

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

Wednesday, June 1, 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

Don Donaldson called the meeting to order 1:35 p.m.

2. ROLL CALL

Members in Attendance:

Joe Capra
Stuart Trent
Mark Cocco
Don Donaldson
Lee Hoefert
Kim DeLaney (arrived at 1:45PM)
John Fanticola
Rogelio Gonzalez

Members Excused:

Sam Amerson, Chairman
Samantha Horowitz, Vice-Chair
Arlene Tanis, FDOT
Paul Nicoletti
George Stokus
Chon Wong, FDOT

Members Absent:

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:

Max Granofsky, FDEP
Doug Killane, MCFR

A quorum was present for this committee.

3. APPROVE AGENDA

Mr. Joe Capra moved to approve the Agenda. The Motion was seconded by Mr. Mark Cocco. The motion carried unanimously.

4. APPROVE MINUTES

Mr. Mark Cocco made a motion to approve the minutes of May 4, 2011. The motion was seconded by Mr. Lee Hoefert. There being no additional discussion, the minutes were unanimously approved.

5. AGENDA ITEMS

A. FINAL FY2011/12– FY2015/16 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

MEMO: temp11TACa10.01

Ms. Beth Beltran introduced the Fire Marshall who is attending the meeting today, Mr. Doug Killane.

Ms. Beltran reminded the committee members that the Draft TIP had been before them at the May 4, 2011 meeting. The TIP has been out for public review in six public libraries and at the reception desk in the Administrative Building since May 5, 2011. The TIP is scheduled to be approved, as noticed, at the Public Hearing at the June 20, 2011, MPO Policy Board meeting. There were a couple changes since the May 4, 2011 presentation of the draft. At the request of Kim Delaney, there is a description of the passenger rail service along the FEC corridor. There is a place holder for funding of the FTA 5310 Grant, used to purchase vehicles for the elderly and the disabled. Since FDOT didn't have the exact amount of the funds being allocated to Martin County, they requested that a placeholder be used until the amount was known. There may be changes between this meeting and the end of the month. Ms. Beltran will be asking for a recommendation of the Final TIP from this committee for approval by the MPO Board, with any possible changes which FDOT may have between now and the end of the fiscal year which is June 30, 2011.

Ms. Beltran pointed out that under the district wide projects, the FEC/Amtrak passenger rail service is shown by two items which total \$118 million that were proposed by FDOT and went through the Legislative session. They did remain in FDOT's Work Program, beginning in FY2012.

Mr. Capra inquired about the Capital Improvements Program (CIP) for the City. Ms. Beltran stated that the TIP is using the adopted CIPs from Martin County, the Town of Sewall's Point and the City of Stuart. Because of the timing, changes are being made, but the currently adopted CIPs must be used in the TIP.

Mr. Capra then inquired about the customs at the airport. Mr. Donaldson stated that he is not aware that the grant for the airport has been awarded yet, so it may not be listed in the TIP. Mr. Stokus is not at this meeting so clarification can't be obtained at this time. Mr. Donaldson stated that this award is still pending. Mr. Capra noted

seeing the transit depot on the TIP. Mr. Donaldson stated that this is regarding the second phase which deals with the covered walkway and the parking improvements. The County requested that FDOT allow them to expend the funds next year and be reimbursed for them when the funds actually become available, which is in two years. Confirmation has not been received on this matter to date. The County will either have to do it concurrent with the project under construction or they will have to phase it and build it in a couple of years when the funds become available.

Ms. Delaney confirmed that passenger rail was listed in the TIP and stated that it protects the MPO's interest in advancing the passenger rail project on the FEC. Ms. Delaney then confirmed that the Seabranh Greenway alignment was to be in the preserve and she wants to be sure that it is included in the regional greenways. Mr. Donaldson confirmed that it will be in the greenways plan, and advised that there will be a public hearing which the State Park will have specifically showing the layout of the route, as the State Park needs to amend their land use plan to include the path.

Ms. Delaney added that the Regional Planning Council has been working with the four MPOs/TPOs in the Treasure Coast Region and they are beginning another phase which is being funded by the Palm Beach MPO, but it extends to the four counties. They are attempting to develop an integrated system of greenways and trails including paddling and equestrian facilities where they can, especially showing where they become regional facilities. The East Coast Greenways is one of those projects and that alignment is pretty significant.

