

**MARTIN METROPOLITAN PLANNING ORGANIZATION (MPO)
TECHNICAL ADVISORY COMMITTEE (TAC)**

Wednesday, February 9, 2011 - 1:30 P.M.

**Martin County Airport-Witham Field
Maintenance Building Conference Room**

1895 Flying Fortress Way, Stuart, FL

www.martinmpo.com

(772) 221-1498

1. CALL TO ORDER

Chairman Sam Amerson called the meeting to order 1:30 p.m.

2. ROLL CALL

Members in Attendance:

Sam Amerson, Chairman

Samantha Horowitz, Vice-Chair

Joe Capra (arrived at 1:36)

Stuart Trent

Arlene Tanis for Nancy Ziegler, FDOT

Mark Cocco

Dan Hudson

Terry Rauth for Don Donaldson

Lee Hoefert

Chon Wong for Gustavo Schmidt, FDOT

George Stokes

Rogelio Gonzalez

Members Excused:

None.

Members Absent:

Kim DeLaney

Barbara Timmerman

Todd Cox

Staff in Attendance:

Beth Beltran, MPO Administrator

Michael Malham, Planner

Claudette Mahan, Associate Planner

Margaret H. Brassard, Administrative Specialist II

Others in Attendance:

Andrew Riddle, FDOT

Patrick Glass, FDOT

Carlos Tobar

A quorum was present for this committee.

Mr. Sam Amerson, Chairman, recognized a couple of new Board members, George Stokes, the Airport Manager and Lee Hoefert, replacement for Bruce Offord, Department of Environmental Protection.

3. APPROVE AGENDA

Mr. Chon Wong moved to approve the Agenda. The Motion was seconded by Mr. Lee Hoefert. Motion carried unanimously.

4. APPROVE MINUTES:

Ms. Terry Rauth made a motion to approve the minutes of November 17, 2010. The motion was seconded by Mr. Dan Hudson. There was no further discussion. The minutes were unanimously approved.

5. COMMENTS FROM COMMITTEE MEMBERS

None.

6. AGENDA ITEMS

A. ANNUAL ELECTION OF OFFICERS

MEMO: temp11TACa07.01

Ms. Beth Beltran indicated that the Metropolitan Planning Organization (MPO) By-Laws state that all the advisory committees of the Board must have an annual election of officers. Last year the election was not held until May, 2010, at which time the Committee members voted Sam Amerson as the Chairman and Samantha Horowitz as the Vice Chairman. They have not held their office for a full year. Ms. Beltran has spoken to each of them and it has been determined that both parties would be willing to serve for another year.

A motion was made by Mr. Hudson which was seconded by Ms. Rauth for Sam Amerson to remain as Chairman, and Samantha Horowitz to remain a Vice Chairman for the term of 2011/2012. There was no objection. The motion carried unanimously.

B. FY2011-2015 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENTS

MEMO: temp11TACa07.02

Ms. Beltran advised that there are two TIP amendments which have been requested by FDOT. The first being a portion on SR710 which is west of Indiantown. The TAC had a presentation by Pat Glass, of FDOT on November 17, 2010. Mr. Glass is present to address this amendment and answer any questions. Mr. Glass introduced himself as the FDOT Project Manager of the SR710 project west of Indiantown. He stated that this section is from the County Line to Indiantown. It is a 15 mile long project. This road will be widened from two lanes to four lanes with a 40 foot median with

