

**PINELLAS COUNTY METROPOLITAN PLANNING ORGANIZATION  
MINUTES – MEETING OF MARCH 9, 2005**

The Pinellas County Metropolitan Planning Organization, created by the State of Florida in accordance with Title 23 Section 134 United States Code and Chapter 339 Florida Statutes, met in regular session on Wednesday, March 9, 2005 in the chambers of the Pinellas County Commission, 315 Court Street, Clearwater, Florida.

**Members Present**

Karen Seel, Chair – Board of County Commissioners  
Richard Kriseman, Vice Chair – City of St. Petersburg Council  
Chris Arbutine – Mayor, City of Belleair Bluffs, representing Pinellas Suncoast Transit Authority  
John Doglione – Mayor, City of Dunedin  
Ronnie Duncan – Board of County Commissioners  
Pat Gerard – City of Largo Commission  
Jay Lasita – City of St. Petersburg Council  
William Mischler – Mayor, City of Pinellas Park  
Jim Ronecker – City of Oldsmar Council, representing Oldsmar, Safety Harbor, Tarpon Springs  
Robert Stewart – Board of County Commissioners  
Bob Clifford, ex officio – Florida Dept. of Transportation

**Members Absent**

Frank Hibbard – Mayor, City of Clearwater

**Others Present**

Brian Smith – MPO Executive Director  
Sarah Ward – MPO Transportation Planning Administrator  
Ned Allen – St. Petersburg, Citizens Advisory Committee  
Brian Beaty – Florida Dept. of Transportation  
Kim Butcher – Family Service Centers, Inc.  
Charlie Cetmeuny – Baywatch  
Keith Crawford – Florida Dept. of Transportation  
Tim Dailey – F.A.S.T.  
Jeff Danner – St. Petersburg, Citizens Advisory Committee  
Frank Gerdrick – Coral Point  
Hoyt Hamilton – City of Clearwater  
Ken Jacobs – Pinellas County Traffic Dept.  
Joe Kubicki – City of St. Petersburg  
Marilyn Lamberti – United Cab  
Barbara Leonard – Sailboat Key POA  
Rob Meador – Pinellas County Public Works  
Jim Miller – Pinellas County School Board, Real Property Management  
Sandy Moody – Bay Area Commuter Services  
Robert Pergolizzi – Gulf Coast Consulting  
Les Porter – White Development  
David Sadowsky – Pinellas County Attorney's Office  
Rolf Pagel – Sailboat Key  
Karen Seggerman – CUTR  
Wilfred Sergeant – Sky Train Corp.  
Marty Watkins – Operation PAR, Inc.

Tom Whalen – City of St. Petersburg  
Jim White – White Development  
Peter Yauch – Pinellas County Public Works  
Carolyn Kuntz – MPO Recorder  
Harriet McKay – MPO Staff Secretary

**I. CALL TO ORDER**

Chair Seel called the meeting to order at 1:09 p.m.

**II. INVOCATION AND PLEDGE**

Mayor Doglione gave the invocation, and Commissioner Stewart led the Pledge of Allegiance to the Flag.

**III. PRESENTATION OF PLAQUE**

On behalf of the MPO, Chair Seel presented a plaque to Larry Marlin of Palm Harbor in recognition of his five years of service on the Citizens Advisory Committee.

**IV. CITIZENS TO BE HEARD**

There was no citizen comment.

**V. CONSENT AGENDA**

**A. Approval of Minutes – Meeting of February 9, 2005**

**B. Approval of Invoices**

1. Renaissance Planning Group
2. Tindale-Oliver & Associates
3. Transportation Engineering, Inc.
4. PSTA

**C. Acceptance of FY 2003/04 MPO Audit Report**

**D. Approval of Draft 2005/06 Unified Planning Work Program (UPWP)**

ACTION: Mayor Doglione moved to approve the consent agenda, Mayor Mischler seconded the motion, and the motion carried.
---

**VI. PUBLIC HEARINGS**

**A. Proposed Traffic Signals**

**1. S.R. 580 at Summerdale Drive**

The Florida Department of Transportation requested that a traffic signal be installed on S.R. 580 at Summerdale Drive. The intersection is north of Countryside Mall and east of U.S. 19, and a large retail center is being developed in that area. A left-turn lane for southbound traffic and pedestrian features will be built on Summerdale Drive. The intersection meets the necessary warrants. At its meeting on February 23, the Traffic Signal and Median Control Committee (TS&MCC) voted unanimously to recommend installing the signal.

