

**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, May 23, 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, Chairman
    - Doug Smith, Vice Chairman
    - Tom Bausch
    - Eula R. Clarke
    - Edward Ciampi
    - Sarah Heard
    - Patrick Hayes
    - Brian Powers, Ex-officio member

**Members Excused:**  
None.

**Members Absent:**  
None.

**Staff in Attendance:**

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

**Others in Attendance:**

- Lee Weberman, Culpepper Terpening
- Hal Smith, Whispering Sound
- Andrew Campbell, Whispering Sound
- Etienne Bourgeois, CAPTEC
- Terry Rauth, Martin County

Krysti Brotherton, Martin County  
Reverend Brocious  
Stacy Miller, FDOT  
Jeff Weidner, FDOT

**There was a quorum for this meeting.**

**5. APPROVE AGENDA**

Mr. Mortell stated that there are two additions to the agenda that staff would like to have placed after Agenda Item B. The first item is a grant application for a parking garage (see handout - Grant Rating Sheet) and the second item is the Transportation Regional Incentive Grant Program (TRIP) (see hand out –FDOT Letter to Honorable Jack Kelly). The additional items were handed out to each Board Member prior to the meeting.

**Mr. Doug Smith made a motion to approve the agenda with the additions as indicated. This motion was seconded by Ms. Sarah Heard. There was no opposition. The matter passed unanimously.**

**6. APPROVE MINUTES**

**Mr. Doug Smith made a motion to approve the minutes from the May 9, 2011 MPO Policy Board Meeting. This motion was seconded by Ms. Sarah Heard. There was no opposition. The matter passed unanimously.**

**7. PUBLIC COMMENTS**

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

None.

**8. ADVISORY COMMITTEE COMMENTS**

Ms. Beltran stated that all advisory committee comments were addressed at the previous meeting.

**9. FDOT COMMENTS**

None.

**10. BUSINESS ITEMS**

**A. CR 714 UPDATE/FDOT PRESENTATION/  
TIP AMENDMENTS**

MEMO: temp11MPOa07.01

Ms. Beltran stated that FDOT had requested a TIP amendment back in February, which was approved by the Advisory Committees to program the Surface Transportation Urban (SU) Funds for the SR 710 Project. Ms. Beltran spoke to FDOT staff and advised that the Metropolitan Planning Organization (MPO) wants their SU Funds to be programmed for the MPO's number one priority which is SR 714. Ms. Beltran has talked to Ms. Stacy Miller, who works in the FDOT-District 4 Work Program Office programming funds for projects, and Ms. Betsy Jeffers who is

the Project Manager for the CR 714 Project. Ms. Beltran stated Ms. Jeffers will be giving a presentation at the June 20, 2011 MPO meeting, and Stacy Miller is here today to discuss the programming of funds for the CR 714 Project.

Ms. Miller noted that on the SR 710 TIP amendment, an issue has been raised regarding the \$2.5 million of MPO SU funds, and the MPO's request to have the funds transferred to CR 714. Unfortunately, there are no additional funds needed on CR 714 in FY 2012. She referred the Board to the distribution of funding for both the eastern and western portions of CR 714 [shown on the table in the agenda package]. It shows that the final design is programmed for FY 2012 which will begin July, 2011. Ms. Jeffers will begin final design on both the eastern and western portions of CR 714. The western portion right-of-way acquisition is funded in FY 2013 and 14. Last year during the development of the Tentative Work Program which will be adopted on July 1, 2011, FDOT started a reserve for the construction funding and that is also shown. There is not enough funding set aside to begin the construction. Based on recent correspondence from FDOT to the MPO, FDOT will look to un-fund some projects, at the request of the MPO Board. Ms. Miller said that if some Federal funds are removed from the SR 76 reserve, not SU attributable, she thinks that she can fully fund the western portion of SR 710 in FY 2016. That would begin on July 1, 2015. She stated that it could be accomplished during the development of this tentative WORK PROGRAM, so that issue would be resolved. Regarding the funding currently on SR 710, for which FDOT has requested a TIP amendment, Ms. Miller stated that those funds will be removed from SR 710 and there is the possibility that the Board will give FDOT the priority to resurface a County Federal Aid Route that FDOT will include with the Department's Work Program via a Work Program amendment and eventually a Transportation Improvement Program (TIP) amendment which will move that \$2.5 million from SR 710 to a County resurfacing project.

