

**PINELLAS COUNTY METROPOLITAN PLANNING ORGANIZATION  
MINUTES – MEETING OF AUGUST 16, 2006**

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, August 16, 2006 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 Bryan - City of St. Petersburg Council  
Harriet Crozier - Vice Mayor, City of Largo  
Ronnie Duncan - Board of County Commissioners  
David Eggers - City of Dunedin Commission  
Frank Hibbard - Mayor, City of Clearwater  
William Mischler - Mayor, City of Pinellas Park  
Jim Ronecker - City of Oldsmar Council, representing Oldsmar, Safety Harbor, Tarpon Springs  
Don Skelton, *ex officio* - Secretary, Florida Department of Transportation, District 7

**Members Absent**

Robert Stewart - Board of County Commissioners

**Others Present**

Brian Smith - MPO Executive Director  
Sarah Ward - MPO Transportation Planning Administrator  
Brian Beaty - Florida Department of Transportation, District 7  
Paul Bertels - City of Clearwater  
Bob Bray - City of Pinellas Park  
Brenda Browne - Disability Relations Group  
David Chase - City of Pinellas Park  
Rodney Chatman - City of Tarpon Springs  
Bob Clifford - Florida Department of Transportation, District 7  
Bill Hoel - Care Ride  
Jerry Johnson - Crescent Oaks Community Assoc.  
Bill Jonson - City of Clearwater Council, LCB for the Transportation Disadvantaged  
Bob Loos - Crescent Oaks Community Assoc.  
Jim McDonald - Crescent Oaks Community Assoc.  
John Miolla - Crescent Oaks Community Assoc.  
Joseph Panetta - Florida Department of Environmental Protection, SWD  
David Sadowsky - Pinellas County Attorney's Office  
Barbara Schultz - Crescent Oaks Community Assoc.  
Wilfred Sergeant - Transit Consultant  
Heather Sobush - MPO Staff  
Ramon Solis - MPO Staff  
Doug Towne - Local Coordinating Board for the Transportation Disadvantaged

Tom Whalen - City of St. Petersburg  
Pete 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 1:08 p.m.

## **II. INVOCATION AND PLEDGE**

Commissioner Duncan gave the invocation and led the Pledge of Allegiance to the Flag

## **III. CITIZENS TO BE HEARD**

John Miolla, President of Crescent Oaks Community Homeowners Association, asked the board to approve the installation of a traffic signal at the intersection of East Lake Road and Crescent Oaks Boulevard. There are 440 homes in that area. The speed limit is 55 miles per hour, 5 miles faster than other areas. High speed traffic is increasing, particularly traffic from Pasco County. Safety is a concern. A study dated March 6, 2006 supports the installation of a signal. Mr. Miolla gave to Chair Seel a package prepared by the community that documents the justification for a signal. The package had also been given to the Board of County Commissioners.

Commissioner Seel noted that, with MPO approval, the signal would be considered first by the Traffic Signal and Median Control Committee, which would present its recommendation to the MPO in October.

Bob Loos, Chairman of the Governmental Relations Committee of the Crescent Oaks Community, addressed the board. Due to increasing residential development in Pasco County, heavy traffic has built on East Lake Road. When moving south, the traffic must pass through a small "funnel" between Keystone Road and Trinity Boulevard. He asked the MPO to consider extending Trinity Boulevard to U.S. 19. This would alleviate traffic problems in the area.

Jim McDonald of the Crescent Oaks Community asked the board to approve the signal. With traffic moving at least 55 miles per hour as it heads toward Trinity Boulevard, a signal is a matter of safety. The waiting time to cross East Lake Road is going to increase in the future.

Barbara Schultz of the Crescent Oaks Community said that crossing East Lake Road is treacherous. People leaving and returning during commuter times find it particularly so. She noted that the County's school bus department is concerned about this also.