Discussion followed about what the retail center developer is obligated to do under the agreement reached with the Board of County Commissioners. Ed Armstrong of the Johnson Pope law firm, attorney for the developer, said that the developer is obligated to pay for the signal.

\*At 1:15 p.m., Councilmember Lasita arrived.

Robert Pergolizzi of Gulf Coast Consulting, who made the signal warrant analysis, said that the cost of the signalization will be borne by the developer, but the cost of any improvements to the intersection will not be borne by him. The developer may design and install the improvements but will then look for impact fee credits toward the development that goes in the area. The contractual obligation in the agreement with the BCC was to pay for signalization. The developer will be paying impact fees.

Mayor Mischler asked who would pay for the left-turn lane. Mr. Pergolizzi responded that it is a county requirement. The impact fees generated by the development will be applied to the improvements to the intersection. The county will not have to pay for the installation.

Paul Bertels, chairman of the TS&MCC, said that the committee's recommendation for approval is contingent upon the left-turn lane being installed.

The chair opened the public hearing. There was no public comment. The public hearing was closed.

**ACTION:** Mayor Mischler moved to approve FDOT's request to install a signal at S.R. 580 and Summerdale Drive, with the recommendations of the TS&MCC. Commissioner Ronecker seconded the motion, and the motion carried.

Commissioner Duncan noted that the memo dated February 28, 2005 from the TS&MCC to the MPO did not include any contingencies in its recommendation for approval of the signal. Mr. Bertels clarified that the TS&MCC's recommendation for approval was contingent upon making the other intersection improvements and said that future memos would be clear in this regard.

## **2. Pasadena Avenue at Sailboat Key**

The Florida Department of Transportation (FDOT) requested that a signal be installed at S.R. 693/Pasadena Avenue/Corey Causeway and Sailboat Key Boulevard. There is high pedestrian traffic in the area created by a cruise ship. The intersection meets the warrants for a signal. It will be coordinated with a nearby drawbridge. At its meeting on February 23, 2005, the TS&MCC recommended approval.

The FDOT will pay for the installation. Several board members suggested incorporating pedestrian countdown features. Mr. Clifford said that the FDOT has not designed the signal but that it would take into account these features. Mr. Bertels said that there would be regular pedestrian walk lights at the intersection but noted that board members were suggesting the countdowns.

The chair opened the public hearing.

Ned Allen of St. Petersburg asked what hours the signal with its pedestrian features would operate. Mr. Bertels responded that it would operate 24 hours per day because the traffic volume warrants it.

There was no other public comment. The public hearing was closed.

**ACTION:** Councilmember Kriseman moved to approve the installation of a signal at Pasadena Avenue and Sailboat Key, with the request that the FDOT incorporate pedestrian countdown features. Commissioner Gerard seconded the motion, and the motion carried.

### **3. 34<sup>th</sup> Street South at 11<sup>th</sup> Avenue South in St. Petersburg**

The Florida Department of Transportation (FDOT) requested ratification of its decision to install a signal at the intersection of 34<sup>th</sup> Street South and 11<sup>th</sup> Avenue South in St. Petersburg. Gibbs High School has been rebuilt with a new campus. Their main access has been moved from 31<sup>st</sup> Street to U.S. 19. For safety reasons, a signal was installed at the intersection without waiting for the usual approval process.

