

**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 14, 2012 @ 9:00 a.m.
Minutes

1. CALL TO ORDER

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

2. PRAYER – Rev. James Brocious

3. PLEDGE OF ALLEGIANCE

4. ROLL CALL

Members in Attendance:

Doug Smith, Martin County Board of County Commissioners
Eula R. Clarke, City of Stuart Commissioner (arrived at 9:04 A.M.)
Kelli Glass-Leighton, City of Stuart Commissioner
Edward Ciampi, Martin County Board of County Commissioners
Sarah Heard, Martin County Board of County Commissioners
Patrick Hayes, Martin County Board of County Commissioners (arrived at 9:02 A.M.)

Members Excused:

Tom Bausch, Town of Sewall's Point Commissioner
Jack Kelly, (Ex-Officio) Councilman, City of Port St. Lucie
Guy Parker, (Ex-Officio), Indiantown

Members Absent:

None

Staff in Attendance:

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

Others in Attendance:

Robert Kellogg, Town of Sewall's Point
Reverend James Brocious
Susan O'Rourke, Susan E. O'Rourke, P.E. Inc.

Don Donaldson, Martin County
Anson Sonnett, FDOT
Arlene Tanis, FDOT
Krysti Brotherton

A quorum was present for this meeting.

5. APPROVE AGENDA

Ms. Beltran requested to move the first item to later in the agenda because the FDOT representatives who are providing the State Road 76 Project Update have not arrived. Commissioner Smith, MPO Chair, stated that instead of re-prioritizing, the Board will begin with Business Item B.

A motion was made by Mr. Ciampi to approve the Agenda noting that Business item 8A will be heard once the FDOT representatives have arrived. The motion was seconded by Ms. Heard. There was no additional discussion. The motion passed unanimously.

6. APPROVE MINUTES

A motion was made by Mr. Edward Ciampi to approve the minutes from the meeting dated April 16, 2012, the motion was seconded by Ms. Heard. No comments were made. The motion passed unanimously.

7. PUBLIC COMMENTS

(PLEASE LIMIT YOUR COMMENTS TO THREE MINUTES; COMPLETE CARD TO COMMENT)
None.

8. BUSINESS ITEMS

A. STATE ROAD (SR) 76 PROJECT UPDATE

MEMO: tempMPOa06.01

Mr. Anson Sonnett introduced himself stating that he is the Project Manager from FDOT for the Design Phase on SR 76, from Locks Road to Monterey Road. Mr. Sonnett addressed the Project Development & Environment (PD&E) Phase from Pratt Whitney to Cove Road on Kanner Highway stating that FDOT is trying to get the Interchange Modification Report (IMR) approved from Federal Highway Administration (FHWA). It has been submitted to them, FDOT has followed up on comments twice, and approval of the IMR is anticipated in the near future. There have been no changes to the IMR since American Consulting last presented it to the Board. Ms. Beltran inquired if the PD&E is consistent with the Long Range Transportation Plan (LRTP). Ms. Tanis stated that there has been discussion regarding inconsistencies between the LRTP and the PD&E with the project limits. FDOT is working on this, and it may require an amendment. Ms.

