

TECHNICAL ADVISORY COMMITTEE/CITIZENS ADVISORY COMMITTEE
ADOPTED FEBRUARY 7, 2011 MEETING MINUTES
BREVARD COUNTY GOVERNMENT CENTER
2725 JUDGE FRAN JAMIESON WAY
BLDG C, SECOND FLOOR
SPACE COAST ROOM
MELBOURNE, FLORIDA

TAC MEMBERS PRESENT:

Courtney Barker	City of Titusville
Rick Cloutier	Melbourne International Airport
Mike Connors	Brevard Public Schools – Transportation
Lydia Evans	Brevard County Planning & Zoning
George Gaudy	Van Pool Services, Inc
David Greene	City of Cape Canaveral
Sue Hann	City of Palm Bay
Michael Jarusiewicz (Alt.)	City of Rockledge
Jim Liesenfelt	Space Coast Area Transit
Scott Morgan	City of West Melbourne
Kwabena Ofose (Alt.)	City of Palm Bay
Allen Potter	City of Satellite Beach
Howard Ralls	City of Melbourne
Devin Swanson	Brevard County Public Works
Bob Torres	City of Cocoa Beach
Lorena Valencia	Florida Dept of Transportation

CAC MEMBERS PRESENT:

Bob Baugher	BOCC District 2
Sal D’Amato	South Beaches Coalition
Ed Lanni	City of Cocoa
Bob Lawton (Alt.)	Canaveral Port Authority
Clarence Mills	BOCC District 4
Harry Pearson	North Beaches Coalition
Pete Petyk	City of Titusville
James Rosasco	BOCC District 3
Ayn Samuelson	BOCC District 4
Donald Tate	City of Palm Bay

OTHERS PRESENT:

Bob Kamm	TPO Executive Director
Georganna Gillette	SCTPO Staff
Laura Carter	SCTPO Staff
Diana McCartney	SCTPO Staff
Kim Smith	SCTPO Staff
Sue Colas	SCTPO (Spherion)
Steven Bostel	Bostel Consulting, Inc.
Dawn Bittar	City of Palm Bay

Vicki Buckley	Merritt Island
Todd Corwin	City of Melbourne
Tuck Ferrell	Indian Harbor Beach
Colette Jubert	Merritt Island
Ben Kiszkiel	City of Palm Bay
Chad T. Lingeatelter	Trotter Engineering Data Solutions
Jean Perdue	Merritt Island
John Wallace	Merritt Island
Bob Wille	City of Titusville

1. CALL TO ORDER

The meeting was called to order by the TAC Chairman, Ms. Hann, at 10:00 a.m. The Chairman and Vice-Chairman of the CAC were not in attendance, therefore Mr. Mills volunteered to Chair the meeting for the CAC.

2. APPROVAL OF MINUTES – DECEMBER 6, 2010

Motion by TAC Member, Mr. Swanson, second by Mr. Gaudy to approve the Minutes of December 6, 2010. The motion passed unanimously.

Motion by Mr. Baugher, second by Mr. Pearson to concur with the TAC motion. The motion passed unanimously.

The TAC motion passed unanimously.

3. ELECTION OF 2011 TAC AND CAC OFFICERS

Mr. Ralls nominated Ms. Sue Hann as TAC Chair.

Motion by Mr. Ralls, second by Mr. Swanson, to close nominations and elect by acclamation. The motion passed unanimously.

Mr. Ralls nominated Mr. Scott Morgan as TAC Vice Chair.

Motion by Mr. Ralls, second by Mr. Swanson, to close nominations and elect by acclamation. The motion passed unanimously.

Mr. Mills nominated Mr. John DeVivo as CAC Chair.

Motion by Mr. Tate, second by Mr. Baugher, to close nominations and elect by acclamation. The motion passed unanimously.

Mr. Mills nominated Mr. Jim Brown as CAC Vice Chair.

Motion by Mr. Tate, second by Mr. Baugher to close nominations and elect by acclamation. The motion passed unanimously.

4. SPACE COAST TRANSPORTATION PLANNING ORGANIZATION ACTIONS

Mr. Kamm reported on the actions of the Space Coast TPO Board from their December 9, 2010 meeting. The TPO heard a presentation on the proposed projects for inclusion in the upcoming tentative work program that will go into effect beginning July of this year. Mr. Kamm stated that details of the projects will be covered under Item 12 of the agenda.

