

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

TAC MEMBERS PRESENT:

Rick Cloutier	Melbourne Airport Authority
Mike Connors	Brevard Public Schools – Transportation
Lydia Evans	Brevard County Planning & Zoning
George Gaudy	Van Pool Services, Inc
Sue Hann	City of Palm Bay
Richard Hood	Town of Grant Valkaria
Michael Jarusiewicz (Alt.)	City of Rockledge
Jim Liesenfelt	Space Coast Area Transit
Scott Morgan	City of West Melbourne
Kwabena Oforu (Alt.)	City of Palm Bay
Linsley Pietsch	Space Florida
Howard Ralls	City of Melbourne
Lorena Valencia	Florida Dept of Transportation
Ed Wegerif	City of Cocoa
Todd Corwin (Alt.)	City of Melbourne

CAC MEMBERS PRESENT:

Jim Brown	City of Melbourne
Rodney Honeycutt	BOCC District 1
Bob Klaproth	City of Melbourne
Benjamin Kiszkiel	City of Palm Bay
Ed Lanni	City of Cocoa
Bob Lawton	Canaveral Port Authority
Clarence Mills	BOCC District 4
Harry Pearson	North Beaches Coalition
Bob Wille	City of Titusville
Milo Zonka	BOCC District 5
James Rosasco	BOCC District 3
Ayn Samuelson	BOCC District 4

OTHERS PRESENT:

Bob Kamm	TPO Executive Director
Georganna Gillette	SCTPO Staff
Laura Carter	SCTPO Staff
Diana McCartney	SCTPO Staff
Leigh Holt	SCTPO Staff
Kim Smith	SCTPO Staff
Sue Colas	SCTPO (Spherion)

Steven Bostel	Bostel Consulting, Inc.
Jill Liles	City of West Melbourne
Tami Gillen	City of Melbourne
Jenni Lamb	City of Melbourne / SRTS University Park Elementary
Mary Raulerson	Kittelson and Associates
Rob Strong	City of Cocoa Beach
Wendy Ellis	Space Coast Advertising
John Pavlakos	DRTV

1. CALL TO ORDER

TAC Chairman, Ms. Hann called the meeting to order at 10:00 a.m.

2. APPROVAL OF MINUTES – FEBRUARY 7, 2011

Motion by Mr. Cloutier, second by Mr. Gaudy to approve the minutes of February 7, 2011.

Motion by Mr. Wille, second by Mr. Pearson to concur with the TAC motion. Hearing no objections the motion passed unanimously.

The TAC motion passed unanimously.

3. SPACE COAST TRANSPORTATION PLANNING ORGANIZATION ACTIONS

Mr. Kamm reported on the actions taken by the TPO at their February 10, 2011 meeting. The TPO endorsed the programming of the TPO's SU funds as included in the DOT's Tentative Work Program.

Mr. Kamm stated that election of officers was held and Mayor Schultz was re-elected as Chairman, Councilwoman Meehan was elected as Vice-Chair; Councilwoman Stephanie Ely was elected Secretary, and the two At-Large Members on the Executive Committee remain, Commissioner Nelson and Mayor Randels.

Mr. Kamm reported that George Lovett, District 5 Director of Program Development made a presentation on upcoming changes to how projects and priorities will be handled by the district based on low-bid money that may become available.

Mr. Kamm stated that Mr. Lovett impressed upon the members the need for the TPO to identify new priorities because so many of their previous priorities have been addressed. He also reported that we need to develop priorities for other areas such as traffic operations and sidewalks, so that the Department can program any available funds as soon they become available.

Mr. Kamm reported the TPO implemented the recommendation from the TAC/CAC to create a steering committee or task team to discuss and develop a new priority list. Mr. Kamm reported that this committee conducted its first meeting which was one of orientation so all the participants would have a common understanding of the request that the Department has made. The committee's second meeting will be held this Friday, March 11, at which time the committee will begin to discuss projects in more detail.

Mr. Kamm reported that a motion was made and approved to move the TPO meeting start time back to 9:00 am as many members found it difficult to calculate arrival time with morning and school traffic.

4. BICYCLE/PEDESTRIAN AND TRAILS ADVISORY COMMITTEE REPORT

Ms. Smith reported that the BPTAC last met on February 21st at which time they voted to send a letter to the Office of Greenways and Trails, a division of the Florida Department of Environmental Protection, in support of a grant application request for the C37 Canal Trail in the City of Palm Bay. The BPTAC requested that the TPO also endorse this project.