Jerry Johnson of the Crescent Oaks Community said that as Pasco County grows, the resulting traffic is going to pass Crescent Oaks, which is the only major development along McMullen-Booth Road that does not have a signal. He also noted that it takes a long time to get a signal installed once it is approved.

Pete Yauch, Director of Transportation for Pinellas County, responded that typically it takes nine months to install a signal. Work begins with the design of the required mast arm signal, and this type of signal has a long lead time for manufacture.

#### **IV. CONSENT AGENDA**

- A. Approval of Minutes - Meeting of June 14, 2006**
- B. Approval of Invoices**
  - 1. Tindale-Oliver and Associates, Inc.**
  - 2. Renaissance Planning Group**
  - 3. PSTA**
- C. Approval of Printing – Bicycle Safety Information**
- D. Approval of Printing – Educational Materials for Pedestrian Safety Awareness Day**
- E. Approval of Resolution for Pedestrian Safety Awareness Day (October 30)**
- F. Approval of Mileage Calculation for Out-of-County Trips for TD Program**

Chair Seel requested that in the future, mailings on behalf of bicycle safety also include pedestrian safety information. A dual brochure could be prepared. Staff will work on this.

**ACTION:** Mayor Mischler moved to approve the consent agenda, Councilmember Kriseman seconded the motion, and the motion carried.

#### **V. PUBLIC HEARING ITEMS**

##### **A. Transportation Enhancement Program Policy Guidelines**

The MPO's recent discussion about prioritizing projects for Transportation Enhancement (TE) funding resulted in staff's preparation of "Recommended MPO Policies Concerning the Administration of the Transportation Enhancement Funding Program". Mr. Smith briefly reviewed the three policies that would govern prioritizing projects. They are: 1) annual prioritization, 2) project costs, and 3) project substitution. This paper puts into writing current practices of the MPO.

Mayor Hibbard asked if the local jurisdiction must pay the entire cost overrun but can't do so, would the funds be reallocated. Mr. Smith responded that unless the MPO approves the additional cost, the jurisdiction must work with whatever Federal money had been allocated to it. The jurisdiction may have to consider moving funds from another category or raising more local funds. The jurisdiction should not assume that an increase would automatically be approved or covered by the MPO.

Secretary Skelton said that at the Florida Department of Transportation (FDOT), before a project goes into the work program, the present day cost is updated. Inflationary factors are built into the work program. However, historically those factors haven't been what has been experienced in the past two years. At the State level, the FDOT tries to build in some contingency funds; and they encourage local jurisdictions to do this in their applications.

Secretary Skelton gave an update on U.S. 19. Bids have been opened for the 110th Avenue and 118th Avenue interchanges. There was one bid, which was about 25%--or \$15 million--over what the FDOT had programmed. They are recommending the awarding of that contract. If they re-priced, repackaged, and re-bid the project, it would be in line with the bid. This increase and other cost increases in corridor projects mean that some projects are being deferred out of the five-year work program into outer years.

Additionally, the FDOT has received a favorable ruling from the District Court of Appeals regarding inverse condemnations along U.S. 19. There remains some due process to go through, but they believe they are in a better position than they were several months ago.

Chair Seel opened the public hearing. There was no public comment. The public hearing was closed.

**ACTION:** Mayor Hibbard moved to approve the recommended Transportation Enhancement Fund policies. Commissioner Duncan seconded the motion, and the motion carried.

## **B. Transportation Enhancement Priority List**

Ms. Ward reviewed the proposed Transportation Enhancement (TE) Program priority list of projects and the rankings that resulted from the recommendations of the advisory committees.

Mr. Smith reported that the City of Dunedin had sent late word that they would request \$150,000 for their sidewalk project. Also, it was understood that the Oldsmar Trails project would be phased-in over several years.

Mr. Smith reviewed how the advisory committees had reached their recommendations. The Technical Coordinating Committee (TCC) averaged the rankings of the other three committees, and the final priority list presented in Table 3 concurred with the TCC list. After this prioritizing step, it must be decided which projects to put into the work program.