Mr. Kamm stated that the TPO had adopted a set of policies and procedures, which was the last act necessary to finalize the semi-independence of the TPO.

Mr. Kamm pointed out that we are still dependent upon the county for a number of procedures such as handling of finances and budget materials, payroll, health benefits, etc. but that the TPO had achieved independence at the policy level.

Mr. Kamm continued by stating that the TPO had approved a contract with the University of Florida's Geoplan Center for developing a crash data management system using \$79,000 of Federal SU funds that the TPO has under its program control to pay for development of this project.

The TPO approved the Work Order for the Spaceport Area Infrastructure Analysis, which is underway and should be completed by April.

The TPO approved the Services Agreement with Space Florida for the TPO staff to provide additional technical support to Space Florida.

Mr. Kamm also reported that the TPO had moved their meeting beginning time to 8:30 am to provide better timing to benefit those who are employed or self-employed.

5. BICYCLE/PEDESTRIAN AND TRAILS ADVISORY COMMITTEE REPORT

Ms. Smith reported that on January 20th staff put together a Safe Routes to School Workshop, titled "Student Health and Safety Development Workshop." There were 26 participants including teachers, administrators and the curriculum coordinator from the school district. Covered topics included the Safe Routes to School Program, FeetNotFuel program, the TPO's bicycle/pedestrian education program, and childhood obesity. It was a well-rounded workshop and we received a lot of positive comments.

Ms. Smith reported that on February 4th, a teacher training was conducted through the state approved Florida Traffic and Bicycle Safety Education Program. Sixteen new teachers were certified in the program.

Ms. Smith advised members that the next BPTAC meeting will be February 21st at 6:00 p.m. in the Space Coast room, and all are welcome to come.

Ms. Smith stated that as of January 31st, the FeetNotFuel.com website was being promoted and aired on local cable channels such as Disney, Nick, and Animal Planet. The promotional jingle will air over 700 times throughout the month of February.

Ms. Smith reported that three cities, Titusville, Palm Bay, and West Melbourne have received Safe Routes to School infrastructure funding. Local schools who have received funds for new bicycle racks are Sabal, Surfside, and Ralph Williams.

Ms. Smith also reported on a request by the Brevard County School Board to participate in their re-accreditation which is a compliment to the TPO and the long-standing relationship we have with the school board.

6. CENTRAL FLORIDA MPO ALLIANCE AND MPOAC REPORT

Mr. Kamm reported on items discussed at the quarterly MPO Alliance and MPOAC meetings by stating that a presentation was given at the MPOAC by Federal Highway on a major initiative on the part of the USDOT, EPA and Department of Housing and Urban Development concerning livability. Livability means improving access along highways for all different types of users such as transit, bicycles, pedestrians, elderly, handicapped, etc. Mr. Kamm stated that the Complete Streets Program focuses on this type of approach.

Mr. Kamm reported that transit is a major component of the definition of livability. At the Central Florida MPO Alliance meeting, there was a presentation by each of the transit operators in the Central Florida area on their financial position. There are five different transit operators in Central Florida and every one of them is facing a deficit in operating revenue in the next one to five years.

Mr. Kamm pointed out that there is a major federal emphasis and public appeal and understanding and desire for improved livability in the transportation system, of which transit is a component, and yet transit programs are facing severe financial deficits.

Mr. Kamm reported that the Florida Transportation Commission, a nine member committee appointed by the governor who oversees the FDOT and is comprised of private individuals and business representatives, is concerned about the long-term viability of motor fuel tax as a funding source.

Mr. Kamm stated that as fuel prices go up, people drive less and there is a conversion to more efficient automobiles that use less fuel. The Florida Transportation Commission has taken this as something that the state and the entire country has to address. What is the next generation of funding mechanism for transportation in the broadest sense. The FTC has developed a resolution that requests that the Florida legislature recognize that there is a pending problem and long-term concern.

Ms. Hann stated that the MPOAC Revenue Study Commission is taking up the same issue about how to fund the transportation system into the future.

Ms. Samuelson inquired if the Revenue Study Commission discussed alternative forms of revenue.

