

**MARTIN METROPOLITAN PLANNING ORGANIZATION
POLICY BOARD MEETING**

MINUTES

Monday, April 19, 2010

Martin County Administrative Building
Commission Chambers
2401 SE Monterey Road
Stuart, FL 34996
(772) 288-5484
www.martinmpo.com

- 1. CALL TO ORDER – 9:00 AM**
- 2. PRAYER – REV. JIM BROCIOS**
- 3. PLEDGE OF ALLEGIANCE**

4. ROLL CALL

Members in Attendance:

Mayor Michael Mortell, Chairman
Commissioner Doug Smith, Vice-Chairman
Commissioner Tom Bausch
Commissioner Edward Ciampi
Commissioner Sarah Heard
Commissioner Patrick Hayes
Vice Mayor Jack Kelly, St. Lucie TPO Ex-Officio

Members Excused:

Commissioner Mary Hutchinson

Members Absent:

Brian Powers, Indiantown CRA Ex-Officio

Staff in Attendance:

M. Beth Beltran, Acting MPO/Transit Planning Manager
Boyd Lawrence, Planner II
Lisandra Bonet, Administrative Specialist II

A quorum was present for this meeting.

Chairman Mortell welcomed new MPO Board member Mr. Thomas Bausch, Commissioner for the Town of Sewall's Point. Commissioner Don Osteen completed his term in office.

5. APPROVE AGENDA

Commissioner Doug Smith made the motion to approve the agenda. Seconded by Commissioner Edward Ciampi. The motion carried unanimously.

6. APPROVE MINUTES

Commissioner Sarah Heard made the motion to approve the minutes from the February 15, 2010 regular meeting. Seconded by Commissioner Smith. The motion carried unanimously.

7. COMMENTS FROM THE PUBLIC

Ms. Tammy Simoneau, Executive Director of the Economic Council of Martin County, asked that the Board would consider including the following in the Unified Planning Work Program (UPWP): helping enhance the marine industry, the tourism industry, the manufacturing industry, and the aviation industry. She said that Martin County is in need of a Customs Office strategically located in the Okeechobee crossroads, and that this would be important to maintain homeland security. Ms. Simoneau stated that by supporting these efforts in the UPWP it would help secure possible State and/or Federal funding for accomplishing these goals. Chairman Mortell stated that the UPWP is in the agenda to be discussed as Item 10.A

8. COMMENTS FROM ADVISORY COMMITTEE

None

9. COMMENTS FROM Florida Department of Transportation (FDOT)

None

10. AGENDA ITEMS

A. Public Hearing: DRAFT UPWP FY 2010-11 / 2011-12

MEMO: temp10MPOa06.01

Ms. Beth Beltran, Acting MPO Administrator, introduced this Item and provided background. She said that funding to be received by an MPO is awarded in accordance with a distribution formula developed by FDOT and approved by FHWA. The funding received by an MPO may be expended only in accordance with an approved UPWP. Ms. Beltran stated that the DRAFT UPWP was submitted to FDOT for review by the established March 15th deadline. The document was submitted to the MPO's CAC and TAC for review and comments on April 7, 2010, and to the BPAC on April 12, 2010. FDOT had until April 15th to comment on the DRAFT. A Notice of Public Hearing that this document is available for comment was published in the Stuart News on March 14th advising that a Public Hearing on the document was going to be held at today's MPO Policy Board meeting before it is considered for adoption at its May 3rd meeting.

Ms. Beltran stated that the FY 2010/11-2011/12 UPWP is a two-year UPWP. The UPWP included the completion of the 2035 Regional Long Range Transportation Plan (RLRTP) by February of 2011, reflected in Task 5.6 2035 RLRTP. Ms. Beltran pointed out some other projects in the FY 2010/11-2011/12 UPWP such as the Bicycle Master Plan (Task 5.10), the completion of the Congestion Management Plan (Task 5.11), the work effort associated with the Regional Transit

Organization (Tasks 5.2 and 5.8), and Airports (Task 5.13) as mentioned by Ms. Simoneau. The new, two-year UPWP will also support continuity of MPO activities.

