

**TREASURE COAST TECHNICAL ADVISORY COMMITTEE
(TCTAC) MEETING**

Martin County Administrative Center
4th Floor Workshop Conference Room
2401 SE Monterey Road
Stuart, FL 34996
(772) 221-1498
www.martinmpo.com

Friday, February 17, 2017 at 10:00 a.m.

1. CALL TO ORDER

Mr. Sam Amerson, Chair, called the meeting to order at 10:10 am.

2. ROLL CALL

Members in Attendance:

Sam Amerson, Chair
Craig Hauschild (Arrived at 10:13 AM)
Marianne Arbore (Arrived at 10:12 AM)
James Ennis Alt.
Karen Deigl
George Dzama
Arlene Tanis
Peter Buchwald
Phil Matson

Members Excused:

None

Members Absent

None

Staff in Attendance:

Beth Beltran, MPO Administrator
Alice Bojanowski, Senior Planner
Margaret Brassard, Administrative Assistant III
Bolivar Gomez, Planner

Others Present:

David Engel, St. Lucie Co. BOCC
Victoria Williams, FDOT turnpike MPO Liaison
Stewart Robertson, Kimley-Horn
Brian Freeman, Indian River MPO
Jeremy Upchurch, FDOT

A quorum was present for this meeting.

3. APPROVE AGENDA

A motion was made by Ms. Karen Deigl to approve the Agenda which was seconded by Mr. James Ennis. The motion passed unanimously.

4. APPROVE MINUTES

A motion to approve the minutes from July 6, 2016 was made by Ms. Marianne Arbore and seconded by Mr. George Dzama. There was no objection and the minutes were approved unanimously.

5. PUBLIC COMMENTS

None.

6. BUSINESS ITEMS -

**A. 2040 REGIONAL LONG RANGE TRANSPORTATION PLAN (RLRTP)-
(REGIONAL NEEDS, REGIONAL NETWORK, PRIORITIZATION
CRITERIA, PERFORMANCE MEASURES)**

Ms. Beltran thanked everyone for attending and suggested as there are some new faces that introductions take place advising as to the area of representation.

Ms. Beltran began with the 2040 Regional Long Range Transportation Plan (RLRTP) stating that Mr. Stewart Robertson is here to address the Regional Needs, Regional Network Prioritization Criteria and the Performance Measures. She advised that there have been three project management team meetings since the last Treasure Coast Transportation Advisory Committee (TCTAC) meeting. Along with the additional Transportation Network/Regional Needs there were suggestions to include. She gave the floor to Mr. Robertson who stated that this is the second RLRTP presentation to the TCTAC; that the initial tasks were presented at the July, 2016 meeting which included the data compilation/review, as well as the development of the Draft Goals and Objectives. He added that these items were forwarded to the August meeting of the Treasure Coast Transportation Council (TCTC) and their comments have been incorporated. Mr. Robertson advised that this presentation will consist of the Regional Transportation Network (RTN), the Regional Needs Plan (RNP), the Draft Prioritization Criteria and Draft Performance Measures adding that this is to be a collaborative discussion so stop him with questions. He advised that the purpose of the RLRTP is to provide a regional focus, combining the three individual LRTPs as well as identifying projects of a regional nature both motorized and non-motorized. Mr. Robertson said that this would allow for potential future regional funding. He advised that this is basically an update for the three county RLRLTP that was prepared after the 2030 RLRLTP and this will complement the three current Treasure Coast LRTPs as well as the RLRTP with a 2040 planning horizon completing the Treasure Coast RNP. Mr. Robertson said he will cover the steps in developing this Plan under the guidance of the Regional Plan Management Team (RPMT). He advised that there have been four RPMT meetings since the prior TCTAC meeting so their work is in this Plan. Mr. Robertson began with the RTN explaining the Primary Regional Facilities and the criteria used to establish them adding that it's based on the Regional Functional Classification Map. He said it includes the Strategic Intermodal