Ms. Smith reported that the BPTAC discussed access on the Pineda Causeway for bicyclist and would like for the Pineda Causeway to be considered as one of the State pilot locations allowing bicyclist on limited access facilities. Ms. Holt will provide further information on this program under Legislative Issues.

Ms. Smith announced that the annual Bicycle/Pedestrian and Trails Committee recognition awards will be presented at the TPO meeting on Thursday, March 10, 2011. Award recipients include:

Outstanding Educational Accomplishments – Leslie Walters, Croton Elementary
 Outstanding Accomplishments in Enforcement – Rockledge Police Department
 Outstanding Planning and Encouragement – Mayor JimTulley, City of Titusville
 Community Partnership – Dee Dicapua and Brevard Public Schools Transportation Services
 Outstanding Accomplishments in Engineering – Rodney Honeycutt, Honeycutt & Associates
 Lifetime Achievement Award – Barbara Meyer

Ms. Smith also reported on the early success of the FeetNotFuel program and stated that we are receiving great feedback and increased usage of the website with the advertising campaign conducted throughout the month of February on Bright House cable television.

Mr. Smith stated that the next meeting of the BPTAC will be April 25th.

5. LEGISLATIVE ISSUES

Ms. Holt reviewed the status of the TPO's legislative issues. The TPO's first priority was to protect the State Transportation Trust Fund and second was to revise the transportation funding policy.

Ms. Holt reported that there were two major bills recently filed. Ms. Holt stated that one of them reads "redirect funds in the State Transportation Trust Fund and portions of amounts contracted for construction projects." Ms. Holt stated that the bill then specifically states that low bid money will go to a State Infrastructure Bank Selection Committee to be managed by the Trade Infrastructure Investment Steering Committee which will be appointed by the Governor and the legislature.

Ms. Holt continued by explaining the second bill which directs the Secretary of Transportation to create an Assistant Secretary position for Economic Development and that person will be the liaison with the Governor's office and will have exemptions for SIS funding. Specifically, they address trade routes to expand opportunities to move goods and services via the Panama Canal. There are 10 to 12 criteria on how those funds can be managed or spent.

Ms. Holt also noted that the bill had no mention of Spaceports so they will have to be included in the economic development activities. Ms. Holt stated that the second bill also requires amendments to local comprehensive plans to include transportation economic development, which could be an unfunded mandate.

Ms. Holt went on to state that there is another bill entitled: "Relating to Local Option Fuel Taxes" that revises the definition of transportation expenditures and restricts the use of local option fuel taxes by counties and municipalities.

Ms. Holt continued by stating that there are identical companion bills to these mentioned which will allow them to be moved fairly quickly. The first two bills were filed by Senator Jeremy Ring, a democrat who chairs one of the committees where the bills will be heard and the third bill was filed by Rep. Lake Ray who is a very conservative republican out of Jacksonville.

Ms. Holt reported on the status of rail and stated that although high-speed rail is no longer viable, the Flagler Line - the Jacksonville to Miami Amtrak FEC line, still has \$118 million in the budget.

Ms. Holt reported that for the first time ever, there are space infrastructure projects in the Work Program. A total of \$322,000 in this fiscal year and \$15 million in the next fiscal year. A spaceport is a SIS designated project so it doesn't compete with any local roads or local funding but it does compete with seaports and major roads. They are working to develop a system to institutionalize the process for spaceport projects to access additional funds in the future.

Mr. Wille inquired if the funds for spaceports was a recurring fund or is it a one-time funding.

Ms. Holt responded by explaining that the \$15 million would not be recurring annually but there would be individual projects that would be funded with the \$15 million. Spaceport projects would be submitted just like road projects, through the TPO's prioritization process.

Ms. Holt commented that the statewide airport plan includes local airport projects, and a statewide spaceport plan would include Kennedy Space Center (KSC). Since KSC is in within this TPO's jurisdiction, projects for KSC would go forward through the TPO's TIP.

Ms. Pietsch agreed with Ms. Holt and added that spaceports are required to go through their local jurisdictions with project priorities and it is the same process as used by seaports. Ms. Pietsch directed the committee members to the website, spaceport.gov which provides information on Space Florida, its project priorities and master plan and adjustments being made to meet demands of funding.

