

**MARTIN METROPOLITAN PLANNING ORGANIZATION
JOINT CITIZENS' ADVISORY COMMITTEE,
BICYCLE/PEDESTRIAN ADVISORY COMMITTEE AND
TECHNICAL ADVISORY COMMITTEE MEETING**

Blake Library, Armstrong Wing

2351 S. E. Monterey Road

Stuart, FL 34996

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(772) 221-1498

Wednesday, November 14, 2012 @ 1:30 pm

Minutes

1. CALL TO ORDER

Ms. Samantha Horowitz, Vice-Chair of the Technical Advisory Committee, called the meeting to order at approximately 1:34 pm.

2. ROLL CALL

Members in Attendance:

Sheila Kurtz (arrived at 1:36 pm)

Amy Eason

Joseph DeFronzo

John Patteson

Michael Houston

Trent Steele (arrived at 1:45 pm)

Albert Zilg

Kevin Trepanier (Ex-Officio)

Joan Moore

Ken Natoli

Julie Preast

Jim Hudson

Edward Vossen

Bill Schell (arrived at 1:37 pm)

Ronald Shewmaker

Samantha Horowitz

Robert Kellogg

George Stokus

Arlene Tanis

Mark Cocco

Don Donaldson

Chon Wong

Kim Delaney

Rogelio Gonzalez (Ex-Officio arrived at 1:43 pm)

Members Excused:

Alex Trovato
Dan Parz
Steven Schimmel
Rick Yost
Cheryl Lenartiene
Sam Amerson
Paul Nicoletti

Members Absent

Dawn Arvin
John Mildenberger
Hal Forslund
Stuart Trent

Staff in Attendance:

Beth Beltran, MPO Administrator
Lukas Lambert, Associate Transit Planner
Margaret Brassard, Administrative Assistant II

Others in Attendance

Jeannelia Liu, Burns & McDonnell
Min-Tang Li, FDOT, District IV
Sharon Merchant, The Merchant Strategy
Newton Killson, FDOT
Antoinette Adams, FDOT
Leslie Wetherell, FDOT
Cyndy Kendrick, Stanley Consultants.
Julio Delgado, FDOT
Joe Capra, CAPTEC
Krysti Brotherton, MC Engineering Dept.
Boyd Lawrence

A quorum was present for this meeting.

Ms. Beltran stated that Ms. Samantha Horowitz would be presiding over this meeting as she is the Vice Chair for the Technical Advisory Committee (TAC) and historically a TAC member chairs this meeting. Ms. Horowitz has an engagement at 3:00 PM to which she must attend. If there are no objections from this committee, the meeting Chair will be turned over to Mr. Don Donaldson, as a TAC member, in the event that the meeting is still in process. There were no objections. Ms. Horowitz asked if there would be a motion to approve the agenda.

3. APPROVE AGENDA

Ms. Joan Moore made a motion to approve the agenda. The motion was seconded by Don Donaldson. There was no additional discussion, the motion passed unanimously.