Responding to Councilmember Kriseman, Mr. Smith said that the age of the project—how long it had been in the program—did not appear among the criteria of the committees. The Pedestrian Transportation Advisory Committee (PTAC) developed the criteria, and the other committees used the PTAC rankings as the starting point for their own rankings.

Secretary Skelton said that Tarpon Springs has allocated City funds to their project. He asked if that was considered by the advisory committees. Staff responded that they did not have the figures at the time of the committee discussions.

Chair Seel said that the MPO had voted to fund the Tarpon Springs project and that it didn't seem fair to rank it so low.

Mr. Smith said that staff had formed the new policies because the MPO didn't open the process regularly for proposals. It did open the process when Tarpon Springs came forward with their project, but the project was never prioritized before that time.

Regarding the City of Dunedin sidewalk project, Commissioner Eggers said that the City wanted to achieve connectivity between the middle school and Milwaukee Avenue. There will soon be a new elementary school in that area as well that would benefit from a sidewalk.

Mayor Arbutine noted that when Tarpon Springs came before the MPO two years ago, they requested a swap of the current project with another one in order to get it on the list in time for the resurfacing of their road. Their idea was good and the MPO voted to make the swap. Now it has been ranked No. 14. If the board doesn't consider the longevity of a project, some projects could be on the list forever, particularly if projects deemed better are introduced each year or if there is little money to be allocated.

Chair Seel opened the public hearing.

Lyn Reeves, Director of Parks and Recreation for the City of Oldsmar, spoke on behalf of the City and its project. This is a regional project that would connect to Brooker Creek and Hillsborough County. The City is proposing to make a match of 33%.

Rodney Chatman of the City of Tarpon Springs said that the city has committed almost \$2.6 million of its own funds to its project. The project has been through feasibility and eligibility review. The city has worked with the FDOT to have its funds programmed in FY 2008/09 to coincide with the conclusion of the resurfacing project. The resurfacing project is underway.

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

Mayor Mischler agreed that longevity should be considered. The membership of the MPO board and its advisory committees changes all the time, and the newer members don't know the history of the projects. Cities wait for their projects, and suddenly their project is reprioritized. Once the priorities are set, the project could be built in phases if there isn't enough money. Or the city could be asked to contribute more money.

Councilmember Bryan said he wants to support the project that makes the most sense. A newer project may make more sense than an existing one. Perhaps certain older projects could be locked in and the newer ones could wait behind them. The top projects could be kept in the queue without shifting them.

Mr. Smith said that none of the projects on the list is new for this round of prioritizing.

Secretary Skelton said that the FDOT will program only those projects that meet feasibility and eligibility. Councilmember Kriseman noted that feasibility and eligibility have been determined for only three projects on this list. They are Nos. 7, 13 and 14. Mr. Clifford reported that two other projects are in feasibility review now. They are Nos. 11 and 12. The FDOT is waiting for information on the rest of the projects.

The FDOT starts programming in September; and by law, the project priorities must be transmitted to them by October 1 of every year. Public hearings will be held in November. It was stressed that the information submitted on the projects must be complete. The FDOT will program the highest priorities that meet feasibility and eligibility.

Chair Seel said that even though the Tarpon Springs project must wait until 2008/09, it should remain a priority because the MPO had made a commitment to it.

Secretary Skelton said that the FDOT will be programming all five years. If everyone works to make all the projects eligible and feasible by the due date, Tarpon Springs won't be in the program unless the MPO modifies its priorities.

Councilmember Ronecker said that he understood that the City of Oldsmar had submitted to the FDOT everything that was required for its trail project, but the City had not had a response. Secretary Skelton responded that the FDOT is waiting for the Federal PD&E requirement, which could delay it one or two years. Perhaps the project could be phased.

