

**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, June 20, 2011 @ 9:00 a.m.**

**Minutes**

- 1. CALL TO ORDER – 9:00 a.m.**
- 2. PRAYER – Rev. James Brocious**
- 3. PLEDGE OF ALLEGIANCE**

**4. ROLL CALL**

**Members in Attendance:**

Michael Mortell  
Doug Smith  
Tom Bausch  
Eula R. Clarke  
Edward Ciampi  
Sarah Heard  
Brian Powers

**Members Excused:**

Patrick Hayes  
Jack Kelly

**Members Absent:**

None

**Staff in Attendance:**

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

**Others in Attendance:**

Reverend James Brocious  
Hal Smith  
Joe Capra  
Terry Rauth  
Don Donaldson, Engineering Director  
Bill Summers

Karol Poderski  
Arlene Tanis  
Steve Hughes  
Betsy Jeffers  
Drew Campbell  
Barbara Kaufman  
Barbara Timmerman

**5. APPROVE AGENDA**

**A motion to approve the agenda was made by Commissioner Doug Smith.**

Commissioner Michael Mortell asked if Ms. Beltran had something that she wanted to add to the end of the agenda. Ms. Beltran advised that she had included it in the handouts provided to the Board prior to the meeting as agenda item 10F and she wanted to change the current 10F, Transportation Disadvantaged (TD) Program to be 10G.

**Commissioner Smith amended his motion to approve the agenda to incorporate the additional items. The motion was seconded by Commissioner Sarah Heard. There were no objections. The motion passed unanimously.**

**6. APPROVE MINUTES**

**A motion was made by Commissioner Doug Smith to approve the minutes for the May 23, 2011, meeting. The motion was seconded by Commissioner Sarah Heard. There was no further discussion. The motion passed unanimously.**

**7. PUBLIC COMMENTS**

Mr. Karol Poderski - owner of Martin Downs Animal Hospital, which is located on CR 714 in Palm City. Mr. Poderski stated that he had originally voted for the bridge as it was originally designed, however, that was prior to the project being segmented, and all the roads leading to and from the bridge were to be widened to four lanes. Mr. Poderski stated that his business is west of the bridge near the Publix. He also stated that where his business is located the road changes from two lanes to one. He stated that this configuration will make it difficult for his clients to get in and get out. Mr. Poderski stated that the road should be completed as he was advised it would be prior to the segmentation.

**8. ADVISORY COMMITTEE COMMENTS**

Ms. Beltran stated that the advisory comments were included with each individual agenda item. There are no additional comments at this time. Commissioner Mortell indicated that in the future, advisory committee comments should be addressed in the regular agenda item.

**9. FDOT COMMENTS**

None. Commissioner Mortell indicated that in the future, FDOT comments should also be addressed in the regular agenda items also.

## 10. BUSINESS ITEMS

### A. CR 714 UPDATE/FDOT PRESENTATION/ 2035 RL RTP/FY2011-2015 TIP AMENDMENTS

MEMO: temp11MPOa08.01

Ms. Beltran stated that this item was addressed at the last meeting and the Board directed staff to write a letter to FDOT, Secretary Wolfe, which is included in the agenda package. Ms. Beltran stated that Commissioner Ciampi held a meeting with Secretary Wolfe last week and that Ms. Betsy Jeffers is here to give a presentation from FDOT. Commissioner Ciampi stated that Secretary Wolfe and Mr. Howard Webb, who is the Design Engineer for this District, met with members from the County, the MPO and himself to address the issue of CR 714. Commissioner Ciampi used a map to point out the individual areas of concern to the Secretary and Mr. Webb. They addressed each business and residential community from Mapp Road to the Turnpike, as well as where CR714 comes into contact with I-95. Commissioner Ciampi did this in an attempt to express the urgency of this project to the Secretary and the Design Engineer. They discussed all available options, what Federal funds could be used, and could it be done in pieces? The Secretary was very receptive to the needs of this community. Some things that sound like a good idea ultimately would not be, as it could eliminate certain funding sources in the future, or result in an undesirable project. The PD&E study which was completed in 2001 will need to be followed closely. It would be too time consuming to do another PD&E right now. Commissioner Ciampi was pleased with the outcome of this meeting. The Secretary came up with ideas which they plan to explore and will get back to Commissioner Ciampi as to the feasibility. They had some suggestions which could reduce the time considerably and some which could be very cost efficient. They discussed building the road less wide using a narrow median instead of making it a grandiose boulevard, as one method of reducing cost. Commissioner Ciampi stated that having taken Secretary Wolfe to the bridge construction site, and having him witness the roads leading to and from the bridge, he is confident that the Secretary will work with his staff in an effort to make the necessary adjustments in the next few years to have the roads be more suitable for the opening of the bridge. Any road improvements the County would make in the interim would be enhancements toward the final product and will not be ripped out in a couple of years. Commissioner Ciampi wants to advise the public that a viable plan is in the works.

