PALM BEACH
METROPOLITAN PLANNING ORGANIZATION

2300 North Jog Road, 4th Floor, West Palm Beach, Florida 33411-2749
Phone: (561) 684-4170 Fax: (561) 242-7165 www.PalmBeachMPO.org

TECHNICAL ADVISORY COMMITTEE
WEDNESDAY, APRIL 3, 2013 – 9:00 A.M.
Vista Center 4th Floor Conference Room 4E-12
2300 North Jog Road
West Palm Beach, Florida

AGENDA:

I. ROLL CALL

*II. ADOPTION OF AGENDA**

*III. APPROVAL OF FEBRUARY 6, 2013 MINUTES**

IV. OLD BUSINESS

*A. 2040 Long Range Transportation Plan Update- Goals, Objectives, and Measure of Effectiveness

V. NEW BUSINESS

*A. Strategic Intermodal System- 2040 Cost Feasible Plan
*B. Alert Today/ Alive Tomorrow- Florida's Bicycle/Pedestrian Focused Initiative
*C. Draft FY 14-18 Transportation Improvement Program**

VI. SECRETARY'S REPORT

A. Correspondence
*B. MPO Actions for February
C. Next Meeting – **MAY 1, 2013**
D. Other

VII. PUBLIC COMMENT

VIII. RECOMMENDATIONS/COMMENTS BY MEMBERS

IX. ADJOURNMENT**

*Backup Provided **Action Required #Previously Transmitted

"If any person decides to appeal any decision made by the board, agency, or commission with respect to any matter considered at such meeting or hearing, he or she will need a record of the proceedings, and that, for such purposes, he or she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based."

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MINUTES OF THE TECHNICAL ADVISORY COMMITTEE
Wednesday, April 3, 2013 9:00 A.M.

Vista Center 4th Floor Conference Room 4E-12
2300 North Jog Road
West Palm Beach, Florida

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- C. Draft FY 14-18 Transportation Improvement Program
- D. FY 13-17 Transportation Improvement Program Amendments- Palm Tran Add On
- E. FY 13-17 Transportation Improvement Program Amendments- FDOT Add On

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- A. Correspondence
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VIII. RECOMMENDATIONS/COMMENTS BY MEMBERS

IX. ADJOURNMENT

Technical Advisory Committee
Attendance Record – 2013

Name Representing	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec
GUS SCHMIDT/Shi Chang Li//Min-Tang Li/ Steve Braun FDOT. - Planning		Alt		A								
*DAN WEISBERG/G.Webb/A. Ennis PBC Engineering Department		P		P								
KHURSHID MOHYUDDIN/David Wiloch PBC Planning, Zoning & Bldg.		P		P								
PAUL DORLING/Diane Dominquez City of Delray Beach		A		E								
DOUG HESS/John Reilly City of Boca Raton - Engineering		P		P								
BRIAN COLLINS City of West Palm Beach - Engr.		P		E								
NANCY ZIEGLER/Jeff Weidner/Jeremy Mullings/Andrew Riddle/Arlene Tanis/L. Bush FDOT. - Transit		Alt		Alt								
JERRY ALLEN/Wil Hicks PBC Airports Department		Alt		P								
CARL BAKER Port of Palm Beach		P		P								
FRED C. STUBBS PalmTran		P		E								
VACANT/Alex Hansen City of West Palm Beach - Planning		Alt		E								
**JEFF LIVERGOOD/Michael Rumpf City of Boynton Beach		P		P								
KENNY WILSON/Janelle St. Ange PBC Health Department		P		P								
JOYCE CAI PBC School District		P		A								
MICHAEL RIGHETTI City of Boca Raton		P		E								
TERRENCE BAILEY City of Riviera Beach		P		P								
THOMAS DRISCOLL/CJ Lan Town of Jupiter		P		P								
WILLIAM CROSS/Joseph Quinty SFRTA - TriRail		Alt		Alt								
VACANT/Kim Delaney Treasure Coast Reg. Plan. Council		Alt		P								
NATALIE CROWLEY/Todd Engle/ Richard Marrero City of Palm Beach Gardens		Alt		Alt								

