

**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, June 18, 2012 @ 9:00 a.m
Minutes

1. CALL TO ORDER.

The meeting was called to order by 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
Jacqui Thurlow-Lippish, (For Tom Bausch)Town of Sewall’s Point Commissioner
Eula R. Clarke, City of Stuart Commissioner (arrived at 9:04 a.m.)
Edward Ciampi, Martin County Board of County Commissioners
Sarah Heard, Martin County Board of County Commissioners
Patrick Hayes, Martin County Board of County Commissioners

Members Excused:

Kelli Glass-Leighton, City of Stuart Commissioner
Jack Kelly, (Ex-Officio) Councilman, City of Port St. Lucie
Guy Parker, (Ex-Officio), Indiantown

Members Absent:

None

Staff in Attendance:

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

Others in Attendance:

Reverend James Brocious
Susan O’Rourke, Susan E. O’Rourke, P.E. Inc.
Terry Rauth, Martin County Deputy County Engineer

Kent Rice, Turnpike
Arlene Tanis, FDOT
Rick Lussy, Candidate for Martin County Property Appraiser
Devon Gumola, Boy Scouts
Pat Glass, FDOT
Jeff Novotny, American Consulting
Andrew Nunez, American Consulting

A quorum was present for this meeting.

5. APPROVE AGENDA

Ms. Beltran requested that an Item E be added to the Agenda as a possible Unified Planning Work Program (UPWP) modification.

A motion was made by Ms. Sarah Heard to approve the Agenda with the additional item of 8E. The 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. Heard to approve the minutes from the meeting dated May 14, 2012, the motion was seconded by Mr. Edward Ciampi. 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. STATE ROAD (SR) 76 PROJECT UPDATE

MEMO: temp12MPOa07.01

Ms. Beltran advised that the Florida Department of Transportation (FDOT) and American Consulting Engineers of Florida (American Consulting) are here to provide the Board with a status update on the Project Development and Environmental Study (PD&E) on the SR 76/I-95 Interchange as well as informing the Board of the upcoming public hearing taking place on July 12, 2012. Mr. Patrick Glass with FDOT advised that he is substituting for the manager of this project, Beatriz Caicedo. Mr. Jeff Novotny of American Consulting advised that currently there is a public hearing scheduled for July 12, 2012, at 5:30 PM at Indian River State College (IRSC), Chastain Campus, Wolf High Technology Center. He advised that this public hearing will highlight the preferred alternative, Alternative 2A, the enhancement of the existing exit for public comment and input. At 6:00 PM there will be a formal presentation by either Mr. Glass or Mr. Richard Young (also with FDOT). There will be a power point presentation to provide information as well as easels displaying

information for public comment. Mr. Novotny stated that the Draft documents will be made available at the Department's office, the local libraries and IRSC a few days prior to the public hearing. He advised that this study began at the end of 2008 and runs from Pratt Whitney Road through the I-95 interchange to east of Cove Road along SR 76, Kanner Highway. Mr. Novotny described the history of the SR 76/I-95 Interchange PD&E Study.

Mr. Novotny went on to explain that a Value Engineering (VE) is performed when a project meets a certain cost threshold, approximately \$25 million. The VE is very extensive and is used to either add value or optimize costs. One of the recommendations from the SR 76/I-95 Interchange VE was to look at the Diverging Diamond Interchange (DDI). Instead of putting the entire project on hold, the consultants and FDOT chose to study it as one of the first elements of design. The preferred alternative which is being presented does meet the needs of the area and traffic volumes so it is a valid alternative to move forward. If the public input stated that the DDI is agreeable to move forward, the Department would have to give this a more detailed look into the traffic and other elements of consideration. Mr. Novotny began the power point describing the PD&E Study and the DDI. The DDI eliminates the left turns crossing one another and doesn't take a lot of the green time at the intersection. There are some complexities for pedestrian and bicycle movements, but they can be accommodated through the interchange. He stated that he will be providing information and videos of DDI's at the public hearing for people to view.