Betsy Jeffers, from FDOT, presented Phase Two of the Indian Street Bridge Project from the Turnpike to Mapp Road. (See handout.) FDOT was asked to do as much as they could, including the sections of Mapp Road and Kanner Highway, so they would not have to go back to those areas. That is the reason the transition is on the west side of Mapp Road. Ms. Jeffers stated that FDOT has done as minimum as possible in order to reduce the cost of the estimate, without compromising quality. The estimates of right-of-way have gone down within the past year. They have been able to shave approximately seven to eight months off their schedules, so they could begin construction as early as February, 2014, and the estimate is \$7.2 million. With this new estimate, the production could be complete by March. If the funding were available, they could "let" by 2014 which would place it in fiscal year 2014, and construction could begin as early as September. Ms. Jeffers stated that Stacy Miller has said that she could definitely fund this project by 2016, and stated that she has found a way to move the \$2.5 million from SR 710, so as of July, 2011, the total amount on the handout would be reduced by the \$2.5 million. FDOT's also looking at funding through their Traffic Operations Department who is implementing their Highway Safety Manual. This manual

has ways of predicting how funding practices can take place. This method could get the funding as soon as 2014, but it is not a done deal to date. They are working on the Value Engineering (VE) study on the right-of-ways in an effort to reduce the typical section as the County has suggested. The VE work effort is a multi-disciplinary team from various offices of the Department, in an attempt to reduce the costs in an effort to get the most value for the project. Commissioner Mortell clarified that in current plans, the median in the roadway is very large, FDOT is looking into reducing the size of the median in an effort to possibly reduce the right-of-way acquisition costs by only having to acquire right-of-way on one side of the road.

Commissioner Heard inquired to Ms. Jeffers as to how much of the right-of-way west of Mapp Road is funded. Ms. Jeffers stated that all of it has been funded by Federal Highway Administration (FHWA) and some is left over from Phase One. Phase One was funded some by the FHWA and some by Martin County. Commissioner Heard asked how much of the \$7.2 million estimate for right-of-way will be acquired by eminent domain, and Ms. Jeffers stated that it would all have to be acquired by eminent domain, which will take approximately 23 months at a minimum. At this point in time, the properties being acquired will be taken from both sides of the road, but by the end of August, 2011, FDOT should know exactly how much of each parcel will be needed. This figure will change when the median is reduced and FDOT will try to have the needed parcels be on one side of the road if possible, reducing either the commercial or the residential side. Commissioner Heard inquired how the side determination for the eminent domain, will be made. Ms. Jeffers stated it is determined in the Engineering; it has nothing to do with who would be easier with which to deal. Commissioner Heard asked where the \$15.7 million in funds which are still needed, would come, to which Ms. Jeffers stated, that Ms. Miller would have to answer as that is not her area of expertise. Ms. Terry Rauth, Martin County Deputy County Engineer, stated that the Value Engineering process will determine which right-of-ways will be needed for the eminent domain as the right-of-ways jog all over the area.

Commissioner Heard stated that there had been approximately \$118 million appropriated toward this project, where have those Federal stimulus funds gone? Ms. Jeffers stated that those funds were returned to Tallahassee or FHWA and they are the ones who re-distributed those funds. That portion of the project was not ready to build at the time the funds were returned, and those funds were a part of the American Recovery and Reinvestment Act (ARRA), and in order to use those funds, the project needed to be shovel ready. Commissioner Ciampi explained that the ARRA funds used on the Indian Street Bridge, did not come directly to Martin County, they came to the State of Florida. He and others lobbied the Secretary of the State in order to get the State to place the Indian Street Bridge on the priority list in an attempt to acquire funding. The State saw that the County had worked for this project, had supplied funding for this project, so they granted a certain portion of the funds to Martin County. When the project came in under the estimated cost, the funds not used, didn't belong to Martin County to be able to use in whatever manner the County saw fit, and those funds had to be returned to the State. As these portions of the road were not shovel ready anyway, the funds would not be able to remain in Martin County, so other programs throughout the State, were able to fund their projects.