*2013 Chair **2013 Vice-Chair P = Member Present Alt = Alternate Present

E = Excused Absence A = Absent/No Attendance - = Member not assigned ***New Appointment

Shaded Area= Meeting not held

OTHERS PRESENT	REPRESENTING
Lois Bush	FDOT – District 4
Richard Marrero	City of Palm Beach Gardens
Joseph Quinty	South Florida Reg. Transportation Authority
David Wiloch	Palm Beach County Planning
D. Scot Leftwich	Leftwich Consulting Engineers
Lisa Dykstra	FDOT - District 4
Janelle St. Ange	PBC Health Department
Ken Rice	Florida Turnpike Enterprise
Angela Morlok	Metropolitan Planning Organization
Nellie Fernandez	Metropolitan Planning Organization
Malissa Booth	Metropolitan Planning Organization
Elizabeth Requeny	Metropolitan Planning Organization

I. ROLL CALL

CHAIR WEISBERG called the meeting to order at 9:08 A.M. The Recording Secretary called the roll. A quorum was present as depicted on Page 3 of these Minutes.

II. ADOPTION OF AGENDA

CHAIR WEISBERG inquired if there were any changes, additions or deletions to the Agenda. There were none.

A motion to adopt the FEBRUARY 6, 2013 Agenda was made by MR. MOHYUDDIN; seconded by MS. DELANEY. The motion carried unanimously.

III. APPROVAL OF MINUTES OF THE TECHNICAL ADVISORY COMMITTEE FEBRUARY 6, 2013 MEETING

CHAIR WEISBERG inquired if there were any changes, additions or deletions to the February 6, 2013 Minutes. There were none.

A motion to approve the Minutes of February 6, 2013 was made by MR. HESS; seconded by MR. DRISCOLL. The motion carried unanimously.

V. OLD BUSINESS

A. 2040 Long Range Transportation Plan Update- Goals, Objectives, and Measures of Effectiveness

At the February meeting, the consultant presented the Draft Goals and Objectives which were based on the adopted 2035 Long Range Transportation Plan Goals and Objectives. The Draft Goals and Objectives were presented to serve as a general discussion point for the direction of the 2040 Long Range

Transportation Plan. Comments received at the TAC and CAC meetings have since been incorporated into a revised Draft Goals and Objectives along with corresponding Measures of Effectiveness. In addition, February 28, 2013 comments from FDOT District 4 have also been incorporated. The revised Draft Goals, Objectives, and Measures of Effectiveness were included in the agenda package along with a summary table of the changes made. The Report Card table serves as the basis for evaluating Plan alternatives.

For informational purposes, the "Florida's Statewide Multimodal Mobility Performance Measures-People and Freight" were also included. On March 20, 2013, the Regional Technical Advisory Committee was scheduled to discuss the Goals, Objectives, and Measures (GOMs) of Effectiveness for individual MPO LRTPs to ensure consistency within the region. As part of these discussions, the Statewide people and freight performance measures and their relation to the individual MPO plans will be assessed. The consultant provided an overview of the recommendations collaboratively agreed to by the three MPOs at the meeting. MS. MORLOK introduced DR. SCOT LEFTWICH of Leftwich Consulting Engineers, Inc. who went over the Goals, Objectives, and Measures of Effectiveness.

MR. MULLINGS joined the meeting at 9:14 AM.

