



METROPOLITAN PLANNING ORGANIZATION

Commissioner Wesley S. Davis
Commissioner Joseph E. Flescher
Commissioner Gary C. Wheeler
Commissioner Bob Solari
Commissioner Peter D. O’Bryan
Don Wright - City of Sebastian
Eugene Wolff -City of Sebastian, Alternate
Sabin Abell -City of Vero Beach
Debbie MacKay-IRC School Board
Matt McCain -IRC School Board, Alternate

Kevin Sawnick -City of Vero Beach
Brian Heady -City of Vero Beach, Alternate
Frances Atchison-Town of Indian River Shores
Jerry Weick-Town of IRS, Alternate
Susan Adams -City of Fellsmere
Sara Savage-City of Fellsmere, Alternate
Non-voting Ex-Officio Member
Richard Dunlop-Town of Orchid
Jim Wolfe-FDOT District 4

Richard Gillmor, City of Sebastian – MPO Chairman

AGENDA

THE METROPOLITAN PLANNING ORGANIZATION (MPO) WILL MEET AT 10:00 AM ON WEDNESDAY, MARCH 10, 2010 IN CONFERENCE ROOM B1-501, COUNTY ADMINISTRATION BUILDING B, 1800 27TH STREET, VERO BEACH.

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- 1. Call to Order**
 - 2. Approval of Minutes**
February 10, 2010
 - 3. Status Report of MPO Advisory Committees**
No Action Required
 - 4. Review of Progress Report and Reimbursement Invoice #2 for the 2009/10 TDLCB Planning Grant**
Action Required
 - 5. Consideration of 2035 Long Range Transportation Plan–Needs Plan Development Executive Summary**
Action Required
 - 6. Other Business**
 - 7. Comments from the Public**

8. Adjournment

Next Meeting

MPO: April 14, 2010; 10:00 AM; Conference Room B1-501.

To view the MPO Agenda packet on-line please go to the following link:

<http://www.ircgov.com/Boards/MPO/2010/agendas/MPO031010A.pdf>

IF YOU HAVE QUESTIONS CONCERNING THE ITEMS ON THIS AGENDA, PLEASE CONTACT MPO STAFF AT (772) 226-1453.

ANYONE WHO MAY WISH TO APPEAL ANY DECISION WHICH MAY BE MADE AT THIS MEETING WILL NEED TO ENSURE THAT A VERBATIM RECORD OF THE PROCEEDINGS IS MADE WHICH INCLUDES THE EVIDENCE AND TESTIMONY UPON WHICH THE APPEAL WILL BE BASED.

ANYONE WHO NEEDS A SPECIAL ACCOMMODATION FOR THIS MEETING WILL NEED TO CONTACT THE COUNTY'S AMERICANS WITH DISABILITIES ACT (ADA) COORDINATOR AT 567-8000, EXT. 223 AT LEAST 48 HOURS IN ADVANCE OF THE MEETING.

METROPOLITAN PLANNING ORGANIZATION

A meeting of the Indian River County (IRC) Metropolitan Planning Organization (MPO) was held at 11:00 a.m. on Wednesday, February 10, 2010, in the County Administration Building, 1800 27th Street, Building B, Room B1-501, Vero Beach, Florida.

Present were: Chairman **Richard Gillmor**, Mayor, City of Sebastian; **Peter O'Bryan**, **Joe Flescher**, and **Wesley Davis** (arrived at 11:05 a.m.), Commissioners, IRC; **Debbie MacKay**, IRC School Board; **Sabin Abell**, Councilmember, City of Vero Beach; **Frannie Atchison**, Councilmember, Town of Indian River Shores; **Susan Adams**, Mayor, City of Fellsmere; **Don Wright**, Council Member, City of Sebastian; **Richard Dunlop**, Councilman, Non-voting member, Town of Orchid; and **Arlene Tanis**, FDOT District 4 Representative.

Absent was: **Gary Wheeler** and Vice Chairman **Bob Solari**, Commissioners, IRC; and Mayor **Kevin Sawnick**, City of Vero Beach Councilmember.

Also present were IRC staff: Phil Matson, IRC MPO Director; Bob Keating, Community Development Director, Chris Mora, Public Works Director; Brian Freeman, Senior Planner, MPO; Sharon Schalm, Staff Assistant III, MPO; and Darcy Vasilas, Commissioner Assistant, District 3.

Others present: Al Minner, City Manager, City of Sebastian; Eric Menger, Director, Vero Beach Municipal Airport; and Monte Falls, Director, City of Vero Beach Public Works.

Call to Order

Chairman Gillmor called the meeting to order at 11:03 a.m., at which time it was determined a quorum was present.

Approval of Minutes of January 13, 2010 MPO meeting

ON MOTION by Councilwoman Adams, SECONDED by Commissioner O'Bryan, the members voted unanimously (8-0) to approve the minutes of January 13, 2010 as presented.

Commissioner Davis arrived at 11:07 a.m.

Status Report of MPO Advisory Committees – No Action Required

Mr. Phil Matson, IRC MPO Director, reviewed his memorandum dated February 2, 2010, a copy of which is on file in the Commission Office. He summarized the results of the recent series of Bicycle Safety events held in Fellsmere and pointed out the pictures of this event included in the agenda packet.

Consideration of Proposed MPO Priorities for Federal Stimulus Funding – Action Required

Mr. Matson reported in the spring of 2009, the federal government allocated approximately \$30 Billion to state and local governments for transportation improvements in order to stimulate economic growth and create jobs. In Indian River County, a number of transportation projects were funded through the program. Those projects include the resurfacing of Barber Street (CR 512 – Schumann Drive), CR 507 (South Carolina Avenue to the Brevard County line), 20th Avenue (Oslo Road to SR 60 to Oslo), and Old Dixie Highway (12th Street to SR 60); the construction of a new transit facility on 43rd Avenue; and landscaping on 58th Avenue from SR 60 to Oslo Road. In addition, stimulus funds were used to operate new transit routes and purchase three new buses.

Recently, it was announced that the federal government was considering an additional allocation of stimulus funds for transportation improvements. Although the details of the new allocation have not been finalized it is anticipated that the program will be similar in size to the first stimulus program and will be subject to most or all of the existing federal restrictions and provisions.

Mr. Matson then gave a PowerPoint presentation which reviewed the following list of staff recommended Stimulus Projects:

Jobs for Main Street Act of 2010 Source: Unused TARP Funds

\$27.5 Billion for Transportation (\$30 Billion)

- \$500 Million for Aviation (\$3 Billion)
- \$8.4 Billion for Transit (\$12 Billion)
- Last Year:
 - 55% Direct to State DOTs
 - State Share: \$1.4 B
- 45% To MPOs
- Indian River Share: \$5 Million
- Transit: \$2.5 Million

Issues and Requirements:

- Monies will Pass through FDOT
- Monies subject to all Federal Program Requirements
- Last Year:
 - 50% if the money to be obligated in 180 days from bill adoption

Obligated:

- As Defined:
 - For Locals: FDOT approval of the Environmental Determination, Right of Way and FHWA Construction Contract Checklist (LAP Agreement)
 - For the State: Under Contract

More Requirements:

- Federal Aid System (Most of the grid, some of the dirt roads; no local streets)
- Must be Construction
- Must have proven job creation benefit
- NEPA
- Uniform Act

Last Year's Allocations:

- 55% Direct to State DOTs
- 40% to MPO's
- 5% to CMAQ (Air Quality) areas

Strategies:

- Projects that can be obligated quickly
- Projects that don't need Complex Environmental Studies, ROW acquisition
- Substitution of funding is OK
- Maximize funding; implement LRTP projects; relieve CIE backlog

Methodology:

- Review CIE maintenance budgets
- Meet with Public Works and Municipalities

- Rank eligible projects bases on:
 - Constructability
 - Rating

Potential Stimulus Projects:

