

**MARTIN METROPOLITAN PLANNING ORGANIZATION (MPO)
TECHNICAL ADVISORY COMMITTEE (TAC)**

Wednesday, February 1, 2012 - 1:30 P.M.

**Martin County Airport-Witham Field
Maintenance Building Conference Room
1895 Flying Fortress Way, Stuart, FL**

www.martinmpo.com

(772) 221-1498

MINUTES

1. CALL TO ORDER

Sam Amerson called the meeting to order 1:33 P.M.

2. ROLL CALL

Members in Attendance:

Sam Amerson, Chair
Samantha Horowitz, Vice-Chair
Bob Kellogg
Stuart Trent
Arlene Tanis, FDOT
Paul Nicoletti (arrived 1:35 PM)
Terry Rauth
Lee Hoefert
Chon Wong, FDOT
Kim DeLaney
George Stokus

Members Excused:

Mark Cocco
Rogelio Gonzalez

Members Absent:

Todd Cox

Staff in Attendance:

Beth Beltran, MPO Administrator
Gavin Jones, Senior Planner
Michael Malham, Planner II
Margaret H. Brassard, Administrative Specialist II

Others in Attendance:

Joe Capra (Arrived 1:38 PM)

A quorum was present for this committee.

3. APPROVE AGENDA

Mr. Amerson stated that he would like to add an item to the Agenda prior to approval. It will be Agenda Item 6B regarding the Big John Monahan Bridge.

Mr. George Stokus made a motion to approve the agenda with the addition of the new Agenda Item 6B regarding the Big John Monahan Bridge. There was a second by Mr. Lee Hoefert. There was no additional discussion. The motion passed unanimously.

4. APPROVE MINUTES

A motion was made to approve the minutes from the Joint CAC/TAC/BPAC meeting dated November 16, 2011 by Ms. Samantha Horowitz. The motion was seconded by Mr. Bob Kellogg. There was no additional discussion. The motion passed unanimously.

5. COMMENTS FROM COMMITTEE MEMBERS

None.

6. AGENDA ITEMS

A. ANNUAL ELECTION OF OFFICERS

MEMO: temp12TACa01.01

Ms. Beltran briefed the committee that the Bylaws require an annual election of officers at the first meeting of the calendar year. The floor was opened for nominations for Chairman.

Mr. Sam Amerson was nominated by Ms. Samantha Horowitz. Mr. Amerson accepted the nomination. The nomination was seconded by Mr. Paul Nicoletti. No further discussion was held. The nomination passed unanimously.

Ms. Beltran added that the position of Vice-Chair needs to be filled. The floor was opened for nominations for Vice-Chair.

Ms. Terry Rauth nominated Ms. Samantha Horowitz to continue as Vice-Chair. Ms. Horowitz accepted the nomination. Mr. George Stokus gave a second to the nomination. There was no opposition to this nomination. The nomination passed unanimously.

1. Big John Monahan Bridge

MEMO: XXXXX

Ms. Beltran noted on January 24, 2012 the Board of County Commissioners voted to send a letter to FDOT requesting lights on the SR 710/Big John Monahan Bridge in Indiantown and requested that this item go through the MPO Process. This bridge is on the State's Strategic Intermodal System (SIS) and crosses over the Okeechobee Waterway and SR 76. The MPO addressed this project in September, 2011, when

