

**MARTIN METROPOLITAN PLANNING ORGANIZATION  
POLICY BOARD MEETING**

Martin County Board of County Commissioner Chambers  
2401 S.E. Monterey Road, Stuart, FL 34996  
(772) 221-1498

[www.martinmpo.com](http://www.martinmpo.com)

**Monday, April 15, 2013 @ 9:00 A.M.  
Minutes**

**1. CALL TO ORDER.**

The meeting was called to order by Chairman Tom Bausch at 9:02 AM.

**2. PRAYER –Reverend James Brocious, Stuart Alliance Church**

**3. PLEDGE OF ALLEGIANCE**

**4. ROLL CALL**

**Members in Attendance:**

Tom Bausch, Chair, Town of Sewall's Point Mayor  
Sarah Heard, Vice-Chair, Martin County Board of County Commissioners  
Eula R. Clarke, City of Stuart Mayor  
Kelli Glass-Leighton, City of Stuart Commissioner  
John Haddox, Martin County Board of County Commissioners  
Doug Smith, Martin County Board of County Commissioners  
Anne Scott, Martin County Board of County Commissioners

**Members Absent:**

Guy Parker, (Ex-Officio), Indiantown  
Ron Bowen, (Ex-Officio), City of Port St. Lucie

**Staff in Attendance:**

Beth Beltran, MPO Administrator  
Margaret H. Brassard, Administrative Specialist II  
Lukas Lambert, Associate Transit Planner  
Bonnie Landry, Senior Planner

**Others in Attendance:**

Reverend James Brocious  
Joe Yesbeck, T. Y. Lin, International  
Elly Zanin, Commit 2B Fit, Inc.  
Sam Amerson, City of Stuart  
Lisa Sanders, MTM, Inc.  
Arlene Tanis, FDOT  
Lisa Dykstra, FDOT D4  
Teresa Lamar-Sarno, City of Stuart CRA  
Roxanne Chesser, City of Port St. Lucie

Joe Capra, CAPTEC

A quorum was present for this meeting.

**5. APPROVE AGENDA**

**A motion was made by Mr. Doug Smith to approve the Agenda. The motion was seconded by Ms. Eula Clark. There was no additional discussion. The motion passed unanimously.**

**6. APPROVE MINUTES**

**A motion was made to approve the minutes from the meeting dated February 18, 2013, by Ms. Anne Scott. The motion was seconded by Mr. Doug Smith. No additional comments were made. The motion passed unanimously.**

**7. PUBLIC COMMENTS**

**(PLEASE LIMIT YOUR COMMENTS TO THREE MINUTES; COMPLETE CARD TO COMMENT)**

**8. BUSINESS ITEMS**

**A. FY2012/13 TRANSPORTATION ALTERNATIVES PROGRAM (TAP) APPLICATIONS**

Ms. Beth Beltran advised that under the new Federal Legislation, Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21), the Transportation Alternatives Program (TAP) replaced the Transportation Enhancement Program and absorbed the Safe Routes to School (SRTS) Program and the Trails Program. These funds will be available in Fiscal Year (FY) 2017. There were four grant applications received this cycle. These applications were reviewed by the MPO staff and the screening committee to insure compliance with all Federal and State regulations. The first project application is from the City of Stuart and is a sidewalk along Dixie Highway near Wright Boulevard, connecting to the Green River Parkway. The second project was submitted by the Palm City Community Redevelopment Area (CRA) for bicycle lanes along Mapp Road. The City of Stuart CRA submitted the third application for sidewalks and pedestrian facilities along Kindred Street which runs perpendicular to Colorado Avenue in the Downtown Stuart area. The only non-infrastructure project application was submitted by the School District for funds for the Commit 2B Fit Program for elementary school students. A joint advisory committee meeting consisting of the Bicycle and Pedestrian, Citizen's and Technical Advisory Committees, (BPAC, CAC and TAC) was held, and after hearing presentations for each application the committees ranked the projects as shown in the agenda [1-Commit 2B Fit; 2-Sidewalks along Dixie Hwy; 3-Bicycle lanes along Mapp Road; and 4-Pedestrian facilities along Kindred Street]. Ms. Beltran stated that all of the applicants are here to provide a presentation and answer any questions should the Board so desire. Chairman Bausch asked if any of the Board members had any specific

