

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

Monday, June 23, 2014 @ 9:00 A.M.

Minutes

1. CALL TO ORDER.

The meeting was called to order by Chairman Tom Bausch at 9:07 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 Commissioner

Eula R. Clarke, City of Stuart Commissioner (left at 10:09 A.M.)

John Haddox, Martin County Board of County Commissioners

Doug Smith, Martin County Board of County Commissioners

Members Excused:

Sarah Heard, Vice-Chair, Martin County Board of County Commissioners

Troy McDonald, City of Stuart Commissioner

Anne Scott, Martin County Board of County Commissioners

Members Absent:

None.

Staff in Attendance:

Beth Beltran, MPO Administrator

Margaret H. Brassard, Administrative Specialist II

Murriah Dekle, Planner II

Bonnie Landry, Senior Planner

Others in Attendance:

Peter Merritt, Treasure Coast Regional Planning Council

Joe Yesbeck, T. Y. Lin, Inc.

Vikas Jain, T. Y. Lin, Inc.

Robyn Chiarelli, FDOT

Joe Capra, CAPTEC

Michael Durham, County Attorney

Stewart Robertson, Kimley-Horn, Inc.

Reverend James Brocious, Stuart Alliance Church

A quorum was present for this meeting.

5. APPROVE AGENDA

A motion was made by Ms. Eula Clarke to approve the Agenda. The motion was seconded by Mr. Doug Smith. There were no additions. The motion passed unanimously.

6. APPROVAL OF MINUTES

Mr. John Haddox made a motion to approve the minutes for the May 12, 2014, meeting. A second was provided by Ms. Eula Clarke. There were no amendments or objections. The motion passed unanimously.

7. PUBLIC COMMENTS

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

None.

8. BUSINESS ITEMS

A. MARTIN COUNTY 2014-2023 TRANSIT DEVELOPMENT PLAN (TDP) – MAJOR UPDATE

Ms. Beltran advised that the Transit Development Plan (TDP) is a requirement to be updated every five years in order to receive State Block Grant Funds for transit operations. She advised that T. Y. Lin, Inc. is one of the General Planning Consultants (GPC) for the Metropolitan Planning Organization (MPO) and with assistance from staff have developed the 2014-2023 TDP. She advised that Mr. Joe Yesbeck with T. Y. Lin, Inc. is here to present the Major Update. Mr. Yesbeck advised that with him is the Project Manager, Mr. Vikas Jain, and he refreshed the Board's memory that he was here previously to make the Needs Assessment Presentation. Mr. Yesbeck stated that when gathering the information they employed two techniques, the Technical Analysis and the Public Involvement Plan (PIP) which reached out to stakeholders, riders, non-riders and the general public. He continued with his presentation, providing a Peer Analysis Report which compared Martin to six different transit services in other counties. Mr. Yesbeck stated that Martin is not as densely populated and has a lower revenue hours per capita which translate to fewer hours, fewer riders. Mr. Yesbeck advised that a vision statement for the TDP was developed with help from the steering committee. He stated that from the vision statement, five goals were obtained: Transit Service Quality; Transit Service Efficiency and Effectiveness; Transit Ridership; Branding, Marketing and Public Awareness; and Intergovernmental Coordination. It was noted that from the Goals, there were 24 Objectives and 32 Performance Measures that were developed. Mr. Yesbeck advised that the study focused on six alternatives that he discussed: Status Quo; More Frequent Bus Service; Weekday Service Expansion (A); Weekday Service Expansion (B); Weekend Service; and Hub and Spoke System/New Routes. He stated that the Plan was divided into three scenarios for the Financial Analysis: (1) the Current Trend keeps the same service with some of the capital improvements added; (2) the Alternative which implements the full capital program as well as increasing the service hours; and (3) the Aggressive which is the full Hub and Spoke System, implementing the full CIP which is higher because of the addition of two new routes as well as buses to service them. Mr. Yesbeck detailed the

different scenarios and provided the financial analysis over a ten year period. A slide was presented which showed implementing of improvements to bus stops beginning in 2014, marketing/branding in 2015/16, more bus stop improvements and bus acquisitions in 2017/18, additional bus stop improvements and transit pass holder program (Electronic Kiosks) 2019/20, park and ride lots expansion in 2021. Mr. Yesbeck said that the TDP will be presented to the Board of County Commissioners (BOCC) in a few weeks and T. Y. Linn, Inc. will be wrapping up the Final Report. He advised that he will be taking questions at this time.