Ms. Beltran introduced Mr. Mike Busha, Executive Director of the Treasure Coast Regional Planning Council, who provided an update of the RL RTP. A revised/updated RL RTP Work Scheduled was handed out to the Board Members (copy on file). Mr. Busha talked about Task 2 on the schedule: Alternative Land Use Data Development, and stated that the Traffic Analysis Zone Data (TAZ Data) would have to be analyzed and adjusted because some of the numbers seemed to be exaggerated, specially for hotel rooms and commercial data. Regarding the Z-Data, used in population analysis, Mr. Busha said that the projection for Martin County from year 1970-2010 was an increase of 2,800 persons/year; however, the Bureau of Economic and Business Research (BEBR) numbers projections show that Martin County would only increase 1,400 persons/year between years 2010-2035. Mr. Busha reiterated the importance of revising the data since over-projecting data would impact planning for future transportation budget. Commissioner Heard commended Mr. Busha for being forthcoming with realistic the data projections. Commissioner Hayes requested clarification of the timeframes analyzed. Mr. Busha replied that Z-Data analyzed data from forty years ago and BEBR projections did analysis twenty five years into the future. Chairman Mortell requested that the growth projection should also be presented in percentages.

Commissioner Smith made reference to a master plan for a Transit Center based on the design by TCRPC for the Northwood Crossover. Commissioner Smith stated that the Transit Center project for Martin County has already been approved, and that there have been discussions about creating a Government Center in downtown Stuart as well. He suggested that TCRPC could create models of these projects, and that MPO Staff should incorporate these efforts into the UPWP and designate planning dollars for it. Mr. Busha suggested discussing further details with MPO Staff. Mr. Busha recommended bringing the presentation done for Northwood to the Board. Commissioner Smith concurred; Chairman Mortell suggested verifying funding availability first.

Ms. Beltran informed that there was a rail corridor feasibility study plan to be presented at an upcoming MPO Board meeting.

Commissioner Hayes recommended that TCRPC study the industrial and commercial activities data that Martin County has been able to engage during the same timeframe used to analyze the population data: forty years prior and twenty five years into the future. Mr. Busha replied that they would look into it.

Mr. Beltran stated that the CAC, TAC, and BPAC advisory committees approved the UPWP. The document draft was submitted to FDOT on March 15th for comments.

Commissioner Hayes moved approval of the DRAFT FY 2010/11-2011/12 Martin MPO UPWP to the Martin MPO Policy Board with the following comments:

- 1. Address the need of a Customs Office**
- 2. Include the discussions relative to the Transit Center planning efforts**

Commissioner Ciampi seconded this motion. Commissioner Heard asked about the need of a Customs Office, she said, "If it is Marine you don't check in any longer you call them when you are clearing Customs". Chairman Mortell replied, "Currently, you call them but then you are supposed

to go to Ft. Pierce within twenty-four hours to check in”. A member from the public commented on this regard: Mr. John Hennessee, member of the Board of the Marine Industry in Martin County, concurred with Chairman Mortell and said that not only do you have to go to Ft. Pierce within twenty-four hours after calling, but *everybody* on board has to check-in *in person*. **The motion carried unanimously.**

B. TIP AMENDMENT – SIDEWALK PROJECTS

Memo: temp10MPOa06.02

Mr. Boyd Lawrence, MPO Planner II, provided background on this Item and stated the MPO Board adopted its FY2009/10 – FY2013/14 Transportation Improvement Program (TIP) on June 15, 2009. He said that page 141 of the TIP lists the following sidewalk projects to be primarily funded with SU funds:

427394-1	Indian River Drive Sidewalk	\$174,068
427395-1	Poinciana Gardens Sidewalk	\$149,947
427396-1	Ruhnke Street Sidewalk	\$114,461
427397-1	Commerce Parkway Sidewalk	\$216,494

Recently, the FDOT-District IV Office contacted the MPO and Martin County Engineering Staff, informing that \$79,677.00 in American Recovery & Reinvestment Act of 2009 (ARRA) funds are available for a “shovel ready” sidewalk project. Mr. Lawrence stated that in order to amend the State TIP (STIP) for Martin to receive the \$79,677.00 in ARRA funding, FDOT District IV is requesting that the MPO Board approve these four sidewalk projects to be included in the TIP, using \$79,677.00 in ARRA monies to fund a portion of the Commerce Parkway Sidewalk project (FM #427397-1). Mr. Lawrence handed out an updated 2011 Project Priorities list for the Members review (copy on file).