Commissioner Smith inquired of Ms. Jeffers and Ms. Beltran what can the County or the MPO do in an effort to speed up the process of acquiring right-of-way? Ms. Jeffers stated

that the State's eminent domain laws are time consuming. Ms. Beltran stated that she will research this situation to see if any other MPO's have had this issue.

**Commissioner Smith made a motion to authorize Staff to send a letter to the MPOAC and to the District Office of FDOT to research ways of streamlining this project, speed up the process of acquiring right-of-way, see if any other MPO's have been in a similar situation, and how it was handled. The motion was seconded by Commissioner Clarke. There was no additional discussion. The motion passed unanimously.**

It was clarified that most of the right-of-way which is needed at this time will not impact any businesses. There is enough set back from the road by the business community as it has been known for a long time that this bridge was in the planning process, and they have built their businesses back from the road. Commissioner Ciampi stated that he didn't foresee long litigation periods over these acquisitions and that it will be an amenity improvement, visually appealing and most likely will benefit the businesses in this area.

Commissioner Bausch inquired as to the approximate width of the road and how much will be reduced in the proposed changes? Ms. Rauth stated that it will be better determined once the Value Engineering has taken place. Commissioner Bausch suggested that hearing the current size and proposed size of the road at this point is important. Ms. Jeffers stated that their most desirable, minimum, typical median is 22' wide, as this allows space for a left turning lane, and for U-turning as it is a four lane road. The right turn lane will be additional footage. Ms. Jeffers also stated that there will be sidewalks on both sides of the road as well. Commissioner Ciampi stated that during the project visit with Secretary Wolfe, the Secretary was going to challenge his staff to have the Value Engineering accomplished within a month. Commissioner Ciampi stated that traffic lights will also be included in this project, and he feels very positive about this project coming to a timely fruition. Commissioner Ciampi stated that a more detailed update will be forthcoming once the Value Engineering has taken place, and brought to this Board at the September meeting.

Mr. Powers asked if the MPO Board would be allowed to come to the review from the Value Engineering so they could offer input. Ms. Jeffers stated that Martin County Engineering will be included.

**B. (PUBLIC HEARING)  
2035 REGIONAL LONG RANGE TRANSPORTATION  
PLAN (RLRTP) AMENDMENT AND  
SR 710 FY2011-2015 TIP AMENDMENT**

MEMO: temp11MPOa08.02

Ms. Beltran stated that she has been informed by FDOT that the \$2.5 million that FDOT requests to be programmed to SR 710 will be re-programmed to the CR 714 right-of-way acquisition at the beginning of the new fiscal year. The reason SR 710 was brought up was because FDOT was doing a Project Development & Environmental (PD&E) study on SR 710 from CR 609 to the Okeechobee County Line. In order to proceed with the PD&E study they need a Location Design Concept Acceptance (LDCA) approval from Federal Highway Administration (FHWA) and need to show design funds programmed for that segment of SR 710. FDOT is still asking for a TIP amendment, but they have agreed to move the funds in July, 2011, but in order to proceed with the PD&E they need approval for the TIP amendment at today's meeting. Currently, SR 710 is not in the Cost Feasible Plan of the