MPO staff will prepare a new chart listing projects with their costs, which projects have qualified, which projects had qualified under Congestion Mitigation Air Quality (CMAQ) and

how long the projects have been on the TE priority list. The FDOT will provide information regarding how close the projects are to eligibility and feasibility.

Paul Bertels, chairman of the Technical Coordinating Committee (TCC), said that the TCC doesn't take eligibility into consideration when it prioritizes projects because often they don't know where the projects are in the approval process. The notation "Enhancement applied for, eligibility under review" frequently applies to projects originally applied for under CMAQ. Applicants had to fill out a new application several months ago when the TE process started, and they were told that this was a matter of paperwork. The note on the chart is misleading and should be updated. He also said that applicants can't put down matching funds on the application if they had spent money on the project before it qualified for Federal funds.

Mayor Arbutine said that the longevity of a project must have consideration. The projects of the larger cities could appear to outweigh regionally those of smaller cities, but there must be a mechanism to ensure that eventually funds will be spent on the smaller cities' projects.

ACTION: Mayor Hibbard moved to table this item until the September meeting. Vice Mayor Crozier seconded the motion, and the motion carried.

### **C. Transportation Improvement Program Amendment – Job Access Reverse Commute (JARC)/New Freedom Funds**

Staff requested two amendments to the FY 2006/07-2010/11 Transportation Improvement Program (TIP).

\*At 2:25 p.m., Commissioner Duncan left.

The first amendment will add FPN 421625 1 to the TIP to show \$978,029 for Job Access Reverse Commute (JARC) funds. Under SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users), JARC was changed from a discretionary program to a formula program. JARC provides funds for new or expanded transportation services designed to transport welfare recipients and low-income people to and from work-related activities. It also funds transporting residents of urban areas to suburban employment opportunities. The Pinellas County MPO will serve as the designated recipient of the JARC funds for the area including Pinellas, Hillsborough and Pasco Counties.

\*At 2:29 p.m., Commissioner Duncan returned.

The second amendment will add FPN 421626 1 to the TIP to show \$634,574 for New Freedom funds. The New Freedom Program was created as part of SAFETEA-LU. It provides funds by formula for public transportation services and alternatives beyond those required by the Americans with Disabilities Act of 1990 that assist the disabled with transportation to and from work and work support services. As with JARC, the Pinellas County MPO will serve as the designated recipient of the New Freedom funds for the area including Pinellas, Hillsborough and Pasco Counties.

Chair Seel opened the public hearing.

Doug Towne of Disability Relations Group addressed the board. He is a member of the Easter Seals National Action Steering Committee. That committee was involved in

discussions about the New Freedom Funds. These funds are not meant to supplement current ADA activities. They are meant to create new transportation programs. Additionally, it is required that the MPOs develop their plan with the active involvement of the disabilities community. The more the human services community is involved, the more useful the program will be.

Mr. Smith said that a proposed plan will be presented at the next MPO meeting.

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

**ACTION:** Mayor Mischler moved to amend the TIP as requested. Commissioner Duncan seconded the motion. The roll was called, and the board voted as follows: Mayor Arbutine - Yes; Councilmember Bryan - Yes; Vice Mayor Crozier - Yes; Commissioner Duncan - Yes; Commissioner Eggers - Yes; Mayor Hibbard - Yes; Councilmember Kriseman - Yes; Mayor Mischler - Yes; Councilmember Ronecker - Yes; Commissioner Seel - Yes. The motion carried.

## **VI. LOCAL COORDINATING BOARD ITEMS**

### **A. Provider Rate Increase for Medicaid Services**

### **B. Use of Medicaid Fund Balance**

*(The board discussed these two agenda items as one item.)*

Members of the Local Coordinating Board (LCB) for the Transportation Disadvantaged (TD) Program presented the LCB's recommendations for: 1) an increase in the rates to the program's trip providers for Medicaid trips only, and 2) the spending of the program's Medicaid fund balance.

\*At 2:38 p.m., Mayor Arbutine returned.