Commissioner Heard moved approval of the sidewalk projects along Indian River Drive (#427394-1), Poinciana Gardens (#427395-1), Ruhnke Street (#427396-1) and Commerce Parkway (#427397-1), and the use of \$79,677.00 in ARRA monies to fund a portion of the Commerce Parkway Sidewalk project. Seconded by Commissioner Ciampi. The motion carried unanimously.

C. DRAFT RTO INTERLOCAL AGREEMENT

MEMO: temp10MPOa06.03

Ms. Beltran introduced this Item and provided background. She stated that the Joint Martin Metropolitan Planning Organization (MPO)-St. Lucie Transportation Planning Organization (TPO) Policy Board completed a Regional Transit Development Plan (TDP) Major Update 2010-2019 in September, 2009. Part of that work effort included a Transit Authority Action Plan that recommends the formation of a regional transit organization (RTO) by the year 2010. An RTO will serve as a working group that will provide a forum to address the operational, financial, planning, and organization issues related to the provision of public transit in Martin and St. Lucie counties.

Ms. Beltran said that at the February 18, 2010, Joint Martin MPO-St. Lucie TPO Meeting, the Joint Policy Board approved the composition of an RTO, made up of the following members: one representative from the Martin County Board of County Commissioners (BOCC); one representative

from the St. Lucie County BOCC; one elected representative from each of the cities of Stuart, Port St. Lucie, and Fort Pierce; one elected representative from the Town of Sewall's Point; one representative from the Economic Council of Martin County, Inc.; one representative from the Economic Development Council of St. Lucie County, Inc.; and one representative from the Florida Department of Transportation (FDOT)-District IV. Ms. Beltran explained that Martin County and St. Lucie County will have *equal* representation on the RTO Board, and each member entity is to appoint one alternate member to serve in the absence of the regular voting member. If the regular voting member is an elected official, his/her alternate must also be an elected official.

Ms. Beltran recapped and said that the Joint Martin MPO-St. Lucie TPO Policy Board directed Staff to present a Draft Interlocal Agreement to the individual MPO and TPO Boards for review at their next meetings. This Draft was being presented to the MPO Board today. The Draft is also to be sent to the respective Counties and Municipalities, and is to be brought back before the Joint Martin MPO-St. Lucie TPO Policy Board at its next meeting on June 17, 2010 (copy of the Draft Interlocal Agreement on file).

Ms. Beltran mentioned that during the latest Joint Board meeting some Members expressed concern about whether to include an FDOT Representative as part of the proposed RTO Board. She said that she contacted Mr. Rob Gregg from the Center for Urban Transportation Research (CUTR) who worked on the Action Plan. Mr. Gregg did recommend including an FDOT Representative in the RTO process. Ms. Beltran stated that the proposed RTO Board composition mirrored Polk County's and she said that even though Polk County's RTO included a *voting* FDOT Representative at the RTO level the FDOT Representative became a *non-voting* member when their RTA was formed.

Commissioner Smith asked what would happen if the RTO Board was no longer to include an FDOT member on it. Ms. Beltran replied that it was up to the Policy Boards to state this in the RTO Interlocal Agreement.

Commissioner Smith moved approval of the DRAFT RTO Interlocal Agreement. Seconded by Commissioner Heard. Motion opened for discussion.

Vice-Mayor Jack Kelly stated that he was in opposition to the proposed RTO Board composition; however, the majority of the St. Lucie TPO Policy Board members supported it.

Commissioner Tom Bausch asked if the FDOT member would be a voting member. Ms. Beltran replied in the affirmative. Commissioner Bausch responded that he would not support having an FDOT member voting because FDOT has its own agenda and this may represent a conflict of interest. Commissioner Smith recapped the Polk County process where the FDOT member started out as an RTO voting member and moved to become a non-voting member when the RTA was created.

