

**PINELLAS COUNTY METROPOLITAN PLANNING ORGANIZATION
MINUTES - MEETING OF MAY 11, 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, May 11, 2011 in the chambers of the Pinellas County Commission, 315 Court Street, Clearwater, Florida.

MEMBERS PRESENT

David Eggers – *Chairman* – Mayor, City of Dunedin Commission
Jeff Danner – *Secretary/Treasurer* – Councilman, City of St. Petersburg Council
Neil Brickfield – Board of County Commissioners
Julie Bujalski – Commissioner, City of Dunedin, representing PSTA
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

MEMBERS ABSENT

Karen Seel – *Vice Chairman* – Board of County Commissioners
Harriet Crozier – Commissioner, City of Largo

OTHERS PRESENT

Brian Smith – MPO Executive Director
Sarah Ward – MPO Transportation Planning Division Manager
David Sadowsky – County Attorney's Office
Don Skelton, *ex officio* – Secretary, Florida Department of Transportation District 7
Brian Beaty – Florida Department of Transportation (FDOT)
Lee Royal – Florida Department of Transportation (FDOT)
Tom Whalen – City of St. Petersburg
Bob Bray – City of Pinellas Park
Ross Silvers – Pinellas Suncoast Transit Authority (PSTA)
Rob Meador – Pinellas County Public Works
Jim Green – Care Ride
Vivian Peters – Transit Advisory Committee
Don Martin – Clearwater Cab
Katie Cole – Johnson Pope Law Firm
Hilary Martinez – Yellow Cab
Edgar Martinez – GPTMS
Bud Williams – GPTMS
Alex Batista – LogistiCare
Nick Fritsch – TBARTA and CAC
Joan Andrade – LCB and Suncoast Center
Carolyn Kuntz – MPO Recorder

I. CALL TO ORDER

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

II. INVOCATION AND PLEDGE

Mayor Ronecker performed the invocation and led the Pledge of Allegiance.

III. CITIZENS TO BE HEARD

Joan Andrade, Suncoast Center, 4024 Central Avenue, St. Petersburg, and LCB member, thanked the Board of County Commissioners for their Proclamation of support to continue funding for the disabled and also several MPO members for their support. The funding cuts ended up being zero.

IV. CONSENT AGENDA

- A. **Approval of Minutes – Meeting of April 13, 2011**
- B. **Approval of Invoices – Tindale-Oliver and Associates and PSTA**
- C. **Approval of Section 5303 Grant Application**
- D. **Approval of Amendment to the Job Access Reverse Commute (JARC) Subgrantee Agreement**
- E. **Approval of Amendment to the Unified Planning Work Program**
- F. **Approval of Section 5307 Grant Funds (walk-on item in member folders)**

Mayor Hibbard moved, Commissioner Brickfield Hibbard seconded, and motion passed to approve the Consent Agenda as presented, including the folder item (Vote 9-0).

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

- A. **U.S. 19 (S.R. 55) from Countryside Boulevard to East Live Oak Street**
- B. **Sandy Lane Elementary School – Sunset Point Road from Douglas Avenue to Kings Highway**
- C. **Dunedin Middle School – Union Street from Betty Lane to Patricia Street**
- D. **San Jose Elementary School – Pinehurst Drive from San Christopher Drive to Michigan Boulevard**

Brian Beaty, FDOT, reviewed the four proposed TIP amendments, noting these are not new projects but advancement of projects to be amended into the current TIP to receive federal authorization.

U.S. 19 (S.R. 55) from Countryside Boulevard to East Live Oak Street – resurfacing project to add \$2,764,000 for the design phase for the replacement of damaged sidewalks and for sidewalk upgrades to meet Americans with Disabilities Act (ADA) standards – funding source for the design phase is the consultant/mitigation/ environmental contingency fund.

Sandy Lane Elementary School – Sunset Point Road from Douglas Avenue to Kings Highway – school safety project to add \$25,000 for the design phase of a bike lane/sidewalk – funding source is the Safe Routes to School Infrastructure fund (will connect to the pedestrian bridge donated by the City of Clearwater).