Mr. Smith suggested considering reviewing the model used in Raleigh-Durham, North Carolina, wherein their Land Development Regulations drive a lot of the funding for their transit system. If a development comes in and requires 200 parking spaces, they do not get 200 spaces they get a much lesser number, and the amount of funds that would have gone into creating those 200 parking spaces goes into developing the transit system. Mr. Smith advised that the Association of Counties is going to prioritize Moving Ahead for Progress in the Twenty-First Century (Map-21) as a new Federal Legislative Priority, so collectively the region or State needs to determine the necessary steps to technically change language or urbanized area (UZA) rules to separate and benefit transit for the small/midsized Counties. Mr. Yesbeck mentioned that often the funding opportunity is available to the counties, but they must also provide for and identify the local match which sometimes is the hurdle. Mr. Smith provided an example of the working, \$3 million, Park City Model which is funded using sales tax and tourism dollars, as they have a huge tourism populous. Mr. Smith mentioned the role of the CRA. Mr. Bausch said that this area is very seasonal, was data gathered in that perspective. Mr. Yesbeck said the data is there, but they didn't differentiate seasonal or non, it was calculated as year round expense. Mr. Bausch is of the opinion that few bus drivers, lower gas and maintenance fees will be needed in the low season, verses peak season, would there be an impact? Mr. Yesbeck said we could review some of the ridership trends that exist today to see if there is a meaningful fluctuation which would be a good start. Mr. Bausch mentioned that in other areas the buses are wrapped with advertising. Mr. Yesbeck affirmed that those ads are revenue to the community, but the wrapping is determined by the local ordinances as to whether or not it would be allowed. Mr. Bausch said that exclusive of the advertising, is that proven to attract ridership just having a wrap on the bus. Mr. Yesbeck stated that the need for branding and marketing was the number one comment of the public and the stakeholders noting that it does catch the eye of potential riders. Mr. Bausch said that there was no mention as to a rate schedule. Mr. Yesbeck stated that they didn't review increasing the rate as the \$1.50 fare was reinstated about one and a half years ago, which is a transit industry standard, and increasing that would not offset the ridership loss. Ms. Clarke inquired if having a Palm City bus route would be as necessary for jobs as well as daily transportation as one into/from Indiantown or central Martin County. Mr. Yesbeck stated that they viewed the current trips with consideration of possible service areas, but for a deeper analysis a system wide study utilizing the Long Range Transportation Plan (LRTP) could be performed to support the overall mobility system for Martin County. Mr. Smith inquired if transportation was considered for the thousands of children who participate in sports from little

league to soccer, noting that in his prior example of Park City, as many youth are on the transportation systems unaccompanied, as there are adults. Mr. Jain pointed out the 32 performance measures previously mentioned by Mr. Yesbeck, noting specific outreach markets to promote awareness; they have taken this into consideration noting distance to schools, activity facilities, student density and overall density thresholds. Mr. Bausch expressed his pleasure with the presentation of the TDP adding that branding is very important and that he hopes that a good “sell” job is made to the BOCC to convince them of its value. He stated that Martin can’t keep building roads and bridges, the revenue isn’t there. More people need to be transported together instead of the current one driver, one car. Ms. Beltran stated that staff is requesting that the TDP be accepted by the Board as presented and to recommend it to the BOCC for consideration and approval.