Rank	Category	Project	Cost	Status	Priority
1	Rehab/Resurface	South Easy Street (Wimbrough Drive to CR 512)	450,000	No design, permitting, or ROW needed	High
2	Rehab/Resurface	Laconia Street (Concha Drive to CR 512)	1,700,000	No design, permitting or ROW needed	High
3	Mill and Resurface and add paved shoulders	CR 512 (Fellsmere Farms Lateral U Canal to I-95)	3,500,000	No design, permitting or ROW needed	High
4	Mill and Resurface and add paved shoulders	Old Dixie Hwy (North Relief Canal to CR 510)	2,600,000	No design, permitting or ROW needed	High
5	Mill and Resurface	Ocean Drive (Greytwig Road to Flamevine Lane)	450,000	No design, permitting or ROW needed	High
6	Mill and Resurface	27 th Avenue (Oslo Road to SR 69)	1,800,000	No design, permitting or ROW needed	Medium
7	Mill and Resurface	Schumann Drive (US Hwy 1 – Barber Street)	1,500,000	No design, permitting or ROW needed	Medium
8	Mill and Resurface and add paved shoulders	CR 512 (SR 60 to Fellsmere Farms Lateral U Canal)	3,700,000	No design, permitting or ROW needed	Medium
9	ITS/Signals	CR 512 @ Sebastian River Middle School	300,000	Needs Design	Medium
10	Bridge Project	13 th Street SW @ 58 th Avenue	750,000	Needs design and minor permitting	Medium
Total			16,750,000		

Potential Stimulus Enhancement Projects:

Rank	Category	Project	Cost	Status	Priority
1	Sidewalks	Roseland Rd (126 th St – CR 512)	1,300,000	Includes bridge at Collier Canal to connect sidewalks. Can be built in phases.	High
1	Landscaping	SR 60 (66 th Avenue – I-95)	300,000	May Conflict with Construction.	Medium
2	Landscaping	Indian River Blvd (SR 60 – 17 th Street)	100,000	No design, permitting or ROW needed	Medium
Total			1,700,000		

MPO Priorities:

- Possibly Eligible:
- US 1 from north of Highland Drive to south of Oslo Road. Construction is funded in 2014/15.
- US 1 from St. Lucie County to north of Highland Drive. Total need is over \$25M. Most likely cannot be made construction ready due to ROW.

Recommendation:

- MPO Staff Recommends that the MPO:
 - Approve the Proposed Prioritization
 - Authorize Chair to Sign JPA for funding as necessary
 - Authorize Chair to make minor amendments to the TIP and LRTP, as necessary

Commissioner Davis stated the first round of the stimulus we received had to be used on federal roads. He asked if the second round had to be used for the same.

Mr. Matson replied the second round of stimulus funds also needed to be used for federal roads. Discussion ensued regarding the recommended projects.

Mrs. MacKay inquired if census data was important in getting funds.

Ms. Arlene Tanis, FDOT District 4 Representative, explained the census data was critical in making sure each county received their fair share because the distribution was based on population, and if everyone was not counted we would be short changed.

Mayor Adams asked what the difference was between milling, resurfacing, and rehabilitating roads. Mr. Mora responded milling and resurfacing a road was where an inch or two of existing pavement is scraped off, asphalt emulsion is added and the road is repaved. He continued rehabilitation projects often involve the same process but are done in conjunction with other drainage issues, such as culverts, side road drainage, and swales.

Commissioner O'Bryan questioned a story in the newspaper a few months ago regarding school bus stops near 27th Avenue and Oslo Road and the children not having a safe route to school. He wondered if there were any plans for installing sidewalks in that area.

Mr. Matson replied we would have to have all the right-of-way in order to do the sidewalks and that had not yet happened.

Chairman Gillmor asked if projects were completed under budget, could additional smaller projects be able to be completed with the remaining funds. Mr. Matson replied in the affirmative, and he recommended having contingency projects on hand for the situation of over runs.

Discussion was held regarding the remaining projects.

ON MOTION by Commissioner Davis, SECONDED by Councilmember Abell, the members voted unanimously (9-0) to approve the proposed prioritization; authorize the Chairman to sign the Joint Participation Agreement, for funding as necessary; and authorize the Chairman to make minor amendments to budget documents.

Quarterly Status Report of MPO Staff Activities – *No Action Required*

Mr. Matson reviewed his Quarterly Status Report for October 1, 2009 through December 31, 2009, a copy of which is on file in the Commission Office.

Other Business

There was none.

Comments from the Public

Mr. Eric Menger, Airport Director, Vero Beach Municipal Airport, invited everyone to attend Aviation Day at the airport on Saturday, February 13, 2010 from 9:00 a.m. to 4:00 p.m. He also invited those present to an event at the Paris Air hangar on Friday, February 19, 2010 called "USO Rocks America" supporting the Vero Heritage Center.

Adjournment


The meeting adjourned at 11:37 a.m.

INDIAN RIVER COUNTY, FLORIDA

MEMORANDUM

TO: Members of the Indian River County Metropolitan Planning Organization (MPO)

THROUGH: Robert M. Keating, AICP
Community Development Director

FROM: Phillip J. Matson 
MPO Staff Director

DATE: March 2, 2010

SUBJECT: STATUS REPORT OF MPO ADVISORY COMMITTEES

It is requested that the information presented herein be given formal consideration at the MPO meeting of March 10, 2010.

BAC MEETING

There have been no meetings of the BAC since the February 10, 2010 MPO meeting.

JOINT TAC/CAC MEETING

The TAC and CAC met jointly on March 2, 2010. The primary topic of consideration was the Draft 2035 Long Range Transportation Plan - Needs Plan Executive Summary. After discussing the Draft Needs Plan, the TAC and CAC provided the MPO with comments on the Needs Plan and recommended that the MPO approve the Needs Plan Executive Summary.

UPCOMING MEETINGS

The MPO and its advisory committees will next meet as follows:

TAC Meeting: March 26, 2010 – 10:00 am

CAC Meeting: April 6, 2010 – 2:00 pm

MPO Meeting: April 14, 2010 – 10:00 am

BAC Meeting: April 27, 2010 - 2:00 pm

INDIAN RIVER COUNTY, FLORIDA

MEMORANDUM

TO: Members of the Indian River County Metropolitan Planning Organization (MPO)

THROUGH: Robert M. Keating, AICP *RMK*
Community Development Director

FROM: Phillip J. Matson *PJ*
MPO Staff Director

DATE: March 1, 2010

**SUBJECT: REVIEW OF PROGRESS REPORT & REIMBURSEMENT INVOICE #2
FOR 2009/10 PLANNING GRANT**

It is requested that the data herein presented be given formal consideration by the Indian River County MPO at its regular meeting of March 10, 2010.

DESCRIPTION AND CONDITIONS:

It is required, as part of the Transportation Disadvantaged (TD) Planning Grant contract between the Indian River County Metropolitan Planning Organization (MPO) as the Designated Official Planning Agency (DOPA) and the State of Florida Commission for the Transportation Disadvantaged (CTD), that periodic progress reports and reimbursement invoices be submitted. To comply with the CTD's requirements, staff has prepared a progress report and invoice for the period from October 1, 2009 to December 31, 2009.

The attached invoice and progress report represent the second quarter of the 2009/10 planning grant period. This progress report and applicable finished products, such as the Local Coordinating Board (LCB) meeting agenda items, CTC reports, etc., are required to accompany all reimbursement invoices.

Attached is a copy of draft invoice #2 and the quarterly progress report. This report, along with the appropriate supporting documents, will be submitted to the CTD upon Metropolitan Planning Organization/DOPA approval.

RECOMMENDATION:

Staff recommends that the MPO approve the Planning Grant Progress Report and Invoice #2 and direct staff to submit the report and invoice to the State Commission for the Transportation Disadvantaged.

ATTACHMENTS:

1. Progress Report and Reimbursement Invoice #2, 2009/10 Planning Grant.

~~TDF~~ MPO Cost Summary

Quarterly Total (10/1/09 - 12/31/2009)

Salaries & Benefits	\$5,424.83
Direct	\$0.00
Consultant	\$0.00
Total	\$5,424.83

PERSONNEL	INS	DEPT	TASK	PP END	PP END	PP END	PP END	PP END	PP END	PP END	PP END	TOTAL	BENEFITS:				LIFE	HEALTH	TOTAL	TOT SALARY	15.5925%	TOTAL	
				10/01	10/15	10/29	11/12	11/26	12/10	12/24	12/31	HOURS	SALARY	SOC SEC	RETIRE	W.C.	MEDICARE	INSUR	INSUR	BENES			& BENEFITS
PHIL MATSON		124-204											0.062	0.1009	0.0023	0.0145	0.00288	4.523076923					
	D		4.1	0.00	5.00	4.00	5.00	5.00	2.50	2.50	5.00	29.00	1252.22	77.64	126.35	2.88	18.16	3.61	131.17	359.81	1,612.03	195.25	1,807.28
			PAY SCALE/TOTALS	43.18	43.18	43.18	43.18	43.18	43.18	43.18	43.18												
														0.062	0.1009	0.0023	0.0145	0.00288	4.523076923				
SHARON SCHALM		124-204																					
	D		4.1	4.00	11.00	12.00	12.00	0.00	20.00	8.50	67.50	1117.09	69.26	112.71	2.57	16.20	3.22	305.31	509.27	1,626.36	174.18	1,800.54	
			PAY SCALE/TOTALS	16.55	16.55	16.55	16.55	16.55	16.55	16.55	16.55												
														0.062	0.1009	0.0023	0.0145	0.00288	4.523076923				
BRIAN FREEMAN		124-204																					
	D		4.1			25.00	12.00					37.00	1232.47	76.41	124.36	2.83	17.87	3.55	167.35	392.37	1,624.84	192.17	1,817.01
			PAY SCALE/TOTALS	33.31	33.31	33.31	33.31	33.31	33.31	33.31	33.31												
Total																						5,424.83	

