

**PINELLAS COUNTY METROPOLITAN PLANNING ORGANIZATION
MINUTES - MEETING OF DECEMBER 8, 2010**

The Pinellas County Metropolitan Planning Organization, created by the State of Florida in accordance with Title 23 United States Code, Section 134 and Chapter 339.175, Florida Statutes, met in regular session on Wednesday, December 8, 2010 in the chambers of the Pinellas County Commission, 315 Court Street, Clearwater, Florida.

MEMBERS PRESENT

Chris Arbutine – *Chairman* – Mayor, City of Belleair Bluffs, representing PSTA
David Eggers – *Vice Chairman* – Mayor, City of Dunedin Commission
Karen Seel – *Secretary/Treasurer* – Board of County Commissioners (arrived 1:08 p.m.)
Neil Brickfield – Board of County Commissioners
Harriet Crozier – Commissioner, City of Largo
Frank Hibbard – Mayor, City of Clearwater
William Mischler – Mayor, City of Pinellas Park
Herbert Polson – Councilman, City of St. Petersburg Council
Andy Steingold – Mayor, City of Safety Harbor representing Oldsmar, Safety Harbor, and Tarpon Springs
Kenneth Welch – Board of County Commissioners
Don Skelton – Florida Department of Transportation (FDOT) (*ex officio*)]

MEMBERS ABSENT

Jeff Danner – Councilman, City of St. Petersburg Council

OTHERS PRESENT

Brian Smith – MPO Executive Director
Sarah Ward – MPO Transportation Planning Division Manager
David Sadowsky – County Attorney's Office
Ming Gao – Florida Department of Transportation (FDOT)
Brian Beaty – Florida Department of Transportation (FDOT)
Margaret Smith – Florida Department of Transportation (FDOT)
Rochelle Garrett – Florida Department of Transportation (FDOT)
Henry Belrose – Florida Department of Transportation (FDOT)
Keith Crawford – Florida Department of Transportation (FDOT)
Stephanie Pierce – Florida Department of Transportation (FDOT)
Denise Skinner – Pinellas Suncoast Transit Authority (PSTA)
Bob Klute – City of Largo
Bob Bray – City of Pinellas Park
Bill Jonson – City of Clearwater/PSTA
Nick Fritsch – CAC Chairman
Joe Kubicki – city of St. Petersburg
Tom Whalen – City of St. Petersburg
Sheila Martin – TBARTA
John Burnham – Autumn Woods
Sandra Knoebel – Pinellas County Planning
Al Bartolotta – Pinellas County Planning
Gina Harvey – Pinellas County Planning
Heather Sobush – Pinellas County Planning
Carolyn Kuntz – MPO Recorder

I. CALL TO ORDER

Chairman Arbutine called the meeting to order at 1:00 p.m.

II. INVOCATION AND PLEDGE

Mayor Frank Hibbard performed the invocation and led the Pledge of Allegiance. Everyone on the dais introduced themselves.

III. CITIZENS TO BE HEARD

There were no citizens who spoke.

IV. ELECTION OF OFFICERS FOR 2011

Mayor Mischler indicated the MPO at their November meeting established a Nominating Committee, which met after that meeting. The members of the Committee are Chris Arbutine, Bill Mischler, and Herb Polson. The Committee is recommending the following slate of officers for 2011:

- Dave Eggers – Chairman
- Karen Seel – Vice Chairman
- Jeff Danner – Secretary/Treasurer

Mayor Hibbard moved, Councilman Polson seconded, and motion carried to approve the above slate of officers for 2011 (Vote 9-0).

V. CONSENT AGENDA

A. Approval of Minutes – Meeting of November 10, 2010

B. Approval of Invoices

1. Tindale-Oliver and Associates
2. LarsonAllen, LLP

C. Approval of Crash Facts Report

Commissioner Welch moved, Commissioner Crozier seconded, and motion carried to approve the Consent Agenda (Vote 9-0).

