

**PINELLAS COUNTY METROPOLITAN PLANNING ORGANIZATION
MINUTES – MEETING OF SEPTEMBER 9, 2009**

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, September 9, 2009 in the chambers of the Pinellas County Commission, 315 Court Street, Clearwater, Florida.

MEMBERS PRESENT

Chris Arbutine – *Chairman* – Mayor, City of Belleair Bluffs, representing PSTA
Karen Seel – *Secretary/Treasurer* – Board of County Commissioners
Neil Brickfield – Board of County Commissioners
Jeff Danner – City of St. Petersburg Council (arrived 1:04 p.m.)
Harriet Crozier – City of Largo Commission
Frank Hibbard – Mayor, City of Clearwater
William Mischler – Mayor, City of Pinellas Park
Herbert Polson – City of St. Petersburg Council
Kenneth Welch – Board of County Commissioners
Don Skelton, *ex officio* – Secretary, Florida Department of Transportation District 7

MEMBERS ABSENT

David Eggers – *Vice Chairman* – Mayor, City of Dunedin (arrived 1:07 p.m.)
Andy Steingold – Mayor, City of Safety Harbor representing Oldsmar, Safety Harbor, and Tarpon Springs

OTHERS PRESENT

Brian Smith – MPO Executive Director
Sarah Ward – MPO Transportation Planning Division Manager
David Sadowsky – County Attorney's Office
Lee Royal – Florida Department of Transportation (FDOT)
Brian Beaty – Florida Department of Transportation (FDOT)
Scott Collister – Florida Department of Transportation (FDOT)
Ping Hsu – Florida Department of Transportation (FDOT)
Tim Garling – Pinellas Suncoast Transit Authority (PSTA)
Paul Bertels – City of Clearwater
Bob Bray – City of Pinellas Park
Joe Kubicki – City of St. Petersburg
Tom Whalen – City of St. Petersburg
David Carson – Citizens Advisory Committee – Pinellas Park
Rob Meador – Pinellas County Public Works
Ken Jacobs – Pinellas County Public Works
Bob Clifford – TBARTA
Alan Steinbeck – Renaissance Planning Group
Pete Kelleher – PBS&J
Demian Miller – Consultant
Beth Harvard – EMT
Bob Klute – City of Largo
Gina Harvey – MPO
Heather Sobush – MPO
Wilfred Sergeant – Citizen (Citizens Advisory Committee)
Carolyn Kuntz – MPO Recorder

I. CALL TO ORDER

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

II. INVOCATION AND PLEDGE

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

****Councilman Danner arrived at 1:04 p.m.****

The Board members introduced themselves.

III. CITIZENS TO BE HEARD

There were not citizens to come forward.

IV. CONSENT AGENDA

A. Approval of Minutes – Meeting of July 30, 2009

B. Approval of Invoices –

1. Tindale-Oliver and Associates

2. Renaissance Planning Group

3. Data Transfer Solutions

C. Approval of Hillsborough Health and Social Services JARC Agreement

D. Approval of Intergovernmental Coordination and Review (ICAR) Joint Participation Agreement

E. Approval of Level of Service (LOS) Report

Mayor Mischler moved and Commissioner Crozier seconded a motion to approve the Consent Agenda.

Commissioner Welch questioned who pays the invoices and the MPO's budget. Mr. Smith responded the MPO pays invoices and approves the budget through the Unified Planning Work Program (UPWP). Ms. Ward added the MPO approves the UPWP during the March/April time frame with final approval in May when FDOT provides its revenue estimates. The MPO approved a two-year budget cycle a few years ago. The MPOAC reviewed the budget cycle to address the smaller MPOs' staffing issues and agreed to a two-year cycle, indicating it would be revisited to see how well it was working. The MPOAC will be discussing the two-year budget cycle at their next meeting. Commissioner Welch asked if the information was included on the MPO's website; whereas, Ms. Ward responded yes.