Ms. Delaney asked about the mass transit, and requested clarification for the \$2 million shown in the TIP. Ms. Beltran stated that this refers to an extension of Tri-Rail into Martin County. The original regional priority list which was approved by Martin, St. Lucie, and Indian River Counties and approved by the Treasure Coast Transportation Council, had its #1 priority as extending Tri-Rail into the Treasure Coast. When Amtrak came on board, the number one project was changed to be passenger rail. This way both commuter rail and intercity rail can fall under the number one priority for funding.

A Motion was made by Mr. Joe Capra to recommend the Final FY2011/2012 - FY 2015/2016 Transportation Improvement Program (TIP) to the MPO Board with any changes which are deemed necessary by FDOT between now and June 30, 2011, which is the end of the Fiscal year. This motion was seconded by Ms. Kim Delaney. The motion had no objections. The motion passed unanimously.

B. FY 2013 LIST OF PROJECT PRIORITIES

MEMO: temp11TACa10.02

This is the List of Project Priorities for FY2013, which is being brought to the MPO and advisory committees early this year. As a result of the Census, there may be some redistricting of Congressional Districts, and FDOT wanted to insure that everything was in place prior to the occurrence of redistricting. This will also have

everything in place prior to the early convening of the Legislature in January, 2012. The roadway list is similar to the first five projects listed in the TIP. 1) CR 714; 2) Eastern segment of SR 76; 3) Eastern segment leading up to the Indian Street Bridge, Indian Street from SR 76 to Willoughby; 4) Willoughby Blvd.; 5) Western segment of SR 76. Ms. Beltran noted that there are two additional items on this list, Resurfacing (#6) and the US 1 Corridor Retrofit Project (#7). Resurfacing is not normally on a priority list. It has been placed here as a result of a TIP amendment which FDOT requested on SR 710, regarding the \$2.5 million in MPO Discretionary funds programmed for design for the western segment of SR 710 from CR 609 to the Okeechobee/Martin County Line. The MPO Board did not support that because they preferred to fund their number one priority project, CR 714. SR 710 is a Strategic Intermodal System (SIS) facility which is a priority of the State's, but not the local MPO's. FDOT made a presentation to the Board, that there is \$2.5 million available in FY2012, however, it couldn't be programmed for a priority project because the phase in which those projects are, have already been fully funded. i.e. FDOT would not want to program construction funds when they are in the design phase. Funding it now wouldn't be an efficient use of funding. Ms. Beltran turned the floor over to Mr. Donaldson to elaborate on this situation. Mr. Donaldson stated that the ability of the District to carry over funds on a project has changed. Overfunding a project jeopardizes the funds of being swept out, so if funds are programmed in 2012, they must be expended in 2012. The County and FDOT has tried to work around it, but the only way they could do it was to fund resurfacing, and it couldn't be resurfacing a state road under their maintenance criteria it had to be a county road. Pratt Whitney Road was the County road which they chose. The County is in a deficit in resurfacing but this issue may possibly free up some County funds in order to do some operational enhancements on CR 714 between Mapp and the Turnpike. Maybe there will be funds, sufficient enough to mitigate some of the effects of the bridge opening. There has been a show of public demand, that enhancements are needed on CR 714 before the bridge is opened, in the form of traffic lights, turning lanes, and widening of the road to increase safety measures. The MPO Board wanted to move the SR 710 funds to CR 714, but FDOT said they were unable to do so. The District has decided that the best they could do as far as totally fixing this situation, would be in FY2015-16. The County could make some operational changes to improve the corridor until that time, which is the plan. This is the only plan that FDOT would go with also. Ms. Beth Beltran stated that the Pratt Whitney Road resurfacing totals approximately \$2.5 million and will add bicycle lanes on both sides of the road, which is a priority of the BPAC.

Ms. Beltran noted that she met with FDOT yesterday about the List of Project Priorities (LOPP) and FDOT did bring up the importance of SR 710. They understand that the MPO wants to spend their money on their priority, so they have asked that SR 710 be added to the Long Range Transportation Plan (LRTP) since it wasn't listed as a need, and wasn't on the cost feasible list. It wasn't on Martin's LRTP, as the traffic models didn't show the volume of traffic to support that need, but since it is a priority for the State, FDOT has asked that SR 710 be identified as an illustrative project, which would allow funds to be programmed for this project.

