

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

**Wednesday, September 7, 2011 - 1:30 P.M.**

**Martin County Airport-Witham Field  
Maintenance Building Conference Room**

**1895 Flying Fortress Way, Stuart, FL**

**[www.martinmpo.com](http://www.martinmpo.com)**

**(772) 221-1498**

**MINUTES**

**1. CALL TO ORDER**

Sam Amerson called the meeting to order 1:35 p.m.

**2. ROLL CALL**

**Members in Attendance:**

Sam Amerson, Chairman  
Samantha Horowitz, Vice-Chair  
Stuart Trent (arrived at 1:50 PM)  
Arlene Tanis, FDOT  
Mark Cocco  
Don Donaldson  
Lee Hoefert  
Kim DeLaney  
Barbara Kauffman  
George Stokus  
Rogelio Gonzalez  
Bob Kellogg

**Members Excused:**

Chon Wong, FDOT

**Members Absent:**

Paul Nicoletti  
Todd Cox

**Staff in Attendance:**

Beth Beltran, MPO Administrator  
Gavin Jones, Senior Planner  
Michael Malham, Planner II  
Margaret H. Brassard, Administrative Specialist II

**Others in Attendance:**

Joe Capra

A quorum was present for this committee.

### **1. APPROVE AGENDA**

Mr. Amerson stated that there will be an addition under the agenda items, a presentation from Kevin Freeman with the Community Redevelopment Agency (CRA). With this addition, the committee will entertain a motion to approve the agenda.

**A motion to approve the agenda with the additional agenda item was made by Mr. Bob Kellogg. The motion was seconded by Mr. George Stokus. There were no further discussions. The motion passed unanimously.**

### **2. APPROVE MINUTES**

**A motion to approve the minutes of the regular meeting, June 1, 2011, was made by Mr. George Stokus. The motion was seconded by Mark Coco. There were no additions or corrections. The motion passed unanimously.**

### **3. AGENDA ITEMS**

Kevin Freeman, the Director of the Community Development Department for Martin County, was introduced, and he stated that he was seeking the committee's support to apply for a TIGER III grant. Mr. Freeman stated that the TIGER III grant is a Federal award of funds from the U. S. Department of Transportation. The amount of the funds being allocated is approximately \$526 million in discretionary funds and will be granted to innovative transportation projects throughout the country. There have been two previous TIGER Grant Programs. Mr. Freeman stated that the CRA has reviewed prior grant winners in an attempt to submit a successful contender for this rural grant, which is a specific TIGER grant category. The amount being allocated for this particular grant is \$140 million, for which Indiantown qualifies as they are a rural community. The CRA has held a workshop in Indiantown, and they are incorporating the feedback which they have received from FDOT into the application. Mr. Freeman stated that the Notice of Application is due to be submitted in October. Mr. Freeman stated that he made this presentation to the Citizen's Advisory Committee (CAC) this morning, and he will also present to the Bicycle and Pedestrian Committee (BPAC), as well as other organizations. A record of these presentations will be included with the application to show that the CRA has sought approval from the Community. (See copy of the power point presentation) Mr. Freeman stated that Indiantown is a rural community which is dependent on the SR 710 roadway. SR 710 is identified by FDOT as a Strategic Intermodal System (SIS) roadway. SR 710, also known as Warfield Boulevard, runs through the middle of Indiantown and has a heavy amount of truck traffic. This community is basically pedestrian based. It has been determined that 50-60% of trips on Warfield Boulevard are primarily local. The CRA believes that they can relieve Warfield Boulevard from many of those trips and allow FDOT to reconsider their alternate section of Warfield Boulevard in the future, away from the six lane roadway, which

