

**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, May 9, 2011 @ 9:00 a.m.

AGENDA

<u>ITEM</u>	<u>ACTION</u>
1. CALL TO ORDER – 9:00 a.m.	
2. PRAYER – Rev. James Brocious	
3. PLEDGE OF ALLEGIANCE	
4. ROLL CALL	
5. APPROVE AGENDA	APPROVE
6. APPROVE MINUTES <ul style="list-style-type: none">• Regular Meeting – April 18, 2011	APPROVE
7. PUBLIC COMMENTS (PLEASE LIMIT YOUR COMMENTS TO THREE MINUTES; COMPLETE CARD TO COMMENT)	
8. ADVISORY COMMITTEE COMMENTS <ul style="list-style-type: none">• Memo	
9. FDOT COMMENTS	
10. BUSINESS ITEMS	
A. TRANSPORTATION DISADVANTAGED (TD) TRIP PRIORITIZATION MEMO: temp11MPOa06.01	DISCUSSION
B. EXPENDITURE OF FIRST YEAR UPWP PLANNING (PL) FUNDS IN FY2011-12 MEMO: temp11MPOa06.02	APPROVE
C. CR 714 PROJECT UPDATE MEMO: temp11MPOa06.03	DISCUSSION

11. COMMENTS FROM BOARD MEMBERS

12. COMMENTS FROM THE PUBLIC

13. NOTES

- Correspondence – SR 710 PD&E Study
- District 1 Martin County Commissioner CAC Appointee

14. NEXT MEETING

- May 23, 2011 – Martin MPO Regular Board Meeting

15. ADJOURN

Assistance for disabled persons may be arranged by calling 1-866-836-7034. Non-English speaking, deaf, or visually impaired persons needing an interpreter should contact the Martin County Administrator's office at 772-288-5420 or 772-288-5940 (TDD). An agenda of items to be considered will be available to the public in the Administrator's Office, 2401 SE Monterey Road, Stuart, Florida. Items not included on the agenda may also be heard in consideration of the best interests of the public health, safety, welfare, and as necessary to protect every person's right of access.

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Minutes

- 1. CALL TO ORDER – 9:00 a.m.**
- 2. PRAYER – Rev. James Brocious**
- 3. PLEDGE OF ALLEGIANCE**
- 4. ROLL CALL**

Members in Attendance:

Michael Mortell
Doug Smith
Tom Bausch
Eula R. Clarke
Edward Ciampi
Sarah Heard
Patrick Hayes
Brian Powers

Members Excused:

None.

Members Absent:

Staff in Attendance:

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

Others in Attendance:

Reverend James Brocious
Gerald Levine, Whispering Sound
William T. Albere
Nancy Marin
Hal Smith
Otto Schorpp
Lisa Sanders
Bryan McAninley
Andy Aldrich

Allan Korel
Raymond Parrish
R. J. Maher
Kathleen Cole
Virginia Agar
Hal Agar
Kanol Poderski
Maureen Gawel
Bob Squires
Beth Zsoka
George Delio
Jennifer Murphy
Kim Graham
Sam Amerson
Albert Moses
Maryann Diaz
R. Justin Delaski
John and Mary Lendman
Kristin Guiduboni
Mary Jan Harris
Samantha Delaski
Carl W. Cathy
Bill Summers
Jeslyn Snider
Jayne Pietrowski
Joe Capra
Terry Rauth

5. APPROVE AGENDA

A motion to approve the agenda was made by Mr. Doug Smith. The motion was seconded by Mr. Edward Ciampi. There were no objections. The motion passed unanimously.

6. APPROVE MINUTES

A motion was made by Mr. Doug Smith to approve the minutes for the February 21, 2011, meeting. The motion was seconded by Ms. Sarah Heard. There was no further discussion. The motion passed unanimously.

7. PUBLIC COMMENTS

Mr. Karol Poderski - owner of Martin Downs Animal Hospital, Palm City which is located on SR 714. Mr. Poderski stated that the Indian Street Bridge was going to be having the groundbreaking today for which he and many others have waited a long time. It is supposed to be a four lane bridge, and it will empty into a two lane road. In the past the roads going to the bridge were supposed to be widened. However, it seems that the bridge is being built, but the road is not being widened. As Mr. Poderski states he is a business owner and resident, he feels that the people should be considered first. The priority should be that the road should be widened, to insure the safety of the residences. The people who reside at Whispering Sound will not be able to get in and out of their communities without difficulty, there are businesses and two schools that will need to have easy access, yet the County has said nothing is being done with the road. If the bridge is opened before the road is fixed it will be a

nightmare. The County needs to find the money, re-route the priorities to make sure that the road will be able to accommodate the traffic as well as the residences in the neighborhood, and inform the community as to what is going to happen.

Mr. Otto Schorpp - Resident representing the Whispering Sound Homeowners Association. Mr. Schorpp stated that the community is located in the area where the four lane road coming off of the Indian Street Bridge will be turning into a two lane road. This is a fifty-five and older community. Currently, to make the turn on to SR 714 is already a crap shoot. However, with the concentration of traffic coming off of the bridge, it will be very dangerous. Mr. Schorpp advised that in his past he worked as a police officer for 25 years and four or five of those years he was second in command in traffic safety. The situation which will be forming will be very dangerous. He would rather see it corrected with a traffic light now rather than later on as he feels that there will be casualties.

Hal Smith - representing the Whispering Sound community in Palm City on SR714, also known as Martin Highway. Mr. Smith stated to enter or leave his home he must use SR714 which is the only road leading to the Indian Street Bridge. He said that the bridge will be four lanes wide and will empty quickly into the existing two lane SR714 in front of the development where he resides. The two lane SR714 will continue to be county property and plans to widen the road are at the least, vague. He stated that it is estimated that 25,000 additional cars per day will use SR714 to enter or leave the bridge. The senior citizens in this community will not be able to turn left or right out of their homes. The neighbors down the street have the Berry Street traffic light as well as crossing guards and sheriff's deputies to assist them leaving their homes and schools. Whispering Sound has nothing to protect their seniors from fatalities or possible disabilities from accidents. He stated that just because they are retired and can wait their turn in the traffic, it's more of a safety issue. The issue is entering or exiting safely from their community with 25,000 plus vehicles, streaming by. Mr. Smith requested that a portion of the \$2.5 million which is noted in today's agenda, item 10C, be allocated to purchase and install a traffic signal in front of Whispering Sound on SR714. It is a light that would remain green so that traffic would flow freely on SR714, and would only change colors when a vehicle was needing to enter or exit from the Whispering Sound community. It would be a duplicate of the signal which is currently in operation in front of Hammock Creek. He requested help from the MPO Board for the seniors in this community.

Nancy Marin - Principal of Palm City Elementary School. Ms. Marin stated that Palm City Elementary School is probably one of the only "real" neighborhood schools in the elementary realm. There is only one school bus that takes children to and from school, so the majority either walk, bike or ride scooters as their modes of transportation. Most are children, or parents pushing carriages with babies going, out on to SR714 from the back of this school. Ms. Marin stated that it is dangerous the way the road is right now, and with added traffic in the anticipated amount, it will only increase the danger. It's just an accident waiting to happen. Ms. Marin would hope that the Board would consider the children and do what they can for them.

Maureen Gawel - located on Oakhaven Lane in the Danforth community, and is the Treasurer for the Danforth POA. Ms. Gawel stated that it is not the fault of the MPO that the State has dropped the improvements to SR714. Unfortunately, it has left many in the communities and schools in a bind as it is not a tenable situation. Ms.

Gawel requested that the MPO make the funding for the improvements of this road, their highest priority.

Bill Summers - Resident of Danforth. Mr. Summers states that he has been trying to solicit information from people in connection with this project, including the Governor's office, to learn who will be responsible for determining that local workers will be employed for the construction of the Indian Street Bridge. Mr. Summer's last conversation with the Governor's office resulted in a statement indicating that if he was still unsatisfied with the information which he obtained from the local personnel involved in this project, then he could petition a conference with the Governor [Governor Rick Scott]. Mr. Summers does intend to proceed in this matter. Mr. Summers directed the specific question to the MPO Board, to learn who is responsible to make sure that local people will be employed to do the work on the Indian Street Bridge.