PLANNING RELATED GRANT AGREEMENT TASKS
QUARTERLY PROGRESS REPORT

IRC Metropolitan Planning Organization
(Agency Name)

Invoice # 2

FDOTFM # 23704021401

Indian River County
(County)

Contract # APJ58

Reporting Period: 10/01/2009 to 12/31/2009

I. Program Management

- A. Where necessary and in cooperation with the Local Coordinating Board, solicit and recommend a community transportation coordinator, in conformity with Chapter 287 and 427, Florida Statutes.

N/A

- B. Develop and maintain a process for the appointment and reappointment of voting and non-voting members to the Local Coordinating Board (LCB).

Reporting Period and Year to Date:

Consistent with the requirements of Rule 41-2, F.A.C. the county maintained its TDLCB appointment and reappointment process.

- C. Prepare agendas for local coordinating board meetings consistent with the *Local Coordinating Board and Planning Agency Operating Guidelines*. Ensure that operator payments are addressed as standard agenda item.

Reporting Period:

In this period, staff prepared the agenda and agenda items for the November 19, 2009 TDLCB meeting.

Year to Date:

For the year to date, staff prepared the agenda and agenda items for the August 27, 2009 and November 19, 2009 TDLCB meetings.

- D. Prepare official minutes of Local Coordinating Board meetings. For committee meetings, prepare minutes in the form of a brief summary of basic points, discussions, decisions, and recommendations to the full board. Keep records of all meetings for at least three years.

Reporting Period:

Official minutes for the November 19, 2009 TDLCB meeting were prepared.

Year to Date:

Official minutes for the August 27, 2009 and November 19, 2009 TDLCB meetings were prepared.

- E. Provide at least one public hearing annually by each Local Coordinating Board, and assist the Commission, as requested, in co-sponsoring public hearings.

Reporting Period:

A public hearing was held at the November 19, 2009 TDLCB meeting.

Year to Date:

A public hearing was held at the November 19, 2009 TDLCB meeting.

- F. Provide staff support for committees of the Local Coordinating Board.

Reporting Period and Year to Date:

Staff support was provided as needed. Staff closely worked with and supported the CTC evaluation sub-committee.

- G. Annually develop and update by-laws for Local Coordinating Board approval.

Reporting Period and Year to Date:

N/A

- H. Develop, annually update, and implement Local Coordinating Board grievance procedures in accordance with the Commission guidelines, which includes a step within the local complaint and/or grievance procedure that advises a dissatisfied person about the Commission's Ombudsman Program.

Reporting Period and year to date:

N/A

- I. Maintain a current membership roster and mailing list of local coordinating board members.

Reporting Period:

TDLCB membership list was updated as needed.

Year to Date:

The TDLCB membership list was updated as needed.

- J. Provide public notice of local coordinating board meetings and local public hearings in accordance with the *Coordinating Board and Planning Agency Operating Guidelines*.

Reporting Period:

Public notices were provided. For this period, the TDLCB meeting date was published in the local newspaper in November 2009.

Year to Date:

Public notice was published in the local newspaper (*Press-Journal*) in August 2009 and November 2009.

- K. Review and comment on the Annual Operating Report for submittal to the Local Coordinating Board, and forward comments/concerns to the Commission for the Transportation Disadvantaged.

Reporting Period and Year to Date:

The Community Transportation Coordinator Annual Operation Report was submitted for approval at the TDLCB meeting of August 27, 2009.

- L. Review the Transportation Disadvantaged Service Plan (TDSP), and recommend action to the Local Coordinating Board.

Reporting Period and Year to Date:

N/A

- M. Report the actual expenditures of direct federal and local government transportation funds to the Commission for the Transportation Disadvantaged no later than September 15th.

Reporting Period and Year to Date:

Report of actual expenditures was prepared and submitted to the CTD during the reporting period.

- N. Report the annual budget estimates of direct federal and local government transportation funds to the Commission for the Transportation Disadvantaged no later than September 15th and as required by Chapter 427, Florida Statutes.

Reporting Period and Year to Date:

Annual budget estimates were reported to the CTD during the reporting period.

II. Service Development

The planning agency shall develop the following service development items.

- A. Jointly, with the Community Transportation Coordinator and the Local Coordinating Board, develop the Transportation Disadvantaged Service Plan (TDSP) by preparing the planning section following Commission guidelines.

Reporting Period and Year to Date:

N/A

- B. Encourage integration of "transportation disadvantaged" issues into local and regional comprehensive plans. Ensure activities of the Local Coordinating Board and Community Transportation Coordinator are consistent with local and state comprehensive planning activities including the Florida Transportation Plan.

Reporting Period and Year to Date:

Staff ensured integration of "transportation disadvantaged" issues into planning documents. Staff also ensured activities of the TDLCB and the CTC were consistent with local and state comprehensive planning activities.

- C. Encourage the local Community Transportation Coordinator to work cooperatively with local WAGES coalitions established in Chapter 414, Florida Statutes, and provide assistance in the development of innovative transportation services for WAGES participants.

Staff encouraged the CTC to work with local WAGES coalition.

III. Technical Assistance, Training, and Evaluation

The planning agency shall provide technical assistance and training for the Local Coordinating Board, and shall assist the Local Coordinating Board in monitoring and evaluating the Community Transportation Coordinator.

- A. Provide the Local Coordinating Board with quarterly reports of Transportation Disadvantaged planning accomplishments and expenditures as outlined in the planning grant agreement or any other activities related to the Transportation Disadvantaged program including but not limited to, consultant contracts, special studies, and marketing efforts.

Reporting Period:

The LCB was provided with quarterly reports of TD planning accomplishments and activities.

Year to Date:

The LCB was provided with quarterly reports of TD planning

accomplishments and activities.

- B. Attend at least one Commission-sponsored training, including but not limited to, the Commission's quarterly regional meetings, and the Commission's annual training workshop, or other sponsored training.

Reporting Period and Year to Date:

- C. Attend at least one Commission meeting each year within budget/staff/schedule availability.

Reporting Period and Year to Date:

Staff attended a quarterly CTD Meeting July, 2009.

- D. Notify Commission staff of local Transportation Disadvantaged concerns that may require special investigations.

Reporting Period and Year to Date:

Planning Staff coordinated with the CTD staff as needed.

- E. Provide training for newly-appointed Local Coordinating Board members.

Reporting Period and Year to Date:

N/A

- F. Provide assistance to the Community Transportation Coordinator, purchasing agencies, and others, as needed, which may include participation in, and initiating when necessary, local or regional meetings to discuss Transportation Disadvantaged needs, service evaluation and opportunities for service improvement.

Reporting Period and Year to Date:

Planning staff coordinated with the CTC on a regular basis and provided technical assistance as needed.

- G. To the extent feasible, collect and review proposed funding applications involving

"Transportation Disadvantaged" funds consistent with Chapter 427, Florida Statutes, and Rule 41-2 of the Florida Administrative Code, and provide recommendation to the Local Coordinating Board.

Reporting Period and Year to Date:

Applicable TD funding applications completed and submitted to the appropriate agencies.

- H. Ensure the Local Coordinating Board conducts, at a minimum, an annual evaluation of the Community Transportation Coordinator. The Local Coordinating Board shall evaluate the coordinator using the Commission's *Evaluation Workbook for Community Transportation Coordinators and Providers in Florida* (at a minimum, using the modules concerning Competition in Use of Operators, Cost-Effectiveness and Efficiency, and Availability of Service) and local standards as defined in the Transportation Disadvantaged Service Plan.