they approved a TIP amendment in the amount of \$350,000 for additional right-of-way (ROW). The design builder (DB) stated that if additional ROW were purchased they could reduce the length of the span of the bridge to approximately 950 feet for a cost savings to FDOT of between \$8 to \$10 million. The DB firm would be responsible for the cost of this ROW acquisition and FDOT would actually acquire the ROW. This is something that the Department has not done before. In January, the Indiantown NAC adopted a resolution requesting that lighting be provided and installed by FDOT as part of the construction of this bridge. FDOT currently maintains lighting of other SIS roadways in Martin County and on several bridges in Martin that are part of the State Highway System. The County received correspondence from FDOT dated January 30, 2012, stating the Lighting Justification Report conducted in August indicates that no safety concerns apply to this section of the roadway and lighting is not warranted. Staff recommends that this committee recommends to the MPO Board to send a letter requesting that lights be provided, installed and maintained by FDOT as part of the SR 710 Bridge Project. Ms. Tanis stated that she invited Carolyn Gish, the Treasure Coast Operations Engineer, to this meeting. Ms. Beltran stated that the CAC committee inquired if there was other lighting on the bridge and is it decorative or a specific kind of lighting. Ms. Rauth clarified that what is currently on the plans is pedestrian lighting in the barrier wall, so it's specifically for lighting the sidewalk. Mr. Rauth was not sure what form of lighting Indiantown wanted, whether decorative or overhead. Ms. Tanis stated that she will take this back to FDOT to seek answers. Ms. Beltran stated that the CAC committee noted in the third paragraph of FDOT's letter, FDOT did indicate that lighting pedestals would be included on the bridge to allow for future lighting, so it is being considered in the design. Ms. Beltran added that the DB did mention that the ROW cost savings on the bridge was fairly substantial and perhaps those funds could be used toward the lighting. Ms. Rauth stated when they were putting the RFP together they asked about including lighting in the plan and if the County would maintain them. The County indicated that they did not want to maintain the lights as it was an SIS facility and FDOT included the conduits. They were originally going to include lights, if the County would agree to maintain them. Ms. Rauth stated she's not sure at what point FDOT decided that the lights were not necessary. Mr. Amerson inquired as to the value of the ROW acquisition. Ms. Beltran stated that it was the DB who would pay for the ROW acquisition \$350,000, and the other Federal funds, [they] would give the money to FDOT and FDOT actually acquires the ROW. Ms. Beltran noted in a teleconference yesterday, that the project manager wasn't aware that the State maintained the lights on the State's Highway System on other bridges in Martin. Ms. Rauth stated that in some other Counties, the local agencies maintain the lights. It was noted that Martin does maintain the lights on the Evans-Crary bridge and that is an SIS Facility. Ms. Carolyn Gish, from FDOT, stated that the reason why some bridges in Martin are maintained by the State is because there was a change in the State Statute. There is criteria that the State had to maintain any high level bridge over one-half of a mile long including the lighting on the bridge. FDOT had to write some agreements in the transition period, when the Statute was coming into effect. FDOT does not maintain the Crary bridge because the County signed a maintenance agreement with

them. FDOT is trying to adhere to that criteria now. The Big John Monahan Bridge is only 1,000 feet long, not one half of a mile long, which is why it would not have been included. Since that time, FDOT has prepared to install the pedestals for future lighting, if it is justified. They have done a Lighting Justification Report and it indicates that the lighting is not justified for the bridge, which is why the State will not pay for it. She added if the County or the NAC would want lighting, FDOT would require a maintenance agreement for that because it is not necessary lighting from a safety perspective and it is not warranted. It appears that lights are desired; the County does not want to pay for the maintenance and will not enter into an agreement. Mr. Nicoletti inquired if the pedestals will be there for future lighting. Ms. Gish confirmed yes, they would be there. Mr. Nicoletti stated that with the pedestals there, possibly in the future, additional funding could be found and the capability would be there for lights. Maybe cost to install and maintain lights could be determined at a later date so the value could be determined. Ms. Rauth stated that the County does not maintain any lights in Indiantown currently. Ms. Gish stated after FDOT received the letter requesting lights that FDOT looked again at the project from a different perspective as the request was to just light the bridge. This was determined to not be acceptable as it would create a safety concern by producing a "tunneling effect". Not only would lighting the 1,000 foot bridge have to be considered, but 1.2 miles of lighting before the bridge would have to be installed approximately at the cut-off location of SR 76. There would need to be 40 light fixtures as opposed to just 12 on the bridge. Mr. Kellogg stated that they requested FDOT to install lights not as part of the bridge project, but between the bridges in Sewall's Point. FDOT objected initially because of the 3R funding so they requested Enhancement Funding but it cannot be used for lighting. If the MPO does write a letter, Mr. Kellogg requested that the Town of Sewall's Point request to install lights also be considered as part of this matter. Ms. Beltran stated that this morning the CAC also mentioned that there is a high bicycle and pedestrian community in Indiantown and they were concerned for safety reasons of the need for lights. Ms. Gish did state that there will be lights in the barrier wall and those lights will shine into the bike lane area. Those lights will only be on the bridge. It was clarified that having the lights on the barrier wall doesn't create a concern, only the overflow creates the tunneling effect.

Mr. Amerson inquired if the SR 710 Bridge Project and the Town of Sewall's Point request were two separate items, and Ms. Beltran concurred. Ms. Beltran stated that staff is recommending for Board approval that a letter be sent to FDOT and the Martin delegation requesting that lights be provided and installed as part of the SR 710/Big John Monahan Bridge Project and the lights be maintained by FDOT.

