



## **MARTIN / ST. LUCIE JOINT TECHNICAL ADVISORY COMMITTEE (TAC) MEETING**

### **MINUTES**

**Wednesday, September 01, 2010**  
Martin County Airport – Witham Field  
Maintenance Building Conference Room  
1895 Flying Fortress Way  
Stuart, Florida 34996  
(772) 221-1498  
[www.martinmpo.com](http://www.martinmpo.com)

#### **1. CALL TO ORDER – 3:06 p.m.**

#### **2. ROLL CALL**

##### **Members in Attendance for Martin TAC:**

Sam Amerson, Chairman  
Samantha Horowitz, Vice-Chair  
Joe Capra  
Mike Moon (arrived at 4:07 p.m.)  
Arlene Tanis for Nancy Ziegler, FDOT  
Dan Hudson  
Terry Rauth for Don Donaldson  
Bruce Offord, DEP  
Chong Wong for Gustavo Schmidt, FDOT  
Kim DeLaney  
Barbara Timmerman

##### **Members in Attendance for St. Lucie TAC:**

Rogelio Gonzalez, Chairman  
Kim Graham, Vice-Chair  
David Carlin for Matthew Margotta  
Kara Woods for Mark Satterlee  
Todd Cox  
Corine Williams  
Craig Hauschild

**Members not in Attendance:**

Stuart Trent, Martin TAC  
Mark Cocco, Martin TAC (excused)  
Jack Andrews, St. Lucie TAC (excused)  
Dan Holbrook, St. Lucie TAC (excused)  
Tony Liento, St. Lucie TAC (excused)  
Phil Vitale, St. Lucie TAC (excused)  
George Pantuso, St. Lucie TAC (excused)  
David Thompson, St. Lucie TAC (excused)

**MPO/TPO Staff in Attendance:**

Beth Beltran, Martin MPO Administrator  
Claudette Mahan, Martin MPO Associate Planner  
Lisandra Bonet, Martin MPO Administrative Specialist II  
Peter Buchwald, St. Lucie TPO Director  
Neelam Fatima, St. Lucie TPO Sr. Transportation Engineer  
Marceia Lathou, St. Lucie TPO Senior Planner  
Edward DeFini, St. Lucie TPO Senior Planner

**Others in Attendance:**

Mike Busha, Executive Director of the Treasure Coast Regional Planning Council  
Dana Little, TCRPC Project Manager  
Terry Hess, TCRPC  
Stuart Robertson, Kimley-Horn  
Mark Ledford, Kimley-Horn

**Both the Martin CAC and the St. Lucie CAC had quorum. Martin TAC Chairman Sam Amerson conducted the meeting.**

**3. APPROVE AGENDA**

**Chairman Amerson requested the addition of a brief presentation by Ms. Kim DeLaney of the Treasure Coast Regional Planning Council (TCRPC) on the FEC Update.**

**Mr. Joe Capra made the motion to approve the agenda. Seconded by Ms. Barbara Timmerman. The motion carried unanimously.**

**4. APPROVE MINUTES**

**Ms. Samantha Horowitz made the motion to approve the minutes from the July 20, 2010 Joint TAC meeting. Seconded by Mr. Joe Capra. The motion carried unanimously.**

**5. COMMENTS FROM THE PUBLIC (NON-AGENDA ITEMS)**

None

## 6. AGENDA ITEMS

Ms. Beth Beltran, Martin MPO Administrator, thanked and welcomed the St. Lucie CAC Members. Mr. Peter Buchwald, St. Lucie TPO Executive Director, thanked Martin MPO Staff and Martin CAC for hosting the joint meeting. Chairman Amerson apologized for the delay in commencing the meeting.

### A. TCRPC Update on the Florida East Coast (FEC) by Ms. Kim DeLaney

#### Memo: temp11CACa03.01

Ms. DeLaney stated that most of the Committee Members were familiar with the Amtrak/FEC Corridor Project that would restore passenger transit on the FEC between St. Augustine and West Palm Beach, with a rail interconnection between the FEC and CSX tracks in West Palm Beach, and service continuing south on the CSX to Miami.