Ms. Beltran stated that the US 1 Corridor Retrofit Project (#7 on the LOPP) is addressed in the adopted 2035 Plan. This project came about as traffic models did indicate a need to increase the number of lanes to eight and ten lanes in some areas. However the public did not want a larger road. So to increase mobility, Martin and St. Lucie chose to introduce Congestion Management Strategies along US 1. Congestion Management Strategies include transit, turning lanes, and improved intersections. Both Counties have shown a positive interest in this corridor movement being made in one piece, and want to do it correctly, not in segments.

Ms. Beltran noted that Broward MPO applied some of their SU Discretionary Funds toward the capital cost of contracting, which goes toward the transit operating budget. They capitalize a portion of their operating budget which is important these days because transit operating funds are diminishing annually. St. Lucie and Martin are in the same urbanized area, and Federal Legislation states that an urbanized area over 200,000 is not eligible to receive Federal Transit Administration (FTA) operating funds, only capital. Fortunately, from 2003 to date, the two Counties have been able to get 50% of the operating allocation, and when those funds are renewed, there is a chance that they too, may be diminished. Hence, the US 1 Corridor Retrofit Project was also added to the transit project priority list because there may be a future opportunity to put some of the MPO's SU funds toward the transit operating budget. Discussion ensued about the priority lists: Roadway, Enhancement, and Transit.

A motion was made by Ms. Delaney to approve the priority lists with the addition of the resurfacing, the transit project of the US 1 Corridor including the transit center, connections to the Stuart route as well as connecting to the regional services; the Regional Transit Organization (RTO) Project consisting of a working group which will discuss and plan operating issues of St. Lucie and Martin County; and the three Enhancement Projects which were Funded in a more efficient way by disseminating funds from projects which failed to pass approval, allowing the Enhancement Projects to be able to take advantage of working with FDOT, the Town of Sewall's Point and the County. The motion was seconded by Mark Cocco. There was no further discussion. The motion passed unanimously.

Mr. Donaldson stated that there is an additional issue relating to the 2030 Long Range Transportation Plan. SR 710 was listed, along with several Development of Regional Impacts (DRIs) and Indiantown was looking for growth, which they haven't experienced. One of the issues was that the level of service of traffic leaving the neighboring counties are within a level of service and the same density of traffic, but once it gets a certain distance away, the level of service designation changes and becomes over capacity, because of the rural designation. Mr. Donaldson stated that Martin County has been unsuccessful in getting FDOT to look at that rural designation, and they have begun to do a PD&E Study to look at the whole corridor, which would help them identify the improvements and then we could research how

the funding for this would be distributed. FDOT is at the 11th hour completing the PD&E and there are no DRI's available for the time being and through the latest update of the Long Range Transportation Plan, with the traffic distribution dropping off, it doesn't show up in the 2035 Needs Plan. FDOT does need to complete the project and under their new guidelines, not only do they have to complete the PD&E but they have to do some design work. In order for them to complete the process, it needs to be in a long range plan. It is in FDOT's long range plan but it is not referenced in Martin County's, so FDOT is asking that the Martin MPO make an illustrative reference to FDOT's long range plan. So Martin would like to reference the SR 710's future improvements in the State's Long Range Plan and support it, so if there are State funds they can be used to make improvements. Martin does not want local funds to be diverted to the State's SIS facility.