Mr. Doug Smith made a motion that the Transportation Disadvantaged Plan (TDP) be accepted and requested that it be recommended to the Board of County Commissioners (BOCC) for approval with comments from the Board, as followed: *Review the land use model from Raleigh-Durham-funds to transit instead of infrastructure/parking spots; Research Legislative changes necessary for small/mid-sized Counties to move in different funding strategies other than current situations/UZAs; Consider effects of: area seasonality, use of tourist taxes, and including Community Redevelopment Areas (CRAs); Provide Marketing/Branding; consider public transportation inclusive of youth sports transportation.* Ms. Clarke seconded the motion. The vote was called. The motion passed unanimously.

B. FY2014/15 TRANSPORTATION DISADVANTAGED (TD) PLANNING ALLOCATION FOR MARTIN COUNTY

Ms. Beltran advised that this is an annual item which is acceptance of the State’s Transportation Disadvantage Planning Grant funds. She stated that the amount is approximately \$22,000 and will be used by the MPO staff to staff the Local Coordinating Board – Transportation Disadvantaged (LCB-TD) and to prepare documentation required by the Martin Transportation Disadvantaged Program. A recommendation of approval is sought along with approval of the Resolution (See Agenda Package) and contract with the State for the Transportation Disadvantaged Commission for the \$22,000.

Mr. John Haddox moved approval of staff’s recommendation. The motion was seconded by Mr. Doug Smith. The motion did not meet with any objections. The motion passed unanimously.

C. PUBLIC HEARING

PUBLIC INVOLVEMENT PLAN (PIP) AMENDMENT - PUBLIC TRANSIT PROGRAM OF PROJECTS (POP).

Chairman Tom Bausch announced that this is a Public Hearing and requested any public comments. None were forthcoming.

Ms. Bonnie Landry advised that this is a follow up to the April meeting where it was requested that the Public Involvement Plan (PIP) be amended to include a provision to provide the public involvement for the Martin County Public Transit's (MCPT) Program of Projects (POP). She advised that this item was taken through the public involvement process by being brought to each of the advisory committees, and on display at all County libraries as well as the Administration Center. She stated that as the Board reviewed and approved the language at the April meeting, staff is now seeking approval of the Final Draft, or any comments, from the Board. Ms. Beltran reminded the Board that this is a Public Hearing as staff is requesting an amendment to the PIP which has been out for a 45 day public review period.

Mr. John Haddox made a motion to approve the Final Draft Amendment to the Public Involvement Plan (PIP) to include the Martin County Public Transit's (MCPT) Program of Projects (POP). Ms. Eula Clarke provided a second to the motion. The vote was called and the motion passed unanimously.

D. PUBLIC HEARING

FINAL DRAFT FY2014/15-FY2018/19 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Ms. Bonnie Landry advised that this is a Public Hearing for the Final Draft of the FY2014/15-FY2018/19 Transportation Improvement Program (TIP). Chairman Tom Bausch asked if there were any public comments on this item. No comments from the public were forthcoming.

Ms. Landry advised that this item was brought to the Board last month and this is the Final Draft of the Transportation Improvement Program (TIP). She advised that the Final Draft of projects was presented to each of the committees in June, was on the MPO's website, as well as in the public libraries and in this building for 45 days. She went on to describe the five sections of the TIP. Ms. Landry reminded the Board that this is the Final Adoption Hearing as it was reviewed in May, and the public review time has expired without comments. She advised that since the last meeting a project was included in the TIP, which is a new project to carry forward the Veteran's Memorial Bridge Project, cost estimate changes and moving forward of the final construction dollars. Staff is recommending approval of the Final Draft TIP.

Mr. John Haddox made a motion to approve staff's recommendation. Ms. Eula Clarke provided a second. Seeing no objections the motion passed unanimously.