4. AGENDA ITEMS

A. FDOT CITIZENS' REPORT

DRAFT TENTATIVE WORK PROGRAM

MEMO: temp13CAC/BPAC/TACa01.01

Ms. Beltran introduced Ms. Antoinette Adams from FDOT District IV who will present the Martin County Draft Tentative Work Program for Fiscal Year (FY) 2013-14 through FY 2017-18. Ms. Adams advised that during the FY 2012-13 Legislative Session there was a \$200 million cash sweep in FY 2012-13 from the State Transportation Trust Fund, however, it was offset by a \$200 million revenue from automobile license fees directed to that same fund in FY 2013-14. This \$200 million was allocated as follows: \$10 million per year for the Seaport Investment Program, \$35 million was allocated for the Turnpike Enterprise for projects which facilitate access roads to the existing Turnpike system, \$10 million to the Transportation Disadvantaged (TD) Program, \$10 million per year to the Small County Outreach Program (SCOP), and the remaining \$135 million was to be used for the Strategic Transportation Projects. Ms. Adams stated that the landscaping section was modified to prohibit the Department from expending funds on any landscaping with a resurfacing project. Ms. Adams went on to discuss additional Legislative updates, including the Transportation Legislation Moving Ahead for Progress in the 21st Century (MAP-21). Provisions include the major consolidation of the Transportation Enhancement, Recreation Trails, Safe Routes to School and Scenic By-Ways into the Transportation Alternatives Program (TAP). Under TAP landscaping and scenic beautification will only be available when it is a component of a construction project; it will no longer be eligible as standalone project. A public hearing has been scheduled at the Treasure Coast Operations Center to address the Draft Tentative Work Program. The hearing for Indian River, Martin, and St. Lucie Counties will be December 4, 2012, at 6:30 pm and may also be viewed as a webinar. Ms. Adams stated that she will provide the particulars to Ms. Beltran as soon as it is available. Ms. Adams reminded the members that FDOT met with the MPO staff over the summer to review the Priority Projects. She informed of the recent successful priority programming accomplishments for the last work cycle, and advised that a revenue estimating conference will be held in the next few months. Ms. Adams advised that the following documents were provided to this committee this afternoon:

Status of Key Projects
Martin County Citizen's Plan
District wide Citizen's Plan

Ms. Adams continued with the Status of Key Projects-Priority one for Martin is CR 714. Right-of-way (ROW) is underway and construction funds were advanced from FY 2015 to FY 2014. At Martin's request, funds from CR 714 [Indian Street] from Kanner to Willoughby were transferred to the SR 710 lighting project (added in FY 2014). Ms. Beltran requested the limits be

extended on the SR 76/Kanner Highway Project from Cove Road to Lost River. The Pratt Whitney Project remains as is, with construction slated to begin in FY 2017. FDOT placed \$600,000 in the Congestion Management/Livable Communities reserves as requested for FY 2018. For priority six, A-1-A at Sewall's Point Road, FDOT funded the PE (Design) and Construction in FY 2016 and FY 2018. FDOT was able to fund a number of Martin's Strategic Intermodal System (SIS) PE projects in FY 2015 on I-95. Funding for the PE, ROW and construction was made on the SR 710 (Beeline Highway) Project east of SR 76 to the county line. Also on SR 710 (Beeline Highway) the PE is underway and construction is slated to begin in FY 2014. Seaport and Airport projects are now included in Martin's report for your review which have stayed the same with the exception of three airport projects added to the end. In the Transportation Alternatives [Enhancement] projects, the SR 707 bike lane/sidewalk project was deferred from FY 2013 to FY 2014. The bike lane project on CR A-1-A was advanced from FY 2015 to FY 2014. There were no changes to other projects listed, however, the new Baker Road sidewalk improvements were added with design being added in FY 2014, Construction, Engineering and Inspection (CEI) in FY 2016. As for CIGP projects, the Willoughby Project has been split into two segments. The first being the local road, and the second portion is the DOT segment, each segment has ROW funded, and CEI has been funded for I-95 at Kanner Highway. Lastly, the Small County Outreach Projects (SCOP) which are all resurfacing projects, will be built as noted.

Ms. Beltran noted that staff has comments on some of the projects in the Citizen's Report. Staff recommends approval of the document to be forwarded to the Board for approval noting these comments. Assurance that the widening of SR 76 Project limits will be changed to reflect Lost River to Monterey instead of Cove Road to Monterey. Ms. Beltran thanked FDOT for changing the format of the Citizen's Report to include the funding codes. However, some of the funding codes with the new MAP-21 Program Legislation are not identified in the Glossary of Terms. It is requested that a Glossary of Terms be provided to the MPO Board which includes acronyms and funding codes in the Citizens' Report. She stated that it is understood that all the District guidelines have not been Legislatively finalized but the Board should receive some form of a guide indicating which funds are paying for what projects. Ms. Adams stated that it could be accomplished. Ms. Beltran further noted that there are three District projects in the Citizens' Report [pages 7 and 12] regarding the FEC crossings. She stated that the staff desires clarification on these upgrades. The noted funding code stands for project development and there are upgrades of these signals. There has been concern from the local governments as to the maintenance agreements in place for the railroad crossings as the local governments will be responsible for paying the maintenance. If the State is upgrading these crossings the County would like to know if the maintenance costs will increase and the amount of the local contribution for future years. Ms.