Ms. Hann responded that the commission has been focusing on how big the hole is. There has been research by the Center for Urban Transportation Research (CUTR) about capturing the deficit and they are looking at the adopted long-range plans that have been addressed throughout the state with the various TPOs. Not much progress has been made in finding a solution. Subjects that have been discussed both at the federal and state levels are: vehicle miles traveled fees, hybrid systems, rental car fees, and so on.

Ms. Hann continued by stating that at the federal level, Congressman Mica, who is chairing the House Transportation Infrastructure Committee has indicated he hopes to have a bill passed by September 2011 that would set the federal agenda at least for the next six years. Defining at the federal level will help us at the State level to help sort out what our options are.

Mr. Pearson asked what does Brevard County currently levy for each gallon of motor fuel and what is the optional one cent tax. Local governments are currently authorized to levy up to \$.12 on every net gallon of motor fuel.

Mr. Kamm responded that Brevard County currently levies \$.06 per gallon for local option gas tax. There is another \$.06 that can be levied that can be separated into two separate pieces. There is one cent that can be levied on its own. It is called the ninth cent. It does not have to be shared with local governments so the Board of County Commissioners could retain all that. One penny of gas tax in Brevard raises about \$2.5 million a year.

Mr Kamm continued by stating that the remaining \$.05, up to any fraction, can be levied. This system was promulgated several years ago and was called a growth management gas tax to be used to fund projects in a community's capital improvements program. To enact the additional tax requires either a super majority of the county commission, which for Brevard would be 4 out of the 5 commissioners must approve the tax. Or it must go to a referendum in order to approve the tax. The commission over the past 15 years have been reluctant to approve within the board or put it out in referendum because they have to balance the amount of revenue that is raised against the political view of raising taxes.

Mr. Kamm stated that gas tax levies have very little to do with the level of congestion in an area. Orange county has much more congestion and are still only levying \$.06.

Mr. Tate asked if the Federal government doubled their rate, how would that affect the local option?

Mr. Kamm responded that it would likely make it more difficult to enact because it would be yet another tax.

Mr. Kamm stated that another use for the local option gas tax is that it can be used for transit and for transit operating. When the TPO was discussing the SCAT long term financial condition, using some of the local option tax right off the top was discussed as one of the funding options.

Mr. Tate commented that as fuel prices increase, we find alternative modes of transportation. The taste for raising taxes is the real problem. There is less and less money going into the infrastructure so it has to be addressed or there is no infrastructure. In the meantime, the heavier the traffic gets, the more we are going to get on our bicycles and the more walking we are going to do.

Ms. Samuelson commented that this is not just a political decision but also requires an understanding of the community we are in. Lots of people are out of work and the need is pressing. We are in difficult economic times. There is a cost/benefit issue with taxes. Someone pays and someone benefits from a tax and there is no tax that is tolerable right now.

7. TRANSPORTATION DISADVANTAGED LOCAL COORDINATING BOARD REPORT.

Mr. Liesenfelt reported on the TDLCB and stated that this is a required advisory board for any county that receives Transportation Disadvantaged Funding. Members are selected by the TPO.

Mr. Liesenfelt continued by stating that there were two major actions taken at the boards December 13th meeting. The first was to ask the legislature for help. Volunteers in Motion is funded through the Community Care for the elderly. The legislature declared most of its funding ineligible for transportation. We will be asking that decision be reversed.

Mr. Liesenfelt reported that the second action the local coordinating board made was to begin the process of designating the Space Coast Area Transit as the Community Transportation Coordinator. Each county under the Transportation Disadvantaged Program must have a Community Transportation Coordinator. SCAT has served as the CTC since 1979. Our objective is to coordinate State and Federal money to avoid duplication.

Mr. Liesenfelt stated that ridership is up 8% for the last fiscal year which ended September 2010. A total of 2.25 million passenger trips on the entire system were made, which includes fixed route buses, vans, and the summer program with the school board. The year before there were about 2 million trips.

8. ORLANDO-ORANGE COUNTY EXPRESSWAY AUTHORITY, SR 528 UPDATE, OOCEA STAFF

Ms. Mikeish stated that in response to calls from Brevard county and at the request of the TPO, this presentation was to provide a status on activities occurring on the SR 528 -Beachline.

Ms. Mikeish explained that the Expressway Authority operates 23 miles of the Beachline, FDOT owns 9 miles, Florida Turnpike Enterprise owns 8 miles from I-4 to south of McCoy Rd, the OOCEA owns from McCoy to SR 520, and FDOT owns from SR 520 to the coast.

