

**MARTIN METROPOLITAN PLANNING ORGANIZATION
CITIZENS' ADVISORY COMMITTEE MEETING**

Martin County Administration Building
County Commission Chambers
2401 SE Monterey Road
Stuart, FL 34996
(772) 221-1498

www.martinmpo.com

Wednesday, September 7, 2011 - 9:00 a.m.

MINUTES

1. CALL TO ORDER

Vice-Chairman, Joseph DeFronzo, called the meeting to order at 9:04 a.m.

2. ROLL CALL

Members in Attendance:

Joseph DeFronzo, Vice-Chair
Amy Eason
Alex Trovato
Mark Mathes
Michael Houston
Kevin Trepanier, Ex-officio

Members Excused:

Jody Ianuzzi
Albert Zilg

Members Absent

Sheila Kurtz, Chairman
John Patteson
Trent Steele

Staff in Attendance:

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

A quorum was present for this committee.

3. APPROVE AGENDA

Mr. DeFronzo stated that there was going to be an additional item for the agenda. A presentation will be provided regarding the Community Redevelopment Area (CRA) Transportation Investment Generating Economic Recovery (TIGER) III Grant Proposal for Indiantown. With the addition of the presentation, Mr. DeFronzo asked if there would be a motion to approve the agenda.

Mr. Mark Mathes made a motion to approve the agenda with the additional agenda item. This motion was seconded by Mr. Mike Houston. There were no objections. The motion passed unanimously.

4. APPROVE MINUTES

A motion to approve the minutes for the June 1, 2011 meeting was made by Mr. Mike Houston. This motion was seconded by Ms. Amy Eason. There was no objection. The motion passed unanimously.

5. AGENDA ITEMS

Kevin Freeman, Director of the Community Development Department for Martin County, was introduced to the committee. Mr. Freeman is seeking the committee's recommendation for MPO Board support in applying for a TIGER III grant which is a Federal award of funds from the U.S. Department of Transportation. The amount of the funds being allocated is \$526 million in discretionary funds to be put toward innovative transportation projects throughout the country. Mr. Freeman stated that the CRA has investigated prior winners of this grant in an attempt to be able to submit a successful contender for a rural grant, which is a specific category in the TIGER Grant Program. The Notice of Application will be submitted in October. Mr. Freeman will be making this same presentation to the Technical Advisory Committee (TAC), the Bicycle and Pedestrian Committee (BPAC), as well as other organizations to show that the CRA has sought community approval. Mr. Freeman began the power point presentation. (See copy of the presentation) Mr. Freeman stated that Indiantown is a rural community, dependant on SR 710, which is a Strategic Intermodal System (SIS) facility. In Indiantown, SR 710 is known as Warfield Boulevard. This roadway splits Indiantown into two parts and has a heavy amount of truck traffic. This is a pedestrian based community and that presents some issues. It has been determined that 50-60% of the trips on Warfield Boulevard are primarily local, and the CRA believes that they can relieve Warfield Boulevard of some of those trips. A workshop was held in Indiantown for approximately three days. The local residents were asked what trips they took, where they went, how they got around and what connectivity they hoped to see in the future. It was noted that Warfield Boulevard was a necessary thoroughfare for many of the routes. The CRA hoped to find alternate routes to bridge the gaps in connectivity of the locations, in order to facilitate better economic potential in Indiantown. There are developments planned for the future of Indiantown, which have already been approved and are on the books. In today's economy, it is uncertain if they will come to fruition. It is unlikely that the development will take place if additional investments are not made within the network and infrastructure of Indiantown. This grant does not cover sewer and water, it primarily looks at network connections. The best used bus route in the County serves Indiantown and is becoming more popular. The community is using the bus system more to come into Stuart to shop, and in general, for transportation. The CRA plan has a bus station which could ultimately be used as a future train station as well. This study viewed the area to determine a focal point towards a future bus or intermodal

transportation station. Initially, and this is phase one of a future network connection for Indiantown, the CRA has identified three main loops of connectivity. The areas reviewed are where the facilities, churches, schools, and parks are located. The CRA has sought out the missing connections between the communities without using Warfield Boulevard. Indianwood was a prime example as all their trips were on Warfield Boulevard. This community uses various modes of transportation, walking, bicycling, and golf carts, however they can't use Warfield Boulevard as it is a major road. Mr. Freeman discussed in detail the three proposed links which would connect the alternate roadways which host vehicular traffic to trail ways which would be more pedestrian, bicycle and golf cart friendly. These loops would still connect and would also connect to the more centralized bus or train station. The proposed loops would eliminate a lot of trips from Warfield Boulevard.

