

**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, February 20, 2012 @ 9:00 a.m.**

**Minutes**

**1. CALL TO ORDER**

The meeting was called to order by Chairman Doug Smith at 9:01 AM.

**2. PRAYER – Rev. James Brocious**

**3. PLEDGE OF ALLEGIANCE**

**4. ROLL CALL**

**Members in Attendance:**

Doug Smith, Martin County Board of County Commissioners  
Tom Bausch, Town of Sewall's Point Commissioner  
Eula R. Clarke, City of Stuart Commissioner  
Kelli Glass-Leighton, City of Stuart Commissioner  
Sarah Heard, Martin County Board of County Commissioners  
Patrick Hayes, Martin County Board of County Commissioners  
Guy Parker, (Ex-Officio), Indiantown

**Members Excused:**

Edward Ciampi, Martin County Board of County Commissioners  
Jack Kelly, (Ex-Officio) Councilman, City of Port St. Lucie

**Members Absent:**

None

**Staff in Attendance:**

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

**Others in Attendance:**

Don Donaldson  
Carolyn Gish, FDOT

Patrick LaConte, AECOM  
Vivek Reddy, AECOM  
Kent Rice, Turnpike  
Joe Capra, CAPTEC  
Reverend James Brocious  
Kate Parmelee, Intergovernmental Relations and Grants Coordinator

A quorum was present for this meeting.

Mr. Smith extended a welcome to the new representative of Indiantown, Guy Parker.

## **5. APPROVE AGENDA**

**A motion was made by Ms. Eula Clarke to approve the Agenda. This motion was seconded by Ms. Heard. There was no additional discussion. The motion passed unanimously.**

## **6. APPROVE MINUTES**

**A motion was made by Ms. Glass-Leighton to approve the minutes from the meeting dated December 19, 2011. Ms. Eula Clarke seconded the motion. No comments were made. The motion passed unanimously.**

## **7. PUBLIC COMMENTS**

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

None.

## **8. BUSINESS ITEMS**

### **A. SR 710 (BIG JOHN MONAHAN) BRIDGE UPDATE**

MEMO: temp12MPOa04.01

Ms. Beltran advised that SR 710 is one of three roadways in Martin County that is on the State's Strategic Intermodal System (SIS). According to FDOT's SIS Plan adopted January 29, 2010 the SIS is a high priority network of transportation facilities which are critical to Florida's economic competitiveness. The SIS is Florida's highest priorities in transportation capacity improvements for the State and FDOT has established a policy that 75% of all transportation capacity funds will be allocated to the SIS. FDOT is widening the Big John Monahan Bridge and the Indiantown Neighborhood Advisory Committee (NAC) has requested that lights be installed and maintained on the bridge as part of that project. The Board of County Commissioners (BOCC) sent a letter to FDOT in support of the Indiantown NAC after the January 24, 2012 meeting, requesting lights on the bridge and directed that this item go through the MPO process. Pedestrian lighting is being provided on the barrier wall of the bridge as well as pedestals for future lighting. FDOT indicated that lighting is not warranted according to FDOT's Lighting Justification Report. (See handout) The Citizen's Advisory Committee

