

**MARTIN METROPOLITAN PLANNING ORGANIZATION  
POLICY BOARD MEETING**

Martin County Board of County Commissioner Chambers  
2401 S.E. Monterey Road  
Stuart, FL 34996  
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[www.martinmpo.com](http://www.martinmpo.com)

**Monday, October 17, 2011 @ 9:00 a.m.**

**Minutes**

**1. CALL TO ORDER**

The meeting was called to order by Chairman Michael Mortell at 9:00 AM.

**2. PRAYER – Rev. James Brocious**

**3. PLEDGE OF ALLEGIANCE**

**4. ROLL CALL**

**Members in Attendance:**

Michael Mortell, Chairman, City of Stuart Commissioner  
Doug Smith, Vice-Chairman, Martin County Board of County Commissioners  
Tom Bausch, Town of Sewall's Point Commissioner  
Eula R. Clarke, 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  
Jack Kelly, (Ex-Officio), St. Lucie TPO  
Brian Powers, (Ex-Officio), Indiantown

**Members Excused:**

None

**Members Absent:**

None

**Staff in Attendance:**

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

**Others in Attendance:**

Bill Jenness, property owner  
Barry Brennen, CEMEX

Antonette Adams, FDOT  
Gus Schmidt, FDOT  
Carolyn Gish, FDOT  
Stacy Miller, FDOT  
Arlene Tanis, FDOT  
Mabelle Urbina, FDOT  
John Olson, FDOT  
Anson Sonnett, FDOT  
Don Donaldson, Martin County Engineering Director  
Terry Rauth, Martin County Deputy Engineer

A quorum was present for this meeting.

**5. APPROVE AGENDA**

**A motion was made by Mr. Doug Smith to approve the Agenda. This motion was seconded by Ms. Eula Clarke. There was no additional discussion. The motion passed unanimously.**

**6. APPROVE MINUTES**

**A motion was made by Mr. Doug Smith to approve the minutes from the regular meeting dated September 19, 2011. Mr. Sarah Heard seconded the motion. No comments were made. The motion passed unanimously.**

**7. PUBLIC COMMENTS**

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

None.

**8. BUSINESS ITEMS**

**A. CITIZEN'S REPORT – FY2012/13-FY2016/17**

**TENTATIVE WORK PROGRAM**

**APPROVE**

MEMO: temp12MPOa02.01

Ms. Beltran introduced District Secretary Jim Wolfe of the Florida Department of Transportation (FDOT). Secretary Wolfe advised that it has been a good year for building the Work Program, although it has been interesting since 2005. The Work Program depends on the costs of projects remaining stable, which is dependant of the projected finances remaining stable. These factors determine what can be placed in the program annually. In stable processes they need slight adjustments, however, it's not been stable for awhile. In 2005-2006 the bid prices escalated approximately 25% a year for two consecutive years becoming 50%, which greatly affected FDOT's ability to finance projects. After the boom, the economy slowed, gas tax projections decreased and FDOT had to

remove funds from the program. Soon the bid prices began to offset the costs and have continued to be favorable. When bid costs decline FDOT saves money and are able to adjust the entire five year Work Program with revised projections. This has been good and Ms. Stacy Miller will advise of the projects FDOT has been able to show in the program. FDOT is currently in a phase where bid prices for construction are extremely good, contractors continue to bid basically with no operating margin or profit, they are trying to stay in business and keep people employed. It's an unfortunate time for some, but it's a great time to be an owner who needs to have work performed, as FDOT is getting great prices. For about 18 months FDOT has been flat on finances. Tax collections have been stable at a low level since hundreds of millions have already been removed from the program due to lower projections. FDOT has had revenue estimating conference results recently that were poor, so a program has been built that does not take into account the recent revenue estimating results. In the growth management funds, \$322 million over five years state-wide have been reduced in the tax projections and \$896 million in gas tax, which is about \$1.2 billion over five years. This program was built without taking into account the funds which disappeared recently in this estimation. FDOT is going through the public hearing process, coming before committees while scrambling behind the scenes to try to accommodate that funding. That is a state-wide number over five years, so the impact is divided by five leaving a one year impact of \$250 million. Martin County is approximately 145,000 people, so several million will still have to come out annually. Based on prior reductions, we will probably be able to accommodate about half of the reduction out of state-wide programs like the Strategic Intermodal System (SIS), transit funds, programs managed out of the Central Office, and not programs directly influenced by Martin County, although there will be changes in what is being presented today. Impacts to the programs will be analyzed which will take several weeks and we will advise you when possible which may not be until December, 2011 or January, 2012. Long term we are coming out of the slow economy, gas tax revenue goes up, growth management funds rise and so do the bid prices. When we see recovery and gas tax collections, the recovery will be much slower than the increase of the bid prices. Mr. Wolfe stated that he's not sure when funding new transportation projects will be on the horizon, but he's sure it will not be until they learn of a different funding formula. He's glad that FDOT currently doesn't have large, unfunded plans, funding for transportation doesn't look good long term. The gas tax is a declining revenue source, as we benefit from better fuel economy, it limits FDOT's financial recovery

