

**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, December 19, 2011 @ 9:00 a.m.

Minutes

1. CALL TO ORDER

The meeting was called to order by Vice-Chairman Doug Smith at 9:00 AM.

2. PRAYER – Rev. James Brocious

3. PLEDGE OF ALLEGIANCE

4. ROLL CALL

Members in Attendance:

Doug Smith, Martin County Board of County Commissioners
Tom Bausch, Town of Sewall's Point Commissioner
Eula R. Clarke, City of Stuart Commissioner
Kelli Glass, City of Stuart Commissioner
Edward Ciampi, Martin County Board of County Commissioners
Sarah Heard, Martin County Board of County Commissioners
Patrick Hayes, Martin County Board of County Commissioners
Brian Powers, (Ex-Officio), Indiantown

Members Excused:

Jack Kelly, (Ex-Officio) City of Port St. Lucie

Members Absent:

None

Staff in Attendance:

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

Others in Attendance:

Anson Sonnett, FDOT
Guy Parker, NAC-Indiantown

Brian Mirson, American Consulting
Andrew Nunes, American Consulting
Lisa Sanders, MTM

A quorum was present for this meeting.

Mr. Smith extended a welcome to the new Commissioner for the City of Stuart, Ms. Kelli Glass.

5. APPROVE AGENDA

A motion was made by Ms. Sarah Heard to approve the Agenda. This motion was seconded by Mr. Patrick Hayes. There was no additional discussion. The motion passed unanimously.

6. APPROVE MINUTES

A motion was made by Ms. Sarah Heard to approve the minutes from the meeting dated October 17, 2011. Ms. Eula Clarke seconded the motion. No comments were made. The motion passed unanimously.

7. PUBLIC COMMENTS

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

None.

8. BUSINESS ITEMS

A. ELECTION OF OFFICERS AND APPOINTMENTS

MEMO: temp12MPOa03.01

Ms. Beltran stated that this item has three parts. The first item is the annual election of the Chairman and Vice-Chairman as per the MPO Bylaws. The Chair will also serve as a member of the MPOAC Governing Board and the Vice-Chair will be the alternate. Both parties will be ex-officio members of the Port St. Lucie TPO and the Chair is one of two members of the Treasure Coast Transportation Council (TCTC). The TCTC addresses regional projects funded with the State's Transportation Regional Incentive Program (TRIP) Program. Funding for the TRIP Program is undetermined so there may not be any meetings in the near future.

Part two of this item is to appoint a Chair to the Local Coordinating Board-Transportation Disadvantaged (LCB-TD). According to the Florida Administrative Code the only requirement is that the Chair of the LCB is an elected official.

Part three of this item is to appoint the second member of the TCTC and an alternate. The TCTC is comprised of two members of the Martin MPO, two from the Indian River MPO and two from the St. Lucie TPO. Staff recommends a member and an alternate be appointed at this time to maintain an appropriate number of representatives in the event of an absence at a meeting.

Mr. Hayes made a motion to nominate Commissioner Smith to be the Chairman for the MPO. This motion was seconded by Mr. Bausch there were no objections and the position was accepted by Commissioner Smith. The motion carried unanimously.

Mr. Edward Ciampi made a motion to nominate Commissioner Heard to be Vice-Chair for the MPO. Ms. Clarke seconded the motion. Commissioner Heard made a substitute motion to nominate Commissioner Tom Bausch for Vice-Chair. Mr. Bausch accepted. The substitute motion was seconded by Ms. Clarke. There was no additional discussion on the matter. The motion passed unanimously.

Ms. Beltran advised that an elected official needs to be selected as the Chairman for the LCB-TD, in accordance with State Statute. Ms. Eula Clarke advised that she would accept that responsibility.

Mr. Edward Ciampi made a motion to nominate Commissioner Eula Clarke as Chair for the LCB-TD Board. The motion was seconded by Ms. Heard. There were no objections. The motion carried unanimously.

Ms. Beltran advised that next item is the Treasure Coast Transportation Council (TCTC) member. The Chairman is the first member and the second member must be an elected official of this Board.

Ms. Heard made a motion to nominate Commissioner Tom Bausch as the second member of the TCTC. Mr. Hayes provided a second to the motion. There was no additional discussion. The motion carried unanimously.

A motion was made by Mr. Ciampi to nominate Commissioner Glass as the alternate to the TCTC Board. The motion was seconded by Ms. Clarke. There were no additional discussions. The motion passed unanimously.