VI. PUBLIC HEARING REGARDING AMENDMENTS TO THE FY 2010/11 – 2014/15 TRANSPORTATION IMPROVEMENT PROGRAM

Brian Beaty, FDOT, reviewed the two proposed amendments:

- Alternate U.S. 19/S.R. 595/651 from S.R. 686 (East Bay Drive) to S.R. 60 (Court Street) – resurfacing project amendment to reduce the original construction cost estimate of \$11.5 million to \$4.8 million based on a project scope change. The number of signals to be replaced was reduced from 9 to 3 and the depth of the overlay surface was reduced from 3 inches to 1 1.5 inches. The funds released from this project return to the District's resurfacing contingency fund.
- Tangerine Avenue shared use path from west of 54th Street to west of 49th Street in Gulfport – the construction phase is being advanced from FY 2011/12 to FY 2010/11. The City built a wider than normal sidewalk and applied for Enhancement funds for 2 eight-foot boardwalks over a retention pond, which reduced the project from \$234,000 to \$79,000.

Commissioner Seel arrived at 1:08 p.m.

Mr. Smith reported both the Citizens and Technical Committees recommended approval; however, the Technical Committee noted concerns raised by Largo regarding the 1st amendment (letter attached from Largo).

Bob Klute, Largo Assistant Community Development Director, and Leland Dicus, Largo Chief Engineer, appeared to discuss Largo's concern. Largo is concerned about the pedestrian safety improvements that have been eliminated due to the change in scope. One of the major intersections, Seminole Boulevard/Missouri Avenue and West Bay Drive/East Bay Drive, was

eliminated. The letter from Largo expresses their desire to have that intersection and two other issues included before the project is let. They are requesting an opportunity to work with FDOT to resolve this issue. A study by the State in 2008 recommended several improvements that were included in the scope through the Phase III design, however, they were eliminated from the Phase IV plan.

Based upon query, Mr. Skelton responded that safety improvements that are necessary could be incorporated into the project; however, there are things that still need to be worked out. He asked his staff to provide information regarding the process that took place and the outcome to date.

Margaret Smith, FDOT, indicated HNTB performed a study and there were three items that were not included in the current project: blank-out signs, pedestrian signal, and islands. Once the design was 90% complete, it was decided to eliminate the islands due to the constrained right-of-way in the area. There wouldn't be enough room on the islands for pedestrians once the two pedestrian poles were installed that were required to control both directions of traffic. If the islands aren't installed, this would affect the effectiveness of the right-turn blank-out signs and the five signal heads. FDOT will replace all the striping with high emphasis crosswalks, replace all the pedestrian buttons, update the signals with LED, replace sidewalks where necessary, and will add bike features.

Commissioner Crozier voiced Largo's concerns. Mr. Skelton responded the resurfacing project will include this intersection; however, the size of the refuge island will be too small to be functional and could make it worse since a pedestrian will have to literally hug the pedestrian pole to keep from falling off the island into the roadway (Commissioner Crozier agreed this would not be a good situation). Regarding the blank-out signs, there are two existing signs in this area and FDOT has been discussing whether there is a way where they can be activated in addition to the CSX train. The signs are activated by an approaching train to prevent motorists from turning right into the path of the train.

Ms. Smith showed a graphic of the intersection, noting the location of the blank-out signs. She noted the discussion is whether these signs can also be operated by pedestrians. Upon query as to what is a blank-out sign, Mr. Belrose responded it is a box that, when lit, shows a no right turn symbol and is blank when it's not lit. One of the issues if the blank-out signs are pedestrian activated is the impact to the level of service at this intersection if right turns are not allowed during the pedestrian crosswalk activation.

Chairman Arbutine noted that Largo High School and Middle School are located nearby, in addition to the park, and the fact there are a number of children walking in this area and that care needs to be taken. Ms. Smith responded that FDOT wasn't sure that the blank-out signs are the answer and they need to have an independent study to evaluate this. In addition, they need to determine how the pedestrian activation would affect the CSX activation. Once a train is approaching, there are 20 seconds to clear the tracks before the train crosses through.