Commissioner Hayes stated that he understood Secretary Wolfe say that FDOT was reviewing the five year forward projections based on the bids received last year. Commissioner Hayes noted that bid amounts last year dropped dramatically. If we reorder the program based on what you mentioned was somewhat of an anomaly, that is concerning. Secretary Wolfe concurred. He clarified that if FDOT takes a low point in bid prices and project that it will continue for the five year Work Program, FDOT will be underfunding projects

in the outer years of the program. Secretary Wolfe expressed FDOT's concerns and noted that they have placed contingencies on projects and that they have been realistic about the bid prices. In the next couple of year's lettings, FDOT's best source will be to evaluate what is actually being paid in relation to the bids actually being received. Mr. Hayes noted that there has been a shift of population decline as a result of items you have just mentioned. He also knows there is a process of reworking the five year vision annually, he's just not sure how much weight should be applied to that giving the transition of events, he suggested FDOT be very cautious. Secretary Wolfe stated that FDOT has a department whose job is to track the numbers, make projections, and supply the Executive Board with a report monthly on a large number of financial factors from housing, employment, up-tics, and down-tics. This is very serious and the uncertainty is a concern so FDOT is keeping a close eye on these factors.

Ms. Beltran stated that she wanted to go over some of her initial comments of the Tentative Work Program which were responded to by Ms. Miller. There have been several areas that FDOT accommodated requests made by the MPO staff. The first concern was SR 76. There are a number of capacity projects along this roadway and the State is working on a resurfacing project. Ms. Beltran requested that Anson Sonnett, the Project Manager, be present for this meeting to answer any questions the Board may have regarding SR 76. The following two items are on CR 714 and the bridge rehabilitation along Martin Downs Boulevard. The County Engineering staff is also here, for any questions the Board may have regarding the box culvert and the traffic situation with two construction projects underway simultaneously. Ms. Beltran also requested the Enhancement Projects which were funded earlier this year, the bicycle lanes on Dixie Highway and the sidewalks on Dixie Highway in the City of Stuart, have the funding fiscal years switched. This would allow the bicycle lanes to be funded during the same year as the resurfacing project in that section of Dixie Highway. Ms. Miller did state that the Department would accommodate the MPO with that request. FDOT will begin adding unfunded projects during this five year time frame, to include them in the Citizen's Report. FDOT will also begin giving more identifiable details of projects, not just the mile post numbers, and they are going to change the name of the Safe Route to School Project in Indiantown so it reflects that it is in Indiantown. Ms. Beltran introduced Mr. Sonnett, the Project Manager for the SR 76 resurfacing project, who will discuss that project as well as others on that corridor.

Mr. Sonnett presented a power point (See handout) to inform the Board of the projects on which FDOT is currently working. He advised that there are a couple of resurfacing jobs, the first will be complete next month and will be let in March. It is a 3R resurfacing project from Tropical Avenue to the bridge over the South Fork of the St. Lucie River. The second will be let a year later which will pick up where the first job ends, and will go to Savannahs Point Circle. There is a Project Development & Environment (PD&E) study, a capacity job which will execute design in January and will begin at Pratt Whitney and go to