they currently are anticipating. The local residents, though they are looking to grow, are not wishing to have a six lane roadway in the center of their rural town, which has many pedestrians, bicyclers and golf carts. A workshop was held in Indiantown where the local residents were asked how they got around, where they went frequently and what connectivity they hoped to see in the future. Warfield Boulevard was listed as a main thoroughfare for many of the routes. The CRA hoped to find alternate routes to bridge the gaps in connectivity of the locations, in order to facilitate better economic potential in Indiantown. There are lots of developments planned for the future of Indiantown, which have already been approved and are on the books. In today's economy, it is uncertain if they will come to fruition. It is unlikely that the development will take place if additional investments are not made within the network and infrastructure of Indiantown. This grant does not cover sewer and water, it primarily looks at network connections. The best used bus route in the County serves Indiantown and is becoming more popular. The community is using the bus system more to come into Stuart to shop, and for transportation. The CRA plan has a bus station which could ultimately be used as a train station as well. This study viewed the area to determine a focal point towards a future bus or intermodal transportation station. Initially, and this is phase one of a future network connection for Indiantown, the CRA has identified three main loops of connectivity. The areas reviewed are where the facilities, churches, schools, and parks are located. The CRA has sought out the missing connections between the communities without using Warfield Boulevard. Indianwood was a prime example as all their trips were on Warfield Boulevard. This community uses various modes of transportation, walking, bicycling, and golf carts, however they can't use Warfield Boulevard as it is a major road. Mr. Freeman discussed the three proposed links which would connect the alternate roadways which host vehicular traffic, to trail ways which would be more pedestrian, bicycle and golf cart friendly. These loops would connect to create a local network system and they would also connect to the more centralized proposed bus or train station. The proposed loops would eliminate a lot of trips from Warfield Boulevard. With less traffic on Warfield Boulevard, the proposed changes being considered by FDOT may be more in the line with the desire of the people in Indiantown.

Primarily the TIGER III grant is for transportation, but they are looking into improvements to roadways, and the measurables like getting people to walk more to better their health. Looking at health benefits in the local community, there will be a number of things which will be measured. Trip variations, vehicle and bus usage would be easy to prove as Indiantown is an isolated community and doesn't have a lot of outside neighboring local traffic. The minimum grant award is one million dollars, and Mr. Freeman is looking to receive approximately ten million for this project and that does not cover design. There is no match required and there is a priority to the rural applications

Ms. Barbara Kauffman inquired as to where the golf carts will be traveling on the loops. She stated that Indiantown is known for having their Jitney service, small privately owned, non-licensed buses, and they basically run along the exact areas discussed in the presentation. It was noted that Indiantown is a golf community but the golf carts won't be a real competition for the jitneys. The trail ways will be as multi-modal as possible. There may be sections that are dirt, but essentially the idea is to make a flow through loop which will be accessible to most modes of transportation, more like a concrete sidewalk. Mr. Freeman stated that this project is trying to eliminate trips on Warfield Boulevard and have an alternative route.

It was asked if there were limitations or regulations on golf carts to have a 20 mph or less posted speed. Mr. Donaldson stated that the State has passed a law which states that a golf cart may cross a major road if needed. Mr. George Stokus stated that he's seen similar projects, Celebration, and the Villages are examples. Mr. Stoke inquired if the CRA will incorporate solar power. Are they partnering with others to grow/build the bus station? Mr. Freeman concurred that they are looking into those avenues but don't have a total footprint yet.

Mr. Freeman stated that the CRA needs this committee's recommendation for a letter of support for this grant application from the MPO Board.

Mr. Donaldson explained that this is a part of the public involvement process required by the DOT. The advisory groups need to recommend this project to the MPO and then they will recommend the project to DOT. Mr. Kellogg stated that it is hard to support a project without seeing the funding. Ms. Beltran stated that the CAC approved to support to proceed with the application. It allows for the application to be submitted until more details can be obtained.

Mr. Donaldson stated that these roadways and sidewalks are in a coordinated network. Amtrak already goes through this area which could become an option for a train station with all the connectivity.

**Mr. Don Donaldson made a motion to support the project as presented and to submit a recommendation to the MPO. The motion was seconded by Mr. Mark Cocco. There was no further discussion. The motion passed unanimously.**

#### **A. TIP AMENDMENTS**

##### **ROLL FORWARDS, CR 714, AND SR 710**

MEMO: temp12TACa01.01

Ms. Beltran stated that there are four TIP amendments to address. The first one is the roll forward of transit funds from previous fiscal years so the

County can use the funds in the current fiscal year. It's an annual amendment which the MPO has to do in order to use the previously allocated funds.