adopted 2035 Plan. A Text Amendment has been requested in order to enable the TIP amendment to be approved. Ms. Beltran drew the Board's attention to the two handouts which were passed out to the Board before the meeting. Allocation and re-allocation of Federal monies is a policy decision which should be made by the MPO Board, not the District Office of FDOT. Ms. Beltran stated that she worded the 2035 Plan text amendment accordingly. Ms. Beltran stated that she spoke with her counterpart in St. Lucie County, as this is a regional plan, and they were in concurrence with the verbiage used. The first handout shows the text amendment referencing SR 710, the 2035 Needs Plan, and the PD&E Study currently underway. The second item is the Cost Feasible Plan map, referencing the PD&E study and the transit feasibility study that FDOT performed. The text amendment would allow using *State, Local, Developer, and Martin MPO approved Federal Funds, to fund future right-of-way acquisition and construction along the SR 710 corridor through Martin County.* The second text revision is under the Goals and Objectives, and reflects what transpired during the 2035 Plan public workshops. Not only did the public want to see new and improved capacity projects, they also wanted to fix the existing roadways. Staff is recommending that this amendment add a letter "g" to Goal 1.0, Objective 1.1, #8, stating to *preserve, maintain and complete the existing roadway network.* This change is in line with FHWA's work efforts, called Asset Management and Systems in Good Repair. The Feds have held workshops around the country, showing how MPO's can add capacity projects, as well as maintain their existing roadway network. If the Board approves of these amendments to the 2035 Plan, then Staff would recommend moving ahead with the TIP amendment for SR710, with the stipulation that after the beginning of the fiscal year in July, that those funds are moved to CR 714.

Commissioner Smith clarified that the Strategic Intermodal System (SIS) was created in order to make a transportation network that serviced seaports, airports, etc. and move goods and services around the State of Florida. This SIS was created by the State, to build and rebuild infrastructure throughout the State, totally funded and determined by the State. Three of these SIS corridors are in Martin County: I-95, the Turnpike and SR 710. Part of the reason that SR710 wasn't in the 2035 or the Cost Feasible Plan is because they were not Martin County's plans, they were the State's plan, and now the County is being asked to amend their plans to reflect these changes. FDOT will improve these corridors regardless of what Martin County may say or do. This brings us to today, where the MPO Board chooses to move its Discretionary Funds, \$2.5 Million out of the SIS system. However, if the \$2.5 million is needed in order to secure the LDCA approval why doesn't FDOT just move their reserves to make up that \$2.5 million to fill that gap for a State funded network. Ms. Beltran stated that as Ms. Miller mentioned at the last Board meeting, FDOT kept the funds in Martin County, but were not able to use the funds toward the MPO priorities. Commissioner Smith stated that the SIS is totally State owned and operated, and since FDOT will now move these funds, why do we have to wait, why can't they just replace the funds with other funds which are in their coffers? Ms. Arlene Tanis, from FDOT, stated that originally the \$2.5 million was inadvertently placed on SR710, the SIS. Ms. Stacy Miller and other FDOT personnel have agreed that these funds may be re-allocated to CR 714. Ms. Tanis noted that it's only a few weeks from July 1, 2011. She stated that both Secretary Wolfe and Gerry O'Reilly have said that there will be another source of funding which will replace the \$2.5 million on SR 710, but at this point in time that source has not been identified. Commissioner Smith stated that the SIS system is the State's responsibility to build and fund their infrastructure, and not Martin County's. Commissioner Smith stated that he wants the word "developer" removed from Ms. Beltran's recommendation in the second item because

SR 710 is a SIS facility, and no developer should be held responsible now or in the future for this roadway, the State should be solely responsible.

**Commissioner Smith moved to approve staff's recommendation of the language in the 2035 Cost Feasible Plan as reflected in Agenda Item 10B; ...*PD&E studies and a transit feasibility study performed by FDOT, allowing State, local, developer, and Martin MPO approved Federal funds to fund future right-of-way acquisition and construction along the SR 710 corridor through Martin County...* deleting the word "developer".**

Commissioner Heard commented that she wanted the word "local" to also be removed as the local government should not be responsible for a State road either.

**Commissioner Smith amended his motion to approve staff's recommendation of the language in the 2035 Cost Feasible Plan as reflected in Agenda Item 10B; ...*PD&E studies and a transit feasibility study performed by FDOT, allowing State, local, developer, and Martin MPO approved Federal funds to fund future right-of-way acquisition and construction along the SR 710 corridor through Martin County...* deleting the words "developer and local". The motion was seconded by Commissioner Ciampi. There was no additional discussion on the motion. The motion passed unanimously.**

**Commissioner Smith made a motion to accept staff's recommendation regarding the language in the Regional Goals, Objective and Policies, Regional Long Range Transportation Plan (RLRTP) Goal 1, (8) to add a subsection "g" stating "*to preserve, maintain, and complete the existing roadway network.*" The motion was seconded by Commissioner Clarke. The motion passed unanimously.**

Mr. Hal Smith asked about the timeline for CR 714. Commissioner Mortell advised that the estimated time is 23 months, but it is still a variable as to when the funding can be obtained etc.