(CAC) recommended that the MPO Board approve sending a letter to the Martin Delegation requesting that FDOT install lighting on the bridge. The Technical Advisory Committee (TAC) recommended that the MPO Board send a letter to District 4 and the Martin Delegation requesting that FDOT install and maintain the lighting to the projects limits which includes the transitional areas as part of the SR 710 Bridge Project. An FDOT representative stated that there were no statutory requirements prohibiting FDOT from installing the lighting on the bridge. FDOT's SIS Plan does state that FDOT and other SIS owners will maintain the SIS facilities. The Bicycle and Pedestrian Advisory Committee (BPAC) stated that since the MPO Board approved TIP and STIP amendments to procure additional right-of-way (ROW) incurring a cost savings to FDOT between \$8 to \$10 million, that their recommendation to the MPO Board is that a letter should be sent to District Four, and the Martin Delegation to install and maintain roadway lighting as well as the pedestal lighting currently planned. Ms. Carolyn Gish, from FDOT's District Four (Ft. Pierce Operations Office.), is here to address any questions on this project. Mr. Bausch inquired as to the type of lighting currently planned for the bridge. Ms. Gish stated that the scones are inset into the barrier wall and they shine down on the sidewalks while filtering over into the bike lane area. Mr. Bausch asked if this would also be able to light the roadway. Ms. Gish stated that the lighting mounted in the barrier wall is not sufficient illumination for the roadway as they are too low. Mr. Bausch advised of lighting which he has seen in the Narita, Japan Airport. He would like FDOT to look into this type of lighting as it provided lighting on the roadway and the sidewalk. It's basically a cutout from both sides of the Jersey Barrier allowing light to shine on either side of the barrier. He stated that examples of these barriers are also found in airports in the United States. Ms. Gish said that she would bring this to the designer's attention, however this project has been let as a Design Build (DB), is fully designed, is ending the design process and beginning construction is anticipated within the next few months so the period to change this design has passed. Mr. Bausch asked that in the future FDOT should look into this form of lighting as it is aesthetically pleasing and adds a lot of light. Ms. Heard asked what attempts were made to engage the public in Indiantown regarding this project while in the DB phase. Ms. Gish advised that there were three or four public involvement meetings throughout the process and the residents had expressed interest in having the bridge lit. Ms. Heard asked why it was not incorporated once they saw the interest. Ms. Gish advised that the Lighting Justification Study did not warrant lighting for safety purposes. Ms. Heard asked for a description of the lighting pedestals which were noted in a letter to a local resident. Ms. Gish stated that they are a foundation where a future light poles may be erected, and the conduits will also be installed in the event that lighting is deemed warranted at a later date. Ms. Heard stated that FDOT may deem lights to be warranted at a later date and they'll be wired for lights but they just are not adding them. Ms. Gish stated that the pedestals will not be wired. The hollow conduit and tubing to the pedestal will be installed so that wiring may be pulled through in the future. Ms. Heard asked the cost to have the lights on the approaches and the bridge installed. Ms. Gish advised that she doesn't have those figures with her at this moment but it

would be a significant amount plus it would have to go through the design process as the lighting has not been designed to date. Mr. Hayes stated that it is incongruent that there are no safety requirements on one of the State's highest priority roads (an SIS facility) and lighting is not deemed necessary. Ms. Gish stated that safety is not the issue, after the study, the criteria to require the need for lighting had not been met. Mr. Hayes reiterated that reading from Secretary Wolfe's letter that there are no safety concerns with a roadway and a bridge not having lighting, that is considered one of the highest priorities for the State. He asked Ms. Gish if she could give him an example of another SIS Road and Bridge that does not have lighting. Ms. Gish said she could not. Mr. Hayes asked FDOT to look into this matter again, as this is one of the highest classifications of roadways in the State, and to have a new facility built, without lights seems incongruent. Mr. Hayes stated that this Board should send the example to FDOT that building a bridge on a SIS facility and not supplying lights is not in accord with the importance of the roadway. Ms. Glass-Leighton inquired if the other bridges in the Stuart area went through the Lighting Justification Study and what is the difference in the justification for those bridges verses this one. Ms. Gish confirmed that the study is performed on all bridges and she is not aware what constituted the difference between the bridges. She added that crash studies and pedestrian studies are performed as part of the justification so they have the numbers. Ms. Glass-Leighton would like to view this study, as she is aware of an accident which happened in the vicinity of the bridge which will not be lit. Ms. Gish stated that she will provide a copy of the study to the MPO. Ms. Clarke stated that she is not sure that a letter will send a strong enough message, but it is a good starting place. She concurs that a letter should go to both the DOT and the Martin Delegation to get this message across. She also wants to view the safety criteria for this bridge. Mr. Smith wants to see the standards by which an SIS operates; the governing designs, standards, and qualifications, throughout the States' SIS roads; is this the only bridge, built, modified, restored etc., since the inception of the SIS facilities that does not fall under the categorization of an SIS design system. Ms. Gish stated that there is little difference in the design criteria for a SIS system versus any other State road system. The main difference is that FDOT spends the majority of their funding on capacity projects for this system. Mr. Smith clarified that if SIS is designed to move the State's freight, goods and services throughout the State, someone had to have considered that some of these roads will traverse through small rural areas and disrupt their daily existence. Being a truck route means an enhanced level of weight, capacity and potentially more dangerous than what would be experienced on an average local road. So it is important to know if this is the only road that will not have lights. Due to the fact that FDOT is installing pedestals leads him to believe that they are considering lights will be warranted in the future. Mr. Smith noted that coming into Fort Myers, [District one] there are two fly-over bridges that have the internal lighting as mentioned by Commissioner Bausch. Maybe District Four could look into this type of lighting. Mr. Smith noted that the amount of traffic and other factors must play a part whether or not a bridge should be lit, not just the lighting study. Ms. Gish confirmed. She stated that the pedestals were included on the

