

**MARTIN METROPOLITAN PLANNING ORGANIZATION  
CITIZENS' ADVISORY COMMITTEE MEETING**

Martin County Administration Building  
Growth Management Conference Room  
2401 SE Monterey Road  
Stuart, FL 34996  
(772) 221-1498  
[www.martinmpo.com](http://www.martinmpo.com)

**Wednesday, May 2, 2012 - 9:00 a.m.**

**MINUTES**

**1. CALL TO ORDER**

Sheila Kurtz, Chairman, called the meeting to order at 9:02 a.m.

**2. ROLL CALL**

**Members in Attendance:**

Sheila Kurtz, CAC Chair  
Amy Eason  
Joseph DeFronzo  
Michael Houston (Arrived 9:17 AM)  
Albert Zilg  
Kevin Trepanier for Carolyn Niemczyk

**Members Excused:**

Alex Trovato

**Members Absent**

Daniel Parz  
Trent Steele

**Staff in Attendance:**

Beth Beltran, MPO Administrator  
Claudette Mahan, Associate Transit Planner  
Michael Malham, Planner II  
Gavin Jones, Senior Planner  
Margaret Brassard, Administrative Assistant II

**Others in Attendance:**

Steve Driver  
Krysti Brotherton

**A quorum was present for this meeting.**

**3. APPROVE AGENDA**

Ms. Beltran stated that she would like to add an item to the first order of business regarding the Palm City Sidewalks. (See Handout.)

**A motion to approve the agenda with the change mentioned previously was made by Ms. Amy Eason. The motion was seconded by Mr. Al Zilg. There were no objections. The agenda was approved unanimously.**

**4. APPROVE MINUTES**

**A motion to approve the minutes was made by Ms. Amy Eason, and seconded by Mr. Al Zilg. There were no objections to the motion. The minutes were approved unanimously.**

**5. COMMENTS FROM THE PUBLIC**

None.

**6. AGENDA ITEMS**

**A. COMMUNITY REDEVELOPMENT AGENCY (CRA) SIDEWALKS MODIFICATION**

MEMO: 5X

Ms. Beltran stated that the Engineering Department made this request that is required by FDOT and Mr. Malham will be presenting this item. Mr. Malham stated that this project was before them in September when the scope had to be modified to include 35<sup>th</sup> and 34<sup>th</sup> Streets and Noble Avenue. It has been learned that Noble Avenue has high drainage issues and will dramatically increase the budget so the desire is to continue the project excluding the Noble Avenue portion. As these are Federal funds, the approval of the advisory committees and the MPO Board will be necessary. Ms. Brotherton, LAP Coordinator for Martin County, stated that Noble Avenue is approximately 350 feet of sidewalk and a culvert system would need to be installed increasing the budget approximately \$35,000. This sidewalk would only benefit three homes, and the sidewalk would need to go pretty deep into their yards, which may not make the homeowners happy. Placing the sidewalk across the street was considered, but there is a substantial amount of landscaping which would have to be removed, so it was determined that the benefit of the sidewalk wasn't worth the cost. The County is asking that the 350 feet of sidewalk be removed from the scope.

**Mr. Joe DeFronzo made a motion to approve amending the scope to remove the 350 feet of sidewalk on Noble Avenue. The motion was seconded by Mr. Al Zilg. Ms. Kurtz inquired if the people affected by this sidewalk have been addressed regarding this situation. Ms. Brotherton stated that the Engineer who performed the study spoke to Mr. Kevin Freeman from the Community Redevelopment Area (CRA) regarding the culvert and she's unsure if any conversation transpired with the homeowners. Ms. Brotherton stated that the project is over budget even without the additional drainage improvements, and with the reduction in budgets, the county is trying to build as close to grant award as possible. The vote on the motion was called. There was no additional discussion. The motion carried.**

**B. FINAL FY 2012/13 AND FY2012/14  
UNIFIED PLANNING WORK PROGRAM (UPWP)**

MEMO: temp12CACa03.01

Ms. Beltran advised the committee that they reviewed and approved the Draft last month, and after the comments from FDOT were received, they were integrated into the Final which is in the agenda package. Ms. Beltran gave a brief history of the UPWP, explaining that it is updated every two years and is required to receive Federal and State Transportation Funds. Some activities which are being performed as part of the current UPWP are the Transportation Enhancement Grant Application process, the recently approved Bicycle and Pedestrian Action Plan, the Congestion Management Process (CMP) Update which specifically focuses on SR 714 improvements, transit planning and staff support for the Local Coordinating Board for the Transportation Disadvantaged (LCB-TD).

