

MARTIN METROPOLITAN PLANNING ORGANIZATION
POLICY BOARD MEETING

Martin County Board of County Commissioner Chambers
2401 S.E. Monterey Road

Stuart, FL 34996

(772) 221-1498

www.martinmpo.com

Monday, September 22, 2014 @ 9:00 A.M.
Minutes

1. CALL TO ORDER.

The meeting was called to order by Chairman Tom Bausch at 9:01 AM.

2. PRAYER—Reverend James Brocious, Stuart Alliance Church

3. PLEDGE OF ALLEGIANCE

4. ROLL CALL

Members in Attendance:

Tom Bausch, Chair, Town of Sewall's Point Commissioner

Sarah Heard, Vice-Chair, Martin County Board of County Commissioners

Eula R. Clarke, City of Stuart Commissioner (left at 10:09 A.M.)

Troy McDonald, City of Stuart Commissioner

John Haddox, Martin County Board of County Commissioners

Doug Smith, Martin County Board of County Commissioners

Anne Scott, Martin County Board of County Commissioners

Members Excused:

None.

Members Absent:

None.

Staff in Attendance:

Beth Beltran, MPO Administrator

Margaret H. Brassard, Administrative Specialist II

Murriah Dekle, Planner II

Bonnie Landry, Senior Planner

Others in Attendance:

Ronald Coddington, Somerset Homeowners Association

Cindy Spies

Peter Merritt, Treasure Coast Regional Planning Council

Julie Whalen

James Harrell

Arlene Tanis, FDOT

Lisa Maack, FDOT

Joseph Banfi

Annie Potts

Susan Steen

Susan O'Rourke, Susan E. O'Rourke, PE., Inc.

Rob Dawson, Sustaining Community Lands, Inc.

Kim DeLaney, Treasure Coast Regional Planning Council

Joe Capra, CAPTEC

Reverend James Brocious, Stuart Alliance Church

A quorum was present for this meeting.

5. APPROVE AGENDA

A motion was made by Ms. Eula Clarke to approve the Agenda as published. The motion was seconded by Mr. John Haddox. There were no additions. The motion passed unanimously.

6. APPROVAL OF MINUTES

Ms. Sarah Heard made a motion to approve the minutes for the June 23, 2014 meeting. A second was provided by Ms. Eula Clarke. There were no amendments. The motion passed unanimously.

7. PUBLIC COMMENTS

(PLEASE LIMIT YOUR COMMENTS TO THREE MINUTES; COMPLETE CARD TO COMMENT)

The Chair acknowledged the requests to speak and called Ms. Cindy Spies to the podium. Ms. Cindy Spies introduced herself advising that she resides on Linden Street off of Kanner Highway. She stated that she opposes the widening of Kanner Highway to six lanes as they currently have to cross to the median in order to go northbound on Kanner. She is of the opinion that should this roadway be widened that they would not have a median area in which to wait while crossing the road making it more dangerous. She mentioned as there has been so much money set aside for this project, and the taxes are being increased why not return these funds to the constituents and not widen the road. She stated that she drives Kanner daily and she does not see the need for the widening. Ms. Spies said that for those exiting from I-95 to Kanner Highway, seeing the sound walls and all the lanes, they will think that they are still on I-95 which doesn't extend the welcome desired by the community.

Mr. Bausch called upon Mr. Ron Coddington. Mr. Coddington introduced himself stating that he resides in Somerset, off of State Road (SR) 76. He advised that he has been working the Mr. Sonnett, the Head Engineer of this project, for the Florida Department of Transportation (FDOT) regarding SR 76 noise walls, for approximately six years. Mr. Coddington said that he requested that Mr. Sonnett have a noise crew come to gauge the current noise level of Kanner Highway, to which he obliged. Kanner Highway, being four lanes, was accepted for noise walls four years ago, the addition of two lanes will only increase the noise level. He stated that the first home in his complex is 36 feet from SR 76, confirming his opinion that the noise walls are needed as there is not enough space to have a successful vegetation barrier. Mr. Coddington stated that he wished to address the enhancement on Colorado Avenue. He was of the opinion that reducing the travel lanes from four to two and going to a turn-around that is cumbersome to negotiate which frequently makes drivers have to go over the curb was a waste of money.

Ms. Susan Stein introduced herself, thanked the Board for allowing her to speak, and advised that she resides in Harbor Estates near St. Lucie Street off of Kanner. She advised that there has been an increase of noise since the opening of the Veteran's Memorial Bridge. She said that she hasn't seen any traffic count strips in the roadway and she's unable to understand why this roadway would be considered to have six lanes, and why there aren't more residents in attendance at this meeting. She said that this isn't something to be taken lightly, and making this into a Blue Heron Boulevard isn't what Martin desires; we are beautiful, conscientious, with a Comprehensive Plan as well as a 2030 Plan for this road.