DR. LEFTWICH went over the list of changes to the GOMs which included priority to individual transportation modes and text revisions. The new plan emphasis includes:

- New MOE 1.1.5- Mobility of highway routes with respect to premium local bus service routes.
- Objective 3.2- Updated text to focus on Transportation Systems Management and Operations (TSM&O) and Intelligent Transportation System (ITS) which includes managed lanes and freight mobility)
- MOE 3.2.3- Added text "including managed lanes"
- New MOE 3.2.4- Emphasis on real-time travel reliability through use of Intelligent Transportation System (ITS) information.
- New MOE 7.4.3- Emphasis on Transit Oriented Development (TOD) to encourage transit usage.
- MOE 5.1.1- Changed "support land use patterns" to "support strategies" (New MOE 7.4.3. addresses land use).
- New MOEs 8.1.3 and 8.1.4- Emphasis on daily Vehicle Hours of travel (VHT)
- MOEs 8.1.5 and 8.1.6- Renumbered due to new MOEs 8.1.3 and 8.1.4.
- New Objective 8.5; new MOE 8.5.1- Emphasis on residents in rural communities.
- New Objective 8.6.; new MOE 8.6.1- Emphasis for long-term sea-level rise.
- New MOE 9.5.2- Emphasis on bus riders crossing roads outside of crosswalks.

- New Objective 9.8; new MOE 9.8.1- Emphasis for emergency accessibility and evacuation along with response times.

He explained the Report Card is the same as what they used with the last update and is similar to the report cards in schools. It was changed to add the Measures of Effectiveness.

DR. LEFTWICH said FDOT had provided the multimodal mobility performance measures in their comments on GOMs on February 28, 2013.

The statewide performance measures center on people and freight and were included in the agenda package.

The consultant will coordinate with the regional LRTP team to address application to the 2040 Palm Beach LRTP.

The ongoing efforts include:

- The first newsletter, which will introduce the Plan, will be mailed out with the upcoming MPO newsletter.
- The website is up and running at www.palmbeach2040plan.com.
- Preliminary financial resources are scheduled for the June TAC and CAC meetings.

Questions:

DR. DELANEY asked how DR. LEFTWICH preferred to go over the GOMs, DR. LEFTWICH said he would be available all day in the MPO offices and specifics could be discussed after the meeting with anyone who had concerns.

MR. MOHYUNDDIN asked what DR. LEFTWICH meant by mobility being the top priority. He gave the example of State Road 7 in the Boca Raton area and knowing the land uses in that area of west Boca, it did not look like there would be much ridership. Would the inclusion bind the County to put those facilities in place or would it be just an evaluation. DR. LEFTWICH replied it would be more of an evaluation.

A discussion ensued.

MS. BUSH stated SR 7 was very critical not only to Palm Beach County, but also to Broward and Miami-Dade counties. The PD&E studies on Glades Road and SR 7 are looking at how premium transit will work on a regional basis, getting people to Boca and beyond the area south.

CHAIR WEISBERG referred to MOE 1.1.5 Level of Service on designated premium local bus routes with the application method being percent of used route miles with road volume over capacity (V/C) ratio greater than 1.1 and said

he didn't get the connection. DR. LEFTWICH replied they were trying to find a connection and someone of had a better one to let them know.

A discussion ensued.

DR. DELANEY asked how is premium local bus routes defined; is it a 30 minute headway. DR. LEFTWICH believed it was at least a 30 minutes but would have to check. DR. DELANEY said the State has put out a couple of definitions for premium transit and she didn't believe that this particular measure was what it wanted to measure because the State's definition for premium transit is like a fixed rail service, like Tri-Rail or a transit node where there are no fewer than three routes converging that have headways of 30 minutes or less. She added she would provide some suggested alternate language.

MS. DELANEY referred to MOE 2.1.2 and said she would send DR. LEFTWICH the backup information on the State's definition of what the percent of land area around a transit node should be. A half mile should be considered for transit oriented development instead of the quarter mile.

DR. LEFTWICH said all those comments were important but the bottom line will be how the Plan will be funded.

MR. DRISCOLL said he didn't understand Objective 9.4, MOE 9.4.1 which states "The Cost Feasible Highway projects will be compared against the top crash locations from the Palm Beach County Crash Report". He continued to say the Cost Feasible Plan developed now through 2040 does not take safety into account. DR. LEFTWICH said it was very objective. A discussion ensued on the safety factor.