E. DRAFT CONGESTION MANAGEMENT PROCESS (CMP) -TIER II CORRIDOR TRAFFIC STUDY

Ms. Landry advised that the Draft Congestion Management Process (CMP) has been in progress for several months and stated that Kimley Horn is the General Consultant on this task. Mr. Stewart Robertson of Kimley Horn thanked the Board for their time, advising that his firm has been working closely with the MPO staff on this Draft CMP

Tier II Corridor Traffic Study. He stated that the CMP is a Federal process that allows for systematic study of improvements to the transportation system and efficiency. Mr. Robertson advised that MPO staff performed the Tier I process and identified the SE Monterey Road/East Ocean Boulevard roadway as the high priority corridor to progress to the study in Tier II. He advised that the study area consisted of SE Monterey Road from Kingswood Terrace to the intersection at East Ocean Boulevard continuing east to St. Lucie Boulevard. Mr. Robertson advised that a major Planning Emphasis Area (PEA) of Florida Department of Transportation (FDOT) is Pedestrian and Bicycle Safety for 2014 and there are a number of strategies that have been incorporated into the recommendations that this Board will be receiving today. He advised of the benefits of having a street network as part of this corridor in order to remove numerous local trips from the major roadways. He advised of the three workshops that were held as public outreach. Mr. Robertson informed the Board of the difficulties pedestrians, especially elderly pedestrians have to traverse this bustling corridor, especially with the distance between crosswalks. He noted a common practice used by pedestrians of standing on the center, double yellow stripes in the roadway as a refuse until the direction in which they are crossing becomes available to cross. Mr. Robertson advised that the East Ocean corridor is five lanes, two in either direction, with a bi-directional lane in the center, which exhibits a broad range of mixed land-use on both sides of the corridor. Mr. Robertson focused on a new bus stop on East Ocean noting that there is a fair distance between crosswalks which is problematic as access is needed to get on/off depending on the direction in which a rider is heading. Mr. Robertson mentioned Kingswood Terrace stating that there are no sidewalks along that road and the residents would like to be able to get to Monterey Road without having to walk in the roadway. Mr. Robertson advised that residents from both the Kingswood and Vista Pines Condominiums voiced their opinions as to having a roadway "the Kingswood Connector" with bike lanes and a sidewalk constructed which would connect them to Ocean Boulevard as well as the businesses along Monterey Road. The residents of Vista Pines liked the idea of a connection via a multi-modal path to the Kingswood Connector but not a roadway into their development. A huge benefit, he noted, would be that local trips could be made without going onto a major roadway, vehicles from the Oceans East Shopping Mall would be able to get to Kingswood Terrace via the Connector and safely turn left at the proposed light onto SE Monterey Road. Ms. Clarke requested the implementation timeline and costs of the project. Ms. Beltran clarified that this is a study to identify problems and provide mobility and safety improvement options for this area, but there is no timeline to date. Mr. John Haddox expressed concerns regarding the Kingswood Connector as there is a large drainage swell behind the Fresh Market which provides drainage for both sides. He noted that where it currently comes out is a small, very congested area with vehicle traffic from the library and the Administrative Building, noting that if residents were to take that as a short cut to East Ocean it could become very congested and hazardous. Mr. Robertson shared the concerns regarding the drainage adding that it would have to be factored into during the design and construction which would increase the costs. As for the driveway between the library, Administrative Building, and shopping center we concur that it is tight in that area but it could relieve the driveway as fewer people will be using it. It was suggested at the