Mr. Bausch announced that he had no additional requests to speak if there were any others that wished to address the Board. With that, the Public Comments agenda item was closed.

8. BUSINESS ITEMS

A. TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENTS FY2014/15-FY2018/19

Ms. Beltran stated that the first part of this item is informational. The administrative amendment to the Transportation Improvement Program (TIP) for the resurfacing of I-95 was approved this summer in order for the State to begin the project, bridging the gap between the State and Federal fiscal years. She advised that the next two parts of this item will require approvals and are in the Agenda Package. The Roll-Over Amendment allows the remaining funds in the last fiscal year to be moved to this fiscal year in order to be expensed in Fiscal Year (FY) 2015. The second amendment is a text change to add the words "Veteran's Memorial Bridge Environmental Mitigation Project" on the project page showing same as requested by FDOT. Ms. Beltran requested that the two TIP Amendments be approved for the FY2015 TIP. Ms. Heard asked if the first TIP Amendment is for SR 76 but it's from west of CR 711 to west of I-95 not changing Kanner Highway to six lanes on which the public speakers were commenting, those are east of I-95. Ms. Beltran stated that it is part of the Roll-Over Amendment and yes, you are correct. Mr. McDonald mentioned table 8-3 where the money for widening Kanner Highway is listed. It is in different segments from four to six lanes. Ms. Beltran clarified that the project page was included in the Agenda item and references the west part of Kanner Highway from I-95 to CR711 to Pratt Whitney which is what the Roll-Over amendment is regarding. She stated that a few years ago, the MPO requested that the State not move ahead with construction of that project as they were under design. FDOT will shelve that project as they understand that the MPO has advised them that it is not a priority.

Mr. Bausch advised that he has received a late request to speak on this matter, so he call Ms. Annie Potts to the podium. Ms. Potts advised that she has been a resident for 20 plus years residing off of Kanner Highway and currently in Palm City between the two bridges. She advised that noise travels long distance and there has been a significant change since the opening of the Indian Street Bridge [Veteran's Memorial Bridge] however, she noted that it is a by-product of the necessary growth in the County. Ms. Potts said that it's very important that the Board look closely at anything east of I-95, as she concurs with those residents who spoke earlier as the

quality of the smaller communities will be tremendously affected by Kanner Highway being six lanes. She requested if the Board does proceed with this project to proceed sensibly, thoughtfully and keeping the interests of the residents at the forefront.

Mr. Bausch noted another request to speak and called Mr. Joe Banfi to the podium. Mr. Banfi introduced himself as a resident and property owner directly affected by the widening of Kanner Highway. He advised that the County needs to take a very strong position on making this the most beautiful road as it is a gateway to the County. Mr. Banfi stated that the County needs to be able to participate in the review of any cross sections that are created. He advised that he has mentioned this twice before at public meetings that the barriers, if in excess of six feet in height, will have to meet specific County set back requirements or go through the process of getting a variance from the County to put it on the property line. He is of the opinion that it may affect right-of-way (ROW) or easements that may be negotiated between property owners and the DOT.

Ms. Eula Clarke made a motion to approve the Transportation Improvement Program Amendments FY 2014/15-FY2018/19. The motion was seconded by Ms. Anne Scott. There were no objections to the motion. The motion passed unanimously.

B. FY2015/16 LISTS OF PROJECT PRIORITIES

Ms. Beltran stated that this is a list that comes before this Board every year. She stated that there are three Lists of Project Priorities (LOPP), the first competes for Surface Transportation (SU) Funds, the second are Transportation Alternative Projects (TAP) funds, followed by Public Transit's Program of Projects (POP). Ms. Beltran provided an overview of the first list, stating that these are unfunded projects competing for SU Funds: (1) High Meadows resurfacing project which was funded last year, however, staff is requesting that additional sidewalks be included and the project limits be extended from Martin Highway to Murphy Road; (2) Murphy Road Bridge Replacement Project; (3) the Traffic Signal Modification on US 1; (4) roadway lighting on A-1-A on Hutchinson Island; (5) PD&E Study addressing the widening of State Road (SR) 714 from Citrus to Martin Downs Boulevard; (6) PD&E Study on Cove Road which is identified in the LRTP; (7) US 1 Corridor Retrofit Project; and (8) realignment of SR 714 where it intersects SR 710. Mr. Smith stated that this question is directed to Mr. Don Donaldson, Engineering Department Director. He stated that north of the Murphy Road Bridge, there is a significant development project happening which will probably change the traffic volume in that area. He asked if the bridge design should be reviewed to ensure that it will accommodate the anticipated traffic as was discussed under the first two projects mentioned by Ms. Beltran. Mr. Donaldson said that there are no plans to look at Murphy Road in terms of future expansion; the goal was to use Citrus Boulevard as the main connector with St. Lucie County. Mr. Smith stated that he wasn't sure if when this was discussed that Martin was aware that there was going to be an additional 3,000 units on the border of Palm City on Murphy Road. Ms. Heard stated that the single greatest shaper of how a community looks is where the roads are