Chair Seel asked Jim Miller of the School Board's Real Property Management Department if there would be a fence around the school area to force students to use the overpass. She noted this is a significant safety feature. Mr. Miller described the school area and said that school officials intend to install a fence along the street frontage and channel the students to a safe driveway. The school will encourage students to use a pedestrian overpass.

Commissioner Duncan requested that Mr. Miller forward to him the finished site plan of the school campus. Mr. Miller noted that there will be more parking on the campus, and it will empty onto 31<sup>st</sup> Street.

The chair opened the public hearing.

Keith Crawford of FDOT said that the current signal is temporary. Plans are being drawn for a permanent standard mastarm signal.

There was no other public comment. The public hearing was closed.

**ACTION:** Councilmember Lasita moved to ratify the FDOT's installation of a signal at the intersection of 34<sup>th</sup> Street South and 11<sup>th</sup> Avenue South in St. Petersburg. Councilmember Kriseman seconded the motion, and the motion carried.

## **B. Proposed Amendments to Transportation Improvement Program (TIP)**

### **1. Pinellas County Ways-to-Work Request for Congressional Funds for Commuter Transit Assistance Project**

Pinellas County Ways-to-Work requested that the FY 2004/05-2008/09 TIP be amended to include project FPN 413184 1, in the amount of \$495,590. The monies will fund a loan program that permits families with minor children at home to purchase vehicles or make car repairs that are necessary for the caregiver to maintain their employment. The funds are coming from a Congressional earmark via the Federal Transit Administration. Both the

Technical Coordinating Committee and the Citizens Advisory Committee recommended approval.

The chair opened the public hearing.

\*At 1:41 p.m., Mayor Arbutine left.

Kim Butcher of Family Service Centers explained how the money would be administered. The money will be used for a loan program to families that don't qualify for conventional loans. The applicants must have children. Most funds are used for car loans to a maximum of \$3,500. Applicants must also participate in a family literacy program and establish a savings account. The requested funds would cover two years, and Family Service Centers expects to service approximately 62 loans each year.

There was no other public comment. The public hearing was closed.

ACTION: Commissioner Gerard moved to amend the FY 2004/05-2008/09 TIP to include project FPN 413184 1. Commissioner Duncan seconded the motion, and the motion carried.
---

**2. City of St. Petersburg Request for Congressional Funds for Inter-modal Facility Terminal**

The City of St. Petersburg requested that the FY 2004/05-2008/09 TIP be amended to include project FPN 418852 1. The amendment would fund a study to move the Williams Park Transit Center to a new location. It would be funded with a Congressional earmark of \$485,888. Both the Technical Coordinating Committee and the Citizens Advisory Committee recommended approval.

\*At 1:44 p.m., Mayor Arbutine returned.

The chair opened the public hearing. There was no public comment. The public hearing was closed.

ACTION: Councilmember Kriseman moved to amend the FY 2004/05-2008/09 TIP to include project FPN 418852 1. Councilmember Lasita seconded the motion, and the motion carried.
---

**VII. AMENDMENT TO TIP – CITY OF CLEARWATER**

The adopted FY 2004/05-2008/09 Transportation Improvement Program shows Project FPN 416652 1 for the Florida Beachwalk. In 2003, the City of Clearwater received a federal appropriation in the amount of \$500,000 to fund construction of this project. Recently, the city received notice that an environmental document is required. The city requested that the TIP be amended to reallocate \$150,000 of the funds to a PD&E study.

Councilmember Kriseman asked where the \$150,000 would come from when the project is ready for construction. Mr. Bertels responded that the city has another \$3.5 million earmark as well as other funding sources. Commissioner Seel and Mr. Clifford noted that the \$3.5 million is questionable but the \$500,000 is fully funded.

Mr. Clifford noted that the requested amendment would be an administrative procedure to put the money in the right phase of the TIP in order to proceed.

**ACTION:** Mayor Mischler moved to amend the FY 2004/05-2008/09 TIP to allocate \$150,000 of the funds for Project FPN 416652 1 to a PD&E study. Commissioner Duncan seconded the motion, and the motion carried.

