

**PINELLAS COUNTY METROPOLITAN PLANNING ORGANIZATION  
MINUTES – MEETING OF JULY 13, 2011**

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, July 13, 2011 in the chambers of the Pinellas County Commission, 315 Court Street, Clearwater, Florida.

**MEMBERS PRESENT**

David Eggers – *Chairman* – Mayor, City of Dunedin Commission  
Karen Seel – *Vice Chairman*– Board of County Commissioners  
Jeff Danner – *Secretary/Treasurer* – Councilman, City of St. Petersburg Council  
Neil Brickfield – Board of County Commissioners  
Julie Bujalski – Commissioner, City of Dunedin, representing PSTA  
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  
Jim Ronecker – Mayor, City of Oldsmar representing Oldsmar/Safety Harbor/Tarpon Springs  
Kenneth Welch – Board of County Commissioners  
Don Skelton, ex officio – Secretary, Florida Department of Transportation District 7

**MEMBERS ABSENT**

**OTHERS PRESENT**

Brian Smith – MPO Executive Director  
Sarah Ward – MPO Transportation Planning Division Manager  
David Sadowsky – County Attorney's Office  
Brian Beaty – Florida Department of Transportation (FDOT)  
Ming Gao – Florida Department of Transportation (FDOT)  
Heather Sobush – Pinellas County Planning/MPO  
Joe Kubicki – City of St. Petersburg  
Rhonda Abbott – City of St. Petersburg  
Paul Bertels – City of Clearwater  
Bob Bray – City of Pinellas Park  
Bill Ruttencutter – City of Pinellas Park Traffic  
Rick Egger – City of Pinellas Park  
Wilfred Sergeant – CAC  
Jim Green – CareRide, LLC  
Deborah Lekenta – Neighborly Care Network  
Stephanie Dobbs – Directions for Mental Health  
John Morgan – Directions for Mental Health  
Bud Williams – GPTMS  
Nick Cambas – GPTMS  
Jackie Williams – St. Vincent de Paul  
Shanna Shea – Public Defender/Tall Diversion  
Katrina Tucker – West Care  
Cassandra Borchers - Jacobs  
Rich Clarendon – URS  
Denise Skinner – Pinellas Suncoast Transit Authority (PSTA)  
Brad Miller – Pinellas Suncoast Transit Authority (PSTA)  
Carolyn Kuntz – MPO Recorder

**I. CALL TO ORDER**

Chairman Eggers called the meeting to order at 1:01 p.m.

**II. INVOCATION AND PLEDGE**

Commissioner Welch performed the invocation and led the Pledge of Allegiance.

**III. CITIZENS TO BE HEARD**

No citizens came forward to speak.

**IV. CONSENT AGENDA**

**A. Approval of Minutes – Meeting of June 8 , 2011**

**B. Approval of Invoices**

1.Tindale-Oliver and Associates

2.Howard Frankland Bridge Transit Corridor Project (PSTA)

3.LarsonAllen, LLP

**C. Approval of Printing of 2010 Traffic Count Map**

**D. Approval of Amendment to New Freedom Subgrantee Agreement – Neighborly Care Network**

*Commissioner Welch moved, Mayor Hibbard seconded, and motion passed to approve the Consent Agenda as presented (Vote 11-0).*

**V. ULMERTON ROAD/ROOSEVELT BOULEVARD INTERCHANGE IMPROVEMENTS**

This item was deferred until the presenter could arrive.