outside because they anticipate widened the bridge from four to six lanes in the future. FDOT anticipates that when they widen the road the lighting need will be justified. The widening will be to the center and in fact the designers have been advised that the bridge will need to be able to expand to the inside. Mr. Smith suggested that the Board send a letter supporting the lighting during this construction phase. The motion should contain language relative to safety, capacity, accident, expansion, justification of SIS system and priorities as well as reviewing alternative lighting as noted by Mr. Bausch and used in District One. Mr. Smith stated that he has a meeting in Tallahassee on Wednesday, February 22, 2012 to discuss this issue and would like the letter drafted in time for him to hand deliver to this meeting. Mr. Hayes stated that he would make that motion and that this Board acknowledges Mr. Wolfe's letter to be totally unacceptable.

**Mr. Hayes made a motion to send a letter to Ananth Prasad, Secretary of the Florida Department of Transportation, Martin's Legislative Delegation, Martin's Board of County Commissioners, with a copy to the Indiantown Neighborhood Advisory Committee (INAC), Secretary James Wolfe of FDOT-District IV and Mr. Kevin Powers, stating that this Board is in support of Mr. Powers' letter dated January 30, 2012, requesting funding, lighting, and maintaining the Big John Monahan Bridge from its construction phase; advising that this is one of the State's highest priority roads, (an SIS Facility) and that it is totally incongruent to erect a bridge without lighting; and acknowledging that Mr. Wolfe's letter dated February 10, 2012 is totally unacceptable. This Board requests to obtain a copy of the safety study report showing the justification of lights not being warranted on the bridge or its approaches. This Board further requests that FDOT provide them with governing design standards qualifications for this bridge relative to capacity, safety, accidents, expansion; as well as the design standards qualification for all SIS system roads throughout the State and which of these facilities are not lit; and that alternative lighting be considered on the Big John Monahan Bridge such as lighting structures being used in other Districts in the State of Florida [i.e. District One-flyover in Lee County with internal lighting] This motion was seconded by Ms. Clarke. The motion had no further discussion. The question was called and the motion passed unanimously.**

Ms. Gish did state that the Department is not unwilling to provide lighting on the project. Ms. Heard requested that a list be provided from FDOT of the bridges which have been built in this region which have not been lit. Ms. Gish agreed.

## **B. BICYCLE AND PEDESTRIAN ACTION PLAN**

MEMO: temp12MPOa04.02

Ms. Beltran advised that the Draft Action Plan was presented to and approved by this Board in December, 2012. This Plan has been presented to and approved by the Parks and Recreation Advisory Board as well as the Community Redevelopment Area (CRA) Board, and will be presented at the City of Stuart Commission meeting on February 27, 2012. Mr. Malham was introduced to

present the Final Bicycle and Pedestrian Action Plan. He stated that each of the advisory committees, Parks and Recreation, the CRA all have supported this Plan and have endorsed the key concepts. He advised that he is looking for the endorsement of the MPO Board of this Final Bicycle and Pedestrian Action Plan in order to include this with the Unified Planning Work Program (UPWP) which is the guide for the MPO staff to follow for the next two fiscal years. Mr. Malham discussed the Plan's Goals and Objectives, Evaluation Processes, 85 conceptual projects which were narrowed down to the top 20, the implementation strategies and ideas of the next steps to be accomplished. Mr. Malham stated that he has initiated performance measures to gauge the success of the Plan, and set targets to accomplish within the next two years.