Cove Road. This will incorporate an eastern PD&E study that was done in the 80's, a construction unfunded, capacity/widening job from four to six lanes, which will go from Locks Road to Monterey Road. Mr. Hayes inquired how the widening will affect the resurfacing that was recently done. Mr. Sonnett stated that it is not funded for construction so they do not know when it will happen. A portion of this widening will be to the inside, so the prior outer-lane resurfacing would not be throw-away. Ms. Heard inquired as to the cost of the resurfacing and the capacity project in which the resurfacing will be impacted. Mr. Sonnett stated that the capacity project will cost approximately \$30 million, the western section of the resurfacing will be approximately \$2.7 million and the eastern section will be \$2.6 million for construction. Mr. Sonnett reiterated that the capacity project is not funded for construction it is only funded for right-of-way acquisition. Ms. Beltran added that it is the State's capacity project, the County does have an interim interchange improvement from Jack James to Cove Road. Ms. Heard asked how this is not a throw away job. Mr. Sonnett stated that FDOT is not into design yet, so it is anticipated that most of this will be widening. The previously re-surfaced lanes from Cove Road to Monterey Road will be restriped, but the extended life received from the resurfacing will not be thrown away by the re-construction job, not where it is just being widened. Ms. Heard inquired about the portion of road from Locks to Cove Road. Mr. Sonnet stated that the design hasn't begun so he does not know how it will be widened. It is still in development, it's conceptual, and it just shows six lanes in the future. Ms. Heard inquired of Mr. Sonnett, in his analysis, is the stretch from Locks to Cove Road critical to be resurfaced and when does he anticipate it will fail? Mr. Sonnett stated that they need to be resurfaced now as the pavement is very distressed. Ms. Terry Rauth, Martin County Engineering, stated that the County project, where the interchange modification will be made, is the point of concern. Having the State resurface only to have the County come into that section and tear it up in a short time afterwards will not look good to the public. Rather than doing a 3R project with sidewalks and landscaping, do maintenance resurfacing to the roadway. That way the resurfacing will be down for a longer period of time. Mr. Sonnett said that the majority of the 3R would be 3 inches of resurfacing, we will add a little sidewalk but FDOT has to plan for the County's job so there won't be much throw away. Ms. Rauth stated that the County will be doing a bit of work in there, and to the public it will look like throw away. Is there a chance of milling one inch and only putting one inch in the area where the County will be working? Mr. Sonnet stated then the County would be required to mill three inches when they worked on their project. Ms. Rauth stated that a Value Engineering is happening this week, hopefully they will consider this issue. Mr. Sonnett stated that funding could be an issue as this job has been funded and he is not sure if funds can be moved. Ms. Rauth stated that the County had hoped that a little modification could be done in place of the 3R in the area of the interchange modification, so the public doesn't see it as waste. Mr. Smith echoed Ms. Rauth's suggestion and inquired if the State would be able to hold off performing their work until the County completes their portion in that interchange section. That would allow for a smoother surface and

fewer cold joints, if it could all be top coated at one time. He added that it would be appreciated if FDOT could look into this issue to see if these efforts could be maximized, and there would be less public concern. Mr. Smith inquired if Mr. Sonnett was also involved with the off ramp portion of the project, to which Mr. Sonnett concurred and advised that it is still in the planning phase. Mr. Sonnett clarified that the interchange improvements would be incorporated into the widening from Locks Road to Monterey, which is a different project. Mr. Smith inquired if they are still on track to have a tight diamond not a cloverleaf which takes out the hotel. No preferred alternative has been decided upon at this time. Mr. Smith requested an update on that project, to which Ms. Beltran interjected that an update is scheduled for the December, 2011 Board meeting. Ms. Heard asked who makes the decision as to the "preferred alternative" so this Board may approve or decline that decision. Mr. Sonnett stated that he was unsure as to who had the final decision, but he was quite sure that the Board and its advisory committees would be involved in the process.

Ms. Beltran introduced Stacy Miller from the District IV Program Office to present the Citizen's Report.