placed, number of lanes and how they are configured. She acknowledged that it will be a problem with Kanner Highway and that a better solution needs to be sought. She added that another problem is Cove Road and she will move that this be deleted from the LOPP as capacity is not an issue as long as the vacant parcels are not developed. Ms. Heard stated that it was a two lane, unpaved road until approximately 17 years ago and the additional capacity is just not necessary.

Mr. Haddox referenced Mr. Smith's comments of the 3,000 homes in St. Lucie County and the affect it will have on Murphy Road and the bridge. He said that he spoke to Mike Busha of the Treasure Coast Regional Planning Council (TCRPC). He was of the understanding that there had been discussions between the TCRPC and Mr. Donaldson regarding performing a traffic analysis to gauge the traffic affect in that vicinity. He asked Mr. Donaldson how capacity improvements could be made to Murphy Road if warranted by the analysis. Mr. Donaldson advised that those lots were platted in the 1970's so that plan was there prior to the existence of Palm City. He clarified that the way the Long Range Transportation Plan (LRTP) works is by using the population projections to determine infill. He said the LRTP considers current populous and what's projected in 20 years, nothing in between. Mr. Donaldson said that in the past St. Lucie County wanted all the development so Martin has shifted the urbanized area (UZA) growth giving precedence to St. Lucie County. He stated that even with that, the need to improve Murphy Road has not been projected, and the LRTP updates are performed every five years. The County also monitors traffic and should a considerable load increase become prevalent on Murphy in the future, a decision will have to be made to either improve the road to be multiple lanes or constrain it, utilizing or developing alternate routes which in this case would be improving Citrus. Mr. Donaldson stated that they would make Citrus be the more convenient route while Murphy Road would be traffic calming. He advised that the LRTP Update which the Board will be analyzing soon will be the next opportunity to make the determination as to when Murphy Road will need either a policy decision to constrain or improve. Mr. Haddox inquired as to the current time frame for widening Citrus Boulevard to the Turnpike. Mr. Donaldson stated that it's currently failing at capacity and the County will soon be making Interim Improvements, however, any development in that area will be up against the issues of the Comp Plan Level of Service (LOS) D capacity requirements. Mr. Donaldson advised that the improvements are still about four or five years out. He clarified that the reason Cove Road was on the list is that the MPO is able to ask FDOT to prioritize Federal or State Funds to assist in the construction of infrastructure. Cove Road, he said is a County Road, but having a PD&E performed, if it follows the Federal requirements it would be eligible for Federal funds in the future. Mr. Donaldson reminded the Board that it would be in the very beginning of the project with a PD&E. It is not likely that construction on Cove Road would happen in less than ten years. Without a PD&E the only option would be for the County to use local or impact fees to fund the improvements. He clarified that it is not eminently needed. Salerno Road has been constrained to never become four lanes. The premise is that if widening were to become necessary on Cove Road, it would be eligible for Federal funds. Mr. Smith confirmed what Mr. Donaldson said adding that when the policy

decision not to expand Salerno was made years ago, it had consent from the residents, and that capacity need would be shifted to Cove Road. Mr. Smith returned to the High Meadows/Murphy Road subject stating that in all the years Citrus Boulevard was discussed, the numbers may have been factored into the decision making process, but he doesn't recall the numbers being discussed about the development on the county line just north of Murphy Road, being factored into Murphy Road traffic. He said possibly the numbers were factored into the trips and that some trips would go to Citrus Boulevard, but he stated when the traffic calming was installed, it was to divert some of the increased St. Lucie traffic west to Citrus Boulevard. Mr. Smith asked Mr. Haddox if the TCRPC is in process of formalizing a traffic study or does Martin need to request one. Mr. Haddox said that he would have to get back with Mr. Busha as conversations had transpired between the TCRPC and Engineering and he was unsure of any results.

Mr. Smith made a motion that staff engage in a conversation with the TCRPC and Engineering to obtain additional information regarding the future traffic coming toward Martin on Murphy Road so that options would be available for discussion at the next MPO meeting. Mr. Haddox provided a second. There was no additional discussion and the motion passed unanimously.