questions as he would like to move on due to another meeting this morning at 11:00 AM between the County, the City and the County Appraiser's office. Ms. Clarke inquired if there are no questions by this Board then the Board has accepted the priority of the joint advisory committees' recommendation. Chairman Bausch confirmed. Ms. Clarke stated that she would like to have a brief presentation. Ms. Beltran added that the amount of funds for this TAP grant is \$199,000. She stated that FDOT was clear in saying that additional funds could become available, and they encouraged the local governments to submit all their applications. Ms. Beltran advised that should additional funds become available, more than one project could be funded. Ms. Clarke stated that she read all the applications and as this was the only non-infrastructure project, she was questioning the evaluation method. Ms. Elly Zanin, co-founder of Commit 2B Fit, addressed the Board and went on to describe the program and grant application. Mr. Smith confirmed with Ms. Zanin that Commit 2B Fit was a separate non-profit that had nothing to do with the School Board and asked for clarification as to the establishment of Commit 2B Fit. Ms. Zanin stated that she is a co-founder of this organization, has worked with the Broward County schools and was the Physical Education Specialist for Broward. She stated that when she retired from the District she worked with Ms. Carmen Pullins from FDOT, to create Commit 2B Fit in an attempt to encourage families to be more active and make healthier nutritional choices. Mr. Smith asked if there was a local chapter, she responded that there was not. Mr. Smith stated that it is a reasonably interesting idea but in his neighborhood the parents take their children to school and he doesn't see that changing. He noted that the traffic in the mornings will not change because of this, and if it were to change he would recommend providing more sidewalks for a safer route for those walking or biking as opposed to placing a pedometer on the children. Mr. Smith stated though the project has merit, he did not believe that using Federal MPO funds for this project is appropriate. He stated that a certain percentage of funds are going to the evaluation process and coordination, so the funds are going to the program not to the School District. Discussion ensued.

Ms. Clarke inquired as to the reason the Joint Advisory Committees chose this project over the others presented. She commented that possibly they looked at this project as a way to implement change in the public's attitude, encouraging alternative modes of transportation and possibly circumvent additional roadways. Ms. Beltran confirmed stating that the BPAC supported educating the youth of today about the importance of walking and cycling. Ms. Clarke stated that the City of Stuart had two applications and she believes that having sidewalks in Stuart would be more beneficial though the Commit 2B Fit is a very worthy

project. Ms. Kelli Glass-Leighton asked of Ms. Zanin if the funds came from the MPO's in the other Counties in which the project ran. Ms. Zanin advised that this is the first time the funds would be coming through the MPO as FDOT funded the project previously. Ms. Glass-Leighton stated that walking and bicycling should be instilled by the parents and if the parents are not buying into it, then the funds would be better suited elsewhere. Ms. Heard stated that the pedometer package seems to be the largest part of the expense, \$4,140.00 at \$16.00 each [student] totaling \$66,000. Ms. Heard stated that this doesn't add up. Ms. Zanin stated that the \$66,000 not only includes the pedometers, journals, necklace and medallion but it covers the training for the instructors.