Ms. Miller, stated that she was the District IV Program Management Engineer, and she was going to follow up on what was presented by Secretary Wolfe, and clarify the program itself. Ms. Miller stated that the Draft Tentative Work Program which was presented today, was based on information which was obtained for funding, in the beginning of August. The presentation took into consideration what the funding sources had been through that time including any changes which occurred due to the 2011 Legislative session. There has been a \$1.2 million cash impact of State funds which will have a nominal impact on Martin County. FDOT will work with Martin County and Ms. Beltran. The Federal Transportation Act has been extended through March, 31, 2012 so Federal funds appear stable until that time. Regarding the two 2011 Legislative impacts for the Department, the first was a \$150 million cash sweep of the State transportation trust fund which was absorbed completely in the current year. This will not impact the FY 2013-2017 which is what is being presented today. The second impact was the creation of the Department of Economic Opportunity which created the State Economic Enhancement and Development (SEED) Program. This program diverts Growth Management funds [which are generated from Documentary Stamps] from the State Transportation Trust Fund to this new agency and the SEED program. This impacts Martin in FY 2013 and beyond. There is a \$50 million impact in FY 2013, \$65 Million in FY 2014 and \$75 million recurring from that point forward. This will mainly impact the Strategic Intermodal System (SIS), with nominal impacts to the Transportation Regional Incentive Program (TRIP), and a small amount of that is associated with the Small County Outreach Program, (SCOP). Ms. Miller stated that she doesn't have the other impacts to be able to advise the Board. The Public Hearing was held on November 3, 2011 at FDOT's Treasure Coast Operation

Center and via webinar. There was a lot of participation both on-line and live. This mode will be used again in the future as it was a success.

Ms. Miller described what makes up the Status of Key Projects, which are basically the MPO's priorities. There are maps of the projects that the DOT will construct in the next five years; and there are two Citizen's Reports. The first consists of all projects that are funded and programmed in the five year Work Program within Martin County. The other report is the Citizen's Report for all District and Statewide projects which may have an impact on Martin County. The new report was devised because there are a variety of projects that cross boundaries, and FDOT is unable to determine the amount that will be expensed in Martin County proper. This will enable Martin to see other projects which may provide funding or additional resources to the County. There are some large statewide projects from Jacksonville to Miami which potentially will have funding spent in Martin. Ms. Miller went over what changes have occurred between making up the adopted Work Program and the Draft Tentative Work Program for FY 2013-2017.

She noted the SIS projects, which consist of a variety of project development, environmental studies, and some final design programs. There is no construction programmed on I-95 for widening in Martin. There is only a minor lighting project on I-95.

Ms. Miller stated that FDOT added a new section which is Seaports and Airports. We don't want to just focus on our highway component, we obviously do much more than that. Although these programs for the Airports and Seaports go through a different process it's part of the 15% which we set aside statewide for public transportation so we just wanted to highlight that we are providing funding in that arena, primarily for Witham Field in Martin County.

Ms. Miller stated that next is a highlight for pedestrian and bicycle projects, this is predominantly the Enhancement Program, and Martin County's set aside for the sidewalk box and potentially Safe Routes to School Projects. We will be renaming that one project in Indiantown once we find a better name for it.

Next will be highlighted programs for the Enhancement Program, the County Incentive Grant Program, Transportation Regional Incentive Program (TRIP) and Small County Outreach Program (SCOP). FDOT was able to add Enhancement and SCOP programs, but due to funding changes brought about by the new SEED program, they were unable to add any additional TRIP projects. However, the Department has been setting aside funds so they could hire construction inspectors and engineers to assist the local partners, i.e. Martin County, to insure that all the correct paperwork is submitted for Federal reimbursement. It was determined by the Federal Highway Administration (FHWA) that FDOT needed to show how much funding the Department was

expending with their engineers prior to entering into an agreement. So there will be approximately \$2,000 per project for FDOT employees to charge their time.

Ms. Beltran noted that the TRIP funding, shown on page three of the Status of Key Projects, is available for Martin in FY 2013 as a result of action taken by the Treasure Coast Transportation Council (TCTC). Funds will be swapped between Martin and Indian River to allow Martin to supplement the American Recovery and Reinvestment Act (ARRA) funds used to build the Transit Depot, and Indian River will be able to utilize the TRIP funds in FY2014, when they are better prepared for their project as well.

Ms. Heard inquired of Ms. Miller regarding Willoughby Boulevard from SR 714 to U. S. Highway 1, for right-of-way support and it's funded in FY 2013, the codes for funding are County Incentive Grant Program (CIGP) and Local Funds for participating each in the amount of \$500,000. What are these funds? Ms. Miller stated that the County will be purchasing right-of-way through use of this CIGP 50-50 match grant for which they have applied. Ms. Heard requested as to the County's funding sources. Ms. Rauth stated that the County's funding was approved as part of the Capital Improvements Program (CIP) and to the best of her knowledge, it is gas tax. Ms. Heard clarified that the County is committed to funding \$500,000 in gas tax toward the purchase of right-of-way.