Reporting Period and Year to Date:

The TDLCB designated a CTC Evaluation Subcommittee at its February 27, 2009 meeting. The CTC evaluation subcommittee met on August 27, 2009 and conducted a review of the CTC's performance during FY 2008/09. At its November 19, 2009 meeting, the TDLCB approved the subcommittee's CTC evaluation and recommended that the CTC be retained.

- I. Assist the Commission for the Transportation Disadvantaged in joint reviews of the Community Transportation Coordinator.

Reporting Period:

N/A

Year to Date:

N/A

- J. Ensure the Local Coordinating Board annually reviews coordination contracts to advise the Coordinator whether the continuation of said contract provides the most cost effective and efficient transportation available, consistent with Rule 41-2, Florida Administrative Code.

Reporting period and Year to Date:

Coordination contracts have been reviewed by the TDLCB as needed.

- K. Implement recommendations identified in the Commission's QAPE reviews.

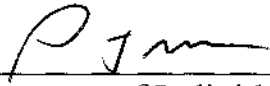
Reporting period and Year to Date:

N/A

IV. Special Consideration by Planning Agency:

V. Special Consideration by Commission:

Other Items of Development and Update in accordance with Laws, Rules, and Commission policy:



Signature of Individual Submitting Report

2/17/2010
Date

Phillip J. Matson
Typed name of Individual Submitting Report

INDIAN RIVER COUNTY, FLORIDA

MEMORANDUM

TO: Members of the Indian River County Metropolitan Planning Organization (MPO)

THROUGH: Robert M. Keating, AICP *RMK*
Community Development Director

FROM: Phillip J. Matson *PM*
MPO Staff Director

DATE: March 3, 2010

SUBJECT: Consideration of 2035 Long Range Transportation Plan -- Needs Plan Development Executive Summary

It is requested that the data herein presented be given formal consideration by the Indian River County MPO at its regular meeting of March 10, 2010.

DESCRIPTION AND CONDITIONS

According to state and federal regulations, the Indian River County MPO must prepare and adopt an updated long range transportation plan (LRTP) by December 31, 2010. To that end, MPO staff and the MPO's LRTP consultants, Kimley-Horn Associates/Stamley Consultants, have, during the past nine months, undertaken research, collected data, initiated public involvement activities, completed socio-economic data projections, and coordinated with FDOT, the Treasure Coast Regional Planning Council, the Space Coast TPO and the St. Lucie and Martin MPOs.

The MPO's LRTP consultants have also begun the process of forecasting future traffic deficiencies using the Greater Treasure Coast Regional Planning Model (GTCRPM) developed jointly by the MPO and FDOT. In November of 2009, the consultants presented the results of the preliminary 2035 Needs Assessment to the TAC, CAC and BAC. As expected, the Model showed that the projected growth between now and 2035 will result in congestion on the existing roadway system if no roadway improvements (other than those already committed) are made.

Since November, the MPO and its consultants have been refining the assessment of future roadway needs, performing additional analysis and developing a draft needs network. Generally, a needs network is a set of roadway improvements that, together with the existing roadway system, will meet the transportation needs of a future year population.

On January 13, 2010, a preliminary needs network was presented to the MPO. At that time, the MPO expressed concern about the cost and quality-of-life impacts of the network, since

the network included extensive arterial widening within developed areas of the county. Consequently, the consultants were directed to explore alternatives to arterial widening, including densification of the grid network roadways.

ANALYSIS

Attachment 1 describes 2035 Needs Plan activities undertaken to date and contains a set of Grid Densification Improvements (Page 11) and Additional Improvements (Page 16) which, when taken together, will form the Final 2035 Long Range Transportation Plan – Needs Plan.

As described in the attachment, the consultants used the Greater Treasure Coast Regional Planning Model (GTCRPM) to consider the effects of paving the unpaved portions of Indian River County's grid roadways. In so doing, the consultants modeled new east-west roads at approximately ½ mile intervals and new north-south roads at approximately 1 mile intervals throughout eastern Indian River County. Some of the specific grid densification alternatives tested by the consultants included extending 4th Street between 66th Avenue and 98th Avenue; extending most of the east-west grid roads to 82nd Avenue in central and south Indian River County; developing a new roadway grid to relieve CR 512 in the Fellsmere area; and improving a number north-south roadways in various locations throughout the county.

Overall, extending the grid network had a positive effect on mobility in Indian River County. Nonetheless, level of service deficiencies persisted despite extending most of the grid roadways. This is shown on Figures 3a – 3c. As a result, the consultants identified a number of widening improvements that must be undertaken in conjunction with the grid network improvements in order to achieve the county's adopted level of service.

On March 2, 2010, the MPO Technical Advisory Committee (TAC) and Citizens Advisory Committee (CAC) met jointly to consider the Draft Long Range Transportation Plan 2035 Update, Needs Plan Development Executive Summary. After discussing the LRTP 2035 Needs Plan, the TAC and CAC unanimously recommended that the MPO approve the Long Range Transportation Plan 2035 Needs Plan Development Executive Summary. Within the Executive Summary, Figures 4a – 4c and the tables on pages 11 and 16 constitute the Draft 2035 Needs Plan.

Next Steps – Needs Plan Adoption and Cost Feasible Plan

In the coming months, the consultants will be analyzing and projecting future financial resources. Based on cost affordability, a subset of needs plan projects will be developed. That set of transportation projects will constitute the 2035 Cost Feasible Plan. Not only will the final LRTP be cost affordable, but the final plan may contain alternative strategies for meeting demand on the travel network. Some of those strategies may include traffic systems management solutions (such as signalization, roundabouts, intersection, and interchange improvements); demand management solutions (such as parking management); and alternative travel modes (such as transit and bicycle facilities).

RECOMMENDATION

Staff recommends that the MPO review the attached information, consider the presentation at the March 10, 2010 meeting, make any necessary changes to the Needs Plan Executive Summary, and approve the Needs Plan Executive Summary.

ATTACHMENTS

1. Indian River County MPO Long Range Transportation Plan 2035 Update, Needs Plan Development Executive Summary

Indian River County MPO Long Range Transportation Plan (LRTP) 2035 Update

Needs Plan Development Executive Summary

Prepared for:

Indian River County
Metropolitan Planning Organization



Prepared by:

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Fort Lauderdale, Florida



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February 2010

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NEEDS PLAN DEVELOPMENT

This summary report documents the development of the Needs Network, including the Grid Densification Alternative, for the Indian River County *2035 Long Range Transportation Plan Update* (2035 LRTP Update). In long range transportation planning, a Needs Plan identifies the improvements to an area's transportation network that are required to maintain satisfactory mobility conditions without consideration of project costs or potential revenue streams available to fund the improvements. Project costs and anticipated revenue streams will be taken into consideration during the Cost Feasible Plan phase of the 2035 LRTP Update.

This summary report focuses on:

- Identification of Future Roadway Deficiencies
- Development of an Initial Project Needs Alternative
- Advancement of a Grid Densification Alternative