System (SIS), Emerging SIS Facilities, Principal Arterials which meet at least one criterion of the Functional Classification Map and Minor Arterial or Major Collectors meeting at least four of those criteria highlighting each in the map legend. Mr. Robertson explained that though the criteria are the same for Secondary Regional Facilities only Major Collectors or Minor Arterials are eligible, meeting one of the required criteria, for this type of consideration. It was noted that the criteria remained the same from the prior 2030 LRTP which was the base for this project, but current projects from the regional LRTPs have been included along with information from the RPMT meetings. Mr. Robertson said that each LRTP was considered to see which projects may have a regional affect pointing out the example of 53rd Street in Indian River. A new roadway was part of the needs plan, he said, which would modify the regional nature of that roadway, providing the RTN map depicting the added LRTPs' networks. Mr. Robertson stated that Mr. Peter Buchwald from the Transportation Planning Organization (TPO) in St. Lucie County advised of some roadway additions from the 2030 LRTP that could have been included but were not at that time. Mr. Robertson stated that using the same consideration for the other two Counties, it only increased the number of roadway mileage by only about six percent. He provided a map showing the LRTPs Network with the additional regional roadways which met the criteria. Mr. Robertson advised of the individual roadways meeting the criteria that were affected throughout St. Lucie and Indian River Counties, changes in their classification as well as two roadways which didn't meet the threshold. Discussion ensued as to the roadways that didn't meet the criteria. Mr. Buchwald inquired if there was a map of all the Traffic Analysis Zones (TAZs) that meet the regional point of access threshold. Mr. Robertson said that a specific map showing that was not prepared. Mr. Buchwald suggested asking if this group wanted to include the secondary regional facilities. He said that it adds a lot of projects, creates a large list and queried if the group thinks we should have a secondary facility list. Mr. Buchwald said especially with the tremendous differences between our needs, the costs of our needs and the amount of available funding, adding that the Transportation Regional Incentive Program (TRIP) funds are nowhere like they were in the past. He said he would appreciate hearing from the group if they would prefer to concentrate on the primary facilities to have them addressed. Mr. Phil Matson stated that the secondary facilities should be included as they will become tomorrow's primary facilities. He noted that there are many areas with roadways that will be having large developments coming and they currently don't meet the primary criteria but they could very quickly. Mr. Matson mentioned the boom in Traditions and areas out west, saying that they should be included and it would be a radical change at this point anyway. Ms. Deigl asked if there is a list of primary/secondary. Mr. Matson said the yellow are secondary and the purple are primary roads. It was learned that there isn't a list of roadway names indicating primary or secondary. Ms. Deigl agreed with Mr. Matson that both primary/secondary need to be included with the primary topping the list and projects would move up, especially when it's a 2040 horizon. Mr. Buchwald said it would depend on when they would be updated, if it were updated more frequently the secondary would be upgraded or amended to be a primary. Mr. Matson said prior to accepting that, the primary criteria would need to be revisited. He said there is one road that goes North and South through the entire County, US 1,

most of it is already spoken for as far as improvements and we couldn't agree to say there isn't a regional need to get from Sebastian to Vero Beach. With all the emerging centers, the new commercial development and apartment complexes developing there is some need to travel regionally now. He said that he is of the opinion that it should be reflected on the map as areas like that probably exist in the other Counties as well. Ms. Deigl asked what happens if the primary funding changes, it knocks out some of the primary projects, what would happen without a secondary listed to be used next. Ms. Beltran said to look at the purpose of this regional Plan, do we want a Plan that shows the Primary Network/Secondary Network reminding the committee that each County has their own LRTP. Or do we want a Plan that shows a Primary Network that could possibly lead to other kinds of funding? Ms. Beltran used the example of US 1 as a regional corridor, if there were a transit project along there it would be eligible for TRIP funds but could it possibly lead to economic development as a region? She stated that other agencies will be looking at this and each of us have our individual LRTPs that identify the priorities in our County, but looking at something regional could open some financial doors that we currently can't. Ms. Beltran said we need to determine the purpose of this plan and make it serve that purpose. Mr. Ennis mentioned it's what we stand to gain or lose in that by changing the primary/secondary to only primary when the secondary road becomes a primary we won't be prepared. Ms. Beltran mentioned as Mr. Buchwald suggested if it were updated regularly it could be amended. She said that St. Lucie and Martin did a Regional Waterways Plan together, so should another mode be included. This Plan looks at waterways as a means of transportation, so for what State grants could we become eligible if it were included? Ms. Beltran said that the amendment process would become key like with our own LRTPs if we want to make a change there's an amendment process that is followed to complete it. She suggested if redevelopment is happening in a County, a process could be followed to amend the Network Plan. Mr. Matson said that this Plan isn't just about fund seeking, but also prioritizing and allocating TRIP funds. He said that by eliminating the Secondary Regional Network totally, those roads are eliminated from TRIP funding. Mr. Buchwald explained that it's not necessarily eliminated because it goes back to what's a regional facility which is what this committee is currently defining. He said as the secondary facility meets one of the criteria it is a regional facility, but that could be changed by the group. Mr. Matson said he will not support this if the secondary facilities are not eligible for TRIP funding. Mr. Buchwald said he added 12 Minor Arterial and a Major Collector to the list in St. Lucie because they met the criteria, they may not be regional but they meet the criteria. He said maybe the criteria should be changed. Mr. Matson inquired what was intended when it was said to eliminate the Secondary Network. Mr. Robertson said that he added 12 roads that were not in the 2030 Plan, yet they meet the criteria for inclusion in the Secondary Regional Facilities Network. Mr. Matson again asked what is intended in eliminating the Secondary Network. Mr. Buchwald said to concentrate on the Primary Network. Mr. Matson requested clarification that the intention is that the TRIP funding would be concentrated on the Primary Network. Mr. Buchwald said it's a Regional plan and yes, the focus would be on the Primary Network. Mr. Matson said that there isn't a regional agreement if that is the intention. He said that the primary criteria would have to be re-evaluated and he isn't