### **VIII. CMAQ FUNDED PROJECTS**

Mr. Smith reported that the City of Clearwater is constructing a pedestrian bridge, Project FPN 406539 1. The city informed the Florida Department of Transportation (FDOT) that the latest construction cost estimate exceeds the federal funding. The city is seeking an additional \$653,824 to meet the estimated cost. The federal CMAQ fund program is ending for Pinellas County, but \$626,246 remains in the county's CMAQ reserves. The FDOT contacted MPO staff requesting guidance on the possible use of these CMAQ funds for the bridge project. Mr. Smith noted that there remain unfunded projects and others that may have cost increases.

Commissioner Stewart asked how to get word out to other potential applicants that there is money available. Mr. Clifford said that with regard to letting potential applicants know about the remaining funds, the FDOT would require an appropriate estimate to match the requested amount.

Councilmember Lasita noted the options the MPO had for expending the remaining CMAQ funds and that it would be wise not to make a decision today. He suggested that staff could contact other stakeholders and return with suggestions on how to apply the funds.

Chair Seel responded that the board knew that the CMAQ funds were coming to an end when it approved the Clam Bayou Trail increase and that it now seems unfair to change board policy.

Mayor Doglione and Mayor Mischler noted that other projects may be facing an escalation of costs and that the matter needed further examination. Also, the reserves would not cover the increased cost of the Clearwater bridge project.

Mr. Bertels clarified that the city itself had not made a formal request for the CMAQ funds nor had it requested that the matter come before the MPO board at this time. The MPO put the item on the agenda, at the request of the DOT, to get direction.

**ACTION:** Councilmember Lasita moved to defer action for 30 days during which time staff will work with the various stakeholder staffs to determine the best approach for using the remaining CMAQ funds. Mayor Doglione seconded the motion, and the motion carried.

### **IX. CAC MOTION RE SIDEWALKS ON 5<sup>TH</sup> AVENUE NORTH, ST. PETERSBURG**

Jeff Danner of St. Petersburg, a member of the MPO's Citizens Advisory Committee, gave a presentation about areas of 5<sup>th</sup> Avenue North in St. Petersburg where sidewalk conditions have deteriorated. Photos of the worst areas were shown.

During board discussion, it was noted that these conditions might be addressed through city code enforcement.

**ACTION:** Councilmember Lasita moved to authorize MPO staff to assist the City of St. Petersburg in organizing a workshop project to address sidewalk issues along 5<sup>th</sup> Avenue North from 34<sup>th</sup> Street to downtown St. Petersburg. Councilmember Kriseman seconded the motion, and the motion carried.

Joe Kubicki of the City of St. Petersburg said that the City could organize the workshop project, working with MPO staff.

**X. ITS ADVISORY COMMITTEE RECOMMENDATIONS**

**A. ITS Architecture**

Staff reported that Rule 940 of the U.S. Department of Transportation concerns the implementation of a federal requirement that all Intelligent Transportation System (ITS) projects funded from the Highway Trust Fund must conform to the National ITS Architecture standards. Also, if a region is already deploying ITS projects, a regional architecture must be developed by April 2005.

\*At 2:09 p.m., Commissioner Stewart left.

In lieu of developing a county level ITS architecture, the MPOs have worked with FDOT to develop the Tampa Bay Regional ITS Architecture. This was accomplished in 2000 and updated in 2002. The Pinellas County MPO Long Range Transportation Plan (LRTP) adopted in December 2004 includes a policy calling for MPO adoption of the regional ITS architecture.

The ITS Advisory Committee recommended that the MPO endorse the Tampa Bay Regional ITS Architecture to comply with the federal rule.

**ACTION:** It was moved and seconded to endorse the use of the regional architecture to meet Rule 940 compliance. The motion carried.

**B. ATMS Priorities**

\*At 2:11 p.m., Councilmember Lasita left.