Ms. Mikeish reported that the Dallas Road Project has a toll equity issue around SR 528, therefore the construction currently in progress is for a new toll plaza which will be called the 528 Dallas Toll Plaza. It will split the tolls between the current 528 mainline plaza and dallas mainline plaza. Users who get off at ICP pay more than others who ride the entire system. The construction started in June 2010 and will be completed around 2012 .

Ms. Mikeish stated that another project is the airport express lane plaza. It will be a split plaza to implement express lanes at the airport. Construction will begin in 2012 and will take 18 months to complete.

Contact information: Expressway Authority, 4974 Orlando Tower Rd, Orlando, FL 32807 Phone: 407-690-5000 Email: info@oocea.com

Ms. Mikeish also reported that they are making improvements to the Dallas interchange. The footprint will stay the same but the project will widen the on and off ramps. There will also be Express lanes on the on/off ramps.

Mr. Petyk asked if there are any plans for the 408 to the East-West expressway.

Ms. Mikeish replied that they do not have any plans in the next 5-years.

Mr. Kamm commented that tolls must eventually pay for the project and any expansion. There is no easy way now to extend the East/West Expressway to the west due to the areas that were once vacant now being developed. It makes it impossible for the tolls to pay for that kind of construction. There are ideas that look good but to implement them is too difficult.

Mr. Ralls inquired about the number of users of the OOCEA toll roads, how many pay cash at the tolls?

Ms. Mikeish replied that it is a very low number. The Florida Turnpike is going cashless, however the OOCEA has no plan to do so because we live in a tourist area and not everyone will have transponders.

Mr. Baugher stated that in the past Commissioner Randy O'Brien said there was a revenue sharing with Brevard county.

Mr. Kamm replied that is true. In order to fund the SR 520 widening, .25 of the \$1.50 toll was bonded and was used to front end the widening. The SR 528 section from 520 to I-95 is still a toll road that is maintained by the FDOT. When the bond commitment is retired, there is accumulated maintenance that will then need to be paid with the toll.

9. LEGISLATIVE ISSUES

Mr. Bob Kamm reported that since the December meeting, there have been many changes which include a new governor who is presenting his budget to the Florida Legislature, and Mr. Doug Callaway was appointed Chairman of the transition team for transportation.

Mr. Kamm continued by explaining that FDOT Secretary Stephanie Kopelousos will stay on until another transportation secretary is selected. Out of the many applications they received, the short list has only nine candidates. They will be interviewed and three finalists will be selected. Governor Scott will then select one out of the three. There will be a new Secretary selected by the end of March.

Mr. Kamm said that today the Governor is submitting his budget to the house. Staff is closed-mouthed at present. High level strategies have been discussed but nothing specific.

Mr. Kamm stated with regard to Amtrak: FDOT has included in their department budget to the governor \$118 million for Amtrak. This is about 50% of what is needed to get service up and running – to build the stations, to rehab the rail, etc. Amtrak has a 50-50 matching program to help states establish service. It seems the budget item is boxed to fit that scenario.

Mr. Kamm reported that the state is in a \$3.5 billion deficit. The budget will be balanced against the deficit and this will affect long-term funding. A budget has to be adopted by the end of April.

Mr. Kamm stated that there is also a reworking of the Growth Management Act. Senate Bill 360 (passed two years ago) faced many court challenges. One being that it violated single topic rule. There were three topics in the bill so it has now been split into three separate bills. The unfunded mandate issue will have to be worked out and we will see what happens.

Mr. Kamm reported that the third issue is the new Congress in Washington DC. An action was taken the first day in early January where the house adopted a set of rules that took away the guarantee to have multi-year funding. The Transportation Department has had multi-year funding since 1998. Now the Federal transportation budget will be established from year to year.

Mr. Kamm stated that this leaves uncertainty since the House originates all money bills. Some say it allows the House to raid the Federal trust fund and use it on other projects. The House promised a cut

of \$100 billion in spending. So there were fears that money would be diverted from the trust fund. Representative Mica, Chairman of the committee, has assured it will not happen. There is transition uncertainty at the State and Federal levels.

Mr. Ralls asked why is Florida a doner state?