prepared to do that right now. Ms. Beltran inquired about the TRIP funds. Ms. Arlene Tanis, from Florida Department of Transportation (FDOT) said that she hadn't heard back from Ms. Leslie Wetherall yet, but TRIP fund applications are due March 10, 2017. It is her understanding that a list must be obtained from the 2040 Plan not the 2030 Plan. Ms. Tanis is concerned as there isn't a list of "Needs", Ms. Wetherall said that Needs List is paramount and the TCTAC could submit under that list. However, if you now add to that list, some secondary's with which she's in agreement, the list is still not ready. Mr. Robertson advised that there is a list which is in the next series of slides, the "Needs Plan" if the TCTAC were to agree to this Plan. Ms. Tanis said that she didn't want to see this group miss out on the funds though it's not a lot of money. Mr. Matson said that this is a last minute change and he's not as concerned with primary/secondary as he is with just being "on" the regional network. He said in reviewing his County a valid case could be made for each to be a recipient for regional funding. He provided a couple of examples explaining in detail the demographic similarities of the roadways adding that one is regional the other Primary, and one would qualify for funds while the other wouldn't. This puzzles him. Mr. Buchwald withdrew this request for re-consideration. Discussion ensued adding that this is the first time the TCTAC has seen the criteria for the Regional Network so it is eleventh hour. Mr. Matson advised that he is fine with revisiting the list next year to streamline it. He said there's only one or two criteria that may impeach 20% of the Secondary Network and that's okay. He said he's a fan of having a large regional network depending on what's considered regional but eligibility is greatly opened up for annual funding sources. Mr. Buchwald said that TRIP Final language is due to FDOT by July 31, 2017, but if everyone submits their TRIP applications by the initial deadline of March 10, 2017, by the July date the TCTC will have adopted a prioritized and ranked List of Projects. Ms. Beltran asked Ms. Tanis what is the status of the TRIP Program in general, as there used to be a lot of funds. Ms. Tanis said that what she has heard is that it's a small amount of money compared to the past and the future doesn't seem a lot different. It was mentioned that most funds went to the Governor's Economic Development Office so it could be used for Strategic Projects to help land the Amazon Warehouse Office somewhere in the state, irrespective of the Jurisdictional Sub application. It was said that the first \$60 million goes to the Rail Enterprise Office. Mr. Robertson reminded the committee that the changes to the Secondary Network only added about 6% so it's not a significant expansion. He said that they did add the regional airports, one in each County, the SIS highways, emerging SIS Seaport, rail roads and waterways facilities all shown on the Network map.