Ms. Beltran stated that at the last meeting of the Regional Transit Organization (RTO), there was a request from a representative from the City of Port St. Lucie to combine the funds of the Public Transportation task from Martin's UPWP with the funds of the Public Transportation task in St. Lucie TPO's UPWP. Ms. Beltran explained that the RTO Board is a working group, not a policy Board, and it consists of eight members from Martin and St. Lucie Counties, formed to discuss operational and financial aspects of regional transit. The members consist of a representative from each of the County Commissions, the Town of Sewall's Point, the Cities of Stuart, Fort Pierce and Port St. Lucie and one representative from each of the Counties' Economic Councils. Originally, each member of the Board was going to be a signatory to the Interlocal Agreement forming the RTO. However, there was never a consensus on the language so at a Joint M/TPO Board Meeting, it was decided that the MPO and TPO would be the signatories to the Interlocal Agreement and they would "invite" the members to the RTO Board meetings as a working group.

FDOT hired the Center for Urban Transportation Research (CUTR) to staff the RTO for one year. This contract is nearing the end, and staff's concern that there is not a transit operator represented on the Board and the two counties' transit operations are very different. In St. Lucie County, the Council on Aging of St. Lucie County, Inc. (Community Transit) operates the transit service and is a sub-recipient of Federal and State transit funds. In Martin County, there is a contract operator, MV Transportation. Martin County actually controls the funds; MV Transportation is the vendor that operates the service, submits an invoice to the County and the County pays them once the invoice is approved. Since Martin County hired a contract operator, many changes have taken place, including changes with the Treasure Coast Connector/US 1 Route. This route was originally funded beginning in 2003 by FDOT and ran from Avenue D in Ft. Pierce to Martin Memorial Hospital in Stuart. In 2010, FDOT advised that the local governments should be responsible for funding this route. Although Community Transit requested funding from Martin County to continue operating the service, Martin County determined that it would be less expensive for Martin's contract operator

to operate the Martin portion of the service. Martin not only took over the service, but they extended the service south on US 1 to the Indian River State College Campus on Salerno Road. The Stuart and Indiantown Routes feed into the US 1 Route. Now, Martin has two buses on US 1, one going north, the other south, and they have stops scheduled hourly. It is actually less expensive for Martin to run two buses on the extended US 1 Route than to pay St. Lucie to operate the original route in Martin County. Martin implemented a no fare policy, getting people away from the more expensive door-to-door service and on to the fixed routes. Martin also had their brochures made at no cost, as they were printed by the South Florida Commuter Services, who are under contract with FDOT and promote alternative forms of transportation. The Jensen Beach High School students produced a free transit commercial which airs on MCTV. The MPO does the transit planning, while the County is the designated recipient of the transit operational funds. Ms. Mahan, the Transit Planner, attends the RTO meetings so if there are questions about the transit service, she can address them, whereas Community Transit provides the transportation in St. Lucie County and they don't always attend the meetings. It makes it difficult when the working group is discussing branding and operational changes when the current operator isn't involved. Ms. Beltran stated that as a result of Martin changing from contracting with a sub-recipient to a contract operator, the ridership on all routes has dramatically increased. The highest increase was the Treasure Coast Connector Route which increased 132%. The ridership numbers are reported to the Federal Transit Administration (FTA) through the National Transit Database (NTD) and that determines the formula funds which Martin receives. Hence, the greater the ridership, the greater amount of formula funds will be received. The MPO supports regionalism and coordination with FDOT in many aspects and Ms. Beltran mentioned a few areas of regionalism identified in the UPWP, such as the Waterways Plan and the Model Validation effort. However, staff believes that Martin has made significant improvements to its transit system and doesn't feel that combining the funding for the Public Transportation tasks would be beneficial for Martin at this point. If the Regional Transit Organization (RTO) were to include the transit operators as part of the Board and continue to work with FDOT, they will be able to better address regional transit. Staff's recommendation is that the committee should recommend the Final UPWP to the MPO Board for approval, recommend that Martin's Public Transportation planning task not be combined with the St. Lucie TPO's Public Transportation planning task, and recommend that the Board support having the transit operators included on the RTO Board.

Mr. Zilg inquired as to the status of the bus shelters on US 1. Ms. Beltran stated that Federal funding is in place for Martin's shelters, but they are waiting to hear what the RTO plans to do. The State has said that if St. Lucie and Martin Counties work together with the RTO and successfully apply for the funds, the State will provide 100% of the funds without a local match. However, if they apply separately they will only provide half of the amount and the local governments will have to provide a 50% local match. At the January RTO meeting, staff recommendation was to have the Board approve 17 shelter locations, six in Martin,

the balance in St. Lucie, as well as the shelter design. The design was approved but only the six Martin locations were approved. The Cities of Ft. Pierce and Port St. Lucie wanted their shelters changed, so they were going to have to work it out from their end. At the last RTO Board Meeting, FDOT came with the Joint Participation Agreement (JPA) and advised that they only had \$326,000 of the half million expected, but the balance will be available after July 1, 2012. The City of Port St. Lucie said that they would be the designated recipient of the funds, and would have Interlocal Agreements with the Counties and other cities to have the shelters installed. The Counties are trying to get the most out of the monies and handle this matter regionally. If the City of Port St. Lucie goes out to bid for these shelters, they will need to comply with the Federal requirements, in order for Martin to dovetail on the contract in order to receive a better price for the shelters. Mr. Zilg inquired why Martin does take the lead in this project. Ms. Beltran stated that the City of Port St. Lucie volunteered to take the lead and FDOT was supportive of that, as well as the RTO Board, so Martin is trying to coordinate with them. Martin is ready to go, we're just waiting for St. Lucie to confirm their site locations, said Ms. Beltran. Ms. Beltran reminded the committee that the bus shelter item is not the priority on the agenda right now, and she directed the committee back to the agenda item of the UPWP.