MR. DRISCOLL commented that the level of service (LOS) in an urban area also needed to look at the class of signalization, such as, the intersection delay and saturation of the intersection and less about the V/C ratio. The V/C ratio was important on the interstate and turnpike but was less pertinent on arterial highways. DR. LEFTWICH said that was good if there was traffic operations going on but not for this type of analysis. Anything MR. DRISCOLL would offer, they would be happy to look into but they did not have specific data.

MR. MOHYUDDIN asked if there was any need for transit for a Port of Palm Beach and/or Airport connection. DR. LEFTWICH replied they only look at Port and Airport if there was a need.

CHAIR WEISBERG said the problem with the Port of Palm Beach is the basin does not support the larger cruise ships, not that people are unable to get there.

DR. LEFTWICH asked the committee to email him with any other questions.

MR. MOHYUDDIN referred to Objective 8.6 and asked if they could add "the Plan would consider effects of climate change including sea level rise". DR. LEFTWICH stated it didn't matter what was added there since it would still be a Yes or No answer, unless he receives something else. They don't have anything in what is being done that states one way or another anything about sea levels except during hurricanes. MR. MOHYUDDIN added that the Seven/Fifty Plan used two feet sea level rise and would provide the link to DR. LEFTWICH to review.

MS. BUSH stated the Broward MPO on behalf of the three Southeast Florida MPOs and other regional partners received a grant from the Federal Highway Administration to do a climate pilot study. It will look at refining the vulnerability assessment done by the Southeast Florida Regional Climate Change Compact as it relates to transportation. It will also look at how climate change issues can be incorporated into the long range planning process by the MPOs and Southeast Florida Transportation Council. The work will begin shortly and should be concluded by September of 2014. It's purposely timed to be an added resource to the development of the long range plans.

A discussion on climate change ensued.

VI. NEW BUSINESS

A. Strategic Intermodal System- 2040 Cost Feasible Plan

MS. BUSH left 9:40 A.M.

The Strategic Intermodal System (SIS) was created by the Legislature and FDOT to define the major transportation system for the movement of people and goods in the State of Florida. A statewide plan of highways, intermodal hubs, railroads and waterways was defined with identification of needed improvements. FDOT updates the SIS Cost Feasible Plan (CFP) every three to five years to incorporate changes to planned SIS projects and incorporate new cost feasible SIS projects through the new planning horizon. FDOT is currently preparing a CFP for the highways and connectors for 2040. The purpose of the SIS CFP update is to evaluate SIS needs in light of future revenues, develop a phased plan for cost feasible future improvements to the SIS, and ensure consistency with the goals and objective of the Florida Transportation Plan (FTP). The CFP also provides long range SIS projects and revenue information to Florida's MPOs for inclusion in their Long Range Transportation Plans.

For SIS projects to be considered for inclusion in the CFP, a project must meet SIS project eligibility criteria. The SIS highways in Palm Beach County include Interstate 95, Florida's Turnpike, Southern Boulevard (SR 80), Beeline Highway (SR 710) and US 27. A list of key SIS projects for Palm Beach County was included in the agenda package. FDOT was seeking comment on the work plan

prior to adoption later this year.

MS. LISA DYKSTRA, project manager for FDOT District 4 made the presentation and began by giving some background information on the SIS. In 2003, the SIS was established in Chapter 339 of Florida Statutes to enhance transportation mobility and economic competitiveness. The SIS is a statewide network of high-priority transportation facilities of statewide and interregional significance that provide mobility for high levels of people and freight.

Components:

- SIS- Facilities that play a critical role in moving people and goods to and from other nations and states, as well as among economic regions within Florida.
- Emerging SIS- Facilities that are of statewide or interregional significance, but do not currently meet the criteria for inclusion in the SIS component.