Ms. Hann responded saying that there is legislation that guarantees that every state gets \$.90 for every federal gas-tax dollar it sends. Earmarks and discretionary programs which are not part of the regular funding program, puts that down to \$.87.

Mr. Rosasco inquired if we see reductions in the collectin of gas tax, would the Federal government consider any subsidizing.

Ms. Hann responded that Representative Mica said they would not be raising the federal gas tax. So there will be no new federal resources. He emphasized more efficient use of federal resources rather than new resources. The Federal Highway Administration has embarked upon a program called Every Day Counts. This is something the cities represented in this room might be interested in. There will be expediting of processes and Chairman Mica talked about streamlining the Federal process for executing transportation projects with Federal money.

Ms. Hann went on to state that the American Public Works Administration and the American Association of State Highway and Transportation Officials, we're trying to talk to our legislators about how to streamline using Federal funds at the local level. Anyone who has attempted to use Federal funds for a local project understands how the complications can make the value of the funds questionable.

10. APPROVAL RE: WORK ORDER 11-06K, 2010 STATE OF THE SYSTEM

Ms. Carter reported that annually, the TPO develops a State of the System (SOS) Report that tracks the transportation system trends and conditions in Brevard county. The report provides socioeconomic trends, and use of transit, as well as providing corridor segment rankings that are used as the technical resource for developing project priorities. For this years report we plan to use the Growth Management Subcommittee to help identify what new measures should be integrated into the rankings. The new measures are needed to integrate the goals of the Long Range Transportation Plan into our planning process that will result in appropriate projects being funded in our Transportation Improvement Program. We are moving forward to a more performance-based program. Areas of measurement that we will be looking at include safety, economic vitality, and other factors such as complete streets. This will be a multi-year improvement. Some items will be implemented this year and some next year.

Mr. Kamm stated that the goals and objectives from our long-range plan will be included. This will take a number of committee meetings over the summer. Complete Streets will also be included.

Mr. Rosasco asked for clarification on some acronyms and data sources referenced in the scope of work.

Mr. Kamm replied that corrections and clarifications would be made to the final work order.

Motion by Mr. Cloutier, second by Mr. Swanson to recommend approval of Work Order 11-06K, 2010 State of the System.

Motion by Mr. Baugher, second by Mr. Tate, to concur with the TAC motion. The motion passed unanimously.

The TAC motion passed unanimously.

11. APPROVAL RESOLUTION 11-17, RE: ENDORSEMENT OF PROGRAMMING ACTIONS

Mr. Kamm stated that the the City of Palm Bay has requested the TPO consider a Resolution endorsing programming actions included in FDOTs Tentative Work Program.

Mr. Kamm reported that the current Tentative Work program has an unprecedented amount of funding under the control of the TPO and the State for the Strategic Intermodal System (SIS) and District funds.

Mr. Kamm stated that previously we have talked about budget cuts. However, we suddenly find ourselves with money available to program. Projects that were high priced have ended up costing less and are being completed under budget. Another issue is that Federal Highway can impose the recession rule, which says that any money that is not committed to a project, can go back. In order to prevent the possibility of having to return any unspent funds, FDOT bundled up the extra money from low-bid projects and moved the money into FY12.

Mr. Kamm also pointed out that stimulus funds were used to pay for projects that were construction ready. This meant that projects that were ready to go were given money ahead of time and ended up being moved forward. For example, I-95 from Malabar Road to Indian County line was scheduled for 2019 and was moved to 2012 (July) in order to keep the money.

Mr. Kamm stated that the TPO and FDOT staff used priority projects as a guide to identify which projects to fund with the \$20 million in SU funding. Normally we have about \$7.5 million. The revised attachment to the resolution reflects the funded projects in the tentative work program as of Jan 31st, when the work program is locked down and no additional changes can be made. The attachment shows that almost all projects that were on our priority list now have a phase funded.

Mr. Kamm highlighted some of the projects on the list, including Apollo Blvd Extension, the St. Johns Heritage Parkway and Space Florida making a special note that this is the first time the Department has programmed funding for Space Florida.

Mr. Mills, Mr. Kamm, Mr. Ralls, Mr. Wille and Ms. Hann all discussed the importance of the Apollo Extension, its history and the amount of time it has been a priority.