LCB member Doug Towne gave a brief background report on the issue. The providers serving the TD program have not had a rate increase since 2000/2001. The providers are finding it difficult to operate their businesses at current rates. They have absorbed large increases in fuel, insurance, and labor costs. From the consumer's point of view, they will lose their choice of provider if vendors drop out of the program. The constituents understand the situation the providers are in.

Councilmember Bill Jonson of the City of Clearwater, chair of the LCB, gave a PowerPoint presentation explaining the LCB's recommendations. A copy of the presentation was included with meeting materials.

*Regarding the providers' rates*, the LCB recommended: A) to stop subtracting \$1.00 from the providers' reimbursements for co-pay eligible trips; and B) to increase the rates for Medicaid ambulatory trips to \$1.85 per mile and for Medicaid wheelchair van trips to \$29.50.

*Regarding use of the Medicaid fund balance*, the LCB recommended: A) to reserve \$250,000 as a contingency fund for unanticipated increases in service demand; B) to spend \$50,000 on a one-time purchase of bus passes to create an inventory; C) to transfer \$50,000

to the TD Program to restore dollars lost from a funding cut; and D) to pay the remaining balance to the providers in the form of a retroactive rate increase for 2-3 months.

The Medicaid program serves about 8,000 riders through taxis and wheelchair vans. About 500 bus passes are distributed every month.

Mr. Sadowsky said that it may not be legal to retroactively pay the providers because the services have already been provided and paid for per the contract. Bill Hoel of Care Ride, one of the providers, said that the State of Florida gave a retroactive rate increase about five or six years ago. An exact dollar amount for a retroactive rate increase has not been determined. Mr. Towne said that the providers had informed the rate committee about the costs of their business.

Mr. Smith noted that on the Medicaid side of the program, there is no control over demand. Whoever calls requesting service must be served. Also, the State Medicaid agency could, any year, add more services for which transportation must be provided, without giving the County more money. Caution should be exercised when granting rate increases.

Mr. Towne said that if the providers aren't paid a reasonable fee, the program could lose them. This would adversely impact the people who depend on these services. Rate increases for Medicaid trips only would not affect the general TD program. It was noted that TD funds may not be used to cover Medicaid expenses. Mr. Towne also noted that Pinellas County's rates are among the lowest in the State.

Mr. Jonson said that approving the advance purchase of bus passes would allow the program to increase the number of people using a bus pass, and that would save the program money in the long run.

Chair Seel said that the MPO should be fiscally prudent so that the program doesn't run out of money.

**ACTION:** Mayor Hibbard referred to Agenda Item VI-B, "Use of the Medicaid Fund Balance", and moved approval of LCB Recommendations A through C. Councilmember Kriseman seconded the motion, and the motion carried.

Board discussion continued regarding an increase in provider rates. Staff reviewed several charts that compared current and higher, proposed rates for both Medicaid ambulatory and Medicaid wheelchair service. It was noted that there is no regular rate review for the TD Program. A rate review could be made at any time. This review came at the request of the providers.

**ACTION:** Councilmember Bryan moved approval of \$1.80 per mile for Medicaid ambulatory trips and a flat fee of \$28.00 for Medicaid wheelchair trips. Commissioner Eggers seconded the motion. The motion carried.

**ACTION:** Councilmember Bryan moved approval of the recommendation to stop subtracting the \$1.00 co-pay from providers' reimbursements for the co-pay eligible trips. Commissioner Eggers seconded the motion, and the motion carried.

The board thanked Mr. Jonson and Mr. Towne for the LCB's work on these issues.

## **VII. GPTMS CONTRACT FEE ISSUE**

In June, a new three-year contract with Greater Pinellas Transportation Management Services (GPTMS) became effective. GPTMS will continue to provide the call intake and ride scheduling services for the Transportation Disadvantaged Program.