Ms. Heard inquired as to the boundaries of the resurfacing project SE Dixie Highway from U. S. Highway One to SE Cove Road. Ms. Rauth stated that they are from Cove Road south, though Hobe Sound, to where Dixie ties into U. S. Highway One. This project will include bike lanes, south of Bridge Road.

Ms. Heard inquired as to the Witham Field taxi way "A" improvements, which are funded in FY 2017. It states that it is a capacity project to the cost of \$1.5 million. Ms. Beltran stated that she will contact Mr. Stokus, the airport manager and advise him to contact Ms. Heard with that information. The question was presented to Ms. Miller and she advised that the Seaports and Airports go through a different process, though they work collaboratively with the local partners. This project is based on the master plan from the airport. The aviation manager is not at this meeting, but Ms. Miller will obtain this information and provide it to Ms. Beltran.

Ms. Heard noted the two additional unidentified airport capacity project being funded in FY 2017. The second is for \$750,000. It totals about \$2.2 million for the two projects and they are both non-specific. Ms. Miller stated that she will get the information to Ms. Beltran and she will request that better descriptions be used when providing a new Work Program.

Ms. Heard also noted that Witham Field's customs facility was recently approved in Martin County with great controversy. Ms. Heard inquired why \$500,000 was appropriated for this project. Ms. Miller stated that it was actually



in the program for next year, but it was her understanding that it was advanced into the current year. It was in the adopted Work Program as an existing project, and at the County Commission's request FDOT was able to work through the funding and was able to bring it forward.

Mr. Powers requested additional information regarding the SEED program. Ms. Miller stated that the new Department of Economic Opportunity will be based in the Central Office in Tallahassee. It's a State program, and they are in the process of developing their business plan, which is to be submitted to the Legislature by the end of October, 2011. The DOT is hopeful that with certain criteria, they will be able to tap back into the resource that had been diverted, as they believe that some projects constructed by the Department are of economic benefit as they hope to bring some of the funds back to the State Transportation Fund. The program has just been established, so she cannot offer more information at this time.

Mr. Powers ask if the CR 714 issue will be dealt with prior to the opening of the Veteran's Memorial Bridge or in conjunction with the bridge. Ms. Miller stated that FDOT has worked closely with Mr. Ciampi and they each feel comfortable with what is planned to happen. The funding for the western portion of the roadway construction is scheduled after the completion of the Veteran's Memorial Bridge, but many of the issues have been addressed as financially possible. A minor gap still exists, but with the issue of the production process associated with the acquisition of the right-of-way, there is not a better way for this to be lined up. Funds have been advanced to FY 2015 anticipating letting the job as quickly in that year as possible.

Mr. Smith asked Ms. Beltran if the installation of the box culvert on CR 714 could be moved into now instead of later. Ms. Miller stated that the Department of Transportation is evaluating the Value Engineering (VE) Study which was recently conducted. The VE exhibits both cost savings and cost increases, depending on the components viewed. One was in lieu of constructing a bridge over the Danforth creek, it would be to either extend or replace the existing box culvert. Ms. Betsy Jeffers, the project manager for that portion of the roadway, needs to go through some additional analysis prior to making a determination. That analysis includes hydraulic reports and meeting with the permitting agencies and partners prior to making a final decision. It is anticipated that within the next three or four months the analysis will be complete and there will be enough information for FDOT to go to the permitting partners, and to return to the MPO Board to provide more information as to how FDOT can "dove tail" the two elements together. Mr. Smith stated that it will assist the end construction side if that has been completed. Ms. Miller stated that they will have to complete the analysis prior to a decision being made.

Mr. Smith stated to the present members of FDOT, who are involved with the SR 76 interchange resurfacing, to improve the coordination of the resurfacing

with the County. He stated that as funds decline, a \$2 million project of that nature could make a major difference relative to how a project would proceed. Secretary Wolfe said it will be looked at closely and that he will meet with the team and go over it with them. Ms. Miller stated that FDOT is looking into the interchange modification report, and it has not been finalized as to if there will be interim interchange improvements or what will be needed to determine the life expectancy of any improvements made. Nothing will be decided until the report has been completed. FDOT does not have an exact time frame as to when they will be back to advise the Board of the alternatives from which to choose. The Department will present the alternatives to the Board, there will be a Public Hearing, and ultimately it's presented to the FHWA who has to sign off on the configuration of the project. There will be time to review this again.