Upon query by Mayor Hibbard, Mr. Bertels indicated he briefed the Technical Coordinating Committee (TCC) on the fact that Clearwater has a lot of issues with this project regarding pedestrian safety on this corridor as well. The TCC recommended approval but with the consideration of the letter from Largo and Clearwater's concerns. Clearwater's concerns include the removal of the pork chop islands from Lakeview and Missouri Avenues, which would create a dangerous situation for the pedestrians, and widening the outside lane by two feet and narrowing the other two lanes to ten feet. They agree with Largo's concerns and feel the pedestrians are not being treated fairly on the corridor. They also feel that narrowing the two lanes to ten feet will cause problems and doesn't provide much safety to the bicyclist by widening the outside lane by two feet.

Ms. Smith responded part of the project will include filling in sidewalk gaps on both sides of Missouri Avenue, in addition to replacing broken or cracked sidewalks, to provide continuous paths on both the west and east sides. Regarding the reduced lane widths, they felt they needed to accommodate the bicyclists taking into account the fact there are 37,000 vehicles per day and light truck traffic. They felt this was a good compromise to reduce the two inside lanes from 11 to 10 feet and widen the outside lane to 13 feet. In addition to fixing the sidewalks, they are putting crosswalks on all the side streets.

Commissioner Seel noted that Main Street and Edgewater Drive in Dunedin is posted no-right-turn-on-red and asked if something similar could be done at the intersection in Largo since it would provide a safer alternative for pedestrians. Keith Crawford, FDOT, responded the prohibition of right turns on red in Dunedin was not installed because of pedestrians but, instead, due to motorists turning right into through traffic in addition to conflicts with the left-turn movement. To avoid the conflicts, FDOT posted no-right-turn-on-red. Upon query by Commissioner Seel whether right turns could be prohibited at the Missouri Avenue intersection, Mr. Skelton responded they would need to look at the intersection operations. Mr. Skelton added the five signal head would allow for right turns at the same time as the left turns and would not be needed if right turns were prohibited. Mr. Crawford added the Engineer of Record would have to be comfortable with the additional signs and signals otherwise new mast arms might be required, which would be expensive.

Mayor Mischler agreed with the prohibition of right turns on red. Councilman Polson suggested deferring action to allow the various parties to resolve the issues.

Following discussion, ***Commissioner Crozier moved and Mayor Hibbard seconded a motion to defer action to allow further review/discussion between Largo, Clearwater, and FDOT.***

Stephanie Pierce, FDOT, Project Manager, indicated they had met with PSTA and Largo staff and worked out some of the issues. They have received additional data and are analyzing the information. They have resolved the issue with the mid-block crossing at Rosery Road. Mr. Klute responded Largo doesn't agree with the fence/wall option for the median and has asked FDOT to look at other options. Largo is setting up a meeting with Walmart and PSTA for the relocation of the bus stop.

Mayor Mischler stated that this issue should only come back next month if the issues have been resolved. Mr. Skelton responded that the meeting will take place with the appropriate staffs and that it needs to come back in January so the project isn't delayed more than a month since the road needs resurfacing. He noted there are technical issues that need to be worked out. Commissioner Crozier stated that Largo staff will be there.

Following further discussion, ***the motion carried to defer by roll call vote (Vote 10-0).***

Regarding the second TIP amendment, ***Councilman Polson moved, Mayor Hibbard seconded, and motion carried to approve the amendment by roll call vote (Vote 10-0).***

VII. PUBLIC HEARING REGARDING AMENDMENT TO THE TRUCK ROUTE PLAN

Mr. Smith stated staff is recommending this item be deferred to January to allow clarification of the language.

Commissioner Brickfield moved, Councilman Polson seconded, and motion to defer was approved (Vote 10-0).

VIII. FDOT TENTATIVE WORK PROGRAM

Chairman Arbutine noted there was an attachment in the folders.

Mr. Beaty distributed copies of a modified PowerPoint for the Tentative Work Program.

Chairman Arbutine left at 1:49 p.m.

Mr. Beaty reviewed the PowerPoint, highlighting FDOT's mission and the projects included in the Tentative Work Program, which covers fiscal years 2012 – 2016.

Chairman Arbutine returned at 1:52 p.m.