Councilman Polson asked when the MPO will be taking action on the Tindale-Oliver study. Mr. Smith responded a status report regarding preliminary location and stations was included on today's agenda. Ms. Ward added that she could get a projected completion date from the consultant.

Councilman Polson questioned the date that was included on the Joint Participation Agreement as to why it was August 5 and not today's date. Ms. Ward responded the date needs to be adjusted in two places since funds cannot be expended until the MPO takes approval action. The Hillsborough County MPO took action on August 5. Mr. Sadowsky added that Section 6.08 indicates the agreement shall become effective upon agreement by all parties, which would be today's date for both places on the first page.

Commissioner Seel had a question regarding Item D as to whether all MPOs' coordinate in the same way. Mr. Skelton responded yes. Mr. Smith added MPOs perform planning and transit agencies do the implementation, noting the Bus Rapid Transit (BRT) study was a federal earmark.

Mayor Mischler and Commissioner Crozier agreed with the amended date for the Joint Participation Agreement. The motion carried unanimously (9-0) to approve the Consent Agenda as amended.

V. PUBLIC HEARING ON THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

A. Proposed Amendment to the FY 2009/10 – 2013/14tip

Brian Beaty, FDOT, reviewed the rollover TIP amendments included in the packets.

There was no public comment.

Councilman Polson moved, Mayor Hibbard seconded, and motion carried unanimously to approve the TIP amendments upon a roll call vote (9-0).

B. Adoption of the TIP Priority Lists

Sarah Ward noted adoption of the TIP Priority Lists begins the process for developing the New State Work Program for the fifth year. The Priority Lists are for the Surface Transportation Program, Transportation Enhancement Program, and Congestion Management System. Based on the adoption of the Long Range Transportation Plan later in the year, staff anticipates bringing the Surface Transportation Program Priority List back to the MPO with changes.

Upon query by Mayor Mischler regarding an overlap of Items 1 and 2, Ms. Ward responded she would check the limits.

Ms. Ward reviewed the Transportation Enhancement Priority Lists, noting the following changes:

- Deletion of the Clearwater Memorial Causeway landscaping project that has been completed;
- Deletion of the Dunedin Roanoke sidewalk project that has been completed;
- Change of responsible jurisdiction to St. Petersburg for the Treasure Island Trail connection;
- Change of revenue funding for the Clearwater East Trail project; and
- Substitution of Safety Harbor request for downtown Trail project without a change in the funding request.

Ms. Ward reviewed the Congestion Management System Projects, noting they are in the process of reviewing several of the projects that have been on the list to verify congestion and crash data. These projects are not prioritized but listed in the order the studies were completed. Both the Technical Coordinating Committee and Citizens Advisory Committee have recommended approval of the Priority Lists.

Upon query by Commissioner Seel, Ms. Ward responded several of the projects will be deleted from the Priority Lists once action has been taken on the Long Range Transportation Plan. Upon query by Commissioner Brickfield, Ms. Ward responded she would ask staff to check the limits for Ulmerton Road to reflect the outstanding projects.

There was no public comment.

Mayor Hibbard moved, Commissioner Welch seconded, and motion passed unanimously by roll call vote (9-0) to approve the Priority Lists.

VI. DESIGN UPDATE FOR 118th AVENUE/C.R. 296 – FDOT Presentation

Scott Collister, FDOT, reviewed a PowerPoint presentation regarding the design for the 118th Avenue improvements. The presentation included an analysis of constructing the facility using

compressed right-of-way versus the viaduct alternative. The viaduct alternative was chosen based on the following:

- No right-of-way required east of the Progress Energy corridor (significantly reducing right-of-way);
- Reduced or eliminates the impact to businesses east of 49th Street;
- Less maintenance cost over 50 years;
- Avoids potentially contaminated sites northeast of 49th Street;
- Existing drainage system would remain in place, which would simplify the permitting process;
- Existing underground utilities could remain in service without any impact; and
- Construction duration is 150 days less than the compressed alternative.