some drainage work and also a 12 foot multi-use path. The presentation the MPO Board will see at the next Board meeting is the same one which was presented to the TAC in November. This is a PD&E Study so FDOT does concept planning, environmental and economic effects that a project has on an area. This develops into what is called a Location Design Concept Acceptance, (LDCA) which is a document that is signed by the Feds, which qualifies projects for Federal funds. The Federal Highway Administration (FHWA) requires several items, one of which is that the next phase, design, needs to be funded on this project. The design is taken care of as this has been placed in the new Work Program which will be adopted on July 1, 2011. This project also needs to be in the Transportation Improvement Program (TIP) and the State Transportation Improvement Program (STIP). When a project is adopted, it takes a couple of months for the project to get into the TIP and the STIP. Mr. Glass stated that this will cause a timing problem as FHWA is changing their noise rules which will go into effect on July 13, 2011. If the LDCA cannot be signed prior to July 13, 2011, the new noise rules will dictate, and a host of new noise tests will need to be performed, at a sizable cost. Mr. Glass has taken this to the Feds and they have agreed with him. Mr. Glass said that the Feds will review this, come up with comments, and FDOT will settle the comments in order for the LDCA to be signed between July 1, 2011 and July 13, 2011, which will allow them to avoid having to re-conduct the noise study to the new standards. Mr. Glass is requesting a TIP amendment so that when the Work Program is adopted, the project will be in the TIP as of July 1, 2011.

Ms. Beltran asked Mr. Glass if the PD&E Study will include the 2035 data as this Plan was adopted last week by the Martin MPO. Mr. Glass stated that since they are going from two lanes to four lanes, the 2035 Plan will not make a big difference. As this is a Strategic Intermodal System (SIS) project, one of the requirements is that a minimum typical section for a SIS is four lanes. Six lanes will not be in the future for a long time.

Sam Amerson asked if there was a motion to approve TIP amendment number one. Terry Rauth made a motion to approve the TIP amendment number one, which was seconded by Joe Capra. There was no additional conversation on this motion. The motion was approved unanimously.

Ms. Beltran addressed the second amendment which was for SR76. This is a carry-over from prior meeting discussions. This TIP amendment is requesting that design funds are programmed into the Eastern segment of SR76 from west of the I-95 interchange to Monterey Road. This was previously programmed in a different section of SR 76. When the Board approved the List of Priority Projects (LOPP), they specified that the eastern segment of SR76 from west of the interchange to Monterey Road was a higher priority than the section of the roadway west of the interchange. With

that, FDOT is proceeding as the MPO Board requested to program the design funds to the eastern section. A new TIP form was handed out, and staff addressed the difference in the segments from what was proposed to what was changed, including the District In-house (DIH) funds which are charges for FDOT staff.

A motion to approve the TIP amendment number two was made by Joe Capra. Stuart Trent seconded this motion. There was no discussion on the motion. The motion carried unanimously.

C. SAFE ROUTES TO SCHOOL GRANT APPLICATION

MEMO: temp11TACa07.03

Ms. Beltran stated that this was a project that the MPO, Martin County and the School District have been working on for awhile. (See handout.) The handout was on the table as the committee entered. These handouts show where each of the projects are located. Safe Routes to School are funds that come through FDOT to fund sidewalks and pedestrian facilities to encourage children to either walk or ride their bicycles to school. Mr. Malham, who is the new Planner at the MPO, has been working with Ms. Krysti Brotherton, of Martin County, and the School Board, on this project. Ms. Beltran referred the committee to the summary page in their agenda package. There is a list of the projects, and the schools which would benefit from them, as well as the cost for the project. The criteria used in choosing these locations were low income areas. Mr. Malham further discussed the project and the beneficiaries and listed the priority ratings. They are as follows:

1. The Indiantown Connector Sidewalks.
2. Port Salerno Sidewalks
3. Dixie Park Connector Sidewalks
4. Paulson Avenue Sidewalk.

Mr. Dan Hudson inquired if there was a comprehensive study done of all the schools in the district, to determine these locations. Mr. Malham concurred. Ms. Rauth said that the lower income families were the students that were not “dropped off” at school, and had to either ride their bicycles or walk. She also clarified that Ms. Brotherton has been working for a long time with the School Board to gather this information, and the School Board has to be the applicant for this grant. Many years these funds have gone to St. Lucie County, as the local schools did not apply for the grants. Mr. Hudson requested a copy of the evaluation for J. D. Parker Elementary School. Mr. Mark Cocco advised that the evaluations were performed by the School Board and he would have to obtain a copy through them.