Mr. Hayes questioned if the pathway going through Jonathan Dickenson State Park (JDSP) was on the priority list. Mr. Malham stated that it is on the list for a shared use path. Mr. Hayes stated that U. S. 1 is going to be repaved from Bridge Road to County Line Road. He said that he understands that there will be sidewalk facility funds available whenever a major paving job is performed. This path will be east of U. S. 1 but takes traffic off of the road between JDSP and the Hobe Sound National Wildlife Refuge. At that location the traffic speed tends to increase and the road becomes very dangerous. If the Parks and Recreation Department and DOT could collaborate and use some of the funding for the sidewalk improvements as they become available through the resurfacing project, on the pathway, that could push this project into the top 10 pathway list. Also, from County Line Road north, on the east side of U.S. 1 but south of the service road in front of many marinas and next to the Jupiter Waterfront Inn, people are forced onto U.S. 1 because the sidewalk doesn't extend over a small strip of land. Mr. Hayes stated that during the repaving, this stretch of sidewalk also needs to be included as it's important for their safety.

Mr. Bausch congratulated Mr. Malham on his efforts in making of the Plan, and stated that it is a worthwhile program and he hopes to see it come to fruition.

Mr. Hayes hopes that the evaluation placed a weighted focus on the need in the areas of the County that are sparsely populated, as those areas too, have needs.

Mr. Smith asked if Mr. Malham had conferred with Palm Beach County as to what trails are planned in their area. Mr. Malham indicated that he had not but that he was in process of obtaining some of the Palm Beach and St. Lucie Counties files to see what is developing in their plans. Mr. Smith stated that Palm Beach County has been working diligently in connectivity and coordinating with the leaders of these projects between State, County and other types of park trails. They are trying to line up with other counties, to insure that the sidewalks and pathways meet. Mr. Malham stated that the Treasure Coast Regional Planning Council (TCRPC) is heading up a program developing a regional greenways plan which would encompass that precisely. Mr. Smith stated that this Action Plan should be sent to the T/MPOs in Palm Beach and St. Lucie Counties so that everyone is

taking into consideration what is transpiring in an effort to have smooth transition areas. Mr. Smith said that to the south, Palm Beach County is doing a lot of work to the north side of their County to link areas together. Mr. Smith asked if the resurfacing project on U. S. 1 is a 3R Project or just resurfacing. Ms. Beltran stated that she will check, but she believes it is a 3R Project and would not be able to include the path in the JDSP. However, it could accommodate that stretch on U. S. 1 along the service road mentioned previously by Mr. Hayes. Mr. Smith stated that 3R Projects address drainage, sidewalks, landscaping etc., so if it is the will of the MPO to direct the funds that are going to be allocated to sidewalks being fixed, joined, enhanced that it would be the Board's priority that those funds be spent toward the JDSP portion of this trail system. Mr. Smith clarified that it's all State land, it's all State funds, and it should be coordinated as such. He stated that the local level creates and designs a program which meets the needs of the community, and the policymakers need to figure out how to allocate from the various funding sources. There will be significant funds spent so this will be a great tool. Mr. Smith recalled a sidewalk desire in Palm City. Public input was the great motivator in requesting it and policy direction from the Board backing that motivation accomplished it. Mr. Smith stated that a letter should be sent to FDOT indicating that this stretch of U. S. 1 is important to the Board, is a part of the Bicycle and Pedestrian Action Plan, and whatever funds are used, need to meet the Plans and Objectives in this Action Plan if it is adopted. Mr. Malham clarified that progress is happening as Project #34 in the Action Plan is in the PMP and is being funded by the County to be resurfaced and dedicated as a shared use path. The project that Mr. Hayes is addressing is on the east side of the road. Mr. Hayes stated that the area noted by Mr. Malham is a part of the East Coast Greenways Trail (ECG) but it was not funded the last time he looked into it. He stated that this would be a good opportunity to help fund these projects by joining the two events and getting the bicycle and pedestrian traffic off of U. S. 1.