Justin Delaski - Resident of Danforth. Mr. Delaski stated that he recalls how SR714 has evolved over the years, with the addition of a shopping center. Even the light at the shopping center wasn't added until after a couple of serious automobile accidents, which he had the misfortune to witness. He stated that the light was to have gone in prior to the shopping center, and at the time, the funds were available, but the funds were held back because it was a questioned if the light was really a necessity at that time. He stated that he became vocal over this incident. He stated that he and Brian McAninley sat through a meeting with other people who all stated that there is a price tag for improvements on that road, that will come after fatalities. That's a horrible way to look at this, but it will become a reality. Mr. Delaski stated that he has a V8 truck with huge pick up, and sometimes, to get out of Danforth, he has to spin his tires. He asked if anyone thought the people in these neighborhoods would be able to get out of their neighborhoods safely once the Indian Street Bridge opens. How will anyone be able to cross the road on a bicycle or by foot? He commented that the residents will become prisoners. There are tens of millions of dollars being used on this project, it's a political game, and to sacrifice that small piece of road and the lives at stake is irresponsible.

Hal Agan - Resident of Danforth. Mr. Agan stated that not long ago, he sent a fax to a number of political representatives, including Commissioner Ciampi, and received comments back from Commissioner Ciampi and very few others. The fax basically stated that construction on the Indian Street Bridge was nearing commencing. Plans were approved and final permits were about to be issued. However, no efforts to widen SR 714 was anywhere in the foreseeable future. The primary connector to the Florida Turnpike and I - 95. The original plans for the bridge had the first phase being the expansion of SR714, preceding the bridge itself. Mr. Agan finds it inconceivable that the bridge is proceeding without proper access. A six lane highway and a major interstate will both be dumping traffic on to a two lane road which currently provides access to two schools, four major housing developments and a shopping area. The bridge engineering study projects a traffic count on SR714 will increase the first year, by 25,000 cars per day. When questioned about the lack of proper supporting structure, the answer was that it was due to the lack of funds. Mr. Agan asked if anyone has applied for any of the high speed rail funds which were returned by the Governor, and are now up for grabs. The elected officials should be in negotiations with the Department of Transportation (DOT) to secure a portion of these funds. The plans for the expansion of SR714 have been in existence for some

time, and the project should be virtually shovel ready. What is being done to bring this critically needed project to reality? Mr. Agan received a response from the DOT stating that the funds for the high speed rail cannot be defrayed to other sources. Mr. Agan stated that someone should go to the Secretary of Transportation and request a waiver for some of those funds. He feels that this is very important. Mr. Agan also noted that it has been suggested that in 2012 a design and review program will be underway for SR714, but nothing about the construction of the bridge. He is aware that the capital appropriations for FY2016- 2017 do include the modification of SR714 but 2016 is out of the question. Mr. Agan urges the Board to take some action on this matter.

8. ADVISORY COMMITTEE COMMENTS

Ms. Beltran stated that a memo was included with the agenda package which focuses on the Transportation Enhancement applications, which is an agenda item. Mr. Mortell noted that the Advisory Committee Memo will be addressed during the agenda item.

9. FDOT COMMENTS

None.

10. BUSINESS ITEMS

A. INDIAN STREET BRIDGE PROJECT UPDATE

MEMO: temp11MPOa05.01

Ms. Beltran stated that the project team for the Indian Street Bridge is here to provide a brief update.

Mr. Denti stated that since construction has begun, it was time to come to the Board and provide an update. Ms. Beltran will play the updated video so the members could look at it during his presentation. The permit from the South Florida Water Management has been obtained, the Army Corp of Engineers permit, the Sovereign Land Lease, and they are now waiting on the Coast Guard permit which is expected within a week or so. Construction on land, has commenced as these permits are in hand. Many meetings have taken place, a fairly successful job fair in conjunction with the Chambers of Commerce, which facilitated over 675 applications that day alone, 200 more applications were received on site in the following days, so there are over 875 applications on hand from local people looking for work, and a number of those people have been hired. The final public hearing took place prior to construction. That too was successful. He, too, has heard his share of public comments regarding the section to the west of the bridge. Activities on the project are that a significant amount of clearing has been done along 36th Street, the erosion control devices have been installed, the first test pylon was recently driven in successfully, and there are only 508 more to go. A trestle pylon will be driven early this week. That is the temporary steel bridge which will allow for the building of the permanent bridge. Work will not begin in the water until they have obtained the Coast Guard permit. The completion date for the Indian Street Bridge is approximately spring-summer of 2013. The ground breaking is being held today which is being conducted by Martin County. The work force is growing on a daily basis and the majority of the employees are being locally hired, Mr. Denti said his staff is local and they

have compiled a manual for the contractor in this group to use local services to facilitate the local economy.

Commissioner Sarah Heard asked Mr. Denti to address the questions which were asked by the public earlier in this meeting: What are the timelines and plans to address the public safety issues. What steps will be taken to consider the ingress and egress of the surrounding community consisting of two schools, a shopping center and four residential communities. Also what steps will be made to prevent funneling 25,000 vehicles from a four lane bridge to a two lane road. Mr. Denti stated that this was brought to the attention of the Florida Department of Transportation (FDOT) District Four and they are aware of this issue. Ms. Heard asked how the project could proceed without solving this problem first.

Mr. Mortell intervened stating that he doesn't think that the Board can tell a Project Manager who has received directions from the County Commission and the MPO to do a project, to not proceed when he was hired to do something that did not include this agenda item. This issue is internal and will need to be addressed by the policy makers not the Project Manager. Ms. Heard asked when the policy makers would address this issue, and Mr. Mortell stated that it was being addressed now. Ms. Heard stated that this problem needs to be solved before this Board proceeds. Mr. Ciampi stated that his understanding was that Mr. Denti was not with the FDOT. Mr. Denti stated that he "represents" FDOT.

Mr. Ciampi stated that many of the public attendees to this meeting were present partly due to his encouragement, as his children go to Palm City Elementary School and will eventually go to Hidden Oaks Middle School. Mr. Ciampi said he, most of his friends, and neighbors reside in that area. This is his number one priority and he has a couple of years remaining in this term as a Commissioner. If this is a policy maker's issue, and Mr. Ciampi stated, as he is one of those policy makers, this project will have to be done now. By the time that a need determination factor is prevalent, the bridge will be completed, and the cars will be flowing. There are a lot of hurdles to cross, but it is not insurmountable and this should not be the reason this organization does not move forward. If need be, the Board can again solicit support from the public every time this organization discusses the Indian Street Bridge, as a reminder. Many from FDOT originally wanted SR 714 to be part of the project, and when deciding whether or not this Board was for or against this type of construction, a lot of people formulated the opinion that the SR 714 project would be complete. Mr. Ciampi said he was one of those people, so he will work very hard to insure that the safety issues of SR714 are addressed. Whatever we need to accomplish, will be accomplished by a united effort. The local representatives, the community, the businesses, and the residents will work together until this matter has been resolved. People didn't think that the Indian Street Bridge would ever happen, but it's going to, and for people who think this segment won't happen, they'll be surprised because it will. Ms. Heard asked how many years has the County been planning this bridge and why wasn't this segment a part of the project. Ms. Beltran stated that it has been a priority for ten years. It was part of the project, but when the American Recovery and Reinvestment Act (ARRA) funds became available, that was when the project was split into three segments; the bridge itself, the western segment of SR 714 leading to the bridge, and the eastern segment of SR 714 leading to the bridge. Currently, the number one priority of this Board is SR 714. This was

going to be addressed later in this meeting. The MPO Discretionary Funds which the State was programming for the SR 710 project is being redirected to SR 714 as this is the number one priority of the MPO. FDOT has requested that the change be made in July after the Work Program is no longer in lockdown mode. The \$2.5 million dollars of SU funding will be moved towards SR 714. Ms. Beltran stated that she had planned to address this under another agenda item, however, as it is relevant, she will address it now. Ms. Beltran was going to ask the Board to direct staff to approach the Center of Urban Transportation Research (CUTR), to ask the staff of the Metropolitan Planning Organization Advisory Council (MPOAC) in Tallahassee, as they are very familiar with the Work Program and the funding in the Work Program. They know a lot about the MPO legislation, and what is to be spent at the MPO's discretion and what are the State Funds. Ms. Beltran thought that this would be beneficial to this Board as well as Staff to be more educated in that area, and to learn exactly what funds the MPO can put toward SR 714.