Ms. Beltran stated that she spoke to a representative at FHWA recently and she expressed the Board's concerns regarding the DDI going through the public input process. She stated the concern of the County Engineering Department that the County's interim project for the interchange would not be able to move ahead giving some of the changes which have come about with the PD&E study. She is waiting to hear back from FHWA regarding some of the items which have come up at the Board meetings.

Ms. Heard stated her concern about the public hearing. She inquired as to the number of public hearings held when input was sought for changes to the entrances and exits on to I-95. Mr. Novotny confirmed that the initial kick off workshop was held in 2009, a workshop in April, 2010 and based on these and the MPO committee meetings and their input, the flyover option that worked from a traffic perspective did not pass the public perspective, and the concerns over the loop ramps all were factors which lead to the re-evaluation of the traffic assessment in terms of the future traffic volumes. There were MPO advisory committee meetings in November, 2011, as well as a presentation to this Board [in December, 2011], and again to the MPO advisory committee members in the last week. Mr. Novotny stated that the upcoming public hearing in July will again provide an opportunity for the public to comment and to view what is moving forward and what is still being reviewed. In the event the DDI goes forward again, a re-evaluation of the PD&E Study and updates to the IMR

would be prepared and each of those elements would need additional public input as well. Ms. Heard stated that there haven't been any hearings with the residents in that area, and there are large, well established communities west of I-95, who will have to drive it all the time. Ms. Heard stated that these residents are her district and no one has conferred with them to determine their preference. Mr. Novotny said that they have approximately 2,700 notices to local area residents to advise them of the public hearing. Mr. Novotny continued that the DDI is being viewed at the public hearing because it came out of the VE study, it's new, and this would be a good venue to get input. Mr. Novotny noted that there are elements regarding the Interim improvements proposed by the County, which work well with Alternative 2A, however, a DDI may cause the need for some re-work to occur if those improvements are constructed.

Mr. Smith addressed Mr. Novotny to clarify that what he is understanding, the preferred alternative is 2A and that is being viewed as the choice made by this Board over the other eight choices which were presented and either did not work or had issues. Mr. Novotny agreed. Mr. Smith continued stating that the DDI is being presented as an option to the public to see if it is something they may be interested in, and if it is rejected by the public or this Board it does not go anywhere, and that is the end of the story. Mr. Novotny agreed. Mr. Smith noted that he is not sold on the DDI as tourist getting off at the intersection won't have the advantage of seeing the video and it could be confusing for them. Mr. Novotny stated that there will be an individual table at the public hearing which will have a video running as well as a computer which will explain the videos. It will be isolated. Mr. Smith noted maybe the DDI should be on the large screen so people can walk in and see how it looks in large scale, and have it running on a loop. Ms. Heard stated that this is a huge change, not just an engineering marvel for those who have to traverse it. Martin doesn't want to be the guinea pig to have a new "engineering feat" in Florida. She wants to insure that the public gives input, not FDOT being able to check a box to show that public involvement performed, so design plans can move on. Ms. Heard stated that the public truly needs to decide what they are going to be paying for in their neighborhood. Ms. Heard stated that directly impacted by the widening of SR76 will be a large development called the Florida Club. Right-of-way and buffering will be acquired from them, those people will need to be directly involved in designing what the buffering will look like from a design standpoint, as a lot of traffic will be moving in front of their homes. No one has reached out to them.

