

**METROPOLITAN PLANNING ORGANIZATION**  
**TECHNICAL ADVISORY COMMITTEE**

A meeting of the Indian River County (IRC) Metropolitan Planning Organization Technical Advisory Committee (MPOTAC) was held at 10:00 a.m. on Friday, November 19, 2010, in Conference Room "A1-411" in Building "A" of the County Administration Building, 1801 27<sup>th</sup> Street, Vero Beach, Florida.

*Note: Audio and Video of the meeting can be found at <http://www.ircgov.com/Boards/TAC/2010.htm>*

Present were members: **Chairman Jason Nunemaker**, City Manager, City of Fellsmere; **Robert Keating**, IRC Community Development Director; **Chris Mora**, IRC Public Works Director; **Don Dexter**, Public Works and Engineering Director, City of Vero Beach; **Karen Deigl**, Senior Resource Association; **Tykus Holloway** and **Lisa Dykstra**, Florida Department of Transportation (FDOT); **Rebecca Grohall**, Growth Management Director, City of Sebastian; **Mark Shaw**, Town of Indian River Shores; **Jason Brown**, IRC Director of Management and Budget; **Cheri Fitzgerald**, Planning Department, City of Vero Beach; **James Stewart**, IRC Sheriff's Department and **Eric Menger**, Airport Director, City of Vero Beach.

Absent were: **Deb Branwell**, Town Manager, Town of Orchid; **George Millar**, Transportation Director, IRC School Board; **Joseph Griffin**, Sebastian Airport Director; and **Patrick Washington**, Florida Department of Environmental Protection. Please note there is a vacancy for Engineer, City of Sebastian

Also present was IRC staff: **Phil Matson**, MPO Staff Director; **Brian Freeman** MPO Senior Planner and **Misty L. Pursel**, Commissioner Assistant, District 1. Others present: **Antonette P. Adams**, **Gus Schmidt**, **Stacy Miller**, and **Leslie Wetherall**, FDOT; **Ashley** and **Aubrey**, students from Indian River Charter High School.

**Call to Order**

Chairman Nunemaker called the meeting to order at 10:05 a.m. and welcomed guests attending from Indian River Charter High School.

**Approval of Minutes from the October 5, 2010 Joint Meeting of MPO Technical Advisory Committee and the MPO Citizens Advisory Committee Meeting**

**ON MOTION by Mr. Menger, SECONDED by Mr. Keating, the members voted unanimously (13-0) to approve the minutes of the October 5, 2010 Metropolitan Planning Organization Technical Advisory Committee as presented.**

## **Status Report of Other MPO Advisory Committees - No Action Required**

Mr. Phil Matson, MPO Staff Director, reviewed his memorandum dated November 8, 2010, included in the agenda packet and on file in the Commission Office.

## **Review of FDOT Draft Tentative Five Year Work Program for Fiscal Years 2011/12 through 2015/16 – Action Required**

Mr. Matson provided a background summary of the tentative five-year work program, as indicated in his memorandum dated November 8, 2010, included in the agenda packet and on file in the Commission Office. He then introduced Stacy Miller, Director of Planning and Programming, Florida Department of Transportation (FDOT).

Ms. Miller introduced Leslie Wetherell from the Program Management Office and Antonette Adams, Program Manager, District 4. She highlighted key time frames associated with the development of the tentative work program, which would be presented to the MPO on December 8, 2010, as follows:

- In conjunction with Martin and St. Lucie Counties, a public hearing for the tri-county area was scheduled for December 1, 2010, in Ft. Pierce.
- After all the other districts have gone through this process; the information would be combined around the entire state and presented to the public in one generic public hearing through the Florida Transportation Committee, the oversight body.
- Once the program goes from the Florida Transportation Commission and the last final review, it would then go to the Governor's Office and legislature.
- Receipt of budget for at least the first year of the program, 2011/2012 through fiscal year 2015/2016.

Ms. Miller discussed the Status of Key Projects in Indian River County, identified as the first page of Attachment 2 and pointed out the following:

- Priority 1A; US1 from North of Highland Drive to South of Oslo Road, was fully funded for construction next year (advanced from fiscal year 2013 to 2012);
- Priority 1B; US1 from St. Lucie County line to South of Highland Drive, which was not funded in the adopted work program; however, was fully funded for construction in fiscal year 2015.
- Priority 2; 82<sup>nd</sup> Avenue from 26<sup>th</sup> Street to County Road 510 was fully funded for right-of-way acquisition, which, to move forward with the construction,

funding would need to begin accumulating and set aside; with an estimate of approximately \$22 to 23 million.