Beltran stated that with these additional comments, staff is looking for approval of the Citizen's Report.

Ms. Joan Moore made a motion to approve the Citizen's Report with the following amendments: Assurance that the widening of SR 76 Project limits will be changed to reflect Lost River to Monterey instead of Cove Road to Monterey, a Glossary of Terms will be provided to the MPO Board which includes acronyms and funding codes in the Citizens' Report, the Board would receive some form of a guide indicating which funds are paying for what projects, and clarification on the three FEC project upgrades, the maintenance agreements, costs and local contribution for future years. A Second was received by Mr. Gustavo Schmidt. There were no objections. The motion passed unanimously.

B. I-95 PD&E ALTERNATIVES

MEMO: temp13CAC/BPAC/TACa01.02

Ms. Beltran introduced the Project Manager from FDOT to address the PD&E Study on I-95 from High Meadow Road north to Becker Road in St. Lucie County. Mr. Bill Evans, from Stanley Consultants stated that Julio Delgado is the FDOT Project Manager, Cyndy Kendrick the Project Engineer and Sharon Merchant is the lead for the public involvement. Mr. Evans stated that this PD&E Study is where the project alternatives and environmental impacts are considered. The horizon for these project improvements is FY 2040. The project begins at High Meadow Avenue Interchange in Martin County and continues approximately 12 miles to a half mile north of Becker Road in Port St. Lucie. They are evaluating the needs of the interstate as well as the three interchanges which are along the corridor. Mr. Evans showed on the diagram, areas that are planned and programmed for future residential developments, Martin County's Hawk's Hammock, and the Robert B. Jenkins Trail. These two resources are owned and operated by Martin County, one being the Robert B. Jenkins Trail which runs along the C-23 canal allowing access to that corridor as a trail. Mr. Evans stated that they are coordinating with FHWA and Martin County on the trail regarding potential Section 4(f) impacts. The other resource is Hawk's Hammock Natural Area which is south of SR 714, adjacent to I-95. Mr. Evans stated that there are no impacts to this resource and that they are coordinating with FHWA on this matter. Mr. Evans described the existing cross section of I-95 as being a six lane divided highway on approximately 348 feet of ROW. The existing traffic is listed at 48,000 to 60,000 vehicles to date on the highway which varies depending on the segment of the roadway being considered. Mr. Evans presumes that in the year 2040, this will increase to 90,000-116,000 depending on the section of roadway being considered. Mr. Evans stated that the level of service will be either D or E without improvements and C is the required level of service for this type of interstate. The PD&E Study will be looking at build alternatives which provide an operational level of service of C. To accomplish this, there must be one additional lane in each direction. The alternatives are to add the lane in the median or on the outside so the impacts associated with that are being examined. Mr. Evans stated that minor

