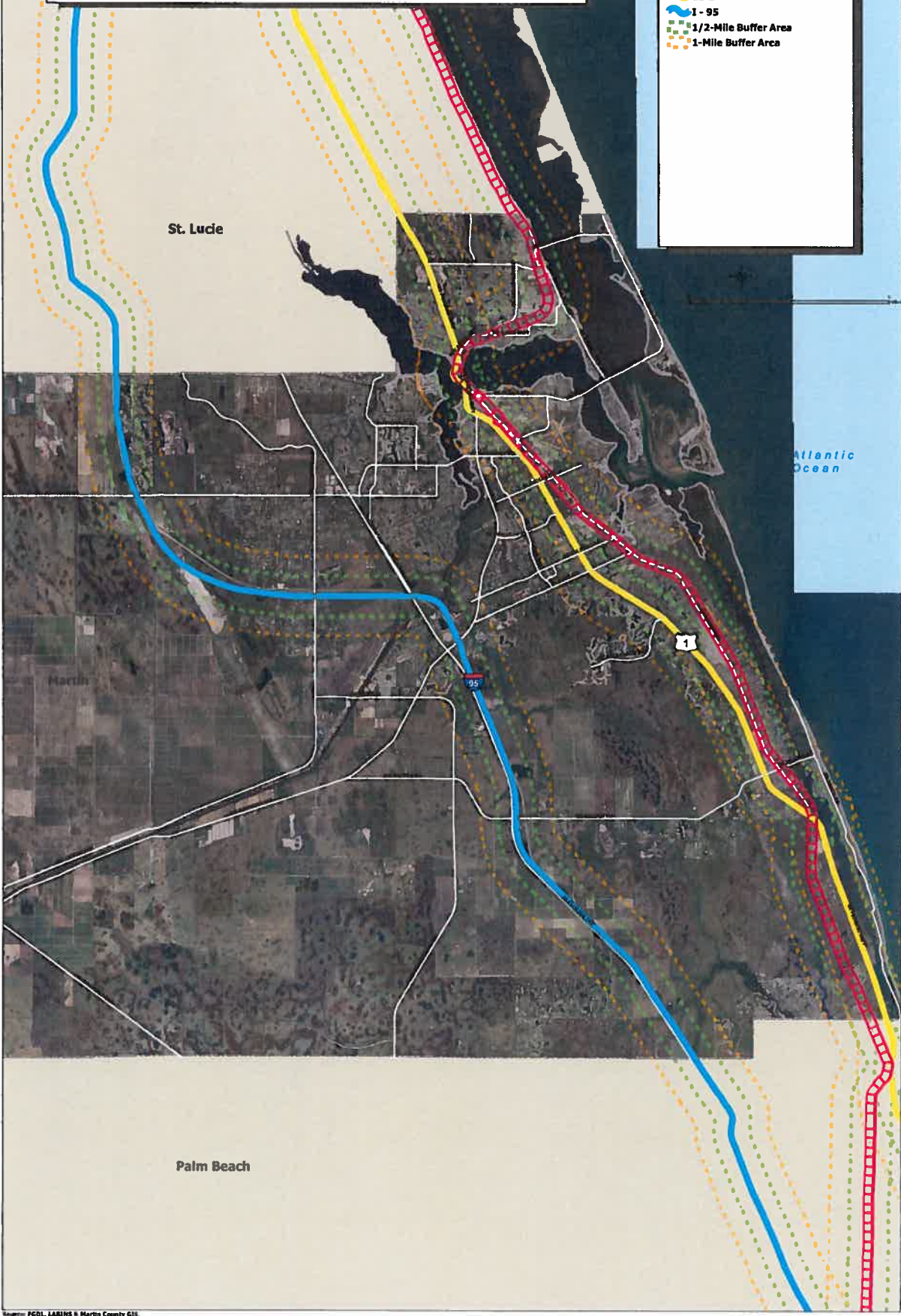
FEC Rail Corridor - This corridor includes 31 miles of the Florida East Coast Railway along the east coast of Martin County. Beyond Martin County, the FEC extends from Jacksonville to Miami and is owned and operated by the Florida East Coast Railway based in St. Augustine. The FEC corridor currently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