Mr. Ciampi inquired as to the success ratio of the DDI in 2009. Mr. Novotny stated DDI's have been built in Utah and Kentucky while several are being considered in the Sarasota, Florida on I-75. District 1 has stated that they have already been approved. DDI's were developed in France a number of years ago, though they are new in the United States, and there is still not a lot of data collected regarding safety information or crash data. Other states are looking into that information to see if they are worthy of moving forward. Based on known information, the DDI's appear to operate as safely as other interchange

options and that the different configuration doesn't seem to cause any additional crash issues. Mr. Ciampi asked what public reaction was when the DDI in Missouri was opened, and was the location rural or similar to what is here in Stuart. Mr. Novotny stated that it is a bit more urbanized than Stuart, and the crossroad goes over the interchange instead of under as in Stuart. The intent of the DDI was to prevent having to replace the overpass and minimize the footprint. Mr. Novotny stated that the public didn't understand it at first, but once they got more into it, they understood how to work their way through it better. Ms. Clarke asked if signs would be displayed at the college, and near Cove or Salerno Roads. She also agreed with Ms. Heard regarding notification of the homeowners in that area as well as signage on SR 76 advising of the hearing.

Ms. Beltran explained that the PD&E on this project has limits from Pratt Whitney to Cove Road, which is not identified on this map in the LRTP. She stated that this Board's priority number two is west of the interchange to Monterey Road. Mr. Smith asked if there are multiple PD&Es and asked about the gap between the Turnpike Bridge and west of I-95 that isn't included in anything. Mr. Novotny went on to explain the PD&E for the area currently being viewed and the PD&E a number of years ago which widened Kanner Highway from the Interstate east. The segment between Locks Road and Jack James Drive is currently four lanes and based on the updated traffic does not require widening to six lanes. From an operational perspective, in the west bound direction crossing through to Jack James Road, there is insufficient distance to the bridge to be able to sign a lane drop from three to two lanes. They anticipate extending the extra lane over the bridge for site distance perspective, and that lane will drop at Locks Road. That is an operational element, not a capacity need so it does not require being in the LRTP relative to a capacity improvement, so you will see a bit of a gap between Locks Road and Jack James Drive in Martin's plan but it is in American Consultant's study.

Mr. Smith asked if the study justifies all of the above, who's paying for what, who's doing what and what part of what project is doing it? Mr. Smith stated he sees Martin's project which is west of I-95 to Monterey Road, the interchange enhancement project being worked on locally to gain capacity in the corridor, then American Consultants' study, then FHWA is doing a PD&E studying the capacity of I-95 which may or may not entail the bridge. Mr. Novotny stated that the I-95 study has not begun yet. That study will accept out the SR 76 interchange, so whatever is looked at relative to the interchange is being looked at with this study. The I-95 interchange will only look at capacity and improvements on the interstate. Mr. Smith asked what if the study suggests that the bridge over I-95 has to be rebuilt, as in a prior presentation suggesting an \$18 million dollar project. Which project drives the capacity so that two things don't happen: 1) we don't end up with something Martin doesn't want. 2) we don't have to duplicate work previously done. Mr. Novotny stated that the I-95 widening is to study and evaluate adding a lane. The bridges were constructed

in the mid eighties and built for 50-70 years of life. In most cases those bridges can be widened without having to be replaced, though the studies have not been done, he would be on the team which would perform that study. From that perspective, they would anticipate that the bridges would be where they are, maybe wider on top. The south bound direction has been widened and the loop ramp comes on it. Mr. Smith stated so all that is being discussed now will not alter the plans for I-95 relative to both the six lane project and the new interchange configuration or vice versa. Mr. Novotny stated, "at this point no." He stated that the Federal action is the IMR which they are producing and that FHWA had already approved for the interchange. Ms. Beltran stated that it may benefit this Board if the IMR process were explained. She stated that from what she understands, the IMR includes the preferred alternative, which was approved by the advisory committees as well as the Board. The DDI considered in design could change the IMR. What process would that go through because as you mentioned, the DDI would affect the County's Interim project. Mr. Novotny concurred and went on to explain the IMR process. Mr. Smith asked if the County is already under a contract for design. Mr. Novotny stated that the design contract has started, but only gathering of survey information has been obtained to date, no actual design though the FHWA does allow consultants to begin design "at risk". Mr. Smith stated that he thought all the information was needed before going into design, but it sounds like they were already in design. Mr. Novotny stated that they have started design, but they currently are in the survey element, so they are in process of collecting survey data and technical information. Mr. Novotny explained the project and said that the Turnpike Bridge is included. Mr. Smith stated that he wanted to insure that the Monterey Road to I-95 section does not get dropped out, that it is fully included in the process, and six months from now FDOT will not say that funds had to be shifted to do other more prevalent work, which is not on the MPO's prioritization. Mr. Novotny went on clarifying the projects along SR76.