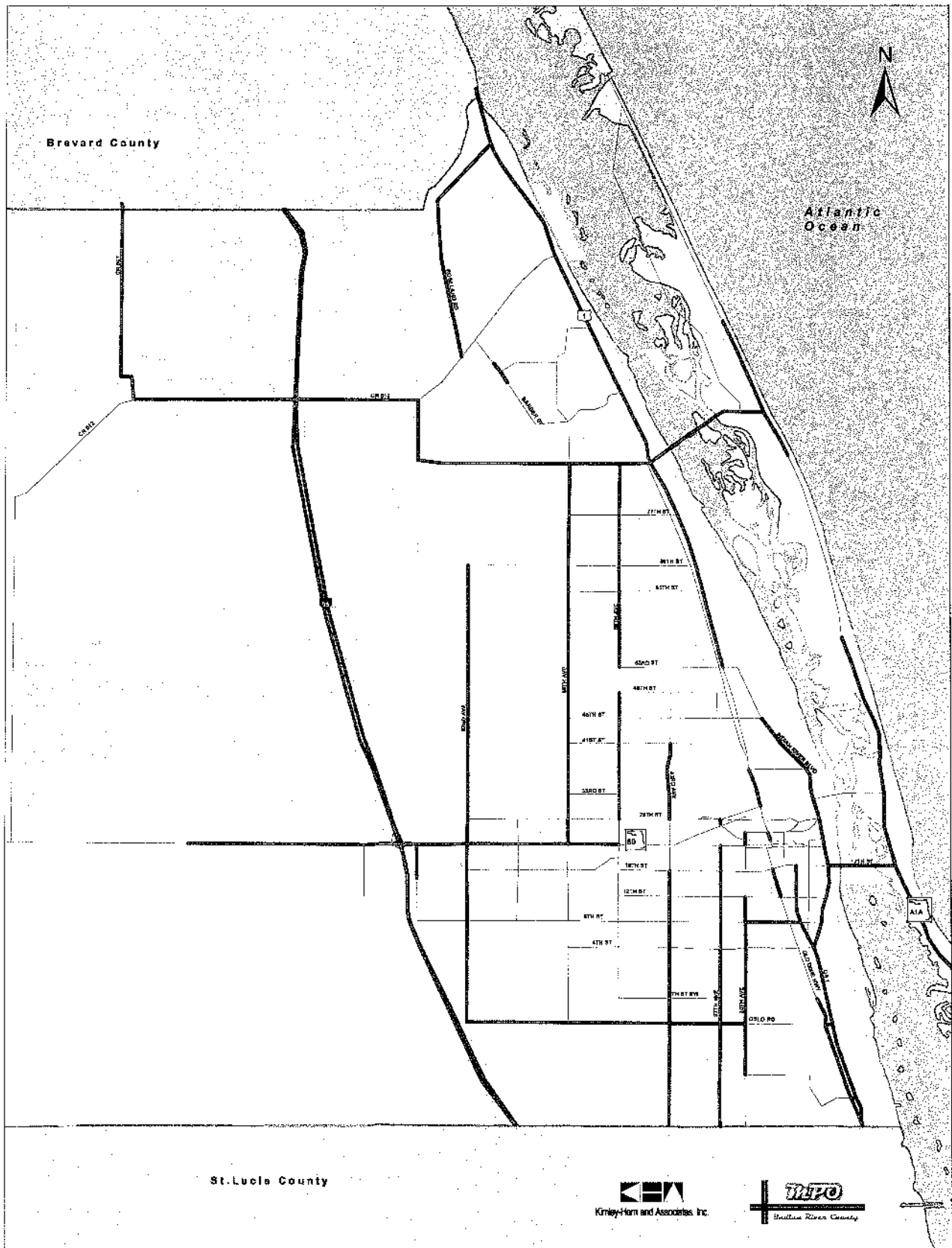
These steps are discussed in the following sections. Please note that the Grid Densification Alternative was developed as a Needs Plan option based on the direction of the Indian River County Metropolitan Planning Organization's (MPO's) Governing Board.

Future Roadway Deficiencies

The 2035 traffic demand projections were developed using the Greater Treasure Coast Regional Planning Model (GTCRPM), with 2035 socio-economic data projections by traffic analysis zones and the Existing Plus Committed (E+C) network. The E+C roadway network reflects the existing roadway network plus improvements to the network for which construction funding has been committed over the next five years. Model data such as traffic volumes and volume to capacity (V/C) ratios were examined to identify roadway deficiencies resulting from the growth in travel demand over the 25-year period without corresponding improvements to the roadway network. Deficient roadways are candidates for potential future roadway improvements. Level of service D capacities were utilized to estimate the V/C ratios. This method is consistent with Indian River County's concurrency management system. Roadways with a V/C ratio in excess of 0.90 were considered deficient.

Figure 1 illustrates the 2035 roadway deficiencies based on the results of the GTCRPM E+C network model runs with 2035 population and employment projections. The results of the analysis demonstrate that a number of roadways will experience congestion by 2035 if additional improvements are not made beyond the improvements for which construction funding has been committed over the next five years.

The forecast roadway deficiencies include I-95, US 1, and SR A1A throughout much of the County. Additional north-south roadway deficiencies include Roseland Road, 66th Avenue from SR 60 to CR 510, 58th Avenue from SR 60 to CR 510, 43rd Avenue from the St. Lucie County Line to SR 60, and 27th Avenue from the St. Lucie County Line to SR 60. East-west roadway deficiencies include Oslo Road, SR 60 from 58th Avenue to west of I-95, CR 510, and CR 512 from CR 507 to CR 510.



- Highway Network
- Potentially Deficient Road in 2035
- City Boundary

Indian River County
2035 Long Range Transportation Plan Update

Figure 1
Needs Plan Development
2035 Roadway Deficiencies

Initial Project Needs Alternative

With the 2035 roadway deficiencies illustrated in Figure 1 as the starting point, various roadway network improvement alternatives were developed and evaluated to identify which roadway improvements would have the greatest impact on reducing future roadway deficiencies. The alternatives analyses demonstrate that not all the roads depicted as deficient on the 2035 roadway deficiencies map will need to be widened in order to obtain acceptable levels of service. This situation occurs because the widening of one roadway may also correct deficiencies on a parallel facility.

An iterative process was applied to test the benefits resulting from alternative sets of roadway improvements. Initially, a base set of improvements was developed and tested to attempt to correct the forecast roadway deficiencies. Subsequently, additional roadway improvements were incrementally added to the base set of improvements. Table 1 lists the roadway improvement projects included in the Initial Project Needs Alternative, and Figures 2A, 2B, and 2C present the Draft 2035 LRTP Initial Project Needs Alternative improvements for North Indian River County, Central Indian River County, and South Indian River County, respectively. Figures 2A, 2B, and 2C also show the V/C ratios for facilities that are still expected to exceed or approach their capacities even with the Initial Project Needs Alternative. This Initial Project Needs Alternative was presented to the MPO's Committees and Governing Board at their January 2010 meetings.

Table 1
2035 LRTP Needs Plan
Initial Project Needs Alternative

Facility	From	To	Lanes
North County			
US 1	Brevard County Line	53rd Street	Widen to 6 lanes
CR 510	CR 512	Intracoastal Waterway	Widen to 4 lanes
CR 510	SR A1A	Intracoastal Waterway	Widen to 4 lanes
CR 512	I-95	CR 507	Widen to 4 lanes
CR 512	I-95	Roseland Rd	Widen to 6 lanes
77th St	66th Avenue	130th Avenue	Extend as 2 lanes
Fellsmere E-W Road			New 2 lane road
Fellsmere N-S Road			New 2 lane road
82nd Avenue	69th Street	CR 512	Extend as 2 lanes
Central County			
Indian River Blvd	US 1/4th Street	53rd Street	Widen to 6 lanes
43rd Avenue	26th Street	49th Street	Widen to 4 lanes
58th Avenue	SR 60	69th Street	Widen to 4 lanes
66th Avenue	SR 60	CR 510	Widen to 4 lanes
26th Street	43rd Avenue	82nd Avenue	Widen to 4 lanes
82nd Avenue	SR 60	26th Street	Widen to 4 lanes
SR 60	I-95	98th Avenue	Widen to 6 lanes
12th Street	58th Avenue	66th Avenue	Extend as 2 lanes
South County			
US 1	Oslo Rd	St. Lucie County Line	Widen to 6 lanes
Oslo Rd	I-95	58th Avenue	Widen to 4 lanes
Oslo Rd	I-95		New Interchange
43rd Avenue	Oslo Rd	St. Lucie County Line	Widen to 4 lanes
58th Avenue	Oslo Rd	St. Lucie County Line	Extend as 4 lanes
98th Avenue	12th Street	4th Street	Extend as 2 lanes
4th Street	US 1	66th Avenue	Widen to 4 lanes
4th Street	66th Avenue	98th Avenue	Extend as 2 lanes
13th Street SW	20th Avenue	58th Avenue	New 2 lane Rd
Old Dixie Highway	Kings Highway	4th Street	Widen to 4 lanes
Countywide			
I-95	St. Lucie County Line	Brevard County	Widen to 6 lanes