**B. INDIAN RIVER COUNTY
PUBLIC TRANSIT - *GOLINE*
MEMO: temp12MPOa03.02**

Ms. Beltran introduced the Indian River County Public Transit system, GoLine, which operates throughout Indian River County and Barefoot Bay. The system is operated by the Senior Resource Association (SRA). Ms. Karen Deigl, President and CEO of the Senior Resource Association is here to give a

presentation on GoLine, and accompanying her is Mr. Phil Matson, the Staff Director for the Indian River County MPO. Ms. Deigl stated that the Senior Resource Association is the Community Transportation Coordinator (CTC) for Indian River County, who provides demand response, paratransit service, and mass transit for the area. She remarked that GoLine is provided at no cost. They have 15 routes, one was added as an express route due to high volume. She provided maps of the routes (see presentation) which include regional service to Barefoot Bay in Brevard County, and Indian River State College in Ft. Pierce. Ms. Deigl advised of the increase of ridership in the last five years, and with recent changes made, they anticipate a greater increase in the next year. Ms. Deigl turned the presentation to Mr. Matson to discuss the trip costs, funding sources, fare box evaluation, cost comparative to passenger trip, and per revenue mile. He stated that para-transit trips are expensive as it is like providing a private taxi, due to insurance and sensitivity issues, so it's best, when possible, to have the patrons use the fixed routes. Mr. Matson stated that the funding is provided through a combination of Federal Transit Administration and FDOT Grants, as well as local tax dollars which are used as matching funds for the grants. Indian River is under the 200,000 threshold set by the Federal Government so they do have greater flexibility than Martin in using their Federal funds for operating. Mr. Matson reviewed the local match sources for IRC. He stated that the case was made to the areas that a certain level of service could be provided but they would need to participate in order to help fund the service

For years there was no fare box recovery due to the fact that the costs of collecting the fare was more than the amount received. There are a lot of Federal Guidelines in place in order to collect fares, such as a monitored counting system and an accounting room to count the money. It opens up a new level of problems. Getting people off of the road is the goal to eliminate congestion, vehicle emissions, safety and a host of other issues. Fares can't be used as the local match, as the fare is removed from the top and what is left, is what the Federal Government will subsidize, so it's a disincentive built in to imposing a fare. Mr. Matson stated that they maximize their dollars through many efforts from flexibility of route and fewer door to door trips to name a few. He reviewed the cost per mile. For every additional person on the bus it reduces the marginal cost per passenger.

Ms. Deigl advised of her history joining the transit system in Indian River and that the Board of Directors requested her to improve the transit system for the Community. After reviewing the system, she determined that the system needed to be rebranded and marketed extensively. They changed the name of the organization from Council on Aging (COA) to Senior Resource Association; the mass transit system name from Indian River Transit to GoLine; and the appearance of the buses as well as all of the marketing materials were changed to a tropical theme creating a new and enticing appearance for consistency. Advertising is done with print, the radio and on television as well as a free

tourist guide called the Almanac. There are also donation boxes on the buses which allow riders to donate to their rides. To help offset the local match funding, an extensive advertising program was launched where businesses can advertise outside and inside of the buses. An inside monitor advertising program was recently launched providing a television monitor on each bus with scrolling advertisements. During the season, one of the most traveled stops is the Vero Beach Marina. The GoLine is recognized by Boater Magazine for their service to boaters traveling the intercoastal waterways. An article ran in 2009 that the free bus transportation is phenomenal. Boaters dock their vessels and use their system to travel to local businesses to purchase supplies before traveling on the intercoastal. Significant improvements have been made, including extended hours, Saturday service on all but the regional routes and expanded routes and bus shelters.

Commissioner Heard inquired as to the current service hours. Ms. Deigl responded that weekdays it is 8:00 AM to 6:00 PM and on weekends it is 8:00 AM to 3:00 PM. Commission Heard asked for the cost per bus shelter. Ms. Deigl stated approximately \$15,000.00. Commissioner Heard asked Ms. Beltran for Martin's approximate cost for their proposed shelters. Ms. Beltran stated that the cost was between \$15,000-\$20,000 but it varies depending upon the location. For instance, the setback requirements are greater on State roadways which increases the cost. Ms. Deigl added that that variance can be anything from needing to add sidewalk to insuring that the shelter and area around it is Americans with Disability Act (ADA) compliant. Ms. Heard commented that the bus wraps are friendly and inquired as to the costs. Ms. Deigl stated that depending on the bus size, the cost per bus is a few thousand and about \$5,000 for the larger buses. At the time the buses were purchased, they were wrapped and everything needed was done so they were able to use capital funding. Commissioner Clarke asked if there was a main transit depot in Vero. Ms Deigl replied that they do not have a structure, but the hub is located near the County Administration Building. There are three other hub sites, South County, Indian River Mall and one in the North County. Ms. Clarke asked if all surrounding cities contribute to the funding for the buses. Ms. Deigl responded that most of the cities do contribute to the local match funding. Ms. Deigl added that their Commission and the Council in all of the different municipalities are very pro-transit, very supportive of the system and recognize the importance of the system for the residents. Ms. Clark asked if there was an annual survey of the residences regarding transit. Ms. Deigl said that, every five years, when the TDP is completed, they do survey the residences. Also when areas in the system need re-vamping or adding to, doing surveys help to identify the needs so that the routes can be positioned in a manner that would be most beneficial to the communities. Looking at the numbers, you can see that it has worked. Commissioner Bausch asked if the buses run on gas and if they have investigated natural gas or electric. Ms. Deigl responded that it is about 50% gas and 50% diesel between both the paratransit and GoLine. Commissioner Bausch asked if they had considered using Sun Pass to pay the fare. Mr. Matson