Ms. Beltran stated that she is waiting to hear from FHWA regarding the segment between Locks Road and Jack James Drive because it is noted as an operational improvement in the IMR and the question remains if it is an operational or capacity improvement, because the PD&E study is for capacity. Mr. Novotny stated it's for both reasons. Mr. Hayes advised that sufficient notice to residents and Home Owner Associations (HOAs) about the public hearing is primary. Are there special mailings going out to neighboring communities or HOA's? Mr. Novotny advised that County staff was to provide them with a list of HOA's and others to receive special notice in addition to the 2,500-3,000 letters which will be mailed out to public residents in the area. Ms. Beltran stated that at the last Board meeting it was requested that the consultants return to the Board at the September meeting to give a report on the public comments made at the July 12, 2012 public hearing. She advised that she and some of the Engineering staff are going to District IV to meet with Secretary Wolfe and his staff because the County's Interim improvement project is included in the IMR. She suggested that the Board make a motion to support moving ahead with the County's

Interim project because there are many projects in this corridor, and the County has received a Community Innovations Grant Program (CIGP) grant which is funded in Fiscal Year (FY) 2015, requiring a local match that has been fulfilled. Having the Board support this effort will be a good indication to FDOT that the local project should move ahead.

Mr. Ciampi made a motion to send a letter of support to FDOT indicating that the County should move forward with their Interim improvement project as included in the IMR. The motion was seconded by Ms. Clarke. There were additional comments regarding signage and mailings about the Public Hearing as this will impact all people who commute to work using that interchange on I-95 not just people in the area. It was also noted that the majority of the users of that corridor are not accessing the interstate while the priority of the DDI is to allow easy flow on and off of the interstate. **The motion was called and passed unanimously.**

Ms. Heard advised the consultants that the location of the public hearing has a lot of technology and large screens for viewing videos. She suggested having the DDI video run in loop sequence on a screen. Ms. Beltran reminded the viewing public that the public hearing will be recorded and televised on MCTV. Mr. Smith added that the video would be able to be tagged on to the end of today's meeting.

B. FY2012/13 TRANSPORTATION DISADVANTAGED (TD) PLANNING GRANT

MEMO: temp12MPOa07.02

Ms. Beltran stated that this item is an Agreement and Resolution approving grant funds from the Florida Commission for the Transportation Disadvantaged (CTD). The MPO enters into this Agreement annually with the CTD to support staff to prepare deliverables in order for the County to obtain TD funds and to support the Local Coordinating Board–Transportation Disadvantaged (LCB-TD). Staff is recommending that the Board approve the Agreement in the grant package and Resolution which were provided.

Mr. Ciampi made a motion to accept staff's recommendation and approve the Agreement and Resolution as provided. Ms. Heard provided a second to the motion. The motion passed unanimously.