Facility Types include:

- Hubs- Airports, seaports, spaceports, passenger terminals and intermodal freight terminals
- Corridors- Highways, rail lines, and waterways
- Connectors- Connect corridors to hubs

Palm Beach County SIS facilities include: Palm Beach International Airport, Port of Palm Beach, Tri-Rail stations, one Intermodal Center; the highway corridors include I-95, the Turnpike, SR 80 and US 27; the Intracoastal waterway; freight railroad corridors include CSX, FEC and the South Florida Rail Corridor; a passenger rail corridor includes Amtrak and Tri-Rail. There are also many connectors in the County connecting all the hubs and corridors, there are nine roadway connectors, primarily between I-95 and all the various Tri-Rail stations, as well as, the Port and Airport. There are also seven rail connectors, mostly on the South Florida Rail Corridor and one waterway connector between the Port and the Atlantic Ocean.

DR. DELANEY asked if the Palm Beach Inlet was the only inlet considered as an SIS connector. MS. DYKSTRA replied that it was the only one in Palm Beach County and also included the channel. The other inlets were not recognized as SIS connectors.

MS. DYKSTRA mentioned there are also emerging SIS facilities in the County which include the freight rail corridor, South Central Florida Express Railroad which runs around Lake Okeechobee and the U.S. Sugar Railway, which was a planned addition to the SIS a few years ago.

SIS Funding Strategy:

1. First 5 Year Multi-Modal Work Program
2. Second 5 Year Multi-Modal Plan- looks out ten years and is only put together internal to the Department for SIS facilities.
3. Long Range Cost Feasible Plan- covers the latter fifteen years of the total twenty-five year plan horizon.
4. Multi-Modal Unfunded Needs Plan- the last version was 2040 Plan and was created in 2010. It includes all the eligible projects that could make it into the Cost Feasible Plan.

Purpose of SIS Cost Feasible Plan:

- Prioritize SIS needs and projects;
- Develop a phased plan given future revenues;
- Maintain consistency with goals and objectives of the Florida Transportation Plan (FTP); and
- Used by MPO/TPOs to identify feasible projects on the SIS while building their LRTPs.

A diagram of the overall planning process was shown.

Background:

The last Cost Feasible Plan for SIS was completed in 2009, it specifically identifies highway only projects. The new Plan will be very similar. Unforgettably they are struggling to identify the costs for the multimodal projects. At this time, the highway projects are the only ones showing funding. Funds have been set aside for the other projects in the latter years.

The Highway Component 2020-2035 was broken down into five year timeframes. The new plan will be updated. It will include 2024-2040, also in five year timeframes.

2040 SIS Cost Feasible Plan Development

The districts identify and select projects for the 2040 SIS CFP.

- Adjust 2035 SIS CFP projects due to advancements into first or second Five Year Work program.
- Advance projects from 2040 SIS multi-Modal Unfunded Needs Plan.
- Update Project Costs and Verify Priorities.

Districts provide eligible SIS 2040 CFP projects to Central Office using web based tool.

Central Office is currently working on analyzing all the statewide SIS 2040 CFP projects using Strategic Investment Tool (SIT)

FDOT coordination with partners.

Project Identification

To be considered for inclusion in the CFP the project must meet the following criteria:

- The project is of statewide importance.
- The project contributes to the expansion of major roadway trade and tourism corridors.
- The project contributes to the completion of a corridor.
- The project contributes to the overall connectivity of the SIS.
- Project meets SIS eligibility criteria.

Project Selection

Considerations when selection projects:

- Quantitative analysis using planning tools
- safety issues
- MPO priorities
- SIS policies and procedures
- Funding/project costs
- Production schedule
- Continuation of projects
- System connectivity
- Senior management and executive guidance
-

Palm Beach County Key SIS Highway Projects tables were included in the agenda package.

MS. DYKSTRA went over the CFP update schedule. Coordination will continue with FDOT and its partners.