He reviewed the staged phases, ramps, and connection to U.S. 19. The construction cost is estimated at \$231 million for the sequence of stages for the entire corridor. The summary of recommendations includes:

- Viaduct alignment
- Stage construction
- Add an interim free-flow lane at U.S. 19
- Construct southbound U.S. 19 to eastbound S.R. 690 flyover and add a westbound S.R. 690 to northbound U.S. 19 flyover

FDOT has a total of \$22.7 million for right-of-way in the adopted Work Program for 2013/14 with a small amount in the current year to begin. Pinellas County will contribute \$65 million but has not made a final decision when the funds would be available; however, they would spread the money over a three-year period.

Mayor Mischler was concerned about the reduction of the current three lanes to two lanes due to the anticipation of traffic in the future even with the frontage roads. Mr. Collister responded the modeling included the anticipated volumes but he would look at the traffic again and can provide the modeling forecast information.

Some discussion followed regarding the County's contribution. Commissioner Seel noted the County committed to contributing \$70 million of Penny for Pinellas but already provided \$5 million for the PD&E work. The County is looking at reduced revenues from the one cent sales tax and, therefore, is looking at how to stage the funding, working with FDOT. The County is fixing the slurry wall in addition to the funding contribution.

Mr. Skelton noted this is a priority for FDOT since it's a part of the Strategic Intermodal System and will continue to look for funding; however, they are proceeding with the design so the project would be ready once funds are identified.

Commissioner Brickfield asked if there was enough room to add another lane, such as a High Occupancy Vehicle lane. Mr. Collister responded he would look at that; however, he didn't think there was enough right-of-way. Mr. Skelton added FDOT could provide another lane; however, the shoulders would have to be eliminated and it would not operate like a six-lane facility since this would require the barrier wall to be placed next to traffic. He noted all the future improvements have been included in the model runs and all the information and operational analysis will be presented to the MPO.

Commissioner Seel suggested looking at managed lanes, with eastbound in the morning and westbound in the afternoon.

Based on discussion, Mr. Collister responded he would present better graphics regarding the viaduct option and vertical profiles at the next MPO meeting, in addition to the modeling information and traffic data.

Councilman Danner requested FDOT's presentation be emailed to the MPO members.

VII. TBARTA PRESENTATION – Bob Clifford

Bob Clifford, TBARTA, indicated, as required by legislation that once the Master Plan has been adopted, TBARTA is required to present information to the various entities. He presented the next steps as to how they can move toward implementation working with their partners. His presentation included the projects within Pinellas County as part of their Mid-Term Network and noted the Long-Term Network for Pinellas County is the same as the Mid-Term Network; the importance of enhanced local service to provide a supporting network; the boost to the economy and access/creation of jobs; public involvement; and the next steps, which include developing corridors incrementally that would include prioritizing corridors, working cooperatively with the MPOs and transit agencies, adoption of priorities to take next steps, and begin alternative evaluations for priority corridors.

Commissioner Brickfield left at 1:59 p.m.

Commissioner Brickfield returned at 2:02 p.m.

Upon query by Mayor Mischler regarding the use of the CSX rail corridor, Mr. Clifford responded many of the corridors include the use of existing CSX rail lines. TBARTA has been talking with CSX through the entire process but CSX wants to talk about the entire system. CSX has legitimate issues related to liability within their corridor and property that need to be resolved at the State level. CSX needs to be a partner in the process and TBARTA will continue discussions with them but CSX would like to wait until a project is ready.

VIII. PEDESTRIAN SAFETY ACTION PLAN

Demian Miller, FDOT consultant, reviewed a PowerPoint presentation regarding the Pedestrian Safety Action Plan, which included the big picture, process/goals, pedestrian crash analysis, current initiatives, key strategies, and the conclusions. The goals include:

- Goal 1 – improve the transportation system infrastructure through implementation of strategic countermeasure and construction of new transportation facilities to optimize the safety of all users;
- Goal 2 – change the culture of drivers and pedestrians to increase their compliance with existing laws and encourage mutual respect and courtesy;
- Goal 3 – manage competing objectives of efficient automobile travel and pedestrian safety and mobility through land use strategies; and
- Goal 4 – coordinate four E (education, enforcement, engineering, and encouragement) activities with the full support of elected and appointed leaders.