Ms. Rauth made a motion to recommend that the MPO Board send a letter to FDOT and the Martin delegation requesting that FDOT provide, install and maintain lights on the Big John Monahan Bridge as it is an SIS facility. The motion was seconded by Ms. Horowitz. Mr. Nicoletti inquired if the half mile rule was statutory. Ms. Gish advised that it was statutory, however, it was removed from the Statutes. Ms. Gish advised that statutorily the Department would be able to

provide the lighting at this time, whereas previously they were not and they had to get maintenance agreements with areas. Mr. Amerson asked Ms. Gish if the letter would need to be specific and request lights on the bridge as well as the approach lights. Ms. Gish stated to be specific as to what they desire as FDOT is not required to maintain lighting on the roadway, only the 12 or so lights on the bridge, the County would still have to maintain the fixtures on the roadway approach. Ms. Rauth stated the motion should contain language saying "to the extent of the project, or project limits". If the request is not successful, then the counter offer could be that the County would maintain the approach areas. **The motion was amended by Ms. Rauth that the letter request of FDOT to provide, install and maintain lights on the Big John Monahan Bridge, approaches and to the extent of the project limits, as this is an SIS facility. The second was confirmed by Ms. Horowitz. The motion passed unanimously.**

Mr. Kellogg stated that the Town of Sewall's Point had requested of FDOT that lights be installed between the bridges as part of the landscaping improvement but they declined stating that it was a 3R Project. This was brought to the MPO where the Town requested Enhancement Funds for the landscaping and lighting and a portion of the funding was declined because Enhancement Funds cannot be used for street lights. Since this subject has been raised the Town would request that FDOT include lights between the bridges in addition to the landscaping improvements as the Town has already agreed to maintain the lights. Ms. Rauth stated that she doesn't believe that FDOT can pay for those lights. Ms. Gish stated that FDOT cannot pay for it under the Local Area Plan (LAP), it's not included in a typical 3R project and they are not statutorily required to provide lights. Mr. Amerson asked Ms. Gish in order for the Town to be successful in obtaining a positive response to this request is there a funding source which they could identify? Ms. Gish is not aware of any funding sources for this situation. Mr. Kellogg stated that the Town is seeking approximately \$144,000 for 18 decorative lights. Mr. Capra suggested that the Town should see if they could get the funds for Cobra head lights which are normally provided by FDOT, and they could pay the difference between the Cobra head lights and the decorative lights that the Town desires. During discussions of ways to address this issue it was suggested that the lights on the approach are necessary to meet FDOT'S standards to prevent the tunneling effect, but it was learned that due to the ambient lighting the tunneling effect would not be relevant in this instance. Mr. Kellogg stated that this project is currently in the final design stage and is in process to go to Tallahassee for review. The Town is also in negotiations with property owners and Florida Power and Light to see if the transmission line between the bridges can be placed underground as part of this project. It was noted that the roadway improvements that are being made are going to consist of a median, turning and bicycle lanes. The ambient light provided by nearby businesses cannot be depended on, and does not satisfy the safety factor. With all the movement which will be happening in this area, ample lighting will be extremely important so vehicular traffic can transition safely. Mr. Amerson stated that he sees the need for the lights but feels the committee needs more to go on to make the recommendation. Ms. Rauth had suggested that the Town should write a

letter to the MPO for the February 20, 2012 Agenda to see about getting the lights installed by FDOT. Mr. Kellogg said that he could do that. Mr. Kellogg stated that there are four lights on concrete poles between the bridges and it was noted that there is a power line there so providing for the lights would not be an obstacle.

A motion was made by Mr. Kellogg requesting an agenda item for the February 20, 2012 MPO meeting. This agenda item should state that a letter be drafted to the MPO Board requesting the Board to write a letter to FDOT and Martin delegates stating that in the interest of public safety, lights should be installed between the bridges in the Town of Sewall's Point. With the upcoming addition of turning lanes, a median and bicycle lanes, depending upon ambient lighting provided by local businesses is unacceptable. Sufficient lighting is imperative for pedestrian and vehicular safety and movement. The Town of Sewall's Point has agreed to cost share by paying the difference between Cobra head lighting in order to obtain the desired decorative lighting and the Town has agreed to maintain the lights. This motion was seconded by Mr. Nicoletti. There was no additional discussion and the motion passed unanimously.