Ms. Holt reported on the priority of supporting the Kennedy Space Center Sea Loop Trail and has received permission to move forward with design. The Sea Loop Trail will connect to the Rail Trail making a 40 mile loop through downtown Titusville, across the Max Brewer Bridge to Kennedy Space Center. This will be the only bike/pedestrian trail that goes through the space center.

Ms. Holt reported on a request from the Bicycle/Pedestrian and Trails Advisory Committee asking the TPO to transmit a letter to the legislative delegation supporting the provision of bicycle access on limited access bridges. The Florida Bicycle Association has been working on this for several years and FDOT is working on a pilot program in which three bridges will be selected statewide to allow biking across their bridges.

Ms. Holt said she has been in contact with Senator Haridopolos' staff in Tallahassee and they are working to make the Pineda Causeway one of the three pilot locations.

Ms. Hann asked for the bill numbers for the legislative bills discussed. Ms. Holt provided bill number 1716 for Transportation Project Funding, 1718 is the Infrastructure Investment Act that creates the steering committee and the Bank Selection Committee and 1768 is the one that deals with Local Option Fuel Taxes.

Ms. Hann asked if legislation is required for the pilot project for bike access on limited access facilities.

Ms. Holt replied that it is not necessary, it is a FDOT policy.

Ms. Samuelson asked if the speed limit would be lowered if bikes were allowed on the Pineda Causeway. Automobiles are traveling as fast as 60 mph, maybe a 45 mph speed limit could be instituted when bikes are added into the equation.

Ms. Holt responded that FDOT has identified safety issues and there will be a cost involved in making bridges accessible. There would be cost involved in providing bike lanes, possibly railing and some signage to make it safe and looking at the speed limit is certainly one of those items.

Mr. Rosasco stated that he did not support a move to lower the speed on Pineda Causeway. Traffic on a major artery that connects to I-95 should not be reduced from 55 mph to 45 mph.

Mr. Pearson noted that he has observed bicycles using the Pineda Causeway now.

Ms. Holt confirmed that bikes do use the causeway but that it is illegal and carries a \$250.00 fine.

Mr. Kamm stated that comments from the cycling community are that the east/west connectors across the rivers are limited and having access to the Pineda Causeway would be a great benefit.

Ms Hann agreed that there are limited choices and it makes the Pineda desirable since there are so few choices.

Ms. Smith added that although it is illegal for bikes to cross the Pineda, groups are given permission routinely to legally utilize the facilities for special events.

Mr. Zonka asked about the rail issue and the Governor's plan to divert \$77 million to fund the Port of Miami dredging project. That money has to come from somewhere. We have Port Canaveral and typically get our funding through earmarks that are no longer coming from the Federal government. Option A is still the Amtrak project but maybe Option B should be preserving those funds for Port Canaveral.

Ms. Holt replied that they will be maintaining the priority of keeping the money in the budget for the Amtrak line. This issue was only brought up last week and the Governor has not yet weighed in on the Amtrak line.

Mr. Kamm added that the \$118 million amount is a line-item within the FDOT budget, not a separate appropriation. The budget was submitted to the Governor's office in January, reviewed and sent on to the legislature early in February as part of the Governor's budgetary package.

6. APPROVAL RESOLUTION 11-18, RE: AMENDMENTS TO THE FY 2011 THROUGH FY 2015 TRANSPORTATION IMPROVEMENT PROGRAM

Ms. Valencia reported on the requested amendment to the TIP. The first project, the Traffic Crash Location System Project needs to be included in the TIP so the contract can be executed.

Ms. Valencia explained the second project amendment to the TIP is to move unspent design funds from the US 1 widening Segment 1 from Rosa Jones to Pine Street to the US 1 Segment 2, north of Pine Street to north of Cidco Road. This amendment is not adding a project, only moving funds.

Ms. Hann asked for clarification that the TIP from December showed only \$550,000 on Segment 1 of this project. Where is the other \$300,000 coming from? Ms. Hann also commented that when there is an amendment such as this, the documentation should show where the funds are coming from.

Ms. Hann indicated that the resolution amendment is written that a project is being added and it should be revised to reflect the movement of funds.

Mr. Kamm stated that staff will clarify and correct these wording problems before the TPO meeting on Thursday. The work program version that Ms. Hann has from December 10th has \$500,000 in the Segment 1 project and the request is to move more than that.

Ms. Valencia explained that the extra funds are a combination of DS and SU money.