Technical Advisory Committee (TAC) meeting that possibly an East entryway be provided on the other end of the East Ocean Mall which would alleviate traffic and provide more routes. Mr. Smith stated if there was a more inclusive public transit system all of the interconnections wouldn't be necessary, though your efforts are very good. He added that this is a Band-Aid, on a poorly designed, significant, commercial hub of 30 year old infrastructure. Mr. Smith applauded the consultant's work but noted that this is a project that should involve others like the Treasure Coast Regional Planning Council (TCRPC), who performs a lot of this type of work. Mr. Smith inquired what the next steps are now that we have this information. Mr. Robertson advised that when you view the current development's driveways, they almost serve as the local street system, but having a tighter grid would be very beneficial. Mr. Smith noted that a more thorough look needs to be made as the driveway shared between the Administration building and the library is teeming with pedestrians going to the library and there have been major auto accidents coming out of there as well. Mr. Robertson stated that Access Management and sidewalk improvements on the roadways themselves are the next categories to be discussed. He provided a slide showing the double yellow striped median on East Ocean advising that people frequently cross it to go to Dunkin Donuts or Seven/Eleven, even though it is not illegal to cross any double yellow lines. Mr. Robertson stated that by placing a raised median with green space, signage, and a cross walk to accommodate those who are already crossing at that location, making for a safer passage. Mr. Bausch questioned the safety of that crossing as a motorist going west on East Ocean with a green light will not see a pedestrian only the green light. Mr. Robertson advised that it would be safer than it is today and there are additional strategies which could enhance the safety elements. He suggested that in addition to the concrete median (in place of a double line) that there could be signage to notify motorist of the pedestrian in the crosswalk. He added that there would be pedestrian markings on the roadway which would also alert the motorists of the crossing, so there are a lot of tools which could be incorporated into the recommendation to make it safer for the pedestrians by alerting motorists of the crossing. The raised median would simplify crossing for the pedestrians as vehicles would no longer be able to make the illegal left turn out of the Duncan Donuts providing better access management. This would also prevent the illegal left turn into the Seven/Eleven, and the City staff mentioned working with the Smithfield Plaza in an effort to connect the businesses on the north side of the road. The Seven/Eleven currently can only be accessed by way of the East Ocean driveway, a Smithfield Plaza connection would eliminate that driveway but a motorist could obtain access via the traffic light intersection of Monterey and Ocean as well as access all the other businesses in that area. Mr. Robertson stated that a "turning vehicles must stop for pedestrians" sign has been erected at the intersection of SE Monterey Road and East Ocean Boulevard. He stated that another recommendation for that movement is a "No Turn on Red" which would benefit the pedestrian as frequently motorist just blow through that light at fairly high speeds. He advised that they witnessed it frequently, and the motorists never saw the pedestrian though the pedestrian has the walk indicator at the same time the motorist gets the green light. Discussion ensued regarding "No Right on Red" or taking away the green right turn arrow at that intersection. It was determined that it would make the statement that this is a

pedestrian friendly priority zone due to the mix of land use. Ms. Robyn Chiarelli with FDOT, stated that the priority at FDOT is to focus on pedestrian safety while reducing their crash ratings and fatalities. She advised that she will obtain whatever study information on this area that has been performed by FDOT and will get back to the Board as well as have a street team come to this intersection to educate the community on crossing safety for all modes of transportation. Ms. Clarke inquired if an overhead walkway would be considered for the area of East Ocean and Vista Pines. Mr. Robertson stated that in areas such as this it has been learned that the pedestrian would not utilize the overhead crossings due to the time and energy required to go up and over the street. He suggested ground level improvements first adding that often it's enough to provide traffic calming which helps. Mr. Smith provided another working example that is used in Park City, Utah for an area similar to the one in discussion. He acknowledged that a more comprehensive study should be performed instead of trying to "fix it" in retrospect. He suggested research be done of other areas that have fixed similar areas, possibly installing a temporary fix to see how it works prior to making any complicated fixes. More discussion ensued. Ms. Chiarelli advised that in Lauderdale-by-the-Sea at A-1-A and Commercial a "pedestrian only" phase is being tested as there is such a large amount of pedestrian traffic; it has all vehicles come to a complete stop to allow for the pedestrians to cross in whatever direction they desire including diagonal. Mr. Robertson advised of an additional tool, the Leading Pedestrian Interval (LPI) which provides for additional time that a pedestrian would have to cross. This is frequently used in high density populations of elderly allowing the pedestrian a five second head start in order to be in a more visible location at the time the motorists receive their green light. Ms. Beltran stated that staff is looking for a recommendation of approval of the traffic study with comments, inclusive of a recommended future analysis of the surrounding area. Ms. Landry admitted their pleasant surprise at the change of attitudes of the Vista Pines residents since the 1999 study regarding the Kingswood Connector. There was overwhelming support for many of these changes specifically for the safety elements, expressing favoritism to the extension of signal time for elderly pedestrian at the crossing near the Vista Pines area.