Ms. Beltran stated that staff is recommending that the item on the agenda, the UPWP, be approved. Ms. Beltran stated that there are issues with the shelter /transit situation in St. Lucie which is one of the reasons why staff doesn't recommend combining Public Transportation planning tasks. Martin has control of the funds, they work hard to be in compliance with Federal regulations and has experienced great success recently with their transit system. The UPWP still has other regional projects as previously indicated and Martin is willing to work with their partners in many ways for the betterment of the system.

**A motion was made by Ms. Eason to approve the three recommendations of staff: To recommend the FY2012/13 and FY 2013/14 UPWP to the MPO Board for approval, to recommend not combining the Public Transportation tasks with the St. Lucie TPO, and that the transit operators be included on the RTO Board. The motion was seconded by Mr. Defronzo. There was no additional discussion on the motion. The motion passed unanimously.**

**C. DRAFT FY 2012/13-FY2016/17 TRANSPORTATION IMPROVEMENTS PROGRAM (TIP)**

MEMO: temp12CACa03.02

Ms. Beltran stated that the Transportation Improvement Program (TIP) is a comprehensive list of all the Federal and State funded transportation projects, including regionally significant projects, and is based on the Cost Feasible Plan of the Regional Long Range Transportation Plan (RLRTP). The TIP has a five year planning horizon. Ms. Beltran highlighted the way the document is organized by section, and addressed what types of projects are listed in the Appendix. Ms.

Beltran gave a brief synopsis on each of the MPO's priorities in their ranked position. She advised that the only change from the last time the committee saw this Draft TIP is in the #3 Priority, the widening of Indian Street (the eastern segment leading up to the new Veterans' Memorial Bridge). Funds will be moved from the #3 Priority, widening of Indian Street, to provide lighting along the project limits of the Big John Monahan/SR 710 Bridge Project and to the #2 Priority, the widening of SR 76/Kanner Highway (from the I-95 Interchange to Monterey Road). Ms. Beltran continued her description of the TIP, including how the TIP is advertised for public comment and how Martin for the first time has an Interactive TIP. She advised that any comments received on this draft today will be included with the presentation to the MPO Board on May 14, 2012.

Mr. Zilg inquired as to a particular project description. Ms. Beltran stated that the benefit of the Interactive TIP is that it contains more comprehensive information and not just mile post numbers. This came up when Martin requested of FDOT to better clarify project descriptions in the last Citizen's Report. Ms. Eason noted on a page, it listed Broward County, not Martin to which Mr. Malham advised that there will be some correctional changes which will be made prior to the Final TIP being brought back before the committees in June. Ms. Beltran stated that in the past the MPO has received the Draft TIP from FDOT [District IV], but now it is coming from Central Office so that is one reason there are some discrepancies which need to be addressed.

**A motion was made by Ms. Eason to approve the Draft TIP and recommend it to the MPO Board. This motion was seconded by Mr. Al Zilg. There was no further discussion. The motion passed unanimously.**

## **7. COMMENTS FROM THE PUBLIC**

None.

Mr. Zilg stated that he would like to see a meeting conducted in a workshop format, so that the committee can offer suggestions to the County on how the County could improve. Mr. Zilg continued discussion, stating that funding should not be considered and the committee can come up with the ideas which would help FDOT out when making their plans. Staff mentioned the location on the website where the committee members and general public can list their suggestions, the process in which the Bicycle and Pedestrian Action Plan was developed and the importance of being consistent with the 2035 Long Range Transportation Plan. Ms. Kurtz stated that this could make a good annual kick-off type meeting.

Mr. Zilg advised that committee that FDOT only installed a couple of lights on the new Tequesta Bridge. He stated that it's dark when you approach the bridge, it is light near the top and it is dark again at the end of the bridge. Maybe this could be recommended to FDOT to look at this for other bridges. Ms. Kurtz suggested instead of the committee merely approving what is

handed to them by FDOT that the committee should have more input as to the projects. She stated due to the Sunshine Law it should happen here, not somewhere else. Mr. Zilg concurred

**8. COMMENTS FROM FDOT**

None.

**9. NOTES**

None.

**10. NEXT MEETING**

- June 6, 2012

**11. ADJOURN**

**A motion to adjourn was made by Ms. Amy Eason and seconded by Mr. Zilg. The meeting was adjourned at 9:57 AM**

Recorded and Prepared by:

  
Margaret H. Brassard, Administrative Specialist II

  
Date

Approved by:

  
Shelia Kurtz, Chair

  
Date