advised that they would still have to accommodate anyone who had to pay cash, who is possibly homeless and can't acquire a Sun Pass. He's unsure if that could be a viable option. Commissioner Powers inquired as to the cost per passenger trip and revenue mile and why such a difference between Martin and Indian River County. Ms. Deigl advised that the costs drop with increased ridership and they have close to a million riders which is considerably higher than Martin's.

Mr. Smith commended Ms. Deigl and Mr. Matson at the success of their transit system, and remarked about the similar layout between Indian River and Martin. He also noted that Martin could benefit from some of the techniques used in this presentation. Commissioner Ciampi mirrored the idea of Indian River and Martin Counties being similar. However, he stated that Indian River is a bit separate from others; Mr. Matson clarified that Indian River is in their own "Census Urbanized Area" whereas Martin is in a shared Census Urbanized Area with St. Lucie. Mr. Ciampi reiterated that the fact that Indian River does not have to share any funds is a big difference and a big advantage. He noted that at the end of December, Martin's one-half cent sales tax will disappear. He stated that people have discussed what it would be used for if it were to be reinstated, and he believes that a large constituent group would understand using some of that funding to create a legitimate transit system. Commissioner Hayes asked out of the three major changes GoLine made, route changes, rebranding/marketing and shelters, would any one of these changes weigh heavier than the others? Ms. Deigl stated that the rebranding/marketing would be the greatest factor but that the economy helped as people were looking for alternatives to save money due to the high gas prices.

Mr. Smith asked where the transit system stands at this time. Ms. Beltran introduced Mr. Don Donaldson, the Director of the Engineering Department, to advise of the County's plans. Mr. Donaldson advised that though Ms. Beltran is a great help in the transit area, the transit is actually run by the County Engineering Department as a separate program from the MPO. Martin has been experimenting with the public/private partnership and transit runs using a contract provider. Martin has gone out to bid for a new provider and the award will take place once the final procurement process has taken place. The current vendor, the COA, did not submit a bid, and will not be the provider. The County owns two buses and the new vendor will be providing the buses necessary to provide the paratransit and fixed route services. Martin had been exclusively a paratransit service, which is one of the most inefficient modes of transit, but Martin has gotten involved with fixed route services in the last couple of years. The new vendor will begin in February; however, the service will be the same. Mr. Smith asked if the service is being bid by model, like Indian River County or another model. Mr. Donaldson stated that the County manages the system and designates where the routes will go. An ADA Plan is being introduced to the fixed route service, which will replace the current deviated fixed route. Whatever is left over will become the paratransit

component. The contract provider will provide the service, the staff designates any route changes which have to be advertised in accordance with the Federal Transit Administration (FTA) rules, and come to the Board for approval before the changes are made. The way the model works is the County is the service provider, the contractor provides the service as the County directs. The County recently changed the service and the more fixed routes we have the less paratransit dollars are available. The routes will grow and change. The vendor knows what is already being provided, and that they must be in compliance with all the FTA rules, then the routes will change according to the needs of the community. Mr. Donaldson stated that Martin is transitioning from a paratransit to a fixed route provider. If it is deemed that the County needs to go back to being more traditional by owning and operating the transit service that would be an option.