Ms. DeLaney said that FDOT worked hard to get the project application ready for submittal on August 6<sup>th</sup>. This application is for the next round of high speed intercity passenger rail funding. There are 2.2 billion dollars available, and the Amtrak/FEC project application was submitted on time with an estimated cost of \$250 million dollars, somewhat less than last year's cost estimate (\$268 million), so some cost savings took place.

Ms. DeLaney stated that additional good news relates to the required match in the grant program, and the Amtrak/FEC project application included a 33% match (above the minimum 20% requirement). All the matching dollars are from existing committed projects, so no new cash necessary to bring down \$250 million dollars of federal money.

Ms. DeLaney said that there are two applications that were submitted by the State of Florida, the Amtrak/FEC for \$250 million and also the State submitted an application for \$1.1 billion dollars to fund the portion of high speed rail project running from Tampa to Orlando. Most of the applications in the cycle are for smaller projects \$5 - \$10 million dollars; a few are a little higher than that. Ms. DeLaney said, "Amtrak has certainly identified this project as something that they very much want to happen". The ridership, as it was concluded through the application, was even higher than last year's estimate at 226,000 riders per year, up from 176,000 riders/year last year; due to improved scheduling that would yield higher ridership.

Ms. DeLaney mentioned that another thing that was noteworthy is the application's anticipation of future corridor service being added. The initial service would be two trains per day, one long distance and one corridor train northbound, and then two trains southbound. But over time it is very clearly set up for the State to add additional corridor service.

Ms. DeLaney said the Federal Railroad Administration (FRA) would make funding decisions at the end of September, which is the advertised timeframe right now. There is \$8.5 billion dollars in applications for about \$2.2 billion dollars in available funding. This is actually very competitive. Ms. DeLaney thinks that our odds are fairly good, considering the history.

Ms. DeLaney also reported that next week the newly established Passenger Rail Commission would meet in Orlando, and TCRPC representatives will be in attendance. The updated agenda, which was posted yesterday, now includes all the passenger rail projects in the State, so not only high speed rail but also intercity passenger rail, meaning the Amtrak/FEC Passenger Rail Corridor Project, as well as all the commuter rail projects that are on the horizon. The new commission would have a broad

perspective as to what is happening in the State, and this is the commission that would be setting priorities for FDOT as to what gets funded and when. Ms. DeLaney agreed that TCRPC would provide an update to the Committees about this meeting.

Ms. DeLaney finalized her update by saying that the liability issue continues to be a topic of discussion. The last minute agreement that was signed before the application was submitted was called an Agreement in Principle, like a Memorandum of Understanding (MOU) between Amtrak and DOT. The agreement indicates that DOT and Amtrak would work together to accomplish legislation to allow the State to secure liability and indemnification to permit the trains to run. She mentioned that there would still be correspondence going back and forth on this regards.

The Members thanked Ms. DeLaney for the update.

#### **B. Regional 2035 Long Range Transportation Plan (2035 RL RTP) Update**

##### **Memo: temp11CACa03.02**

Mr. Beltran introduced the project team for the Regional 2035 LRTP. Among the attendees were Director Michael Busha, Mr. Terry Hess and Mr. Dana Little with the Treasure Coast Regional Planning Council (TCRPC); and Mr. Mark Ledford, Technical Consultant from Kimley-Horn and Associates.

Ms. Beltran stated that staff of the TCRPC and staff from the subconsultant Kimley-Horn will present the 2035 RL RTP Needs Plan, which is based on input gathered from the Joint Martin MPO / St. Lucie TPO Policy Board at its August 12, 2010 meeting, for approval.