Ms. Beltran stated that she spoke to the County Engineering Department about the priority list that was developed in anticipation of a second round of stimulus funding. The County Engineering Department does have projects that are ready to go as soon as the funding is available. The Pratt/Whitney Project from SR76 south to the Palm Beach County line came to the top of the list due to the funding amount. A portion of this resurfacing will be allotted for bicycle lanes on both sides of the roadway. Ms. Beltran will add this to the List of Project Priorities (LOPP) when the funding for FY2013 is discussed at future meetings.

Ms. Miller stated that the remaining items in the current LOPP which was provided to the Department last October, has been fully funded to the extent possible in FY 2012. No other priorities can be advanced to FY2012 to utilize those funds. Two SR 76 projects for design, the two CR 714 projects are funded and Willoughby cannot be funded with Federal funds, as they will need another source to begin that project.

Commissioner Hayes asked if for clarification on funding for the completion of the improvements from Mapp Road to Martin Downs by 2016. Ms. Miller stated that she does intend to accomplish that during the development of this tentative Work

Program. Commissioner Hayes stated that the bridge is scheduled to be completed by 2013, so having Mapp Road to Martin Downs improved in 2016 will not work for Martin County. The bridge cannot be opened onto a two lane road without the improvements.

Commissioner Ciampi concurred with Commissioner Hayes stating that the area being discussed is his District and to not have the improvements to Mapp Road made prior to the opening of the bridge is unacceptable. Commissioner Ciampi stated that at a prior meeting this was discussed and it was decided that the \$2.5 million from SR710 out in Indiantown, was to be redirected to the Mapp Road project, leading to the Turnpike. This is the number one priority of Commissioner Ciampi as well as the MPO Board, and he will not vote to use \$2.5 million for resurfacing out by Pratt & Whitney, when this project has yet to be funded. A means must be found to have Mapp Road improved prior to the opening of the Indian Street Bridge.

Commissioner Heard noted that the Indian Street Bridge and the connecting roads were segmented. She inquired how the project legally, could be segmented, she was of the opinion that the project had to be a complete project, otherwise it would not be compatible with Federal laws. Ms. Miller stated that the project is segmented from the standpoint that the transitions are included in the sections of the structure to transition from four lanes to two lanes and the other projects are in the plan, so by Federal provisions of the Federal Highway Administration (FHWA), it is acceptable. She stated that it is not segmented from the standpoint that the other two components were never going to be constructed and that FDOT's concentration was only on one segment. Ms. Heard stated that the construction of the other two components is still not confirmed as the funds have yet to be guaranteed. Ms. Heard agreed with Commissioners Ciampi and Hayes in that each segment of the project needs to be completed prior to the opening of the bridge, and the resurfacing by Pratt and Whitney is not an acceptable alternative.

Commissioner Clarke agrees with the other Commissioners and asked Ms. Miller if FDOT has any solutions in the current Work Program with the priorities which this Board has adopted. Commission Clarke also asked if there were any possibilities of locating funds which could provide a solution to this situation, other than the \$2.5 million from SR 710. Ms. Miller stated that Ms. Jeffers will speak to the design aspect of the project next month, but the design has not begun to date. The bridge is underway, and the design of the western portion of CR714 in July; there is still right-of-way acquisition which is necessary, and Ms. Jeffers will have to get the plans to a point of progress prior to beginning the acquisition process, which will begin in fiscal year (FY) 2013, which begins July 1, 2011. Once this is underway, it will take approximately 24 to 30 months to purchase all the necessary right-of-way, which places the beginning of construction in FY2015, if possible. This is based on funding, which there are no sufficient allocations available to date. FDOT has estimated approximately \$18 million to complete the construction. This is not sufficient in the Work Program until FY2016. That is utilizing all funds set aside in reserve for CR 714 and SR 76. As this project is an "off system facility" [off the State Highway

System] Ms. Miller stated that she doesn't have the ability to use State funds on this project, she can only use Federal funds or local funds. Mr. Ciampi asked what it would take to change the road designation from a County road to a State road. Ms. Miller said that in order to change the road designation, FDOT would have to talk to County Engineering. It is a process that can be considered. Mr. Ciampi stated that if changing the road designation would help acquire funding that it should be considered.