- State Road 60 from West of Interstate 95 to West of 82<sup>nd</sup> Avenue continued to utilize the funding payback to the County, beginning next year and would continue through the three-year period as originally agreed upon.
- FDOT and the County continues to re-evaluate the use of the participating funds for the enhanced signal system while working through a new state law requiring all expenditures of state funds to have clear and defined scope of work, deliverables and time frames.

Mr. Mora posed the question of those counties who opt out of the participating funding, whether those monies allocated for those counties would be reallocated to those counties participating. Ms. Miller answered doubtfully because the majority of the monies used are District Directed Revenue (DDR), which have to be dedicated to the County the monies were collected in.

- Signal maintenance and operations would continue being the dedicated funding resources for every maintaining agency.

Ms. Miller explained the Strategic Intermodal System (SIS) Corridor Projects was a subset of highways, corridors and facilities such as seaports, airports, etc., that are of a strategic nature to the State of Florida and reported the following:

- Interstate 95, in Indian River County, would be completed for construction within the timeframe of this tentative work program cycle.
- Interstate 95 from the Indian River/St. Lucie County Line to State Road 60 advanced to current year, letting the job in June 2011.
- Interstate 95 from State Road 60 to County Road 512; County Road 512 to Brevard County Line advanced to fiscal year 2015. This project was not previously included in the work program; however, moved up.
- Interstate 95 at Oslo Road interchange has also been moved up, with the preliminary engineering (PE) study beginning in 2011. As a part of the PE study, the Interchange Justification Report (IJR) would be accomplished first. This project had previously been in an outer year of the program when the County had requested it be advanced, with the final design funded in 2015.

Mr. Keating asked when the IJR would start and Ms. Miller responded the consultant would be hired in July 2011, with the first order of business as Phase I, the IJR; and the PE as Phase II.

Ms. Miller explained should the IJR show no justification for the interchange, the remaining PE funds would be moved out of the program to an outer year (probably three years), however; hopefully, be retained in the ten year program.

Mr. Gus Schmidt, FDOT representative, explained there was a meeting about a month ago with Representative Debbie Mayfield, FDOT, and Indian River County, wherein Mr. Matson provided data and traffic numbers which indicated there was a better chance this time around.

Ms. Miller continued with the sidewalk projects as follows:

- A reserved box in fiscal year 2015; awaiting next year's additional sidewalk projects to expend those funds on.
- US Highway 1 continued to be programmed from 37<sup>th</sup> Place to 45<sup>th</sup> Street; going to construction in 2013.

Ms. Miller brought attention to this five-year period; there were only two resurfacing jobs in the County. She mentioned the FDOT, by law, must keep 80% of the facilities at a certain threshold and 20% of those facilities then get resurfaced every year, essentially; however, in the last 5-7 years more resurfacing was needed; approximately 350 lane miles a year.

Ms. Miller said currently the resurfacing program had been cut down by two-thirds, to 120 lane miles. She added road surfaces in this District were in good shape, hitting 97 percent, instead of 80 percent.

Ms. Miller pointed out on the second page of Attachment 2 of the Status of Key Projects in Indian River County, because there was no application made for the County Incentive Grant Program (CIGP), it was not shown on the breakout list of projects; however, there continued to be the Schumann Drive at Barber Street project in Sebastian, which had been deferred to fiscal year 2013 at the request of the County.

Ms. Miller brought attention to two new projects added to the Small County Outreach Programs (SCOP):

- Old Dixie Highway from the North Relief Canal to 71<sup>st</sup> Street; funded for 2014
- Old Dixie Highway from 71<sup>st</sup> Street to County Road 510; funded for 2015.

Ms. Miller reminded the Committee the Transportation Regional Incentive Program (TRIP) resources were shared with Martin and St. Lucie Counties through the Treasure Coast Transportation Council (TCTC) and pointed out the following progress:

- 66<sup>th</sup> Avenue project, from State Road 60 to 41<sup>st</sup> Street, there was split funding during the fiscal years 2012/2013, had now been advanced, wherein all of the funding was now available in 2012

- Two applications for a new regional rail capacity or station improvement projects working with Martin and St. Lucie Counties had been made to receive funding for AMTRAK service and passenger service on the FEC; however, was unsuccessful in receiving those funds. With no indication of future service, the FDOT would be working with the TCTC to determine the viability of these station improvement projects.

Ms. Miller provided a highlight on the Enhancement Program wherein funding of a new project, the Sebastian Greenway from Thunderbird Drive to Kildare had been approved.

Mr. Mora referred to the Citizen's Report, page 5, Job No. 424638, State Road 60/Osceola Boulevard from West of 66<sup>th</sup> Avenue to and 58<sup>th</sup> Avenue resurfacing project, and mentioned this project had been under design for some time, wherein the street lighting funding had recently been removed (approximately a \$300,000 item), leaving a quarter mile gap in corridor lighting on State Road 60, the heaviest traffic volume section in Indian River County. He asked whether there was a way to get the lighting added back into the project as it was funded at one time to be a part of the project, in exchange for the County picking up the maintenance and cost.