Ms. Heard asked what was the budget for this project and how much has Martin County contributed to it. Ms. Beltran deferred to Terry Rauth, the Project Manager for the Indian Street Bridge. Ms. Terry Rauth, Deputy County Engineer, stated that the County contributed \$29.7 million for right-of-way acquisition and those funds have been expended. DOT has spent \$2 million West of Mapp Road and another million in the Work Program in 2012 for right-of-way, and they have \$4.4 or \$4.5 million in 2013, and another \$3.3 million in 2014. There are a lot of funds going into the Work Program, going into right-of-way, and they are working on design. Ms. Heard asked how much more funding Martin County borrowed for this project. Ms. Rauth stated that no funds other than the \$29.7 million have been borrowed.

Ms. Clarke stated that she wanted to insure that the request to have SR 714 addressed concurrently with the bridge be made very strong and clear to FDOT. Mr. Hayes requested a refresher as to the dates and times as to when the project was split into the three segments. Ms. Rauth stated that she believed that it was prior to the ARRA funds which would make it approximately 2009-2010. At the rate the costs were escalating verses the fund collection, the project was never going to happen, so the project was broken into three segments.

Mr. Hayes asked what the timing was and the dollar amount on that portion of the project. Ms. Rauth doesn't have an updated cost estimate, she stated that she will have to get with DOT on that. Ms. Rauth stated that the completion of the bridge is in about two years and FDOT doesn't show construction money in the Work Program at this time for the SR 714 western segment. Mr. Hayes asked if when the project was bifurcated into three segments, the funds were not bifurcated accordingly. Mr. Rauth said that they were not. She said that the funds were over \$200 million and the project went from Willoughby to the Turnpike. Mr. Hayes asked how much of the \$200 million was the bridge alone? Mr. Rauth stated that the middle portion [the bridge] was estimated to be \$128 million but when bids came in they were closer to \$68 million. Mr. Hayes stated that the bridge was \$128 million prior to 2009, and there was an eastern and a western section which would have made the difference between the \$200 million and the \$128 million. Ms. Rauth concurred. Mr. Hayes stated that the dollar amounts would have been approximately \$30 million each. Ms. Rauth stated that roughly that could be it,

but the way bids have come in and the way land values were going down, a new cost estimate needs to be done for both the construction and the right-of-way. Mr. Hayes stated that he is trying to figure out where the shift in funds went. He stated that there is no funding in DOT's budget for the east or west portions, the monies were only continued in the middle portion which is the bridge itself. Ms. Rauth stated that the middle section was funded with the economic stimulus otherwise that wouldn't be happening either.

Mr. Don Donaldson, the County Engineer, introduced himself. Essentially, as Ms. Rauth said, when the project was being worked on, with the impact fees and other sources of funds, the project was not going to happen. The project was split into segments and the MPO ranked the segments in order, with the bridge being the primary segment. The County contributed almost \$30 million towards the right-of-way acquisitions and those funds were given to the DOT. When the PD&E study was complete, it was at the right time to receive ARRA funds, and the number one ranked project was the bridge segment. That was submitted for grant approval, which was granted, and the County's funds remained in there for right-of-way acquisitions which are still being spent to this day. The County petitioned the DOT immediately on the unused portions of funds and asked if they could be applied to the balance of the segment. They were unable to reacquire those funds. The funds returned to the State, and the State redistributed the ARRA funds as they deemed necessary. The local districts had no authority to move those funds, though the County continued to request that the savings should be directed toward the County's projects. However the County has been unsuccessful. The DOT has continued acquiring the right-of-way along that segment including the segment to the turnpike and right-a-way needed for the entire project. The County is looking to keep the full project in line and as Ms. Beltran pointed out, the County is looking for all of the available discretionary funds that this Board has, to make it the Board's choice to fund the number one project, which is this project. The County is looking at local sources if they become available to also apply to this project. The ideal scenario would have been to be able to capture some of the savings of the ARRA funds or savings anywhere in the District's budget to help complete this project and conclude this project at the same time the bridge is complete. That is the continuing goal at the staff level. There are unspent funds acquiring the remaining right-of-way of County funds between Mapp and the Turnpike.

Mr. Hayes asked Mr. Donaldson, what percentage has been spent on right-of-way on the western portion. Mr. Donaldson indicated approximately 50%. Mr. Hayes asked if the project was originally around a \$30 million project for right-of-way acquisition widening the road, traffic lights etc. Mr. Donaldson stated he thought it was approximately \$20 million. Mr. Hayes asked if the traffic lights that are being requested today included in that \$20 million figure? Mr. Donaldson was not positive, he recalled additional lights being added, and about hearing mention of both communities but he wasn't sure of their context. He did recall that it would be a divided roadway, medians and landscaping in terms of the entire project. Mr. Hayes asked how does the City get back to a more blended time frame and completion date for both the bridge and SR 714? Mr. Donaldson states that the Board and the DOT will have to work together and seek out additional funding sources to apply to the SR714 project in an effort to complete the entire project, both the bridge and the road, approximately at the same time as

originally planned. It would be much more efficient than piece-mealing it. Mr. Hayes stated that it is the Board's obligation to bring greater focus to this segment, and align the coordination between the bridge and SR 714 to a closer time proximity. The Board needs to become more pro-active on seeing that SR 714 is brought up to speed quickly. The Board needs to make this specific solution an agenda item for the next meeting, to activate a strategy, and determine progress.

Mr. Mortell stated for the record, that the MPO has identified that the SR 714 corridor is the number one priority, and the balance of that goes to the County Commission to take this Board's advice. Mr. Hayes responded that the Board needs to get more specific as to the direction the County will be taking in an effort to expedite this roadway. Ms. Beltran reiterated that this Board could direct staff to approach CUTR to ask about issues regarding MPO's discretionary funds and how the different funding sources from the State and the Feds could be better defined. This could be an avenue to explore to clarify what the funding could be to be applied to SR 714.

A motion was made by Mr. Smith to instruct staff to consult with and determine if CUTR could present to this Board, from where the SU funds come. It was determined that there will be a charge for CUTR's services and staff will bring the amount back to the Board at the next meeting.

This motion was seconded by Ms. Eula Clarke. There was no additional discussion. Ms. Heard opposed this motion. The motion passed.

Mr. Smith amended his motion to allocate up \$10 thousand dollars for the presentation by CUTR, in order for staff to get the presentation authorized so it can be presented as soon as possible instead of waiting until the next meeting to have the funds approved. This amount may be amended at a future meeting if need be, the motion is an effort to move this project along. The motion was seconded by Ms. Clarke.

Public comments ensued.

An unidentified gentleman requested clarification of the motion that was just made. Mr. Mortell explained to a member of the public that the MPO Board has prioritized that particular section of SR 714 as the number one project. Unfortunately due to circumstances throughout the State, the funds have been withdrawn and this project is unable to be funded. What the MPO Director has recommended, was that CUTR, who is out of Tallahassee, come before this Board and give a full presentation on SU fund [Discretionary Funds] which the MPO may obtain from other sources and other locations, that may currently be earmarked for I-95, but if we have the ability to re-earmark those funds, the MPO may be able to find funds by getting that presentation, so that we can locate the necessary funding to complete the MPO's number one priority.

Hal Agar, Danforth resident, suggested that a hard figure for the completion of the SR 714 is needed. The Board concurred.

Bill Summers stated that the Board is seeking funds to build a facility that the County doesn't have funds to build, when the County is already short on funds, and the State is short on funds, and we're arguing about building something that we know we cannot afford to build. We need this money in so many other places, it's just a shame, and atrocious that this Board would take the time and effort on this matter.