2035 LRTP Draft Base Needs Plan

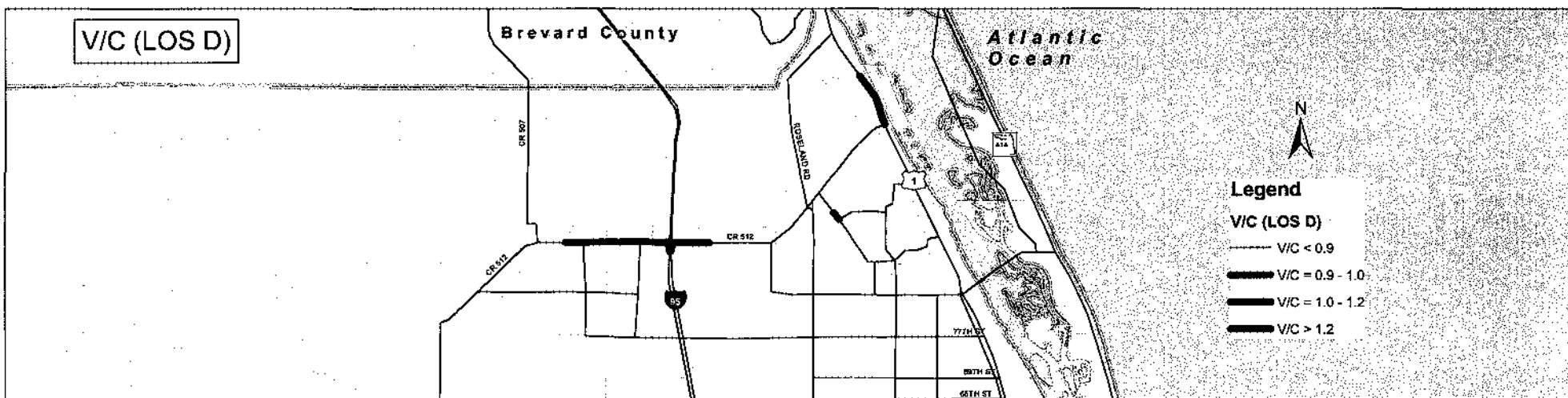
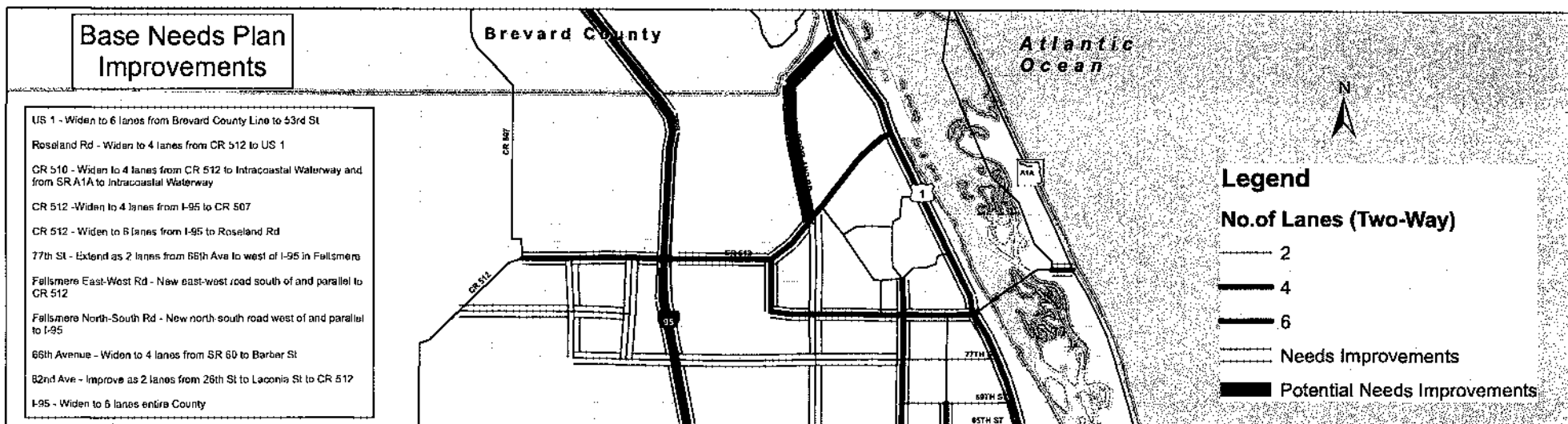


Figure 2a

Map Illustrating Initial Project Needs Alternative and Forecast V/C for North Indian River County

2035 LRTP Draft Base Needs Plan



Figure 2b

Map Illustrating Initial Project Needs Alternative and Forecast V/C for Central Indian River County

2035 LRTP Draft Base Needs Plan

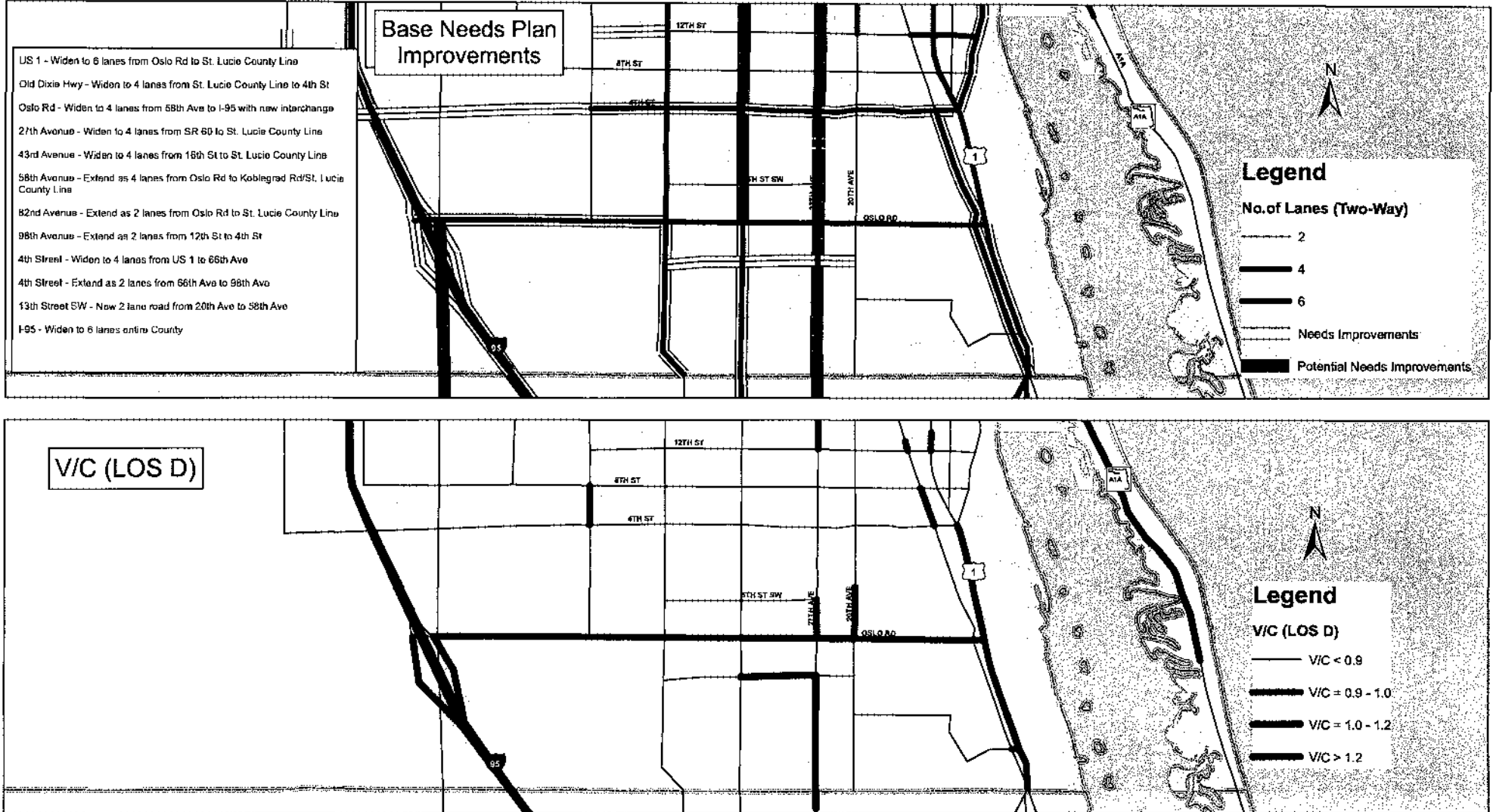


Figure 2c

Map Illustrating Initial Project Needs Alternative and Forecast V/C for South Indian River County

Grid Densification Alternative

When the Initial Project Needs Alternative was presented to the Indian River County MPO Board in January 2010, the MPO Board indicated that a densified roadway grid network was preferred over a roadway widening alternative. The MPO's position was that a well-connected and dense grid network increases travel route choices and also provides opportunities to accommodate shorter distance trips on minor roads, thus preserving capacity on major roads for longer distance trips.