**VI. PINELLAS ALTERNATIVES ANALYSIS PROJECT UPDATE**

Cassandra Ecker Borchers, Jacobs, reviewed a PowerPoint presentation regarding the Pinellas Alternatives Analysis Project update, including the process, corridors and technology options and decisions made for the various screenings to eventually determine a Locally-Preferred Alternative and the timeframe involved. The Project Advisory Committee includes voting members from the MPO, PSTA, and TBARTA and they determined that the corridors to be studied in more detail for Screen 3 are: east-west route – East/West Bay Drive and north-south route – a hybrid alternative of I-275 and 28<sup>th</sup> Street. Screen 3 will include an evaluation of community connections and costs. Key dates for the project are:

- August 10 – etown hall
- August 17 – citizens forum (tentative)
- August 23 – stakeholder forum (tentative)
- Speakers Bureau - ongoing

**\*\*During the presentation, at 1:08 p.m., Councilmembers Polson and Danner arrived\*\***

Chairman Eggers asked if the MPO Board could have access to the quantitative model regarding financial planning early in the process so they are familiar with the information to assist in making informed decisions. Ms. Borchers responded she could discuss this with staff to provide something that would be helpful. She noted this study is a component of a larger investment countywide and those investments might not be in the context of this project. This project would provide good ridership numbers, time lines, and cost estimates to be able to move forward with a larger project. Mr. Smith added that staff can work with this since the MPO Plan includes financial data and other quantitative data. Mayor Mischler agreed this information is important and they need to also look at future land uses/redevelopment. Ms. Borchers responded they are basing their information on the local governments' comprehensive plans and on the 2035 LRTP assumptions.

**V. ULMERTON ROAD/ROOSEVELT BOULEVARD INTERCHANGE IMPROVEMENTS**

Amy Needryhouse, Design Project Manager – FDOT, arrived and provided information on the proposed improvement project. The entire project is estimated to cost \$119 million; therefore, FDOT divided the larger project into smaller projects. The segment along Ulmerton Road at the intersection with Roosevelt Boulevard is estimated to cost \$21 million. At the last MPO meeting, members were concerned with the impacts regarding travel times and traffic capacity by changing the overpass to three at grade left-turn lanes and adding a traffic signal. Currently, Ulmerton Road

has a capacity of 2,680 vehicles per hour in the peak direction. With the improvements, capacity would increase to 3,590 vehicles per hour in the peak direction. FDOT is proposing to replace the signal at 40<sup>th</sup> Street, due to the noncompliant spacing, with a signal at the intersection of Roosevelt Boulevard and Ulmerton Road to bring the signal spacing into compliance. Regarding travel times, they have performed a preliminary analysis for both eastbound and westbound traffic on Ulmerton Road between Automobile Boulevard and 38<sup>th</sup> Street. The travel times for both eastbound and westbound travel times are 2.2/2.1 minutes in the AM and 1.6/1.9 minutes in the PM, with travel speeds between 19 and 20 mph in the AM and 22 – 26 mph in the PM. They performed a comparison analysis, which showed that travel times decreased by removing the signal at 40<sup>th</sup> Street and installing a signal at the intersection of Ulmerton Road and Roosevelt Boulevard. They also performed an evaluation of the two scenarios: no build versus the proposed improvements. Pinellas Park has complemented the proposed improvement with the extension of 43<sup>rd</sup> Street that would be constructed at a cost of \$4.1 million at the same time as the Ulmerton Road widening project. With the two projects occurring at the same time, FDOT will handle the Maintenance of Traffic (MOT) and the circulation. FDOT also evaluated alternate routes, including taking 40<sup>th</sup> Street south to 118<sup>th</sup> Avenue and utilizing U.S. 19 or taking 40<sup>th</sup> Street north and make a U-turn at the signal located at 38<sup>th</sup> Street. The distance is 2.13 miles versus the roundabout route that is 3.56 miles. The single lane overpass accommodates 1,558 vehicles per hour, while the three left-turn lane improvement would accommodate 2,107 vehicles per hour and would also accommodate future growth anticipated while the current overpass would fail in 2020. In conclusion, widening Ulmerton Road with the three left-turn lanes would relieve congestion and be consistent with the adjacent sections of Ulmerton Road, the existing single lane overpass would not be able to accommodate the traffic demand anticipated for 2020, the proposed improvements are expected to serve future traffic demand, and removal of the traffic signal at 40<sup>th</sup> Street would improve traffic flow along Ulmerton Road.