Brian McAninley, a Danforth POA member, and parent of two children at Palm City Elementary. Mr. McAninley is surprised at the awe of the Board to learn of the concerns of the public. To build SR 714 after the bridge is constructed is ludicrous, and as a community this needs to be worked on to get this project accomplished.

A vote was obtained by roll call, to approve the funding for the CUTR presentation.

Michael Mortell	Yes
Doug Smith	Yes
Tom Bausch	Yes
Eula R. Clarke	Yes
Edward Ciampi	Yes
Sarah Heard	Yes
Patrick Hayes	Yes

The vote passed unanimously.

Mr. Ciampi discussed going to Washington and Tallahassee when news of the stimulus funds were becoming available. They worked hard and received \$128 million for the project, which was, at the time, the assumed cost for that structure. Mr. Ciampi asked Mr. Donaldson if those funds came to the State of Florida or did Washington, DC determine the individual projects for the ARRA funds, then those funds came through Florida for the Indian Street Bridge or did \$400 million dollars come to the State of Florida and then the State decided where the funds should go. Mr. Donaldson stated that the State made that decision, and the Indian Street Bridge was the largest individual project awarded in the State of Florida. The Senate also approved this project, as did the Secretary of Transportation. Mr. Ciampi stated that the state received \$128 million, the bridge totaled approximately \$74 million, and the remaining funds almost instantaneously, went back to Tallahassee and were reallocated. The Board anticipated that the bridge would cost approximately \$128 million and it was almost half, 50% less, due to the economic situation. Many projects are dramatically less expensive as people are striving to keep their shops open, so they are bidding their jobs closer to the actual cost. This is the ideal time to complete this segment [SR 714] as there is a proven record that projects are being built using a more realistic dollar figure. Mr. Ciampi would like to see what's been purchased and what's not been purchased in the area of right-of-way. This would be a good economical time to make these purchases, instead of waiting a few years until the economy improves as that will increase the cost of materials, right-of-way and increase the cost of the project. There is a sense of urgency regarding the safety factor, but also in the fact that it will never be less expensive to do the project. It'll never be less expensive to purchase the right-of-way. Mr. Ciampi stated that he is aware that

the Engineering Department also wants this project, and he asked Mr. Donaldson what is left to be accomplished before this can be brought to fruition. Mr. Donaldson stated that the obtaining the right-of-way, getting the design and bidding the project out is all that is left to be done as the PD&E Study has been completed. Mr. Ciampi asked Mr. Donaldson, if the funds were available, would SR 714 be able to be completed about the same time as the bridge, and Mr. Donaldson concurred. Mr. Ciampi said that knowing this gives this Board the motivation to acquire these funds, and as quickly as possible. A lot of the complicated work has already been completed, which is good news.

Ms. Heard stated that the majority of the Board of County Commissioners voted to borrow money [over \$29 million] for 20 or 25 years, for land acquisition for this project and now the Board is being told that these funds have all been spent and only approximately half of the right-of-way needed to complete the project, has been purchased. Ms. Heard stated for the record, that she was not a part of the vote to borrow funds. Mr. Donaldson clarified that to the best of his knowledge, all but possibly half of the last segment of right-a-way has been purchased. Ms. Heard referenced an earlier comment made by Ms. Rauth that the western segment of the project is construction, and design, which costs are roughly \$20 million. Mr. Donaldson stated that those figures were from the original PD&E and he noted that Ms. Rauth stated that an updated cost estimate should be obtained based on current construction dollars. He stated once the right-of-ways have all been obtained, and since construction prices have decreased, the cost estimate will also be significantly lower. Ms. Heard stated that the figures she currently has states that the County is in the hole for this segment up to \$59 million, the bridge will be completed in two years, and there are no funds for the western portion. Ms. Heard stated that she would not advocate asking the Martin County residents to foot the bill.

Ms. Heard made a motion that the Indian Street Bridge should not be opened until a solution on the western side of the bridge (SR 714) is achieved. A second on the motion was obtained from Mr. Bausch.

An unidentified member of the public stated that the County comes up with millions of dollars, and it is about to build a swimming pool [referencing the upcoming Aquatics Center] for recreation. He stated that he was aware that funding comes from many areas, but politics, funding and taxes are a shell game, they are moved around all the time. He stated that the County is going to build a swimming pool for our enjoyment, and build a bridge which will lead to a roadway incapable of safely handling the amount of traffic expected. Without additional safety precautions, such as widening the road and adding traffic signals, this roadway will cause fatalities.

Ms. Clarke addressed Mr. Donaldson. You indicated that the PD&E studies had been finalized. Were there public meetings held regarding the bridge and were traffic signals addressed? Mr. Donaldson stated that yes, there were design charrettes on all of the segments, landscaping, medians, intersection improvements and signals. I don't recall the exact placements of the signals right now, but all of the plans were approved with a lot of local input from the Palm City CRA. There were years of public involvement on this project.

A vote was made on the motion made by Ms. Heard as to whether the Indian Street Bridge should not be opened until a solution on the western side of the bridge is achieved. There were two for and five against. The motion failed.

Mr. Smith asked of Mr. Donaldson if there were any road funds available for this project. Mr. Donaldson stated that there are no funds currently programmed in the County's budget. Mr. Smith inquired if there were any stormwater funds available that could be moved from Capital and moved to this project. Mr. Donaldson again answered no. Mr. Smith stated that the Aquatic Center was mentioned previously, that is funded with sales tax dollars that are very specific relative to an order that is passed that the voters vote on that the referendum is very clear on as to what those funds may be spent on. Do you know of any funds that may be taken from the Aquatic Center and moved to this project? Mr. Donaldson's answer again was no.

Mr. Smith stated that he is aware that there are people who have opposed this bridge for years and that continues today. It has been his contention and others, that the bridge needs to be built and that is why it is being built. It has been frustrating that some people have done everything in their powers to sue, stop, delay, hold up anything possible to curtail this bridge, yet the bridge is being build in spite of all the efforts. It is ironic on the day of the groundbreaking for the construction of the bridge, that the Commissioners Chambers hosting the MPO meeting, would be full to people to discuss SR 714 and the issues pertaining to it. Days like this, should be viewed as an opportunity, verses a day to try to stop the bridge with a motion to try to do so. The criticism being levied is that something different should have been done prior to today. How collectively as a community and as a Board, can we work together to solve this problem, verses criticizing the problem and not having a solution. Most of the comments from the residents state that the bridge is going to be built, and there is a strip of SR714 that needs to be fixed, addressed and ultimately changed. That is the general consensus. Mr. Smith stated that the entire community inside these Chambers, have a common desire to find an amenable financial solution to this situation. Today's criticism is not productive, however, working together to seek a solution is beneficial. A motion to solicit information from CUTR to explore possibilities of locating funding sources to use toward this project, was passed today. This is a positive partial solution to this situation. It is moving in the correct direction of attempting to meet our collective goal. If we could have more unity from this Board, to work as a cohesive unit to solve issues, it would be so much more conducive to the betterment of all our communities and constituents.

Mr. Smith continued by stating when FDOT gets a message by the votes made by the Board and politics of the day, and by people meeting with the Governor to change things, this causes FDOT to focus on other projects. Efforts were made to get the funds which were returned to the State to remain locally, however, as there wasn't a cohesive union pulling for one large project, [the bridge and it's connectors] FDOT chose other locations for the funds. Even today, a motion was made to stop the bridge. This will not solve the problems expressed today before this Board. The meetings to the Governor should be a request for the District Secretary to allocate the appropriate funds for this critical project in Martin County. The community should call FDOT stating that a financial solution needs to be found for this project in a more timely fashion. Everyone may not agree on

the issues, but if the community and the elected officials worked together, a beneficial solution may be found to satisfy this community's needs. Mr. Smith made a plea to the Board to unanimously support a motion to work together, to devise a plan that would resolve the financial issues of SR 714.