Mr. Dana Little provided a PowerPoint presentation (copy on file). He stated that Tasks 1, 2 and 3 of the RL RTP Work Schedule have been completed. Tasks 4: Needs Plan Development, Task 5: Development of Transportation Alternatives, Task 6: Financial Resources Analysis, and Task 7: Draft Goals, Objectives, and Policies; would be discussed today. Mr. Little commenced by saying that input gathered from the Advisory Committees would be presented at the next Joint Policy Board meeting scheduled for October 21, 2010, for review and recommendation.

Mr. Little provided some background and said that the Joint MPO/TPO Board authorized the TCRPC and RL RTP Team to develop and model the Infill Alternative Plan to evaluate potential benefits to mobility in the region.

Mr. Little mentioned that, as a result of the Public Workshops and the Focus Groups that followed, Martin and St. Lucie County residents expressed the following preferences and ideas, which went into the Infill Alternative Plan:

- Focus growth in the (Community Redevelopment Areas) CRA Districts
- Provide greater incentives for Infill
- Look for opportunities for greater connectivity in the region
- Improve mobility throughout
- Look at mixed-use Infill Development along US 1
- “Fix what we have, finish what we started”

Mr. Little presented a slide for each County, depicting the different districts for the “Infill Alternative” Plan. The Infill Alternative Plan presentation included six categories: downtown

districts and neighborhood commercial districts, where strip-centers may already exist, and how we could improve the balance of land use there. This would allow small amounts of neighborhood-type commercial uses so local trips do not have to get back out into the arterials. The Plan also identifies neighborhood infill development districts, US 1 development corridor, regional workplace districts, and it formally recognizes areas for active recruiting for regional workplace districts, such as the airport and the seaport.

Mr. Little stated that the Infill Alternative Plan emphasizes the necessity of linking the RL RTP to adjustments within the local Land Development Regulations. The RL RTP in and of itself does not change the local Comprehensive Plans or the local Land Development Regulations; but the Plan mainly shows that there *are* benefits to balancing land uses, particularly in the urban corridors.

Mr. Little went over the overview of activities completed thus far, resulting in a “formula” that would include: the baseline population totals, a refined Infill Alternative Plan, the development of Socio-Economic Data (containing who lives where, where do they go, and what the household income is). This Socio-Economic data is then forecasted into the 2035 future, resulting into the development of the “Z” Data. The “Z” Data is then brought into a refined Greater Treasure Coast Regional Planning Model (GTCRPM), which is a model developed by the Department of Transportation (the model shows what the travel patterns are, among other key data). Mr. Little stated that the initial model-runs have been done. The models have been run to highlight deficiencies and provide the basis for identifying needs.

Mr. Little stated that while updating and validating the model, deficiencies were found. One example in Martin County is that the previous model showed a large group of “phantom” trips within a big Transportation Analysis Zone (TAZ) area being loaded into Cove Road. Mr. Little said that this was a physical impossibility because those areas did not even connect to Cove Road; therefore, creating deficiencies in the area that maybe didn’t even exist. Mr. Little said that testing the model with what the land development patterns are was done on a TAZ by TAZ basis throughout both Counties, just to ensure accuracy. The deficiencies had become the basis for identifying the Needs Plan.

Mr. Joe Capra asked, as an Advisory Committee Member, what are the things that he should be looking for in future models in order to be able to identify any data inconsistencies/inaccuracies. Mr. Capra stated that perhaps the use of a local agency like the TCRPC would help avoid these kinds of “overlooks”. Mr. Little stated that County and Municipal staff invested a great deal of time to help develop the local models as well.

Ms. Samantha Horowitz pointed out, for the benefit of the Martin TAC group, that inconsistencies have been identified in the 2030 and the 2035 database. She said that this would be discussed in further detail later into the topic.