Tanis stated that the County had requested that the limits description be more generalized and she is of the opinion that it could present an issue; however, she would like to discuss this with FHWA as it may be able to be addressed with only a text amendment change to the LRTP. The cost of the project has risen since the initial projection figure of \$24 million. Ms. Beltran clarified that in 2010 the consultant provided a presentation to this Board regarding this interchange project. The Board had two reasons for concern, the study was using a higher volume of traffic coming from the west of SR 76 and since there was such a high volume of traffic, expanding the bridge over the Turnpike to six lanes was a consideration. The Board requested that FDOT delay the project, and use the 2035 data as staff was fine-tuning the forecast model of the LRTP and once accomplished it showed considerably less traffic coming from the west. The Board split the project into two separate priorities, because when the consultant was presenting this to the Board in May, 2010, it was presented as if it were the MPO's number two priority. [Widening SR 76], the issue was that actually the MPO's priority was widening SR 76 from Pratt Whitney to Monterey Road, however, the consultant and FDOT wanted widening SR 76 from Pratt Whitney to Cove Road to happen first and they were moving on to design on that project. In September, 2010 the Board requested the data from the 2035 model be used and they split the priorities between the eastern segment of State Road 76 from west of the interchange to Monterey Road [number two priority] and the western portion, which was Widening SR 76 from Pratt Whitney to west of the interchange [number 5 priority]. The LRTP was adopted in 2011. Ms. Beltran showed a snapshot of what is in the Executive Summary of the LRTP, which shows the number two priority, C, A & B, which goes from west of the interchange to Monterey Road. It is broken into these segments due to funding availability, as there wasn't enough funding in the five year forecast to widen the entire segment of the number two priority. The number five priority is listed as D which is west of the interchange, from Pratt Whitney to Locks Road. When reviewing the needs plan in the LRTP there is no need to widen the road from Locks Road to Jack James.

The consultant returned in September, 2011 and made a presentation, which is when they also presented the Diverging Diamond [clarified as the figure eight cross-over underneath I-95] as part of the PD&E, and they were to return to the Board with a concept of this design. Mr. Sonnett stated that the Diverging Diamond Interchange (DDI) has been moved to design and will not be considered in the PD&E study. Ms. Beltran stated that as there is going to be a public hearing on the PD&E that the DDI should be part of the public input process for the PD&E phase.

[Addressing Ms. Tanis' earlier statement] Ms. Beltran stated that there have not been any inconsistencies between the LRTP and the TIP from the MPO side. The number five priority is Pratt Whitney to Locks Road, and the number two priority is Jack James to Monterey Road, both of which are west

of the interchange. Ms. Beltran added that it would be good to have the consultants return and make a presentation on this project which would include the project limits as well as their intentions with the DDI concept. Ms. Heard stated that the DDI is what she deems needs the most clarity as it is not a part of the PD&E and has moved to be part of the design. Mr. Sonnett added that it is part of the PD&E but will be studied more in design. Ms. Heard asked who makes the final determination as to how this section will look. Ms. Beltran stated that what's important is that it is consistent with the LRTP. Mr. Sonnett explained that what is in design as far as authorized design services from the consultant matches what is in the PD&E as the Alternative 2A, the enhanced existing interchange. There also is the optional services that they can authorize the consultant to examine or study (the DDI). That is contingent on this Board, the District Design Engineer, Tallahassee, all these people insuring that they are OK with this design. Ms. Heard asked if it would be at the public hearing. Mr. Sonnett stated that he is not sure, but it does seem like it would be significant to warrant a public hearing. Ms. Heard asked when a final determination as to which alternative will be chosen for this location. Mr. Sonnett stated that he was of the opinion that Alternative 2A was this Board's decision. Ms. Beltran asked if Alternative 2A would include the DDI. Mr. Sonnett stated that it [the DDI] is a note in the presentation and in the PD&E document that it [the DDI] would be examined further in design, though it is not the preferred alternative. Ms. Heard stated that this needs a lot of public consideration as the DDI asks the public to completely rethink how they are driving through a busy intersection.

Ms. Beltran clarified Ms. Glass-Leighton's comment that at the September Board meeting, the consultant agreed to move ahead with the PD&E study, continue to research the DDI and the project but that they would come back to this Board with an update as to any results obtained. She advised that staff has contacted FDOT's District Office and has arranged a meeting for several members of the Engineering staff, including the Department Head, Mr. Don Donaldson, to discuss SR 76 with Mr. Jim Wolfe, the District IV Secretary.