Mr. Smith asked Ms. Beltran as to the timing for the funding on the first two projects. Ms. Beltran stated that the timing will be learned in November when the State presents the Tentative Work Program. She said that this LOPP would be to fund the fifth year of the Work Program. She stated that occasionally a project may be accelerated. Ms. Beltran added that there are two other project priority lists that she will review and staff is asking for a recommendation to approve all three at once.

Mr. Smith said that he would move to approve the ranking of the proposed list. Ms. Beltran inquired if the motion included the Enhancement funds [Transportation Alternatives Program (TAP)] and transit lists as well. **Mr. Smith confirmed.**

Ms. Heard made a motion that the LOPPs be approved with Cove Road removed. The motion was seconded by Ms. Anne Scott. The Chair acknowledged that there had been a motion on the floor by Mr. Smith and he inquired if anyone desired to provide a second on that motion. Seeing none, that motion failed.

Ms. Heard restated her motion that the LOPPs be approved with Cove Road being removed from the project priorities. The motion was again seconded by Ms. Anne Scott. There was no additional discussion. The vote was called. The motion passed with Mr. Doug Smith opposing.

Mr. Bausch inquired as to the condition of Murphy Road Bridge and if it would be able to wait for five years. Mr. Donaldson affirmed stating that it is not wide enough for a pedestrian crossing, but structurally it can be maintained to carry traffic. Ms. Beltran added that the bridge does have weight restrictions. Mr. Donaldson noted that the County has a significant backlog in infrastructure and being able to use Federal funds to pay for a

new bridge allows the County to have funds for other critical needs that aren't eligible for funding of this type.

C. DTS MAINTENANCE AGREEMENT

Ms. Beltran advised that this is the maintenance agreement for the Interactive Transportation Improvement Program (TIP) which has been in place for three years and has benefited staff greatly when compiling information for the annual TIP. She advised that it allows MPOs to obtain project information directly from FDOT's Central Office and track project funding. Ms. Beltran stated that it is an annual expense in the amount of \$7,200 and staff is requesting Board approval on this agreement.

Mr. John Haddox provided a motion to approve staff's recommendation. Ms. Sarah Heard gave a second to the motion. There was no additional discussion. The motion passed unanimously.

D. DRAFT REGIONAL WATERWAYS PLAN FOR MARTIN AND ST. LUCIE COUNTIES

Ms. Beltran introduced Kim DeLaney of the TCRPC to present the Draft Plan. Dr. DeLaney advised that the public process began in December, 2013 with six forums held, one on each topic which was selected by the project steering committee. Following the forums were the three public workshops in May, 2014 and a weeklong Public Design Studio held in late May. She went on to describe the six main focus areas of the Plan: Natural Resources; Marine Transportation; Land Use and Upland Transportation; Regulation and Management; Recreation and Public Access; and Economic Development.

Ms. Heard stated that she is of the opinion that this Plan is a prelude to spending a lot of money, and quoting Dr. DeLaney, "94% of Martin's residents do not own boats" emphasizing that money needs to be spent wisely. She mentioned that better data needs to be obtained and on page 127 it mentions that historically, coastal towns in Florida suffer drained economic development pressure from western communities, driving down property values and commercial occupancy. Ms. Heard expressed her reluctance in stating that the coastal communities have been depressed and noted their vibrancy. Ms. Heard pointed out that according to this report there are only four commercial fishing vessels in Port Salerno, and inquired as to the market for fishing. Dr. DeLaney clarified that there are 57 commercial fishing vessels. Ms. Heard stated that there are some discrepancies in this report to which she expressed a concern for accurate data. She pointed out that throughout the presentation the lack of sufficient data was noted in several areas, followed by bold recommendations. She cautioned that recommendations to spend tax funds with a current lack of adequate data should be analyzed thoroughly noting that now it appears to be estimates and assumptions to which more is needed in order to create the impetus for public investment. Ms. Heard noted that on page 206 the annual population growth was 1.4% from 2000 to 2013 and Martin will increase by approximately 182,000 by 2035 resulting in 34,000 new homes over the next 20 years and she inquired as to where this information was obtained. Dr. DeLaney advised that the analysis was from the BEBR Projections, (Bureau of Economic and Business Research). Ms. Heard noted on the following