Commissioner Welch left at 1:52 p.m.

Commissioner Welch returned at 1:54 p.m.

Mr. Beaty showed the three projects for S.R. 690 (S.R. 686) on a graphic, explaining the projects in more detail. Some discussion followed regarding the proposed relocation of the fire station in Pinellas Park, noting they were waiting to see how 118th Avenue progressed, as well as the bypass. Mr. Beaty noted FDOT has been in discussion with Pinellas Park staff. Mr. Skelton noted there would be a need for access to 40th irrespective. Mr. Beaty continued with his presentation. Mr. Beaty showed a graphic noting the Ulmerton Road projects, noting they are separating the section between 49th Street and 38th, which is not in the program since it's part of the Roosevelt/C.R. 296 extension. They are looking at making it a separate project to get it funded for construction. Mr. Beaty reviewed the resurfacing projects, Advanced Traffic Management System projects, Project Development and Environment Study for Howard Frankland Bridge and I-275 in St. Petersburg, and Transportation Enhancement projects. Some discussion followed as to the reason the Courtney Campbell Causeway Trail was placed in the Work Program ahead of other Enhancement projects, noting it was a high priority by the Joint Chairmen's Coordinating Committee for statewide Enhancement funds. The project is estimated to cost \$20 million and FDOT received \$14 million in statewide Enhancement funds. To be competitive for the statewide Enhancement funds, they had to have local commitment. The project has always been viewed as a complete project with all segments to be funded. Some of the segments are funded with the District VII Transportation Enhancement funds. Mr. Beaty then continued with the Safe Routes to School projects: San Jose Elementary in Dunedin and Dunedin Middle School. Mayor Eggers asked Mr. Beaty to check to see if it should be Dunedin High School instead of San Jose Elementary since the school is located on Pinehurst. Mr. Beaty indicated Pinellas County MPO will receive funds for transportation planning on a recurring basis except for 2013 when there were no funds available. Due to the air quality conformity determination that is anticipated, more planning will be required. It is anticipated that approximately 400 staff hours will be needed to develop a Conformity Determination Report. The Work Program includes \$88.4 million for transit projects, \$29.1 million for aviation projects, and \$.7 million for seaport projects. A public hearing will be held December 13 at FDOT headquarters and will be webcasted via a webinar through computers and at each MPO office. The intent is to get more public involvement and input. The MPO has until January 19 to provide comments to FDOT, a statewide public hearing in March, and final adoption July 1, 2011.

Mayor Eggers moved, Mayor Hibbard seconded, and motion carried to concur with the FDOT Tentative Work Program (Vote 10-0).

IX. TRANSPORTATION DISADVANTAGED PROGRAM

A. TDSP Amendment – Non-Profit Provider Rates

Mr. Smith indicated the TDSP has been amended to include the not-for-profit provider rates.

Mayor Hibbard questioned the methodology used to determine how much each agency receives. Mr. Smith responded an allocation of funding from the TD Program is given to the not-for-profit agencies and they provide trips based on the amount they receive. Upon further query by Mayor Hibbard, Mr. Smith responded staff could provide additional information as to

how the trips are calculated. Each agency has a different purpose. The MPO provides funding to the three agencies to provide service, in addition to funding that is provided through the dispatch system.

Councilman Polson asked the status of the program eligibility requirements. Mr. Smith responded the Local Coordinating Board (LCB) will be reviewing the information at their January meeting and the MPO will discuss it at their February meeting. This is a complicated issue and they have been collecting data.

Following discussion, ***Mayor Eggers moved, Commissioner Brickfield seconded, and motion carried to approve the TDSP amendment to include the revised non-profit provider rates (Vote 8-2 with Commissioner Crozier and Mayor Hibbard dissenting).***

B. Local Coordinating Board Recommendation on Medicaid Non-Emergency Transportation Program

Mr. Smith indicated the costs to provide service has been more than the amount being received over the last few months. The MPO previously had a balance they were working in so, although the program has been in the red over the last few months, there is still a balance although it is decreasing. The LCB reviewed the situation at their last meeting. The short-term solution is to reduce the provider rate by 10% through the remaining period through June to help offset the high costs. The long-term solution is to go out for a Request For Proposals (RFP) to contract with an operator to administer the Medicaid program. The LCB reviewed other alternatives as well but recommended the above.