Mr. Smith stated that Mr. Sonnet's consultants have proposed a design which this Board has seen once or twice, and this Board approved that the design continue to be looked into, but it has not come to a conclusion as to final figures, how it will integrate with the LRTP, surety that it will look this way upon completion, and that it will integrate into the preferred Alternative 2A in which direction the Board indicated that they wish to move. Mr. Smith inquired when and where the PD&E public hearing will be held. Mr. Sonnett stated June 28, 2012 and Ms. Beltran noted that it will be held at the Chastain Campus of Indian River State College. Mr. Smith asked if consideration has been given to engaging and obtaining public involvement in this conversation, and has the venue been reviewed for convenience, in order to appeal to the public to come out and take part in this event. Mr. Smith stated, with today's comments from the Board, he hoped that FDOT and American Consulting

would be prepared to return to this Board after the public hearing, in September, to present the optional design and the Alternative 2A design as well as all comments from the public regarding same. Ms. Beltran stated that staff thinks that FDOT and the consultants need to return to the MPO Board prior to the public hearing, so that everyone can hear what will be addressed at this public hearing. A letter can be sent to the District office requesting a June presentation and that the DDI be a part of the presentation as well as the public hearing and request that the results of the public hearing are returned to this Board. Mr. Smith stated if the public rejects the DDI totally, who makes the decision to pull it. Mr. Sonnet stated if significant negative public feedback is obtained from the public, FDOT would not build it. Mr. Smith stated that the Board may still want the DDI depending on the feedback obtained or lack of feedback, which is why a post hearing presentation needs to return to this Board. Ms. Beltran stated that a follow up presentation in September may be requested in the letter the Board sends to the District. Mr. Smith clarified the actions necessary for this letter to the District as follows: an update be presented to the Board in June on the DDI and the advantages/disadvantages to the current preferred Alternative 2A; the inclusion of the DDI in the PD&E public hearing which FDOT has scheduled for this summer; and a request for a follow up at the next MPO Board meeting to present the findings of the public hearing.

Ms. Heard stated that her concerns are with the location of the public hearing. She is concerned that the IRSC Campus may not be the best venue for the public hearing as the location may not be conducive in promoting a well attended hearing. Ms. Heard suggested that this public hearing as well as the MPO Board meetings regarding this SR 76 issue, be covered on MCTV so that the public may address this issue and to insure that those who may not be able to make this public hearing are accommodated in the best manner possible. Mr. Smith stated that maybe this event was not able to be scheduled at the Blake Library where capability for MCTV is known, but he is not sure if the same capability is available at the IRSC Campus. Ms. Beltran assured Mr. Smith that public meetings have been held at the IRSC Campus previously. Ms. Beltran did request that the letter to the District not only address the DDI but that it requests an update as to how the project will coincide with the LRTP. Ms. Clark commented that possibly FDOT should provide signs outside the college, on SR 76 and possibly even at the Administrative Building in order to reach a wide range of people. If driving patterns are going to be influenced by this new road layout, then the public input is extremely important.

Ms. Clarke made a motion to send a letter to FDOT District IV requesting the following: that an update be presented to this Board at the June meeting on the DDI, the advantages/disadvantages to the current preferred Alternative 2A and verification of consistency with the LRTP; the inclusion of the DDI in the PD&E public hearing which

FDOT has scheduled for this summer; request for a follow up at the next MPO Board meeting to present the findings of the public hearing. This motion was seconded by Ms. Heard. No additional discussion was entertained. The motion carried unanimously.

Ms. Clarke inquired as to Agenda item 8A, if any results as to the criteria for the landscaping on SR 76 have been determined. Ms. Beltran stated that staff is still working with the other M/TPO's and FDOT regarding how to comply with the new rules the State is following as far as their landscaping budget.

Ms. Heard stated that SR 76 is in her district and these residents will be directly affected. She requested that Ms. Beltran contact her Executive Aide, Ms. Jan Hensley, so that the information regarding the June 18, 2012 meeting, the Public Hearing and the September meeting could be included in the weekly report which is sent to the homeowner associations in her district. Ms. Beltran agreed.

Mr. Smith noted the interchange being modified on I-95 and SR 68. He asked that some research be performed on this interchange as it looks like a tight diamond and he would like to see why this is being designed this way as it didn't seem to work for the future numbers in Martin County.