Commissioner Heard stated that the FDOT member was not the only non-elected member on the proposed Board, that the two appointees representing the Economic Councils were not elected officials either. Therefore, Commissioner Heard said that perhaps all three non-elected members should be eliminated from the RTO Board. Having said this, **Commissioner Heard withdrew her second to the motion. The motion on the floor was seconded by Commissioner Hayes instead.**

Chairman Mortell asked if the proposed RTO Board would have the authority to modify the voting rules. Ms. Beltran replied that she would research the issue further, but that it was her understanding that RTO Board composition would have to be discussed again at the next Joint Board meeting, and the agreement modified as per its Section 9 and eliminate these appointees from the signatory pages. Ms. Beltran stated that the recommendation of including Economic Council member representatives was a result of the Transit Summit. Presentations made by representatives of the SFRTA and TBARTA stressed the importance of including the Business community.

Commissioner Hayes said that assuming voting conflicts were encountered, just as previously described by Commissioner Bausch; it would be considered normal board procedures to allow members of the board to reclude the conflict-causing member or have the conflict-causing member reclude him/herself. Commissioner Heard stated that the draft interlocal agreement presented was silent on that regard, and therefore, did not know if it would be possible to reclude a conflict-causing member.

Ms. Beltran reiterated that the RTO was a working group in an advisory capacity and not a policy making board.

Commissioner Hayes suggested adding the following to the draft interlocal agreement: If there was ever a specific issue that the Board felt it may present a conflict of interest caused by any of the three non-elected appointees, that it would be the pleasure of the majority of the Board to decide whether these members would reclude themselves or not.

Chairman Mortell suggested adopting the draft interlocal agreement as presented by Staff and including it as a discussion Item in the agenda of the next Joint MPO/TPO Board meeting. Vice-Mayor Kelly concurred with Chairman Mortell's suggestion and stated that the St. Lucie TPO supported the draft agreement as presented by Staff.

The motion passed with four members in favor (Chairman Mortell, Commissioner Hayes, Commissioner Smith and Commissioner Ciampi) and two members against (Commissioner Heard and Commissioner Bausch).

D. INDIAN STREET BRIDGE UPDATE

MEMO: temp10MPOa06.04

Ms. Beltran introduced Ms. Kim Holland, Consultant Manager from RS&H, and Ms. Beth Zsoka from Quest Corporation of America, the Public Information Officer for the Indian Street Bridge Project. Ms. Beltran said that Quest Corporation of America would like to provide an update of the project, answer questions, and receive comments from the MPO Board before the Public Information Meeting at the Palm City Community Center on Thursday, April 29, 2010, 5:00pm - 7:00pm.

Ms. Beltran also introduced Ms. Betsy Jeffers, FDOT Project Manager for the Indian Street Bridge project. Ms. Jeffers stated that the following design build team members were also present to answer any questions: Mr. George Denti, Cardno-TBE Group Project CEI (Construction Engineering Inspector); Mr. Dale Walker, DOT Project Manager of the Treasure Coast Operations Center in Ft. Pierce; and Mr. Brian Sparks, Project Manager for Archer Western Construction.

Ms. Holland offered a PowerPoint presentation on the status of the Indian Street Bridge project (copy on file).

During her presentation, Ms. Holland pointed out that there was a last minute change to the decorative lighting, and the lighting to be use will be similar to the decorative lighting on the Roosevelt Bridge. Commissioner Bausch asked if the lighting system would be powered by solar energy. Ms. Holland replied that it will not be solar but that it will be lit traditionally. Mr. Don Donaldson stated that solar lighting has been used where there was not access to power; however, the use of solar powered lighting presented a maintenance issue for the County for the upkeep of the batteries and the rest of the equipment. Mr. Donaldson said that the ISB project will have access to power, and by using an efficient regular lighting system it will actually be more cost efficient.

Commissioner Heard asked how much right-of-way (ROW) has already been purchased. Ms. Holland replied that the ROW purchase was still in progress.

Commissioner Heard was concerned about safety and asked clarification of the transitioning of the traffic lanes along the 2-mile long bridge project. Ms. Holland replied that as drivers are going from west to east heading towards Kanner Highway and driving over the bridge, it would be four traffic lanes almost the entire way. Right before the bridge touches down to the ground, it will then widen out to six lanes at the Kanner Highway intersection. Past this intersection, the project must tie back into the existing four lane roadway on Indian Street. Commissioner Heard asked if the design presented going from two lanes on the rural section on the west side of the bridge, to four lanes going towards the bridge, to six lanes at the end of the bridge and back to four lanes when connecting to Indian Street, was a safe practice. Ms. Holland replied that all the transitions have being designed according to standard.