The Needs Plan and the Financial Resource Analysis Update were discussed next by Kimley-Horn Technical Subconsultant Mr. Mark Ledford. Mr. Ledford proceeded to discuss the Needs Plan component (continuation of the previous PowerPoint presentation, copy on file). In highlighting the aspects considered when developing the Needs Plan methodology, he said that one of the modifications done to the 2005 Traffic model was to update the capacity, segment by segment, to meet local government Comprehensive Plans. He explained that from year 2005 they [Kimley-Horn] jumped into year 2014 because this would be the next *key* year in the Long Range Planning

process. Mr. Ledford said that basically all of the projects that are currently funded in the MPO/TPO Transportation Improvement Programs (TIP) would have been programmed into 2014. Therefore, this would be the roadway network that is anticipated to be in place, as we are looking forward to year 2035. He said that future roadway deficiencies were identified then, by analyzing the volume-to-capacity ratio on the roadway network. Lastly, the needs to address those deficiencies were acknowledged.

Mr. Ledford explained that when the 2035 volumes are added to the 2014 network, it produces what would be considered *deficiencies*, which is where the level of service (LOS) on the roadway network is inadequate to accommodate the 2035 traffic volumes. Mr. Busha added that the deficiencies identified were adjusted according to the Comprehensive Plans, in terms of the various LOS.

Ms. Terry Rauth stated that she printed the deficiencies map in color, and that the map in the Draft RL RTP in the agenda package is not the same as it still shows, for example, that the widening of SR 76 to six lanes over the Turnpike needs to be done, and it does not. Mr. Busha said that they have met with Ms. Lisa Wichser, Martin County Traffic Engineering Administrator, and they have worked on the map. He explained that the TAZs were showing way more growth than it really was anywhere. Ms. Rauth stated that she was not sure whether to approve the Draft Plan presented today as it contains the incorrect Martin Needs Plan map. Mr. Busha took note; he said that he will replace the map with the one containing the updates, as they have already discussed the discrepancies and have taken them into consideration.

Mr. Ledford discussed next the 2035 roadway deficiencies for each County.

Mr. Ledford said that the Roadway Needs Plan, which was developed to address the deficiencies in the roadway network, is not cost-constrained. Mr. Ledford stated that not all roads depicted as deficient on the 2035 roadway deficiencies map will need to be widened in order to obtain acceptable levels of service.

Mr. Ledford mentioned that Congestion Management Strategies (CMS) have also been identified on the Draft Needs Plan and they typically involve traffic operations improvements. CMS are a lower cost alternative to traditional roadway widening. Some examples are traffic signal timing optimization, adding intersection turn lanes, utilization of Intelligent Transportation Systems (ITS), and multimodal transportation solutions.

Mr. Ledford presented the Martin Needs Plan map and the St. Lucie Needs Plan map. He mentioned that the Martin County map did not contain the most up-to-date revisions, as it was pointed out by Ms. Rauth earlier.

Ms. Beltran said that during the Regular Martin TAC meeting held earlier today, one of the Members had a concern as to whether the Premium Transit Study worked in conjunction with this Long Rang Transportation Plan. Ms. Beltran said, "If you look [on the map of the presentation] along US 1 most of that is highlighted for Congestion Management strategies. There is a section you can see...from Wright Boulevard north to Jensen Beach Boulevard that is to be expanded to eight lanes. There are questions in Martin County as to whether that would ever happen. An alternative is to look at Congestion Management strategies such as Premium Transit along the US 1". Mr. Little said that the US 1 corridor is identified in the Alternatives Map as an area designated to be retrofitted versus a widening approach.

Mr. Capra stated that he was surprised that Martin Downs Boulevard going from the Palm City Bridge to Monterey Road was showing as being deficient, when the construction of the Indian Street Bridge would be precisely to alleviate that. Mr. Busha responded that this is what the model indicated; that widening this section from four to six lanes is what's needed in order to meet the LOS for Martin County. Mr. Busha said that a more "human" judgment needs to be used when analyzing the model's results; the model is mainly considering overcapacity. The Alternatives Plan would provide more options other than just widening roads, and would consider the limited funding resources as well.