Councilman Polson noted an accident that occurred westbound today coming off the flyover where two lanes merge into one lane, which caused a backup of traffic and his concern for the “choke points”.

Mayor Mischler stated his concern that 38th Street is not a through corridor and there should be a connection from 38<sup>th</sup> Street to 40<sup>th</sup> Street. The signal should be removed at 38<sup>th</sup> Street and left at 40<sup>th</sup> Street since that is a through street. Ms. Needryhouse responded they would review the possibility of removing the signal at 38<sup>th</sup> Street; however, the intent is to have the signal spacing in compliance with the standard. Mr. Ming added that the ultimate project includes removal of the single-lane overpass and the removal of the 40<sup>th</sup> Street traffic signal, which is why the 43<sup>rd</sup> Street extension was proposed. They did look at other options. Mayor Mischler noted there is a lot more traffic that utilizes 40<sup>th</sup> Street. Their fire department is located on 43<sup>rd</sup> Street, which is why the 43<sup>rd</sup> Street extension project was added – for safety reasons. Mr. Ming responded the 40<sup>th</sup> Street signal would need to eventually be removed due to the off ramps for the ultimate configuration project. The northbound off ramp would be too close to the 40<sup>th</sup> Street signal. Mr. Skelton noted that if the County or Pinellas Park wanted to pay for 126<sup>th</sup> Avenue extension, there could be a connection to 49<sup>th</sup> Street at a signal if Ulmerton Road is the designation. In order for the operation of Ulmerton Road to work, the 40<sup>th</sup> Street signal has to be eliminated because there is not adequate spacing for a signal at Ulmerton Road/Roosevelt Boulevard, 40<sup>th</sup> Street, and 38<sup>th</sup> Street.

Responding to Councilman Polson’s concern, Mr. Ming responded the project between 38th Street and I-275 is programmed for FY 2013.

Commissioner Bujalski indicated that it seemed a signal at Ulmerton Road and Roosevelt Boulevard would hinder the free flow of traffic. Ms. Needryhouse responded there isn’t enough right-of-way to accommodate the traffic from the three turn lanes to access the through lanes.

Following discussion, **Commissioner Seel moved and Commissioner Brickfield seconded a motion to approve the phasing of the project.** Upon query by Commissioner Welch whether the phasing would include the \$4 million project for 43<sup>rd</sup> Street, Commissioner Seel responded

yes but she would also like to include the alternative of the 126<sup>th</sup> Avenue connection. Mr. Skelton responded they can do that but they want to make sure to look at whatever connections to the south so the projects could be done at the same time. ***The motion passed unanimously (Vote 11-0).***