**Ms. Heard made a motion to approve the package less the Commit 2B Fit portion. Ms. Clarke provided a second for the motion.**

Ms. Beltran stated that if the Board were to approve the priority list with the Commit 2B Fit as fourth then FDOT would see the infrastructure projects as the higher priority. Then should the State or the Federal Government come up with non-infrastructure fund type programs which do not compete with the infrastructure programs this would be on the list and it could possibly be funded. Staff's recommendation would be to place the Commit 2B Fit Program as fourth instead of removing it from the priority list. Commissioner Bausch inquired as to where the Commit 2B Fit Program would go for funding should the MPO not fund this project. Ms. Zanin stated that her understanding, should the Board take Ms. Beltran's recommendation, the project would be returned to the State and possibly the State would be able to find "Safety Funds" available. Mr. Smith stated that he doesn't believe that this program should be at the MPO level and that if non-infrastructure funds were to become available, the program could be revisited at that time, but for now the program should be removed from the list. He stated that his objection is in terms of priorities. Mr. Smith informed the Board of the recent death of a child who was riding a bicycle in a road in Port St. Lucie, with no lights, sidewalks or bike lanes. He inquired as to the Board's priorities adding that no amount of education would have prevented the accident. If the Federal Government were to find available funds, those funds should be put toward a project that is in dire need, if this project remained on the list, the Government could possibly shift funds from elsewhere to fund it, when those funds would be better used being sent to St. Lucie County for a road which really needs improvements. Mr. Smith stated that it is an interesting program, but it doesn't seem fit to be a Federal transportation requirement. Ms. Glass-Leighton asked Ms. Beltran if there is another infrastructure project which could be added to this list in place of the Commit 2B Fit Program. Ms. Beltran stated that there

were only four applications, of which all four passed the screening requirements to proceed to the MPO Process. Ms. Clarke suggested that possibly seeking funds from another source to achieve the education component would be more appropriate. Mr. Haddox requested that the motion on the floor be read. Ms. Brassard stated that the motion was to approve the program without the Commit 2B Fit. Mr. Haddox stated that he would second the motion. [A second had already been made by Ms. Clarke.]

**The motion was put to a vote. Ms. Scott stated opposition. The motion passed with Ms. Scott in opposition.**

Ms. Scott clarified her opposition stating that staff's recommendation of moving the Commit 2B Fit Program into fourth position should have been accepted, keeping the project on the priority list but as the lowest priority based upon discussion. Mr. Bausch thanked the applicants for attending the meeting and being prepared to provide a presentation.

#### **B. CR 714 UPDATE**

Ms. Beltran stated that the Martin County Board of County Commissioners (BOCC) requested that this item be placed on the agenda. Ms. Beltran gave a history of the CR 714 Widening Project, which is the MPO Board's number one priority project. Ms. Beltran advised that Commissioner Haddox, Ms. Rauth and she had gone to the FDOT District office recently and met with the District Secretary, Mr. Jim Wolfe. She stated that they expressed their concerns regarding the timing of the roadway widening and the bridge opening. Ms. Beltran stated that Secretary Wolfe advised that FDOT has expedited this project as much as possible, having changed their normal timeline regarding the ROW certification completion to occur after the bid. There is an approximate five month time span between the contract award and the Notice to Proceed to which Commissioner Haddox requested that the time be lessened by as much as possible. Secretary Wolfe expressed that he has done what he can but if there's any way he could get an additional few weeks shaved from the schedule he would. MPO staff has not heard any additional information to date.

Ms. Beltran stated that they also discussed the St. Lucie Inlet while at the FDOT District office. Secretary Wolfe advised that dredging is not an eligible project for SIS funding. The SIS criteria require that projects must add capacity to a system and the Inlet is considered maintenance. Ms. Beltran stated that as a result of the last MPO Board meeting wherein the Board directed staff to work with FDOT in providing information regarding the importance of the Inlet to the