Ms. Eula Clarke made a motion to approve the Plan as presented by staff with comments as requested, and amended it to be inclusive of the reference to the LRTP 2040 Plan Update of the study area that is broad based and inclusive of more internal fixes as well as the external issues that bring relevance to what's happening. This motion was seconded by Mr. Doug Smith. No additional comments were made. The motion passed unanimously.

A five minute break was taken by the Board at 11:08 AM.

The Board reconvened at 11:15 AM

F. 2040 LONG RANGE TRANSPORTATION PLAN (LRTP) CONSULTANT CONTRACT

Ms. Beltran advised that staff prepared a Draft Scope of Services of the LRTP in March, forwarded the Draft to both FDOT and FHWA to review for comments. Those comments were presented to this Board at the April 28, 2014 meeting. The Final Draft Scope of Services was approved and staff was directed to begin the qualification process. Staff performed that task and in light of the fact that the MPO relies on the County's purchasing procedures, the consultant contract is based on the County's Standard Professional Services Contract and includes additional language to comply with Federal requirements, all of which was included in the Board's package. Staff is requesting approval of the Martin MPO 2040 LRTP contract and authorization of the Chair, Vice Chair or MPO Administrator to execute the contract and supporting documents to comply with the Federal requirements.

Mr. Doug Smith motioned approval of the Martin MPO 2040 LRTP, authorizing the Chair, Vice Chair or MPO Administrator to execute the contract as well as the supporting documents to comply with the Federal requirements. The motion was seconded by Ms. Eula Clarke. No additional discussion was forthcoming. The motion passed unanimously.

Mr. Smith stated that as Martin goes into this contract with the consultant, he noted that there are numerous resources available from which he hopes Martin utilizes. He expressed pleasure with the previous LRTP and although Martin is not going along that same vein, suggested that Martin avail itself to all talents and resources within the Treasure Coast Regional Planning Council (TCRPC) as well as others who have contributed in gathering this vast information. Mr. Smith stated that with the vast quantity of information already compiled, he doesn't want to see some of it be placed aside because it is not in the strategy.

G. WATERWAYS PLAN UPDATE

Ms. Beltran stated that Mr. Peter Merritt with the TCRPC is here to present this "work in progress" update on the St. Lucie/Martin County Waterways Plan. Mr. Merritt thanked the Board for allowing him to present, advising that he is the Assistant Director for the RPC. He advised that he is filling in for Dr. Kim DeLaney who is the Project Manager for this dual County project. Mr. Merritt advised that the RPC is leading a multi-agency effort to evaluate and develop a plan for St. Lucie and Martin counties which will address a multitude of issues a few being transportation, land use, economics, parks and recreation. He said that all aspects of the 120 miles of waterway would be addressed including the Indian River Lagoon, the Intercoastal, the North and South Forks of the St. Lucie River, a small portion of the Loxahatchee River, the C-44 and St. Lucie Canals, as well as other navigable canals. Mr. Merritt advised that the project is being funded by the Florida Inland Navigational District (FIND), the St. Lucie and Martin T/MPOs. He said that there is a Steering Committee with representatives of all local governments, other relevant agencies to provide a broad scope to the plan, and extensive public involvement since the onset of the project in November, 2013, six educational forums, three public workshops and a week-long

public design studio. Currently they are in the plan development phase, with a preliminary Draft Plan anticipated in July with the Final Draft in September, 2014. The TCRPC received diverse participation from each county in the workshops and forums which will be incorporated in the Plan. Mr. Merritt stated that the educational forums were held on each of the six main topics delineated by the T/MPOs and the Steering Committee which are as follows: Marine Transportation, Natural Resources, Land Use and Upland Transportation, Recreation and Eco-Tourism, Public Access, Economic Development. He continued, providing a summary slide and briefly discussing each of the six key finding areas. Mr. Merritt advised that the TCRPC is slated to return with the Final Plan to the St. Lucie Transportation Planning Organization (TPO) in August and the Martin MPO in September and that he would entertain any questions at this time.