#### **VIA. COUNTYWIDE LAND-USE PLAN – PROGRESS REPORT**

Michael Crawford, Pinellas Planning Council, reviewed the timeline for the MPO/PPC unification process noting the Legislative Delegation will begin meeting in January and that the Special Act could be approved by March. Once the Special Act is approved, the MPO would submit their Reapportionment Plan to FDOT and the Governor by May. Once the MPO Reapportionment Plan is approved, then the unified board representation would be decided by the member community. The unified board will include two additional members for the inland and beach communities. The unified board members are anticipated to be seated by August 2012, after which time, the new Executive Director would be hired. The MPO/PPC Executive Committee and Pinellas County Personnel Department are working on the hiring process, with this information to be given to the unified board to help with the selection process. MPO and PPC staffs will coordinate the work programs for FY 2013 and are in the process of coordinating for this year. The coordinated budget will occur in 2013. There are still items being worked on, such as staffing requirements (after the new Executive Director is hired), location, personnel system, and other such logistics. He then provided an update of the Countywide Plan and Countywide Map, including the timeline for the Plan. This will be a two-year time frame with Phase 1, 2, and 3 and include data collection, policy and map development, and map adoption. The timeline included the Pinellas County MPO's Long Range Transportation Plan (LRTP) and Pinellas Alternatives Analysis that would need to eventually be amended into the LRTP. During amendments to the LRTP, the PPC will be coordinating the second phase of the Countywide Plan, including incorporating information from their Land Use Plan. The new Countywide Plan will be different than the current Plan in four ways: fewer categories, future oriented, additional streamlining, and fully integrated with the transportation plan. He showed examples of how categories could be streamlined. The future-oriented plan would be based on Pinellas-By-Design, which was a coordinated effort, and would include centers, corridors, and districts that would be built into the Future Land Use Plan to guide where redevelopment should occur. Additional streamlining would occur where they would separate into a three-tier process. The first tier would be those amendments that only require a staff review and would be approved by the PPC and Countywide Planning Authority (CPA) as part of the consent agenda and would not require a public hearing. The second tier would involve the staff and PPC, where a recommendation could be repealed by the CPA. The third tier would involve staff, the PPC, and CPA and would require a public hearing. The decision for which tier would be based on whether the amendment is of countywide significance or just a local amendment. The integration with transportation would include coordinating Transit-Oriented/Multi-Modal Development across many jurisdictions; incentivizing mixed-use development; coordination of land use with transit investments; coordination with the Pinellas Alternatives Analysis; and data sharing. The next steps include ongoing coordination with the various staffs and boards; during September, the Joint MPO/PPC Executive Committee and Planners Peer Working Group will meet, consultant selection to assist with the data collection, and the Legislative Delegation will meet where the revised Special Act will be submitted; October through December, the Joint MPO/PPC Executive Committee will meet if necessary, Planners Peer Working Group will meet, and Phase I of the consultant data collection; and January through March, the Joint MPO/PPC Executive Committee will meet if necessary, Planners Peer Working Group will meet, and local bill addressed as part of the 2012 legislative session.

\*\*Commissioner Welch left at 2:17 p.m.\*\*

#### **VII. TRANSPORTATION DISADVANTAGED ITEMS**

##### **A. Community Transportation Coordinator (CTC) Evaluation**

Mr. Smith indicated the Local Coordinating Board (LCB) recommended approval of the CTC evaluation to be filed with the State.

***Mayor Hibbard moved, Commissioner Crozier seconded, and motion carried to approve the CTC evaluation (Vote 10-0).***

**B. Transportation Disadvantaged Service Plan 2010 Update**

Mr. Smith indicated the LCB recommended approval of the updated Service Plan.

\*\*Commissioner Welch returned at 2:22 p.m.\*\*

Commissioner Seel questioned how the rates were determined. Mr. Smith responded staff calculates the rates based on the number of trips for the agency and their budget. It's a factoring number to be included in the report and not the actual cost per trip. Commissioner Seel suggested that the formula be based on the cost of gas, maintenance, etc. and asked staff to look at developing a formula.

Commissioner Crozier suggested that warnings for "no shows" be sent via certified/registered mail.

***Councilman Danner moved, Commissioner Brickfield seconded, and motion carried to approve the updated TD Service Plan (Vote 11-0).***

**C. Medicaid Non-Emergency Transportation (NET) – Program Review and Request for Proposals**

Mr. Smith reported that the MPO had previously extended the contract for Medicaid and TD service for six months. In addition, the MPO extended the contract with the State for a year for the Medicaid Program. June Medicaid expenses will be \$25,000 over the revenue amount, which will draw down on the reserve. In addition, the next agenda item is a request to take \$25,000 from the Medicaid reserves to balance the TD Program. These drawdowns leave a balance of \$88,000 for the Medicaid reserve. GPTMS is working on initiatives to create more efficiencies so that the Medicaid expenses stay within the revenue amount; however, staff is concerned that the reserves would be depleted very soon if the trend continues where the expenses are more than the revenues. Based on this concern, staff requests the MPO approve the 90-day option in the contract where the State is notified that the MPO plans to return the Medicaid Program back to the Commission for the TD after 90 days. Staff would work with the State for a smooth transition of the program. The MPO would also provide a 30-day notice (per the contract) to GPTMS of this intent. It was clarified that, based on legislative action, the Medicaid Program will eventually operate under the managed care program but no one knows the timeframe when this will take place.