Ms. Miller explained due to the revenue shortfalls over the past few years and what the purpose of the resurfacing program was intended to do, FDOT re-evaluated some of what used to be included as standard scope of work on projects and determined the cost could not be afforded anymore. She advised resurfacing costs had skyrocketed, and having had received a certain allocation from the central office each year and with District 4 in the habit of being excessive, which meant MPO attributable funding or district dedicated revenues or any number of other sources had to be reduced and/or scaled down.

Ms. Miller further explained one of those elements which had been cut was lighting and unless there was a safety study indicating lighting was warranted and necessary, the existing lighting system was retained or no lighting system was installed. She said she would review the particulars of this project with the project manager and report back to the Committee.

In response to Mr. Matson's request for more details on when the County could expect, and what would occur on the first piece of Interstate 95, Ms. Miller provided the following information:

- The section from County Line to State Road 60 had been advanced into current year as a design/build project.
- Anticipated letting in either May or June of 2011; however, the design needed to be completed and permits obtained before anything would be actually constructed; possibly in 6 to 8 months, making visual progress seen in 2012.

- Intermittent lane closures are expected, as necessary. FDOT's public information officer would continue to collaborate with the County and inform local community via newspaper and radio announcements, etc. of any necessary lane closures or detours.
- Although it has been prohibited for FDOT to place any language in federally funded project contracts specifying preferences for local staffing, etc., in recent projects, the majority of the staffing has come from the region, hopefully assisting with lowering the local unemployment rate.

**ON MOTION BY Mr. Keating, SECONDED BY Mr. Mora, the members unanimously voted (13-0) to recommend to the Metropolitan Planning Organization to approve the Florida Department of Transportation Draft Tentative Five Year Work Program for Fiscal Years 2011/12 through 2015/16 as presented.**

**Consideration of the Final Indian River County 2035 Long Range Transportation Plan – Summary Report – Action Required**

Mr. Matson, reviewed his memorandum dated November 9, 2010, and gave a PowerPoint presentation, copies of which are on file in the Commission Office.

Mr. Matson reported the Long Range Transportation Needs Plan had been adopted with an eye towards mobility for all modes of transportation that eliminated congestion. He announced the deficiencies were addressed by using the Enhanced Grid Alternative and due to road widening engenders a lot of ill-feelings in the community due to the expense of the condemnation process and because the widening of a roadway in an established community was not the desired outcome from a city planning perspective.

Mr. Matson noted a review was conducted of how many roads could be widened to extend the grid, giving additional alternatives as opposed to widening roadways, and the results indicated the grid could be extended relieving some of the burden; however, a need remained to widen a central core of roadways where people lived and where they travelled. He advised once the need was identified, a financial resource analysis was completed to determine how much money would be available, and what could be done to enhance those revenues, and an affordable plan was created.

Mr. Matson described the revenue forecast, including the second local option gas tax, a controversial element slightly of this plan, which provided about \$565,000,000 across the time horizon of the 2035 plan year. He remarked should all of the needs be planned in any one five-year project planning timeframe, the costs would range from \$600,000,000 to \$900,000,000; indicative of affordability and expenditure issues which required reduction in road projects.

Mr. Matson relayed a set of criteria was established to determine how to reduce the road projects, based somewhat and incorporated thoroughly with the goals, objectives and policies for the plan. He pointed out the plan was then provided to the public in the way of five alternative workshops in May, two cost affordable workshops over the fall of this year and received a total of 500 survey and comment cards, and advertised it for public comment.

Mr. Matson reported very little public comment was received; however, what was received was in support of Alternative "A". He expressed the best approach would be to take the roadways on the core network, add Alternative "A" improvements, and ultimately, in 2035, there would be a roadway network in conjunction with a more robust public transit system with safer bike and pedestrian walking alternatives.

**ON MOTION BY Mr. Keating, SECONDED BY Mr. Brown, the members voted unanimously (13-0) to recommend to the Metropolitan Planning Organization to approve adoption of the 2035 Long Range Transportation Plan.**

**Status Report on Florida High Speed Rail Grant Applications** - *No Action Required*

Mr. Matson reviewed his memorandum dated November 4, 2010, and gave a PowerPoint presentation, copies of which are on file in the Commission Office, outlining

**Other Business**

There were none.

**2011 MPO Meeting Schedule** – *No Action Required*

Mr. Matson referred to MPO and MPO Advisory Committees January – December 2011 Meeting Schedule included in the agenda packet and on file in the Commission Office.

**Comments from the Public**

There were none.

**Adjournment**

There being no further business, the meeting adjourned at 10:57 a.m.