Ms. Heard addressed the Amtrak Passenger Service item listing \$5 million programmed to be spent in FY 2014. It states it is funding for stations and operational improvements. She asked how the Department prioritizes projects, what will the projects be, and when is a determination made as to what the projects will be. Ms. Miller stated that there are two projects in the State-wide District-wide Plan from Jacksonville to Miami in the amount of \$118 million for improvements of the FEC. This is for track improvements and eight stations in the corridor. This has been set aside as the Department is not working on a production project. Currently, these funds would be available for use on another project involving track improvements or station improvements so those funds are in a reserve. These funds are managed out of the Central Office, not locally.

Mr. Ciampi stated that with the box culvert they had hoped to be able to re-allocate funds from one side of the bridge to the other. Would FDOT want a motion to formalize this request? Ms. Beltran stated that it did not appear that FDOT was in a position to follow through with it at this time, Ms. Miller agreed.

**Mr. Ciampi made a motion that if appropriate the funds from the intersection of Indian Street and Kanner Highway be moved to fund the box culvert at Danforth Creek on CR 714. Ms. Beltran stated that these are the funds programmed in FY 2013 for Indian Street, FM 230978.3. The motion was seconded by Mr. Smith.**

Mr. Ciampi thanked Secretary Wolfe and his staff for their efforts on the Value Engineering project which was recently conducted.

Mr. Smith stated that this motion is more toward expediting the funding source to the construction of the box culvert relative to the work that Ms. Jeffers will be completing.

**The vote on the motion on the floor was called. There being no additional comments regarding the motion, the motion passed unanimously.**

Mr. Smith mentioned the Equity Bonus funds which he understands to be the funds that are the gap in the funds which are sent to Washington, DC, and what is returned to Martin County. Are the funds allocated to Central Office, and are they allocated equally between the seven districts? Ms. Miller read the purpose of Equity Bonus is to provide a minimum rate of return to each State. There are a variety of different parameters associated with insuring that minimum rate of return. It's actually a modification from the previous Federal Transportation Act which provided a minimum guarantee fund. The formula has been changed during SAFETEA-LU, the current program, to provide the extra Equity Bonus element in order to insure that each State receives a certain minimum allocation. It is a combination of funding from Equity Bonus and high priority projects which are Federal appropriations that were designated in the actual Federal Legislation. Funding comes directly to Florida through the Federal Transportation Trust Fund, then subdivided statutorily by the Central Office, to the District which is then utilized by District staff. There are no restrictions on these funds so they are used in any location, any county, on any facility. The Department does have Equity Reports which they are required to check to insure that based on a subset of fund categories, that each County in the District is receiving their fair share of Equitable allocation. EB or Equity Bonus is one of the fund components which is used in the overall equity balance. There is not a statutory distribution to each County it is just statutorily distributed to each district. Ms. Heard inquired as to the amount for Martin this year. Ms. Miller stated that over a five year period, FY 2013-17, District Four would only receive \$11 million dollars in EB's. Ms. Beltran stated that in FY 2012 District Four received \$6 million. Ms. Miller agreed that it's \$31.7 Million over the five year period, of which District Four received \$6 million in FY 2012. These funds are broken up by District staff and the funds are applied wherever they are needed. Martin County's Equity Report stated that during the FY 2013-17, Martin had exceeded their portion of the equitable share. Ms. Miller added that these funds are only for capital projects, they cannot be used for bus operations.

Ms. Beltran noted that there was some concern over the project for FY 2016, regarding the bridge rehabilitation over Danforth Creek on Martin Down's Boulevard. This has been coordinated and will begin after CR 714 is complete as there was concern about traffic. Ms. Miller stated that the project coordinators of these projects are working with one another and will be coordinating the traffic control plans. There will be minimal lane closures, and FDOT will keep Martin apprised of all information as time nears for each of the projects. Ms. Beltran added that the CR 714 cost savings were the result of the Value Engineering. This Board approved a Transportation Improvement Program (TIP) amendment in September, for right-of-way acquisition. As the funds are Federal, any cost saving gained would come back to this Board. Ms. Miller reiterated that it is not sure if there will be any savings as it's still a while out and no one knows what the future will hold for cost construction. If there are savings, it will be programmed in coordination with the Department's Work Program instructions, and not all of the funding is MPO attributable. There are

other flexible funds and there is no guarantee that those funds will return to Martin. Ms. Beltran noted that there are Federal funds and she wanted to insure that the Board has concurrence with those funds and the TIP amendment from the last meeting was regarding SU funds. Ms. Miller noted that the construction for the project is not all SU. Ms. Beltran requested that the Board approve the Martin County Citizen's Report and the regional projects would come back to this Board when the TIP is put together this spring.