Mr. Sonnet went on to explain the SR76 widening project from the interchange to Monterey Road. He stated that the design on SR 76 was executed in January, and they will be acquiring ROW for ponds. Surveys are still being taken so the ROW numbers are based on the amount of impervious areas which will have to be treated, the pond sizes and the average costs. No sites have been identified to date. Ms. Smith stated that he was of the opinion that SR 76 was designed to be six lanes from its inception, and that all storm water was calculated in the original four lane section of this road. Why now do we have the requirement for new retention ponds when this had been previously addressed, and a significant storm water retrofit project was performed near the new fire station on SR 76 to facilitate this matter? What is currently driving the need for the new storm water areas, and aren't some of these issues being addressed with the work being performed on the Veteran's Memorial Bridge? There is a new Water Quality Director, Deborah Drum, and maybe FDOT should be in contact with her to review all the work which has been performed for these matters in the past 20 years prior to acquiring all this property. Mr. Sonnet concurred that SR 76 from Cove Road to Monterey was designed for six lanes, and drainage was designed to accommodate, however, it was determined that it could not sustain the roadway once it was widened. Mr. Smith requested that a significant amount of coordination between the Engineering and the District transpire to insure what work is truly necessary. Mr. Smith requested that there be no surprises as have happened in the past.

**B. COMMUNITY REDEVELOPMENT AGENCY (CRA)
PALM CITY SIDEWALKS MODIFICATION**

MEMO: temp12MPOa06.02

Ms. Beltran stated that this is a request for a Palm City CRA sidewalk project modification which will be presented by Mr. Michael Malham with Ms. Krysti Brotherton to answer questions. The project application originally included 29th Street, but the following sidewalk segments were added in September, 2011: 34th, 35th, Butler and Noble Avenue. Since that time, it was determined that the construction on Noble Avenue would exceed the amount of the grant due to drainage issues, and staff is requesting that Noble Avenue be removed from the scope of this project. As these are Federal Enhancement Funds, approval of the MPO and advisory committees is required which is why this has returned to the Board.

Mr. Ciampi made a motion to accept staff's new recommendation. This motion was seconded by Mr. Heard. There was no addition discussion on this motion. The motion passed unanimously.

**C. FINAL FY2012/13 AND FY2013/14
UNIFIED PLANNING WORK PROGRAM (UPWP)**

MEMO: temp12MPOa06.03

Ms. Beltran stated that she would review the UPWP and address a request that the Martin MPO had regarding this document. Ms. Beltran stated that the UPWP outlines transportation planning activities to be conducted during the next two fiscal years, and it is required in order for Martin to receive Federal Highway (FHWA) Funds as well as Federal Transit Administration (FTA) Funds and State Funds for transportation projects. Ms. Beltran noted the activities in the current UPWP include the Enhancement Project Application Process which was presented to the Board last month, the Bicycle Pedestrian Action Plan which was recently approved, the Congestion Management Process which was recently updated as well as Public Involvement Activities and transit planning.

At the last Regional Transit Organization (RTO) Board meeting, there was a request from a St. Lucie Representative, asking that the Martin and St. Lucie UPWP Public Transportation Tasks be combined. Ms. Beltran clarified that the UPWP addresses the planning factors in the Federal Legislation but it is also broken down by task. Tasks include the bicycle and pedestrian planning, regional coordination, congestion management, and public transportation, which was the task discussed by the RTO members. Ms. Beltran discussed the RTO Board which is actually only a working group of eight members from Martin and St. Lucie Counties. FDOT hired a consultant, the Center for Urban Transportation Research (CUTR), in order to staff the RTO for one year and the contract is coming to an end soon. Ms. Beltran pointed out how the transit contracts in the two Counties are very different. Currently, the transit contract in St. Lucie County is a management contract. Federal and