local economy, a response was received (distributed to each member prior to the meeting) with a list of potential funding sources for dredging of the Inlet. She stated that one of the sources is the Small County Dredging Program [Chapter 311.22 of the Florida Statutes]. Ms. Beltran stated that she has learned that there is a proposed transportation bill in the Legislature which changes the language in this program. She stated that the language of this program offers funds to small counties under 300,000 in population to dredge waterways; this program is currently under the FSTED [Florida Seaport Transportation Economic Development] Council (also known as the State's Ports Council) which ultimately supports the State's deep water ports. She stated that the proposed language in the new bill would change this program so it is under the Florida Department of Transportation, which is significant for Martin County because the St. Lucie Inlet is not a deep water port. Ms. Beltran stated that she has spoken with Ms. Kate Parmelee who is the Martin County Intergovernmental staff person. Ms. Beltran stated that there may be a time in the next few weeks that she may request MPO support for funding the Small County Dredging Program under FDOT. Should this transpire, Ms. Beltran stated that she would appreciate the Board authorizing staff to draft a letter for the signature of the Chairman, to submit to the [Legislative] Delegation, to Secretary Prasad in Tallahassee and Secretary Wolfe in Fort Lauderdale to fund this program.

**Mr. Smith made a motion to accept staff's recommendation to authorize staff to draft a letter for the signature of the Chairman, to submit to the Delegation, to Secretary Prasad in Tallahassee and Secretary Wolfe in Fort Lauderdale to support funding the Small County Dredging Program. This motion was seconded by Ms. Scott. The question on the vote was called and the motion passed unanimously.**

Mr. Haddox made an additional request to provide staff with the direction to identify small counties with inlets, coordinate with them and request that they also submit letters to the Delegation and Secretaries Prasad and Wolfe.

### **C. FDOT STRATEGIC INTERMODAL SYSTEM (SIS) 2040 COST FEASIBLE PLAN**

Ms. Beltran introduced Ms. Lisa Dykstra, the SIS Coordinator for FDOT-District IV, who provided an overview of the SIS system, the Draft 2040 Cost Feasible Plan (CFP) and the schedule for updating the SIS Plan. She provided the Board with an outline of what was to be expected and provided a map showing the SIS facilities in Martin County, I-95, the Florida Turnpike and SR 710, the Intracoastal Waterway, and two rail lines, the CSX and Florida East Coast (FEC). She stated that there are three Emerging SIS facilities, U.S. Highway 441

from SR 80 to SR 60, a freight rail line the South Central Florida Express and the Okeechobee Waterway which runs from the Gulf of Mexico to the Atlantic Ocean. Ms. Dykstra went on with her presentation and provided details for each of the projects listed on the Martin County Key SIS Highway Projects. Ms. Heard asked who prioritizes the CFP. Ms. Dykstra advised that the District prioritizes these projects on an as needed bases, these are proposed priorities sent to the statewide office for statewide prioritization. Mr. Smith confirmed that this Board is able to make comments on these projects and their prioritization. Ms. Dykstra concurred. Mr. Bausch asked why FDOT anticipates widening I-95 from south of High Meadow Avenue to north of Becker Road from six to eight lanes noting that Development of Regional Impact (DRIs) are not being constructed. Ms. Dykstra advised that the current PD&E studies are indicating a future need which is why they are scheduling future funding so they can be prepared when the time arrives. She advised that the I-95 project is scheduled in the last timeframe of the CFP and they are reviewing all future, eligible District IV SIS projects for prioritization and this is where it came out based on the future traffic projections. Mr. Bausch advised that he recently went to FDOT for a Seven50 Workshop. He stated that in this five hour discussion, they expressed what the counties would like to see as far as their physical transportation infrastructure from St. Lucie County to the Keys and the focus was on in-fill not new roads. Mr. Bausch stated that there is a lack of communication between FDOT and those working on the Seven50 Plan, explaining that the two sets of planners are on different paths. Ms. Dykstra stated that this is how the plans are looking today but it is not to say that the plans will not change in the future. Central Office has informed her that the CFP list will be updated annually which will provide flexibility for adjusting future changes.