Dunedin Middle School – Union Street from Betty Lane to Patricia Street – school safety project to add \$100,000 for the design phase of a bike lane/sidewalk – funding source is the Safe Routes to School Infrastructure fund.

San Jose Elementary School – Pinehurst Drive from San Christopher Drive to Michigan Boulevard – school safety project to add \$266,041 for the construction phase of a bike lane/sidewalk – funding source for this project is the Safe Routes to School Infrastructure fund.

Mayor Hibbard questioned the cost for the design phase of the resurfacing project for U.S. 19. Mr. Skelton responded that it's a full resurfacing project and includes determining the milling depth and drainage issues. The engineering estimates are for 8 lanes and turn lanes for approximately 8 to 10 miles or 64 lane miles (cost of \$400,000 per lane mile).

No one appeared upon call for public comment.

Mr. Smith reported the Technical Coordinating Committee and Citizens Advisory Committee both recommended approval.

Following discussion, *Mayor Hibbard moved, Commissioner Brickfield seconded, and motion carried to approve the TIP amendments by roll call vote (Vote 9-0).*

VI. LOCAL COORDINATING RECOMMENDATIONS

A. Medicaid NET Request for Proposals

Mr. Smith explained the MPO previously acted to initiate the Request for Proposals (RFP) process. While the MPO was going through the RFP procedure, there was legislative discussion regarding the Medicaid Non-Emergency Transportation (NET) Program as to whether it should be coordinated or managed care. MPO staff completed the RFP process, including a recommendation from the Local Coordinating Board (LCB) as to the ranking of the proposals. Meanwhile, the Legislature recently modified the provision requiring the use of the State coordinated transportation disadvantaged (TD) system for the transportation service associated with the Medicaid program, which means the Commission for the Transportation Disadvantaged (CTD) is no longer able to contract with local agencies to provide Medicaid transportation service. The MPO currently has a contract with CTD that expires June 30, 2011. Staff has had discussion with the CTD staff, whose opinion is that, although it is no longer required, there is still an option that Medicaid transportation can be coordinated with the Transportation Disadvantaged (TD) Program. Regarding the managed care program; however, the intent is the agency that would be responsible would include transportation, which would then start in approximately a year. The issue is how to provide the service until the managed care begins. The CTD has a contract with the Agency for Health Care Administration (AHCA) to provide this service through August 31, 2011. The CTD has the option of extending the contract with the Pinellas MPO through August 31, 2011. In addition, the CTD is in negotiations with State agencies as to what could be done for the balance of 2011 to provide this service. One option is to contract with the Pinellas MPO for the balance of the year and, possibly, longer depending how long it takes to turn the program over to managed care. MPO staff should have more information before the next MPO meeting. Based upon the information known at this time, the MPO has three options:

- Rank the firms for a single Medicaid transportation provider and authorize negotiation of a contract but wait on approval of the contract until they have more information that would be provided by the State concerning timing and funding, noting there is an indication that there will be a 7% reduction statewide in funding next year;
- Return the program to the State at the end of June after giving them a 90-day notice; or
- Continue the program structure as it is now for a short time period and modify the proposed GPTMS (up to three-month extension) and provider contracts to include the Medicaid transportation.

Commissioner Brickfield informed the members that he used to have a company that did business with GPTMS but that contract ended October, 2008, and the MPO attorney has indicated this does not constitute a conflict of interest.

Commissioner Brickfield wanted to make sure that, if the Medicaid is separated from the TD service, there won't be a lag in service where clients would be calling the phone number and there wouldn't be anyone answering the phones. Mr. Smith assured the members there would be continuous service. The RFP is to have one provider who would manage the Medicaid transportation and provide efficiencies to provide the service within the available funding amount. The existing contract with GPTMS could be extended on an interim basis until a contract was put in place. Regarding TD service, MPO and PSTA staffs have had discussions to have PSTA provide that service along with their DART Program.