Under Section 5. Compensation, the new contract provides for a monthly lump sum payment of \$34,935 rather than the per-trip surcharge that was part of the old contract. Also, under Section 2.K. Billing, the contract states that GPTMS will retain the \$4.20 user co-payments for bus passes issued. This provision was part of the old contract. The co-payment amounts to approximately \$5,800 per month.

Staff reported that in the process of negotiating the monthly fee with GPTMS and developing the compensation section of the new contract, the revenue from the bus pass co-payments was not taken into account. As a result, while the billing section of the new contract still states that GPTMS shall retain user co-payments for bus passes, no reference to this revenue is mentioned in the compensation section.

It is understood that the MPO approved the agreement on the basis of a lump sum. However, since the negotiated fee failed to take into account the additional revenue GPTMS had been receiving in the form of bus pass co-payments, staff recommends amending Section 5. Compensation of the contract to reflect the additional revenue from the co-payments.

ACTION: It was moved and seconded to modify Section 5. Compensation of the contract with GPTMS to reflect the additional revenue from the co-payments. The motion carried.
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## **VIII. REQUEST FROM PINELLAS COUNTY FOR REVIEW OF TRAFFIC SIGNAL BY TRAFFIC SIGNAL AND MEDIAN CONTROL COMMITTEE**

*(This item was discussed between Agenda Items V and VI.)*

The Board of County Commissioners (BCC) had received a request from the residents of Crescent Oaks to consider the installation of a traffic signal at the entry to their subdivision on East Lake Road. The BCC referred the request to the MPO.

\*At 2:31 p.m., Mayor Arbutine left.

The Traffic Signal and Median Control Committee (TS&MCC) will consider the request first. They may need to discuss the matter over two meetings, which would take place in August and September. The MPO should receive the TS&MCC's recommendation in October, at which time there would be a public hearing. The MPO would then act.

ACTION: Mayor Hibbard moved to refer the request for a traffic signal to the Traffic Signal and Median Control Committee for review. Commissioner Duncan seconded the motion, and the motion carried.
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## **IX. RATIFICATION OF TIP AMENDMENT REGARDING BELLEAIR BRIDGE**

The County's project to replace the Belleair Bridge is funded by local funds and a \$34 million Congressional allocation. On August 4, the project was advertised for construction. The

Federal funds are shown in the Transportation Improvement Program (TIP). However, before the project could be let for construction, an amendment to the Federal portion of the TIP to reflect the County's local funding was required. Because the MPO's July meeting was cancelled, the Florida Department of Transportation, with the concurrence of the Federal Highway Administration, requested an administrative amendment to the TIP with the understanding that the action would be ratified in August by the MPO Board. Staff agreed to this.

Chair Seel thanked Representative Bill Young for his assistance in getting the funds for the project.

**ACTION:** Mayor Hibbard moved approval of the TIP amendment for the Belleair Bridge Project. Commissioner Duncan seconded the motion. The roll was called, and the board voted as follows: Mayor Arbutine - Yes; Councilmember Bryan - Yes; Vice Mayor Crozier - Yes; Commissioner Duncan - Yes; Commissioner Eggers - Yes; Mayor Hibbard - Yes; Councilmember Kriseman - Yes; Mayor Mischler - Yes; Councilmember Ronecker - Yes; Commissioner Seel - Yes. The motion carried.

## **X. PINELLAS MOBILITY INITIATIVE STEERING COMMITTEE REPORT**

Commissioner Duncan reported that the Pinellas Mobility Initiative (PMI) Steering Committee met on August 14. The Technical Coordinating Committee (TCC) made a report regarding the CSX Railroad corridor that runs north/south from downtown St. Petersburg, through Clearwater, and into North County. It appears that CSX does not use this corridor as much as it had in the past. The TCC asked the steering committee to examine that corridor and to consider if it should be maintained for a transit purpose.

Mr. Smith showed a map of the rail line. This route had been examined in 1999 as part of the Major Investment Study.