Ms. Terry Rauth stated that DOT was going to be doing a safety audit on CR 714 to look at the impact of the Indian Street Bridge upon completion. Ms. Miller interjected that it is actually termed an Operational Review, as the Department has standards for transitioning four way facilities into two lane facilities, and they do not foresee an issue from the engineering perspective but there may be an operational issue that in the interim, from the time the bridge opens and the time the extension is completed, they will evaluate if necessary improvements are needed.

Commissioner Smith asked how can the County better position themselves to bid the project again, to see how much SR714 would cost using today's costs, less the right-of-way acquisition, as opposed to the much higher figure which was generated at the time the job was estimated. The possibility of receiving funds may improve if it is learned that the amount necessary is a more obtainable figure than originally planned. Ms. Miller stated that the Department cannot bid a project unless all funds are programmed. As there is only a portion funded in FY2015, there is no way to bid the project in the anticipation of another funding source. Commission Smith stated, so until the original figure of \$18 million is programmed for the project, FDOT will not be able to go for a re-bid of this project. Ms. Miller confirmed, then she added or until the project cost estimate has been revised. Ms. Jeffers has recently turned in the project cost estimate and Ms. Miller expects the new project cost estimate will only be a nominal adjustment. Ms. Rauth stated that the cost will be elevated, because this project went through the PD&E Study with the design being a four lane, divided boulevard, with a large, wide median. She added that more right-of-way will also need to be obtained. Ms. Miller stated that the final design is already funded in FY2012. The DOT's goal is to expend funding received in each year as it is received, they have been asked to be more prudent with expenditures, and that they no longer carry funds forward in the future. Ms. Miller stated that the Surface Transportation Urban (SU) Funds attributed to Martin County annually is approximately \$1.8 million. She also advised that until the Department has the entire estimated amount programmed for construction, the Department cannot bid the project. Ms. Miller stated that she has begun banking funds for this project in FY2015-16, which is the soonest she was able to put funds away for this project. This project is starting final design next year, right of way acquisition will actually begin in FY 2013 and it will take two years. Ms. Miller stated that Central Office has requested FDOT to reduce the amount of funds that are carried forward. FDOT has actually carried forward the FY 2015 programming because they do not have sufficient funds in FY 2015, it would have to be carried forward to FY 2016. She doesn't think she could persuade Central Office to carry forward FY2012 funds all the way to FY2016.

Commissioner Hayes asked if things are ever done concurrently. Ms. Miller stated yes, the right-of-way- acquisition can begin once Ms. Jeffers has moved sufficiently forward with the design and has the right-of-way maps available, which will be approximately a year. Ms. Jeffers will be continuing the design process while right-of-way acquisition is taking place, but acquisition cannot begin in FY2012. Ms. Rauth stated that about \$2 million has been spent on the pieces of land they knew would be used, but they needed to focus on the right-of-way acquisitions for the bridge and the bridge plans. Now FDOT is waiting for the design of the western portion by Ms. Jeffers, to begin the acquisition process. This normally takes about 24-30 months to acquire all the right-of-way. While the bridge is opened in FY2013 FDOT will still be acquiring right-of-way.

Commissioner Bausch asked that Ms. Miller go back to FDOT and express the discontent that Martin County has over the segments leading to the bridge not being opened simultaneously or prior to the bridge opening.

Mr. Brian Powers requested clarification regarding the project and the three segments. Ms. Miller explained how the entire corridor was taken into consideration; they received approval from the FHWA to move forward with the entire corridor. The Department, in conjunction with the MPO segmented the project into three pieces with the expectation of moving the bridge ahead, ultimately building the other two segments, with the western segment being the second priority and the easternmost segment being the third. Mr. Powers suggested using funds currently scheduled for landscaping on the bridge and each segment, to be applied toward the actual road construction. Then in FY2016 the funds scheduled there could be applied to the landscaping. Ms. Miller stated that his suggestion could not happen due to the following reasons. FDOT has a project which is in construction, there is a commitment between the Department and the contractor, and the funding for the bridge are American Recovery and Reinvestment Act (ARRA) Funds and those funds had to be authorized between the Department and the FHWA by September 30, 2010. To de-obligate the funds from the current project means that you would be giving them back to Washington, DC. They cannot be reallocated to another project. From the view of the FHWA, once the project was segmented, it was considered three portions within the same corridor. The funds for the bridge are authorized only for the bridge, no other roadway segment within the corridor.