Mr. Ledford then talked about the Transportation Alternatives as a "bridge" that would connect the Needs Plan with the Cost Feasible Plan. He used parallel corridors US 1 and Old Dixie Highway in northern St. Lucie County as a Transportation Alternative example. Mr. Ledford stated that widening US 1 along this area would alleviate the need to widen Old Dixie Highway because it would attract the traffic volume over-capacity on Old Dixie and would put those trips on US 1.

Mr. Todd Cox asked what would be the discussion for St. Lucie Village in terms of widening roads. Mr. Busha responded that the model suggest that both of these roads, US 1 and Old Dixie Highway, would be deficient in year 2035 by the County's LOS standards; and what the Alternatives model shows is that by widening US 1 from four to six lanes between the County line and Ft. Pierce, the widening of Old Dixie Highway becomes unnecessary. Mr. Busha stated that the Alternatives model is important considering that revenue funding may keep decreasing as we are moving towards 2035.

Mr. Ledford said that as part of the Alternatives they also examined the Needs Plan to make sure that the model is accounting for the (Towns, Villages and Countryside) TVC area in the northern part of St. Lucie County property, for example Indrio Road. Indrio Road would be a neighborhood with a more grid-like system, with more internalization, and more connectivity to the larger roads.

As another example Mr. Ledford mentioned the US 1 Corridor Retrofit project south of Fort Pierce. This retrofit strategy is consistent with community desires to avoid further widening while still providing transportation enhancement options.

Ms. Kim Graham requested general clarification and she asked, "Are you [TCRPC] creating a Needs Plan for the Alternative Infill Land Use Plan or are we creating a Needs Plan for Historical data for the model that was actually ran? What are we creating here?" Mr. Busha responded that the MPO and the TPO Board instructed them to do the Needs Plan based on the Alternative Infill. Ms. Graham asked, "Are we going to have two Needs Plans? We are going to have a Needs Plan for the Historical and we are going to have a Needs Plan that shows what the Infill is? I guess that's my question". Mr. Busha replied that they have both of them. Ms. Graham asked if the Needs Plan for the Historical Trend data has been brought to the TAC for review. Mr. Busha was not sure whether the TAC groups have been presented this Plan.

Ms. Graham stated that the Historical model is the real purpose of the LRTP (Mr. Busha dissented with this statement), whereas the Infill model is a guideline. She wanted to ensure that there would be another Needs Plan for the Historical Trend analysis brought to the TAC for review. She stated that she could not approve the Needs Plan presented today without reviewing the Needs Plan from the Historical Trend. Mr. Busha said that they could provide it.

Ms. Graham said, “they [the MPO and the TPO Board] asked for the information [the Infill model information for the Needs Plan] I don’t think they ever said: ignore the historical; that’s not what I’ve heard”. Ms. Graham said that she wants the Needs Plan to be reflective of the Historical, and not of a potential Infill that may or may not happen. Mr. Buchwald suggested that at the next joint TAC the Members could make a recommendation to the MPO/TPO Board on this regard. Chairman Amerson stated that as the Technical Advisory Committee, both plans should be available for review. It was agreed that both plans would be available to the MPO/TPO TAC for review.

Mr. Ledford resumed his presentation and said that another Alternative example was The Village Parkway Extension project (west of I-95, from Becker Road in the north, to Martin Highway in the south). Mr. Ledford stated that based on a recent request from the Martin/St. Lucie Joint MPO/TPO Board, the proposed Sunrise Groves development is being added to the 2035 model during the Alternative analysis.

The last Alternative example presented was Cove Road and Salerno Road, where the roadway improvements would alleviate the need for widening these roads by making a better mix of uses including transit-oriented / pedestrian-friendly types of developments with parks.

Mr. Ledford proceeded with the discussion of the Financial Resources component. This is where we look at the revenues that have been anticipated for 2035.