An iterative process was applied to develop the Grid Densification Alternative. The first step was to identify discontinuities in the County's roadway system. In general, the County's thoroughfare plan spaces east-west corridors at half-mile intervals and north-south corridors at one-mile intervals. Since developed areas (residential neighborhoods, airports, etc.) and environmentally sensitive land constitute potential barriers to the connection and extension of a grid network, aerial photography was reviewed to identify those potential barriers. Subsequently, grid network connections and extensions were added to the GTCRPM's E+C network and were coded as two-lane facilities. The only improvement beyond the grid network improvements included in the Grid Densification Alternative was a new interchange at Oslo Road and I-95. Table 2 lists the roadway improvements initially included in the Grid Densification Alternative. Figures 3A, 3B, and 3C depict Grid Densification Alternative roadway improvements and V/C ratios for North, Central, and South Indian River County, respectively.

When the GTCRPM was run on the Grid Densification Network, the model forecast negligible volumes on several of the new roadway segments. The majority of those low volume roadway segments are located in the County's western fringes. Due to low travel demand, those links were removed from GTCRPM roadway network. Table 2 indicates which roadway improvements were removed from further analysis due to low volume forecasts.

While the Grid Densification Alternative addresses many of the capacity deficiencies projected for the County, most notably in the southern area, several primary facilities still exhibit capacity deficiencies. These results demonstrate the need for additional roadway improvements beyond the densification of the County's grid network.

Table 2
2035 LRTP Needs Plan
Grid Densification Improvements

Facility	From	To	Initial	Final	Notes
North County					
Fellsmere N-S Rd 1	CR 512	77th Street	✓	✓	
Fellsmere N-S Rd 2	CR 512	77th Street	✓	✓	
101st Avenue	CR 512	77th Street	✓	✓	
90th Avenue	SR 60	83rd Street	✓		Removed due to low volumes on parallel facility
90th Avenue	83rd Street	CR 510	✓		Removed due to low volumes on parallel facility
82nd Avenue	69th Street	Roseland Rd	✓	✓	
74th Avenue	26th Street	37th Street	✓	✓	
74th Avenue	37th Street	CR 510	✓		Removed due to low volumes
Fleming Street	Airport Perimeter rd	CR 512	✓	✓	
Airport Perimeter Rd	US 1	Roseland Rd	✓	✓	
Fellsmere E-W Rd	CR 512	Fellsmere N-S Rd 2	✓	✓	
83rd Street	82nd Avenue	101st Avenue	✓		Removed due to low volumes
77th Street	66th Avenue	Fellsmere N-S Rd 1	✓	✓	
65th Street	66th Avenue	82nd Avenue	✓		Removed due to low volumes on parallel facility
61st/59th Streets	58th Avenue	82nd Avenue	✓	✓	
Central County					
53rd Street	58th Avenue	82nd Avenue	✓	✓	
49th Street	58th Avenue	82nd Avenue	✓		Removed due to low volumes
45th Street	66th Avenue	82nd Avenue	✓		Removed due to low volumes
41st Street	66th Avenue	82nd Avenue	✓		Removed due to low volumes
37th Street	58th Avenue	82nd Avenue	✓		Removed due to low volumes
33rd Street	66th Avenue	82nd Avenue	✓	✓	
South County					
98th Avenue	SR 60	4th Street	✓	✓	
74th Avenue	8th Street	Oslo Rd	✓	✓	
74th Avenue	Oslo Rd	25th St SW	✓		Removed due to low volumes
66th Avenue	Oslo Rd	25th St SW	✓		Removed due to low volumes on parallel facility
58th Avenue	Oslo Rd	25th St SW	✓	✓	
12th Street	58th Avenue	82nd Avenue	✓	✓	
4th Street	66th Avenue	98th Avenue	✓	✓	
1st Street SW	20th Avenue	82nd Avenue	✓	✓	
5th Street SW	Old Dixie Highway	27th Avenue	✓	✓	
5th Street SW	58th Avenue	82nd Avenue	✓	✓	
13th Street SW	20th Avenue	58th Avenue	✓	✓	
13th Street SW	58th Avenue	66th Avenue	✓		Removed due to low volumes
17th Street SW	20th Avenue	58th Avenue	✓	✓	
17th Street SW	58th Avenue	82nd Avenue	✓		Removed due to low volumes
25th Street SW	27th Avenue	58th Avenue	✓	✓	
25th Street SW	58th Avenue	74th Avenue	✓		Removed due to low volumes
I-95 /Oslo Rd	New Interchange		✓	✓	

2035 LRTP Draft Needs Plan

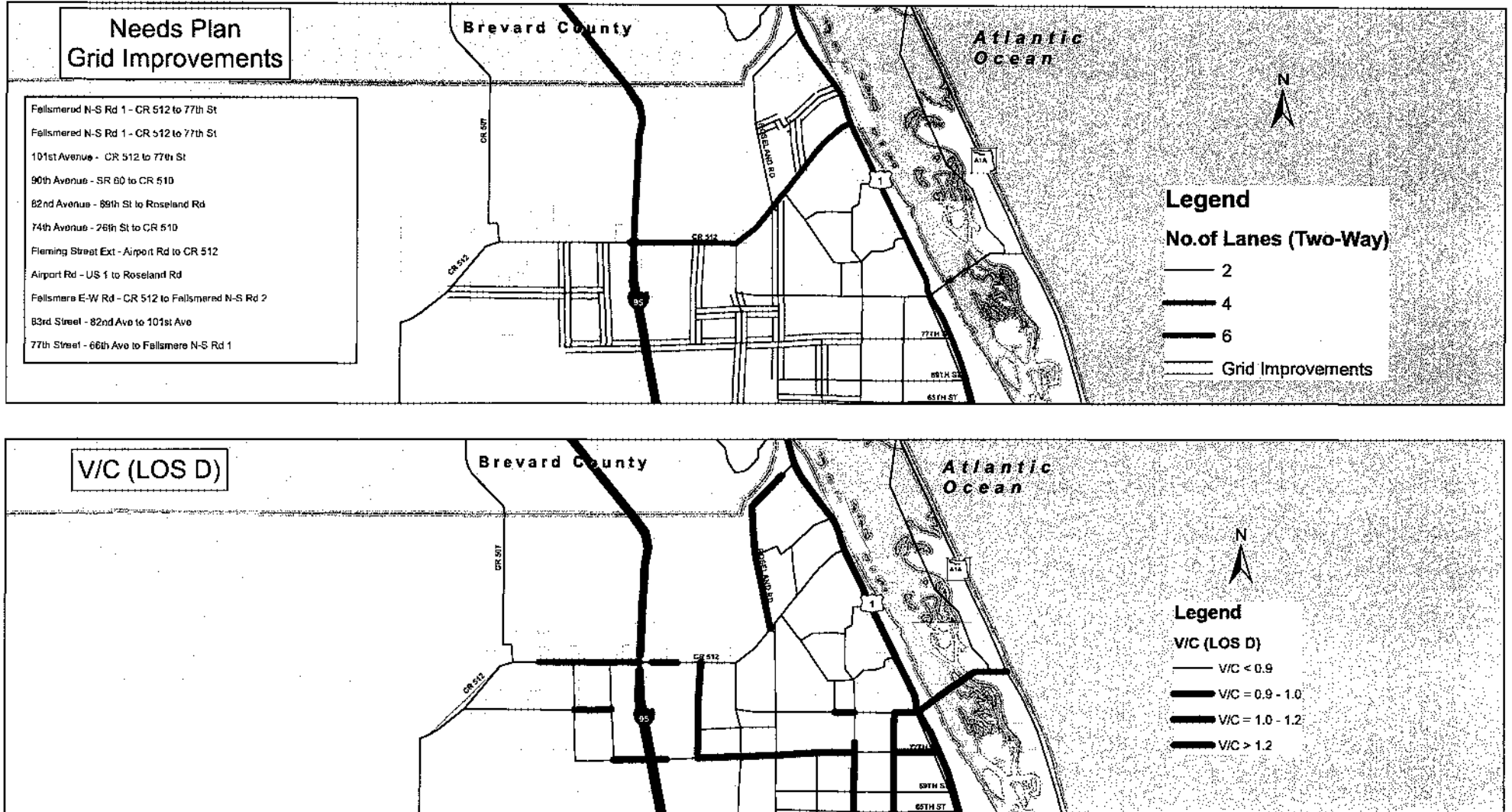


Figure 3a

Map Illustrating Grid Densification Improvements and Forecast V/C for North Indian River County

2035 LRTP Draft Needs Plan



Figure 3c
Map Illustrating Grid Densification Improvements and Forecast V/C for South Indian River County

The next step in the development of the Grid Densification Alternative was to identify additional capacity enhancements required to accommodate future travel demand. Capacity enhancements were identified through an iterative process, in particular along parallel deficient corridors. For example, both 58th and 66th Avenues continued to exhibit deficiencies between SR 60 and CR 510 in the Grid Densification Alternative. Tests performed with the GTCRPM model demonstrated that, if the subject segment of 66th Avenue were widened to 4 lanes, both 58th and 66th Avenues would operate satisfactorily. On the other hand, 66th Avenue would continue to exhibit deficiencies, if only the subject segment of 58th Avenue were widened to 4 lanes. Accordingly, 66th Avenue was identified as the preferred corridor for widening.