Mr. Ciampi addressed Ms. Miller regarding Martin Downs SR 714 as to when construction will begin on this project. Ms. Miller advised that Carolyn Gish, the Treasure Coast Operations Engineer is available to respond as this is an active project. Ms. Gish stated that silt fences are up and all lane closers are slated to be night lane closures between 8:00 PM and 6:00 AM. Mr. Ciampi asked if the tall light posts will be replaced, and Ms. Gish advised affirmatively. On two occasions recently, traffic was backed up to the Turnpike as workers were painting on the Palm City Bridge at 8:00 AM. People are taking their children to school, going to work, etc. at that time, and it is appreciated that the work is being done, but we would request the timing be changed in the future to 9:00 or 9:30 AM., as an hour would make a big difference.

Mr. Smith asked if the regional projects will return to this Board in the Spring. Ms. Miller stated that the projects needing to be included in the TIP will be provided to Ms. Beltran prior to beginning the TIP process.

**Ms. Clarke made a motion to approve the Citizen's Report and the Tentative Work Program. Mr. Smith made a second for discussion.**

Mr. Smith asked if the motion could include all the changes which were noted so that they are reflected in the motion. Ms. Beltran stated that the list of changes are identified in the correspondence in the agenda package.

**Ms. Clarke stated that the changes would be included in her motion. There were no oppositions. The matter passed unanimously.**

**B. INTERACTIVE TRANSPORTATION IMPROVEMENT PROGRAM (TIP) – MAINTENANCE AGREEMENT**  
MEMO: temp12MPOa02.02

Ms. Beltran stated that this item has been worked on at the District level for a long time. With an Interactive TIP, if someone from the public wants to look at a specific project, they could click on it and it would provide a map, funding sources, phases, years, a more definitive status of that project. The State has agreed to pay the start up cost for the Interactive TIP for the five MPOs in the District. Broward and Palm Beach used the Interactive TIP in FY 2012 and the Treasure Coast MPO's are looking to accomplish that next Fiscal year. In the agenda package you will see a maintenance agreement page similar to the one

approved by the Indian River MPO, in the amount of \$7,200. Since the County is the host agency of the Martin MPO, Ms. Beltran said that she had the Legal and Procurement staff review the agreements which were approved by different Counties in District 4 currently using the Interactive TIP. (See the insert in the agenda and the agreements which were handed out at the beginning of the meeting.) Staff would recommend that this Board approve the maintenance agreement similar to the one approved by the Palm Beach MPO to support an Interactive TIP when the TIP is put together in the Spring for FY 2013-17.

**Mr. Smith made a motion to approve the Interactive TIP maintenance agreement. The motion was seconded by Ms. Heard. There was no further discussion. The matter passed unanimously.**

#### **9. FDOT COMMENTS**

None.

#### **10. COMMENTS FROM BOARD MEMBERS**

Ms. Clarke noted that she wants the minutes to identify the governmental jurisdiction of the Board Members.

Mr. Powers thanked Secretary Wolfe for coming to this meeting. He applauded Secretary Wolfe for his efforts as he understands the difficulties and complexities of his position. Mr. Powers noted in agenda item 11, the Safe Routes to School Grant Award to Indiantown. He thanked everyone involved with the funding of the project as Indiantown has so many children who walk to school or ride their bicycles. Also, Mr. Power's wanted to thank some of the largest taxpayers, Louis Dryfess being the main one, for the investment of Silver Fox. They are preparing to begin their operating season and that road is exactly how it should be for a user of their class.

Mr. Smith inquired of Secretary Wolfe if there was anything the MPO could do to increase the funding strategies or discussions. Gas tax is down considerably. Do you have any suggestions?