Ms. Delaney asked that to be refreshed as to the effects of how SR 710 is to be developed in the RL RTP. Ms. Beltran stated that the Regional Planning Council (RPC) was adamant that they were not going to include DRI's which have not been approved in the RL RTP. So if the DRI was not moving forward, it wasn't included in their model. There were some amendments that were made, however the end result was that the traffic volumes which were shown in 2030 were not there in 2035. There was no proven need to widen the road for purposes of capacity. There is a State goal to have all SIS facilities be four lanes for truck transportation. Ms. Delaney asked how this SIS facility was anticipated in the Indiantown CRA? Ms. Beltran stated that this portion of SR 710 runs from CR 609 to the Okeechobee/Martin State Line. There's only a small portion in the Community Redevelopment Agency (CRA) included in this area, and Ms. Beltran stated that she believes that Mr. Freeman was more focused on the Warfield Boulevard area. Indiantown would like to have more input in the design of the road that runs through the center of their town. SR 710 is mainly a truck corridor, and FDOT clashes with the CRA on this matter. Both sides have compromised, but neither side is satisfied to date. FDOT planned a by-pass so they could maintain a higher speed rate, but the CRA wants the business of the traffic and they don't want the by-pass, but they want slower speed limits. This is still in discussion between the District and the CRA. Mr. Donaldson stated that there wasn't enough traffic to require making SR 710 four lanes. If Indiantown wants to grow, then they will have to allow the District to move ahead in a manner that satisfies the District, not Indiantown.

A motion was made by Mr. Joseph Capra to recommend to the MPO that the MPO modify the Regional Long Range Transportation Plan to include, as an illustrated reference, the State's plan for SR 710, designating that any funds for improvements of this SIS facility should come from the State and not the MPO or other local funding. The motion was seconded by Mark Cocco. Ms. Delaney asked if there was a time constraint on this project. Ms. Beltran stated that if the MPO didn't modify the RL RTP, that FDOT has advised them that they would have to comply with a new set of rules and if they can't complete the PD&E Study at this time they'd have to start all over using the new rules. Mr. Donaldson stated that if FDOT were to have to start all over, they would not do the project at all. The MPO

will need to have this prior to July 1, 2011 which begins their new fiscal year. Ms. Delaney stated that it sounds like FDOT has improved their coordination with the Indiantown CRA, so maybe a **friendly amendment could state that the project be carried forward with close coordination with the Community Redevelopment Agency/ Neighborhood Advisory Committee (CRA/NAC)**. Ms. Beltran reiterated that it is west of Indiantown and it's a very small portion of the CRA. **Mr. Capra stated that he would amend his motion to contain that the project be carried forward with close coordination with the CRA/NAC. The motion passed unanimously.**

C. FEDERAL TRANSIT ADMINISTRATION (FTA)

5303 GRANT APPLICATION

MEMO: temp11TACa10.03

Ms. Beltran stated that this funding pays for the MPO staff to provide for transit planning, including the US 1 Retrofit Project and other transit planning involved with the bus shelters, and route changes. The approved project grant is included in the Agenda Package. The recommendation is that staff be able to move forward with the grant application.

Mr. Capra made a motion to move approval of the FTA Section 5303 Grant Application for \$66,190 inclusive of the local match for the application. The motion was seconded by Kim Delaney. There was no discussion. The motion passed.

6. COMMENTS FOR COMMITTEE MEMBERS

None.

7. COMMENTS FROM THE PUBLIC

None.

8. COMMENTS FROM FDOT

None.

9. NOTES

Ms. Beltran noted that an additional meeting has been scheduled for September 28, 2011. This meeting was added because FDOT has moved all of their timelines up in order to have everything in order prior to the potential redistricting. This meeting will be a joint meeting with the Citizen's Advisory Committee where FDOT will provide their presentation of the Tentative Work Program for the Fiscal Year 2013. The purpose of a joint meeting is so both committees can hear the questions and concerns of the other committee. The Citizen's Advisory Committee doesn't usually get to hear FDOT's presentation so it will give them that opportunity. Normally, this would come to the committees in December but this year it is due in November. This meeting was placed at the end of the month because FDOT was not able to attend the first Wednesday of October. The September 7, 2011 meeting is still on for the time being, as it's easier to cancel a meeting than it is to schedule one. If it is determined that it should be canceled, the members will

receive ample notice. Ms. Beltran stated that the location of the September 28, 2011 meeting has not been determined but it will be either in the Airport Conference Room or at the Blake Library.

10. NEXT MEETING

- September 7, 2011 – Regular meeting
- September 28, 2011–Special Meeting

11. ADJOURN

A motion to adjourn was made by Kim Delaney with a second by Joe Capra. The meeting was adjourned.

Recorded and Prepared by:

Margaret H. Brassard, Administrative Specialist II

Date

Approved by:

Don Donaldson, Acting TAC Chairman

Date