There was considerable discussion by the MPO Board regarding the pros and cons of turning the Medicaid Program over to the State. It was noted there would not be local involvement for clients who were unhappy with their service if the State had control. The State Commission has indicated they would declare a "state of emergency" and contract with one of the service providers to continue to provide service. It was also indicated the Local Coordinating Board has not had an opportunity to review the current situation and that their next meeting was August 16. There was discussion regarding the liability issue that the MPO has for providing Medicaid service but that the MPO would not have any liability if the Medicaid Program is turned over to the State. The MPO does not have the option of turning down Medicaid trips even if there is a high demand for service. It was also noted that the Request for Proposals for the Medicaid portion would not be necessary if the Medicaid Program was turned over to the State. It was noted that the demand for Medicaid service varies by month in that there is high demand for some months and then less demand for other months. The current system in Pinellas County is working well with very few complaints. There is also the chance that the Legislature will decide not to turn over Medicaid transportation to managed care.

Following a lengthy discussion, **Commissioner Seel moved and Commissioner Bujalski seconded to immediately provide a 90-day notice that the MPO plans to terminate the Medicaid Program.**

Chairman Eggers opened up the discussion to allow for public comment.

Spencer Wallace, 1501 16th Street North, Apt. 204, Parker House Apartments, stated that he relies on the 31-day bus pass to get to Vincent House and to work. Commissioner Seel advised that the MPO action would not affect the ability to get a bus pass.

Ms. McPherson read a letter from her father (Patrick McPherson – 10950 Spring Street), which expressed concern with the increasing cost of the PSTA bus pass and transportation for the disabled. He expressed concern as to how long it takes for his check to clear the bank although he receives the bus pass in a few days. He requested that there be an audit of PSTA's financial management so that checks are deposited in a timely manner. Ms. McPherson then spoke for herself indicating that the 31-day bus pass provides for a better quality of life.

Chairman Eggers noted the MPO Board was dealing with the issue of Medicaid and would be dealing with the TD policy action a little later.

Jane Walker, Day Star Life Center and LCB Member, spoke noting that she represented the low income community and encouraged the MPO Board to keep Medicaid within the local control and requested that they use their influence to keep the Medicaid Program from going to managed care. When it used to be under managed care, the clients did not receive the quality of transportation and was very confusing to the clients.

Bud Williams, GPTMS President, indicated GPTMS has had a working relationship with MPO staff since 1992. The program has been designed to be one of the best in the State. They use local transportation providers and the providers are providing transportation at the lowest rate possible considering the cost of gasoline. GPTMS will continue to work with the Program to continue to gain efficiencies, including multi-loading whenever possible and continue to work with PSTA regarding the bus pass program.

Following public input, **the motion failed 4-7 as follows:**

<b>Commissioner Welch</b>	<b>– no</b>
<b>Commissioner Bujalski</b>	<b>– yes</b>
<b>Councilman Danner</b>	<b>– yes</b>
<b>Councilman Polson</b>	<b>– no</b>
<b>Mayor Hibbard</b>	<b>– no</b>
<b>Commissioner Seel</b>	<b>– yes</b>
<b>Commissioner Brickfield</b>	<b>– no</b>
<b>Commissioner Crozier</b>	<b>– yes</b>
<b>Mayor Mischler</b>	<b>– no</b>
<b>Mayor Ronecker</b>	<b>– no</b>
<b>Mayor Eggers</b>	<b>– no</b>

At the September MPO meeting, there will be two additional months of data and, in addition, the LCB will have an opportunity to discuss this issue and provide input.