Mr. Ledford said that the financial revenue projections in the analysis include both future capital investments in transportation infrastructure, and operating and maintenance expenses. The revenue projections are used to prioritize future roadway and transit investments in a financially “constrained” scenario. Mr. Ledford said that they looked at the Federal, State, and local funding programs that support transportation investment that are already reviewed and projected through 2035. The review includes revenue from the following sources:

- Federal finding programs for highways (Federal level)
- FDOT funding programs and revenue estimates (State level)
- Gas tax revenues and transportation impact fees (local level)

Mr. Ledford stated that the financial revenues showed on the Tables “Martin Projected Capital Revenues” and “St. Lucie Projected Capital Revenues” are listed in present value.

Mr. Ledford compared the costs identified in the Needs Plan with the Projected Capital Revenues. Mr. Busha stated that the policymakers would have to make some choices because there is not enough money to make everything the model suggests it needed.

Mr. Capra asked if Turnpike revenue was included in the revenue table presented. Ms. Lois Bush from FDOT responded that the Turnpike is not included in the revenue forecast FDOT provides. Mr. Busha stated that they would have to follow up on this question, and find out whether the Turnpike has any budgeted amount for Martin and/or St. Lucie County. Mr. Dan Hudson noted that the Turnpike was showing up in the Needs Plan, and wondered why it was not included in the Projected Capital Revenue side of the “equation”.

[Mr. Dan Hudson left the meeting to attend a previous engagement – 4:20 p.m.]

Mr. Ledford clarified that the revenue funding sources identified are those which are currently in place and anticipated to *remain* in place. Some of the calculations are done by formula. The next

step would be to utilize Revenue Projections and Estimated Project Costs to develop the 2035 Cost Feasible Plan (CFP).

Ms. Bush said that in order to use federal funding such as ARRA or funds from other Federal Aid programs, the Counties have to show that the use is consistent with the Long Range Transportation Plan. She said that this information is critical.

Ms. Bush said that in the past Martin MPO and St. Lucie TPO split TMA funds based on population, resulting in 38% for Martin County and 62% for St. Lucie County. She asked if the two Counties were going to do the same for the 2035 TMA or if they were going to revisit this approach. Ms. Graham asked if this kind of information would have to be included in this document. Ms. Bush responded that it would go hand-in-hand with revenue and with regional coordination plans where TRIP funds could be matched with those TMA funds; the RL RTP process provides an opportunity to revisit this approach. Mr. Busha stated that the MPO/TPO Board should be asked. Mr. Ledford said that the current apportionment is based on the 2000 Census. Mr. Buchwald stated that the Boards would have to discuss this issue further.

Ms. Horowitz said that a question was raised at their earlier regular Martin County TAC meeting regarding Z data. She asked at what point are other people allow to use the Z data, can it be used before it is adopted. Mr. Busha responded that it can be made available to anybody that requests it. Mr. Busha added that one of the reasons the RL RTP was revised every five year was to refine data. He advised consultants to use the 2035 Plan information in their studies, such as the SR 76 Study. Mr. Buchwald stated that a similar situation rose in St. Lucie County with Kings Highway.

Mr. Busha moved on to the final portion of the presentation: Goals, Objectives and Policies (GOPs).

Mr. Busha stated that the changes proposed were very modest.

Mr. Busha said that these are the GOPs in support of the RL RTP Infill Alternative; therefore, the GOPs would act like an established list of “instructions” for the MPO/TPO to operate under, and to help identify where they would advocate for certain improvements to be made, etc.

Mr. Busha stated that the GOPs do not replace or supplant existing Comprehensive Plans. The GOPs do not mandate changes but they do serve as good guidance.

Mr. Busha said that RL RTP Goal 1.0 is “An efficient multimodal transportation system to serve regional and local needs and ensure transportation choices for all citizens, visitors, and businesses of the Region”. This system is a mix of elements (ports, airports, bicycle, pedestrian, transit, road widening, and/or trains), all well interconnected, that would work for everybody and would provide choices.