page it states that the growth rate is 1.6% whereas 1.4% was mentioned on the prior page, and the focus area shared population has declined over 50% from 2000 to 2010 on page 207, 6-4. Dr. DeLaney clarified that the 6-4 relates to St. Lucie County, the information on the bullets Ms. Heard was referencing is from BEBR, with the six focus areas being the six CRA districts, Stuart plus the five in Martin County which were mentioned earlier. Dr. DeLaney noted that bullet two shows the growth rate of those areas versus the growth rate of Martin County. Ms. Heard said the next page is a demographic forecast showing Port Salerno with 10,000 residents and requested the limits. Dr. DeLaney advised that is one of the challenges with this Plan as this is the statistical information collected by the Census, and the exact CRA boundaries are not tracked so these are larger Census Tracts which are collected by BEBR. Dr. DeLaney affirmed that this was the data from the State of Florida. Ms. Heard stated that the information differs from the statistical perimeter to which she's familiar. Ms. Heard said that page 222, 6-19 notes limited data available, yet conclusions have been drawn with this inadequate data expressing concerns. Ms. Heard added that information previously mentioned about commercial fishing vessels is on page 232, 6-29 noting the decrease from 32 boats in 2004 to four in 2013. Dr. DeLaney affirmed, adding that there are pleasure craft of a certain size which are commercial vessels that are cumulated at the bottom with a total of 541 commercial vessels registered in Martin in 2013 with 14,781 pleasure vessels, but they are larger sized commercial craft that are 65 feet or greater. Dr. DeLaney assured Ms. Heard that they will review the numbers to ensure their accuracy and clarify the ambiguous details between pages 229 and 230. Ms. Heard noted page 263, 6-60 speaking to the population decline in 2000 to 2010 conflicts with data referenced earlier as to the annual increase from 1.4% to 1.6% during the same time frame. Ms. Heard also questioned the location of the data base for the same page showing that Port Salerno has four percent of Martin's employment base. Dr. DeLaney stated that too came from BEBR records, and the TCRPC can include a map that would illustrate the boundaries used by the Census which are not consistent with the CRA boundaries. Ms. Heard inquired why include page 266, 6-63 showing "housing" and the following page with "industrial projections"? Dr. DeLaney advised that the TCRPC was asked to include those categories with respect to land use.

Ms. Anne Scott expressed her delight with the presentation noting the potential for marketing/branding and an overall "sense of place and future" for Martin. She mentioned the concerns as to a "pathway to spending" but envisions it to be predominately "private investment". She stated that it provides direction for prosperous growth to existing elements without housing development. Ms. Scott inquired as to the next steps. Dr. DeLaney advised of the substantial chapter, "Implementation" at the end and highlighted other areas suggesting an appropriate "lead" entity, but it's up to the entity to determine if it would be their priority. Mr. Troy McDonald stated that the water taxis should be leveraged so as not to have to use local funds. He refreshed the Board's memory regarding the substantial efforts needed to revitalize downtown Stuart and the coastal waterfront community after the development of Palm City and the opening of the Treasure Coast Mall. He advised that we do need to pay attention to western development as that does impact coastal

communities and he said it was important to have it noted in the Plan. Mr. McDonald asked that the TCRPC present this to the City Commissioners. Mr. Doug Smith applauded Dr. DeLaney's presentation and inquired as to the approximate number of people who have heard the presentation to which she estimated several hundred throughout the two counties with forums, workshops and public presentations. Mr. Smith asked about the involvement of the marine industries and CRAs. Dr. DeLaney stated that marine industries have been engaged from the beginning, serving on the steering committee, attending each forum, and they have provided comments on the Plan. She added that Mr. Kev Freeman with the CRA is on the steering committee. Mr. Smith encouraged the TCRPC to meet with the CRAs as this Plan provides a road map in places that need one. Mr. Haddox agreed that it's a comprehensive report and that he sees a lot of public/private sector projects within the Plan that can spawn grant funding. He envisions this to be a comprehensive tourism and development event. He likes the idea of the fishing villages, separation of motor vessels from personal powered vessel launches, water taxis, the huge potential for the rowing center, the parks and many other currently thriving areas/entities as well as watersport events. Mr. Haddox stated that he didn't recall mention of Phipps Park but possibly it could be included in the comments.

Mr. Doug Smith made a motion to approve the Draft Waterways Plan for Martin/St. Lucie Counties, and that the TCRPC review the comments provided today, check figures, clear up conflicts, and add maps regarding the Port Salerno CRA. Dr. DeLaney advised that a tracking spreadsheet was provided to the Board that contains additional edits identified by the different committees or groups. **Ms. Clarke provided a second to the motion.** Ms. Scott mentioned that this information is difficult to locate online unless one knows to look on the TCRPC's website. She suggested having a link on the MPO and County websites that would connect to the TCRPC's website. Mr. Bausch liked the report but cautioned Dr. DeLaney as she presents this Plan to others that she emphasizes the importance of the costs being shared, with the heavier load being carried by the private sector. Mr. Haddox noted that with a population of approximately 140,000 in 80,000 households it is approximately 20% of households that have some form of vessel or small boat, making the percentage quoted in the presentation low as it only encompasses "registered" vessels which should be considered. Dr. DeLaney concurred. Mr. Haddox said that approximately 40% or higher, households have "some connection" to water usage from rowing skulls to paddleboards. Dr. DeLaney advised Mr. Haddox that the figure "six in 94" represented the people who owned registered boats over a certain size, however, the TCRPC will convert the "ownership figure" to reflect "households" which have non-registered or non-motorized vessels. Mr. Smith stated that Martin needs to change its thought process if they plan to embrace the marine industry sector by education of skilled labor to circumvent continued importing of qualified labor. Dr. DeLaney stated that the marine industries are eager to assist in getting locally skilled people for the job market, and would provide the necessary internships to make the career tracks meaningful and successful.