Mr. Ciampi stated that he wanted a clear message to be brought to the Board of the concerns regarding the impact of the bridge on SR 714. Mr. Ciampi stated that as a Palm City resident, he will insure that SR 714 will remain the number one priority for the Board and that this project will be brought to completion. The Board will need to work constructively with FDOT, with the local representatives, the new Secretary of Transportation, and the Governor. He stated that this project will get done and he is confident that the desired results will be achieved. Mr. Bausch stated that emphasis needs to be placed on obtaining funds to do the necessary work on SR 714, prior to the opening of the bridge, not that the bridge shouldn't be constructed at all. He stated that it would be more of an incentive to get people working towards a solution. Ms. Heard remarked that she concurred with Mr. Bausch, and the motion was made to place the needs and safety of the residents first. The road needs to be able to safely, equal the capacity of the bridge. Mr. Smith again requested solidarity of the Board in the quest to obtain sufficient funding for SR 714, in a timely manner, for the road to be capable of safely handling the anticipated traffic from the bridge.

Mr. Smith made a motion to send a letter to FDOT requesting a full review of the dynamics involved with the western segment of SR 714 from Mapp Road to the Turnpike, asking FDOT to re-prioritize any funds within their existing system, for the improvements to SR 714 to coincide with the opening of the Indian Street Bridge. Ms. Clarke seconded this motion.

Mr. Ciampi clarified that FDOT is aware of this issue, however the issue came up because there are \$2.5 million in MPO Discretionary Funds which were allocated for a different project out in Indiantown. Mr. Ciampi wanted the Board members to hear the concerns of the community, to insure that these funds would be re-directed to the SR 714 project.

A vote was taken for the motion on the table. There were no objections. The Motion passed unanimously.

**B. FY 2011/12 TRANSPORTATION ENHANCEMENT
APPLICATIONS FOR FY 2014/15 FUNDING
MEMO: temp11MPOa05.02**

Ms. Beltran gave the Board a brief summary of this agenda item. She explained that Enhancement funds are Federal funds which will become available in FY2014-2015. This year's allocation is \$369,000. There was a steering committee that reviewed the applications being submitted prior to coming to the MPO, to validate the feasibility and qualification of the projects. The three projects which passed the qualification process were 1.) Bicycle lanes on Old Dixie Highway, presented by Martin County; 2.) Sidewalks and beautification on Dixie Highway near downtown Stuart presented by the City of Stuart; 3.) Landscaping and lighting project between the bridges along A1A, presented by the Town of Sewall's Point. Each application is in the agenda package, and all

three Advisory Committees were very supportive of each application and their project. However, each committee chose a different project to be their number one priority. BPAC chose the Old Dixie Highway bicycle lanes; TAC chose the City of Stuart sidewalks; and CAC chose the landscaping and lighting project from the Town of Sewall's Point. Through cooperation of each agency, a way to potentially fund all three projects has surfaced. Ms. Beltran provided a spread sheet to each of the Commissioners prior to the meeting, showing how some funds could be re-distributed and all three projects could be funded. This redistribution could be reflected in the new Transportation Improvement Program (TIP), whose draft is currently being formulated for presentation to the MPO Board at the May meeting, with the final being brought before this Board in June. Ms. Beltran asked if the Board wanted the applicants to present their projects or if the Board would prefer to have her explain the distribution to them. It was deemed that the distribution explanation would be sufficient.

Ms. Beltran requested the Board to look at the spreadsheet she previously provided. There was a CRA sidewalk project, some sidewalks being in Hobe Sound, which was approved for funding cycle FY2012-2014, in the amount of \$156 thousand. The sidewalks in Hobe Sound were small segments. It was determined that the cost of design and oversight would be more than the construction of the sidewalks. The funding for this fiscal year was determined to be re-directed to the Town of Sewall's Point's project. It will coincide with the resurfacing of that portion of A1A between the bridges. Working directly with FDOT, using these funds, along with the funds that the Town has set aside, this should be enough to bring this project to completion. Last year's first priority project was a combination project with the City of Stuart and the Rio CRA. The \$331,000 would be available in FY2013-2014. This project didn't have public support, which was learned by the steering committee. These funds would be able to fund the City of Stuart's sidewalk project. This year's allocation is \$369,000 which would be left for the third application, the bicycle lanes on Old Dixie, Martin County's project.

Ms. Heard suggested that having just discussed the lack of funding for the SR 714 project, couldn't these funds be shifted to that project instead to secure the safety of the communities. Ms. Beltran stated that these particular funds will not be available until FY2015, so timing wise this would not be a good option. Ms. Heard asked if funding for either the FY2011-2012 or FY2012-2013 be reprogrammed. Staff would have to re-evaluate this scenario. The SR 714 is much larger than what Enhancement Funds can typically pay.

Ms. Heard made a motion to reprioritize these Enhancement Funds, and assess these funds to see if they can be re-directed to the SR 714 project.

Ms. Rauth stated that the County is not aware if there are going to be issues regarding right of way on SR 714. With Enhancement Funds, the right of way needs to already be in place. This information will need to be provided to the DOT by May 2, 2011. It would be extremely difficult to prepare a package on SR 714 given the lack of time. Mr. Ciampi appreciated the effort extended by Ms. Heard to obtain the funds, however, this may not be the appropriate way to acquire the funding for SR 714.

Mr. Ciampi made a motion to accept staff's recommendation to reallocate the Enhancement Funds to the three projects whose applications have qualified successfully for receipt of these funds. The motion was seconded by Mr. Smith for discussion.

Mr. Smith directed a question to Mr. Rauth regarding the bike lanes on Old Dixie. He stated that the East Coast Greenway (ECG) Trail has been adopted, which should include that section. The ECG was adopted to have a continuous 10 foot trail from Maine to Key West. This is also in the Martin County Long Range Transportation Plan (LRTP). If this is to be done, then this should be a link of the ECG. Ms. Rauth stated that this could be looked into, however the issue is that BPAC would prefer the bike lanes over the multi-modal path. Mr. Smith stated that the Green River multi-modal path is being used by cyclists of all levels. If the County does not wish to continue with the ECG, then the program should be un-adopted, and do the bike lanes, as this could be a funding source. Ms. Rauth stated that since this funding is so far into the future, that there would be plenty of time to explore the possibilities of this issue and return to the Advisory Committees and the Board with the results. The main reason this project was chosen is that the timing coincided with the resurfacing project, stated Ms. Rauth. Mr. Smith added that is fine, but check into the possibilities of the ECG multi-modal path as well, and possibly the County can do all of it. Mr. Bausch asked that Mr. Smith clarify the funding allocation which is being discussed. Mr. Mortell clarified that Mr. Smith wants the Board to adopt staff's recommendation pursuant to his second, however in doing so, the one tier relating to the bike lanes, be reevaluated to see if it could coincide with the ECG. Mr. Smith added that it is an opportunity for the resurfacing project and using MPO funds for accomplishing another segment of the ECG, if the Board chooses to continue with the ECG. One third of the ECG has been completed in this county.

Mr. Ciampi amended his motion to accept staff's recommendation to reallocate the Enhancement Funds to the three projects whose applications have qualified successfully for receipt of these funds, with the exception that the bike lanes on Old Dixie be reevaluated to see if this portion could coincide with the ECG. Mr. Smith seconded this motion.

Ms. Beltran stated that these applications are due to FDOT by May 2, 2011 and there is not another Board meeting prior to that time. If there are right-a-way issues with the multi-modal path, how is staff to address this issue. Ms. Rauth stated that it could be submitted as is, and modified at a later date if needed. Mr. Smith agreed with this action. Mr. Smith stated by policy, that if the ECG is not built in that location, should the County end the entire program, as he believes that this is how the funds are to be used. The program is placed in the LRTP and when funding is available to implement a segment of the program, the program should be completed, or remove the program.

The vote was taken for the motion on the table. Ms. Heard opposed this vote. The motion passed.

C. SR 710 PROJECT UPDATE

MEMO: temp11MPOa05.03

Ms. Beltran stated that this item was discussed at the last meeting and there were two issues. The first was the \$2.5 million in Discretionary Funds which have been addressed previously in this meeting. The second issue was the multi-modal path which runs parallel to the SR710 roadway between Allapattah and the Martin County Line. As directed by this Board, a letter was sent to FDOT stating that the Board did not agree with the multi-modal path along this segment of SR 710, by a vote of four to two. A response letter from FDOT is in the agenda package, asking that the Board reconsider this issue.