Mr. Kamm then went on to recognize the cooperation with the District noting that staff had to make decisions on short order and everyone followed the priorities as closely as possible.

Ms. Hann expressed her gratitude to the Department and the TPO and county staff to come up with a funding plan for the Parkway. The city will be able to build the entire section from Malabar to Emerson including the connections at Emerson and Pace. Construction can begin late this summer.

Mr. Ralls inquired about Complete Streets and what will be the process for approval and distribution of the funds.

Mr. Kamm replied that there is a reminder about the upcoming workshop on Complete Streets under staff report.

Mr. Kamm stated that if projects are submitted by agencies and evaluated, and we go through a competitive process, there first has to be an understanding of what the Complete Streets Program is. There will be a need for training, examples, templates, and committees. Complete Street projects are still open for discussion.

Mr. Ferrell provided public comment by expressing his appreciation for the comments by Mr. Kamm regarding programming the funds, including the Parkway, which will bring employment into the area.

Motion by Mr. Swanson, second by Mr. Cloutier to recommend approval of Resolution 11-17, Endorsement of Programming Actions with revised attachment.

Motion by Mr. Baugher, second by Mr. Pearson, to concur with the TAC motion. The motion passed unanimously.

The TAC motion passed unanimously.

12. PROJECT PRIORITIES AND PROGRAMMING PROCEDURES, FDOT DISTRICT 5 STAFF

Ms. Valencia reported that this past programming cycle, the DOT eliminated all the priorities on the TPO's priority list. The Department is now asking that the TPO amend its priority list so the DOT will have new projects to fund when funding becomes available. We are now required to spend any money from low bids within 90 days of when funds are released.

Mr. Kamm stated that he has included a form in the agenda packet that includes phases.

Mr. Kamm then asked Ms. Valencia if she could explain the format the District prefers. We are now talking about funding projects as well as phases.

Ms. Valencia responded that we are not asking to change the way the priority list is created. We are asking you to provide us with information as outlined in the spreadsheet. We are asking for your priority lists for PD&E, what are your priority lists for right-of-way, design, construction.

Ms. Valencia continued by explaining that we have different funding sources, some for right-of-way, and some for PD&E. If we have your priority list and funding becomes available, we know what your number one priority is for right-of-way or for PD&E.

Mr. Kamm asked Ms. Valencia to explain what is meant by a project being "Ready to go."

Ms. Valencia responded that means the project is ready for programming immediately. The criteria are that the project has a scope, schedule, and cost estimate already done.

Mr. Kamm asked how does a local agency prepare cost estimates on a federal aid job on a state highway.

Ms. Valencia responded that when you submit your scope, you must define the limits and what type of project it is such as widening, resurfacing, sidewalks. You need to clearly tell the state what you want

funded. That way, if you need our help to define the cost estimate, we can ask our cost estimate department to help you cost the job out.

Ms. Valencia continued by stating that now, when I make the call to ask if the job is ready, you can say yes. There may be projects that you want done in an earlier year and a higher priority. If the project is ready the county or city can take the lead on the job.

Mr. Morgan commented on bids coming in low and the need to reprogram those funds within 90 days. Would the County get some rehab jobs done so they are ready to respond to a fast time-frame? High maintenance road projects can be ready for funding. Maybe rehab and maintenance type projects are the only way to use those funds on such short notice.

Ms. Hann asked if a task team be developed with TPO and DOT along with representatives from local governments who want to discuss this issue can meet to discuss the process and how to best address this issue.

Ms. Hann went on to state that you may end up with a list of resurfacing projects that are ready in 30 days, SIS projects, enhancements and possibly even addressing SU funded projects. We need to define the process and the rules.

Mr. Ralls inquired if this is a matter or reprioritizing projects that are already defined in the work program or is it an opportunity for local governments to add a project that is shovel ready.

Ms. Valencia stated that whatever is in the work program now is funded. The priority list we are asking to amend is the one you do not currently have because we programmed all the projects during this work program cycle. There are only two projects left on the priority list, SR 528 and US 192.

Mr. Kamm stated that those projects are just beginning and will have supplemental phases. We have the Parkway between right-of-way and construction in Palm Bay.

Mr. Kamm continued by saying that we have a PD&E coming up on Malabar Road between Babcock and US1. To get a PD&E approved, you have to have design programmed.