Upon query by Chairman Eggers, Mr. Smith responded that, if the MPO returned the Medicaid Program back to the State, they would have to have an emergency contract to be able to provide the service.

Councilman Polson noted that the top-ranked firm through the RFP process is the same firm that is currently providing the management service. Mr. Smith replied it is the same firm but the current contract can only be extended for a limited time; whereas, a new contract under the RFP process could be for a year. Councilman Polson wanted to be sure the option chosen would have the least amount of angst for the user.

Mr. Smith replied staff would have more information at the next meeting as to how long they would need to extend the existing contract or whether they would need a new contract in place. The managed care program would require a lot of federal approvals, waivers, etc., and will take some time to get everything in place.

Upon query by Commissioner Welch as to the additional information staff would have next month, Mr. Smith replied the State Medicaid and Transportation Offices are negotiating how to handle transportation this coming year so they need to wait to see what the final determination is, how long an interim contract will be needed, and the amount of available funding.

There was considerable discussion regarding the options available, the fact they don't have enough information to make a decision, the need to minimize confusion/impact to the user, and any impacts if the MPO waited until next month to make a decision when they have more information.

Upon query by Mayor Hibbard, Mr. Sadowsky responded, since the MPO has received a recommendation from the LCB, they could rank the firms and begin negotiating a contract. The contracts with GPTMS, the management firm, and the providers expire as of July 1; however, the contracts can be extended three months to October 1, which in effect would extend the current service. This would allow time to see what decisions are made at the State level.

Upon further query by Mayor Hibbard as to the RFP process, whether all obligations have been met and procedure followed, Mr. Sadowsky responded yes.

Commissioner Brickfield read a copy of a memo in its entirety he received to Assistant County administrator Carl Harness, which indicated, under the new Medicaid system, patients will be enrolled in a managed care program that would probably not take effect until 2013 and 2014 due to the changes and process that would need to take place. The memo recommended the MPO consider renewing their contract with the TD Program but with a provision that would allow them to cancel the agreement when services aren't needed.

Upon query by Mayor Ronecker, Mr. Smith responded something needs to be in place by the end of June and, if a decision is postponed until next month, there would not be enough time to negotiate a contract if the firms aren't ranked until the next meeting. Upon further query by Mayor Ronecker, Mr. Smith replied the current contracts with GPTMS and the providers could be extended 90 days, which would allow enough time to rank the firms and negotiate a contract. Mr. Sadowsky clarified that it's not an automatic extension since the MPO Board will need to take action to extend the contracts. There needs to be a process in place and the MPO Board would have to give staff the authority to negotiate a contract. If authority is not given at this meeting, there would not be enough time at the June meeting to have a contract in place by July 1.

There was discussion that the MPO could extend the current contracts for three months, approve the rankings at the June MPO meeting and authorize staff to negotiate a contract, and then have a contract in place beginning October 1. It was added that the current contractors would have to be agreeable to the extension (it was indicated they were). The negotiated contract could include a stipulation that would allow termination depending on the outcome of the discussions at the State level.

Mr. Sadowsky stated the rules for the RFP process regarding MPO members being approached by the proposers include an anti-lobbying clause that indicates you can't lobby any of the decision makers until a written recommendation has been made. Based on queries, Mr. Sadowsky clarified that, based on his interpretation, until the MPO takes action on the ranking and authorizes staff to begin negotiations, they should not be lobbied by the proposers. The LCB has made a recommendation; therefore, those members could be contacted.

Councilman Danner moved and Commissioner Welch seconded the motion to table this item until next month's meeting.

Upon query by Chairman Eggers, Katie Cole, representing GPTMS, came forward and indicated GPTMS is agreeable to a 90-day extension and that GPTMS has indicated their willingness to extend the contract under the current terms of the contract. Mr. Sadowsky stated there might be a reduction of funds beginning July 1. Nick Cambas, GPTMS, indicated they have been performing the management service for 20 years and are committed to the community and would be willing to continue.