Mr. Robertson continued with his report on the Needs Plan using the RTN map with the recent modifications. He said the Needs Plan Network was developed by identifying which individual LRTP needs fell on the regional network. He provided a slide showing all needs and another showing only those that meet the criteria for the RTN. He mentioned if the TCTAC was in concurrence with this map, we can fill in the rest of the projects which were presented at the last RPMT meeting becoming the most up to date table which would advance to the final development of this Plan. He noted that there had been only a few that were added to the RTN so it wasn't major

and the projects in St. Lucie were on the map already, only their classification changed from secondary to primary. It was noted that the maps in the agenda were not as current as the slide being shown as the comment updates were just made this week. Mr. Craig Hauschild mentioned that the Turnpike feeder road connecting Indrio Road to US 1 is shown to increase from two to four lanes which contradicts a recent FDOT Project Development and Environmental (PD&E) Study. He asked if it will be expanded as it's shown to be back to two lanes. Mr. Robertson advised that these are Unfunded Needs from the T/MPOs and Mr. Buchwald added that this section needs further review which is why it's not advanced to the Cost Feasible Plan (CFP). Discussion ensued with some history as to the need or not for the roadway expansion, the exorbitant costs affiliated with that expansion, and why it's shown as a need, but not a CFP to date. Mr. Robertson continued, showing the US 1 Corridor Retrofit Project which is a component of the St. Lucie and Martin Counties LRTPs. He stated that these projects would not necessarily seek traditional funding as they've identified the developer funded roadways and these will occur as development occurs. Mr. Hauschild inquired if Crosstown Highway was on the RTN? Mr. Robertson advised that it was removed from this version as it's funded. He explained that parts of Kings Highway currently exists which is why they are shown whereas some roads like Crosstown over the water doesn't exist, is not shown. He said the base map will have to be updated to reflect these changes which will eliminate that confusion. Mr. Robertson said that Regional Transit Needs Plan projects were also studied. Existing regional routes were identified i.e. those serving facilities across County lines. He said that they also reviewed the individual LRTP's existing regional transit routes and highlighted each on the map presented. These regional focused routes encompass existing or proposed facilities, bus routes from each County, Park N' Rides, bus terminals/hubs, CSX and Tri-Rail railroads.

Seeing no questions he continued with the Regional Non-Motorized Map which is a compilation of Bike/Ped Projects, i.e. sidewalks, bike lanes or paths, trails including water trails and greenways that exist in the individual LRTP Plans. He said they also identified those non-motorized projects previously identified by the Florida Department of Environmental Protection (FDEP), the Statewide Greenways and Blueways projects which are paddling or hiking trails which also provide a regional element. One corridor, the East Coast Greenway (ECG) is eligible for Sun Trail funding. Mr. Robertson said the ECG is a National Trail from the Canadian Border in Maine to Key West, which corridor in Martin has been basically identified and in some areas around the state, already exist. He said that Indian River has built the entire ECG with St. Lucie having received funding for five segments. Mr. Robertson said that there could be potential for Martin to receive some funds in a future round of funding as a Greenways and Trails study is in progress to identify segments. He believes it's important to get these non-motorized trails on the map to show the importance of these projects and to potentially open up funding sources. Mr. Buchwald asked if these non-motorized trails are identified as needs on the RTN. Mr. Robertson affirmed, adding that they are either identified as individual Bike/Ped needs or if there's a roadway project that could include it. Mr. Buchwald asked if there are instances where the regional network has been extended to complete a

connection. He said that there are a couple that extend beyond because of how it's defined in the LRTP.