Mr. Smith added that staff will work with GPTMS to attempt to stay within budget.

**D. Transportation Disadvantaged (TD) Program Year End Adjustment**

Mr. Smith stated that the amount for the TD Program was more than anticipated although trips are limited to try to stay within budget. GPTMS notified staff that the deficit amount was \$25,000. Staff is recommending that a one-time transfer of \$25,000 from the Medicaid

balance be used to offset the TD deficit for the end of year adjustment and staff will work with GPTMS to stay within the budget.

***Mayor Hibbard moved, Commissioner Welch seconded, and motion carried to authorize the transfer of funds from the Medicaid NET balance to the TD Program account (Vote 11-0).***

**E. Transportation Disadvantaged Program Policy Action**

Mr. Smith reported there has been a higher demand for bus passes under the TD Program, which has continued to increase over time. The Local Coordinating Board formed a Subcommittee to look at this issue to develop some recommendations as to how to reduce the impacts on the bus passes.

Chairman Eggers noted that PSTA had a concern with the number of bus passes that had been issued; therefore, the LCB had to call an emergency meeting at the end of June to discuss the issue. He asked Mr. Smith to provide some background on this matter.

Mr. Smith indicated that originally the MPO purchased the 31-day bus passes from PSTA at their face value; however, as the cost of the bus pass rose in 2006, PSTA implemented a 10% discount on bulk pass purchases. The demand for transportation services has continued to increase substantially. Although the cost of bus passes increased in 2008, the MPO's annual funding allocation remained the same; therefore, to minimize the impact to the TD clients and help offset the amount of bus passes needed for Medicaid clients, the MPO and PSTA developed an agreement that the MPO would pay \$100,000 in addition to the \$1 million per year and PSTA would supply enough passes to meet the demand of the TD and Medicaid programs. This agreement was renewed in 2009 but did not include the additional \$100,000 due to the constraints of the TD and Medicaid budgets although the demand for bus passes continued to increase. PSTA also felt that some clients who were receiving the reduced bus pass would have paid full price for a 31-day pass. The PSTA Board agreed to the reduction but directed PSTA staff to work with MPO staff to develop possible coordination between the TD, Medicaid NET, and DART programs that would lead to efficiencies. The two staffs have been working together to identify and implement various strategies to increase coordination between the programs. One of the strategies was whether a 10-day bus pass would work as opposed to a 31-day bus pass, which would cost less. The LCB Subcommittee developed four recommendations as follows:

- Change eligibility guidelines from 200% to 150% of the Federal poverty level;
- The 10-day bus pass be the default bus pass type for the TD Program and that the 31-day passes be provided only if a client can document need based on medical appointments or full-time employment (5-day bus pass valued at \$32.50 with a \$5 copay and 31-day bus pass valued at \$58.50 with a \$8.25 copay);
- Modify trip priorities to limit sustenance trips;
- Eliminate agency passes.

MPO staff is recommending the MPO approve a 3-month extension of the contract from September to December and adjustments to the target values to increase the total contract target pass by an amount equal to 3 months of the original agreement, for a total of \$2,838,163.

**\*\*Mayor Hibbard left at 3:11 p.m.\*\***

Commissioner Brickfield clarified that a 10-day bus pass would be for any 10 days within a month and not consecutive days.

There was quite a bit of discussion regarding the elimination of agencies. Ms. Sobush noted they receive a request for approximately 500 bus passes through several agencies where the agency lets staff know how many passes they need for the month and the agency provides a log of the distribution. The LCB Subcommittee felt it was better that the

individuals apply for the bus passes instead of through an agency although they have to qualify either way. Not all agencies are offered this since it was felt that would increase the number of requests for bus passes substantially. Commissioner Welch suggested that criteria could be developed for which agencies could apply for bus passes on behalf of their clients.