State funds flow through the County and go to the contractor, who is the Council on Aging of St. Lucie County, Community Transit. Community Transit's staff handles all the route planning, fare structure and reporting. Martin County has an operating contract, where the County receives the funds and Martin has a contract with a vendor, MV Transportation. MV Transportation provides the transit services and invoices the County. The County then pays the contractor. There is one regional bus route, the Treasure Coast Connector. This route was started in 2002-2003, was initially run by Community Transit, funded by FDOT, and went from Avenue D in Ft. Pierce to the Martin Memorial Hospital in Downtown Stuart. A couple of years ago, FDOT stated that they would no longer fund this service. They offered to pay \$80,000 toward the regional service for Community Transit to operate it, however Community Transit asked Martin to pay a portion of the operation in Martin County of about \$35,000 a month for the service. Since Martin had transitioned over to a contract operator, it was less expensive for Martin to operate the transit service themselves. Instead of paying Community Transit to operate the Martin portion, the contract operator now performs those duties, plus the route was extended south on U. S. 1 to Salerno Road to Indian River State College. Ms. Beltran stated that the U.S. 1 route is the "spine" of Martin's transit system, the Stuart route was modified to feed into the US 1 route, and any future routes could also have connections. Another change Martin made is that it has two buses that run opposite of one another on US 1. It is cheaper to perform these tasks using the contract operator than to pay St. Lucie to run their operation only to Martin Memorial Hospital. Ms. Beltran clarified that the MPO is the planning agency and the County is the designated recipient of the transit funds. Ms. Beltran stated that Ms. Claudette Mahan monitors that contract so she would be the person to which you would direct any questions. County staff oversees the route planning, fair structure, and insures that MV Transportation is performing per the contract which has been put in place by the County. The County implemented a no fare policy in an attempt to move riders to the fixed route from the more expensive demand response service, which still has a fee. Free advertising of the public transit system include the transit brochures which were handed out at the beginning of the meeting which were published by the South Florida Commuter Services who are under contract with the State to market alternative transportation. Also, the MPO worked with the Jensen Beach High School production students to produce a commercial for Martin County Public Transit which airs on MCTV. As a result of all these changes and having a contract operator in Martin County, a significant increase in Martin County ridership has occurred. (See presentation) This increase in ridership is significant and the numbers must be submitted to the Federal Transit Administration (FTA) for the National Transit Database (NTD) Reporting where they are factored into the formula funding that Martin receives two years from now. Ms. Beltran emphasized that more riders mean more formula funding. Another significant step in having a contract operator is that not only has the number of riders increased, but the number of vehicles

has decreased. There were 27 vehicles being used, now there are 13 buses being used and those 13 buses are transporting a considerably greater number of passengers while the cost per passenger trip has drop remarkably. It had been \$43.96 per passenger trip and now it is \$9.05, and hopefully that will continue to improve.

Ms. Beltran redirected the Board to the RTO's request for the Public Transportation Task funds to be combined between the two Counties. She mentioned the Transit Development Plan (TDP), which is a regional plan that was adopted in 2009 which receives a minor update annually, a major update every five years, and has a ten year planning horizon. FDOT requires the annual minor updates in order to obtain Block Grant funding which is used to fund the operating portion of the transit system. There have been significant changes in the transit operations since the approval of the TDP and the capital and operating plans are a part of the TDP. When the TDP was approved in 2009, Martin only had one fixed route which operated two days a week, and the TC Connector was operated by Community Transit from St. Lucie which only went to Martin Memorial Hospital with only three other stops in Martin County. Ms. Beltran noted that commuter flows which are addressed in the TDP but have not been discussed by the RTO. She showed a map of the north and south bound commuter flows stating that the majority of commuters are traveling south. Martin County currently runs the Martin portion (18 stops) of the TC Connector, the Indiantown Route, whose numbers for one bus supersede the previous two bus numbers, and the Stuart Shuttle, all of which operate five days a week. Also, per a conversation with staff from the U. S. Census, the urbanized area (UZA) split criteria is based only on the analysis of their statistical data, not County boundaries, or allocation of Federal funding. Ms. Beltran stated that a Social Security Number (SSN) was the analogy that was discussed. Everyone has a SSN but it's only supposed to be used as a Federal Identification Number, although schools, credit cards and other facilities use your SSN when in reality it is only a Federal ID number. Likewise, Federal agencies reference UZAs when allocating funding, when the lines are made for the U.S. Census' analysis of their statistical data.