Mr. Hayes asked who provides maintenance on the GoLine vehicles. Mr. Matson stated that SRA is responsible for them; however they use the County's services as well as other vendors depending on the cost effectiveness. Mr. Matson stated that SRA bills the County for services used and the County proportions the payment from Federal funds, State and County funds. Mr. Donaldson stated that Martin would not be allowed to provide the service due to the contracting method which they are required to follow. Commissioner Glass asked about the number of routes in operation. Mr. Donaldson introduced Ms. Claudette Mahan to address the question. Ms. Mahan advised that there are two urbanized route and one non-urbanized in Indiantown. Mr. Smith asked if there was a way that could be mapped out as to what the County can and cannot do so that there is a structure moving the County forward to a regional transit system so that a person can get from Stuart to Fellsmere without a differentiation between local providers. He also asked if COA got out of the transit business, what IR would do. Mr. Matson stated that they'd have to make transit a County department or go out for bid to get another provider. Mr. Smith inquired if Martin could model their transit to be like IR's, but run it themselves and if there are complications as to what the Feds say we can or cannot do, can we by-pass that by running it ourselves. Mr. Donaldson stated that a large part of the financial issues are purchasing the buses; another 40% is staffing, fuel and then capital costs of operating the buses. Mr. Donaldson said that the County puts about \$550,000 local dollars into transit, but Martin can only use about 20% of the 5307 funds for operating where as IR can use all of their funds for operating expenses. Mr. Donaldson advised that if the community wants to increase the ability to manage and staff more vehicles, more local funds will have to go into the program to cover the amount that Martin doesn't get from the Federal Government. Mr. Matson stated that increased flexibility of the Federal funding is in the works in almost every re-authorization proposal. Ms. Clark inquired if COA was going to continue using their buses and running the paratransit trips. Mr. Donaldson stated that the County's paratransit system will have their own buses and will be operated by the public transit provider. The COA has their

own operation at the Kane Center for which they will be providing transportation.

C. STATE ROAD (SR) 76 PD&E PROJECT UPDATE

MEMO: temp12MPOa03.03

Ms. Beltran advised the Board that in September, 2010 the MPO passed two motions. The first was that the consultant for FDOT's PD&E Study on SR 76 utilize the 2035 data in the analysis of the study and after the reanalysis the preferred alternatives be brought back to the Board for review. The second was to request that FDOT program the design funds to be eligible for the entire corridor from Pratt Whitney Road to Monterey Road. FDOT agreed to these requests. (See letter in agenda package) FDOT and American Consulting Engineers of Florida (American Consulting) are here today to present the updated study utilizing the 2035 data. Mr. Andrew Nunes of American Consulting advised that he would cover the interchange, future traffic, updated analysis, other improvements, and close with a summary and discussion. (See presentation) The project area was addressed, he advised what portions of the projects were funded and in which fiscal year, he advised of the study timeline, traffic projections, and analysis updates and the Interchange Modification Report (IMR) update. The project is moving forward with the design phase beginning early in 2012. Mr. Nunes explained of the original eight alternatives, which ones failed or passed and why. Once the 2035 data was included they re-examined the interchange possibilities as there was a decrease in traffic from 15% to 20%. One option which will be reviewed again is the Diverging Diamond as there are three currently in operation and they are proving to be more efficient, surpassing the level of service originally anticipated. Once the final reanalysis has taken place, American Consulting will return to this Board, provide their findings and allow the Board to make their decision as to which preferred alternative will be used.

Mr. Nunes addressed the County interim improvements on the interchange at SR 76 and I-95, what the modification would be as well as the cost. He discussed the changes in the Methodology Letter of Understanding (MLOU) and the IMR. Mr. Brian Mirson of American Consulting clarified that the changes being discussed by Mr. Nunes are what was presented to the Board previously, the dual loops and previous traffic count prior to the 2035 decrease of 15%-18%, and the suggested enhancements to current conditions rather than adding the second loop. This is what is now being submitted to the Federal Government for approval, based on the traffic reduction. Mr. Nunes stated that a District meeting was held on September 22, 2011 where the updated information was considered and Alternative 2A was recommended to move forward for further analysis in the IMR. This updated information was reviewed by the District in November, 2011 and the IMR will be submitted to the Federal Highway Administration (FHWA) by the end of the year and once approved, a public hearing will be planned for April, 2012. While preparing for the public hearing