Mr. Malham made a comment on the project on Paulson Avenue. FDOT has a threshold of \$250,000 for a project. This project actually is below the minimum cost, so Staff is working on getting this approved. That is why they were ranked in the order listed. There is only \$1.5 million available for

the entire district which encompasses Martin, Palm Beach, Broward, St. Lucie and Indian River. Not all of these projects may be completed, so the ones with the best shot of receiving funding were listed highest. Mr. Malham stated that he will be in contact with FDOT and they will review each section, and possibly they can get some of the more needed sidewalks worked on.

Ms. Beltran asks that a recommendation for Board approval of the application for the Safe Routes to School (SRTS) Grant Program which was worked in collaboration with the Martin County School Board, the Martin County Engineering Department (Martin County Board of County Commissioners), the Martin Metropolitan Planning Organization (MPO) and the Martin Community Redevelopment Agency (CRA) be made by this Committee.

A motion was entertained by Joe Capra to approve the project and ranking as submitted. This motion was seconded by Terry Rauth. There were no objections. The motion passed unanimously.

D. 2060 FLORIDA TRANSPORTATION PLAN (FTP)

MEMO: temp11TACa07.04

Ms. Beltran introduced Andrew Riddle, FDOT-District IV, Public Involvement Coordinator, of the 2060 Florida Transportation Plan (FTP). Mr. Riddle provided a power point presentation to the Committee, stating that the FTP is the state's long range transportation plan. (See copies of presentation slides in Agenda) This plan establishes the framework for expenditures of State and Federal funds that comprise the State's five year Work Program. This plan needs to be updated every five years and is guided by a 29 member steering committee, who represent various interest groups throughout the State, and four advisory groups. There was extensive outreach performed in 2010 including 12 workshops, one of which was held in Stuart, Florida. Approximately 10,000 individuals provided input into comprising the 2060 plan. The Federal Law requires a minimum of 20 years planning horizon. Many of FDOT's partners are trying to look out over a longer period of time and FDOT is trying to keep up with the current trends. The 2060 is focusing on the opportunities of tomorrow, the rail and transit systems, the local connectivity through multimodal systems, and infrastructure to name a few. Mr. Riddle elaborated on the goals that the FTP are striving to obtain. He highlighted areas of emphasis such as safety, emergency response, infrastructure maintenance as well as transportation issues. He discussed implementation and methods of tracking the progress of these efforts.

Mr. Riddle listed the website [www.2060ftp.org] so the public could view this program in greater detail and at their leisure. This site has a public comments database where all comments that are received will be advised where in the Plan that information may be obtained, or why that information

was not included in the Plan. There is also a location where someone viewing the site can request information and view periodic activities.

Mr. Riddle has spoken with Central Office and stated that they are in the process of a Five Year Implementation Plan. They have been asked to place things on hold until the new Governor and Secretary of Transportation are in place and can give guidance as to their goals, visions and priority areas. Mr. Howard Glassman from the MPOAC is also following this lead.

Ms. Beltran questioned if the MPO's could look at the Goals, and the local governments could take the first steps to interpret the Plan, and how they can move forward. Until the new officials have taken their places, the locals are in a unique position. Now is a good time for local Government to use their input.

Ms. Beltran mentioned that though the Martin MPO and St. Lucie TPO can work well together, Martin does not support merging into a large regional MPO as described in the FTP. Martin and St. Lucie could be a good model for other MPO's in that respect. The MPOAC recently commented that they, too, recognize the importance of the MPO's local input on transportation projects.

Joe Capra commented on the major airport expansion proposals from Orlando, south to Miami. This community may not want the airport in Martin County, but Martin County is not against the economic development that may be derived from the location that is chosen.