The steering committee concluded that: 1) this idea should be examined and that staff should contact CSX to see if they would be willing to discuss the future of the line, possibly for passenger or bus rapid transit service; 2) staff would identify next steps to carry out the program; 3) staff would identify a proposal for updating information, if that is needed; 4) it should be clear what the objectives would be for using this corridor. Staff will present their findings at the next PMI meeting.

Several board members recalled an earlier time when a demonstration train was brought to the County. Commissioner Duncan noted that changes in technology might make this corridor more practical for the County's purposes now.

Councilmember Bryan said that there are large parcels of right-of-way along the corridor and the County may want to purchase them regardless of what happens. Also, the corridor could accommodate bus rapid transit. It would be prudent for the County to consider this corridor for the future.

## **XI. MPO STAFF SERVICES AGREEMENT**

At the request of Chair Seel, this item was pulled from the agenda. Language regarding the appointment of the MPO's executive director must be clarified.

## **XII. COMMITTEE APPOINTMENTS**

ACTION: Mayor Mischler moved the following appointments: a) Robert Murray to the Citizens Advisory Committee as a representative of Largo; b) Matthew Campbell to the Bicycle Advisory Committee as an at-large representative; c) Bill Griffiths to the Local Coordinating Board as the representative of WorkNet Pinellas; and d) Joe Panetta to the Technical Coordinating Committee as the representative of the Florida Department of Environmental Protection. Commissioner Duncan seconded the motion, and the motion carried.

ACTION: Vice Mayor Crozier moved the following appointments: a) Doug Pace to the Citizens Advisory Committee as a representative of Largo; and b) Georgia Wildrick to the Bicycle Advisory Committee as a representative of Largo. Mayor Hibbard seconded the motion, and the motion carried.

## **XIII. PSTA ACTIVITIES**

The Pinellas Suncoast Transit Authority's (PSTA) Board of Directors met on June 28 and July 26. Minutes were included with meeting materials.

The new members of the PSTA Board, as required by the recent State legislation, are Councilmember Jeff Danner of the City of St. Petersburg, and Commissioners Ronnie Duncan, Susan Latvala, and John Morroni of the Board of County Commissioners.

\*At 3:40 p.m., Councilmember Kriseman left.

In July, the PSTA proposed fare increases. If approved, the increases would result in additional expense to the TD program of approximately \$22,000 for the year.

## **XIV. OTHER BUSINESS**

\*At 3:42 p.m., Councilmember Bryan left.

### **A. Medicaid Non-Emergency Transportation Spending**

A chart showing Medicaid NET expenditures through June 2006 was included with meeting materials.

### **B. Pinellas Schools Collaborative**

The Pinellas Schools Collaborative met on June 29. An agenda was included with meeting materials.

### **C. School Transportation Safety Committee**

The STSC met on July 19. An agenda was included with meeting materials.

### **D. Metropolitan Planning Organization Advisory Council**

The MPOAC met on July 27. An agenda was included with meeting materials.

**E. Correspondence**

Several items of correspondence were included with meeting materials.

**F. Other**

**1. U.S. 19 Pedestrian Safety Task Force Project**

Mark Fenton, a nationally recognized expert on pedestrian matters, has been asked to visit the County on August 30 and 31 and to lead workshops. Analyses of both U.S. 19 and Gulf Boulevard will be made. Board members were encouraged to attend the workshops.

ACTION: Mayor Hibbard moved approval of Mr. Fenton's fee of \$3,500 plus travel and accommodations. Councilmember Ronecker seconded the motion, and the motion carried.
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**2. Gulf Boulevard Improvement Project**

At its meeting on August 1, the Board of County Commissioners approved a contract for the initial work on the Gulf Boulevard improvement project. Full project approval is scheduled for the BCC's September meeting. The total project cost is \$20,049,848. Pinellas County Utilities will manage the project.

**XV. ADJOURNMENT**

There was no further business. The meeting adjourned at 3:44 P.M.

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Karen Williams Seel, Chair