Ms. Clarke inquired if there is an active commercial fishing base in Ft. Pierce. Mr. Merritt confirmed. Ms. Clarke asked for the status of the commercial freight, inland, water transportation such as barges, across the waterways to/from Ft. Lauderdale or Ft. Myers. Mr. Merritt advised that Mr. Michael Williamson is researching potentials for water taxis and other commercial transport through the area, however, his report as well as the report from the economic consultants, has yet to be received. He advised that preliminary results have been received but it does not indicate a major influx in cargo traffic on the C-44 canal. Mr. Merritt said that Indiantown has been identified as a "safe haven" for coastal boats during hurricane season so there is potential for expansion. Mr. Smith mentioned the marina at Timer Powers Park and requested that it be added to the list in Indiantown in hopes that this project will move forward. He suggested also considering that the former "Rodeo Bowl" property has significant potential for an industrial, marine-based, commercial hub, as well as the two other industrial properties on the South side of the canal toward the bridge, which have been and remain stagnant. Mr. Merritt stated that those properties are being studied for inclusion in the Plan and are considered to be "horizontal industrial development". Mr. Smith added that the Parks Department is actively revamping Phipps Park creating more water access, which will be a future potential. Mr. Merritt confirmed that these areas will be included in the Plan. Ms. Clarke requested a copy of Mr. Merritt's power point, to which he agreed. Mr. Bausch commended the efforts of the TCRPC and stated that he hoped it would not be shelved. He stated that the implementation costs are a bit intimidating, and possibly it could be reduced some. The County is aware of the frailty of the Lagoon but reducing the Lake discharges is paramount noting that the scientific ability is there, it's now up to the political "Will" to enact it. Mr. Bausch expressed concerns that due to the enormity of the project that much of it will not be implemented. He noted that the effort being placed in this project is substantial, while the County is more financially constrained daily and he is of the opinion that the Plan may be fiscally limited. Mr. Bausch stated that it may be necessary to determine what really is capable of being accomplished within the next 10-15 years financially, not just what we would like to have accomplished. The County may need to make some difficult choices to meet the practicality aspect. How much are the taxpayers willing to shoulder for this quality of life enhancement and will the return on investment offset that element? Mr. Bausch applauded the TCRPC on the compilation of information

and hopes that the project isn't shelved. Mr. Merritt assured the Board that the Plan won't be implemented all at once; this will be a resource document. More importantly, this will provide a list of possible projects that can be prioritized; then the jurisdictional agency can pick off whatever projects they choose to implement when funding is available.

H. REGIONAL UPDATE

Ms. Beltran advised that this is a two part item, with the first being the MPO's desire to have regional coordination via the Treasure Coast Transportation Council (TCTC). Ms. Beltran advised that the MPO sent correspondence to the signatories of the Interlocal Agreement that creates the St. Lucie Transportation Planning Organization (TPO) requesting that Martin withdraw from that Agreement as Ex-Officio members, replacing it with regional coordination via the TCTC. Ms. Beltran stated that the next TPO meeting is in August and at that point they will have an opportunity to respond to the MPO's request.