Ms. Beltran pointed out that the UPWP does support regionalism in their transportation tasks, including the waterway study, the U. S. 1 Retrofit Study, as well as the validation of the 2040 model. Staff recommends that the Board approve the UPWP as presented today, which includes the 5303 grant application for transit planning and Resolution 12-01. However, staff recommends that the approval does not combine Public Transportation Tasks with the St. Lucie TPO; that the MPO requests that the Board of County Commissioners modify the Capital and Operating Plan in the TDP during the next minor update of the Plan in the summer of 2012, in anticipation of the major update which will be performed next fiscal year; and that the transit operators participate in the discussion of the RTO Board. Ms. Beltran stated

that at the last RTO Board meeting, the transit operator for St. Lucie was not in attendance which presents difficulties as the Board members are discussing regional transit and they are not the ones who have control or are involved with the day-to-day operations of transit. The COA is the one in control of that in St. Lucie, whereas in Martin County there is staff present that can answer those questions. So it would behoove the RTO to include the transit operator/COA for St. Lucie, and Don Donaldson for Martin County as he is the contract administrator for the transit contract with MV Transportation.

Mr. Smith mentioned the discussions regarding the transit operation center on which the County is working out the details in Downtown Stuart, and his understanding is that it is to be significantly transit, bus oriented. Mr. Donaldson stated yes, the Federal Transit Association (FTA) funds which were received and the grant application were for transit operations. All dialog with the FTA has been regarding the rules regarding those funds and it is clear from their attorney that the County is the recipient for transit funds and the County's transit operations is the bus system, so funds coming to this facility are specifically for the recipient and the recipient's operations which are buses. Ms. Smith stated that it seems that the County is going in a better direction with the ridership, the funding, cost and number of buses all looks good and hopefully it will play a part as to how the center is used so that eventually that hub becomes the transit "transfer" point for all of the bus systems. We need to concentrate on how this will function in relation to the direction that transit is going. With increased ridership both north and south Mr. Smith stated it would be fabulous if Stuart could be a transfer point/center for every bus. If that were to happen, people may get off to shop, have lunch or whatever for an hour or two, so it could be important to consider the role which Flagler Street would play and how best to maximize the efforts for the community. Ms. Beltran answered Mr. Hayes' question in that the funds received by Martin from the FTA for the transit depot can only be used for the transit depot.

Ms. Heard made a motion to move staff's recommendation to recommend that this Board approves the UPWP as presented today including the 5303 grant application for transit planning and Resolution 12-01; that the approval does not combine Public Transportation Tasks with the St. Lucie TPO; that the MPO requests that the Board of County Commissioners modify the Capital and Operating Plan in the TDP during the next minor update of the Plan in the summer of 2012, in anticipation of the major update which will be performed next fiscal year; and that the transit operators be part of the discussion of the RTO Board. The motion was seconded by Ms. Clarke. There were no additional comments. The motion passed unanimously.

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

MEMO: temp12MPOa06.04

Ms. Beltran gave a brief history of the TIP and that it is based on the Cost Feasible Plan of the adopted 2035 Long Range Transportation Plan. The purpose is to provide a comprehensive list of transportation projects that are Federal and State funded, projects having regional significance and priority projects which have been approved by this Board. Ms. Beltran stated that the TIP has a five year planning horizon and FHWA requires that this Plan be updated annually. She broke down the TIP by section and highlighted each individual section.

Ms. Beltran stated that the Draft TIP has been on display at the libraries and in the Administration Building requesting Public comment since the beginning of May, and a public hearing on the TIP will be held at the MPO meeting in June. The Tentative Work Program which this Board saw this past fall is the basis of the Draft TIP and the Board recommended that the State identify the funding sources for the projects to insure that the Federal Attributable Funds are programmed for MPO priorities.