Mr. Donaldson is present to discuss the County's position regarding this project. Mr. Donaldson stated that in conversations with FDOT, it was agreed that the MPO Discretionary Funds would not be allocated to this project. FDOT requested that it be approved the way it is, but they assured the County that the funds would be reallocated in July when the Work Program is out of lockdown. This is in writing, and the County will follow up with this item. The second portion of these discussions was the multi-modal path. This multi-modal path is included in Okeechobee and Palm Beach Counties plans and they do want to be able to connect the three Counties. FDOT did state if the path is included in the PD&E, when it comes time for construction it could be left out, however, when it is built, if the multi-modal path was not included in the PD&E that it cannot be added. FDOT is imploring the MPO Board to approve the PD&E with the inclusion of the path so that they can accomplish interconnecting the three counties and in the event that if it were to be problematic, in the future, the Board could still opt out. Mr. Donaldson has had other conversations with Mr. Marc Gavin, the field Operations Manager, regarding other issues related to SR 710. There are a series of ditches in the vicinity where this path will be placed, that are in dispute in terms of maintenance. The DOT doesn't fully maintain them as only about half of the ditch is their right-of-way, the other half is private property. The required right-of-way acquisition for this project would clearly encompass all of those drainage ditches within their right-of-way and force them to clean up and provide some alternative drainage patterns, which the County has tried in the past, to redistribute some flows to wetlands further north. Mr. Donaldson recommended to the Board that the PD&E be approved as suggested and if there are concerns over the pathway itself that the direction to the DOT would be emphasized not to construct the path, until such time that other outreach has been done with Indiantown and the neighboring property owners.

Mr. Brian Powers addressed the Board stating that it was not his goal to kill the multi-modal path. Mr. Powers was not aware that this was a regional effort. His concerns are that some property owners have already sustained significant property losses due to eminent domain. Mr. Powers found comments from the Okeechobee County discussions with FDOT. He learned that there is some flexibility in terms of where the path is located along the corridor, and there is only one landowner on the opposite side, that being CSX. As the high speed rail is not going to be using that corridor, Mr. Powers stated that he would like to advise FDOT that Indiantown is supportive of the path as long as the path or the corridor shifts enough, that this will not cause the loss of property to local

landowners of more than 200 feet. Ms. Heard stated that if CSX rents are anywhere close to FEC rents, it would not be affordable. Mr. Smith clarified that the some of the funds for this multi-modal project are coming from the State's Strategic Intermodal System (SIS) funds. These funds will only be used in infrastructure that is part of the SIS. If you do not use these funds for what they are planned you cannot move them to another project, the State will re-prioritize those funds to other links on the SIS system and those funds will be lost. If we turn down these funds, they will be spent anyway, just not in Martin County.

Mr. Smith made a motion that the PD&E be approved as recommended by Mr. Donaldson, being assured that if the Board chooses to not have the path at a later date, that it can be omitted. Mr. Hayes seconded the motion for the purpose of discussion.

Mr. Mortell addressed the Board that FDOT is currently under lockdown, and they have requested that the Board wait to modify the funding on this project until after July when the lockdown is curtailed, so as not to disrupt other portions of the project. Mr. Mortell believes that as a benefit to the Board, if the project is left where it is there is no harm and as it goes forward, which could be years from now, if it can be retracted at a later date, we are at least giving a direction and going forward with the balance of the corridor, just not that of the multi-modal path. Removing the path could jeopardize ever having the multi-modal path included, even if there were negotiations that could be made in five or ten years. Plus, a whole new PD&E study would have to be done. FDOT is requesting that it stay within the PD&E study for the time being.

Mr. Ciampi is on record stating that he is against the multi-modal path. However, he will support the motion, based on the presentation by Mr. Donaldson stating that FDOT requests that the Board approve the path for now, only to preserve the possibility of having the path or the choice to remove it at a later date. Mr. Bausch is not convinced that the local Government will be able to curtail this project if FDOT wants it in.

Mr. Smith will remove his motion.

Ms. Heard made a motion to stand on the removal of the multi-modal path which was made at the last Board meeting. Mr. Bausch seconded this motion.

Mr. Hayes is in agreement with Mr. Donaldson and Mr. Smith's original consideration.

Mr. Hayes made a substitute motion that the PD&E be approved as recommended by Mr. Donaldson, being assured that if the Board chooses to not have the path at a later date, that it can be omitted.

Mr. Smith stated that this is exactly when it is necessary to approach FDOT. If the Board really does not want a project they need to make their desires heard. Mr. Powers stated that some of the issues relating to these ditches really do need to take place. There are also some opportunities there too. Mr. Powers does not want to see the trail killed as FDOT may kill the other projects too. The Board

does need to go to FDOT and give them direction, but he doesn't want to see the project totally stymied.

The first motion to be voted on is the motion made by Ms. Heard to stand on the removal of the multi-modal path which was made at the last Board meeting regarding the SR 710.

The vote for Ms. Heard's motion was called and there were three for and four against. The motion failed.

It was noted by Mr. Donaldson that in order to have the path remain in the PD&E Study as recommended noting that the multi-modal path could be removed at a later date a new motion would be required. Mr. Donaldson stated it was suggested by Mr. Powers that it could be a good opportunity to possibly give some direction to FDOT, that the path not require condemnation but to incorporate it within their drainage or voluntary acquisition program.

Mr. Ciampi addressed Mr. Donaldson regarding the drainage issues mentioned by Mr. Powers. Mr. Donaldson stated that staff will still advocate that the drainage gets fixed whether the path is included or not. However, the locations where the multi-modal path is located are the same areas where the drains are and if the path were installed FDOT would have to deal with the drainage issues, where as if it is just the roadway, they will not. Mr. Bausch asked Mr. Donaldson, if the drainage is the only thing to be done, would the right-of-way still have to be purchased? Mr. Donaldson stated yes, but it could also be a voluntary program.

Mr. Ciampi made a motion to continue the PD&E study requested by FDOT to give them the future flexibility for a connection between Okeechobee County and Palm Beach County. Mr. Ciampi remains on the record that he is not in favor of the multi-modal path, but in the spirit of working with FDOT, he makes the motion. Mr. Hayes seconded the motion indicating that he does not wish to cut off the opportunities at this time. The vote was called. There were five for the motion and two against. The motion passed.

D. MPO'S UPGRADED WEBSITE

MEMO: temp11MPOa05.04

Ms. Beltran stated that staff has been working on upgrading the website and the consultants are here if the Board would like to have a presentation.

Mr. Ciampi made a motion authorizing staff to move ahead as long as they are satisfied that the changes recommended have been addressed, and for staff to forward to each of the Board Members a copy of the website. This motion was seconded by Ms. Clarke. The motion passed.

11. COMMENTS FROM BOARD MEMBERS

Mr. Smith stated that it could be helpful if staff would request of FDOT to come back and share with this Board the alternatives of getting SR 714 added to the SIS system.

Mr. Jack Kelly, from the City of Port St. Lucie, gave an update on the Regional Transportation Committee that is being formed. He noted that Martin County has named the four or five members which will be representing the County. Port St. Lucie has an Executive Board in their MPO, and they appointed the Executive Board which is comprised of Mr. Jack Kelly, Ms. Kathryn Henslee, School Board member, Commissioner Paula Lewis, and Commissioner Sessions from the City of Fort Pierce, and they are waiting on an appointment from the Economic Development Council. The criteria for this Board are that each member must be an elected official.

Mr. Kelly mentioned that he would appreciate anyone from the Martin MPO to attend the St. Lucie County MPO meetings. The inland port issue was recently voted down and he would invite Martin's attendance at future meetings concerning issues of such community impact.

Mr. Kelly also indicated that they need to be scheduling a Regional Transportation meeting in the near future as funds will be available soon, which the MPO's do not want to miss out on.

12. COMMENTS FROM THE PUBLIC

Arlene Tanis, from FDOT indicated that the cost for a Discretionary Grant is approximately \$500,000 and that would be to actually build or whatever the Regional Transit Organization (RTO) decides to be shared between Martin and St. Lucie. There will be additional funds available to assist staff in administering the RTO. The DOT is in process of securing some assistance funds to get this going. It will not be permanent, only about one year's worth.