The Pinellas pedestrian crash analysis included:

- Occur at major roadway crossings
- Street lighting is an issue
- Manageable network subset (40% of crashes on 5% of the major roadways with State roads being significant component of the problem)
- Difficult demographics
- Substance abuse and parking lot design

Current initiatives include:

- FDOT districtwide countdown signals
- Safe-Routes-to-School Program
- Gulf Boulevard pedestrian study
- Pedestrian safety public information campaign
- Districtwide crosswalk enhancements
- MPO has implemented a web-based crash data management system and was in the forefront for a “Stop Here for Pedestrians” legislative change
- St. Petersburg implemented “rectangular rapid flashing” beacons (enhancer) for mid-block and unsignalized locations
- Pinellas County has a high visibility crosswalk policy and \$3 million a year allotted for general and ADA (Americans With Disabilities) sidewalk program

- Clearwater has implemented Cleveland Street redevelopment, emphasis on street lighting, and \$100,000 share the road grant for bicycle safety

Key strategies include:

- Improve pedestrians' ability to safely cross major roadways utilizing mid-block crosswalks, raised medians and traffic control islands, sign/markings/traffic signal operational improvements, and street lighting
- Improve geometric conditions for pedestrians
- Pedestrian safety audits prior to design scoping
- Retrofit and future enhancements should focus on major transit routes and stops
- Multi-media public education/awareness campaign should be employed
- Transit infrastructure should be used as a focal point for pedestrian safety education/awareness
- Secondary school health and safety curriculum should include traffic safety
- Radio, billboards, printed material and non-traditional media
- Coordinate enforcement with the courts
- Warn drivers along corridors prior to and during enforcement waves and utilize a community policing approach
- Coordinate multiple simultaneous pedestrian safety infrastructure improvements along a corridor or within a neighborhood area and advertise the projects and educate pedestrians and drivers in the area
- Consider branding pedestrian safety projects
- Deploy law enforcement along subject corridors to issue warnings and citations
- Track action items and develop a responsibility matrix concept
- MPO endorsement/continuing support and hold regular stakeholder meetings
- Provide adequate funding through various funding sources

Conclusions include:

- Improve major roadway crossing safety
- Focus on transit infrastructure
- Long-term solution is cultural
- Set money aside for safety improvements
- Secure and stretch funding through various means

Councilman Danner moved, Commissioner Crozier seconded, and motion carried unanimously (9-0) to endorse the Pedestrian Safety Action Plan.

IX. PEDESTRIAN SAFETY DAY RESOLUTION

Mr. Smith indicated this was an annual resolution recognizing pedestrian safety awareness day the Monday following Daylight Savings Time and that brochures will be given to the public schools to distribute to the students.

Mayor Mischler moved, Mayor Hibbard seconded, and motion carried to approve the Pedestrian Safety Day Resolution.

X. FOLLOW-UP ON "TRANSPORTATION INVESTMENT GENERATING ECONOMIC RECOVERY (TIGER)" DISCRETIONARY GRANTS

Mr. Smith noted this was a follow-up from last month's MPO meeting. The TIGER grant requires projects to have a minimum of \$20 million and a maximum of \$300 million, is a discretionary program, any agency can submit projects, and is competitive. MPO staff has received a letter from Treasure Island applying for two small bridge requests and Pinellas County is applying for ITS projects, in addition, FDOT plans to apply for the Bayway Bride. Staff is requesting direction as to how to respond when agencies request MPO endorsement.

Based on discussion, Mr. Skelton responded the Federal Register explains that projects will compete with like projects on the first level and then those projects will compete with each

other. The criteria for ranking projects are included in the Federal Register. FDOT is in the process of preparing an application for the Bayway Bridge Structure C.