Mr Kamm asked that the amounts be broken out into DS and SU money to clarify.

Ms. Hann explained to new members that the first item for the Traffic Crash Location System project was already approved but it was just a technical correction that needed to take place in order to move forward with the project.

Motion by Mr. Hood, second by Mr. Ralls to recommend approval of Resolution 11-18 to be modified to clarify the actual funding sources and the amounts moving from one project to another relative to the US 1 project and including the Traffic Crash Location System additional project.

Motion by Mr. Wille, second by Mr. Zonka to concur with the TAC motion. Hearing no objections the motion passed unanimously.

The TAC motion passed unanimously.

7. ENDORSEMENT RE: CITY OF MELBOURNE SAFE ROUTES TO SCHOOL APPLICATION.

Ms. Lamb gave a presentation showing the proposal the City of Melbourne will be submitting for Safe Routes to School infrastructure funding. If awarded, these grant funds would be used to fill in sidewalk gaps in the neighborhood areas around University Park Elementary and Sherwood Park Elementary. This will make it easier for students who live within a two mile radius of the school to

walk and bike to school. Students living within that two mile radius are currently provided courtesy bussing by the school board but that is due to be discontinued either this year or next.

Ms. Lamb estimated construction cost to be about \$550,000, and asked the TPO to endorse the Melbourne Safe Routes to School application for a grant in the amount of \$50,000 for engineering and \$500,000 the subsequent year for construction.

Mr. Kamm stated that the way LAP agreements are worded, that if a grant asks for \$550,000, that is all you get and any overage is taken on by the city.

Mr. Ralls asked how the safe routes committee established for this grant interacted with the schools.

Ms. Lamb explained that University Park Elementary was very active and excited about the project. The City was also trying to provide better routes to Sherwood Park Elementary off Post Road, however the timing and support from that school was not as proactive and they hope to work on a project in that area soon.

Mr. Kamm commented on the suggestion that courtesy bussing of students less than two miles from the schools will cease and asked if there is documentation regarding discontinuation or is it only a possibility.

Ms. Lamb indicated that it was a possibility and the school had been notified that it may be losing one or two routes. The notification also indicated that even if the courtesy bussing was maintained next year, it will not be funded the following year.

Mr. Connors from the Brevard Schools Transportation Department added that everything is up for discussion as the school board is facing a very tight budget and they receive no state money for courtesy busses.

Mr. Zonka stated that he couldn't quite tell from the maps if the Country Club area would benefit from this project and the FIT area.

Ms. Lamb answered that the project is north of the FIT campus. It will be north of Edgewood Drive, however the thought was if they could get this sidewalk in now as part of this program that maybe a city project in the future would be to extend it down south of Edgewood Drive and by the FIT campus.

Motion by Mr. Morgan, second by Mr. Ralls, to endorse the Melbourne Safe Routes to School grant application.

Motion by Mr. Zonka and second by Mr. Brown to endorse the Melbourne Safe Routes to School grant application. Hearing no objection the motion passed unanimously.

The TAC motion passed unanimously.

8. APPROVAL RE: REQUEST FOR FDOT TO CHANGE RAIL-TRAIL IMPLEMENTATION TO DESIGN-BUILD

Ms. Holt explained that there is \$1.5 million for the design of the Rail-Trail in the next fiscal year, and two years beyond that is \$3 million for construction. Ms. Holt stated that staff is working with DOT to

see if it is possible to change the plan to design-build and are seeking approval from the TAC/CAC and TPO to move forward with this concept. \$1.5 million would be spent on designing and building of the urban part of the trail from downtown Titusville up to Glenn Road through the most populated part of the trail area. Then two years later, the \$3 million would go towards the next segment of the trail. That would give us a working trail in the next year. DOT has not identified construction money as of yet but this request will put us in position to move forward if the funding is identified.

Mr. Kamm stated that this approach will allow us to move more quickly on implementation of the Rail-Trail, at least through the urban area. We are seeking authorization to go forward and start talking about this with DOT and see if we can find a successful way to do this. If this can be worked out we will need a TIP amendment in the future.

Mr. Morgan asked who the implementing agency is.

Mr. Kamm replied that it falls under the local agency program and Brevard County's Public Works Department would manage the consulting service agreement to do the design-build process. The County would be the grantee as the responsible agency under a consulting services agreement.

Mr. Ralls asked if there is a design criteria package required for the project.