Table 3 lists capacity improvements beyond the densification of the grid network required to address future travel needs. Figures 4A, 4B, and 4C depict additional capacity improvements along with expected V/C ratios for North, Central, and South Indian River County, respectively.

Summary

Overall, the Grid Densification Alternative eliminates the needs to widen a number of existing roadways such as 58th Avenue north of SR 60 and 4th Street west of US 1 (see Table 4). However, the Grid Densification Alternative does not preclude the need to widen several major facilities such as US 1, SR 60, Indian River Boulevard, and Oslo Road.

**Table 3
2035 LRTP Needs Plan**

Additional Improvements for Grid Alternative

Facility	From	To	Lanes
North County			
Roseland Rd	CR 512	US 1	Widen to 4 lanes
CR 510	CR 512	Intracoastal Waterway	Widen to 4 lanes
CR 510	SR A1A	Intracoastal Waterway	Widen to 4 lanes
CR 512	I-95	East of Fellsmere	Widen to 4 lanes
CR 512	I-95	CR 510	Widen to 6 lanes
Central County			
Indian River Blvd	20th Street	45th Street	Widen to 6 lanes
66th Avenue	SR 60	Barber Street	Widen to 4 lanes
US 1	53rd Street	CR 512	Widen to 6 lanes
South County			
US 1	Oslo Rd	St. Lucie County Line	Widen to 6 lanes
Oslo Rd	I-95	58th Avenue	Widen to 4 lanes
25th Street SW	27th Avenue	58th Avenue	Widen to 4 lanes
27th Avenue	Oslo Rd	St. Lucie County Line	Widen to 4 lanes
43rd Avenue	St. Lucie County Line	16th Street	Widen to 4 lanes
58th Avenue	Oslo Rd	St. Lucie County Line	Extend as 4 lanes
Indrio Rd	I-95	US 1	Widen to 4 lanes
Countywide			
I-95	St. Lucie County Line	Brevard County	Widen to 6 lanes

2035 LRTP Draft Needs Plan

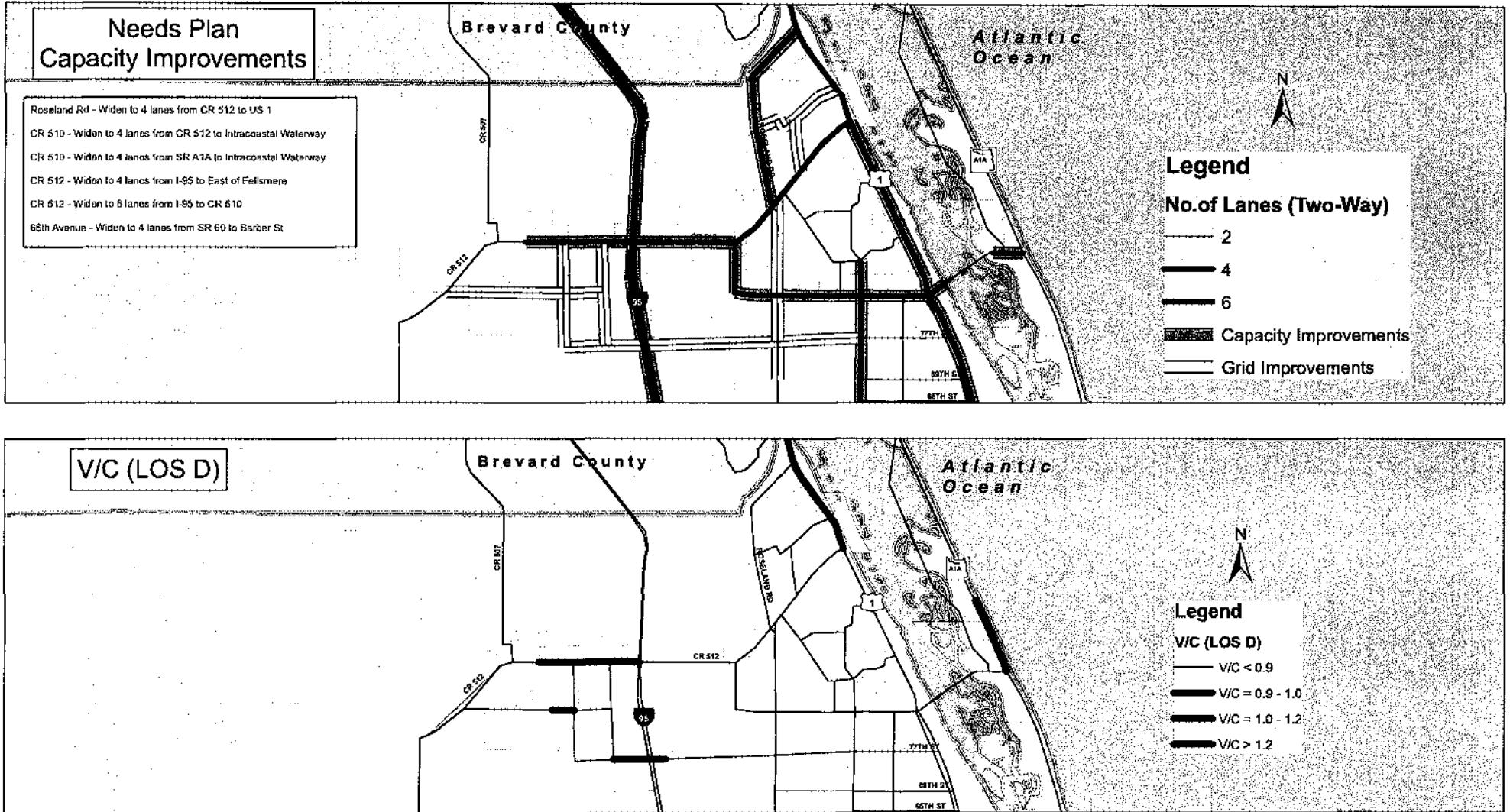


Figure 4a

Map Illustrating Additional Improvements for Grid Alternative and Forecast V/C for North Indian River County

2035 LRTP Draft Needs Plan



Figure 4b

Map Illustrating Additional Improvements for Grid Alternative and Forecast V/C for Central Indian River County

2035 LRTP Draft Needs Plan



Figure 4c

Map Illustrating Additional Improvements for Grid Alternative and Forecast V/C for South Indian River County

Table 4
2035 LRTP Needs Plan
Removed Roadway Widening Projects

Facility	From	To	Lanes
North County			
US 1	Brevard County Line	CR 512	Widen to 6 lanes
CR 512	CR 510	Roseland Rd	Widen to 6 lanes
CR 512	CR 507	E. of Fellsmere	Widen to 4 lanes
Central County			
Indian River Blvd	US 1/4th Street	20th Street	Widen to 6 lanes
Indian River Blvd	45th Street	53rd Street	Widen to 6 lanes
43rd Avenue	26th Street	49th Street	Widen to 4 lanes
58th Avenue	SR 60	69th Street	Widen to 4 lanes
26th Street	43rd Avenue	82nd Avenue	Widen to 4 lanes
82nd Avenue	SR 60	26th Street	Widen to 4 lanes
SR 60	I-95	98th Avenue	Widen to 6 lanes
South County			
27th Avenue	Oslo Rd	SR 60	Widen to 4 lanes
4th Street	US 1	66th Avenue	Widen to 4 lanes
Old Dixie Highway	Kings Highway	4th Street	Widen to 4 lanes

Next Steps

For facilities still exhibiting deficiencies alternatives to further roadway widening will be considered. These alternatives may include congestion management process techniques and multi-modal improvements such as transit, bicycle and pedestrian facility enhancements. Since the Needs Plan is not financially constrained, an analysis of financial resources consisting of projection of revenues available for transportation improvements along with the estimation of the costs for the proposed needs plan improvements will be performed. Subsequently, community input from a series of public workshops will be evaluated in the development of a preferred set of cost feasible improvements.