Mr. Smith pointed out that the CFP is not yet complete as it appears to only address highways, and he would hope that rail would play an important part in the future of this state. Mr. Smith stated that he would hope that the SIS systems, relative to Martin, would focus on the eight rail stations from Stuart to Jacksonville, making note of Amtrak that is back in discussions, extension of Tri-Rail to the north, and FEC's dual tracks. Mr. Smith stated that if a better job is done regarding mass transit, I-95 may not need the proposed expansion to eight lanes. He suggested instead of spending millions expanding I-95, spend it implementing rail service or other interconnectivity of those systems. Mr. Haddox noted that he views the I-95 expansion of the SIS as focusing on economic vitality, moving cargo throughout the state not just people. He agreed with Mr. Smith about looking at connectivity to the major SIS facilities through deep water ports and rail. Ms. Clarke requested that Ms. Dykstra take back to

FDOT the opinions expressed by this Board that communication between the [SIS] LRTP and the Seven50 planners is paramount. She added that alternative transportation as well as connectivity is important and that this Board should send this information via a letter now. Mr. Smith agreed.

**A motion was made by Ms. Clarke that staff should prepare a letter to FDOT, for the signature of the Chair, stating that as per Board discussion, the use of rail and other alternative methods of transportation should be used as opposed to the widening of I-95. This motion was seconded by Mr. Smith.**

Ms. Scott inquired as to the I-95 expansion as shown on the Key SIS Project List in question. She stated that it is shown as managed lanes and her understanding is that there is a desire from the State level to utilize managed lanes [toll lanes] as an economic enhancement. Ms. Dykstra confirmed adding that Central Office has directed that any new capacity projects should be evaluated as tolled to determine feasibility therefore you will see that initially most expansion projects will be listed as managed lanes for PD&E studies. Ms. Scott inquired if the conversion of existing capacity is possible under this concept or if the increase of capacity is in order to have managed lanes or has the perceived need for capacity already been assessed to which the managed lanes concept will be added. Ms. Dykstra stated that the additional capacity need has been shown in the future time frame, and in order to evaluate that future capacity, consideration as to how it can be managed must be evaluated. Ms. Scott stated that she's trying to ascertain if the managed lane concept is bolstering the expansion need. Ms. Dykstra stated that the capacity need was identified first, and then FDOT had to study the best way to manage the lanes in the future. Ms. Scott stated that she is of the opinion that increased capacity on I-95 is not what this Board wishes for the future of Martin County, as they would prefer addressing the capacity need through use of alternative modes. Mr. Bausch inquired if the toll lanes in Miami-Dade were to control traffic or if it was for capacity. Ms. Dykstra explained that they had to expand capacity, so they re-stripped and re-configured the roadway in order to add an additional lane. Mr. Bausch asked if the toll lanes were profitable or is it still subsidized. Ms. Dykstra stated that current studies do attest that it has been a successful project overall which is why other areas are being evaluated. Mr. Smith requested that a vote be held on the motion.

**A motion was made by Ms. Clarke that staff should prepare a letter to FDOT, for the signature of the Chair, stating that as per Board discussion, the use of rail and other alternative methods of transportation should be**



**used as opposed to the widening of I-95. This motion was seconded by Mr. Smith. The question was called and the motion passed unanimously.**

Ms. Heard inquired of Ms. Dykstra if she is receiving the same type of response from the other counties asking that alternative methods be used as opposed to adding lanes to I-95. Ms. Dykstra confirmed. In conclusion of her report, Ms. Dykstra advised of FDOT's schedule and timeline for completion of the Final SIS 2040 CFP. She stated that FDOT will continue to coordinate with all partners as well as make strides for consistency in all phases of the 2040 LRTP.