Denise Skinner, PSTA, responded that, prior to the MPO purchasing bus passes, the agencies purchased bus passes from PSTA at a 10% reduction. Once the bus passes became available through the MPO, the agencies shifted the purchasing of bus passes (at a higher cost) to the MPO to save money. The LCB Subcommittee recommended the discontinuance of agencies buying bus passes from the MPO due to fairness to the other agencies and the clients. Currently, there are a few agencies that buy the bus passes from the MPO for their clients at a rate of \$8.25; whereas, it would cost the agency \$58.50 if they bought the passes from PSTA or their clients could individually apply for a bus pass from the MPO. The PSTA implemented a 5- and 10-day bus pass for Medicaid clients in October and they have seen a significant shift from the 31-day bus pass. This same program was not offered for TD trips because it was felt that the majority of TD clients qualified for the 31-day bus pass and the 5- and 10-day bus pass would not work; however, if the criteria were changed, more TD clients would qualify for the lesser day bus passes. In the current contract between the MPO and PSTA, there was included a target value for both the TD and Medicaid Programs not to exceed \$2.2 million; however, the monthly bus passes have been more than the targeted value and the cap will be reached by June. The PSTA Board, therefore, directed PSTA staff to work with the MPO staff.

Upon query by Commissioner Welch, Mr. Smith responded that documentation is required to verify eligibility. Ms. Sobush added there is a TD application that asks a series of questions and verification of income as an attachment whether a pay stub or a letter from an agency that they do not receive an income.

Some discussion followed regarding the decrease from 200% to 150% poverty income level. It was noted that not all agencies are equal in that some agencies are trying to make their clients self sufficient and helping them be gainfully employed. It is difficult to differentiate between the agencies that would be allowed to receive bus passes from the MPO.

Jane Walker, Day Star Life Center, responded that having the individuals apply won't eliminate the fact that they are still eligible for the bus pass and that Catholic Charities would pay for the copay. It enhances their independence. Commissioner Brickfield added that the State standard is 150% and Pinellas County is about the only community that uses 200%.

***Commissioner Bujalski moved and Commissioner Seel seconded to accept the recommendations as listed and amend the PSTA contract.***

Commissioner Welch requested the list of agencies that receive bus passes from the MPO on behalf of their clients.

Chairman Eggers thanked the LCB Subcommittee for their hard work and effort in developing the recommendations.

***The motion passed with Commissioner Welch casting the dissenting vote (Vote 9-1).***

\*\*Councilman Danner left at 3:34 p.m.\*\*

#### **VIII. PROPOSED POLICIES ON CONFLICTS OF INTEREST AND LOBBYING**

Chairman Eggers asked if this item could be deferred until the next MPO meeting since it's no longer time sensitive.

**Mayor Mischler moved and Mayor Ronecker seconded to defer this item until the September MPO meeting.**

Commissioner Seel felt it was important to take action on this since the LCB has a meeting in August.

**Mayor Mischler and Mayor Ronecker withdrew the motion of deferral.**

**Councilman Polson moved and Commissioner Welch seconded the approval of the proposed policies concerning voting conflicts (Attachment A) and lobbying policy (Attachment B).**

Commissioner Brickfield felt the policy was too broad for the various committees.

Based upon comment, Dave Sadowsky, MPO Attorney, responded that State Law requires someone with a conflict of interest to fill out the appropriate paperwork and then they could participate in the discussion; whereas, this proposal goes beyond the State Law, which would not allow for participation. This procedure would apply to the MPO and all the committees. It was noted that the dialogue could influence the decision although the committees are advisory to the MPO.

Following discussion, **the motion carried unanimously by roll call vote (Vote 9-0).**

Councilman Polson noted this decision removes all perceptions of impropriety. He commended Mr. Sadowsky on a good job.

#### **IX. PTAC MOTION ON U.S. 19 RESURFACING PROJECT**

Mr. Smith reviewed the two Pedestrian Transportation Advisory Committee (PTAC) motions, including Motion #11-2 in the MPO folders. PTAC Motion 11-3 recommended that pedestrian safety and improvement along U.S. 19 be given priority.