improvements to the interchange ramps and some operational changes at the arterial level on the connecting streets will be necessary. FDOT has a new initiative regarding managed lanes, and new lanes will have to comply. Mr. Evans noted that High Occupancy and Car Pool lanes are types of managed lanes though there are many lane types that qualify as managed lanes. This PD&E will determine what type of lane this will become in the future as well as providing for the four foot buffer. This information will be solidified after the design and some additional phases have been concluded. Alternative one was addressed and Mr. Evans advised that the median in this area is very wide, even with the additional lane and four foot buffer the median would still be wide. He stated that Alternative two shows the additional north and southbound lanes being added to the outside, which changes the inside lane to become a managed lane, again with a four foot buffer. Mr. Evans reviewed in detail, the improvements to each interchange, lengthening shoulders, merge and diverge areas (ramps) which will improve the operational factors for drivers greatly. He advised that the ramps will be extended to the bridge, and the shoulder will be widened for safety in case a vehicle needed to pull off the ramp. Each side of the bridge will be widened to provide for the wider shoulders to enhance safety. Mr. Evans advised that there will be no changes to the High Meadow interchange at the street level. He stated that SR 714 has a very wide median, and added that they will be making dual left turn lanes from single ones, which will turn on to the "on" ramp and the intersections north and south will be signalized for increased safety. Mr. Evans stated that the off ramps will be lengthened for safety reasons as well. Mr. Evans then noted Becker Road, which is the northern most interchange of the project. Mr. Evans advised that there will be a public workshop/open house that evening at the Peter and Julie Cummings Library from 5:30 – 7:30 PM in Palm City. Mr. Evans stated that he will present the results of the alternatives workshop to the Martin MPO Board in December, and will present to the St. Lucie TPO in the near future. He stated that the Public Hearing is anticipated for next summer, six to eight months later approval from the FHWA is expected on the recommended alternative which would conclude the study and proceed to the design phase. Mr. Evans advised that after the workshop, information will be posted on the website with diagrams and information from the newsletter. Mr. Natoli questioned why these proposed changes which won't happen until 2040 are being discussed at this time. He asked why funds are being spent on something that is 28 years away. Mr. Evans explained that they look at 20 years from the opening year. If the project were to open in 2020 they would look at traffic all the way out to 2040 to insure that the desired level of service would be adequate for the duration of that time. Mr. Natoli noted that the handout provided indicates that the level of service shows to be diminished in 2030 and it's still 18 years out. Mr. Evans stated that it is a long process and currently the project is funded for design, and as the funding becomes available it could be funded for construction. The study would be in place so when the funds are available the project would be able to move forward or as directed by the MPO. Mr. Natoli stated that like a lot of PD&E's they have to be redone as things change in 15 years, and here sits this whole study. Mr.

Evans stated that many items can just be reevaluated and updated without having to recreate the entire study. Ms. Shelia Kurtz stated that had Martin not already had the Indian Street Bridge Project “sitting on the shelf” it would not have come to fruition when the stimulus funds were available. Mr. Evans concurred and added that if there had been a change in development patterns and it was increased, at least you would have the road already approved to move forward. Mr. Houston asked if the level of service was performed on the ramps and what were their results. Mr. Evans advised that they were at a level of service C. Mr. Houston asked if this C level was achieved during the study or after the improvements, to which Mr. Evans stated that he would have to refer to the study as he didn’t have that information available at that moment. He stated that the goal was to have a C level of service during the peak hours for the merge (getting on), diverge (getting off) and the ramp proper where there is no interaction with other traffic. Mr. Houston inquired if the reason the southern boundary of the study is High Meadow was because of the SR 76 interchange improvements which are already being planned? Mr. Evans stated that there is another study just beginning which will include the bridge over the river so this project was selected to terminate at High Meadow. Then there are two more improvement projects, one from I-95 south which runs from High Meadow to Bridge Road the other from Bridge Road to Indiantown Road. The Kanner Highway interstate interchange is also being reviewed for improvements. He added that Stanley Consultants is aware of the information which is being processed on I-95. Ms. Beltran requested clarification of the Scheduled Milestone Dates. Mr. Evans went on to explain the Federally required process. Ms. Beltran asked if the project needs to be consistent with the Long Range Transportation Plan (LRTP). Mr. Evans confirmed. Ms. Beltran stated that when the Joint Board approved the 2035 Plan, they approved the Infill Alternative and that segment of I-95 is listed as unfunded. Ms. Beltran asked if he would be expecting the MPO Board to approve a Preferred Alternative at the December meeting. Mr. Evans stated that at this time it is an informational item.