Part two is regarding All Aboard Florida (AAF) which are a Draft letter and Resolution (see handouts). She advised that according to the Council on Environmental Quality and Regulations, local agencies have the opportunity to become "Cooperating Agencies" in the environmental impact process which provides the Cooperating Agencies the opportunity to review the Environmental Impact Statement (EIS) prior to its availability to the public. The Federal Railroad Administration (FRA) provides the Cooperating Agencies approximately 30 days to review the Draft EIS prior to the advertisement. She stated that in order for the FRA to consider the MPO as a Cooperating Agency a request explaining that the MPO has legal jurisdiction over an environmental issue, or that the MPO has special expertise with respect to an environmental issue, must be submitted. Ms. Beltran stated that the MPO qualified due to the specific environmental issues involved with the AAF Project and the MPO has a Title VI contact on staff that can provide expertise of local knowledge regarding the project impacts to County's diverse and underserved populations. Ms. Beltran stated that a key purpose is to evaluate the potential environmental consequences prior to its implementation and ensure that the decision makers consider these consequences when making decisions about this project. The EIS requires that the decision makers weigh all the evidence inclusive of public comment on these environmental impacts. Ms. Beltran confirmed that this letter requests that the FRA designate the MPO as a Cooperating Agency and that the concerns delineated in the May 9, 2014 letter be investigated. Ms. Beltran added that the Resolution reflects what was documented in the letter dated May 9, 2014, states that the MPO desires to become a Cooperating Agency and encourages the FRA continue to investigate the safety and Title VI concerns as annotated. She stated that the Resolution addresses the FRA's Engineering Field Report during the Diagnostic Field Reviews and that the MPO continues to support the maximum safety guidelines/safety equipment that was specified in said report. Staff clarified that this item [part two] arose subsequent to the dissemination of the Agenda Package. Staff is seeking a recommendation from this Board to support/approve and submit the letter and Resolution to the FRA requesting that the Martin MPO be designated as a Cooperating Agency in the EIS process.

A motion was made by Mr. Doug Smith recommending that this Board support/approve and submit the letter and Resolution to the FRA requesting that the Martin MPO be designated as a Cooperating Agency in the EIS process. The motion was seconded by Ms. Eula Clarke. The vote was called and the motion passed unanimously.

9. COMMENTS FROM FDOT

Ms. Robyn Chiarelli advised that FDOT sent the annual Martin MPO Certification Package to Staff last week with questions. She advised that FDOT was satisfied with the responses received by Staff. Ms. Beltran advised that the Certification was provided to the Board and that Staff wished to receive the Board's concurrence to have the Chair sign the Certification acknowledging that the MPO does follow the Federal and State requirements. Ms. Beltran read into the record the exemplary remarks from FDOT regarding the Martin MPO Certification.

Ms. Clarke mentioned that at the recent State Legislature meeting there was discussion about the "red light cameras" issues, where some municipalities had to return funds received due to an installation/time frame matter. She asked Ms. Chiarelli if there is any update to that matter. Ms. Chiarelli advised that she was not aware of this issue, however, she will get back to Ms. Clarke with any updated information which she obtains.

10. COMMENTS FROM BOARD MEMBERS

None.

11. NOTES

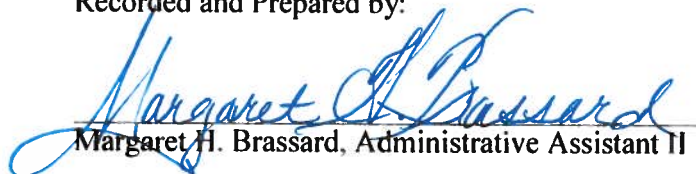
Ms. Beltran advised that there is an approval letter (see handout) from the FHWA for the Fiscal Year (FY) 2014-15 and FY 2015/16 Unified Planning Work Program (UPWP) which was approved by this Board in May, 2014.

12. NEXT MEETING – September 22, 2014

13. ADJOURN

Seeing no additional information on the agenda the Chair adjourned the meeting at 11:57 a.m. RONR (10th ed.). p.350,I.16-17.

Recorded and Prepared by:


Margaret H. Brassard, Administrative Assistant II


Date


Tom Bausch, Chair


Date