The Board returned to the motion on the floor: **Mr. Doug Smith made a motion to approve the Draft Waterways Plan for Martin/St. Lucie Counties, the TCRPC will review the comments provided today, check figures, clear up conflicts and add maps regarding the Port Salerno CRA. Ms. Clarke provided a second to the motion. The vote was called and the motion passed unanimously.**

The Chair advised that there will be a five minute break for Closed Captioning. (The Board broke at 10:50 AM)

The Board reconvened at 11:00 AM.

Ms. Beltran advised that she will need to leave the meeting in about 15 minutes as she is going to Washington, DC to meet with the Federal Railroad Association (FRA) regarding All Aboard Florida (AAF) and that Ms. Bonnie Landry, Senior Planner of the MPO, will continue as staff for the Board. She stated that prior to leaving she wanted to thank Chairman Bausch for presiding as MPO Chair for two years as well as time served as a Board member. Mr. Bausch expressed his thanks and appreciation for his years of service adding that the County is blessed with a lot of great people who will serve the County well.

E. REGIONAL UPDATE

Ms. Beltran stated that this is a two part item, the first being the response from the MPO to the letter from the St. Lucie TPO to Governor Scott wherein it was stated that the MPO wanted to sever the regional relationship with the TPO. She advised that a draft letter for the signature of the Chair, was forwarded to this Board recently, stating that severing regional relations is not the intention of the MPO. She added that the regional collaboration is to be maintained through the Treasure Coast Transportation Council (TCTC). She said that she would take any questions at this time regarding the letter sent to the Governor by the TPO or the draft that was presented to the Board for approval and signature. As there were no questions, Ms. Beltran advised that the second part of this item is a draft letter that was also sent to the Board on Friday to support Congressman Murphy's request for the General Accountability Office (GAO) to examine the AAF Project. She said that the County submitted a letter to the GAO last week and this mirrors the County's letter, adding that some Environmental Justice (EJ) issues that have been previously raised were highlighted. Mr. Smith stated since Ms. Beltran was going to be leaving, he wanted to bring this up now instead of waiting until Board Member comments. He mentioned that much discussion on quiet zones and passenger rail has been had by this Board. Mr. Smith stated that he's concerned as this Board has not actively engaged the State regarding State funding or the process by which Martin should be requesting this funding to cover costs of quiet zones. He stated that Brevard County's TPO has made a similar recommendation, and he requested that a letter be drafted by staff to the State requesting any additional funding that is required for quiet zones and that the MPO Board would be the coordinating entity for the Cities or any jurisdiction in which AAF runs through. Mr. Smith stated that it is his understanding that this must be done prior to October 15, 2014 or be banned from the funding requests.

Mr. Smith made a motion that a letter be drafted by staff to the State requesting any additional funding that is required for quiet zones and that the MPO Board

would be the coordinating entity for the Cities or any jurisdiction in which AAF runs through, adding that this must be accomplished no later than October 15, 2014 to prevent being banned from the funding requests. A second was not forthcoming. The motion failed.

Ms. Heard stated that Ms. Beltran is going to Washington, DC to meet with the FRA officials at their request. Ms. Heard advised that this is a terrific opportunity, as Terry Rauth, Deputy County Engineer and Sarah Woods, Senior Assistant County Attorney will accompany Ms. Beltran. She is of the opinion that now that the Draft Environmental Impact Statement (DEIS) has been received, which she considered a grave disappointment, that Martin must begin to compile information making critical comments based on facts for submission to the FRA, and she encouraged the public to do the same. Ms. Heard stated that the conclusions currently drawn are erroneous, the report is flawed and we need to ensure that the errors are addressed in the final EIS. She mentioned her pleasure that Ms. Beltran will be going to Washington to represent Martin on this issue mentioning her superior competence as MPO Administrator. Ms. Scott echoed that comment. Ms. Scott commented on Mr. Smith's request to apply for State funds adding that she doesn't desire State funds for quiet zones. Ms. Scott stated that it's a private enterprise, they have an obligation to make it safe and just making it quiet does not make it safe. She said that for the State to provide funds on this private enterprise is outrageous. Mr. Smith stated that the outrageous part is that this Board will be explaining to Martin's residents why we didn't apply for State funds when that opportunity was there, if we get a bill. Mr. Troy McDonald stated that he was appreciative that Ms. Beltran was going to speak to the FRA and the MPO Board should hold a special meeting prior to the public meeting specifically to have staff advise them as to the results from this meeting as well as provide a report on the DEIS.