Comments and/or questions should be addressed to MS. LISA DYKSTRA, P.E., SIS and Concept Development Coordinator at lisa.dykstara@dot.state.fl.us before June 1st. Additional information is available at http://www.dot.state.fl.us/planning/systems/mspi/plans/

MR. MOHYUDDIN referred to a recent survey pertaining to I-95 hot lanes (managed lanes) and asked if they are looking at those on I-95. MS. DYKSTRA replied she knew a few surveys were underway and perhaps the survey was related to the northern segments. The southern pieces will be in the Five Year Work Program.

MR. QUINTY asked about the potential for managed lanes between Linton Boulevard and Indiantown Road and what the real status of that was. MS. DYKSTRA said a corridor feasibility study was completed through all of Palm Beach County. The study didn't show managed lanes would be feasible, there are different areas with various constraints. It is not programmed at this time but

should be out with the 2040 Multi-Modal Unfunded Needs Plan, in case it becomes a viable object.

MR. QUINTY stated all the cities throughout the south-central and the northern part of the County they have met with, want the FEC service through their area. The State funded priorities policies state that transit has to have a match. So why would the Feds invest in the FEC service if a new toll corridor a couple of miles west will compete for the same federal funds. The managed lanes will really limit the chance of Palm Beach County getting FEC passenger rail service if the managed lanes are put in place through the County. MR. DYKSTRA responded with the definition of managed lanes, as stated by the State, is that there are many different ways to manage lanes and not necessarily the same as in the southern portion of the State.

B. Alert Today/Alive Tomorrow- Florida's Bicycle/Pedestrian Focused Initiative

FDOT provided a presentation that overviews the Alert Today/Alive Tomorrow Safety Campaign. This public awareness safety campaign was developed in response to the high rate of fatal and serious-injury pedestrian and bicycle crashes in Florida. Public Safety Announcements (PSA's) and other forms of advertising are in place around Palm Beach County such as posters at transit stops, billboards, and ads on buses. FDOT not only discussed the need for the safety awareness campaign, but also requested the assistance of the MPO in helping to promote the effort. This presentation was given to the BGPAC on March 14th. The MPO staff and BGPAC members will be working with FDOT to identify public events and other opportunities that could serve as high visibility venues for the campaign – especially targeting areas within the County that have clusters of crashes and are considered to be "hot spots".

MS. ROBYN CHIARELLI, project manager for FDOT District 4 gave the presentation and said:

- Florida is the worst state in the nation for pedestrian and bicycle crashes.
  - 600+ pedestrian and cyclists are killed per year
  - 10,000 pedestrians and cyclists are injured per year
  - Ft. Lauderdale, Miami, Orlando, Palm Beach and Tampa interchange the worst five slots each year.
  - Victims range in ages between 16 and 20 years old and 60 year olds and over are usually the responsible parties
- Most prevalent characteristics include:
  - Mid-block crossings
  - Vehicles turning into crosswalks
  - Light conditions, dusk, dawn
  - Alcohol - both driver and pedestrian/cyclist

The Palm Beach County Crash data map shows the pedestrian/bicycle hot spots and sites for years 2006 through 2010 used in the survey. The map also pointed out specific hot spots where the behavior observations took place for the survey.

The final Technical Report contained the following recommendations:

- 3-Year Strategic Plan for pedestrian safety
  - Increase awareness by 5%
  - Reduce fatalities and serious injuries by 20%

Florida's Bicycle/Pedestrian Focused Initiative

Focus on ten worst areas of the state

Collect Baseline data

- Alert?
- Walking on the sidewalk?
- Wearing a helmet?
- Using lights on bike?
- Crossing in the crosswalk?
- Crossing on red?
- Vehicles yielding to users?

Public awareness campaign

Enforcement

Continue engineering solutions

Monitor baseline data and evaluate

Drive down bike/pedestrian fatalities and serious injuries

Education first and then enforcements, then monitoring base line data.

The campaign consists of mass media ads and Public Service Announcements, as well as, billboard signs, ads on and in buses, tip cards, t-shirts, wristbands, signs on bus shelters and website banners. More information is available on their www.AlertTodayFlorida.com

MS. CHIARELLI asked for help in getting the message out to people.