Commissioner Crozier moved, Mayor Eggers seconded, and motion carried to approve the LCB recommendation (Vote 10-0).

C. Program Initiative Status

Mr. Smith noted information was included in the folders. It's complicated in that staff is trying to work with the system but not be disruptive to the clients. Staff will bring a package to the MPO at their February meeting after the LCB reviews it at their January meeting. The GPTMS contract goes to the end of June so this will be an opportunity to rework the program for the dispatch system.

Mayor Eggers noted that there is an overlap of service and this will be a way of reducing inefficiencies between the two programs.

Mr. Smith suggested, at the February meeting, staff would provide information on the three non-profit providers.

X. STATUS OF TRANSPORTATION ENHANCEMENT PROJECTS

Mr. Smith indicated the MPO had asked for a status of the projects at their last meeting. The list includes the 2006, 2007, and 2010 list of projects into a consolidated list, along with their status.

XI. UPDATE ON PROPOSED CHANGES TO THE SPECIAL ACT FOR THE PINELLAS PLANNING COUNCIL

Mr. Smith noted the intent is to modify the Special Act so that there is a unified board for the functions of both the MPO and Pinellas Planning Council. The Special Act has to be amended through the legislative action. At the final Joint Committee meeting last Monday, by consensus, there were some modifications to the Special Act to be considered by the Legislature. The second legislative meeting where they will take up the modified Special Act is January 7.

Upon query by Commissioner Crozier as to what was modified, commissioner Seel responded a grandfathering provision was included. Mr. Smith added that the amendment included a higher threshold with fewer categories, there needed to be a provision that local plans were grandfathered, in addition to some other housekeeping items. Commissioner Seel stated that, at

that meeting, Pinellas Park was concerned that with the changes that would be occurring with the modified Special Act, there might be homeowners that are now not in conformance with the new map and she had responded that is usually addressed through grandfathering; therefore, a grandfathering provision was added.

Mayor Hibbard reported that Clearwater had preliminary discussions and did not approve the reapportionment map but they will be reviewing it at another meeting. Commissioner Seel indicated she will be attending the work session on Monday and will provide additional data that it's not uncommon for membership to reflect the population.

XII. CLERK'S AUDIT REPORT OF MPO

Since the Planning Department staff is staff to the MPO, the Clerk's Office performed an audit of their function and prepared the attached report. The Clerk performed a comprehensive review for 2006 and 2007. A number of their findings have already been resolved since that time. A management letter regarding staff response was also included.

Commissioner Crozier questioned the recommendation regarding paying GPTMS in advance of the service provided, noting that staff's response was that they partially agreed. Mr. Smith responded GPTMS is paid a lump sum and they had requested being paid in advance but that is something that can be reviewed but staff would like to talk to them first before changing the procedure. He noted the contract will end in June, which is only a few months from now.

Commissioner Welch questioned the potential conflict of interest and staff's disagreement and asked for an explanation and rationale. Mr. Smith responded, when a Request for Proposals was requested, several national firms competed in addition to a consortium of local providers who created a management firm. At that time, it was determined that was acceptable but staff required that the firm put in place client choice so the client would choose their provider and not the management firm to avoid any conflicts. MPO has a contract with the providers and not GPTMS. Upon further questioning, Mr. Sadowsky came forward and indicated there are two separate contracts: one contract with GPTMS and separate contracts with the individual providers. There is not a legal conflict with the contract with GPTMS although there is an appearance of a conflict. Since there is an appearance of a conflict, it was decided to monitor the program to make sure there is not a conflict. Regarding the auditor's note that they could not check to make sure the client is choosing a provider and how this was being resolved, Mr. Smith responded staff routinely checks each month to make sure how the client is being treated and monitor the choice. Commissioner Seel and Mayor Hibbard both indicated they have had complaints and, supposedly, they were supposed to talk to MPO staff regarding their complaints. Mr. Smith responded staff needed proof so they have listened to the tapes and phones and have not found any deviation to the client choice procedure.