B. BICYCLE AND PEDESTRIAN ACTION PLAN

MEMO: temp12TACa01.02

Ms. Beltran reminded the committee that the Draft Plan was presented to this committee on November 16, 2011, and has been approved by the MPO Board. It was presented to, obtained input and approval from the CRA, Parks and Recreation, the School Board and various other organizations. Mr. Malham is here to present the Final Action Plan. Mr. Malham stated that he is looking to receive endorsement of this Action Plan from this committee. (See presentation and handouts provided.) Mr. Malham stated that he will give an overview of the Plan again but highlight any new changes. He reviewed the vision and goals, project evaluation, and the methods used to rank projects. He discussed the methodology used in performing the scoring of the project list, and advised which colors reflected what mode of transportation. Mr. Malham explained how they narrowed the original list down to the top 20. He stated that he plans to present this to the MPO Board on February 20, 2012 for final approval. Ms. Arlene Tanis stated that she's been on this committee for about five years and she stated that this is an excellent plan and she commended Mr. Malham and the BPAC in their efforts. Ms. Horowitz concurred. Mr. Capra stated that now is a key time to be getting these bike lanes, multi-modal pathways and sidewalks in place. Connecting these locations so people can walk or bike from point to point will be an enormous boost to the community for the quality of life and economically. Economically this can be sold to tourism, which is one of Florida's biggest industries. Mr. Capra stated that this Plan is very comprehensive and the TAC needs to endorse this Plan. He stated that Sewall's Point is getting a DEP Water Quality Grant to put in a sidewalk. It will benefit both the river and the public. There are ways to look for funding and the committee needs to embrace this opportunity.

Mr. Nicoletti stated that he would like to see this presentation brought to the City Commission. It was noted that if the City of Stuart would send a letter of support for the Action Plan to the MPO Board that could be used for the PIP even if it is after the fact of the MPO approving the Action Plan on February 20, 2012.

Ms. Rauth mentioned that the next step should be looking for funding sources. The County would love to add bike lanes, but they are already behind on resurfacing. The only funds available are the gas tax funds, which are needed for the resurfacing, and adding bike lanes widens the road 10 feet. Ms. Rauth suggested that BPAC should start seeking out funding sources. It was suggested that possibly asking the County for a penny tax, which would generate a considerable amount of money. It was mentioned that if BPAC could put something together as the Inlet Dredging Committee did, it could be beneficial. There will be some extra funds there, and it may behoove this committee to suggest to the MPO that more funds are needed in this area for bicycle paths, sidewalks, etc. It would also help if the MPO Board advised the BOCC that this is supported for approval. Ms. Rauth stated that the BPAC has a great plan and if the MPO accepts the plan, the next step is to find them a funding source. It should be recommended to the MPO that a funding source should be found for Bike lanes and paths.

Ms. Tanis stated that Mr. John-Mark Palacios, BPAC representative for FDOT, has gone through a list of grant funding sources and Mr. Malham advised her that it was his starting list.

Ms. Rauth made a motion to approve the Bicycle and Pedestrian Action Plan and recommend to the MPO that the next step is to identify a dedicated funding source. This motion was seconded by Ms. Horowitz. There was no additional discussion. The motion carried unanimously.

**C. CONGESTION MANAGEMENT PROCESS (CMP)
UPDATE 2011 – FINAL REPORT
MEMO: temp12TACa01.03**

Ms. Beltran stated that this Draft Report was presented and approved at the MPO Board meeting in December. The Final Report is to be presented today for recommendation of Board approval. Mr. Jones stated that the only change from what was presented to the group in November is summarized in the Executive Summary. It is the reworking of the monetary value of the existing congestion and of the congestion related savings by the recommended improvements. Ms. Tanis likes the report. She did ask for clarification regarding the Tier 1 and Tier 2. It was advised that the Tier 1 is the overall County process and the Tier 2 is the corridor analysis on SR 714, which was the project chosen from the original nine to be studied. It was determined that this project would need modifications prior to the time it will be scheduled for improvements. FDOT found the title page to be a bit confusing and they recommended that it be changed, because the CMP is for the whole County not just SR 714. The title page should either not include the specific roadway or it should be small and less prominent.

A motion to approve the Congestion Management Process (CMP) Update 2011-Final Report was made by Ms. Horowitz. This motion was seconded by Mr. Rauth. There was no additional discussion. The motion carried unanimously.