- Grass roots campaign
  - Editorial boards
  - Homeowners association newsletters
  - School events
  - Community events
  - Email data bases

MS. CHIARELLI may be contacted at 954-777-4483 or robin.chiarelli@dot.state.fl.us.

CHAIR WEISBERG asked if DOT had purchased air spots, MS. CHIARELLI

replied they had purchased several spots.

CHAIR WEISBERG requested the Palm Beach Crash Data Map be provided to the committee members and DR. LEFTWICH. MS. CHIARELLI said she would also include the method used to calculate data.

A discussion ensued.

MR. BAILEY asked if the analysis took the ambient temperature into consideration. MS. CHIARELLI replied it, did but other factors were also in play. MR. BAILEY suggested getting the bicycle shops involved with not only the educational aspect, but the idea of selling a whole package (pads, helmets, reflectors, etc.) as opposed to just a bicycle.

VICE CHAIR LIVERGOOD said equalizing the data is critical too, but he was more concerned with the educational process because that is where the awareness is more likely to occur. MS. CHIARELLI stated the program was already in schools through the FDOT to get through to the children, as well as, their parents.

DR. DELANEY offered it may help the strategic plan to coordinate the Crash Map with other GIS layers, such as, transit dependent population, and increased land use alternatives. DR. DELANEY also mentioned there are areas where pedestrians, as well as, drivers are ticketed for improper crossing/moving violations.

MS. CHIARELLI thanked everyone for their suggestions and comments.

C. Draft FY 14-18 Transportation Improvement Program

FDOT has provided its Tentative FY 14-18 Work Program for use in developing the FY 14-18 Transportation Improvement Program (TIP) for Palm Beach County. This information includes transportation projects with federal or state funding for all modes of transportation. The program reflects current revenue expectations in the coming years from the latest state Revenue Estimating Conference.

The draft FY 14-18 TIP was included in the agenda package. The list included phases and funding sources by year for each project. This information will be incorporated into the TIP to be distributed for review and public comment prior to adoption by the MPO after a public meeting on June 20.

MS. NELLIE FERNANDEZ, senior planner with the MPO said background information explaining what the Transportation Improvement Program (TIP) was included in the document.

The TIP is considered a growing program and may be modified throughout the year. Projects are now noted whether they are SIS or non SIS. Also some of the LRTP backup data is included. Any comments should be forwarded to her at nfernandez@PalmBeachMPO.org.

MR. MULLINGS said last year the MPO adopted the list of unfunded priorities and FDOT has compared it to the available funding and based on their additional requirements and legislation, the projects go into the draft Tentative Work Program. The draft Tentative Work Program is presented to the MPO in December.

MS. MORLOK explained the process for placing a project to be funded in the first year of the TIP is to bring it to the TAC/CAC for their recommendation to the MPO Board for approval. If it is projects with expectation of funding in years two to five, those projects should be sent to MR. MULLINGS at FDOT for inclusion in the following year's TIP.

NOTE: The Agenda was reordered because of two added on items.

A motion was made by DR. DELANEY to add the Palm Tran item to the Agenda, as Item V-D; seconded by MR. MOHYUDDIN. The motion carried with MR. HESS opposed.

D. Adopted FY 13-17 Transportation Improvement Program Amendments by Palm Tran- ADD ON

MS. MORLOK informed the committee Palm Tran had two projects they were requesting be added to the TIP.

MR. HESS felt the committee should hold off until the next meeting when the item would be properly included in the agenda.

After a lengthy discussion the Palm Tran projects were postponed until the next meeting.

E. Adopted FY 13-18 Transportation Improvement Program Amendments by FDOT- ADD ON

MR. MULLINGS explained the FDOT had three new projects to be added to the Adopted FY 13-18 TIP.

MR. MULLINGS continued that these were standard amendments, but there was an urgency to approve them and move them forward. He explained the three projects.