Mr. Trovato inquired as to how a grant could be applied for to build a road which would be used by non-licensed golf carts. Mr. Freeman stated that the CRA is looking into this on the application. Mr. Freeman stated that as Indiantown is rural, fairly isolated, they walk and bike a lot already, it would be a prime candidate for the multimodal trails and it would be easy to track the measurements in 5, 10 or 15 years. This grant is looking for innovative ways to connect communities, reduce dependence on vehicles and aid in future economic development. Mr. Freeman noted that many communities have roadways specifically for golf carts and that this grant does specifically state alternative means and methodology of reducing vehicular traffic. In looking at prior award winners, very innovative ways have been used to piece together the transportation plans.

Mr. Freeman stated that the minimum grant award is one million and this project will exceed that cost. Some of the roads currently exist, but they will be modified, and landscaped to increase local network connections. There is no match required but Mr. Freeman stated that there are some landowners and developers who may provide a match as there is a priority to the rural applications. There is \$140 million in rural funds available and the CRA anticipates this project to be in the area of nine-ten million dollars, not inclusive of the transit depot, which will be in a future phase.

Mr. Freeman stated the CRA has talked to neighboring landowners to get their concerns, future plans and aspirations for Indiantown, as the CRA has been very careful not to compromise their plans as they move forward. They have to address this in the application that they are taking into account the future development of Indiantown. It was noted that the future phases may transform the trail ways, but for now it could be considered a thoroughfare protection plan. Connections may not happen if something like this is not already in place.

Mark Mathes stated that he had reviewed the application and it clearly states that they are limiting the number of applications per jurisdiction and they caution applicants against adding a number of different things in one grant to overcome the fact that you can only do one grant. He's concerned that it looks like there

are three or four different types of projects, trails, new road segments, redo of existing roads to add on-street parking and landscaping. This will have to be sold as a package deal so they do not see this as a bunch of different projects. Mr. Freeman stated that in order to create the local network, bike lanes, sidewalks and facilities for other modes of transportation need to be incorporated, so it is a package deal. The CRA is performing a traffic study at this time.

Mr. Mark Mathes made a motion that the Citizen's Advisory Committee go on record in support of a Martin County application for a TIGER III Grant Program as presented. This motion was seconded by Mr. Alex Trovato. There were no additional questions. The motion passed unanimously.

A. TIP AMENDMENTS-ROLL FORWARDS, CR 714 AND SR 710

Memo: temp 12CACa01.01

Ms. Beth Beltran stated that there are several TIP amendments. (See agenda package.) The first one is the roll forward from the previous years' allocations to be able to use the monies in the current fiscal year.

The next two TIP amendments go together. They concern CR 714 and SR 710. The CR 714 item is in the agenda package. Please recall that FDOT had programmed MPO Discretionary Funds on SR 710 [an SIS facility], however the MPO Board requested those funds be diverted to their number one priority, CR 714. This TIP allocates the \$2.5 Million in FY 2012 to CR 714. The next TIP amendment shows the replacement of Equity Bonus (EB) funds in FY 2012 to SR710.

The final TIP amendment is for a Safe Route to School (SRTS) grant. (See handout) There are two kinds of SRTS grants, educational and infrastructure. The Board approved the infrastructure grant application previously, which was for sidewalks in areas around schools in Martin County. The sidewalks in Indiantown were approved by District IV. This particular SRTS grant before you today is the educational kind of SRTS grant. This is for schools to educate children about safety when walking, biking, or waiting for a bus to go to school.

Ms. Beltran stated that all four TIP amendments recommending approval to the MPO Board could be under one motion.

Mark Mathes made a motion that the four TIP amendments be supported by this committee and be brought to the MPO Board. Michael Houston seconded the motion. The motion passed unanimously.

Mr. Houston stated that he knows that this group is talking about the educational side [of the Safe Routes to School grant], but the issue about the 12 foot multi-use path which is showing up on SR 609 [SR 710] kind of relates to what Mr. Freeman was just talking about in Indiantown. Mr. Houston asked if the funds for school connections tie in to this TIGER III

grant or would the MPO and the CRA be planning together, if plans were making improvements on the pedestrian system that related to what the CRA is attempting.

Ms. Beltran responded that the BPAC coordinator is working closely with the County and the CRA. BPAC is working on an action plan for all missing links of sidewalks and bicycle lanes throughout the County. The BPAC coordinator recently gave a presentation to the Parks and Recreation Trails Meeting and the CRA in order to receive input from these areas, for this plan.