Moving forward, Mr. Robertson said the third of the four different topics within the RL RTP is Prioritization Criteria and Ms. Bojanowski provided a handout as it can be difficult to comprehend the small words on the screen. He said that similar to an innovative approach used when St. Lucie County did their LRTP, the RPMT felt it important to rank all modes and projects in the regional plan against one another to develop a singular, all-inclusive list. Mr. Robertson noted that as this hasn't been done before, they have developed criteria to help facilitate the process of allowing a "cross-modes" ranking. He advised that each criterion provides up to a maximum of one point with a perfect score being ten. Mr. Robertson said at the next meeting the projects will be ranked/prioritized from zero to ten. The first criterion is roadway **Volume to Capacity** ratio which measures the road congestion. Depending on the congestion it may rank from **zero to one point**. He advised that this data comes from the existing, individual, LRTPs. An "at capacity" road could score from **1.00 to 1.09** resulting in a score of "6" (See legend.) **Mobility connecting dense employment to residential areas**, is second connecting population to employment per square mile **0.5** if no connection **0.0**. **Capacity Benefits** is third which improves capacity eliminating widening of adjacent/parallel roadways if it improves capacity it's a **0.5** if it's not a capacity **0.0**. **Emergency Evacuation Route** if it's Statewide it gets **1.0**, a local emergency route **0.5** if not **0.0**. **Freight Benefit** integrates score directly into the Regional Freight Plan ranking of **10.0** (rate between **0.0** to **-1.0**). **Intermodal Connectivity** connects to a designated airport, seaport, rail or bus terminal **1.0** No connection **0.0**, **Regional Connectivity** improves connection to regional County or SIS facility **1.0** no connection **0.0**, **Environmental Impacts** project has no environmental impacts **1.0** Project in environmentally sensitive area **0.0**, **Non-Motorized Safety Benefits**-project provides bike lanes, sidewalks and provides non-motorized safety issues in a hotspot [based on a density map of crashes per square mile] **1.0**, Project provides bike lanes, sidewalks without non-motorized safety issues but not hotspot **0.5**, Project does not provide bike lane or sidewalks **0.0**, It was noted that hotspots are identified separately and it was determined that the improvement definition was to provide a sidewalk "or" a bike lane, not "and". Mr. Craig Hauschild requested that the link regarding the non-motorized data be provided to the members to which Mr. Robertson agreed. **Transportation Disadvantaged (TD)**. This criteria provides additional points based on the proximity to areas identified as TD areas as noted by the United States Department of Transportation (USDOT). The three components of these criteria, he stated are average of the percent population 65+, disabled or in poverty based on the Service to Census Tract figures. Mr. Robertson said that completes the Criteria Prioritization across modes. Discussion ensued regarding the accuracy and it was noted that schools were not included as "regional" except for possibly Indian River State College (IRSC). Mr. Robertson went on to the final item, the Performance Measures. Ms. Bojanowski provided the handout. He said that the Goals and Objectives were established, briefly detailing each goal as well as it's primary purpose. He covered the objectives of each goal in order to show the performance measure adding that the performance measures will not become

effective until after the regional plan is adopted. This future vision, he said, is how the performance measures will be utilized. He explained that each objective's performance measure is based on a review of "Best Practices Performance Measures" from USDOT, Federal Highway Administration (FHWA) and other State or Regional agencies with established transportation performance measures projects. Mr. Robertson provided a couple of examples as to how the performance measures are applied to the goals. **Goal One**, he added, increases the number of regional projects that include Transportation Systems Management and Operations (TSMO) components adapted to support autonomous vehicles. Mr. Matson requested clarification as to the TSMO or Regional Train Network reference. Mr. Robertson stated that it would be identified as an "unfunded need" essentially referring to the Tri-Rail Commuter Rail service. It was suggested that the name "Tri-Rail Commuter Rail Service" be inserted, as simply "train" is ambiguous and could be confused with local support for the high speed rail which could offend people. Mr. Matson clarified inserting "Tri Rail" would eliminate any potential interpretation of local funding support for All Aboard Florida (AAF). Mr. Robertson confirmed to change "train" to South Florida Regional Train Network (SFRTN). **Goal Two**, per Mr. Robertson, addresses preserving/expansion of the existing transportation service and economic prosperity through regional investments. He delineated some tasks to accomplish and their subsequent performance measures. **Goal Three** concerns protecting the region's natural and social environment while minimizing adverse impacts. He advised of the objectives in reducing greenhouse gas emissions, protecting the natural environment and waterways adding the achievement of anticipated performance measures. Some discussion ensued as to the limitation of sensitive area affects. Mr. Robertson said that **Goal Four** consists of coordinated regional planning and decision making for improved regional options. This entailed all modes of transportation, the reduction of singular vehicle to transit reliance, reduction of fuel consumption as well as time delays, and increased efficiencies on evacuation routes. Holding regional meetings to maintain regional coordination, improve implementation and updating priorities of regional projects. Mr. Robertson concluded with **Goal Five** which is enhancing and preserving the unique quality of life in the Treasure Coast region. The objectives here included providing for the needs of the TD, reducing traffic injuries/fatalities and supporting healthy living strategies. He advised that the performance measures would benefit transit ridership with American with Disabilities Act (ADA) compliant facilities across all modes of transportation, improving/implementation of healthy lifestyles as well as program promotions while lessening annual crash frequency. Mr. Hauschild inquired if there were benchmarks. Mr. Robertson advised that there were no actual benchmarks for all of the goals as they will occur during the performance measures. Some of the measures have discernable data which will establish proof, Mr. Robertson said. The Next Steps, he said, is to move forward with the current transportation needs and criteria; analyze and develop a regional needs prioritization order. He noted that there will be a Regional Revenue Resources Chapter to the LRTP followed by the compilation Draft 2040 Plan which we hope to have later in the spring. This will be possible providing we have the concurrence with the network of the Needs Planning Criteria and performance measures.