Commissioner Heard noted the slide which was presented by FDOT, showed that the right-of-way would cost approximately \$7.2 million and the amount needed is approximately \$7.2 million, why must Martin County amend their 2035 Plan to add the \$2.5 million in Discretionary Funds for right-of-way. Mr. Don Donaldson stated that it adds to the project budget and frees up money. Ms. Jeffers stated that it does add to the total project budget but in order to have the schedule she's offered beginning in 2012, the \$2.5 million will be used in 2012 and the other funds will go to construction. Commissioner Heard asked how can Martin County prove that the \$2.5 million will be used toward right-of-way and not construction? Ms. Jeffers stated that you will see the \$2.5 million in the July TIP for right-of-way and the additional \$2.5 million in construction in the 2016. Commissioner Heard asked Ms. Jeffers if right-of-way is funded for 2012, why weren't the funds recommended to go to construction which is where there is a short fall? Ms. Jeffers stated that the funds had to be used in 2012, and the phase that they are currently in is right-of-way, not construction. Putting those funds into construction now will not help as there is still such a large outstanding balance.

**Commissioner Smith made a motion to approve the TIP amendment to program the \$2.5 million to SR 710 with the stipulation that after July 1, 2011, those funds are**

**moved to CR 714. This motion was seconded by Commissioner Ciampi. There was no further discussion. The motion passed unanimously.**

Commissioner Ciampi addressed the Chairman and requested to be excused as he has a prior commitment to be the keynote speaker for a local agency. Permission to be excused was granted.

**C. (PUBLIC HEARING)  
FINAL FY2011/12-2015/16 TRANSPORTATION  
IMPROVEMENT PROGRAM (TIP)**

MEMO: temp11MPOa08.03

Ms. Beltran stated that this is the Final TIP beginning the Federal Fiscal Year 2012. There were only two changes to this document since the Board saw the Draft in May, 2011. The first change is that the Draft TIP was sent to FHWA for preliminary comments, and they recommended that the projects be identified as Capital or non-Capital. The second change is regarding FTA 5310 Funds. The District Office requested a place holder be inserted as they were not sure of the amount of the allocation. The allocation amount was received after May 23, 2011 and that was included in the Final TIP.

**Commissioner Clarke made a motion to approve the Final TIP with the amendments. Commissioner Smith seconded the motion. There were no comments. The matter passed with one dissent, Commissioner Heard.**

**D. (PUBLIC HEARING)  
FY2013 LIST OF PRIORITY PROJECTS (LOPP)**

MEMO: temp11MPOa08.04

This item is coming before the Board at this time as there is a possibility of congressional districting changes due to the 2010 Census. FDOT wanted some of their project deadlines, including the LOPP, to be moved up prior to the re-districting. (See handout).

The first page of the handout shows the roadways priorities. The number one project is CR714; number two is SR 76; number three is the eastern segment leading up to the Indian Street Bridge; number four is Willoughby Boulevard; and number five is the western segment of SR 76. These are the same as last year. The first of two additions is number six, the resurfacing project for CR 711/Pratt Whitney Road. Where the Federal funds will be the distributed, should be the decision of this Board. As Ms. Miller stated at the last meeting, the reason the funds were placed on SR 710 was because there were not enough priority items. Having this project on the priority list reflects the 2035 goal which was just approved in that the County will fix existing roads as well as having capacity projects. Number seven is the U. S. 1 Corridor Retrofit, which deals with Congestion Management and transit, instead of enlarging the roadway. As a result of the workshops and public meetings, it was learned that people didn't want wider roads, they preferred to see intersection improvements, turning lane improvements and transit instead. With this being on this list, any decisions made reallocating funds can be placed to the roadway priorities.

The Enhancement funds show the redistribution of prior year's funds to fund the three project applications which were submitted earlier this year. The projects were bicycle lanes along Dixie Highway, the sidewalks in the City of Stuart, and the landscaping along A-1-A in the Town of Sewall's Point.

The final Project Priority list is transit which includes the U. S. 1 Retrofit project as well as the regional, downtown bus service and the Transit Depot.