Councilman Polson commented on the audit that was performed last year, especially regarding the internal cost controls and asked if the two audits were compared with each other to see if there were similarities between the two. Ms. Ward responded the MPO is required to perform an audit that is submitted to the State. The Clerk's audit looked at the prior, independent MPO audits and noted that some of the responses had not been done in a timely manner and staff explained the reasons; i.e., suggestion for new software that required the purchase of the software and training of staff, which caused a delay. The federal government certifies the program as to whether or not we're meeting the planning requirements. The independent audit of the MPO is currently underway.

Upon query by Mayor Eggers as to clarification regarding the complaints, Commissioner Seel responded that the client is defaulted to their previous provider unless they specifically request a change and then they have to go through a rigorous paperwork process. Mr. Smith added staff will be looking at this situation over the next few months, with the contract up at the end of June.

Commissioner Seel asked PSTA to come forward to address whether they would be able to perform some of these functions. Denise Skinner, PSTA, responded the contract is between the MPO and GPTMS and PSTA is in the process of reviewing their options as to what parts of the program they would be able to take over, considering the cost and staff. Under the DART program, the client calls the provider of their choice directly so it eliminates a middleman and the perception of a conflict. PSTA is also waiting for the data being collected since they have a concern about the cost of the program considering they have their own budget issues.

Mr. Sadowsky warned the MPO has a contract in place through June and there are consequences if the contract is terminated early.

Commissioner Brickfield noted he used to represent GPTMS, as well as had previously been the LCB Chairman. In most cases, the client is happy with their provider and, if they are not, then they can request a change but they have to ask for a different provider. The current DART program has been in effect a year and they aren't seeing where the clients are changing providers very often.

Mayor Eggers stated there needs to be a consistency in the approach and suggested maybe staff could increase their monitoring program and the number of checks they are performing. Commissioner Seel suggested if there is a new provider that comes on board, the clients needs to be aware there is a new provider and ask if they are happy with their current choice. Chairman Arbutine noted that people are usually very vocal when they don't like a provider.

Following discussion, ***Commissioner Brickfield moved, Mayor Mischler seconded, and motion carried to accept the Clerk's audit report and management letter (Vote 10-0).***

XIII. COMMITTEE RECOMMENDATIONS

A. Citizens Advisory Committee Recommendation Regarding Public Outreach Associated with the Long Range Transportation Plan

Al Bartolotta, MPO staff, reviewed highlights of the report that had been reviewed with the Citizens Advisory Committee. Based on recommendations staff has received, they will make changes to the Public Involvement Plan. He explained the various means the MPO is getting the information to the public regarding all their programs and information, which includes brochures and maps, and how staff receives feedback through various surveys.

Commissioner Welch noted Hillsborough and Pasco Counties were using Facebook and asked what was holding up Pinellas County. Mr. Bartolotta responded they were waiting on direction from the County's Communication Department. Mr. Sadowsky came forward and added they are in the process of developing a County policy. Commissioner Welch noted that PSTA is also using Facebook and Twitter. Mr. Sadowsky responded he would check on the status of the policy.

Commissioner Brickfield noted the importance of pedestrian and bicycle safety in the report. Mr. Skelton responded safety is very important to FDOT.

Upon query by Mayor Hibbard as to the budget or outreach and communication, Mr. Bartolotta responded there is a public participation line item in their Work Program but he wasn't sure how much. Ms Ward responded staff would bring back that information.

Mr. Smith reviewed the list of recommendations by the CAC for inclusion in the next update of the Public Participation Plan.

B. Citizens Advisory Committee (CAC) Recommendation Regarding a Connection Between the Selected Transit Corridor and the CSX Rail Line

Mr. Smith indicated the CAC met last Thursday and approved a motion.

Nick Fritsch, CAC Chairman, reviewed the CAC's motion and the rationale and background supporting the motion. The CAC wanted to make sure there is nothing in the design or construction of either the high speed rail station or the Howard Frankland Bridge for rail to preclude expansion of the high speed or commuter systems westward at some time in the future.