**Mr. Hayes made a motion to send a letter to FDOT regarding making a collaborative funding effort with the East Coast Greenways and Jonathan Dickenson State Park at the time of the proposed resurfacing of U.S. 1 from County Line Road to Bridge Road. This motion noted the adoption of the Bicycle and Pedestrian Action Plan, by the MPO Board. Martin would request that funds allocated to this resurfacing project meet the goals and objectives of this Action Plan in order to get bicyclers and pedestrian off of U.S. 1, a high speed corridor. These funds should also accommodate a sidewalk deficiency along U.S. 1 on the east side of the road extending south from a nearby marina and service road to County Line Road. This motion was seconded by Ms. Clarke.**

Ms. Heard asked if this path would work in with the prioritization schedule from the BPAC Plan. Mr. Malham stated that the lists were not placed in any order, just that they were the top 10 most wanted path projects. Ms. Beltran stated that there was hesitancy in prioritizing the top 10 lists. The BPAC noted that there are times when funds can be used for certain projects and not others so whatever could be

funded would be able to do so when funding was available. Ms. Heard clarified that the top 10 paths were in no certain order, Mr. Malham concurred. Ms. Clarke asked if just the top 10 would be priced out so it could be proposed in the UPWP. Mr. Malham stated that he'll be working with the Engineering Department to see what roads are slated for resurfacing or other scheduled maintenance, to see if there are projects which can be worked in. Mr. Hayes asked about the status of the Seabranh Preserves portion of the ECG path. Ms. Heard stated that they are working with all the agencies to finalize the design. Mr. Hayes inquired as to the parking area. Ms. Heard stated that they are still negotiating with groups who may be swapping land and there will be another meeting on Wednesday, February 22, 2012. Mr. Smith noted that the project will need to be brought back to this Board once all is settled as there are changes and it will be different from what was initially adopted.

**The vote on the motion on the floor was called and there were no objections. The motion passed unanimously.**

Ms. Beltran asked if there could be a motion to endorse the Bicycle and Pedestrian Action Plan.

**Mr. Hayes made a motion to approve the Final Bicycle and Pedestrian Action Plan as presented by staff. The motion was seconded by Ms. Glass-Leighton.** Mr. Malham added that BPAC did recommend that he work with the Board of County Commissioners (BOCC) to identify a dedicated funding source for the Action Plan. **The vote on the motion to approve the Final Bicycle and Pedestrian Action Plan was called without objection. The motion passed unanimously.**

### **C. CONGESTION MANAGEMENT PROCESS (CMP) UPDATE 2011 – FINAL REPORT**

MEMO: temp12MPOa04.03

Ms. Beltran gave a brief history of the Draft Congestion Management Process (CMP) that this Board approved at the December, 2011, meeting. Mr. Gavin Jones will present tier one with revisions which have occurred since the Board meeting. Patrick LaConte and Vivek Reddy with AECOM are here to present tier two of the final report. Mr. Jones noted that the only substantial changes to the report were included in the Executive Summary (See handout), and the full document less the appendices was included in the agenda. Mr. Jones reviewed the process executed in the road selection and level of service deficiency expectations and determinations. Mr. Jones clarified traffic movement on Citrus, as well as the recommendation for improvement and advised that the study did not investigate the origin of the traffic, whether it be Martin, or St. Lucie County, as the fact is that the traffic is moving toward downtown to go to work in the mornings, and away from town in the afternoon. Ms. Beltran stated that there will be an origin destination study program included in the next UPWP. Mr. Vivek Reddy addressed the Board stating that they did not perform an origin-