RL RTP Goal 2.0 is “Transportation investments that discourage suburban sprawl and improve the economy and value of existing towns, cities, and other redevelopment areas”. Mr. Busha stated that this is currently “the norm”. He pointed out that its a typical example of the kind of change that will not happen by chance and that would need to be addressed by shifting towards a more transit-supportive environment; starting site by site, project by project, and parcel by parcel. The whole system’s behavior would need to be re-adjusted.

Mr. Busha stated that there are policies within Goal 2.0 that suggest some things as simple as shifting the location of a building forward. Simple changes could contribute to modify the entire character of a city. He said that we spend millions and millions in roadways but sometimes we do not ask the private sector to compliment that huge infrastructure investment, other than just requiring to put a buffer and planting some trees. Mr. Busha said that this may not be the best combination, especially not for the pedestrians. He provided several interesting alternatives that would promote moving away from a hostile environment for transit and pedestrians, and moving into a better approach that would promote the streets as an amenity, and that would inspire investment. He suggested several ideas to create less single-use structures by incorporating a mix of use into the neighborhoods.

Mr. Busha addressed the last RL RTP Goal 3.0 “Improve land use and transportation decision-making and intergovernmental cooperation in the region”.

Mr. Busha encouraged the Members to review the policies and objectives and to share their input. He said that the GOP Policies were still in draft form, at least for the next couple of months. Mr. Busha discussed the New and Updated GOP Policies:

The first change is an addition to a policy on page five:

- Policy 1.1.10: “...especially in US 1 Corridor retrofit project areas.”

The next change is on page six. It was a suggestion from a St. Lucie County Commissioner:

- Policy 1.1.14: “As a method to protect the countryside, minimize the need to increase overall development rights in the Region, and carry out the RL RTP Infill Alternative, a regional Transfer Development Rights (TDR) program should be developed for applications to CRAs, downtown districts, and identified redevelopment corridors.”

Mr. Busha stated that this was no easy proposition because it meant that everybody would have to participate in that.

This next change was an addition requested by a Martin County Commissioner, on page ten:

- Policy 2.1.15: “Require Transportation planning and actions to designate and protect the Martin Grade (CR 714) between CR 609 and SE 710 as a Scenic Highway.”

The last policy presented, on page eleven, was a new policy created by TCRPC Staff triggered by errors found in the TAZ data when using the 2030 data. Developed to avoid false readings that would affect the model:

- Policy 3.1.8: “Prior to undertaking the 2040 RL RTP, revise and refine the TAZ boundaries and centroid connectors to be reflective of the 2010 Census data and actual travel patterns and land uses.” Mr. Busha stated that small mistakes made when collecting these kinds of data would magnify tremendously and would result in bad decision making.

Mr. Busha moved on and stated that the next meeting would be in October 7<sup>th</sup> with Joint CAC and Joint TAC meetings with St. Lucie County, hosted by St. Lucie. These meetings would be for the review and discussion of Task 8: Cost Feasible Plan. There is also a Joint MPO/TPO Policy Board meeting scheduled for October 21<sup>st</sup> in Martin County.

Mr. Busha reiterated the importance of provided input on the subject presented today.

Mr. Busha talked about including an acronym page in the report.

Mr. Cox asked if the GOPs presented today pertained to the Infill Alternatives Plan. Mr. Busha replied in the affirmative. Based on Ms. Graham's concern expressed earlier, Mr. Cox stated that if the MPO/TPO Board has not been presented the Historical data, why we are analyzing these particular GOPs; he asked if there have been any GOPs created for the Historical data. Ms. Graham added, "As a Technical Reviewer, I think it is important to have both Needs Plans so we understand them, so we can advise our Boards appropriately. And if you are putting a Cost Feasible Plan together, I assume it is going to be on both of Needs Plans. So at the next meeting it seems that we are going to have two Needs Plans: one Historical and the Infill; and, we are going to have two Cost Feasible Plans". Mr. Busha responded that TCRPC staff was not considering doing two Cost Feasible Plans. Ms. Graham responded, "I don't think your contract was to do an Alternative, I thought your contract was to do a Historical *and* to provide an Alternative so that we could see how we could save money in the future; not to head down an Alternative path. That was never my understanding". Mr. Busha responded that he would have to discuss this issue further with the MPO/TPO Board.