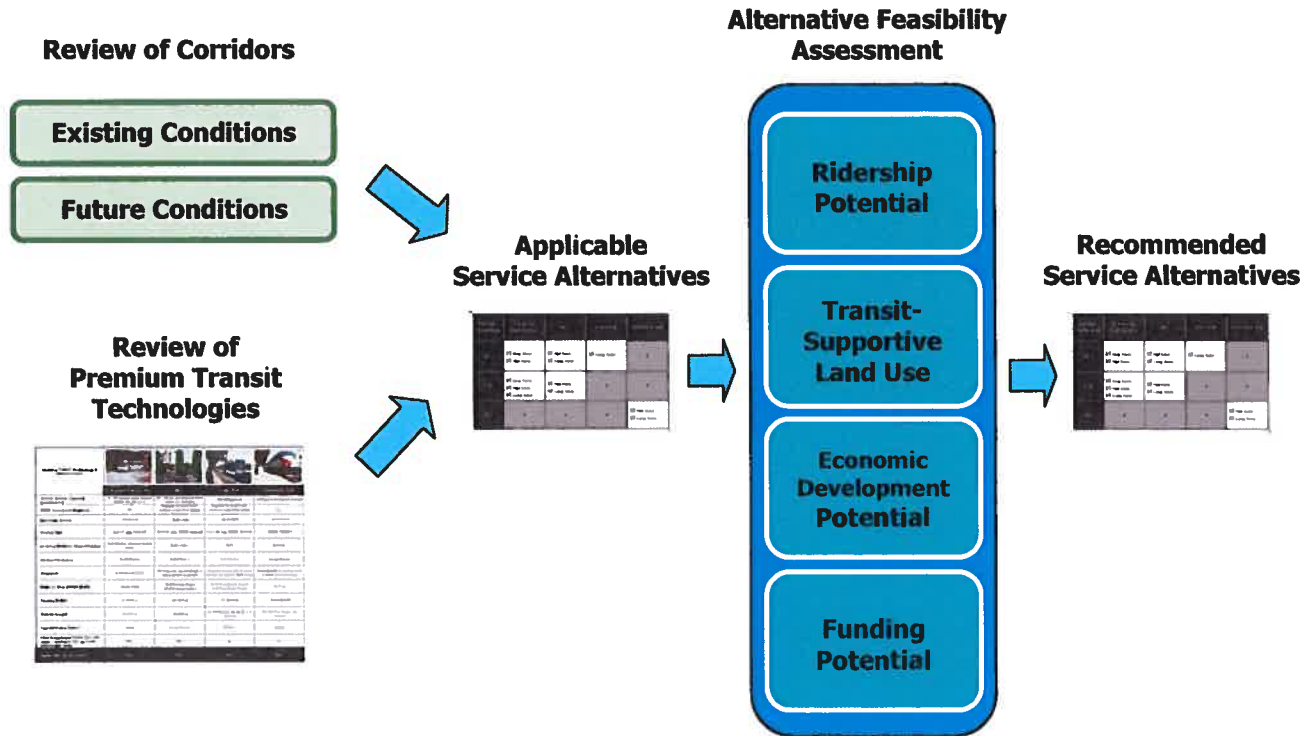


Figure 3-1
Martin County Premium Transit Corridor
Alternative Feasibility Assessment Process

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
16. 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 FTA 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*
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 12 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
TECHNICAL ADVISORY COMMITTEE
AGENDA ITEM SUMMARY**

MEMO: temp11TACa02.05	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

TOWN OF JUPITER ISLAND

2 BRIDGE ROAD

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July 1, 2010

The Honorable Michael Mortell, Chair
Martin County Metropolitan Planning Organization
2401 S.E. Monterey Road
Stuart, FL 34996

Dear Mr. Mortell:

Due to the recent departure of Jeffery Newell, Building Official with the Town of Jupiter Island, we respectfully request that Stuart Trent, P.E., Assistant Director of Utilities, South Martin Regional Utility (SMRU)/Town of Jupiter Island, be appointed to sit as a voting member of the Technical Advisory Committee (TAC) of the Martin County MPO for all matters pertaining to Town of Jupiter Island interests, effective July 1, 2010.

Mr. Trent can be reached at (772) 546-6259; his email address is strent@tji.martin.fl.us. We look forward to Mr. Trent representing the Town in this capacity. If I can provide any further information, please let me know.

Sincerely,



Gene A. Rauth
Town Manager

cc: Joe Capra, Chairman, TAC
Clay Bryant, Gahagan & Bryant
Stuart Trent
Jim Spurgeon



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