Mr. Craig Hauschild provided a motion to approve the 2040 Regional Long Range Transportation Plan (RLRTP)-Regional Needs, Regional Network, Prioritization Criteria and Performance Measures. Mr. Buchwald asked if staff would be allowed to make minor changes to the “Roadway Wants List” based on the criteria, limits and due to designated changes, if they still qualify. Mr. Hauschild mentioned that is why it would be better to have a list of the facilities to check the limits, as opposed to having a map. Discussion ensued regarding primary or secondary roadways, criteria, and if projects could be vetted without Board approvable as there is a lot of room for interpretation. Ms. Deigl inquired how often the priorities would be reviewed. Mr. Robertson advised that it would be reviewed at each of the RPMT meetings. It was noted that the RPMT consists of the three T/MPO Administrators and FDOT staff, and all road classification changes would be noted at the RPMT meetings. Mr. Robertson said that at the next TCTAC meeting any changes to the network would be identified as well. It was discussed that changes could be made by staff as long as it was updating and not creating the network. These amendments to the network would have to be brought to the attention of the other members and they would have to agree to them to ensure that everyone is comfortable. **Mr. Hauschild agreed to the aforementioned comments; allowing staff to make minor changes in roadway classifications which update, not create, the network, however these changes must be brought to the attention of the members of the RPMT as well as be brought back to the TCTAC at the next meeting to ensure transparency. The motion was seconded by Ms. Karen Deigl. The question was called and the motion passed unanimously.**

Mr. Craig Hauschild requested that Mr. Robertson’s presentation with the updated maps be sent to the committee. Mr. Robertson affirmed.

B. REGIONAL FREIGHT PLAN

Mr. Jeremy Upchurch introduced himself as the Freight Coordinator for FDOT District Four, and he will provide an update on the Regional Freight Plan and why this element is being incorporated in the RLRTP as well as provide an update on the timeline adding that the project is fairly far along and a Draft report should be out within the next few weeks. He provided an overview as to the importance of Freight, its components, the work to date and the next steps. He advised that including freight transportation to States and MPOs began in 1991 with Federal Legislation. Each subsequent bill strengthened the message, bringing this matter forward to the 2015 Fixing America’s Surface Transportation Act (FAST ACT). Mr. Upchurch stated that the FAST ACT establishes the Nationally Significant Freight and Highway Projects (NSFHP) Program which is a formula funded program for each State based on miles on the freight network system, predominately interstates, which include critical urban and rural freight corridors which are designated by the State. He provided details of the program adding that it created the FASTLANE Grant program which is a year annual grant program which allows for any agency to submit multimodal freight projects inclusive of seaports and rail, with the predominate focus being highways, but there is more flexibility in this program as well as providing a priority list in the event funds become available. He said this flexibility will allow