Commissioner Heard asked about the measurements of the pier separation of the bridge. Mr. Denti replied that the standard piers will have a hundred forty feet spacing, and the four large spans over the river will have a distance of one hundred and fifty feet, with one large single pier in the middle part of the bridge. Commissioner Heard was concerned about possible uplighting pollution. Mr. Denti explained that the light would dissipate at the bottom of the bridge and there will be no spread. He added that the downlighting on the highway has also been examined and modified. He concluded by saying that the best and most robust lighting system will be implemented in this project.

Commissioner Hayes asked if the bike lane could be placed more towards the walkway instead of having it right up against the traffic. Ms. Holland replied that the designed presented was the typical configuration. Chairman Mortell added that, like the Roosevelt Bridge, the extra space between the bike lane and the walkway would serve for emergency stops for possible cars in distress while keeping the bike lane clear.

Commissioner Ciampi stated that he has received some emails from concern citizens involving the Neighborhood Advisory Committee (NAC) in Palm City. Commissioner Ciampi requested that Mr. Kevin Freeman, Martin County Community Development Director, ask Ms. Holland some questions of behalf of the Palm City residents. Mr. Freeman stated that the Community Development

Department (CDD) has been working very closely with the Consultants of the projects and with the County Engineering Department, but also with citizens and interested activists within the community. He said that the CDD was brought to look at the aesthetics and the layout proposal in accordance with the Palm City CRA Plan. Mr. Freeman indicated that the segment of the project in Palm City from Mapp Road to St. Lucie Shores Drive is identified as Segment 2. Segment 2 is a four-lane divided highway with wide buffers and a sidewalk located at the back of the roadside swale away from the roadway (copy of the FDOT approved Typical Section on file). Subsequent to those discussion and the FDOT approval, it was learned that the sidewalk on Segment 2 was relocated from the back of the roadside swale to the front of the swale between the curb and the swale, and closer to the roadway. Mr. Freeman stated that this was against the recommendations that the citizens have made during the initial proposal for the design of the project. The CDD initiated discussions with the consultants regarding the relocation of the sidewalk and made some recommendations. Mr. Freeman stated that the recommendations were made through the County Engineering Department. Mr. Freeman said that the new recommendations took into consideration the design constraints and provided a solution that would re-establish the sidewalk in the location that was initially proposed under the conceptual design for the layout.

While waiting to resolve some technical difficulties, Chairman Mortell asked an important but unrelated question. He said that the City of Stuart has a situation where FDOT has been maintaining a full dumpster, multiple pieces of equipment, a truck trailer and other miscellaneous equipment and debris under the north end of the Roosevelt Bridge. When FDOT was asked to remove it, they quickly pointed out that in fact the air rights and land rights under the bridge were in fact FDOTs and they had the authority to do that. Chairman Mortell said he looked at the Indian Street Bridge design and it showed that it is going to have the same spaces both on the Palm City side and on the Stuart side. Chairman Mortell expressed concerns as it relates to the spaces becoming a homeless shelter as well as the aesthetic look of the areas. Mr. Donaldson clarified that even though the bridge was being constructed by FDOT it will be owned and operated by Martin County.

Vice-Mayor Kelly excused himself from the meeting to attend a previous engagement. Before departing at 10:10 am, he congratulated Martin County for the Indian Street Bridge was not only environmentally friendly but also for its impressive construction timeline and its beauty.

In following up with the discussion Chairman Mortell was having regarding open spaces under the bridge, Commissioner Hayes put the east side under the Indiantown Road bridge in Jupiter as an example of a wonderful job done with open space. He said that the area under this bridge has been paved with blocks, it has a nice dock where people can fish off from the parking area, and it has concerts held on a regular basis as well as Earth Day celebrations, to mention a just few of the activities. Mr. Freeman stated that there might be conservation designations that might limit this same concept under the Indian Street Bridge project.