C. FY2012/13-FY2016/17 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

MEMO: temp12MPOa07.03

Ms. Beltran stated that the Draft TIP was brought to the Board and approved at the May meeting. After the meeting the Draft went to FDOT and FHWA for preliminary comments as well as returning through the MPO process in June. She advised that each of the advisory groups did approve the Final TIP as presented today. Ms. Beltran reminded the Board that the TIP is to provide a

comprehensive list of Transportation Projects which are funded either Federally or by the State, have regional significance, and are the priorities for the MPO. She went on to describe the contents of the TIP. The Veteran's Memorial Bridge remains on the major projects list in the TIP but it is scheduled for completion in July, 2013. The State's Work Program still includes \$118 million which has been held in reserves for passenger rail service along the Florida East Coast (FEC) rail corridor. There were some recommended revisions by FHWA, and another addition since the Draft is the dollar amount that the County was awarded for the Safe Routes to School Grant which is \$545,000 for sidewalk connections in Indiantown. The TIP has been available for Public review at each County library and the County Administration Building for 45 days. It was advertised in the local newspaper, on the website and returned to the advisory committees for review.

Ms. Beltran stated that staff is recommending the Board approval of the FY 2013 through FY 2017 TIP with the knowledge that FDOT will be redistributing the funds from the Indian Street Project to the Big John Monahan Bridge, SR 710, lights for the project limits and SR 76 from the I-95 interchange to Monterey Road. Staff has received an email from Gerry O'Reilly, of FDOT, stating that the lighting for the Big John Monahan Bridge Project will be let in July, 2014, but if the project was ahead of schedule, the project would be let immediately following the bridge construction. Mr. Smith noted that FDOT will not be installing the lights on the bridge until the end of the project. Ms. Beltran stated that she was advised that the current contract was unable to be amended but if the bridge is ahead of scheduled they will let the project ahead of time, but after the bridge construction. The lighting will take approximately ten months. Mr. Ciampi stated that the contractor working on the bridge is understanding that lights will be coming so are there any accommodations which can be made or are they locked into the design so that the subsequent lighting contractor who comes in will run it as an after the fact project or will there be any collaboration so that it doesn't look like it was tacked on. Ms. Beltran stated that the construction always was going to include the pedestals and the infrastructure for lighting it's just the actual lighting will come after the completion of the project. Mr. Hayes asked why, if the pedestals are going to be there would it take ten months to install wiring and lights. Ms. Beltran stated that she will ask about that issue.

Mr. Ciampi made a motion to approve staff's recommendation of item 8C to approve the FY 2013- FY 2017 TIP with the knowledge of the redistribution of funds from the Indian Street Project to the Big John Monahan Bridge lights as well as to the I-95 interchange to Monterey Road. The motion was seconded by Ms. Clarke. There was no additional discussion. The motion carried unanimously.

D. URBAN LAND INSTITUTE MOBILITY SEMINAR

MEMO: temp12MPOa07.04

Mr. Smith stated that he requested this item be placed on the agenda as he thought it would be helpful for this Board. Mr. Gavin Jones advised that this seminar was hosted by the Urban Land Institute (ULI) in Ft. Lauderdale and it was on Freight, Logistics, and Passenger Operations within a changing DOT. Mr. Jones stated that the Freight and Logistics Administrator for the State DOT was a presenter. He advised that Florida has defined the goal of becoming a hub for trade logistics and export oriented activities. He stated that there are several programs and initiatives in place to forward this goal, the Seaport System Plan, an Air Cargo Study, Trade and Logistics, all working together to position Florida to become a leader in freight movement. The seminar focused on the role which Southeast Florida will play in this statewide movement. They anticipate increases in freight movements via trucks, waterborne and air cargo by 2035. Mr. Jones stated that they are looking into how to support trade and logistics as a growth industry and what the State can do to provide the infrastructure to develop the capacity to support this accelerated growth in trade. It is anticipated that the Seaport and Waterway Systems Plans will merge to be one document. Mr. Jones stated that Florida leads the U. S. trade with Latin America and is expected to significantly grow trade with Asia. Florida's Strategic Intermodal System (SIS) was always intended to make the most out of freight movement.