13. NOTES

- Support Letter for 714 Roadway
- MPO Correspondence to Senator Dockery
- MPOAC 2011 Legislative Policy Positions
- FDOT Letter – FY2015/16 TRIP Funding
- MPOAC Letter – Strategic Intermodal System (SIS)

14. NEXT MEETING

- May 9, 2011 – Martin MPO Regular Board Meeting

15. ADJOURN

A motion was made to adjourn was made by Mr. Smith. The motion was seconded by Ms. Heard. There were no objections. The motion passed the and the meeting was adjourned at 11:15 AM.

Recorded and Prepared by:

Margaret H. Brassard, Administrative Assistant II

Date

Approved by:

Michael Mortell, Chairman

Date

**MARTIN METROPOLITAN PLANNING ORGANIZATION
INTER-OFFICE MEMORANDUM**

TO: MPO Board Members DATE: May 2, 2011

FROM: Beth Beltran
MPO/Transit Planning Manager

SUBJECT: Advisory Committee Comments/Recommendations

The comments and recommendations from the Bicycle and Pedestrian Advisory Committee are as follows:

BPAC April 11, 2011

Committee Members approved a motion recommending that the MPO Board send a letter to the Engineering Department and Board of County Commissioners in support of the proposed alignment for the Seabranh Phase II Transportation Enhancement Project.

Committee Members also approved a motion to inform the MPO Board that the BPAC is in support of the multi-use trail for the SR 710 project, although the Committee understands there are right of way and alignment issues to be reviewed and discussed.

CAC May 4, 2011

Staff will inform the Board of comments and recommendations at the May 9th meeting.

TAC May 4, 2011

Staff will inform the Board of comments and recommendations at the May 9th meeting.

BB/mm

**MARTIN METROPOLITAN PLANNING ORGANIZATION
POLICY BOARD MEETING**

AGENDA ITEM SUMMARY

MEMO: temp11MPOa06.01	MEETING DATE: May 9, 2011	DUE DATE: May 2, 2011	UPWP#: 5.9
WORDING: TRANSPORTATION DISADVANTAGED (TD) TRIP PRIORITIZATION			10A
REQUESTED BY: LCB-TD	PREPARED BY: Beth Beltran	DOCUMENT(S) REQUIRING ACTION: None	

BACKGROUND

On December 6, 2010, the Local Coordinating Board discussed changing the trip prioritization list in the Transportation Disadvantaged Service Program (TDSP). Due to limited funding, all TD funds have been spent on medical trips of which 80% of the TD funds are used on recurring medical trips to the Treasure Coast Kidney Center. The remaining funds are generally spent within the first week of the month.

On March 7, 2011 the Local Coordinating Board voted and approved a change to the TD trip prioritization list. The revised trip prioritization list will allow for 50% of the total TD monthly allocation cost to be distributed to recurring or subscription trips. The remaining monthly allocation would allow for medical trips (non-subscription) for TD clients throughout the County.

ISSUES

Beginning June 1, 2011 TD clients who currently receive TD recurring trips and are coming up on their recertification will be notified that subscription trips will no longer be available. The CTC will continue this process until the 50% maximum for recurring trips has been met.

Approximately 8 – 10 dialysis patients will be impacted by the change from June 2011 – August 2011. The CTC will be working with clients and their families to address alternative transportation options to and from the Treasure Coast Kidney Center.

RECOMMENDED ACTION

Recommendation
Provide input

FISCAL IMPACT

FY 11 – TD monthly allocation is \$18,490.00
FY 12 – TD monthly allocation is \$19,000.00

APPROVAL

N/A

ATTACHMENTS

Trip Prioritization Outline

TDSP Trip Prioritization Outline

Proposed Trip Prioritization

1. Medical (only 50% of monthly allocation can be used for recurring or subscription trips)
2. Employment
3. Education
4. Grocery Shopping / Nutrition
5. Social Service Agency Trips
6. Other Social / Shopping / Life Sustaining Trips
 - This prioritization would allow \$9,245 to be spent on recurring medical trips and \$9,245 spent on other medical trips.

**MARTIN METROPOLITAN PLANNING ORGANIZATION
POLICY BOARD MEETING**

AGENDA ITEM SUMMARY

MEMO: temp11MPOa06.02	MEETING DATE: May 9, 2011	DUE DATE: May 2, 2011	UPWP#: 5.1
WORDING: EXPENDITURE OF FIRST YEAR UPWP PLANNING (PL) FUNDS IN FY2011/2012			10B
REQUESTED BY: MPO	PREPARED BY: Beth Beltran	DOCUMENT(S) REQUIRING ACTION: NONE	

BACKGROUND

The Martin MPO's FY 2010/11-2011/12 two-year UPWP was adopted on May 3, 2010. The UPWP is a document that identifies the planning activities budgeted for completion during a specific time period. Tasks described in the UPWP may be completed by MPO staff or consultants. All tasks are funded by Federal Highway Administration (FHWA) planning (PL) funds, Federal Transit Administration (FTA) Section 5303, 5307 and Transportation Disadvantaged planning funds, local match funds and in-kind contributions. The funding received by an MPO may be expended only in accordance with an approved UPWP.

ISSUES

Although one of the reasons for a two-year UPWP is to not have to prepare a budget every year, Martin County is the host agency of the Martin MPO and does prepare of budget every year. Staff requests \$100,000 in PL funds that were originally budgeted for FY2010/11 be expended during FY 2011/12:

Task 5.2	Regional Coordination	\$35,000
Task 5.4	Data Collection (Origin-Destination Study)	\$20,000
Task 5.8	Public Transportation	\$10,000
Task 5.11	Congestion Mgmt Process	<u>\$35,000</u>
TOTAL		\$100,000

RECOMMENDED ACTION

Recommendation

- a. Motion to approve expending \$100,000 in PL funds during FY2011/12 that was originally budgeted for FY2010/11, and Authorizing the Chairman or the MPO/Transit Planning Manager to perform administrative duties to meet Federal and State funding requirements making FY2011 funding available for FY2012.

FISCAL IMPACT

\$100,000 in FY2010/11 funds made available during FY2011/12

APPROVAL

MPO

**MARTIN METROPOLITAN PLANNING ORGANIZATION
POLICY BOARD MEETING**

AGENDA ITEM SUMMARY

MEMO: temp11MPOa06.03	MEETING DATE: May 9, 2011	DUE DATE: May 2, 2011	UPWP#: 5.5
WORDING: CR 714 PROJECT UPDATE			10C
REQUESTED BY: MPO	PREPARED BY: Beth Beltran	DOCUMENT(S) REQUIRING ACTION: None	

BACKGROUND

At the April 18, 2011, MPO Policy Board Meeting, nine (9) citizens spoke about safety concerns along CR 714 once the Indian Street Bridge is constructed. CR 714 is the western roadway leading up the the Indian Street Bridge and is the MPO Board's #1 Priority Project. The Board discuss various issues, including updated project cost estimates, the amount of ROW acquired, why SU funds have not been programmed for the project, and if CR 714 could be considered an SIS facility.

ISSUES

Staff will update the Board on the CR 714 Project at the May 9, 2011, Board Meeting.

RECOMMENDED ACTION

Recommendation

- a. Provide input.