The Project Design Manager, Ms. Jeffers, will be presenting in June what she will be working on in July. Commissioner Clarke asked the Board what they wanted to do, in order to impress the importance of this project to FDOT and the FHWA. She stated that the Board needed to show more strength than merely writing a letter. Mr. Mortell stated that it would appear to be more of a policy issue, and he didn't think that the policy could be changed in the time remaining in this fiscal year.

Commissioner Ciampi stated that this Board needs to move forward, and though FDOT will not be able to provide the answers they desire today, through a unified

effort, this issue will be resolved timely. He stated that this Board will continue to make strides to seek solutions to this matter to insure the safety of the residents in Martin County. Commissioner Ciampi stated that this is a very unique situation which will call for extraordinary measures. He will have his office contact the Department to arrange a meeting in an effort to locate funding and get this matter resolved in timely manner.

Commissioner Smith asked Ms. Miller, at what point does the Department allow the County to go to design/build? Ms. Miller said the Department can begin evaluating the concept of design/build, however, all of the right-of-way needs to be acquired by the Department. The funding is there for design and for acquisition, Ms. Jeffers needs to reach a point where she can provide a right-of-way map to the Acquisition Department, and they will have to move forward and the right-of-way will have to be acquired. FDOT can evaluate if using the option of simultaneous right-of-way acquisition in the design/build phase would be a possibility in an effort to conserve time. Ms. Miller doesn't have the exact information of how much right-of-way is needed at this moment. Commissioner Smith confirmed with Ms. Miller that the approximate annual amount of SU Funds awarded to the County is \$1.8 million. Then he suggested the County could borrow funds which would be in the same amount as the SU Funds, and the County could repay the loan with the SU Funds when they are awarded. This could speed matters up considerably. Ms. Miller stated that other Counties have utilized that option to advance projects, and whatever differential between what is on the Department's books would have to be paid for by the County and there would be a release of funds back to the County. Ms. Miller stated that FDOT could not take the SU Funds, the County would be required to provide the differential, not the Department. The County may borrow the funds, equal to the amounts in reserve estimated by FDOT. The County may provide the Department with a local fund agreement, and the County may be reimbursed by FDOT through the SU Fund distribution over the period of years for which were calculated to cover the cost incurred. The Department has not done a Local Government Advancement in several years, but Ms. Miller could bring the proposal to Central Office to see if it could be a viable possibility for a solution. Ms. Miller will request from Central Office if they are willing to entertain a Local Government Advancement and she will advise the Board of the status at the next meeting.

Chairman Mortell stated that he had a public comment from Mr. Lee Weberman.

Lee Weberman from Hobe Sound, remarked on the discussion regarding 714 being a State road verses a County maintenance road. It may benefit the Board to have Staff bring to the Board a colored map distinguishing the State Road Maintenance System. It is logical and responsible to connect SR76 over the bridge to the Turnpike and I-95. The map would solidify how logical it would be to assign that maintenance responsibility to the State.

Mr. Weberman advised the Board of his history working with the County Engineering Department in 1996. He stated that an Interlocal Agreement with FDOT

was entered into, in order to advance the design and right-of-way acquisition of the [Indian Street] Bridge. This Board may choose to consider an Interlocal Agreement, wherein the County assumes the design responsibility and the right-of-way mapping responsibility, which could decrease the time frame considerably by eliminating some of the procedural time hurdles. It has been done, allowing the locals do the work of the right-of-way maps, to the Federal standards. This Board should continue reaffirming that this would be the number one project for all future funding, and block vote to have this as a priority instead of listing other projects.

Mr. Bausch asked Ms. Terry Rauth where the County is in supplying right-of-way information to FDOT. Ms. Rauth stated that the DOT is handling the right-of-way acquisition. This is not a County project. The County is only coordinating with FDOT certain aspects of the project, i.e. shop drawings, landscaping, things that will be maintained by the County later, because when the project is completed, it will be a County facility. Ms. Rauth stated that right-of-way on the western segment will not be as difficult to procure because most of the development which has taken place was after knowledge that the bridge would be coming, so there are not a lot of structures to have to purchase. Design still needs to move forward to insure the amount of right-a-way necessary prior to contacting the property owners.