American Consulting will continue to research the practicality of the DDI verses the preferred alternative and whichever will provide the best solution and has your support, will be brought back to this Board. Mr. Mirson clarified to the Board how the traffic patterns of the DDI works, the road speeds, the increased capacity and the history of DDIs. (A video was provided of a working DDI.) American Consulting is moving forward with the IMR, and while this is progressing on SR 76 they will continue to study the DDI. If it still looks promising, and the community supports it, they will be able to easily modify the documents in the preliminary design with the Federal Government so as not to delay the process. Ms. Heard confirmed that with the exception of I-95, all of the alternatives are at grade. She then confirmed with Mr. Mirson, that going south in the DDI instead of a loop the vehicle would make a left turn which provides a tighter footprint, less space is used, it's more efficient, fewer lanes will be necessary and still maintain the same level of service. Mr. Mirson stated that providing this Board with more information on the DDI would possibly provide a good compromise to the Tight Urban with less loss of time and fewer accidents from the existing ramps. Ms. Heard asked if conceptual costs have been performed on the DDI verses the enhanced version. Mr. Mirson stated that the DDI may be \$1 million less than the Preferred Tight Urban as no retaining walls are required or cut backs of the slopes, under the current structure, so funds would be saved structurally if the DDI would work. Mr. Brian Powers advised that he is glad that the Holiday Inn will be spared due to the loop not being considered, and inquired as to the designed speed. Mr. Mirson stated the current "enhanced" design speed is 45 miles per hour (MPH). The design speed of the DDI would be either 35 or 40 MPH so there would be a reduction of speed due to the way that it works. Mr. Powers clarified that there will not be an addition of traffic lights; they will just be spaced differently. Mr. Bausch asked if sidewalks were needed to be built. Mr. Mirson stated that sidewalks are required as there is a community park close and it is a part of the enhancement of the corridor. Ms. Heard inquired as to the number of lanes under the bridge. Mr. Mirson stated the space between the columns is more than sufficient to carry eight or nine lanes plus a median and a sidewalk behind the column without ripping anything out. Ms. Clarke asked when the Diverging Diamond and the I-95 corridor studies be working together. Mr. Mirson stated that one issue are the improvements to SR 76 and the interchange. The environmental is being finalized and this will now be going to the design process in the next few months. In that corridor, that project is moving forward as the Department continues to look for funding. Currently it is not funded other than Martin's improvements. The improvements to the interstate project in this corridor and that over the river, will follow what is currently being done on SR 76, and will be two to three years. Funding for the Interstate will be five to seven years out. Ms. Clarke asked about the impact of traffic coming from the Indian Street Bridge onto High Meadows Road to the I-95 interchange and traffic from Indian Street Bridge onto SR-76. Mr. Mirson stated that when the new models were ran the Indian Street Bridge was in those projections. A re-evaluation will modify the model accordingly, once the bridge opens.

Mr. Smith stated that he's amazed that there are discussions of an interchange of this magnitude being discussed for this area. He noted a bridge in Volusia County which was similar to the one in question. He stated that they are expanding their diamond, not blowing it out or doing anything additional and Volusia is a larger County than Martin. Mr. Smith stated that he's unsure that the intersection capacity being discussed for Martin is really the capacity warranted. Mr. Smith inquired as to the cost of the DDI. Mr. Mirson stated that it would be \$50,000 - \$70,000. Mr. Mirson stated that American Consultants will be doing the analysis. They have employed a group called the Advanced Transportation Solutions out of Maryland, who are the original firm to design and implement the DDI. The consultant from Advanced Transportation will be running this program, and it will cost about \$20,000. Ms. Glass questioned if the \$50,000 - \$70,000 was only for the analysis and due diligence. Mr. Mirson stated the due diligence, the analysis, to insure that it can meet the level of service expected, that it will work operationally, geometrically, and crosswise. Ms. Glass asked if due diligence has already been completed on Alternative 2. Mr. Mirson confirmed all due diligence of the other alternatives has been completed through the public meeting. Mr. Mirson stated that the public meeting is in April and American Consultants would like to have this information complete, however it can be a three to six month window in terms of bringing the information back to this Board.

Ms. Beltran stated that the advisory committee did have a recommendation for the Board today and that was because the Interchange Modification Report (IMR) was going to be submitted soon that is to include Martin County's interim interchange project in the IMR that would be submitted. Mr. Mirson stated that the product moving forward at this time is the Preferred which is the enhanced version. They would later bring back the comparison to see if the DDI could work better. That would be a second decision which this Board would make in three to six months. Should the DDI not be chosen by this Board at that time, then the preferred, which is the enhanced version, would proceed forward. Mr. Smith clarified, that American Consultants wants an enhanced version recommendation today. Mr. Mirson stated that he wasn't expecting to receive permission for the DDI today, it was more about whether they should continue to check out the DDI to see if it would be a viable option. Mr. Smith clarified that if the Board said that they were not interested in investigating more about the DDI at a cost of \$50,000 that American Consultants would stop there. Mr. Mirson stated yes, that would be fine. Ms. Beltran stated that it may be good to have a motion and once the DDI is evaluated to come back and update the Board, Mr. Mirson stated that would be fine if the Board wanted them to proceed with the studies of the DDI and return to the Board with an evaluation report.

Commissioner Ciampi moved Staff's recommendation to have a motion to proceed with the tests and studies of the DDI with the caveat that when

the studies of the DDI are further along they should return to this Board with an update. This motion was seconded by Ms. Heard. There were no objections. The motion passed unanimously.

Mr. Smith clarified that this Board will see Mr. Mirson after the evaluation is completed and they will update this Board with the costs, and how it would look. Mr. Mirson stated that he appreciated the Board's attention to this project.