Staff is recommending that these lists be approved by the Board today as these lists will be what FDOT bases the Tentative Work Program on, which will be presented to the Board in October, 2011.

**Commissioner Smith moved to approve the LOPP including the two additional projects as outlined by staff.**

Ms. Beltran included in her request that when the Tentative Work Program is presented by FDOT to the Board that it is presented so that the Board can see the project and each funding source, as well as what amount is coming from which funding source. This has not been the case in the past and staff believes that it will clarify where the Federal funds are being spent by project.

**Commissioner Smith amended his motion to approve the LOPP including the two additional projects as outlined by staff, and that when the Tentative Work Program is presented to the Board in October, that it be formatted so the Board can see the project, which funding sources as well as what amount is coming from which funding source.** Commissioner Bausch clarified that the road in Sewall's Point is not being widened, it is being resurfaced. **The motion was seconded by Commissioner Clarke. The matter passed with one dissent, Commissioner Heard.**

**E. (PUBLIC HEARING)**

**FTA SECTION 5303 GRANT APPLICATION**

MEMO: temp11MPOa08.05

Ms. Beltran stated that this is the Federal 5303 Grant Application. (See the agenda package and the two handouts), The Summary Budget Tables and the Agency Participation Tables are from the Unified Planning Work Program (UPWP) which is a two year document. Currently the County is in the middle year, and staff is requesting the Board to approve the 5303 grant application and modifying the funding tables, so the past year's 5303 Transit Planning funds are included with the 5303 grant application and the current 2012 allocation.

**Commissioner Smith moved to accept staff's recommendation to approve modifying the funding table for the past year's 5303 Transit Planning funds into the current 2012 allocation. The motion was seconded by Commissioner Heard. There were no additional comments. The motion passed unanimously.**

**F. TRANSPORTATION DISADVANTAGED (TD)  
PROGRAM UPDATE**

MEMO: temp11MPOa08.06

The program manager was not available to make the presentation today.

Ms. Beltran stated that the Local Coordinating Board-Transportation Disadvantaged (LCB-TD) met on March 7, 2011 after the selection committee for the New Freedom Funds was put into place and awarded, through a competitive process, to the Council on Aging. It was stipulated that there needed to be a Coordination Agreement between MTM, the Community

transportation Coordinator (CTC) and the Council on Aging, the company awarded the New Freedom Funds. The LCB-TD, knowing the strained history between the two companies, suggested that if the Coordination Agreement had not been signed by the June 20, 2011, MPO Policy Board Meeting, that the MPO Board send a letter of support that there be a signed Coordination Agreement between MTM and the Council on Aging to utilize the New Freedom Funds for additional transit service for the transportation disadvantaged. Staff is making this recommendation on behalf of the LCB-TD Committee.

**A motion was made by Commissioner Heard to draft a letter to MTM in support of the LCB-TD, requesting that the MTM adhere to the stipulation for the need of a Coordination Agreement between MTM and the Council on Aging. The motion was seconded by Smith. There were no additional comments. The matter passed unanimously.**

#### **G. WEBSITE UPDATE**

MEMO: temp11MPOa08.07

Staff is requesting an additional extension to the website consultant contract through the end of the Federal Fiscal Year which is September 30, 2011. The contract had been extended through June 30, 2011, however, an additional extension has been requested at no cost to the County.

**The motion was made by Commissioner Smith to approve extending the website consultant's contract to the end of the Federal Fiscal Year, which is September 30, 2011. The motion was seconded by Commissioner Heard. There were no additional comments. The motion passed unanimously.**

#### **11. COMMENTS FROM BOARD MEMBERS**

None.

#### **12. COMMENTS FROM THE PUBLIC**

None.

#### **13. NOTES**

- Correspondence – SR 710 Shared Use Path

#### **14. NEXT MEETING**

- August, 2011 - TCTC Meeting
- August, 2011 - RTO Meeting
- September 19, 2011 – Martin MPO Regular Board Meeting

#### **15. ADJOURN**

**No motion to adjourn was entertained. The meeting was adjourned at 10:45 AM.**

Recorded and Prepared by:

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Margaret H. Brassard, Administrative Assistant II

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Date

Approved by:

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Michael Mortell, Chairman

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Date

DRAFT