D. PUBLIC INVOLVEMENT PLAN ANNUAL REPORT

MEMO: temp12TACa01.04

Ms. Beltran introduced Mr. Malham to give the Public Involvement Plan (PIP) Annual Report. Mr. Malham stated that this report update was completed in September and was displayed in the six public libraries as well as the Administrative Center for a 45 day public review period. This report consists of activities which the MPO staff has been involved in since January, 2011. He stated that he will review some of the objectives in this Plan showing how public involvement is included in the overall transportation planning projects. Mr. Malham advised that 80% of the positions on the advisory committees are filled. Staff attends regional meetings in Palm Beach and St. Lucie Counties; the TIP, PIP, and regional transportation documents are advertised in the newspaper as well as by public display in the libraries and the Administrative Center; the Build-A-Bike; staff was involved in the Indiantown Charrette which was an attempt to assist the area in acquiring a TIGER 3 grant; staff has made many public speaking opportunities advising CRA's, and other agencies of projects the MPO is planning; the Jensen Beach High School students made a PSA which runs on MCTV advertising the Martin County Public Transit; the agendas and minutes placed on the new website are in searchable format allowing for the vision impaired to also access them; and there is a place for suggestions or projects desired on the website.

A motion was made by Mr. Kellogg to recommend the Public Involvement Plan Annual Report to the MPO Board for approval. The second was offered by Mr. Hoefert. There were no objections. The motion carried unanimously.

**E. TREASURE COAST REGIONAL PLANNING MODEL (TCRPM) 4.0
MEMORANDUM OF UNDERSTANDING (MOU)**

MEMO: temp12TACa01.05

Mr. Gavin Jones advised that the last Long Range Plan forecasts out to 2035 and the next will forecast to 2040. Prior to the reports coming out there is a substantial amount of work calibrating and validating the model. FDOT estimates that the cost for this work is approximately \$450,000 and they are seeking financial participation from the three M/TPOs, St. Lucie, Indian River and Martin Counties, which will be utilizing the models. The M/TPO's will assist in awarding the consultant contract with FDOT through the validation of the model to 2010 conditions. This gives staff the opportunity to select the consultant who will perform the work and to review the produced results as the work is completed. The estimate to complete the job is \$450,000 and they are requesting \$50,000 from each of the three M/TPO's over the next two fiscal years. All of the contract price will be borne by FDOT, as well as any unforeseen issues which would increase the price. The maximum investment for the M/TPO's would be the

\$50,000. The costs for the past three updates have been borne solely by FDOT and the validated models were given to the M/TPOs for forecasting work. The last plan update was prepared by the Treasure Coast Regional Planning Council (TCRPC). It is worthwhile to be able to participate in this process and the elected officials have agreed in principal to contribute the \$50,000. There are two data collection method choices available this year. The Four Step Model which Martin has used in the past and the Activity Base Model (ABM) which has not been locally tested. The ABM is better able to answer questions that mainly will not be concerning to Martin County for another five years or so. One of the M/TPOs in our region has requested to use this newer model. FDOT circulated a Memorandum of Understanding (MOU) after the last TAC meeting in December. The MPO Board responded to the MOU by stating that they would participate financially in providing the \$50,000 however the caveat was that the Four Step Model would be the structure chosen for the upcoming plan. Ms. Beltran stated that the Board had a few concerns from the 2035 planning process. There were a lot of issues with the previous model which provided for a lot of missed trips. The Director of Engineering supported the request of the MPO Board to use the Four Step Model, as this model has been proven and costs to forecast can be estimated for the 2040 Plan. Whereas the ABM model has not been thoroughly tested and though the costs for the validation process is fixed at \$50,000 per M/TPO, the cost to use the model for the forecasting for the LRTP is undetermined as is the amount of time which will be necessary in order to use the new model.

Mr. Jones clarified that the ABM is more detailed and richer simulation of the travel activities of the household. The model currently in use generates trips that are segregated by purpose, home to work, home to shop etc... the number shows how many trips are made like this in a day and the model produces a volume of how many daily trips show up on each of the major roads. This model is good to see if there is a nearby road that can relieve some of the traffic from a currently congested road. The ABM produces tours from the household level. This model begins at home, drives to the cleaners, then work; after work it shows a couple of stops on the way home from work, which is more of the behavioral standard people actually use. The ABM is a better tool in determining what is happening hourly, and the effects of certain transportation improvements on certain segments on the population, i.e. transit voucher programs-who benefits from this, and where are they located. Whereas the Four Step Model would not be able to answer these questions. The Four Step Model would be able to answer the questions Martin has for now, but maybe in five years it may be time to consider the ABM. The three counties to Martin's south, Palm Beach, Broward and Dade will be experimenting with the ABM as they have already built out as far as they can and will need more sophisticated solutions to transit issues. In five years when this is done again, Martin can check with the neighbors to the south to get their opinion of how the ABM worked for them and if it would be right for Martin. It was noted that using the ABM takes more effort to develop the model to validate it, and that is what is covered under the MOU. When FDOT was asked if this model was used for the plan update, what extra level of effort would be involved in forecasting once the model is turned over to the respective M/TPO's. No answer has been obtained from FDOT to date. Very few consultants know how to operate the ABM and less than ten MPOs are