B. COMMUNITY REDEVELOPMENT AGENCY (CRA) SIDEWALK MODIFICATION

Memo: temp 12CACa01.02

Ms. Beltran stated that this item is concerning the Enhancement Funds which have been awarded. (See agenda for documents) The action requested is a change of scope for the project. The funds were originally awarded to two prior projects, sidewalks in Old Palm City and Hobe Sound. The change in Old Palm City Sidewalk Project scope is to extend the length of the sidewalk and take out the street trees and trail ways. The Hobe Sound project funds were re-distributed to Sewall's Point earlier this year. These scope changes to the Old Palm City Sidewalk project have been reviewed and approved by the County and the CRA. However, FDOT has stated that in order to accommodate that change of scope, it still needs to be brought back through the MPO process.

Mr. Mark Mathes motioned to approve the scope change on the Enhancement Funds. Mr. Michael Houston seconded the motion. The motion passed unanimously.

C. FY 2012 PUBLIC INVOLVEMENT PLAN (PIP) UPDATE

Memo: temp 12CACa01.03

Ms. Beltran stated that this item is for the Public Involvement Plan which was approved by the MPO in December, 2009. The Annual Report for 2010 indicates that a bi-annual update will be made to accommodate any necessary modifications. Modifications this year are to accept the newly adopted 2035 Plan in place of the 2030 Plan, and the 2010 Census numbers. These modifications will make the public involvement task of the MPO process more efficient.

Mr. Mark Mathis made a motion to accept the recommendation of staff to modify the PIP plan. Mr. Michael Houston seconded this motion. There were no additional questions. The motion was passed unanimously.

D. MPO PROCESS – ADVISORY COMMITTEE'S ROLE

Memo: temp 12CACa01.04

Ms. Beltran stated that as this is the beginning of the fiscal year for the Metropolitan Planning Organization (MPO), staff is taking this information sheet (see agenda package) to each of the committees so that they will be able to see the responsibilities and duties of the members. This item documents details regarding the MPO formation, the legislation behind the formation of the Citizen's Advisory Committee (CAC), Technical Advisory Committee (TAC), and Bicycle and Pedestrian Advisory Committee (BPAC), and the purpose of the advisory committees which is to make recommendations to the MPO Board.

The Local Coordinating Board-Transportation Disadvantaged is not addressed in Federal legislation, but in a State Statute, which is how the State of Florida adheres to the requirements of providing transportation services to those people who cannot provide it for themselves.

This basically will give new members an overall view of the MPO, the annual process which it goes through and how members are involved in their committees.

E. CR 714 PROJECT UPDATE

Memo: temp 12CACa01.05

Ms. Beltran stated that this is a follow up item regarding SU funds which were originally programmed by FDOT on SR 710. FDOT has agreed to make the necessary changes to place the SU funds in question on the MPO's number one project, CR 714. The road will be widened from Mapp Road to the Turnpike and construction for this project will begin in July, 2014. FDOT and the County agreed to go through a Value Engineering Process, which happened last week, and they worked diligently in order to expedite the project and reduce the costs. For example, it was suggested to reduce the road width from 22 feet to 19 ½ feet, and reduce the lanes from 12 feet to 11 feet, increasing bicycle lanes from four to five feet as this corridor is shown as a primary bicycle facility in the 2035 Plan. The final report will be out the end of the month and Ms. Beltran will forward this information to anyone interested so you may see any changes which were made.

Mr. Mark Mathes stated that he was surprised that the scope ended at the Turnpike, he thought that Citrus would be a better location.

6. COMMENTS FROM COMMITTEE MEMBERS

Mr. Mark Mathes stated that this was going to be his last meeting. He has enjoyed his time on the committee as the City of Stuart's appointment, and has notified them. He hopes they will fill his spot quickly.

7. COMMENTS FROM THE PUBLIC

None.

8. COMMENTS FROM FDOT

None.

9. NOTES

None.

10. NEXT MEETING

September 28, 2011 (Special Joint CAC & TAC meeting)
Blake Library, John F. Armstrong Wing at 1:30 PM.
FDOT will present the Tentative Work Program.

11. ADJOURN

A motion to adjourn was made by Mr. Mark Mathes with a second by Michael Houston. The motion passed unanimously.

Recorded and Prepared by:

Margaret H. Brassard, Administrative Specialist II

Date

Approved by:

Joseph DeFronzo, CAC Vice-Chairman

Date