destination study however using traffic counts and delay studies, it was determined that the Citrus traffic was equivalent to the traffic coming on to SR 714. Mr. Hayes requested what was the justification for this corridor. Mr. Jones advised that this corridor wasn't deemed financially feasible for expansion until after 2030, which was at least five years longer than any of the other roadways. He added that the recommendations were included in the report and would be deployed as finances are available. Mr. Reddy responded to Ms. Glass-Leighton's implementation question by stating that some timing issues have already been deployed on the corridor as they were operational and affordable. Mr. Donaldson stated that the signal implementation and timing is being worked on. No other components have been implemented as they are only suggestions which are to be reviewed for incorporation to the County's Capital Improvement Program (CIP), however, none of the projects are funded in the CIP at this time. Mr. Donaldson suggested that the Board remain mindful that the CIP has its priorities also in terms of meeting capacity and the County staff is looking at this to see what can be afforded based upon this report. This has been valuable in terms of incorporation into future projects as some aspects are more costly than others. The final development will take some time. Mr. Donaldson stated that the County would be comfortable with the Board adopting the CMP with the design elements suggested by staff so that the low cost elements can be looked into. Larger elements, ROW, turning lanes and other areas are still being investigated. Mr. Smith stated that he would like to have a direction prior to the CIP process so that the Board has guidance relative to what the MPO needs to be doing. At least it will help the County Commissioners when looking into the County budget to see the top projects. If the MPO Board deems it to be important, there may be an additional level of discussion to raise the importance factor. Ms. Beltran advised that there will be a list of CMP projects which will be the projects included in this plan given to the MPO Board in June. Mr. Smith stated that budget discussions on CIP will begin in April, and the County Commission is working on their budget now, so if there were issues stemming from this work effort that need focus from the County Commissioners, it needs to come to this Board soon. Ms. Beltran stated that she will bring a draft CMP project list to the next Board meeting in April. Mr. Smith stated that would work.

**Ms. Clark made a motion to approve the Congestion Management Plan (CMP) report as presented by staff. This motion was seconded by Ms. Heard. There was no additional discussion. The motion passed unanimously.**

#### **D. PUBLIC INVOLVEMENT PLAN ANNUAL REPORT**

MEMO: temp12MPOa04.04

Ms. Beltran advised the Board that the Public Involvement Plan (PIP) is a Federal requirement to insure that the public is informed of the transportation planning process. The Annual Report is a gauge or report card as to how the MPO staff is doing in the way of public involvement. The PIP was approved by this Board in December of 2009, which requires an annual report be given to the MPO Board.

Mr. Malham advised that staff has achieved membership of 82% on all of the advisory committees. Mr. Malham stated that staff has met with the Palm Beach Bicycle, Greenways, Pedestrian Advisory Committee (BGPAC) all major documents, Long Range Transportation Plan (LRTP), PIP, Transportation Improvement Plan (TIP) have been displayed at the Administration Center as well as six libraries in Martin County for 45 days; participation in the Build-A-Bike event which was held in conjunction with the Treasure Coast Cycling Classic; Staff worked with the Indiantown Community Redevelopment Area (CRA) on a Charrett as part of a TIGER3 grant application; there have been several public meetings with regards to the Bike/Ped Action Plan previously mentioned, which many of the comments have been integrated into the Plan; all documents on the website are in searchable format for accessibility by the vision impaired; Staff also met with the Jensen Beach High School students who developed a commercial for the Martin County Transit service which has been airing on Martin County Television (MCTV); the MPO has a new website which has on-line surveys, an interactive calendar, on-line idea submissions; and there has been an increase in the unique hits tracked by the website. All changes have been incorporated into this report. At this time staff requests an approval from the Board on this document. Mr. Bausch noted that on page 11, bullet three, the Veteran's Memorial Bridge is still referred to as the Indian Street Bridge. Mr. Malham stated that he will check into it. Mr. Smith stated that there is a Joint City and County School Board meeting on February 28, 2012. He made a formal request to have the students who were involved in the making of the commercial for Martin County Transit come to that Joint Meeting so that they could show the commercial, get a little recognition, and claim bragging rights. He stated that he's been advised that the commercial is "cool", he was pleased that the school was involved in the making of it, and that the students are being exposed to work which is being performed by the County.

**Ms. Heard made a motion to approve the Public Involvement Plan as presented by staff. This motion was seconded by Ms. Clarke. There was no further discussion. The motion passed unanimously.**

**E. DE-OBLIGATION OF PLANNING FUNDS FOR AVAILABILITY IN FY2012/13**

MEMO: temp12MPOa04.05

The Unified Planning Work Program (UPWP) identifies planning activities of the MPO for a two year period. The current UPWP is for the fiscal years (FYs) 2010/11 and 2011/12. The Board will be presented with FY 2012/13-FY 2013/14 at the April, 2012 meeting. In order for the funds to be transferred from this FY to next FY, the MPO must follow a de-obligation process, otherwise the funds will not be available until the following UPWP. Staff is recommending that \$200,000 be carried over to FY2013 which begins July 1, 2012. The Projects anticipated to use these funds will be the model validation which will be used in the 2040 Plan, an Origin-Destination Study which was mentioned during the CMP presentation,

and a U. S. 1 Corridor Study. Staff recommends that the Board approve the carry-over of these funds to the next fiscal year.