Hal Smith representing the Whispering Sound Home Owners Association requested to address the Board. Mr. Smith wants to thank the Board for the intense interest which they have expressed regarding the CR714 project. The Whispering Sound Home Owners Association will be at the disposal of the Board if they need any assistance in this project.

Commissioner Clarke asked Ms. Rauth for her opinion regarding the County doing the design instead of FDOT for CR714. Ms. Rauth stated that it wouldn't happen any quicker. DOT is designing this in-house.

Ms. Clarke also requested that MPO staff should attend the Public Hearings for the Tentative Work Program. Ms. Beltran stated that she did plan to be in attendance.

Mr. Ciampi will be contacting the Department to have a meeting in order to seek solutions to this matter, sending a letter will not be sufficient.

**Commissioner Smith made a motion to request FDOT to clarify at the next meeting as to whether or not funds can be advanced and FDOT will allow the County to re-apportion the funds, SU or other funding sources, in order to pay the County back in the event the County were to borrow the funds. Ms. Clarke seconded this motion.** Commissioner Heard questioned how the advanced funds from FDOT would be re-paid by the County. Commissioner Smith stated repayment would take place using the Federal SU Funds the County is allocated annually. Commissioner Heard asked Commissioner Smith if his motion states that the County would borrow the funds in order for FDOT to advance the funds, and the County will reimburse FDOT using funds given to them by the Federal Government for the next



ten years or however long it takes to reimburse the loan. Commissioner Smith said yes, so that this project can take place and the concerns of the residents could be met. Mr. Mortell added that if the funds are advanced, and the County gets a new cost estimate, the County doesn't actually receive the funds, they only get the authority to acquire the funds. The County will not begin paying interest or repaying the loan until the funds are actually spent. The County needs to get permission to acquire the currently estimated figure of \$18 million; once the permission is obtained to acquire the funds, the County will get a new cost estimate, which is assumed to come in at a much lesser figure given today's economy. The new cost estimate will be the amount of funds actually needed to be advanced to FDOT. Ms. Heard stated that this would not be prudent. In order to accommodate these funds, the County is losing the use of the SU Funds for the number of years it takes the County to repay the loan, leaving the County unable to fund any future projects. Ms. Heard stated that she would not dedicate this County's funding source for the number of years which would be required to repay the loan, in order to solve this roadway problem, which is stemmed from the Indian Street Bridge.

Commissioner Ciampi stated that scheduling a meeting with FDOT will give the County an opportunity to explore any and all options which may be available.

Commissioner Smith would like to have a letter also written so there is a record as to what the Board is doing. Mr. Smith did want to point out that this particular corridor, even prior to the building of the bridge, had safety concerns relative to the residents. It has been known for years that there are school children who walk in this area, nursing homes and residents who have experienced trouble getting in and out of their developments. This letter only advances the discussion as to whether it is an opportunity or not. If it is not possible, the Board will continue to seek alternative solutions to this issue, if it is a possibility, the Board will begin to determine the most cost effective way to handle this situation and a mechanism in which to pay it back.

Commissioner Bausch stated that he didn't want the Board to be locked into the \$18 million figure. Commissioner Smith reiterated that there is no choice. As this figure was the original amount estimated for this segment, until that figure is programmed by FDOT, this project will not be able to move forward, no funds will be made available in which to have a cost estimate provided with today's costs which is presumed to be lower, and this problem will not be able to seek a resolution. Ms. Miller stated that the Department cannot program the actual letting of the project until all funds exist within the Work Program. Regarding a Local Government Advancement responsibility, the Department, should this arrangement be acceptable to the Central Office for the programming, will accept a lump sum payment from the County, in order to let the project and there will be no interest paid to the County for their investment. The County will be paid back over a series of years, what was loaned to the Department to advance the project. Commissioner Smith stated that it may only be \$10 million, not \$18 million once the new cost estimate has been performed. Commissioner Mortell clarified that the Board will vote to loan the Department \$18 million to do the project up front, which funds the project. Ms.