Ms. Beltran discussed the new Interactive TIP. She noted that the original Work Program snapshot which was being used to form the Draft TIP was February 16th. However, FDOT decided to use a May 3rd snapshot instead. It has been advised that the changes will be minor between the two snapshots.

Ms. Beltran stated that staff's recommendation is to approve the Draft TIP with the understanding that funds originally shown under the Indian Street Project be redistributed to the lighting on the Big John Monahan Bridge and the balance of those funds will be redistributed to the eastern segment of the SR 76 Project; also with the understanding that the February 16, 2012 Work Program snapshot was changed to use May 3, 2012, and that any changes between the two dates will be minor. In June the Final TIP will be reviewed and presented to the advisory committees and to this Board for approval. As a result of project savings due to the Value Engineering (VE) performed on CR 714, staff requests that the Board direct staff to work with the District Office and with the Hutchinson Island Coalition to explore possibilities of assisting this group with projects using MPO Federal Attributable Funds as this Coalition has a great deal of local support. Ms. Beltran stated that she will report back to the Board at the June meeting.

Mr. Ciampi stated that he has no problem steering funds to the Hutchinson Island Project but he wants to insure that CR 714 is exactly what is in the plan. Ms. Beltran assured Mr. Ciampi that CR 714 is fully funded. Mr. Ciampi stated that he was of the understanding that the savings from the VE was "future funding" not current funds. Ms. Beltran confirmed that the construction for CR 714 is scheduled for 2015 which would be in the future.

A motion was made by Ms. Heard to accept staff's recommendation to approve the Draft TIP with the understanding that funds originally shown under the Indian Street Project will be redistributed to the lighting on the Big John Monahan Bridge and the balance of those funds will be redistributed to the eastern segment of the SR 76 Project; the understanding that FDOT's February 16, 2012 Work Program snapshot was changed to be May 3, 2012, that any changes between the two dates will be minor, and in June the changes will be reviewed and presented to the advisory committees and this Board for approval; and a request that the Board direct staff to work with District Office and the Hutchinson Island Coalition to explore possibilities of using MPO Federal Attributable Funds for projects recently submitted, with staff reporting back to the Board at the June meeting. This motion was seconded by Ms. Clarke. There was no additional discussion. The motion passed unanimously.

E. FY 2011/12 – FY 15/16 TIP AMENDMENT #6

MEMO: temp12MPOa06.05

Ms. Beltran introduced Mr. Michael Malham to present this TIP amendment which was requested by the District Office. Mr. Malham stated that this will amend the current TIP which is necessary for an Enhancement Grant funding. Two formerly approved projects, the City of Stuart's sidewalks and Martin County's bike lanes on Old Dixie Highway, had swapped funding years in order for the funds to be available when the resurfacing project for the County was to take place. Due to this switch in fiscal year fund availability FDOT is requesting that some administration costs be included in FY 2013, which would have been in the new TIP but as this is being advanced, it needs to be reflected in the old TIP. Mr. Malham stated that it would be an administration fee of approximately \$5,000. Mr. Smith asked that the picture be located and viewed on the screen. Mr. Smith noted that this is going to be the southern connection of the East Coast Greenway (ECG); Mr. Malham concurred. Mr. Smith asked if this bike lane enhancement is anticipated to connect these two items or is the County still seeking a connection for the Greenway. Mr. Malham stated that the ECG is being completed in a piecemeal fashion. Plans are that it will one day, run to Jonathan Dickenson State Park. Mr. Smith noted that there are going to be two bike lanes on the southern extension from Saturn to US 1. He inquired if anyone is looking at this to see that eventually there will be the extension of the ECG and how will these two sections work together. Mr. Malham stated that there will be portions of the ECG and there are different maps showing different alignments. Mr. Smith stated that the County is going to stripe off two sections of roadway on Old Dixie Highway which will provide the bike lanes, and they will be within the County's ROW. At some future date an agenda item will come up noting an ECG through this same section. Mr. Malham, stated that this will eventually be designated to be a part of the Greenway.