**Ms. Heard motioned to move staff's recommendation, which was seconded by Mr. Bausch. There was no further discussion. The motion carried unanimously.**

**F. PROJECT UPDATE – TREASURE COAST REGIONAL PLANNING MODEL 4.0 AND WATERWAYS/REGIONAL TRANSPORTATION STUDY**

MEMO: temp12MPOa04.06

Ms. Beltran advised that she wanted to update the Board on a couple of projects. At the February 1, 2012, Technical Advisory Committee, the FDOT representative noted the scope of the validation of the work effort stating that the three T/MPOs, the State and the consultant will decide whether to use the new Activity Based Model (ABM) or the Four Step Model. In December, this Board advised that they would contribute to the funding to be a part of the validation process however they desired to use the Four Step Model. Staff is recommending that a letter from the Chair be sent to the Chairs of both the Indian River MPO and the St. Lucie TPO stating that the Martin MPO has approved using the Four Step Model for the 2040 Plan, clarifying that this Board does not have enough information as to extra costs associated with forecasting the LRTP, or the amount of time required in using the new ABM.

**Ms. Heard made a motion that a letter be drafted to the appropriate agencies stating that the Martin MPO endorses the Four Step Model for the 2040 Plan. This motion was seconded by Mr. Bausch. There were no additional comments. The motion passed unanimously.**

Ms. Beltran stated that at the last MPO Board meeting, staff was directed to research the economic studies for the waterways in Martin County, and the affects on the regional transportation system. She spoke to the staff of the Florida Inland Navigational District (FIND) and was advised that the 2001 economic impact report has been recently updated and a fact sheet regarding this update was distributed to this Board prior to the meeting. Ms. Beltran spoke to Mr. Peter Buchwald, St. Lucie TPO, and Mr. Phil Matson, Indian River MPO and they are interested in pursuing a waterways study and how it affects the regional transportation system. She has been advised that FIND would be able to put funds toward this study. Ms. Beltran will update the Board at the April meeting.

**9. FDOT COMMENTS**

None.

**10. COMMENTS FROM BOARD MEMBERS**

Mr. Smith mentioned that there is current legislation in the Transportation Bill and an amendment was recently made to limit the expansion north of Tri-Rail. Regardless of

the name of the entity providing transportation on the Flagler Line, he requested that it is noted that the MPO does not want to limit the expansion of Tri-Rail. Mr. Smith suggested that a letter be drafted requesting that this amendment be denied or not included in the Transportation Bill. Mr. Hayes requested clarification as to the term north, north of what. Mr. Smith advised that it refers to north of Palm Beach County.

**Mr. Hayes made a motion to send a letter to the Committee and the Legislature involved in the Transportation Bill to either deny the amendment which would limit passenger rail be provided north of Palm Beach County, or to not include the amendment in the Transportation Bill. This motion was seconded by Mr. Bausch. There was no further discussion on this matter. The motion passed unanimously.**

Mr. Smith advised that at the RTO meeting, which was held last week, Martin County adopted the bus shelter location plan, as well as the “[Backwards] C” bus shelter configuration. Mr. Smith requested clarification as to the position of the MPO in this matter. Would the MPO need to adopt these items if it is the direction of the Board? Ms. Beltran stated that the County is the designated recipient of transit funds, this matter would defer to the Board of County Commissioners. Mr. Smith asked if a letter of support endorsing these matters would be appropriate from the MPO to show consistency with the RTO. Ms. Beltran agreed that it could be helpful to solidify the locations approved for the new bus shelters. The RTO Board decided to select specific locations for bus shelters instead of a lot of small bus stop improvements along U. S. 1. It was determined that the bus shelters should act as a marketing piece for the transit service on U. S. 1, as well as being a bus stop and shelter for transit riders. She advised that the six locations, “three sister locations”, are: Monterey Road and U. S. 1 at Regency Square and Stuart Center, going north the stops are at U. S. 1 and Britt Road, and the last stop is located at Eugenia and U. S. 1 where the Lowe’s and Cracker Barrel are located. Mr. Smith suggested that it would be important to have this approval on the record for consistency between the MPO and the RTO. Ms. Claudette Mahan advised that last spring the County Commissioners adopted a shelter which was different than the shelter adopted by the RTO Board. To date the grant which was approved for County bus shelters, not just the U. S. 1 corridor, would have to be updated to have consistency throughout the County, which she deems would be best for the County. Ms. Mahan advised that the costs involved in maintenance and having spare parts would benefit the County by keeping the shelters consistent.