The second and third TIP amendments are related as they move funds from SR 710 which is an SIS facility to the MPO's number one priority CR 714. FDOT programmed the MPO's SU funds to SR 710 and the MPO stated that those funds needed to be programmed to CR 714. FDOT is re-programming those funds to CR 714 and the Equity Bonus (EB) funds from FDOT will be programmed to SR 710.

The fourth TIP amendment (see handout) is a Safe Route to School Grant Amendment. It is not infrastructure funds but the educational portion of the Safe Routes to School grant program. These funds provide educational items to school children on the safety of being a pedestrian, biker, and bus rider on the way to and from school.

Ms. Beltran asked the FDOT representative if it would be ok to compile the four amendments in one motion. Mr. Don Donaldson clarified that the second and third amendments have been discussed in great details in the prior meetings and the MPO has been expecting these TIP amendments since about June, 2011. There was no objection from the FDOT representative to housing the four amendments as one motion.

**Mr. Don Donaldson made the motion to approve the four TIP amendments as presented. The motion was seconded by Mr. Mark Cocco. There was no further discussion. The motion passed unanimously.**

**B. COMMUNITY REDEVELOPMENT AGENCY (CRA)  
SIDEWALKS MODIFICATION  
MEMO: temp12TACa01.02**

Ms. Beltran stated that this item had been approved in the Enhancement Funds cycle. This grant originally funded sidewalk projects in Hobe Sound and Old Palm City. The funds for the Hobe Sound sidewalks were re-distributed to this year's Enhancement application for Sewall's Point. Because these funds were actually awarded back in 2010, the County is requesting a scope change to delete the street trees and to expand the sidewalk 100 feet. In order to make those modifications, FDOT needed the MPO's approval on the scope, so this approval has to go back to each of the advisory committees and to the Board.

**Mr. Don Donaldson moved approval to accept the scope change and support this project to the MPO Board. Mr. Mark Cocco seconded this**

**motion. There was no discussion on this matter. The motion carried unanimously.**

**C. FY2012 PUBLIC INVOLVEMENT PLAN (PIP) UPDATE**

MEMO: temp12TACa01.03

Ms. Beltran stated that this Public Involvement Plan (PIP) was approved by the MPO Board in December, 2009. There have been several changes since that time. (See modifications in the agenda package.) Changes include adding of the 2010 Census data, and to include a reference to the 2035 Plan which was adopted in February, 2011.

**Mr. Mark Cocco made a motion to approve including the changes which have been added to the PIP, since the initial approval in 2009. A second to the motion came from Mr. George Stokus. There were no further comments or discussions regarding this matter. The motion passed unanimously.**

**D. MPO PROCESS – ADVISORY COMMITTEES’ ROLL**

MEMO: temp12TACa01.04

Ms. Beltran stated that there have been some new members to the advisory committees and this information sheet is a brief description of the history and process of the MPO. The committees, Citizen Advisory Committee (CAC), the Technical Advisory Committee (TAC), and the Bicycle and Pedestrian Advisory Committee (BPAC) are each defined by Federal legislation. The Local Coordinating Board-Transportation Disadvantaged is also addressed in the information sheet, and it is required by the State of Florida. The State can fulfill the Federal requirement of having the transportation disadvantaged program be part of the MPO process. This sheet also references the Long Range Transportation Plan which is the basis of the MPO’s List of Priority Projects (LOPP). Once the LOPP is approved, the State puts together a Tentative Work Program which is then brought back to the MPO and the advisory committees and that is the basis of the MPO’s Transportation Improvement Program (TIP). A copy of this will be given to each new member of the advisory committees to give the new members some facts about the MPO process.