Mr. Kamm replied that the first step is to develop design criteria. In design-build you cannot say specifically what you want. It is more general so the design team along with the contractor has the latitude to come up with solutions that they see fit. Design teams meet with contractors to meet the specifications.

Mr. Ralls then asked if you have a design criteria package, is that considered to be shovel-ready?

Mr. Kamm replied that the Rail Trail project environmental study is very thorough and detailed, providing very good cost information. It is a question of budgeting within the DOT to get funds in the proper line items in the proper year.

Motion by Mr. Cloutier and second by Mr. Hood to authorize a request to FDOT to change the Rail-Trail implementation phases to design-build in FY12 and FY14.

Motion by Mr. Wille and second by Mr. Mills to concur with the TAC motion. Hearing no objections the motion passed unanimously.

The TAC motion passed unanimously.

9. COMPLETE STREETS OVERVIEW, MARY RAULERSON, KITTELSON AND ASSOCIATES

Ms. Holt reported on the Complete Streets workshop that was held on February 28th and then introduced Ms. Mary Raulerson with Kittelson and Associates.

Ms. Raulerson briefed the TPO on what Complete Streets are and why they are important. Ms. Raulerson summarized the Complete Street Workshop held on February 28 and shared the example of Ocean Beach Boulevard, in Cocoa Beach, as a Complete Street project.

Ms. Hann thanked TPO staff for putting the workshop together and commented that it was a very exciting day, it got everyone talking to each other, and the DOT had good representation.

Ms. Samuelson commented on the return on investment. I am very interested in making this about more than the movement of traffic but also considering retail stimulation.

Mr. Kamm commented on the Ocean Boulevard project which was started through a grant from the EPA and the streets were being dug up as part of another project and the city saw the opportunity to enhance the plan. They also had the public support from the condo owners along the roadway as they would see increases in the values of their properties.

Mr. Strong explained that the situation, with regard to the Ocean Boulevard project, that it was most important to have public meetings to keep owners informed about what was going on. The feedback from the community has been very positive.

10. SAFE ROUTES TO SCHOOL, “FEETNOTFUEL.COM,”

Ms. Smith introduced Ms. Wendy Ellis from Space Coast Advertising and Mr. John Pavlakos with DRTV who gave an entertaining and informative overview of the FeetNotFuel.com interactive website and supporting materials that were funded through a Safe Routes to School grant.

Ms. Ellis extended her gratitude to the TPO partners, Brevard County Public Schools, FDOT, and Safe Routes to Schools.

Ms. Samuelson was interested in the impact of this project.

Mr. Kamm replied that the program is still growing and the commercial started playing at the end of January. It allows teachers to use the data for geography, math, and other parts of the curriculum. Mr. Kamm suggested that the sooner you expose kids to basic traffic skills such as safe right of way and driving, they will carry it forward in life. Bicycle rules, defensive cycling and so on are carried into adult life. There are fewer problems with auto bike collisions than in the 1980's.

Mr Kamm said that Ms. Smith will be going to national meetings to promote and educate others on this program. Mr. Kamm pointed out that we are very fortunate to have a close working relationship with the school board which has made our program so successful.

11. STAFF REPORT

Mr. Kamm reported that included in the agenda packet is a list of appointments for the CAC and TAC. Everyone should check that roster for accuracy to make sure we have the correct information.

Mr. Kamm also informed the committees that TPO staff will be submitting quarterly budget reports regarding grant funds, various work activities, major travel, and so on.

Mr. Rosasco pointed out some discrepancies in the budget report in the agenda packet.

Ms. Carter stated that the report would be reviewed and the format updated to be more informative and accurate.

12. LOCAL GOVERNMENT REPORTS

Mr. Cloutier reported that RS&H is going to give the airport staff an overview on the PD&E for the Ellis Road interchange on March 24th at 1:30 pm. Anyone who is interested in going may contact him for more information.

13. FLORIDA DEPARTMENT OF TRANSPORTATION REPORT

Ms. Valencia gave a report of road projects and closures.

Mr. Mills wanted to know when the Pineda Causeway Extension will open.

Ms. Valencia replied that the contractor has until late summer but may open earlier.

14. CORRESPONDENCE

No discussion occurred on this item.

15. PUBLIC COMMENT

No additional request for public comment was heard.

16. ADJOURN

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

Attest:



Laura Carter, SCTPO

Approved by TAC/CAC: April 11, 2011