The county is installing the Advanced Traffic Management System (ATMS) on sections of U.S. 19, S.R. 60 and McMullen-Booth Road. The projects associated with the ATMS have been prioritized for funding. The board reviewed a “Modified List of ATMS Funding Priorities”, which showed that Cleveland Street and Drew Street in downtown Clearwater have been deleted. The City of Clearwater plans to turn that area of Cleveland Street into a pedestrian mall. Chair Seel said that there might be leftover funds from the U.S. 19 project, which made it important to identify other priorities.

\*At 2:12 p.m., Commissioner Stewart returned.

Also, the ITS Advisory Committee recommended that the MPO approve using the Pinellas County Traffic Control Center as the interim Primary Control Center (PCC) of the ITS/ATMS until a permanent PCC is built.

**ACTION:** Mayor Mischler moved to approve: a) the modified ATMS funding priorities; and b) the recommendation to use the Pinellas County Traffic Control Center as an interim ITS/ATMS Primary Control Center. Mayor Doglione seconded the motion, and the motion carried.

### **C. Memorandum of Understanding**

Ken Jacobs of Pinellas County Traffic Engineering reported that over the past several years, the county has been trying to reach agreement with the cities on operating a countywide traffic management system. Currently, there is an inter-local agreement that deals with funding issues.

Because several projects are going into the field at this time, the county wants to establish an agreement with all jurisdictions so that the parties will cooperatively operate the systems that are installed.

Mr. Jacobs reviewed the provisions of the proposed Memorandum of Understanding (MOU). It is for five years and can be renewed. This is an interim approach to where the system is heading. It doesn't deal with finances but rather with how to operate the equipment that is being installed now.

\*At 2:21 p.m., Councilmember Lasita returned.

To resolve conflicts in the system, an operators group representing the jurisdictions will be put into place, and the ITS Advisory Committee may be called upon in this regard. To make sure that there is no conflict in the signage of the system at this stage, the Primary Control Center needs to see everything and to make necessary changes.

Mayor Mischler referred to Section 7, Item 1, and asked if there will be a significant financial impact to the smaller cities. Mr. Jacobs said that the MOU is meant to be funding neutral and that if a city wanted to install additional ITS/ATMS items, they would fund and maintain them.

Mayor Doglione noted that only 20 county municipalities were listed. Mr. Jacobs responded that the committee reviewed the ITS/ATMS map, eliminating cities that don't have traffic signals or don't have signals on the ITS corridors.

Mayor Arbutine said that it would be wise to include those non-signal cities in the MOU in order to avoid problems in the future.

Mr. Jacobs said that the MOU is conceptual in language and that he was asking for approval of content. Mr. Sadowsky had read it, and he saw nothing that should cause concern. However, the municipalities haven't reviewed it.

**ACTION:** Mayor Doglione moved to approve the draft Memorandum of Understanding and that it include all the municipalities in the county. The motion was seconded, and it carried.

### **XI. TRANSPORTATION IMPACT FEE ORDINANCE UPDATE (LIVABLE COMMUNITIES INITIATIVE)**

Commissioner Stewart, chair of the Transportation Impact Fee Ordinance Task Force, reviewed the recommendations of the task force: 1) The impact fee continues with an increased fee

structure; 2) the no-fee zones expire on April 30, 2005; and 3) the livable communities concept be adopted. The MPO would make its decision and forward the recommendations to the Board of County Commissioners. If the BCC approves the recommendations, the MPO staff would work with the municipalities to develop the credit structure and the concept.

The task force also made recommendations regarding the creation of livable communities. Mr. Smith reviewed a chart entitled "Recommended Livable Community Provisions for Existing Policies/Regulations" included with meeting materials. He also noted that the task force had the benefit of the expertise of the Center for Urban Transportation Research (CUTR).

Councilmember Kriseman, a member of the task force, said he was concerned about the 13% increase when there had been an 18% increase in 2003/04. Also, regarding the no-fee zones, he asked what had changed in that area that now demands that the county impose an impact fee on new development.