Some further discussion ensued regarding the anti-lobbying clause and the clarification by Mr. Sadowsky that, until the MPO ranks the proposals, they should not be contacted by any of the four firms, which is standard for any RFP process. Chairman Eggers asked each of the responding firms in attendance if they understood and were clear on the motion. Todd Pressman, representing Gulf Coast Yellow Cab, indicated he understood and wanted to confirm they will be allowed five minutes for a presentation at next month's meeting if the RFP is pursued. Chairman Eggers responded yes. Alex Batista, representing LogistiCare, indicated he understood. Katie Cole, representing GPTMS, indicated she understood.

Chairman Eggers clarified the intent is that, during the interim, MPO staff is authorized to move forward with discussions on the extension of the contract but with the knowledge action will be taken at next month's MPO meeting.

Following discussion, ***motion passed to table action until next month (Vote 9-0).***

B. MPO/PSTA Coordination on Transportation Disadvantaged (TD) and DART Programs

Mr. Smith indicated this item regards the MPO/PSTA coordination of the TD and DART Programs, including the various responsibilities for each agency. The LCB recommended one change to modify the pick-up time procedure to align the TD and DART Programs, which is "vehicles may arrive up to 30 minutes after the scheduled pick-up time; pick-up times will be negotiated up to one hour before or after the pick-up time requested by the client."

Mayor Hibbard moved, Mayor Ronecker seconded, and motion carried for approval as recommended by the LCB (Vote 9-0).

C. Annual Rates Table Update

Mr. Smith explained that the current TD provider rates must be included with the submission of the Trip/Equipment Grant. The rates are included in the Transportation Disadvantaged Service Plan. The LCB recommended approval of the rates.

Mayor Mischler moved and Commissioner Brickfield seconded a motion to approve the rates.

Commissioner Welch asked if the information was in a spreadsheet or if he could get the underlying calculations and Mr. Smith replied yes.

Motion passed unanimously (Vote 9-0).

D. Extension of For-Profit Provider Contracts

Mr Smith indicated this is a request to extend the for-profit provide contracts to September 30 for the TD Program.

Commissioner Brickfield moved, Mayor Hibbard seconded, and motion carried to approve the amendment contracts for the extension.

E. Extension of GPTMS Management Entity Contract

It was indicated this would extend the GPTMS Management Entity contract through September 30 for TD services.

Commissioner Welch moved, Councilman Danner seconded, and motion carried to approve the contract extension for GPTMS (Vote 9-0)

**At this time, Mr. Sadowsky clarified his earlier comment regarding the anti-lobbying clause, noting the language in the RFP is unclear as to when the proposing firms can or cannot lobby the MPO members. Under normal procedures, the anti-lobbying is for the entire duration of the RFP; however, the language in the RFP for Medicaid is unclear. He had earlier indicated to the representatives of Yellow Cab and GPTMS that, since the language is unclear, the anti-lobbying would be in effect until the LCB ranked the proposals. Once the LCB ranked the proposals, then the firms could lobby the MPO members. This language will be changed for future RFPs so it is clear and there is no misunderstanding. Chairman Eggers noted three of the representatives were in attendance so they are aware that it's okay to contact the MPO members. He requested the fourth representative be contacted so they are also aware they can lobby MPO members. Upon query, Mr. Sadowsky replied the County's procedures prohibit lobbying members throughout the entire RFP process and that language should have been in the MPO's Medicaid RFP; however, after the two representatives contacted him and he took a closer look at the language in the RFP, it was unclear as to when the lobbying could begin. The determination could be that it was after the LCB recommendation; therefore, he indicated to the representatives that they could begin contacting MPO members after the LCB recommendation. He emphasized that this language will be clarified in the future for all RFPs that lobbying will be prohibited throughout the entire RFP process, which is the normal procedure for governmental entities. He has already had this discussion with MPO staff and they are aware of the language that will now be included in all RFPs. Based upon further discussion regarding RFP respondents or their representatives attending Council/Commission meetings that include an MPO member and speaking under "Citizens to be Heard" regarding any future RFP, Mr. Sadowsky clarified that would be construed as lobbying and they would be disqualified from the RFP.