Mr. Smith read CAC Motion #10-16 in its entirety recommending the stations for rail service be built at the same level.

Commissioner Seel noted there are other systems that have different levels and it doesn't inhibit service. Mr. Fritsch responded not every member is aware of this and to ignore the same level portion of the motion.

Commissioner Seel asked if the CAC had received a presentation regarding high speed rail. Mr. Fritsch responded that there is a need to get people on one system to the beaches. Mr. Smith added the members did not want the design to preclude any expansion in the future.

Mr. Skelton spoke regarding the Tampa high speed rail station, noting the interaction with TBARTA and the proposal with Hillsborough County and looking at a regional system, FDOT acknowledges that the downtown terminal will have to service multiple modes and forms of transit and, therefore, will be designed with that in mind. People will not just be stopping in Tampa, which means there will be a need to get them to other areas. The Howard Frankland Bridge study needs to look at the appropriate accommodation and not be overdesigned where it will be a lot more expensive to construct.

Following discussion, **Mayor Mischler moved, Mayor Hibbard seconded, and motion carried to receive and accept CAC Motion #10-16 (Vote 10-0).** Mayor Hibbard stated the CAC could refine their motion and bring it back if they wish but he had an issue with inclusion of the Howard Frankland Bridge.

Regarding CAC Motion #10-17, Commissioner Brickfield moved, Mayor Steingold seconded, and motion carried to receive and file (Vote 10-0).

XIV. PROJECT ADVISORY COMMITTEE REPORT

The next Project Advisory Committee will meet on December 13.

XV. COMMITTEE APPOINTMENTS

Regarding the MPOAC appointment, Commissioner Brickfield moved, Commissioner Crozier seconded, and motion carried to approve Dave Eggers as the representative and Karen Seel as the alternate.

Regarding the CAC, Councilman Polson moved, Commissioner Welch seconded, and motion carried to approve Deborah Schechner as an At Large representative.

Mr. Smith reviewed the vacancies on the BAC and PTAC.

XVI. PSTA ACTIVITIES

Denise Skinner, PSTA Interim Executive Director, indicated PSTA still had good ridership in November, with 3% over last year. The PSTA Board approved the search firm for the Executive Director.

****Mayor Hibbard left at 3:26 p.m.****

The Jolly Trolley service between Clearwater Beach, Dunedin, Palm Harbor, and Tarpon Springs for the last 2 weekends has carried over 500 people, which has exceeded expectations.

Chairman Arbutine stated he has been on PSTA for ten years and his term will be over soon and, in addition, his term as Chairman of the MPO is over, with Mayor Eggers taking over Chairman as of the next meeting. He has requested PSTA to appoint someone at their January meeting to replace him beginning with the February meeting. He thanked everyone for allowing him to serve on the MPO.

XVII. OTHER BUSINESS

A. Joint Chairs Coordinating Committee Meeting of December 10, 2010

Highlights of the meeting were included in the agenda packet.

B. Park Boulevard Pavement Condition

Information was included in the agenda packet as a result of a citizen's concern at a previous MPO meeting.

C. Park Street/Starkey Road Costs to Date

Mr. Smith indicated additional information was included in the folders.

D. 2011 MPO and Committee Meeting Schedule

The meeting schedule for the MPO and the various committees was included in the agenda package.

E. Correspondence

F. Other

Mr. Smith noted this is Mayor Steingold's last meeting due to the two-year term rotation. Mayor Steingold indicated Mayor Ronecker of Oldsmar is seeking appointment to the MPO. He stated it was a privilege to serve the citizens on the MPO and he has enjoyed serving.

Commissioner Seel thanked Mayor Steingold for his service and thanked Chairman Arbutine for his leadership. Mayor Mischler stated he will miss Mayor Steingold and Chairman Arbutine also indicated his pleasure serving with him and the good job he did.

XV. ADJOURNMENT

There being no further business, the meeting was adjourned at 3:30 p.m.

Dave Eggers, Chairman