**D. COMMUNITY TRANSPORTATION COORDINATOR (CTC) RECOMMENDATION.**

Ms. Beltran provided an explanation of how the MPO is involved in the recommendation of the Community Transportation Coordinator (CTC). Martin's current CTC is Medical Transportation Management (MTM), whose Memorandum of Agreement (MOA) with the Florida Commission for the Transportation Disadvantaged (CTD) is up for renewal on June 30, 2013. Once the CTD approves the MOA the new contract begins July 1, 2013. Ms. Beltran provided a flow chart to show the relationship between all the parties involved. The selection committee, the Local Coordinating Board for the Transportation Disadvantaged (LCB-TD) and staff all recommend that MTM be the new CTC with some stipulations, one being that MTM collaborate with the Martin County Health and Human Services Office in the transportation coordination effort. For many years the Council on Aging (COA) had been the CTC, and MTM was awarded the contract four and half years ago. The County's Community Services Division was represented on the LCB-TD by the County's Veteran's Affairs Office who has helped with the TD populous tremendously. The Health and Human Services Office which is also in the County's Community Services Division was not a part of this dialog. The LCB-TD and the selection committee determined that coordination with the Health and Human Services Office and MTM would be crucial as the Health and Human Services staff deals with the TD population on a daily basis. Ms. Beltran stated the next stipulation is that they wanted to provide the Health and Human Services Office with the opportunity to participate in the Major Update of the Transportation Disadvantaged Service Plan (TDSP). Staff will provide the scope for the Major Update to them within the next few months. The last stipulation would be that MTM provide a Draft Annual Operating Report (AOR) to the LCB-TD Board in August prior to submission to the CTD. This will give LCB-TD Board members the opportunity to provide additional information as well as have their questions answered before the report goes to Tallahassee. Ms. Beltran stated that Ms. Lisa Sanders, Program Manager for MTM is here in the event there are any questions for MTM regarding this matter. Mr. Haddox asked if the Health and Human Services Office could be a member of the LCB-TD. Ms. Beltran stated that she spoke with Mr. John Irvine, the TD Commission's Program Manager for Martin County, who advised that the membership is put in place by State Statute;

however, the Health and Human Services staff could have a recurring agenda item in order to have the Board informed of their ongoing transit related needs.

**Mr. Haddox made a motion to approve MTM as the CTC, direct them to coordinate with the Health and Human Services Division, and to provide the LCB-TD Board with a Draft AOR prior to submission to the CTD. This motion was seconded by Ms. Clarke.**

Mr. Bausch asked for the term of the CTC's contract. Ms. Beltran advised that it is five years however the LCB-TD Board reviews it annually. Mr. Bausch inquired if there was a termination clause. Ms. Beltran stated if the LCB-TD Board deemed it necessary to terminate the CTC contract the TD Commission staff would convene an emergency meeting to address the provision of transportation for current riders with a different CTC. Mr. Bausch inquired if the contract could be severed. Ms. Beltran advised that the contract is between the CTD and the local CTC adding that she is unaware of a severance mid-term of the contract. She included that there have been instances where the CTD had to intervene to assist in local transportation due to a provider or coordinator deficiency, as the need for the transportation service does not cease. Ms. Beltran stated that she would confirm the procedures in place to alleviate or circumvent issues in the event of a severed contract. Mr. Bausch asked to have the motion read prior to calling the vote.

**Mr. Haddox made a motion to approve MTM as the CTC, direct them to coordinate with the Health and Human Services Division, and to provide the LCB-TD Board with a Draft AOR prior to submission to the CTD. This motion was seconded by Ms. Clarke. The vote was called and the motion passed unanimously.**

#### **E. GOOGLE TRANSIT TRIP PLANNING**

Ms. Beltran advised that Mr. Luke Lambert the Associate Transit Planner for the MPO will present transit trip planning on Google Maps for the Martin County fixed route system riders. Mr. Lambert stated that currently fixed route riders only resources for transit schedules are the Martin County or the Martin MPO websites and a paper route schedule. He advised that he has been working with Google Maps which will make the route schedules available to everyone with a computer or smart phone using Google Maps. Mr. Lambert advised that everything he has accomplished on Google Maps has been free, and provided the local Google Map screen for presentation of an example to the Board. Mr. Smith inquired as to the self-calculation of the fuel savings from Point A to Point B, as provided by the program. Mr. Lambert showed where it states that a private corporation performed that test for the Internal Revenue Service (IRS) to help businesses with their tax deductions. Mr. Smith asked if there would be a quarterly or cumulative number showing the amount saved by the County as a result of these efforts. Mr. Lambert said he was not aware of that being offered by the system. Mr. Smith stated if we had the number and were able to submit it