Mr. Freeman resumed his presentation and said that the alternative presented to FDOT attempted to demonstrate that the sidewalks could be located *behind* the storm water retention areas, and link the community better to the roadway. One main concern was that the community might be divided by the imposition of a non-pedestrian friendly division between the north side and the south side of the community. Mr. Freeman reiterated the importance giving a the voice to the community at the upcoming Public Information Meeting at the Palm City Community Center on Thursday, April 29,

2010, 5:00pm-7:00pm; so that the comments provided are taken into account in the ultimate design. Mr. Freeman stated that CDD would support the recommendations of the community on this issue.

Ms. Holland replied that there has been a lot of attention given to the sidewalk relocation issue. Ms. Holland provided some history by stating that in the 2004 PD&E Study the sidewalk was at the rear towards the right-of-way line and close to the property lines. In 2008, the landscape architect of their team held several coordination meetings with Martin County Engineering, and the decision was made to relocate the sidewalk to the front closer to the roadway for safety reasons. There were concerns about tunneling and hiding places due to the landscape buffer that is going to be planted at the right-of-way to shield those neighborhood homes. Ms. Holland said that, in coordination with Martin County Engineering, the CRA and the NAC, there was a request to revisit this issue, bring it to all the advisory committees, and allow public input. Ms. Holland stated that one thousand letters have been sent to the community and that there would be a voting sheet at the April 29th Public Information Meeting, to allow the public the opportunity to decide where the sidewalk should be located.

Commissioner Hayes asked how moving the sidewalk closer to the roadway would be a safer design as opposed to having the sidewalk further away from traffic. Additionally, Commissioner Hayes requested clarification on the word "tunneling". Ms. Holland defined it as hiding places for offenders to hide in landscaped areas. Ms. Holland said that there were different opinions based on where the sidewalk is located. She proceeded to list them, "...if positioning the sidewalk closer to the roadway the pedestrian might experience some noise, decreased air quality, greater potential to fall off the sidewalk and into the traffic, and greater potential for a vehicle to strike a person on the sidewalk; however, if the sidewalk is located away from the roadway and closer to the property lines the users will be closer to the neighboring properties, they could be vulnerable to offenders that might be hiding in the landscaping or tunneling, they will be further away from street lighting so ...". Commissioner Smith interrupted Ms. Holland and asked if she had any evidence or supporting documentation that would show that there are offenders or tunneling issues going on in Martin County. Ms. Holland replied that she was not aware of that. Commissioner Smith asked Ms. Holland to stop using the terms "tunneling" and "offenders" because her presentation was portraying those terms as if Martin County was experiencing those kinds of problems. Commissioner Smith added that he had never heard those kinds of references in a discussion like this. Ms. Holland finished her statement by saying that, "...by locating the sidewalk farther from the property lines and closer to the roadway was that there would be a distinguishable separation between where the public areas are and where the private home areas are".

Commissioner Hayes requested if Ms. Holland and her team were committed to allow the public to provide their input and to take this input and incorporate it into the final project design. Ms. Holland replied in the affirmative.

Commissioner Ciampi stated that Palm City was not only within the district he represented but it was also his neighborhood. He said that he understands the sidewalk location issue and that there was no easy answer for it. He stated that the affected property owners have reached out to him and have stated that they do not necessarily want the sidewalk just on the opposite side of the landscape and so close to their backyards. In terms of predators, Commissioner Ciampi reiterated that this was a very friendly family-oriented community, with many parks and amenities; however, there was a real

concern about people being able to hide and the young children are the most vulnerable. On the other hand, having the children using sidewalks that are too close to the traffic is another consideration. Commissioner Ciampi stated that the issue here was safety and finding the balance between sidewalks located too close to the road or too close to the homes. Commissioner Ciampi also expressed concern about having a road that would “cut” Old Palm City in two: north and south; and he wanted to ensure that this issue was addressed at the upcoming meeting.