VII. LONG RANGE TRANSPORTATION PLAN UPDATE SCHEDULE

Ms. Ward noted a draft timeline was included in the members' folders for amendments to the Long Range Transportation Plan (LRTP) that would occur once the Alternatives Analysis (AA) is completed. The AA is scheduled to be completed the end of 2011 or the beginning of 2012 with the adoption of the Locally Preferred Alternative and final recommendations from the AA. The AA recommendations will need to be incorporated into the LRTP. The LRTP process is being done in coordination with the local Comprehensive Plan amendments (Evaluation and Appraisal Reports) and the Pinellas Planning Council (PPC) Countywide Plan Update. A supporting bus network will be required to connect to the Locally Preferred Alternative (whether rail or Bus Rapid Transit) to be successful. The MPO is required to update their LRTP every five years and, since the last update was December of 2009, the next formal update is scheduled for 2014 with adoption by December of 2014. MPO staff is beginning the early stages of the formal update by reviewing the 2010 Census data, adjustments to the traffic analysis zones that might result from the Census, and work associated with the travel demand forecast model. MPO staff will then begin developing the socioeconomic data, with public outreach continuing throughout the update, and reviewing and updating planning assumptions through the end of 2014. The MPO's LRTP is required to include the local governments Comprehensive Plans. A number of local governments are in the process of developing their Evaluation and Appraisal Reports and other Comprehensive Plan changes to incorporate transit-oriented development policies. These efforts

at the local level will be parallel with the MPO effort to update the LRTP so they can be reflected in the LRTP. In addition, MPO staff has met with the PPC staff over the last several months as the PPC is in the process of updating the Countywide Plan, which is expected to be complete in 2013. MPO staff wants to make sure there is coordination to reflect the recommendation in the Goals, Objectives, and Policies (GOP) to better integrate the LRTP activity with the Countywide Plan. The MPO's LRTP is set by federal regulations with the formal update scheduled for adoption by December of 2014; however, MPO staff is looking for opportunities to coordinate activities during 2012 and 2013.

Upon query by Commissioner Welch regarding coordination with the Tampa Bay Area Regional Transportation Agency's (TBARTA) Master Plan, Ms. Ward responded there is no legal requirement that they be coordinated; however, there is a legal requirement that the local MPO's LRTP must be coordinated with the Chairs Coordinating Committee Regional Plan, which is occurring now. TBARTA is in the process of updating their Master Plan that will incorporate the roadway network, as well as the freight network. TBARTA is in the process of meeting with the MPOs in the region and met with Pinellas MPO staff Friday for input.

Councilman Danner wanted to make sure that other modes (e.g., bike or HOV lanes) are considered during the design phase to make sure the process isn't too far along to include other considerations.

Councilman Polson left at 2:21 p.m.

VIII. PROJECT ADVISORY COMMITTEE REPORT

Mayor Hibbard indicated the Committee had a lengthy meeting on Monday as they looked at narrowing the Screen 2 corridors that will be evaluated as part of Screen 3. The Committee had identified the following for further evaluation: east-west corridors – East/West Bay Drive, Ulmerton Road, and 118th Avenue; north-south corridors – 4th Street, 28th Street, and I-275. In choosing which corridor to proceed into Screen 3, the Committee looked at travel times, the impact to structures, required turn radius, ridership, and business entities located along the corridors. After this review, the Committee chose the East/West Bay corridor (east-west), noting it accessed the St. Petersburg/Clearwater International Airport, and a hybrid of I-275 and a portion of 28th Street for the north-south corridor. Screen 3 will include a detailed study of those corridors. The Committee discussed the fact that, ultimately, the citizens will be asked to approve a referendum and other projects will also need to be included in the plan that will go before the voters. In addition, the PSTA's Transit Development Plan needs to be incorporated into the plan as the bus network to support premium transit, which includes a number of routes in the North County. The overall plan that includes all the components will need to be presented to the Board of County Commissioners, who will be making the decision as to when to place it on the ballot for a referendum for the citizens to vote on. They are beginning to work with the MPO and PSTA on a plan that can be taken to the citizens for their input as to what they like and don't like and be able to answer their questions.