using the ABM for their next model LRTP. A representative from FDOT stated that in Florida there is a trend moving toward using the ABM. Mr. Amerson stated that Martin can consider this move toward that path in the future, but not at this time. There was a lot of discussion regarding the previous LRTP, the tweaking, the time delays but people are more familiar with it at this stage. Ms. Tanis stated that in the scope of the services for the First Model Structure Workshop, the M/TPO's can back out of using the ABM at that time and go to the Four Step Model, whereas it can be very limiting to totally exclude the ABM use. Ms. Tanis stated that the country in general is moving to the ABM. There will be training on the ABM March 21 and 22, 2012 if anyone wanted to go. She asked the committee if they could wait prior to making this decision. Ms. Beltran advised that the Board made the decision to use the Four Step Model back in December because of what happened during the last LRTP. The State MPO Certification noted the delays in the adoption of the 2035 RL RTP and staff does not want to take the chance that there could be problems by using the new model. She added that the Brevard County MPO Administrator stated that they do not have the resources to use the ABM due to the amount of data that it generates. Mr. Amerson asked if the three Treasure Coast M/TPOs need to select the same model. Ms. Beltran stated that it is a regional model and St. Lucie is the TPO which wishes to use the ABM. She also stated that Martin is a small MPO and does not have the resources to pay for the extra costs that may be associated with using the ABM for the forecasting for the 2040 LRTP. Mr. Amerson is aware of the effort involved in corrections of the last model and it may be wise to continue to use that model a bit more as people are familiar with it now. Ms. Horowitz inquired as to the options since the MPO has already stated their decision. Ms. Beltran clarified that Indian River MPO is leaning toward the Four Step Model as they too, are small, and the likelihood that in five years they will need to have the ABM to make a policy decision is doubtful. Ms. Horowitz asked if the M/TPOs vote on which model to use? Ms. Tanis stated that the scope states that this decision would be made at the workshop she mentioned earlier with everyone's input. Mr. Jones stated that Ms. Tanis is referring to a document in the Agenda which states that this is a work in progress and the scope of services for the consultant hired by the Department to do the validation, and the first task is to discuss the form of the model. The consultant will take input from the M/TPOs as to what they expect of the model and then make a recommendation of the model to use. Ms. Beltran noted that a consultant who could make more money recommending one model over the other, would probably recommend the more costly model. Ms. Tanis stated that it would be FDOT on the hook for the consultant's funds. Ms. Beltran stated FDOT would pay for the validation, but not the forecasting for the 2040 LRTP, the M/TPOs would have to do that. It was clarified that the MPO Board has stated that if it comes to a vote, they have made their decision to go with the Four Step Model.

7. COMMENTS FROM THE PUBLIC

None.

8. COMMENTS FROM FDOT

None.

9. NOTES

None.

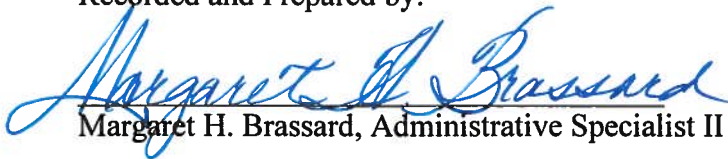
10. NEXT MEETING

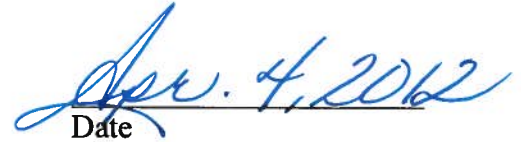
April 04, 2012 – Martin County Airport Maintenance Building Conference Room, 1895 Flying Fortress Way, Stuart, FL

11. ADJOURN

There was a motion to adjourn by Mr. Kellogg and a second by George Stokus. There was no discussion. The motion was adjourned at 3:27 PM.

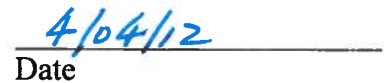
Recorded and Prepared by:


Margaret H. Brassard, Administrative Specialist II


Date

Approved by:


Sam Amerson, Acting TAC Chairman


Date