Ms. Sarah Heard made a motion to approve staff's recommendations: 1) The Chair would sign the response letter to the St. Lucie TPO stating that the regional collaboration is to be maintained through the Treasure Coast Transportation Council (TCTC); and 2). The Chair would sign the draft letter to support Congressman Murphy's request for the General Accountability Office (GAO) to examine the AAF Project. Mr. John Haddox offered a second. The vote was called and was approved with Mr. Smith in opposition. The motion carried.

F. MARTIN GRADE SCENIC HIGHWAY DESIGNATION

Ms. Murriah Deckle advised that this is an informational item in which the MPO is partnering, and she introduced Mr. Rob Dawson to make the presentation. Mr. Dawson advised that he is the Project Manager for the Martin Grade Scenic Highway Program and that he works for Sustaining Community Lands (SCL). He advised that they are getting close to submitting their final application to have the Martin Grade dedicated as a Scenic Highway. Mr. Dawson went on to describe Martin Grade and the Scenic Highway Program, advising that the next phase is the designation phase on

which they are currently working. It is anticipated that the Corridor Management Plan (CMP) which is a five year plan will be submitted to the Department of Transportation (DOT) within the month, adding that they should have the designation by January with a ribbon cutting happening in the spring. Mr. Haddox advised that he supports the project and appreciates the time that he, the collaboration of volunteers, and staff have committed to it. Mr. Smith inquired as to the boundary of this project noting that previously in the meeting the SR 714 realignment project was approved. Mr. Dawson advised that the limits are as defined but they will look into it as once it moves into Okeechobee County, it's under different jurisdiction. Mr. Dawson advised that he will collaborate with the FDOT liaison and the grant writer to better document the boundaries of this project so as to not to be in conflict with the SR714 Project of District One.

9. COMMENTS FROM FDOT

Ms. Arlene Tanis introduced Ms. Lisa Maack to the Board adding that she has been with the Department for approximately nine months and recently promoted to Intergovernmental Coordinator.

10. COMMENTS FROM BOARD MEMBERS

Mr. McDonald advised that the AAF public hearing for Martin will be held at the Kane Center on October 30, 2014 from 3:30 P.M. to 7:00 PM.

Mr. McDonald made a motion to designate Ms. Beltran as the representative at this public hearing. That motion was seconded by Ms. Heard. The motion passed unanimously.

Ms. Scott stated that in view of the public comments today regarding the expansion of Kanner Highway, she suggested that a white paper should be drawn up to clarify how the project came about, what the process was, and how it's justified. She also stated that she received an email advising that a resident was unable to locate the MPO agenda/materials on-line. Mr. Donaldson advised that the Agenda is on the MPO's website as the MPO is a distinct body, separate from the Martin County Board of County Commissioners, or the City of Stuart. He advised that there is a link on the County's website, as he downloaded the Agenda this morning from the MPO's website, but he will follow up with IT on this matter. Ms. Heard stated that she agrees with the residents concerning the widening of Kanner Highway, that it is an incompatible entrance into the community. She stated that noise walls are not the "brand" desired by Martin, and would like to know what can be done to change the outcome of that decision, noting there has to be some landscape or alternative to noise walls. Ms. Heard asked if FDOT is aware of Mr. Banfi's statement regarding non-compliance with the wall heights. Ms. Landry advised that they will look into it. Ms. Heard inquired about the responses from the communities along Kanner Highway. Ms. Landry advised that there were two tentative "yes" responses, one didn't have a quorum. The associations must give permission for the walls to be erected on their property. Ms. Heard asked what mitigation would be entailed regarding the addition of the two lanes of traffic without the association consent. Mr. Donaldson stated that there would be none and that the DOT is following the Federal Standards/Federal Guidelines for