Ms. Arlene Tanis asked if there are going to be any performance indicators in place to track the new Plan that has recently been voted into place. Mr. Riddle stated that the Plan does have indicators. But you may want to implement your own indicators to track progress toward the County's end desires. This will be a multi-year program, so you have time to measure the progress. Ms. Beltran indicated that the Citizen's Advisory Committee (CAC) will be hearing this presentation one more time before it is being brought before the MPO Board in April. If it would be this Committee's desire to have Staff bring back indicators, it can be done. Mr. Dan Hudson asked if the Plan has actually been adopted. Mr. Riddle stated that yes, the Plan was adopted on December 28, 2010. The Central Office is working on a five year implementation strategy for FDOT. The District will be following the lead of the Central Office. FDOT has a business plan. i.e. FDOT is on tier one and the Central Office is on Tier 3. However, the main consensus is that FDOT should just wait until the State gets the new Secretary of Transportation in place, and the Governor has had an opportunity to get a handle on things, to insure that no one is doing something that would be inappropriate. In the event something is done beforehand, it may be determined to be wrong, have to be re-done or handled differently, so it's

best to wait. This was done on a smaller level not long ago and it's more work to do things without the new rules in place.

It was brought up that with fuel efficiency; there will be less gas tax. What financial impact is that going to make in the future and is FDOT beginning to track how much people travel to make a determination as to what needs will need to be met in the future. The next generation of funding has not been totally learned as of yet.

Ms. Rauth mentioned that BPAC wants bike lanes on roads, and they are not paying fuel tax or assisting in the funding for these multi-modal paths and bike lanes in any way. Mr. Amerson added that options like high speed rail or Tri-Rail will also lesson the fuel taxes as more and more people change their commuting habits. Even options of electric cars are becoming more of a reality as they show electric charging stations on commercials now. The speculation for the charging stations is that it will probably be on the order of a parking meter. You swipe your credit card for a certain amount of charging. Europe is already using some of these methods. Then you have the difference of the fast or slow charges. Slow charging is more applicable to work, but then you will need to be able to charge quickly while you are on the road. A lot of technology has yet to be developed. It is apparent that investing in infrastructure will be necessary.

7. COMMENTS FROM THE PUBLIC

None.

8. COMMENTS FROM FDOT

Ms. Arlene Tanis mentioned the Discretionary Grant that Ms. Meli obtained. This grant was originally obtained because of the U. S. Highway 1 bus route, called the TC Connector. This grant is approximately \$500,000 and though it's not a lot of money, it would be able to be used on the U. S. Highway 1 Retrofit Project, for bus stops, bus shelters and items of that nature. These funds could be used as leverage for other grants. Ms. Beltran indicated that this was already being looked into. It was noted that the Regional Transit Organization (RTO) could meet and prioritize for the use of these funds.

Ms. Beltran wanted the Enhancement Projects discussed. Ms. Tanis stated that some time ago the project went to Tallahassee to become centralized. Now, it has been reversed and it is back to being localized. There is not a lot of funds in this area, but she has not heard that this funding has changed. However, there is a new person in charge, at the district level and Ms. Tanis said that she needs to contact the new person and get her to come to an MPO Issues Meeting. She [the new person in charge] needs to explain to us what to expect. Ms. Tanis asked if Ms. Beltran was concerned if a "call for all projects" was going to be sent out by the new person. Ms. Tanis thought that spring time was the usual time for the "call for all projects". Ms. Tanis will ask the new person when she planned to have the "call for all projects" and will advise at the next meeting.

9. NOTES

- SR 710 Correspondence to FDOT
- FDOT Response to SR 710 Correspondence

10. NEXT MEETING

- April 06, 2011 – TAC Regular meeting. Martin County Airport-Witham Field, Maintenance Building Conference Room at 1:30pm.

11. ADJOURN

There being no further business a Motion to adjourn was made by Don Hudson and a second by Mark Cocco. No additional comments or objections were made. The meeting was adjourned at 2:37 p.m.

Recorded and Prepared by:


Margaret H. Brassard, Administrative Specialist II

4/11/11
Date

Approved by:


Sam Amerson, TAC Chairman

4/11/11
Date