Commissioner Stewart responded that the MPO had already voted on the no-fee zone. The BCC voted to allow the no-fee zones to expire in April 2005.

Councilmember Kriseman said that with the position that the MPO took, he understood that something was going to be presented by the task force to address all of the issues. The task force never really addressed ending the fees.

Councilmember Lasita said that the concept of the impact fee as a source of revenue might be antiquated. He hadn't seen evidence of a substantial discussion that looked at the elimination of the impact fee or the idea that it falls away in a redevelopment situation. He said that the county is in a state of redevelopment and that an impact fee is an inhibitor to redevelopment.

Commissioner Stewart responded that the task force had a full discussion about the impact fee. The original recommendation was to eliminate the impact fee and it was brought to the MPO. At that same time, the task force said that there would have to be a new revenue source to replace the impact fee. It examined many ways to encourage developers yet require them to make a payment for their impact. One way was to introduce the livable communities concept with the credits. The task force discussed the impact fee, and it remains justifiable.

Commissioner Gerard said that the impact fee is still a significant source of revenue for some cities, including the City of Largo.

Chair Seel noted that the livable communities initiative doesn't limit the expenditure of impact fees on road improvements.

Mayor Doglione said that the county isn't built out and that it has projections of population increases. The county is now building vertically. Anything that increases density increases the impact on transportation systems.

Mayor Mischler said that Pinellas Park was part of the no-fee zones but that now it is time to move forward. The developers will still come. He asked why a home improvement store would pay less than a restaurant. Mr. Smith said that the fee is based on square footage. Mayor Mischler noted that Pinellas Park could use the downtown fee schedules. Mr. Smith said that the downtown zone designation recognizes that there is less impact because people are walking around more.

Chair Seel asked for a reexamination of the fees applied to day care centers, saying that the fee would discourage day care centers from being affordable to the average family. She noted that other educational institutions pay less and that public schools don't pay any of these impact fees. Mr. Smith responded that the fee is per student for schools and by the square foot for day care centers. Staff will do a special review.

Councilmember Kriseman said that it made sense to continue the no-fee zones and that language calling for periodic reviews and re-applications would be appropriate.

Councilmember Lasita said that much of the no-fee zone is in or near his district, which still needs this distinction. He asked how competitive Pinellas County is with surrounding counties. Mr. Smith said that the county is low by comparison even with the increase. Mr. Lasita asked staff for data on how Pinellas County compares to other counties.

Chair Seel noted that the MPO had approved a TIP amendment for Congressional funds in the amount of \$500,000 for inter-modal transit facility improvement in St. Petersburg, with potentially more money being allocated. The MPO and Board of County Commissioners want to work with the city. She also noted that the Economic Development Department is working on some initiatives to assist economically distressed areas through a partnership between the county and the city that would include incentives. This effort could help St. Petersburg's midtown area.

Commissioner Duncan said that it is important to have one well-articulated message to the business and development communities as this moves forward. Also, the capital markets that are not located here must hear a positive and consistent message about the value development adds.

Councilmember Kriseman asked if the credits for the livable community standards are locked in or if they will be subject to a case-by-case review. Mr. Smith responded that they would be reviewed case by case for the crediting.

Commissioner Stewart said that the task force has been dealing with the fee structure for a long time. Historically, the county went far too long without addressing the fee structure. It is now catching up. The figures being proposed for adoption will still keep the county competitive with its neighbors. He thanked the task force, staff, and CUTR for their work.

<p><b>ACTION:</b> Commissioner Stewart moved that the MPO approve the Transportation Impact Fee Ordinance for adoption by the Board of County Commissioners and authorize work on the development of the livable communities standards. Mayor Doglione seconded the motion, and the motion carried unanimously.</p>
---

**XII. FOLLOW-UP RE PINELLAS ASSEMBLY REPORT TRANSPORTATION REVENUE SECTION**

*(This item followed Agenda Item X.)*

Mr. Smith reviewed that in January, the MPO made its recommendations regarding the Pinellas Assembly Report's section on transportation revenues. At the February meeting, staff presented the recommendations in written form for the board's approval. At that time, staff was directed to reword the recommendations.