noise abatement. He advised that the DOT is to mitigate the sound but caveats exist if it's not feasible. One of the feasibilities is if the property owners are unwilling to participate then the cost feasible portion of the analysis would be used to not construct the walls. DOT is not willing to condemn property to expand the ROW for the purposes of sound. The road will move forward without the sound protection. Ms. Heard inquired as to when the capacity improvements will be needed. Mr. Donaldson advised that original growth rates indicated 2011, however, in 2007 with the drop off of traffic, the projection became 2013. He added that Martin has been in a "no growth" situation on Kanner. Essentially, Martin is within five years of that needed improvement when the County starts to grow again, but it will not be needed if the County does not grow. This is necessary to comply with the Level of Service (LOS) D and since it is in the DOT's five year work program it affects the reliance upon the property so developments can go forward relying upon it, in terms of where it's been in the planning process. He said the original road was designed for six lanes with the additional lanes going to the center. Mr. Donaldson said regarding landscaping if there is an interest to make landscaping improvements it will be incumbent upon the adjacent communities [i.e. Martin County and the City of Stuart] to contribute additional funds for planting the desired landscaping, and to agree to maintain it in perpetuity. Mr. Smith said the median in the City of Stuart's existing six lane section from Indian Street to Colorado Avenue is being landscaped by and under the responsibility of the City as they wanted a better entrance into the City. Mr. Smith stated that this Board should be consistent with the City's approach. Mr. Bausch stated that he would volunteer the Martin County Chapter of the Native Plant Society to make recommendations as to the types of landscaping material that would be appropriate. Mr. Bausch inquired as to the DOT's policy for landscaping. Ms. Tanis advised that the policy did change approximately three years ago, and now only provides for "Gateway landscaping". She stated after conversing with the Project Manager, that the landscaping directly at the interchange would probably qualify as the gateway, but may consist only of large trees without bushes to maintain. She said that DOT will not maintain the landscaping, which is often the problem. Mr. Bausch asked Mr. Donaldson his opinion as to the necessity of the project in terms of growth projections of population and traffic, noting that losing the giant swale in the middle of the roadway may spawn drainage issues. Mr. Donaldson stated that the road was designed to accommodate drainage for six lanes under the old rules and the property was already purchased for ponds. He added that the walls issue is purely a relationship between the property owner's rights and the Federal rules over sound. He said that to install a sufficient landscaping berm to mitigate sound would require the removal of homes and property so the wall becomes the only option. If there were any additional landscaping in the corridor itself or in front of the property, it would be the responsibility of the local governments to provide the additional funds and maintenance. Mr. Haddox stated that there have been a few projects in the Kanner Highway corridor that kicked in proportional share funds, how much money was that, where does that money go and can any of those funds be applied to this landscaping. Mr. Donaldson advised that those funds went into the I-95 Interchange which has been failing and development was prohibited from moving forward without the prop-share agreement. He said that the project is going out to bid in the near future and those funds were specifically for the Interchange modification.

Mr. Bausch noted one last thing prior to his retirement, the Transit system. He asked Mr. Donaldson where they stand with branding the transit system. Mr. Donaldson advised that it is a Board of County Commissioner's (BOCC) issue and they have brought the Transit Plan for the budget, and branding has been listed as a goal in the Plan. It is not in the budget for this year but they are seeking potential grants and other options at this time. He added that there have been recommendations in the Transit Development Plan (TDP) but the operating entity of transit is not the MPO, it is the BOCC. The BOCC also handles the implementation of the Plan but any neighboring entity desiring to kick in funds would be appreciated. Mr. Bausch inquired as to the cost of the investment. Mr. Donaldson stated that there are two parts to the investment the first is developing the brand, i.e. the name, public input to obtain it, having consultants hold charrettes, which will typically run about \$50,000, then the cost to wrap each bus as well as to promote the service on radio, television or other media to connect with the public. He stated that it's in the area of \$100,000 to complete a project of this magnitude. Mr. Donaldson stated that the County has invested a sum over the past ten years without any change, and due to the lack of funds available, we have been unwilling to ask the BOCC for these funds. A 10% increase in the budget is a difficult thing to ask. Mr. Smith asked if we get Federal funds for transit, Mr. Donaldson concurred. Mr. Smith asked Ms. Tanis if other communities use Federal funds to accomplish this task. Ms. Tanis advised that the Federal Transportation Administration (FTA) funding goes directly to the County. Those funds do not flow through FDOT they are only reported in the Transportation Improvement Plan (TIP). Ms. Tanis stated that she will check at FDOT to see if there are grants or other programs are available for which Martin may apply that could fund branding and marketing.

Mr. Bausch expressed his fondness for Martin County, his thanks for the opportunity to Chair this Board, his pleasure working with everyone and for the great experience.

11. NOTES

None

12. NEXT MEETING – December 15, 2014

13. ADJOURN

Seeing no additional information on the agenda the Chair adjourned the meeting at 12:04 p.m. RONR (10th ed.). p.350,I.16-17.

Recorded and Prepared by:

Margaret H. Brassard
Margaret H. Brassard, Administrative Assistant II

Dec 15, 2014
Date

Sarah Head
Tom Bausch, Chair

12/15/14
Date