**Ms. Glass-Leighton made a motion that the MPO send a letter of support endorsing the “Backwards C” shelter as well as the locations for the shelters which were approved by the RTO Board, so that they are consistent across the RTO and the MPO Boards. This motion was seconded by Mr. Hayes.**

Mr. Smith advised that Port St. Lucie wanted to return to their respective Boards prior to making final decisions regarding their shelter locations. They did, however, unanimously, approve the “Backward C” shelter style.

Ms. Heard asked of what the walls were made. Ms. Mahan stated that it was Plexiglas, and the RTO has suggested the walls remain open, and not be totally closed in as it allows for air circulation and ease of maintenance.

**The vote on the motion on the floor was called. The motion passed unanimously.**

Mr. Smith noted that Ms. Kate Parmelee had entered the Chambers. He advised her of the motion that was made directing a letter to the Martin Legislative Delegation and to the transit provider regarding the limitation on the northbound expansion of Tri-Rail. Ms. Parmelee clarified that there was an amendment filed last week which appears to limit the ability of the BOCC to potentially join with South Florida Regional Transportation Authority potentially limiting the ability to extend Tri-Rail service. They are working with the Florida Association of Counties and lobbyists to make sure that is the intention of that amendment, and they will proceed to address that issue.

Mr. Bausch noted the funds which were saved by FDOT due to the ROW acquisition enabling the bridge span to be lessened. He stated that this savings will not be retained in Martin County, nor will the savings be returned to the Martin taxpayers. Mr. Bausch asked Mr. Smith to address this while he is in Tallahassee this week. Mr. Bausch noted the CMP project mentioned earlier and the amount of funds which will be shouldered by Martin. Much of the traffic is coming from a different County. As the congestion is in Martin, Martin needs to address it. However, Martin is footing the bill which will benefit drivers from another County who do not have to contribute financially. Mr. Bausch stated that it is not fair that Martin strives to make efficiencies and are not rewarded. Mr. Smith stated that he will relay that message.

Ms. Heard wished everyone a Happy President's Day and thanked everyone for their public service on this holiday.

Mr. Parker, the representative from Indiantown thanked the Board for accepting him as the Indiantown representative, and for all the effort the Board has put forth in protecting and defending Indiantown regarding the Big John Monahan Bridge. He stated that Indiantown appreciates it.

## **11. NOTES**

Ms. Beltran advised the Board that the quarterly report was submitted last quarter, the Legislative Priorities that were approved by this Board last September which was also approved by the MPOAC are provided in the Board's package; and the MPOAC Weekend Institute flyer is included if any of the Board members would like to attend. Staff will help organize the attendance for that workshop.

**12. NEXT MEETING**

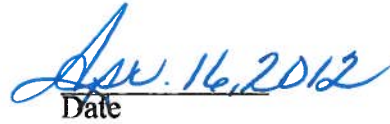
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**13. ADJOURN**

**There was a motion to adjourn by Mr. Hayes which was seconded by Ms. Clarke. No further discussion was offered. The motion passed unanimously and the meeting adjourned at 10:40 A.M.**

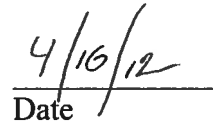
Recorded and Prepared by:

  
Margaret H. Brassard, Administrative Assistant II

  
Date

Approved by:

  
\_\_\_\_\_  
Doug Smith, Chair

  
Date