ease in addressing many challenges for the Treasure Coast including but not limited to economic competitiveness, rail grade crossings, first/last mile and International border operations. Mr. Upchurch said that this plan is working to achieve consistency with the various Key State Plans, from the SIS to the Florida Trade and Logistics Study to suggest a couple. He highlighted many components of the Freight Element, adding that there will be a freight prioritization tool/method to prioritize these existing projects adding that they have submitted in this area some interchange projects for potential funding advancement. He outlined some of the Freight Policies, Objectives and Visions noting that each of the Treasure Coast T/MPOs have addressed freight to some extent in their existing LRTPs. Mr. Upchurch added that they are pulling information from local documents, not developing new language showing information from the three County's Freight Goals and Objectives. He said that they have a statewide map of all of the multimodal freight facilities based on a data project from FDOT's Central Office using the Department of Revenue data to map all major freight facilities statewide. He provided the main three network elements; National Highway Freight Network, SIS and Regional Freight Network noting that this data is very good if anyone wants to use it. He provided charts showing interstate freight volume by County on I-95, and the more localized roadways noting that these roads have heavy truck traffic though the overall volume may not seem that great. Mr. Upchurch addressed the three rail services in the Treasure Coast region; Florida East Coast (FEC), CSX transportation and South Central Florida Express [owned by the FEC] with the "K Branch" to Fort Pierce. He advised that they will be building some rail for U.S. Sugar as they will be losing the FEC lease and without rail access the truck volume will be phenomenal. It was noted that there is a lease agreement with that "K Branch" route which comes up in the near future but it doesn't look like it will be renewed. It was learned that there is a lot of uncertainty with the status of the future for this project. He briefly spoke on the tentative positions of the Port of Ft. Pierce and the Waterways. Mr. Upchurch said that the three Treasure Coast airports are basically General Aviation with limited cargo, adding that Vero has been providing some passenger service for a few years. He mentioned that truck parking has become a national issue with the crucial drive time limitations and eight hours rest between stints. He said there's a parking shortage in South Florida with only one facility in the Ft. Lauderdale area and trucks are frequently utilizing the parking availability in the Treasure Coast. Discussion ensued as to the rest areas available in the Treasure Coast and amenities offered. Mr. Upchurch said that they are implementing a "Truck Parking Availability System" near rest areas and weigh stations in the Treasure Coast. He said message boards linked to the rest area parking spots would be installed, advising of openings. It was mentioned that with the onset of the trucker electronic log books it will become increasingly difficult and illegal parking along the interstate, though often ignored, will have to be addressed and enforced due to safety issues. Mr. Upchurch touched on the warehousing in the three Counties, the economic gain of each and the future potential. He discussed the plans for the Freight Needs, Priorities throughout the existing facilities and that it will be accounted for in each LRTP needs lists. Mr. Upchurch said that they will not be prioritizing the airport and seaport needs at this time as that will be addressed in FDOT's work program and there are no rail needs

anticipated at this time. He said that this is the first time this is being done and it may be updated at any time or through the LRTPs. Some discussion commenced about the FEC double tracking but was quickly dismissed when Mr. Upchurch said that it's on the freight network but FDOT doesn't get involved in their projects. He responded to Ms. Beltran that the grade crossings that he was referencing would be on the highway side. For the next steps Mr. Upchurch said, he will be working with Mr. Robertson finalizing the freight needs and priorities as well as the Freight Element. He is of the opinion that the freight element will be streamlined to go into the RL RTP but there will be options as it will be a regional unified document for the existing facilities, unlike a guiding document on freight policy. Concluding, Mr. Upchurch said he will continue to get input from the T/MPOs staff, committees.

C. TRANSPORTATION REGIONAL INCENTIVE PROGRAM TRIP APPLICATION UPDATE

Ms. Arlene Tanis with FDOT said that the preliminary application deadline is March 10, 2017 with the final ranking deadline being July, 2017. The TCTC would rank the applications for feasibility.

7. COMMENTS FROM COMMITTEE MEMBERS

Ms. Arlene Tanis provided a handout from Shi-Chiang Li on the Household Travel Survey and suggested that people share them.

8. COMMENTS FROM THE STAFF

Expressions of thanks were offered to staff for the amenities. Ms. Beltran inquired who would like to house the next TCTAC meeting as there needs to be another TCTAC meeting prior to the TCTC. She advised that it should be in May. The committee agreed to have it in Martin County and that another *When Is Good* would be sent out to determine the exact date.

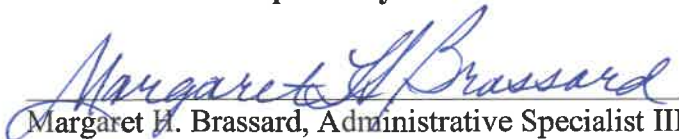
9. NEXT MEETING

To be determined.

10. ADJOURN

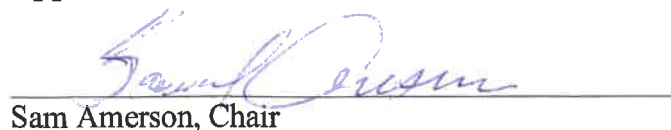
Seeing no further business items the chair adjourned the meeting at 12:01 PM.
RONR (10th ed.), P. 233, c. (9)

Recorded and Prepared by:


Margaret H. Brassard, Administrative Specialist III

Date: 

Approved by:


Sam Amerson, Chair

Date: 