Ms. Valencia stated that we have an adopted long-range transportation plan which has all the projects we need and that can be amended at any time to add projects.

Ms. Hann asked if you are looking for something that is shovel-ready in 30 days, some of us might want to have resurfacing projects on the list.

Ms. Barker stated that this is a big issue and she would like to be on that task force. Growth management versus road construction is a big issue.

Ms. Hann asked Ms. Valencia, if we need the modal agencies involved. Does this involve transit or airports? Ms. Valencia responded that it is highway issue.

Ms. Hann recommended that we establish a task force with invitations to the municipalities and county governments to work with the DOT and TPO staff to develop a process by which priorities are established in conjunction with the DOT's programming needs.

Motion by Mr. Cloutier, second by Mr. Jarusiewicz to recommend the TPO form a working group composed of appropriate city, County, TPO and FDOT staff to develop a recommended procedure to identify TPO funding priorities and to present the recommendations to the TPO as soon as possible.

Motion by Mr. Tate, second by Mr. Baugher to concur with the TAC motion. The motion passed unanimously.

The TAC motion passed unanimously.

13. STAFF REPORT

Mr. Kamm reported that the updated calendar in the package reflects the TPO's change in start time from 9:00 a.m. to 8:30 a.m. No other changes were made to the calendar.

Mr. Kamm stated that there is a Complete Streets Workshop on February 28th at the Melbourne Chamber of Commerce on Strawbridge and US1. Attendance is open for the first hour.

Ms. Hann inquired if there would be an opportunity to have their trainers facilitate a second workshop.

Mr. Kamm responded that we have been working on setting this up for six months and not sure of the availability of their trainers.

Ms. Samuelson asked for an update on the A1A sidewalk.

Ms. Gillette responded that she would follow-up with Public Works and provide an update.

14. LOCAL GOVERNMENT REPORTS

Mr. Morgan reported that West Melbourne has a contract to extend Henry to Dairy. This will provide some relief on US 192 and will hopefully pull off enough traffic to make US192 run better.

Mr. Kamm reported on progress the County has been making in obtaining right-of-way for the County's section of the Parkway. Issues with the Platt Ranch have been worked out and the parcel should be obtained by March. This would leave two remaining parcels that have to be traversed to get to US 192 from where the Palm Bay portion ends near Emerson.

15. FLORIDA DEPARTMENT OF TRANSPORTATION REPORT

Ms Valencia reported on various projects throughout the County. Project updates along with when intermittent lane closures would be taking place were reported for: I-95 from north of Palm Bay Rd to SR 519; Max Brewer Bridge; US1 between Garden and Grace Streets in Titusville; I-95 from Malabar Rd to Palm Bay Rd; Wickam Road realignment at NASA and Ellis; and SR3 and SR 528 bridge repair.

Mr. Kamm reported that the contract for the widening of I-95 from SR528 to SR406 was let and construction should be starting soon.

16. CORRESPONDENCE

No discussion occurred on this item.

17. PUBLIC COMMENT

Ms. Hann received a speaker card from Ms. Perdue, however Ms. Buckley replied that she had to leave.

Ms. Buckley, a representative of the South Tropical Trail Safety Committee spoke to the committee members about a safety issue along South Tropical Trail.

Ms. Buckley reported that in the past month there have been two deaths near the area of South Tropical Trail and Pineda Causeway.

Ms. Buckley stated that the area's homeowners are seeking help to make this roadway safe for everyone. There is no sidewalk, foliage grows to the edge of the road and the road is falling away.

Ms. Buckley stated that in the past, we have met with government officials and all we got was a little yellow sign that says "Share the Road." We would like a motorized gate or a speed hump or a flashing speed sign to slow down the traffic. We need a solution.

Mr. Kamm asked if Ms. Buckley had met with Commissioner Nelson recently, and stated that a meeting would be appropriate and that TPO staff could help arrange that.

Mr. Kamm stated that this issue has been discussed many times. There were some plans designed for a sidewalk, but there is no additional land in public ownership on either side of the roadway. It required easement by the property owners, which many would not do.

Mr. Kamm continued by saying that a meeting with Commissioner Nelson and Ms. Buckley's group would be arranged to understand the limits and peculiarities of this situation.

No additional request for public comment was heard.

18. ADJOURN

There being no further discussion, the meeting adjourned at 12:15 p.m.