to FHWA, making note of the savings, possibly the savings could be reallocated through some other source, back to public transit. Mr. Lambert advised that he would research that information and advise the Board. Ms. Clarke stated that the area of East Stuart has been an oversight as evident from the lack of bus routes stops. Ms. Clarke noted that the Stuart route goes on East Ocean toward Sewall's Point but the people of East Stuart who have needs for transportation have no access to buses. She stated that many Federal facilities have moved to St. Lucie County. Residents in East Stuart that need to go to St. Lucie County for Medicaid, the Department of Children and Families for issues or other Social Services do not have any transit stops. She requested that additional outreach be performed for this area if not for a current fix at least to get it onto the priority lists. Ms. Beltran advised that in the next agenda item regarding the major update for the TDP the consultant will address some of these issues. Mr. Bausch asked if any surveys have been performed to obtain the number of transit users without cell phones. Mr. Lambert stated that he has ridden the bus and advised that many of the riders asking the bus drivers stop location questions do have cell phones, but he reminded the Board that this is only an added tool that may be used. Ms. Glass-Leighton advised that she applauds the pro-activeness of the project as electronics such as smart phones are the way of the future.

#### **F. TRANSIT DEVELOPMENT PLAN (TDP) MAJOR UPDATE-SCOPE OF SERVICES**

Ms. Beltran advised that the Major Update of the TDP has a 10-year planning horizon and is required every five years. T. Y. Lin International, a General Planning Consultant for the MPO, will be preparing the document. Ms. Beltran introduced Mr. Joe Yesbeck from T. Y. Lin to receive input from the Board prior to the formation of the final scope for this project. Mr. Yesbeck went on to describe the purpose and the organization of the TDP Major Update, stating that the first five years are fairly detailed and the next five are more general and strategic. Mr. Smith asked if his firm is working with the planners of Seven50. Mr. Yesbeck stated that they have not worked officially with them but he has been connecting with them and attending the functions in order to stay informed of the project. Mr. Smith suggested that all seven counties need to have coordinated discussions as he is of the opinion that the outcome of their labors in the next couple of years may greatly influence the infrastructure of the local communities. Ms. Heard echoed Ms. Clarke's comments that the focus should be on targeting those communities in the most need of transportation and their desired destinations as they are and have been underserved.

#### **9. COMMENTS FROM FDOT**

Ms. Tanis advised that FDOT has sent a letter to Ms. Beltran regarding the proposed language in the Small County Dredging Statute. Ms. Beltran noted that subject was addressed earlier in the agenda under item B.

## 10. COMMENTS FROM BOARD MEMBERS

Mr. Smith stated that another child was recently killed just north of the Jensen Beach roundabout. He stated that he had requested FDOT to make some changes on the Island, two of those requests were reductions of speed in the areas where it becomes more commercial and where the causeway comes out to the beach. He advised that the requests were dismissed so he asked if the Board would be supportive and provide a letter to Central Office requesting that their position be reconsidered and review the safety concerns expressed herein. Mr. Smith advised the Board of the accident background, stated that he personally has written a letter to FDOT and requested speed reduction to 35 miles per hour (MPH) in two locations; the Jensen Beach Causeway area and the other section is east of the Lyons Bridge to the Elliott Museum. Mr. Smith stated that the current limit is 45 MPH, FDOT doesn't see the justification for the speed reduction, and Mr. Smith believes that another death could potentially happen without the speed reduction. Ms. Clarke advised of an area on U.S. 1 and Contractor's Way there are two businesses with active night life across from one another. She stated that numerous people cross the road there, her secretary was one of many who have been injured there and there have been two deaths. Ms. Clarke requested that FDOT take another look at that location to reduce speed or place something there to alert motorists that people cross the road there between the two shopping centers. Ms. Beltran stated that this was brought up in December and Secretary Wolfe advised that FDOT did look at it. Ms. Arlene Tanis, FDOT District IV, stated that this was taken to the Traffic Operations Manager, and after a thorough review it was noted that there were no safety issues for that location. She stated that there had been one accident which may be the one being referred to by Ms. Clarke. Ms. Tanis advised that they will look into it again. Ms. Tanis stated that she would like to also obtain the information from Mr. Smith regarding the Jensen Beach areas in question. Mr. Smith advised that FDOT would probably receive his follow up letter today. Ms. Tanis said that she would look into it.