Miller stated that the funds go to an escrow account where the County will receive the interest at the end of the project if it is not expended for supplemental agreements or other contingency associated with the project.

Mr. Hal Smith asked if the lights requested for the roadway will be included in this funding. Commissioner Mortell advised that the improvement of the entire road as originally planned is included.

**The Motion on the floor regarding providing a letter to FDOT to determine options was called and a vote was taken. The Motion passed with an objection from Commissioner Heard.**

**B. DRAFT FY2011/12-2015/16 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

MEMO: temp11MPOa07.02

Ms. Beltran introduced the Transportation Improvement Program (TIP) to the Board and advised that it is based on the MPO's adopted Long Range Transportation Plan (LRTP) and the List of Project Priorities for this year. Ms. Beltran organized the TIP similar to the Indian River MPO's with the certifications and insurances in the front, a list of acronyms and their definitions; project priorities, enhancement priorities, and tasks schedule of the TIP. It is currently in the 45 day public review, being displayed at the six County libraries and in the reception area at the County Administrative Building. All comments from the public and the advisory committees will be incorporated in the Final TIP which will go through the advisory committees in June, and will come to this Board on June 20, 2011. The Appendices is a list of the projects, the funding source, the project's FM number and identifies the priority rating.

**A motion was made by Commissioner Eula Clarke to approve the Final FY2011/12-2015/16 Transportation Improvement Program (TIP) as presented. This motion was seconded by Commissioner Ciampi. Commissioner Heard advised that she would not support the motion due to the reprioritization of the Indian Street Bridge blocking out every other project in the County. The vote was called. The motion passed. Commissioner Heard was in opposition of the motion.**

Inserted Item:

**Grant Rating Sheet**

Ms. Beltran advised that notification was received from the Federal Highway Administration (FHWA) recently about a discretionary grant. The proposed project to be funded with this grant was parking garage in downtown Stuart. The FHWA provided little turn-around time as the application was due by June 3, 2011. Staff called FHWA and was advised that these grants are submitted directly to the Division office in Tallahassee. (See handout - Grant Rating Sheet and aerial photo) Martin County is requesting \$5 million for the parking garage in Downtown Stuart across

from the new Transit Depot. Commissioner Heard asked for the County's funding source which would pay the \$5,000 administration fee, and the \$10,000 operational and maintenance fees for the grant if awarded. Ms. Rauth stated that a full funding source has yet to be determined but the County is working with the City of Stuart who may provide some of the funding. What staff is requesting today is only the opportunity to submit the application for the grant. The County will have time to explore funding sources by the time it is learned if the County would receive the grant or not. The City of Stuart and the Board of County Commissioners have not been made aware of this application, however they will be advised tonight and tomorrow at their respective meetings. Commissioner Heard inquired if the County were to receive the grant what projects would be displaced in order to fulfill the \$400,000 worth of planning and design. Ms. Rauth stated that she would have to get with finance and the City of Stuart in an effort to locate the sources of funding. Commissioner Ciampi stated that the County would have to expend \$400,000 of the County's money in order to obtain \$5 million in grant monies. That would be an estimated investment return of approximately 330%. No funds will be expensed prior to learning if the grant will be awarded as the grant application will be done in-house. If, at a later date the County chooses not to use the grant, the County loses nothing.

**Commissioner Ciampi made a motion to accept staff's recommendation to apply for the grant to build a parking garage being offered by the Federal Highway Administration (FHWA). The motion was seconded by Commissioner Hayes.** Commissioner Hayes noted that this recommendation to apply for the grant is only allowing the County to make the time line required by the Grantor. If the Board does not support this, the Board loses an opportunity to say yes or no to the grant. Mr. Hayes feels that this is a judicious opportunity to try to locate matching funds to support the County's projects. The County would ultimately own the parking garage should they be awarded the grant and the County already owns the property which is being considered for the parking garage. **The vote was called. There was no further discussion. The matter passed unanimously.**

Ms. Beltran stated the second inserted Agenda item is the Transportation Regional Incentive Program (TRIP) Grant. Staff is requesting authorization to submit a pre-application to FDOT for TRIP funds. These are state funds and FDOT wants the pre-application be turned in by June 1, 2011. The Treasure Coast Transportation Council (TCTC) will be meeting in August, and the TCTC members on this Board are Michael Mortell and Doug Smith. The application will be approved at that time along with the applications from Indian River and St. Lucie County, and all will be submitted to FDOT by October 1, 2011, but this Board will see it prior to the submittal. The TRIP application amount for this cycle is \$1,063,746. This amount will be divided by three, for each County in the Treasure Coast region, making the amount per County to be \$354,582. Staff is requesting that these funds be directed to this Board's number one priority, CR 714. If funding for CR 714 has already been satisfied prior to these funds becoming available, the funds would go towards the MPO's second priority which would be SR 76. Staff is requesting authorization to submit a pre-application for these TRIP funds.