(Mr. Bausch left at 10:50 AM)

**D. CONGESTION MANAGEMENT PROCESS (CMP)
UPDATE 2011 – DRAFT FINAL REPORT
MEMO: temp12MPOa03.04**

Ms. Beltran stated that the CMP update is required by Federal Law for Transportation Management Areas. It is a systematic approach to review roadways where widening is not the desired approach. This method was chosen by the Joint Board by considering the U. S.1 Retrofit Project instead of widening U. S. 1 to ten lanes in some places. The CMP process is broken into two tiers. Tier one is the conceptual and regulatory framework developed by the MPO staff, and tier two is project specific, addressing the CMP strategies for SR 714 from Citrus to Martin Downs Boulevard. Mr. Gavin Jones, the Senior Planner with the MPO, will present tier one and tier two will be presented by the consultant to the MPO, AECOM, which will cover SR 714's project specific information. Mr. Jones gave the reasons behind why congestion occurs. As segments of roadways slow with traffic, people begin to use other routes, go at different times of day and find other modes of transportation. When lanes are added, people return to those roadways, and then you have triple convergence, as the roadways get consumed quickly. It also induces behavior which is hard to undo, as people will relocate to an area which was near the congestion, because the congestion had improved. Transportation Demand Management techniques may be used to affect where people work or live, which mode of transportation they will use, or to avoid certain roads because they have been priced off of them. These techniques are used last because it's hard for them to get any traction until there is sufficient congestion. It takes a certain amount of congestion to get people to reconsider using their vehicles. U. S. 1 is currently in that state. It's as wide as desired, advanced traffic management and signaling systems have been deployed, and now the Demand Management techniques will become part of the U. S. 1 Corridor Retrofit Project.

For this update, they studied nine road segments where the traffic volume in 2010, exceeded 90% of the road service capacity which is up from five percent in prior years. Volumes over 90% are deemed unacceptable and suggest available improvements. Of the nine studied three will be handled in the U. S. 1 Corridor Retrofit, two are on SR 714 and a parallel improvement, the Veteran's Memorial Bridge, will aid that corridor, one project is in the Work Program, two

are deemed financially feasible in the 2026-2030 time frame, leaving SR 714 [from Citrus Boulevard to the Turnpike] to be studied for low cost operational techniques as there are no improvements slated until after 2030. AECOM presented a report showing the monetary cost of delay, between gas and time lost, modeled after the Texas Transportation Institute's (TTI) Annual National Report. This report gages the difference between road improvements such as signaling, turning lanes etc, to the loss to the driver. Mr. LaConte and Ms. Jillian Gastright from AECOM presented their recommendation updates for this corridor. (See presentation) Mr. LaConte outlined the topics to be covered: Existing Roadway conditions on SR 714 from Citrus Boulevard to the Turnpike, Data collection, Field Reviews, Analysis, Performance Monitoring Plan, Summary of Study Findings, Proposed Improvements Benefit/Cost Analysis and photos. He provided a power point showing backed up traffic at different times of the day showing the need for congestion management. Mr. LaConte stated that the traffic queues can back up on the down side of the bridge but a driver can't see it until they reach the top of the bridge. It may be too late to stop at that point, creating a safety issue. Mr. LaConte noted 158 crashes at five intersections on SR 714 in approximately three and one half years, with one fatality and 13 injuries. The signalized intersections accounted for 89% of those accidents with the Turnpike intersection being identified as a high crash location. The TTI established a cost of delay of \$16.00 per hour per vehicle. The cost per vehicle, times the number of vehicles in peak hours, the delay cost is \$1.9 million per year. This is a significant total cost to drivers. Recommendations of adding some through and turning lanes as well as an additional striping would also benefit the level of service for this roadway. The performance measures will help to evaluate the improvements, Martin can get back to see if the improvements really have results. These measures are not difficult or costly to monitor and are based on information which County staff has at their disposal. These are immediate returns on Martin's investment, easy to manage, some are already being implemented based on the findings communicated during the study, and low cost.

[The Board took a five minute break, to reconvene at 11:30 AM for closed captioning purposes.]

It was established by Mr. LaConte that no additional right-of-way would need to be acquired. Mr. Hayes inquired as to the amount of impact to Citrus Boulevard once the Veteran's Memorial Bridge opens. It was determined that re-striping could be an inexpensive solution for now, but in the future, adding lanes in 2015, some restriping and tweaking of signals could be a more permanent solution.

Commissioner Heard moved staff's recommendation to approve the Draft Final Report. Ms. Clarke expressed a second to the motion. Discussion followed.

Ms. Beltran expressed a recommendation to approve the Draft Final Report. If the Board approves some of the ideas of some of the congestion management strategies along SR 714, they could direct Staff to begin discussions with FDOT and the St. Lucie TPO regarding moving ahead with a possible corridor study along U. S. 1 to improve mobility along that corridor. Signalization, transit, turning lanes and intersection improvement would be included. Mr. Smith inquired if that would be from the Roosevelt Bridge North. Ms. Beltran stated that she would have to discuss that with FDOT and the TPO. Ms. Beltran stated that she would want to study from at least Salerno Road up to St. Lucie County as that is the extent of the current transit system route.