Commissioner Smith stated that he was discouraged to learn about an apparent problem, through several emails from the public. He said that it seemed as if some of the citizens’ comments were being shut down by the consultants. Commissioner Smith said that the citizen involved was Ms. Julie Preast, a person who spends an enormous amount of time working with the community. Ms. Preast had sent Commissioner Smith several extensive emails based upon negative comments. Commissioner Smith stated that Ms. Preast has been member of the NAC for over fifteen years, she has been member of the BPAC; she has been involved with the City of Stuart, with the Roosevelt Bridge project, and is currently a member of the CAC. Commissioner Smith expressed great concern about Ms. Preast being shut down.

Commissioner Smith stated that the Indian Street Bridge provides the opportunity of doing some creative and interesting design with the project. He mentioned the bridge that crosses over Marco River and is the primary entry to Marco Island via Collier Boulevard as an example of beauty and functionality brought together. Commissioner Smith also reiterated the importance of interconnecting the neighborhoods. He said that by providing input early on during the design phases of the project would provide an opportunity to design with creativity, such as establishing entering points and crossing points that would tie the neighborhood together and give the residents a better sense of place. Regarding the “tunneling” concerns mentioned by Ms. Holland, Commissioner Smith said that having more public space and having a corridor that is more usable by more families would be a safer option because it would provide for having more eyes on the road all the time watching what is happening. Commissioner Smith encouraged that Ms. Holland and her team would give serious considerations to the suggestions and he stated that the Board should have been informed about the issues over six months ago, he was disappointed that so much time had passed without them knowing the details of the design problem.

Commissioner Smith suggested that something better than Thermo Tape should be used for the striping of the road on the Indian Street Bridge. Mr. Denti replied that it would be a better product than the contrasting tape used on the Roosevelt Bridge.

Mr. Freeman expressed that the CDD has been mindful of the design issues of the Indian Street Bridge. He said that their point of view is that project design should not be based on fear or on the potential of a minimum probability of something happening, such as “tunneling” or “hiding offenders”. He stated that they are also very cognizant of the desire of the residents to have an input that would maintain the value of the community they live in. Mr. Freeman stated that the CDD feels that there is a better alternative to the proposed sidewalk relocation and this should not be dismissed without some serious input from the NAC and from the community. Mr. Freeman exhorted the community to participate in the upcoming Public Information Meeting at the Palm City Community Center on Thursday, April 29th, to make a statement and maintain the life and vitality of their community.

Commissioner Ciampi thanked Ms. Holland for her presentation, and asked her to keep the Board Members continuously updated on the issue. Commissioner Smith asked that Ms. Holland bring an update after the April 29th Public Information Meeting. Ms. Holland agreed.

11. COMMENTS FROM THE BOARD

None.

12. COMMENTS FROM THE PUBLIC

None

13. NOTES (on file)

Ms. Kim DeLaney from the Treasure Coast Regional Planning Council (TCRPC) mentioned that they would be providing a detailed presentation about the Northwood Crossover / West Palm Beach CSX-FEC Connector Charrette. Commissioner Smith stated the he was interested in knowing what the process and alternatives for the Downtown Stuart Transit Depot should be, based on the studies done on the Northwood Crossover and PGA. Ms. DeLaney said that they could present some relevant examples to the Board.

Ms. DeLaney provided an update on the FEC/Amtrak project. She said that this project along with three others were submitted to compete for the first round of high speed rail funding. High speed intercity passenger rail funding was awarded in December 2009. Ms. DeLaney stated that there has been a lot of interest on the part of local governments, the MPOs and other agencies. A second application for this source of funding is due in July 2010. The pertinent agencies, including Martin County and the TCRPC, have all requested that FDOT should be formally committed to this project and to program all the funds in the Five-Year Work Program, so that not only this application will be more competitive for its review in July but if an additional application has to be submitted, we could show a strong commitment to the project.

Ms. DeLaney stated that the March 26th Amtrak/FEC Corridor Coalition Kickoff Meeting at the City Hall; Cocoa, FL had great attendance and showed evident enthusiasm about the project. Ms. DeLaney stated that FDOT reiterated its strong commitment to the project, it is a State priority, and it indicated that the State would be completing the second application that is now underway and due in July 2010.