C. FEDERAL HIGHWAY ADMINISTRATION–ADJUSTED URBAN BOUNDARY AND FUNCTIONAL CLASSIFICATION DESIGNATION

MEMO: temp13CAC/BPAC/TACa01.03

Mr. Newton Wilson, with FDOT–District IV stated that he was here to advise of the 2010 FHWA Urban Boundary as well as the Functional Classification Designation. Mr. Wilson advised that the Census was used to determine the population density which establishes the urban boundaries without regard to transportation needs. Urbanized areas are 50,000 and above, a cluster is 2,500 to 50,000 people and anything below that is a rural area. However, the FHWA boundaries takes into consideration that the Federal legislation allows for State and local officials to cooperatively adjust the Census urban boundaries, that they are subject to approval by the Secretary of Transportation and may be applied in the determination of functional classification, level of service, access management and distance between interchanges. Mr. Wilson advised of the criteria used in order to adjust the urban boundary. The Federal Functional Classification groups roadways into classes according to service characteristics

and determines eligibility for funding under Federal-Aid highway and transit programs. Mr. Wilson further described the Functional Classification process and timeline. Ms. Beltran advised the committees that MPO, Growth Management staff, and Ms. Lisa Wichser, Traffic Engineering /Development Review Administrator have met with Mr. Wilson and other FDOT staff and have worked diligently to get this Draft prepared. It follows the current secondary Urban Service Boundary of the County and staff does recommend this Draft Federal Highway Urban Boundary be recommended to the MPO Board in December. Mr. Houston questioned the point made about rounding out the jagged edges of the Census boundaries. Mr. Wilson stated that they try to adhere to physical boundaries, land portions, parcels, and it is as smoothed out as possible. Ms. Horowitz added that much is based on Census block which is the smallest unit for population, and some of Martin's blocks are distorted so it couldn't be aligned exactly with the Urban Service Boundary. Mr. Houston inquired as to the use of this Urban Boundary map in terms of Federal planning. Ms. Horowitz responded that the map is used to obtain Federal funding and roadway classification. Ms. Beltran stated that this is the first part of the Functional Classification process for the roadways in Martin County which determines funding eligibility and is done every ten years with the Census numbers. Mr. Houston remarked that even though the I-95 study area just discussed is completely outside of the boundary of any urban area, that it would not have any impact on that particular part of the funding. Mr. Gus Schmidt of FDOT stated that the funding which will be used for I-95 are the Strategic Intermodal System (SIS) funds and State funds can be programed for that use. He stated that it does not have to be Federal funds, but Federal funds are eligible for the Interstate Program whether it is rural or urban. Mr. Schmidt clarified Mr. Houston's earlier question regarding I-95 being outside of the boundary of any urban area, using the FHWA Adjusted Urban Boundaries slide stating "Applied in the determination of functional classification, level of service, access management and distance between interchanges." Ms. Horowitz commented on the map, stating that the brown color is more dominate than the actual draft green boundary which is being considered. She requested that prior to bringing the map to the Board that the green boundary is made more dominant as it currently has the appearance of the opposite as to what is being proposed.

Ms. Julie Prest moved approval of the 2010 FHWA Adjusted Urban Boundaries. Mr. Gus Schmidt provided a second. The motion passed unanimously.