Mr. Jones described the presentations at the ULI Seminar, including the presentation on the Florida East Coast (FEC) Railway, a large mover of freight in the State. Mr. Jones advised that there are 351 miles of mainline track, that it's the only railroad along Florida's east coast and provided other statistics regarding the FEC and its value to the movement of mixed cargo freight, from crushed rock (aggregate), to automobiles and consumer goods. The FEC has announced a \$1 billion project of dual tracks from Miami to Cocoa, Cocoa to Orlando. They hope to have a "reservation-type" passenger rail service. Mr. Jones advised that there are 14 ports that are part of the Florida Seaport Transportation and Economic Development (FSTED) Program. Mr. Smith said that Port Everglades is right behind Miami but is probably going to surpass them as a Cruise line leader. Port Canaveral is also expanding greatly which explains the proposed connections of the FEC from Miami to Cocoa and Cocoa to Orlando. People coming into Miami want to go to Disney or Port Canaveral and the Disney ships are offloading and taking their passengers back to Disney, so all of this is coming together.

E. Unified Planning Work Program (UPWP) Modification

MEMO: temp12MPOa07.05

Ms. Beltran stated that this is a request from staff for the Board to authorize staff to perform duties necessary for a possible UPWP modification in order to insure the MPO's APTA [American Public Transportation Association] membership to remain informed about the Federal Legislation concerning the

new transportation authorization and future transit funding. Ms. Beltran stated that the necessity for this has yet to be determined, as FDOT has not confirmed with her, but since the next meeting is not until September, staff needed to insure that staff would be directed to handle any administrative duties entailed.

Ms. Heard made a motion to direct staff to perform any administrative duties necessary for a possible UPWP modification if so directed by FDOT, in order to insure the MPO's APTA membership. This motion was seconded by Mr. Ciampi. No additional discussion was entertained. The motion passed unanimously.

9. FDOT COMMENTS

Ms. Tanis stated that the summary of the ULI seminar was very good. She concurred that a tremendous amount of funds and efforts are being directed to freight, logistics and ports. She will forward the most recent legislation that was approved to Ms. Beltran to share with the Board. Martin's certification was deemed sufficient and fully certified, and the report has been submitted to Federal Highway. Mr. Smith stated that the ULI presentations were taped, and would he be able to obtain a copy. Ms. Tanis stated that she will find out and get back to him.

10.COMMENTS FROM BOARD MEMBERS

Ms. Clarke wanted to thank the Board and the Taxpayers for sending her to the Metropolitan Planning Organization Advisory Committee (MPOAC) Weekend Institute for Elected Officials. She stated that it was very informative as it covered the history of MPOs, as well as prioritization of projects and how to acquire what is necessary for the community. She recommended that the Board members attend these meetings, support the MPOAC, and become an advocate at the Federal and State level in charting our path.

11. NOTES

Ms. Beltran advised that the certification which Ms. Tanis mentioned previously is in the agenda package under Notes.

She also advised that the new Bicycle Pedestrian Advisory Committee (BPAC) member is Julie Priest representing the District One commissioner appointee.

Lastly, Ms. Beltran noted that there is correspondence from FHWA concurring with the Board's action during the February meeting to allow the carry over funds from this fiscal year to be used in the next fiscal year.

Mr. Smith addressed Ms. Susan O'Rourke, Board Member with the Southeast Regional Partnership. The kick off for the Seven County 50 year study (Seven50) is June 27, 2012 in Delray Beach, Florida. This is a big seven county regional study

which has been on-going and they believe more updates should be coming through the MPOs as well as other organizations. She requested that Ms. Beltran get the details to the Board. She stated that it is a public participation meeting and she would request that the northern counties are well represented.

12. NEXT MEETING

September 17, 2012 Regular Meeting


13. ADJOURN

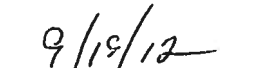
There was a motion to adjourn made by Ms. Heard which was seconded by Ms. Clarke. No further discussion was offered. The motion passed unanimously and the meeting adjourned at 10:41 A.M.

Recorded and Prepared by:


Margaret H. Brassard, Administrative Assistant II


Date


Doug Smith, Chair


Date