**Commissioner Ciampi made a motion to accept staff's recommendation to submit the pre-application for the TRIP funding with the stipulation that the funds would first be applied to CR 714 and in the event that project is fully funded, the funds would be directed to SR 76. Commissioner Clarke made a second to the motion. There was no further discussion. The matter passed unanimously.**

**C. FY 2011/12 TRANSPORTATION DISADVANTAGED (TD)  
PLANNING GRANT**

MEMO: temp11MPOa07.03

This is grant which the MPO receives every year from the Transportation Disadvantaged (TD) Florida Commission in Tallahassee. It is a fixed amount, though the amounts have varied by a few dollars in the past few years. The amount for FY2012 is \$19,956. The TD staff did send an email indicating that they want to waive the application process and requested that the MPO's approve and authorize a resolution authorizing the Chairman or designee to sign the grant agreement once received, and accept the fiduciary duties and responsibilities as the recipient of these funds for the Transportation Disadvantaged.

**A motion was made by Commissioner Ciampi to accept staff's recommendation to approve and authorize a resolution authorizing the Chairman or designee to sign the grant agreement, and accept the fiduciary duties and responsibilities as the recipient of the TD funds. The motion was seconded by Commissioner Hayes. There was no further discussion. The motion passed unanimously.**

**D. BUS SHELTER PROGRAM**

MEMO: temp11MPOa07.04

This project was before this Board last year, however, since that time it was determined that instead of being by FHWA, it should be under the Federal Transit Administration (FTA). The funds have been flexed to the FTA, through the headquarters offices in Washington, as it is considered a transit project, not a roadway project. By the time these funds reached the FTA regional offices in Atlanta, the Martin County Capital Projects Department already had a uniform design for the County (see agenda package). It was determined that this would be the most cost efficient avenue for the shelters. Ms. Beltran advised that the shelters would have a place for advertising, a system map showing local bus service and integration to St. Lucie County's transportation, a trash receptacle, perforated walls for airflow, a bench, and a solar panel for light. Staff is requesting the MPO Board make a recommendation to the Board of County Commissioners (the recipients of the grant) to approve this design so the project may be advertised for bid.

**A motion was made by Commissioner Heard to recommend the Bus Shelter Program to the Board of County Commissioners for approval. A second was made by Commissioner Ciampi. There was no additional discussion. The motion passed unanimously.**

Commissioner Ciampi requested when this project is presented to the BOCC, that more detailed information be available regarding lighting for the advertisement as well as other aspects of the shelters. Ms. Beltran will advise the presenter for the Capital Projects Division of this request for detailed information.

**11. COMMENTS FROM BOARD MEMBERS**

Ms. Clark stated that the City has a meeting the same date as the next MPO meeting and she will have a conflict. Mr. Mortell stated that the City will need to move their meeting as it is not a policy meeting, it is a workshop, and the MPO Board will need to have the June meeting in order to meet deadlines and time frames.

**12. COMMENTS FROM THE PUBLIC**

None.

**13. NOTES**

- Correspondence – SR 710 Shared Use Path

**14. NEXT MEETING**

- June 20, 2011 – Martin MPO Regular Board Meeting

**15. ADJOURN**


**Mr. Hayes made a motion to adjourn the meeting which was seconded by Commissioner Ciampi. There was no further discussion. The meeting was adjourned at 10:35 AM.**

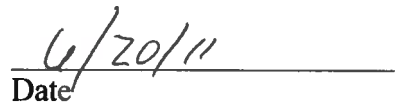
Recorded and Prepared by:

  
Margaret H. Brassard, Administrative Assistant II

  
Date

Approved by:

  
Michael Mortell, Chairman

  
Date