Ms. Heard amended her motion to include staff's recommendation to not only approve the Draft Final Report but also to allow staff to begin discussions with FDOT and the St. Lucie TPO regarding preparing a corridor study along U. S. 1 from Salerno Road up to St. Lucie County to effectuate mobility improvements. Ms. Clarke amended her second to include staff's recommendations. There was no additional discussion and the motion passed unanimously.

E. DRAFT BICYCLE AND PEDESTRIAN ACTION PLAN

MEMO: temp12MPOa03.05

Ms. Beltran stated that the MPO staff has been working with the Bicycle and Pedestrian Advisory Committee (BPAC) for over a year on this Action Plan. This is a working document with specific project recommendations. The Draft Plan has been presented to the advisory committees, the Parks and Recreation Advisory Board, and the CRA Board. It will return to this Board as a Final Draft in February.

Mr. Malham gave the history of the Bicycle and Pedestrian Action Plan, the purpose for it, and gave an overview of the BPAC efforts to date as well as the recommendations. (See presentation.) He stated that he is looking for an endorsement from the Board of the Draft Plan, the Key Concepts and any comments of the Board.

Since 1991 there has been a shift in policies to include bicycles and pedestrian issues in planning legislative policies, at the Federal and State levels. In the past the automobile was the primary mode of transportation. Alternatives include walking, biking and transit, allowing each mode of transportation to contribute to the overall system. The BPAC desires to incorporate this Plan, including their vision, in short, for Martin to be a safe walking and biking community. He advised that the BPAC has developed routes to complement Martin's Regional Long Range Transportation Plan (RLRTP), as well as drafting goals, objectives, strategies and the desire to review local planning efforts in order to coordinate. The advisory committee, the CRA, and Parks and Recreation together comprised a list of 84 projects. They evaluated the projects using specific criteria to

develop a scoring system in order to narrow the list to the top 20 projects. Mr. Malham stated that the list further separates the bike facility improvements, the pedestrian and shared use paths. He will continue to work on this Plan, and bring the Final back to the advisory committees, the CRA, Parks and Recreation and this Board at the February meeting.

Ms. Clarke moved approval of the Draft Bicycle and Pedestrian Action Plan. The motion was seconded by Ms. Heard. Mr. Smith inquired if this was sent to the School Board. Mr. Malham advised that it was sent to the School Board and he has received comments from their staff. **The motion carried unanimously.**

**F. TREASURE COAST REGIONAL PLANNING MODEL (TCRPM 4.0) -
MEMORANDUM OF UNDERSTANDING (MOU)
MEMO: temp12MPOa03.06**

Ms. Beltran stated that this is a two part item. There were problems with the last Regional Planning Model III during the 2035 Plan process. FDOT is moving ahead with the Regional Planning Model IV and the MPOs/TPO staffs requested that they be involved with the validation process due to those prior problems. FDOT has agreed that Indian River, Martin and St. Lucie MPOs/TPO could play a role in the selection process of hiring the consultant to do the validation of the model and be part of the Project Management Committee. FDOT has requested that each of the MPOs/TPO contribute \$25,000 over the next two years to be applied to the approximate \$450,000 cost of this project.

Part two of this item is the kind of models which FDOT is considering. The first model is the Four-Step Model IV which was used in the 2035 Plan. Federal Highway has introduced a new model called an Activity Based Model. This model addresses a lot of additional issues. Staff's concern is that the Activity Based Model is a new model, few consultants have had any experience with, and probably less than ten MPOs in the country will be using this new model for their 2040 Plans. A definitive cost for the consultant to use this model during the forecasting of the 2040 Plan has not been forthcoming from FDOT. Staff would support the \$50,000 over the two year period if the Four-Step Model is utilized. At the next meeting in February, if the cost to use this new model has been determined, it will be presented to the Board.

Ms. Heard motioned to fund the validation efforts for two years in the amount of \$50,000, and that the Four Step Model be used in planning the 2035 Plan. This motion was seconded by Mr. Ciampi.

Mr. Smith reiterated that there are only a few consultants experienced with the Activity Based Model and it would be best to be made aware of the costs prior to agreeing to its use.

The question was called and motion passed unanimously.