The board reviewed the “MPO Conclusions Concerning Transportation Revenue”, which contained the reworded recommendations. It was noted that subsequent to the Board of County Commissioners and the Mayors Council having made their recommendations, the MPO was the first body to make revisions. The recommended revisions will go back to these other bodies for their consideration.

Recommendation D will be revised to say, “Concerning any **new** gas tax proposal, . . . “

**ACTION:** Mayor Doglione moved to accept the recommendations, with the revised wording for Recommendation D. Councilmember Kriseman seconded the motion, and the motion carried.

### **XIII. LEGISLATIVE UPDATE**

Ms. Ward reported on the draft of a bill relating to the structure of MPOs. The Florida Transportation Commission during 2004 undertook a study of the structure of MPOs and proposed legislation to address several matters including staffing. It did not go forward during the 2004 session. Some members have requested that these matters be addressed again. They have asked the MPOAC’s general counsel and general director to work with FTC staff to produce a bill that would address some of the issues brought forward by the study.

Ms. Ward reviewed the draft legislation, which was prepared by the MPOAC’s legal counsel working with the Florida Transportation Commission. Highlights are:

- Provides for alternates appointed by local governments who would be able to attend and vote if a member of that particular local government is not in attendance. Currently, alternates are not permitted.
- Provides for appointment of non-voting representatives from agencies of other modes of transportation. The FTC feels that transportation modes such as freight, airports, and ports are not adequately represented on MPO boards. In light of the Strategic Inter-modal System, the FTC is looking at this.
- Language that requires MPOs by 2009 to move toward independence of local governments. This would impact staffs’ participation in the Florida Retirement System. The modification language in this draft requires that, at a minimum, the executive director be independent of a local government and be hired directly by the MPO board. It allows the MPO to contract with a local government for the rest of the staff services.
- Training for MPO board members. There is a concern that with the increased focus on MPOs, they’ve moved from being road boards to being multi-modal/inter-modal transportation boards, and that with turnovers in board memberships, there should be greater training opportunities for policy board members.
- Under the current agreement, the MPO is required to submit to the governor, and through the certification process, a report regarding how it manages coordination with other MPOs. Under this legislation, the MPO would be required to submit a report directly to the legislature.

The bill was requested by a state representative from south Florida. The legislative session has just started, and staff will notify the board if a bill number is assigned. The session ends on April 29.

Other legislation being tracked would change the membership of the Local Coordinating Board for the Transportation Disadvantage Program. There is also the growth management bill, which provides for the Regional Planning Council's involvement in making population projections and determining impacts to the Strategic Inter-modal System. There is no news on the federal reauthorization.

Mayor Doglione asked staff to review further the draft bill because there are items that are cause for concern. It doesn't meet the MPO's goals for the future. He asked staff to review it for the next MPO meeting, and he will take the report to Tallahassee for the MPOAC's meeting there on April 28.

Ms. Ward said that there are many differences of opinion among the MPOs. The legislature did ask for MPO involvement during the drafting process, and staff understood that the bill wouldn't satisfy everyone. There are several MPOs that are seeking independence. Ms. Ward said that the Pinellas County MPO should take a position on the local issues.

Chair Seel said that in order to facilitate the one-size-fits-all goal, there should be more options for the MPOs to choose their self-governance. She also liked the training aspect.

By consensus, the board directed staff to prepare a letter for the legislative delegation, saying that the MPO has concerns about this draft legislation and asking them to take no action until they have been apprised of the MPO's position.

Mayor Doglione asked staff to examine the MPOAC's package on legislative policy positions and to return with comments.