Ms. DeLaney informed that there were a few outstanding issues with this project. One of the issues is the need for potentially a local match to offset the cost for station construction. As FDOT learned and in speaking with the Federal Railroad Administration, there is expected to be a match of some form necessary for the next round of applications to be funded. There was not a clear read yet as to what that number could be, thus, FDOT is working diligently to understand what the necessary match is. Ms. DeLaney stated that once the information is determined it will be passed on to the local governments to figure out how the match could be made up.

Ms. DeLaney said that the other issue that was raised was the liability and indemnification. The issue was created when the passenger rail legislation was approved back in December. This triggered some different interpretations as to how liability and indemnification is handled for Amtrak on a State owned corridor. Amtrak stated that without a legislative change in decision of the liability relationship, Amtrak

would not be partnering with the State to submit the application. At the March 26th workshop, Secretary of Transportation Stephanie C. Kopelousos was also very clear stating that the reason why this project has moved along was because of continued dialogue with elected officials in Tallahassee and Washington. TCRPC has received one hundred and thirty-four resolutions and letters of support from many agencies and organizations on this regard. Ms. DeLaney said that as more details come available they were sure to keep the Members informed. She said that this issue will be included as an agenda item in the next TCRPC meeting, and that there is more information available on their website: www.tcrpc.org.

Commissioner Smith asked about a proposal to do a station plan for each of the eight stations in terms of how they function and how they relate. Ms. DeLaney replied that there has been a small amount of resources available to do that; a very small design section, very quickly arranged for each station for the purpose of providing an explanation in the application for the Federal Government. Therefore, that part of the application would be undertaken in each of the eight Cities by a submittal deadline of July, there would also be thirty-two public workshops and hearings that would be conducted between April and the end of June, four of those events will take place in Stuart.

Commissioner Bausch had a question regarding the percentage of the return on gas taxes that are sent out of this County. Mr. Donaldson responded that there is a detailed formula to get that calculation. Commissioner Bausch asked if a decrease in population would affect that percentage of the return. Mr. Donaldson replied that fuel tax is based on pennies per gallon and not based on a percentage. Mr. Donaldson said that fuel tax is an integral part of our budget, but it is not a sustainable revenue source and it is not expected to keep up with inflation even for large population areas.

Chairman Mortell informed that he and Commissioner Hutchinson will not be able to attend the May 03rd meeting because they have a Budget meeting already scheduled. Chairman Mortell also requested that the littering issue under the Roosevelt Bridge should be followed up.

14. NEXT MEETING

- May 03rd and/or May 17, 2010 – Regular Martin MPO Board

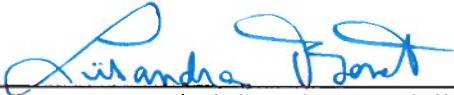
Commissioner Hayes proposed eliminating the May 03rd meeting and to only hold the May 17th meeting. Seconded by Commissioner Ciampi. Ms. Beltran consulted with FDOT and it was agreed that the May 03rd meeting could be eliminated. The motion carried unanimously.

Commissioner Smith addressed Ms. Arlene Tanis from FDOT and asked her if it would be a good idea to follow up with a letter for the littering issue Chairman Mortell has brought up. Ms. Tanis replied that it would certainly help. She said that she would contact Carolyn Gish, FDOT Operations Engineer, on this regard as well. **Commissioner Smith moved that Staff would prepare a letter for the Chairman's signature on behalf of the MPO requesting that FDOT review the policies of storing artifacts underneath the Roosevelt Bridge in its their corridor. Seconded by Commissioner Hayes. The matter passed unanimously.**

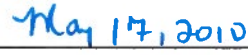
15. ADJOURN

Commissioner Hayes made a motion to adjourn. Seconded by Commissioner Heard. The motion passed unanimously. The meeting was adjourned at 10:56 am.

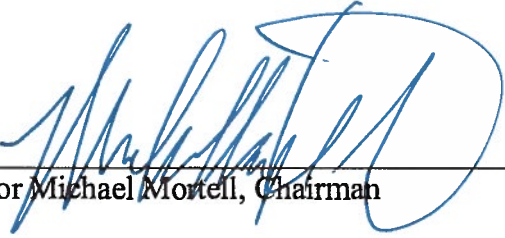
Recorded and Prepared by:



Lisandra Bonet, Administrative Specialist II



Date



Mayor Michael Morrell, Chairman



Date