Mr. Bausch stated that he and Ms. Beltran went to see Secretary Wolfe and Mr. Gerry O'Reilly regarding merging the Martin MPO with the St. Lucie TPO. He stated that they emphatically expressed their displeasure with that idea. FDOT did request the Martin work regionally on a staff level with any regional issues that would arise. The request was reasonable and Mr. Bausch advised that it behooves both Counties to work together. He said that he was recently advised that the bus shelters are not in place which surprised him as it is an old subject. Ms. Beltran stated that Mr. O'Reilly advised that he would arrange a meeting with the Directors of the Treasure Coast MPOs to discuss strategies for working regionally over the next ten years through the next Census. Ms. Beltran advised that when the three counties work regionally, they should do it through the Treasure Coast Transportation Council (TCTC) which was put into place to allocate funding made available through the Transportation Regional Incentive Program (TRIP) funding and to address regional issues such as the SIS facilities, the Regional Waterways Plan and passenger rail. Mr. Bausch stated he would suggest that the Board provide consensus for Ms. Beltran to move forward with the collaboration with the other MPOs. Ms. Heard asked what regional planning has to do with the bus stops. Mr. Bausch stated that this would allow Martin to work with St. Lucie County. Ms. Tanis advised that this is in reference to the bus shelter grant that was awarded to Martin and St. Lucie Counties

working through the Regional Transit Organization (RTO). She advised that Port St. Lucie had taken the lead to carry out the bus shelter program. After a series of staff changes in St. Lucie, Ms. Tanis stated that she received a package from St. Lucie last week containing the final supplemental for the funds consisting of the \$500,000 grant, which was narrowed down to about 17 shelters from Ft. Pierce to Martin. Ms. Tanis stated that it has finally been signed by the City of Port St. Lucie, which created the stalemate as they were the project leads. She advised that there will be an Interlocal Agreement between the five entities, three cities and two counties. She advised that 17 locations had been determined for the shelters and there is no match required for this grant.

Ms. Clarke inquired if a [St. Lucie] Transportation Planning Organization (TPO) member was supposed to be on our Board. Ms. Beltran stated that after the 2000 Census the Interlocal Agreement which was put in place to certify the Martin MPO and St. Lucie TPO was to have ex-officio members from each entity to attend meetings of the other. Ms. Beltran stated that Councilman Kelly attended many meetings but he has since left office, there is another ex-officio member but he is not in attendance today. Ms. Beltran stated that she can reach out to him to encourage attendance, likewise, our Chair is an ex-officio to St. Lucie but historically the Martin ex-officio has not attended the St. Lucie TPO meetings. Mr. Bausch advised that he has reached out to those in Indiantown, but obviously they are not here. Ms. Beltran advised that she will reach out to Mr. Parker again, but assured the Board that he does receive the agenda.

**11. NOTES**

None

**12. NEXT MEETING - May 20, 2013 @ 9:00 a.m.**


**13. ADJOURN**

A motion to adjourn was made by Mr. Haddox. A second was received by Ms. Clarke. There were no objections. The motion passed unanimously. The meeting adjourned at 10:55 AM

Recorded and Prepared by:

  
Margaret H. Brassard, Administrative Assistant II

  
Date

  
Tom Bausch, Chair

  
Date