5. COMMENTS FROM COMMITTEE MEMBERS

Mr. Natoli inquired since this was a joint meeting, it should be explained what the Citizen's and Technical Advisory Committees (CAC and TAC) roles are as he is not aware of their purpose. Ms. Beltran stated that at the beginning of the fiscal year, staff had put together an agenda item explaining the history of the Martin MPO and the different functions of the advisory committees as well as the Local Coordinating Board (LCB-TD). She advised that she would resend this

to all the committee members. Ms. Beltran stated that the reason behind the joint meeting is that the committees have requested it. Ms. Beltran stated that the CAC is the first committee to meet when the Tentative Work Program is addressed. FDOT does not attend those meetings so staff goes over the Tentative Work Program with them but there have been questions that the Citizens' ask which staff cannot answer. FDOT presents the Work Program to the TAC, and Ms. Beltran said that she then has to obtain the answers sought by the CAC and report back to them to provide them with the answers and with the comments from the other two committees. The joint meetings have been scheduled as a courtesy to the committees. Another time staff was requested to have a joint meeting was to review the Enhancement Projects. Because these funds paid for landscaping and pedestrian and bicycle facilities, the CAC and TAC were interested in what the BPAC members had to say about the different projects. If the committees do not wish to have joint meetings please feel free to advise staff. Mr. Natoli requested that before the committees make votes and recommendations that they look at the BPAC website to see the Bicycle and Pedestrian Action Plan which was completed in February, 2012. He requested that they read pages seven and eight, stating the "vision" of the committee, how the BPAC would like Martin to be a livable community and what that entails. Mr. Natoli said that when the other committee members do their reviews they should keep this Plan in mind. Livable communities, what's great for bicyclers or pedestrians is not measured by six or eight lane roadways or how many turning lanes we have on roads, these are all detrimental to what the BPAC is striving toward. Mr. Natoli stated that it is a good idea to have a joint meeting once in a while, but there's no real interaction since he does not know what the charge of the committees are and what they are supposed to do. Mr. Donaldson said that hopefully there will be more projects in the future and we will see more projects that will enable us to connect a bicycle, pedestrian, transit or other needs. Mr. Houston stated that Ms. Beltran and Michael Malham did a very good job presenting the Action Plan to the CAC. It was reviewed with great depth and the CAC agreed with the priorities. Ms. Horowitz concurred for the TAC stating that they were all very impressed with the Plan.

Ms. Prest reported that an Enhancement Project which was applied for several years ago is under construction at the Savannahs State Preserve frontage along Jensen Beach Boulevard. She noted that it was a difficult project to get approval for, and she thanked everyone who was here years ago discussing that project and making it happen. She stated that Ms. Krysti Brotherton was involved and Mr. Donaldson would know the others to be thanked. Ms. Sheila Kurtz commented about the Rio ribbon cutting saying that it was fabulous! She thanked Ms. Prest for her persistence in this project. Ms. Kurtz noted that the new sidewalks were being enjoyed by many people and families, and that she was thrilled with the width of the sidewalks. Mr. Donaldson advised that Gus Schmidt was instrumental in that project. Mr. Schmidt stated that the Legislature was changed in the mid 90's to state that the jurisdictional responsibility is to be set between three entities (City, County and State) by mutual agreement. Mr.

Schmidt stated that the State's responsibility is to provide mobility oriented roadways however, there are a lot of local roads which should not be on the State's system. State standards should not be imposed on a local road which should be "livable" or pedestrian oriented. FDOT District IV is trying to correct this at this time in all five of our Counties.

6. COMMENTS FROM THE PUBLIC

None.

7. COMMENTS FROM FDOT

None.

8. NOTES

Ms. Beltran introduced the new MPO staff member, Mr. Lukas Lambert, Associate Transit Planner.

9. NEXT MEETING

BPAC-January 14, 2013 at 5:00 PM

CAC-February 6, 2013 at 9:00 AM

TAC-February 6, 2013 at 1:30 PM

10. ADJOURN

A motion to adjourn was made by Mr. Jim Hudson. A second was obtained by Ms. Sheila Kurtz. There were no objections. The motion passed unanimously. The meeting adjourned at 2:35 P.M.

Recorded and Prepared by:

Margaret H. Brassard, Administrative Specialist II

Date: _____

Approved by:

Samantha Horowitz, Acting Chair, TAC Vice Chair

Date: _____