FISCAL IMPACT

FY2012 MPO discretionary (SU) funds

APPROVAL

MPO

ATTACHMENTS

- a. Correspondence to FDOT
- b. Emails regarding project ROW acquisition
- c. Emails regarding project construction costs



MARTIN MPO

METROPOLITAN PLANNING ORGANIZATION

2401 S.E. Monterey Rd.
Stuart, Florida 34996
<http://www.martinmpo.com>

April 20, 2011

MICHAEL MORTELL
Chairman
Commissioner For
The City Of Stuart

DOUG SMITH
Vice-Chairman
Martin County Commissioner

EDWARD CIAMPI
Martin County Commissioner

PATRICK HAYES
Martin County Commissioner

SARAH HEARD
Martin County Commissioner

EULA R. CLARKE
Commissioner For
The City Of Stuart

TOM BAUSCH
Commissioner For
The Town Of Sewall's Point

Secretary James A. Wolfe, P.E.
Florida Department of Transportation, District IV
3400 W. Commercial Blvd.
Fort Lauderdale, FL, 33309

**RE: Martin MPO's #1 Priority Project
CR 714/Martin Highway from Turnpike to Mapp Road
FM #230978.2**

Dear Secretary Wolfe:

The Martin MPO Board requests that the above referenced project, the MPO's #1 Priority, is coordinated with the completion of the Indian Street Bridge (ISB). At the April 18, 2011, MPO Board Meeting, nine (9) Palm City residents spoke of their concern about the safety along CR 714, given the fact that the ISB Project construction has begun.

Please submit the most updated cost estimates of the CR 714 project to the MPO, and inform the MPO how FDOT plans to fund and complete this western roadway leading up to the ISB. In addition, the MPO requests that all of the SU funds allocated to Martin, beginning in FY2011/12, be programmed for the MPO's #1 Priority until its completion.

If you have any questions, please contact Beth Beltran at (772) 288-5484.

Sincerely,

Michael Mortell, Esquire
Chairman, Martin MPO
Commissioner, City of Stuart, FL

cc: Martin MPO Board Members
Don Donaldson, Martin County
Gerry O'Reilly, FDOT
Stacy Miller, FDOT
Arlene Tanis, FDOT



TELEPHONE:
(772) 221-1498

FAX:
(772) 221-2389

From: Terry Rauth
Sent: Wednesday, April 27, 2011 4:40 PM
To: Taryn Kryzda
Cc: Don Donaldson; Beth Beltran
Subject: FW: Indian Street Bridge Phase II
Attachments: 2309781 & 82 cost est.pdf

Taryn:

The response to the Doc Myers question is included in the e-mail below. FDOT is not aware of any involvement Doc Myers had on the Indian Street Bridge.

Attached is an updated ROW cost estimate for Segment 1 (current project under construction) and Segment 2 (Turnpike to west of Mapp Rd). On Segment 1 \$29.5M has been expended on ROW. On Segment 2 \$2.4M has been expended. The current estimate to purchase the remaining Segment 2 ROW is \$7.2M. FDOT has \$4.68M programmed in FY 2013 and \$3.35M in FY 2014 for Segment 2 ROW.

We have not received updated construction estimates.

Terry

From: Neilly, Van [mailto:Van.Neilly@dot.state.fl.us]
Sent: Wednesday, April 27, 2011 3:44 PM
To: Terry Rauth
Subject: RE: Indian Street Bridge Phase II

Terry,

Sorry for the delay, but I had to have an updated segment-2 estimate completed. Attached is estimate for segment 1 (FM2309781) and segment-2 (FM2309782). The segment-2 cost estimate is \$7,171,198 and reflects 31 parcels. The Design Section is working with the PD&E alignment to finalize the r/w requirements. Subsequent to these activities, there could be additional parcels, including temporary construction easements.

Four parcels needed for segment-2 (128, 808, 163, and 769) were acquired under segment-1 (FM2309781). The expenditure for these parcels is \$2,378,373. These parcels are not included in the parcel count and estimate for segment-2.

As it relates to Doc Meyers, Steve Braun who had oversight for the PD&E is not aware of any involvement from Mr. Meyers. The advanced acquisition process started in October 2007 and the regular acquisition in July 2009.

From: Terry Rauth [mailto:trauth@martin.fl.us]
Sent: Wednesday, April 27, 2011 3:20 PM
To: Neilly, Van
Subject: Indian Street Bridge Phase II

Van: Please send me an updated cost estimate for the ROW acquisition on CR 714 between Mapp Rd. and the Turnpike. The BOCC keeps asking for an update. Thank you, Terry

Terry Rauth, P.E. | Deputy County Engineer | Martin County Engineering Department
 2401 S. E. Monterey Road, Stuart, Florida 34996
 Office: (772) 419-6936 Fax: (772) 288-5955

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From: Terry Rauth
Sent: Thursday, April 28, 2011 4:33 PM
To: Taryn Kryzda; Don Donaldson; Beth Beltran
Subject: FW: ISB Segment 2

The estimated construction cost of CR 714 from west of Mapp Rd. to the Turnpike is \$15.5M. FDOT cannot utilize state funds on County roads. Funding will have to be Federal or County. The FDOT work program has enough funding for the ROW acquisition, but there is no construction funding programmed at this time. The county's \$29.7M has been expended on Segment 1 ROW.

From: Hughes, Steve [mailto:Steve.Hughes@dot.state.fl.us]
Sent: Thursday, April 28, 2011 3:51 PM
To: Terry Rauth; Jeffers, Betsy
Subject: RE: ISB Segment 2

Terry,

The cost estimate is approximately \$15.5 million. The project is in-house design. Please let me know if you need anything else.

Thanks,
Steve Hughes, P.E.
Roadway Design - Section 1
Tel: (954)777-4467
Fax: (954)777-4482

From: Terry Rauth [mailto:trauth@martin.fl.us]
Sent: Wednesday, April 27, 2011 5:14 PM
To: Jeffers, Betsy
Cc: Hughes, Steve
Subject: ISB Segment 2

Betsy: Do you have an updated construction estimate for Segment 2? Is design in-house? Thank you, Terry

Terry Rauth, P.E. | Deputy County Engineer | Martin County Engineering Department
2401 S. E. Monterey Road, Stuart, Florida 34996
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Notes



MARTIN MPO

METROPOLITAN PLANNING ORGANIZATION

2401 S.E. Monterey Rd.
Stuart, Florida 34996
<http://www.martinmpo.com>

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Chairman
Commissioner For
The City Of Stuart

DOUG SMITH
Vice-Chairman
Martin County Commissioner

EDWARD CIAMPI
Martin County Commissioner

PATRICK HAYES
Martin County Commissioner

SARAH HEARD
Martin County Commissioner

EULA R. CLARKE
Commissioner For
The City Of Stuart

TOM BAUSCH
Commissioner For
The Town Of Sewall's Point

April 20, 2011

Mr. Gerry O'Reilly, P.E.
Director of Transportation Development
FDOT-District IV
3400 W. Commercial Blvd.
Fort Lauderdale, FL 33309

**RE: SR 710 PD&E Study
Okeechobee County Line to County Road 609
FM #419344.1**

Dear Mr. O'Reilly:

At their April 18, 2011, meeting, the Martin MPO Policy Board approved the inclusion of the shared use path in the SR 710 PD&E Study from the Martin-Okeechobee County Line to County Road 609. However, this motion does not mean that the Martin MPO Board approves the construction of the shared use path. The MPO Board recognizes the benefit of the project to the drainage issues in this area, and authorizes the shared use path for the PD&E Study only.

If you have any questions, or need any additional information, please contact Beth Beltran at (772) 288-5484.

Sincerely,

Michael Mortell, Esquire
Chairman, Martin MPO
Commissioner, City of Stuart, Florida

cc: Martin MPO Board Members
Don Donaldson, Martin County Engineering Director
Arlene Tanis, FDOT-MPO Liaison



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PATRICK HAYES
Martin County Commissioner

SARAH HEARD
Martin County Commissioner

EULA R. CLARKE
Commissioner For
The City Of Stuart

TOM BAUSCH
Commissioner For
The Town Of Sewall's Point

April 22, 2011

Mr. Michael Houston
145 NE Elm Terrace
Jensen Beach, FL 34957

**Re: Martin Metropolitan Planning Organization (MPO)
Appointment to Citizen's Advisory Committee (CAC)**

Dear Mr. Houston:

Congratulations on being the new Martin MPO CAC appointee of the Martin County District 1 Commissioner Doug Smith.

Enclosed please find a copy of the MPO's By-Laws and meeting schedule. We look forward to your serving on the CAC, and if you have any questions, please do not hesitate to contact me.

Sincerely,

Beth Beltran
MPO/Transit Planning Manager

Enclosures

cc: Commissioner Doug Smith, District 1
Shelia Kurtz, CAC Chairperson



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