#### **XIV. COMMITTEE APPOINTMENTS**

*(This item followed Agenda Item XII.)*

##### **A. Local Coordinating Board**

**ACTION:** Mayor Mischler moved to appoint Robert Bowen to the LCB as a citizen representative. Commissioner Gerard seconded the motion, and the motion carried.

**ACTION:** Councilmember Kriseman moved to appoint Doug Towne to the LCB as the representative of persons with disabilities. Commissioner Stewart seconded the motion, and the motion carried.

**ACTION:** Mayor Arbutine moved to appoint Chrys Holmes to the LCB as the representative of the Pinellas Suncoast Transit Authority Board. Commissioner Gerard seconded the motion, and the motion carried.

**B. Citizens Advisory Committee**

ACTION: Councilmember Kriseman moved the following appointments to the CAC: a) Eliode Joseph as the representative of Oldsmar, Safety Harbor and Tarpon Springs; and b) Sue Johnston as an at-large representative. Commissioner Gerard seconded the motion, and the motion carried.

**C. Bicycle Advisory Committee**

ACTION: Commissioner Stewart moved to appoint Robert Jarzen to the BAC as the Largo Community Development Department technical representative. Commissioner Duncan seconded the motion, and the motion carried.

A second appointment to the Bicycle Advisory Committee, Troy Salisbury, was made during discussion about the Pedestrian Transportation Advisory Committee.

**D. Pedestrian Transportation Advisory Committee**

Joe Kubicki of St. Petersburg recommended that the MPO appoint Troy Salisbury, Bicycle and Pedestrian Coordinator for the City of St. Petersburg, to both the Pedestrian Transportation Advisory Committee (PTAC) and the Bicycle Advisory Committee. He recently replaced Venkat Vattikuti in that position.

ACTION: Mayor Mischler moved to appoint Troy Salisbury to the Pedestrian Transportation Advisory Committee as a local government representative and to the Bicycle Advisory Committee as a technical representative. Councilmember Kriseman seconded the motion, and the motion carried.

**XV. PSTA ACTIVITIES**

Minutes of the February 23, 2005 meeting of the Pinellas Suncoast Transit Authority Board of Directors were included with meeting materials. Mayor Arbutine reported that the board has assigned its chair, Deborah Kynes, to attend the Pinellas Mobility Initiative Steering Committee meetings.

**XVI. OTHER BUSINESS**

**A. Reviews of Alternate 19/Curlew Road/Pinellas Trail and Alternate 19/Palm Harbor**

The Traffic Signal and Median Control Committee continues to examine these issues. The committee should be ready to make its recommendations in one or two months.

**B. Medicaid Non-emergency Transportation**

For the month of February 2005, the actual spending was \$285,000, and the carryover was \$33,161. Total carryover for the year, November 2004 to present, is \$109,922.38.

**C. Transit Governance Task Force**

The TGTF met on February 25 and will meet with several of the beach communities on April 18 to discuss transit governance.

**D. School Transportation Safety Committee**

The STSC met on March 2. They are discussing safe walkways and other transportation issues, particularly at Countryside High School.

**E. Pinellas Mobility Initiative Steering Committee**

Commissioner Duncan reported that the PMI Steering Committee met on March 7. The committee discussed bus rapid transit and its status. They also focused on the bigger, long-term plan. They discussed whether or not the discussion of BRT means taking fixed rail off the table permanently. The committee will make a recommendation on this.

Chair Seel reported that she had attended a meeting with Congressional representatives at which the county's TEA-21 requests were presented. The preferred alternative for TEA Bill funding is bus rapid transit (BRT). The MPO's lobbyist in Washington said that federal resources are fully obligated for rail. Additional funding is slim for the next few years.

Mayor Mischler asked staff to distribute a news article regarding transit in San Diego.

**F. Correspondence**

A news article and letters from Commissioner Morroni and the Federal Transit Administration were distributed to board members with their meeting materials.

**XVII. ADJOURNMENT**

There was no further business. The meeting adjourned at 3:54 p.m.

---

Karen Seel, Chair