Commissioner Brickfield questioned the eastern segment of Roosevelt Boulevard where it ties into the two-lane section of Ulmerton Road towards the Gateway area and the project scheduled in the MPO's LRTP for improvement. His concern is that an enhanced transit system would be in the same area as major traffic congestion due to the fact this is a heavily-traveled roadway where Ulmerton Road goes from four lanes to two lanes and that, hopefully, there is an improvement project scheduled to expand the number of lanes. Mayor Hibbard responded the various corridors in Screen 2 included an evaluation of the number of overpasses that might need to be altered to allow for premium transit, noting some structures would cost more than others depending on the situation. Each corridor had benefits and disadvantages and they had to decide on a balance. Another decision that will need to be made is how much funding would be allocated for road enhancements and other enhancements, such as trails, in addition to the transit enhancements.

Following discussion, ***Mayor Hibbard moved, Commissioner Welch seconded, and motion carried to accept the report (Vote 8-0).***

IX. BICYCLE ADVISORY COMMITTEE ACTIONS

Mr. Smith indicated, at their recent meeting, the Bicycle Advisory Committee (BAC) had a concern in the downtown area of Clearwater. They noted that, since the Pinellas Trail had been improved in this area, more people are using the Trail and the problem is that Trail users have to cross two major roadways, Court Street and Chestnut Street, and there isn't any signalization or traffic control measures at either intersection. Due to a recent accident at that location, the BAC would like FDOT to evaluate these intersections to allow the Trail users to safely cross. The Technical Coordinating Committee reviewed the BAC motion and concurred with the recommendation.

Mayor Hibbard concurred that there is a lot of activity on both Chestnut and Court Streets and that, during bumper-to-bumper traffic, it is difficult for the Trail users to see if it's clear before crossing, which creates a dangerous situation. Clearwater has provided police aid when traffic is extremely heavy and will consider adding more police during spring break next year. An overpass would probably be the best solution but noted there is no funding and that it would be good to work with FDOT and Clearwater staff to review the options, noting the signal at Myrtle Avenue is only 75 feet from the intersection.

Mr. Skelton, FDOT, responded there are challenges with a signal and a pedestrian-activated solution. FDOT staff has a meeting with Clearwater staff at the end of May to look at options to improve this situation.

Chairman Eggers thanked FDOT for working with the City of Dunedin to develop a solution to get people safely across Alternate 19 from the new park.

Mayor Hibbard moved, Commissioner Brickfield seconded, and the motion carried to approve BAC Motion #11-4 (Vote 8-0).

Mr. Smith continued with BAC Motion #11-5, which is a recommendation that the crossing treatments that were modified at mid-block pedestrian crossings on Gulf Boulevard be installed at the remaining mid-block crossing locations between Walsingham Road and Park Boulevard. The modified treatment separates the bike lane from the pedestrian lane and appears to be safe for bicyclists.

Commissioner Brickfield moved and Commissioner Bujalksi seconded a motion to approve BAC Motion #11-5.

Mr. Skelton stated FDOT is continuing to monitor the locations where they have installed the modified treatment and would like to continue to monitor to see if there are any issues. The question is whether to modify other locations in the future but noting it costs money to do so.

The motion carried to approve the BAC motion (Vote 8-0).