**Mayor Mischler moved and Commissioner Brickfield seconded to approve PTAC Motions #11-2 and #11-3.**

Mr. Smith summarized PTAC Motion #-11-2 in that the PTAC recommended the intersection of Alternate U.S. 19/Seminole Boulevard and 8<sup>th</sup> Avenue South be prioritized to improve safety of pedestrians and bicyclists, especially school-related and included examples of low cost adjustments and additional safety measures.

Regarding PTAC Motion #11-2, Mr. Beaty added that FDOT has addressed all the issues in the motion during design except the restriction of right-turns on red. FDOT could not support that recommendation because they did not have the crash data to justify that restriction. Regarding PTAC Motion #11-3, Mr. Beaty reported that the design is just beginning for the resurfacing of U.S. 19 and the recommendations included in the motion are typically considered as part of any resurfacing project during the design process. Mr. Smith is on the list to receive an electronic copy of the plans.

**Mayor Mischler amended his motion to remove the restriction of right turns on red in PTAC Motion #11-2 and Commissioner Brickfield concurred.**

\*\*Commissioner Seel left at 3:45 p.m.

**The motion was approved as amended (Vote 8-0).**

**X. COMMITTEE APPOINTMENTS**

*Commissioner Brickfield moved, Mayor Ronecker seconded, and motion carried to approve Becky Afonso as a Tarpon Springs/Oldsmar/Safety Harbor representative on the Citizens Advisory Committee.*

The vacancies for the Bicycle Advisory Committee were noted.

*Commissioner Brickfield moved, Commissioner Crozier seconded, and motion carried to approve Jeffrey Antous as a North County representative on the Pedestrian Transportation Advisory Committee.*

**XI. PSTA ACTIVITIES**

Brad Miller was introduced as the new PSTA Director. Mr. Miller expressed his appreciation to Denise Skinner for the excellent job she performed as interim Director. Chairman Eggers also recognized Ms. Skinner for her excellent job on behalf of the MPO.

**XII. OTHER BUSINESS**

**A. Joint Chairs Coordinating Committee and Joint Meeting with the Central Florida Alliance Meetings of July 15, 2011**

Mr. Smith indicated the CCC will meet Friday.

**B. Reminder Regarding Cancellation of August MPO Meeting**

Chairman Eggers reminded everyone the August MPO meeting is cancelled.

**C. Correspondence**

**D. Other**

Councilman Polson asked if Pinellas County was going to apply for a portion of the TIGER 3 funds. Ms. Ward clarified there are two grants. TIGGER is transit related and TIGER is similar to the previous TIGER grant. The deadline is August 30 for pre-applications with a final deadline of October 31. The MPO has not participated in the TIGGER grant in the past. Councilman Polson noted FDOT had sponsored the Bayway East-West Bridge project for TIGER 2 and requested an application be submitted for TIGER 3. Ming Gao, FDOT, stated that FDOT has the previous application still on file although they were not awarded any of the TIGER 2 grant. They will be looking at other successful applications and make modifications to the Bayway Bridge application and submit it for the TIGER 3 grant.

Councilman Polson noted the Pinellas Trail Security Task Force met yesterday and had discussed extending the hours of the Pinellas Trail until 11:00 p.m. The police personnel had expressed their concern with extending the hours. Councilman Polson stated his concern that the hours be kept until dusk and he did not support extending the hours due to security issues. Ms. Ward responded a representative of Pinellas Trails, Inc., reported discussions are underway involving Pinellas County staff to extend the hours; however, the law enforcement representatives have expressed their concerns.

Chairman Eggers stated the next MPO meeting will be September.

**XIII. ADJOURNMENT**

There being no further business, the meeting was adjourned at 3:56 p.m.

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Dave Eggers, Chairman