- Pedestrian/Wildlife overpass at Everglades Street over the L10 Canal

- Advanced Traveler Information System at Northlake Boulevard
- Four Dynamic Message Signs- Two at 45th Street and two at W. Blue Heron along I-95

A motion was made by MR. BAILEY to add the three FDOT projects to the adopted FY 13-17 TIP; seconded by MR. MOHYUDDIN.

MR. HESS reiterated he felt the committee should hold off until the next meeting when the item would be properly included in the agenda.

The motion carried with MR. WILSON and MR. HESS opposed.

NOTE: The committee returned to Item V-C

MR. BAILEY said he had heard the Roebuck Road to 45th Street extension was being dismissed; CHAIR WEISBERG replied the county had been unable to acquire permits to the road from the City of West Palm Beach.

MR. BAILEY wanted to go on the record as opposing more traffic on roads in the City of Riviera Beach because West Palm Beach did not want to cooperate.

MR. BAILEY and MR. FRAZIER left at 11:14 A.M.

MR. DRISCOLL said he was not opposed to rail safety. He said there were a lot of projects in the program with funding in years 2013 and 2014 on FEC improvements and questioned spending roughly $5M on signal crossings when it was unknown what improvements, if any, FEC was proposing to do. DR. DELANEY did not know how these improvements corresponded to other improvements necessitated by All Aboard Florida. She added they would be meeting FDOT to touch on the Quiet Zones and understand the opportunities to bring in safety dollars from FDOT and leverage local and perhaps federal dollars to bring the costs down.

MR. MULLINGS said he would pass on concerns to the rail office. FDOT still stands on safety rail improvements.

DR. DELANEY asked for the timing on the Draft FY 14-18 TIP. MS. MORLOK stated it would go the MPO Board this month for their review and it must be approved at their June meeting.

DR. DELANEY asked MR. MULLINGS to confer with FDOT whether the FEC improvements included in the FY 14-18 TIP anticipate the double tracking and ultimately tripling tracking, to make sure they are not put in a condition where a set of improvements have begun and then have to be changed.

A motion was made by MR. DRISCOLL to bring back Item V-C next month;

seconded by MS. DELANEY. The motion carried unanimously.

MS. MORLOK stated the TIP is advertised 30 days in advance of its adoption.

VII. SECRETARY'S REPORT

A. Correspondence

There was none.

B. MPO Actions

The MPO Board actions for February were included in the agenda package.

C. Next Meeting – **MAY 1, 2013**

MS. MORLOK stated the next TAC meeting would be held on May 1, 2013.

MR. BAKER and MR. MARRERO left at 11:21 A.M.

D. Other

MS. DELANEY gave a brief update on the South Florida East Coast Corridor (SFECC) study. She said there has been considerable progress regarding interagency protocol to advance the SFECC Study for the reintroduction of passenger rail service on the FEC rail corridor. All involved parties have agreed the new FEC commuter service should be operated by the SFRTA and called the "Tri-Rail Coastal Link". Agency staffs have been working on a Memorandum of Understanding (MOU) to specify the roles and responsibilities of the individual agencies. The MOU would be presented to the TAC at their May meeting. The MPO board would consider the MOU for adoption at its May 16 meeting.

VIII. PUBLIC COMMENTS

There were no comments from the public.

IX. RECOMMENDATIONS/COMMENTS BY MEMBERS

There were none.

X. ADJOURNMENT

There being no further business a motion was made by MR. DRISCOLL to adjourn the meeting; second by MR. QUINTY. The meeting was adjourned at 11:27 A.M.

This signature is to attest that the undersigned is the Chairman, or a designated nominee, of the Technical Advisory Committee and that information provided herein is the true and correct Minutes for the **April** meeting of the Technical Advisory committee, dated this 1 day of May, 2013.

Dan Thersby
Chairman

ELECTRONIC RECORDINGS OF ALL TECHNICAL ADVISORY COMMITTEE MEETINGS ARE KEPT ON FILE AT THE METROPOLITAN PLANNING ORGANIZATION OFFICE.