Secretary Wolfe stated that the last session had two major legislative impacts to funding. The \$150 million sweep and the establishment of the SEED Program. FDOT still is not sure what the SEED Program will accomplish. The sweep just takes funds and places it in General Revenue. Mr. Wolfe stated that he thinks a sweep may be debated again this year, and FDOT is already dealing with this huge cash cut already. The Governor stated that he was reluctant to allow the sweep last year but he needed to do it, and he expressed that he would try to make transportation whole. Secretary Wolfe feels that the sweep will come up again, he hopes not, but it is a possibility. Mr. Smith stated that since Martin may not be able to count on gas tax as much as we have in the past, is there something else that FDOT is talking about that Martin should be thinking about relative to regional or statewide policies? Can the Counties be of any help to FDOT? Secretary Wolfe stated that there is no appetite to increase the gas tax, and this is not the solution. Some discussion has been to replace

gas tax with charging per miles traveled. The concept has no traction, but it has good logic and will come up again, particularly when it's apparent that there is no real gas tax solution. With the increase of hybrid autos on the roads less funds are paid to gas tax, so these changing conditions are eroding the situation. The ultimate solution may someday be miles traveled but no predictions as to when that could happen. In the interim, FDOT is looking into tolls. It's difficult to add capacity to the limited access roadways without having some sort of tolls. This debate will go on Statewide with major projects. Miami has managed lanes, and after it was instituted many who were opposed to the idea now love it. Mr. Ciampi asked that the concept of managed lanes be explained. Secretary Wolfe stated that I-95 in Miami, has two lanes in each direction which are separated from the other lanes, and they have transponder tolls collected. The theory behind the toll is that it is a high enough cost to keep enough people out of those lanes that they remain free-flowing at a minimum of 45 miles per hour. If those lanes were non-toll free like the other lanes, they'd be just as crowded and 20 miles per hour (mph). Congested traffic flowing at 20 mph, moves about 1,000 vehicles an hour past an end line. If you get enough people out of the lanes so it free flows at 45-55 mph you move 2,000 vehicles an hour past an end line. You make that happen by metering the flow of traffic and you cause it to happen by collecting the toll. Off peak charge is \$0.25, if a lot of people want to use those lanes. You could charge up to \$5. The toll sets itself by the amount that is required to keep the lanes free flowing. If the toll is too low, the lanes break down, the benefit is lost and the service is not being properly provided to those using the lanes. Express busses can be put on those lanes and that would give them an assured travel time. It's a good system. The toll revenue doesn't actually pay for itself, the cost to create the project, create transponders, Road Rangers etc. but the primary process of the toll is actually to meter the traffic. FDOT is placing these managed lanes on 595, I-75, they are considering extending them to Palm Beach, giving the non-tolled options they currently have and new lanes that could be tolled and managed. Secretary Wolfe said he doesn't foresee this for Martin for a number of years, but can be used in other areas which help pay for projects. In a lot of places we just need to manage what we have and get more capacity out of what we have as we can't afford to add lanes. Especially in urban areas that are already built out within the right-of-way and there is no funding to purchase right-of-way. Better use of managed lanes and mass transit would work well for mass transit. FDOT is working to make transit desirable enough to be competitive with making the choice of driving your car.

Ms. Heard expressed her thanks to Secretary Wolfe for speaking to the Board. She also noted that this was going to be the current Chairman's last meeting. Ms. Heard stated that Mr. Mortell has been a great Chair, a great representative for the City of Stuart and the County on the MPO. Ms. Beltran presented Mr. Mortell with a token of her appreciation which was a pocket reference of the Acronyms of the MPO.

Mr. Jack Kelly added best wishes to Mr. Mortell.

Mr. Mortell said the Sailfish Regatta Boat Race will be returning to Martin and will be held on April 14-15, 2012. The causeway to Sewall's Point will be closed for that

weekend. Since this is going to happen the closure should be included on the website. People need to be notified, and be made aware that there will be an alternative route through Jensen Beach over the Jensen Beach Causeway, to lessen their concerns.

Ms. Clarke advised that Ms. Barbara Timmerman, with Council on Aging, which provides the para-transit trips for Martin County, has passed away. She will be missed as well as her work in transportation for Martin County.

**11. NOTES**


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

**12. ADJOURN**


A motion was made by Mr. Smith to adjourn the meeting. The motion was seconded by Ms. Heard. The meeting was adjourned at 10:35 a.m.


Recorded and Prepared by:

  
Margaret H. Brassard, Administrative Assistant II

  
Date

Approved by:

  
Doug Smith, Chairman

  
Date