G. STUDY ON THE ECONOMIC IMPACT OF WATERWAYS AND THE EFFECTS ON THE REGIONAL TRANSPORTATION SYSTEM

MEMO: temp12MPOa03.07

Ms. Beltran stated that one of the eight planning factors included in the Unified Planning Work Program (UPWP) which was approved in 2011, mentions that the MPO is to be involved in the planning activities to enhance the integration and connectivity of the transportation system between modes for both freight and people. The MPO is involved with FDOT in researching ways to streamline movements of people and goods throughout the seaports, airports and roadways. FDOT now has included a Key Project List specifically for seaports and airports in the Work Program. A waterway system plan, initiated by FDOT, recognizes the economic benefit of a well maintained waterway system. Its contribution to the socio-economic benefits which are measured in value by business activities, are important to the Counties and areas of the inland waterways. Martin currently doesn't have a clear strategic vision of how the waterway improvements affect the regional transportation system. Staff recommends that the Board direct staff to research the opportunity to have discussions with FDOT and the St. Lucie TPO to prepare a study to look at the economic impact of the area's waterways and how they affect the regional transportation system. Ms. Clarke asked if this study was anticipated at the time of the drafting of the UPWP and if funds have been programmed. Ms. Beltran stated that the language which this Board approved in 2011 does include everything from transit, airports, seaports and roadways. Ms. Beltran added that that regional integration and coordination is part of the UPWP. Ms. Beltran stated that in addition the two Regional Planning Councils, Treasure Coast and South Florida Regional Planning Councils did receive a \$4 million dollar grant to proceed with a partnership considering the many aspects of regional planning.

Ms. Clarke moved to accept staff's recommendation to direct staff to research the opportunity to have discussions with FDOT and the St. Lucie TPO to prepare a study, look at the economic impact of the area's waterways and how they affect the regional transportation system. Mr. Ciampi seconded the motion.

Mr. Smith requested that the Regional Planning Council be informed of any progress made in this study.

The question was called. The motion passed unanimously.

H. LEGISLATIVE UPDATE

MEMO: temp12MPOa03.08

Ms. Beltran stated that last summer the MPOAC adopted a resolution stating that new MPO's should have a population threshold no higher than 100,000 and all existing MPOs should be grandfathered into any new transportation legislation. The MPOAC sent this resolution to both Congressman Mica and Senator Baxter. (See correspondence in the agenda.) The MPOAC's State and Federal summary that was sent December 7, 2011, addresses the proposed Federal legislation called Moving Ahead for Progress in the 21st Century (MAP 21) which includes language that the MPOs should be designated for areas with a population threshold of 200,000 or more. The current legislation has a population threshold of 50,000. The 200,000 threshold would significantly affect the Martin MPO. In addition, the State legislation proposes an urbanized area with more than one MPO, would only have one list of project priorities beginning in 2013. Staff recommends support for the MPOAC's resolution setting the population threshold of no more than 100,000, by writing a letter for this Chairman's signature, which would go to both the State and the Federal delegation in support of that resolution.

Commissioner Ciampi made a motion to accept staff's recommendation to have a letter drafted for the MPO Chairman's signature, supporting the MPOAC's resolution setting the population threshold to no more than 100,000. Ms. Clarke offered a second. There was no additional discussion. The motion carried unanimously.

9. FDOT COMMENTS

None.

10. COMMENTS FROM BOARD MEMBERS

Commissioner Ciampi offered personal thanks and well wishes to Mr. Brian Powers who is stepping down from this Board. Mr. Ciampi stated that he appreciates how the Powers family looks out for Indiantown, and that Mr. Powers represented Indiantown well. Ms. Beltran provided Mr. Powers with a token of appreciation. Mr. Powers stated that he appreciates the advocates which Indiantown has in Martin. Mr. Powers introduced Guy Parker, whom he has asked to fill his seat. Mr. Powers stated that Mr. Parker has a thorough understanding of Indiantown and its transportation needs and will be an excellent addition to this Board. Mr. Powers thanked the Board for all their efforts.

Ms. Clarke wanted to encourage the MPO Board members to work together with the City on the transit issue. Ms. Clarke has asked the City Manager to also look into the impact of the waterway issues in this community.

11. NOTES

- Correspondence from FDOT-Grant Award Safe Routes to School in Indiantown
- Correspondence from FDOT-Reprogramming Funds for SR 710
- Meeting Minutes-Palm City CRA Sidewalk

12. NEXT MEETING

February 20, 2012 at 9:00 A.M. Commission Chambers.

13. ADJOURN

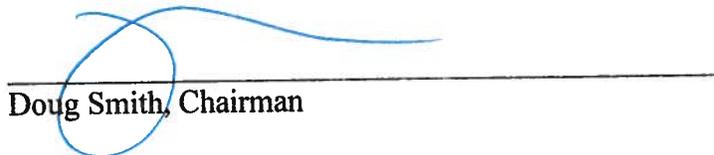
There was no motion to adjourn. The meeting was adjourned at 12:04 PM.

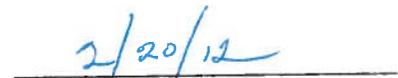
Recorded and Prepared by:


Margaret H. Brassard, Administrative Assistant II


Date

Approved by:


Doug Smith, Chairman


Date