**E. CR 714 PROJECT UPDATE**

MEMO: temp12TACa01.05

Ms. Beltran stated that this item is a result of the activities which have been going on regarding CR 714. There were some concerns that CR 714 would not be ready to handle the traffic flow from the Indian Street Bridge once constructed. FDOT has been working with the County and held a Value Engineering Workshop last week. They have successfully reduced the costs

by approximately \$4 million dollars while increasing the safety infrastructure and timeline of lanes, street lights etc, on this roadway. Mr. Donaldson concurred with the success of the project and added that the final design modification will again come around for approval. This project was originally scheduled for construction in FY2016/2017, and they are working to move this up, as well as some projects will be completed prior to the opening of the bridge which will benefit the safety and flow of traffic. They were able to narrow the scope from a grandiose boulevard to a safe and functional roadway, and move more of the project up to FY2015. They will still maintain an eight foot sidewalk on both sides of the road, and though some landscaping was reduced, it will still be a very attractive corridor. The DOT has reminded the County that this road and the bridge will belong to the County and will be owned, operated and maintained by the County. Modifications were made in compliance with the Green Book but not with the DOT requirements which insures that it will be the County's road. Mr. Donaldson stated that it is ok because if the County wants any extras, street lights, landscaping anything on an FDOT road they have to pay more and maintain it anyway. Plus, the community is better off when you look at including signage. Mr. Mark Cocco mentioned that frequently, the County removes flashing school signs when stop lights are installed. Mr. Cocco suggested that with the two schools in that proximity, and the amount of pedestrian and bicycle traffic, that premise should be revisited, for safety purposes, to slow the vehicular traffic. Mr. Donaldson stated FDOT sent a group to review the site at the recommendation of the County Commission, and they were really impressed with the number of school children that were using the sidewalks. The recommendations were to place a traffic signal at the middle school, the communities of Danforth and Whispering Sounds, so there will be a signal about every thousand feet.

**F. TRANSPORTATION ENHANCEMENT  
PROJECTS UPDATE**

MEMO: temp12TACa01.06

Ms. Beltran gave an update on the three Enhancement project applications which were submitted last spring. The bicycle lanes on Old Dixie which were submitted by Martin County, have been approved by FDOT and the funding will begin in FY 2014/15 which is about the same time the County will be resurfacing this area of Old Dixie. Sewall's Point is already working with FDOT on the beautification project for lighting and landscaping. Mr. Kellogg stated that they are going to bid for construction to begin in FY2012. The third project was the City of Stuart sidewalks along Dixie Highway. This was pending for awhile, and Mr. Amerson was asked to update the committee. Mr. Amerson stated that the City has many leases with Florida East Coast (FEC) Railway, for road crossings, utility crossings, parking, drainage or beautification. The City had two previous enhancement projects on Dixie Highway. However, the lease agreement for this particular project addressed beautification, drainage and parking but it did not specifically say

“sidewalk”. This has raised a flag with FDOT, and there was also the question as to whether the City could get a long term lease or a permanent easement and the FEC doesn’t grant either of those two choices. FEC will give the City a three year lease but it’s really an annual revocable lease or license agreement, and then there would be annual payments for lease of that ground. There is some discomfort with FDOT as to how secure that lease would be over the years, so FDOT asked the City to remove the improvements. Mr. Amerson stated that it has been learned that the FEC now has information and documentation, and is amending that lease to identify a sidewalk. They are adding it to the land lease to resolve the issue with FDOT.

**4. COMMENTS FROM COMMITTEE MEMBERS**

None.

**5. COMMENTS FROM THE PUBLIC**

None.

**6. COMMENTS FROM FDOT**

None.

**7. NOTES**

Ms. Beltran noted that Bob Kellogg is the new member for this committee, from Sewall’s Point and Joe Capra is the alternate.

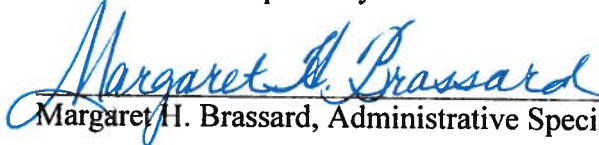
**8. NEXT MEETING**

- September 28, 2011–Special Joint CAC/TAC Meeting in the Blake Library at 1:30pm
  - FDOT Presentation of the FY2012/13-FY2016/17 Citizens’ Report/Tentative Work Program

**9. ADJOURN**

**There was a motion to adjourn by Mark Cocco and a second by Don Donaldson. There was no discussion. The motion was adjourned.**

Recorded and Prepared by:

  
Margaret H. Brassard, Administrative Specialist II

  
Date

Approved by:

  
Sam Amerson, Acting TAC Chairman

  
Date