X. LEGISLATIVE UPDATE

Ms. Ward reported on the status of legislative actions, noting the Legislature passed a 338-page Growth Management Bill that includes a lot of changes to the Growth Management Act that was enacted in the mid-1980's and repeals a lot of the administrative rules. Last year, there was legislation enacted regarding concurrency exception areas and mobility plans; however, the court overturned that legislation so the MPO put their activities on hold. This also affected the County's Transportation Impact Fee activities. The language regarding the Mobility Plan has been stricken from the legislation. There will be an agenda item on this month's Technical Coordinating Committee to discuss the changes and response to those changes and bring a recommendation to the MPO next month. There is additional language in the Growth

Management Bill that makes optional transportation and school concurrency. Although they will no longer be mandated by the State, local governments can retain those concurrency requirements. If a local government keeps the transportation concurrency requirement, the legislation calls for a proportionate fair share formula to calculate the developer's mitigation. It requires FDOT to look at a methodology by the end of the year. It leaves a provision in place for local governments to require developers to contribute in order to mitigate some of the transportation impacts of development but it makes changes as those calculations. The Association of MPOs has indicated the Federal Reauthorization Bill is beginning to move forward and, hopefully, she will have more information to update the MPO next month.

XI. COMMITTEE APPOINTMENTS

Commissioner Brickfield moved, Mayor Mischler seconded, and motion carried to approve the reappointment of the following Local Coordinating Board members for another three-year term: Robert Bowen, Doug Towne, Allen Weatherilt, Ned Allen, and Joan Andrade (Vote 8-0).

Mayor Hibbard moved, Mayor Mischler seconded, and motion carried to approve the appointment of Sean Van DerGracht as a technical representative for the City of Largo on the Bicycle Advisory Committee (Vote 8-0).

Commissioner Bujalski moved, Commissioner Welch seconded, and motion carried to approve the appointment of Tom Burke as an alternate for the Dunedin Traffic Engineering representative on the Technical Coordinating Committee (Vote 8-0).

Chairman Eggers noted there are still openings on the various committees.

XII. PSTA ACTIVITIES

Ross Silvers, PSTA Mobility Manager, indicated ridership remains steady compared to last year, with last year setting a record for PSTA in that the bus system had over a million passengers per month. The PSTA Board has hired Bradford Miller as the new Executive Director, with a start date of July 5; however, he will attend the May 25 Board meeting. They continue to work on next year's budget and PSTA staff is coordinating with MPO staff to develop a Request for Proposals for the TD and DART Programs.

Commissioner Bujalski added that PSTA will also be working on their long range plan and will be coordinating with the MPO and TBARTA so that all three plans are coordinated. At some point in the future, there may be a way to save money since all three plans need to be coordinated and include a lot of the same information.

XIII. OTHER BUSINESS

A. Update on MPO/PPC Joint Executive Committee Meeting

Mr. Smith reported on the recent meeting of the MPO/PPC Joint Executive Committee, noting the next meeting would be September. That Committee proposed to have the two members to sit on the MPO now in an ex officio capacity instead of waiting until after the legislation is approved to unify the MPO and PPC; however, the MPO attorney and FDOT did not recommend this. The Committee also suggested the PPC Interim Executive Director brief the MPO as appropriate regarding the update of the Countywide Land Use Plan. The PPC sent a letter to the Legislature expressing their interest in the PPC Special Act being amended and the Executive Committee suggested the MPO do the same. Chairman Eggers responded the MPO will wait on sending a letter.

Councilman Danner added the Executive Committee discussed inviting PSTA staff to participate in the process as the Planning Working Group continues to move forward with the Countywide Land Use Plan.

B. Correspondence

C Other

Commissioner Brickfield asked if the MPO could be updated regarding improvements on Ulmerton Road and 49th Street as to whether they are included in the Long Range Transportation Plan, the funding, anticipated schedule, and how the project ties into what is being proposed by the Project Advisory Committee. The Pinellas County Board of County Commissioners has changed the zoning designations for the airport property (Airco) and one of the delays is the transportation plan for the area.

Mr. Smith responded that staff will bring back information next month concerning the priorities for the western overpass of Roosevelt Boulevard and Ulmerton Road.

XIV. ADJOURNMENT

There being no further business, the meeting was adjourned at 2:51 p.m.

Dave Eggers, Chairman