Ms. Kara Woods suggested that at the next meeting TCRPC staff would present the difference between moving down the Alternative Infill path versus moving down the Historical Trend path, in terms of the data used. Mr. Busha said that they have already explained these differences but they would present the deficiencies of the two scenarios again; they would present the Historical Trend Needs.

Ms. Graham stated, "I think we did not agree in this issue, so in fairness, the City of Port St. Lucie has not changed their position and they are not changing their position on this issue since you [the TCRPC] started the Long Range Plan [RLRTP], so I just wanted to make sure...if you [to Mr. Busha] are getting mixed signals it is important that we get (cleared) out". Mr. Busha was under the impression that they were developing the project as agreed by the Joint Board. He said that he would be happy to provide information and to clear any issues, if it was necessary.

Ms. Bush proceeded to distribute a copy of a regional map (copy on file), as a suggestion of a supplemental item that could be included in the RLRTP. Mr. Busha said that there was not a regional map of St. Lucie and Martin County, and suggested that each County and/or FDOT could participate financially for the creation of a two County map.

Chairman Amerson asked if there was any action that the Joint TAC Members would like to take in terms of the Needs Plan presented. Ms. Rauth requested reassurance that the correct Martin County Needs Map would be included. Mr. Busha responded in the affirmative. Mr. David Carlin said that there are some changes, per the discussions of the group today, so he was concerned if the Members' input and suggestions should be done as a consensus group instead of forwarding their comments directly to the respective MPO/TPO Directors. Mr. Busha replied that the next Joint TAC meeting was scheduled for October 7<sup>th</sup>. Mr. Buchwald suggested gathering the Members' comments at their individual meetings, and then presenting the suggestions at the October 7<sup>th</sup> meeting.

The Recording Secretary summarized the Members actions as follow: **To approve the Needs Plan as presented today, provided that: 1) the corrected Martin County Needs Plan Map is included in the document; 2) that Members' suggestions be provided in writing to the respective MPO/TPO Directors so they can be reflected in Martin's upcoming Special Joint CAC/TAC**

meeting (September 17<sup>th</sup>) and St. Lucie's upcoming regular TAC and CAC meetings (September 21<sup>st</sup>) and; 3) with the understanding that TCRPC will provide both the Historical Trend Needs Plan and the Infill Alternative Needs Plan. Mr. Busha said that he would also provide the difference between the two, in terms of the vehicle miles traveled, the vehicle hours traveled and the greenhouse emissions, so the Members can compare both of them.

Ms. Rauth moved to recommend to the Joint Martin MPO/St. Lucie TPO Policy Board approval of the 2035 RL RTP Needs Plan with the inclusion of the provisions summarized by Staff. The motion was seconded by Mr. Carlin. The motioned carried unanimously.

**7. COMMENTS FROM THE MEMBERS**

None

**8. COMMENTS FROM FDOT**

None

**9. NOTES**

On file

**10. NEXT MEETING**

- 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 at 10:30 a.m.

**11. ADJOURN**

Mr. Capra moved to adjourn, seconded by Mr. Moon. The motion carried unanimously. The meeting was adjourned at 5:10 p.m.

**Recorded and Prepared by:**



Lisandra Bonet, Administrative Specialist II

Date: Oct. 07, 2010

**Approved by:**

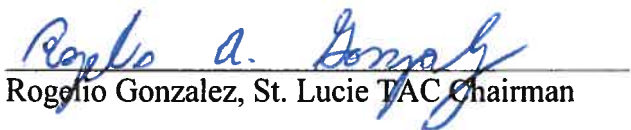


Sam Amerson, Martin TAC Chairman

Date: 10/7/10

Samantha Horowitz, Vice-Chair

and



Rogelio Gonzalez, St. Lucie TAC Chairman

Date: 10-7-10