Mr. Smith stated that the East Coast Greenways is not about bike lanes it is a 10 foot wide, multi-use trail. Mr. Smith stated that what was done from the VFW Post on Old Dixie almost to the Cove Road round-a-bout was a 10 or 12 foot Greenway trail piece with no bike lanes between the railroad tracks and a 100 yards south of there, so which design is it going to be? Ms. Smith stated that if this is going to be the corridor and there is limited ROW, then how will these two trails meet? Mr. Malham stated that the ECG will have to take different forms as there is limited ROW in areas. Mr. Smith asked if the County needs to be combining these trails at this point. Mr. Malham stated that due to the existing ROW, the two trails should not be combined. Having the bike lanes provides for a great “quick” benefit, but as you know the struggles taking place with the Seabranck Park Project, trying to procure ROW to go through possibly environmentally sensitive lands could be another stopping point to this project. Mr. Smith stated that if the County is not going to go through the same process here, then at no date in the future will the ECG Trail be built on this section. Mr. Malham stated that it may not be a “trail” but it would be an East Coast Greenway section for bike lanes, as the trail may have to take different forms going through the County. Mr. Smith stated that the long term strategy was to have a ten foot section trail from Key West to Maine. Mr. Malham stated which would be great, but the ECG will take what they can at the time. Mr. Smith stated that it seems like we’re missing the commitment that we are going to do this, long term. I would like to see the ECG trail be the ten-twelve foot wide section all the way through Martin County. It doesn’t seem to help get us there because we are choosing, at this point, to go with bike lanes. Ms. Beltran stated that Mr. Herb Hiller, from the ECG, recently made a presentation to the Bicycle and Pedestrian Advisory Committee (BPAC) and stated that the purpose of the ECG was to be able to ride your bicycle from Key West to Maine and this would accommodate that idea. Ms. Beltran worked with BPAC going through the LRTP update and they did request that the Board approve an objective that where feasible that shared use paths also be included in the Plan, BPAC is cognizant of the need for bike lanes. Mr. Smith concurred but he noted that the casual, recreational rider, not a professional cyclist, is not going to use the bike lanes. Mr. Smith stated if we are going to spend the money we need to maximize it and it doesn’t sound like we can. Mr. Hayes asked Mr. Malham about the roadway showing the bike lanes and he stated that there should be plenty of space for the share use path as that is all nature area. Mr. Smith stated that the County needs to be really clear if we are going to do the ECG. A long range objective should be kept and if that is where you are going then you should be going toward that with every segment and this is only doing bike lanes at this point.

Mr. Hayes made a motion to accept staff’s recommendation to approve the amendment of the TIP. Ms. Heard seconded the motion. There was no further discussion. The motion passed unanimously.

9. FDOT COMMENTS

None

10.COMMENTS FROM BOARD MEMBERS

Mr. Ciampi stated that he would like to congratulate Ms. Clarke on becoming a Woman of Distinction.

11. NOTES

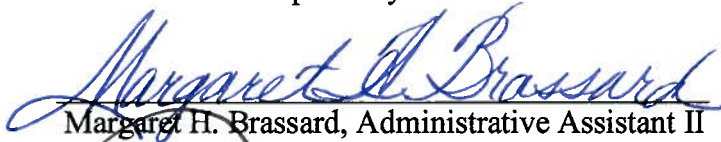
12. NEXT MEETING

June 6, 2012 Regular Meeting

13. ADJOURN

There was a motion to adjourn by Ms. Heard which was seconded by Mr. Hayes. No further discussion was offered. The motion passed unanimously and the meeting adjourned at 10:45 A.M.

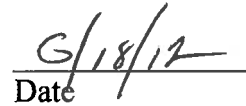
Recorded and Prepared by:


Margaret H. Brassard, Administrative Assistant II



Doug Smith, Chair


Date


Date