Mayor Hibbard asked the condition of the Treasure Island Bridges. Jim Murphy, Treasure Island Public Works Director, appeared and responded the bridges are functionally obsolete through the FDOT bridge inspection program; have a 58 and 44 deficiency rating; and are the only access for the communities of Capri and Palms to get on and off their islands. They are developer-installed bridges and are substandard. They estimated cost is \$4 million to replace both bridges and will begin design in February.

There was discussion that the ITS project and Bayway Bridge replacement project are both important; the ITS program already has a funding source in place with a 9th cent gas tax; the TIGER grant has a minimum of \$20 million unless a project receives a special exception; the Bayway Bridge application will request \$27.7 million; there is match money for the Bayway Bridge in the escrow account; the Bayway Bridge has a deficiency rating of 42.5 and is construction ready; the Bayway Bridge should be prioritized as number 1 and the ITS project as number 2; the federal government has a NEPA requirement that the 2 Treasure Island Bridges have not yet completed; and consistency of plans have to be addressed in the application process.

Following discussion, ***Councilman Polson moved, Mayor Hibbard seconded, and motion carried (8-1) to approve prioritizing the Bayway Bridge Structure C as #1 and the ITS Program as #2 noting the MPO's support of both projects, with Commissioner Brickfield casting the dissenting vote.***

XI. TRANSPORTATION DISADVANTAGED MEDICAID TRANSPORTATION PROGRAM – Corrective Action

Mr. Smith noted the Medicaid has been decreasing over time, with the balance currently around \$80,000. There have been efficiencies made to the system to help offset the increased Medicaid costs. The Local Coordinating Board has met twice and made three recommendations on a temporary balance to match the expenditures with the revenues: 1) modify the Service Plan to reflect the reduced rates; 2) temporarily reduce the rates 10% across the board from July 2 through December 9, 2009 and revisit the rate reduction at the December 9 MPO meeting; and 3) approve the agreement with PSTA that is set to expire the end of this month for Medicaid and Transportation Disadvantaged bus passes for \$1 million. He has been discussing with Tim Garling, PSTA Executive Director, efficiencies that could occur through joint tasks/ventures.

Commissioner Seel suggested also coordinating with the County's Human Services, since they provide transportation services. Mr. Smith agreed.

Councilman Polson wanted to ensure the providers are okay with the temporary rate reduction, which Mr. Smith responded they were involved during the Local Coordinating Board meetings and one of the providers (LCB member) made the motion. Commissioner Brickfield noted two of the larger providers were in attendance and they had indicated their concurrence with the recommendations.

Following discussion, ***Councilman Polson moved and Commissioner Brickfield moved approval of the three recommendations as outlined by staff.***

Following further discussion, ***the motion passed unanimously (9-0).***

XII. JOINT MEETING WITH THE HILLSBOROUGH COUNTY MPO

Mr. Smith noted that it was suggested at a PMI Steering Committee meeting that the Pinellas and Hillsborough MPOs should hold a joint meeting, which is currently set for September 22,

at 9:00 a.m., in the Hillsborough MPO office. Both MPO staffs have met and agreed to a draft agenda. Mr. Smith reviewed the items on the agenda.

Commissioner Brickfield asked that Gandy Boulevard be included on the agenda. Mr. Smith responded he would ask that a status be provided.

Councilman Polson suggested moving the public comment from the beginning of the meeting to the end of the meeting so they would have an opportunity to respond to Board discussion. This was agreed to by consensus.

XIII. LONG RANGE TRANSPORTATION PLAN UPDATE

A. Draft Cost Feasible Highway Plan and

B. MPO Long Range Transportation Plan Refinement of Transit Element

Ms. Ward indicated FDOT requested the MPO submit their documentation early (by September 15) so they have an opportunity for review and provide comment before the MPO takes final action in December. The final documentation will include all elements, including pedestrian, Intelligent Transportation System (ITS), and bicycle. The Technical Coordinating Committee and PMI Steering Committee have provided recommendations regarding the transit element.

****At this time, 3:10 p.m., Mayor Mischler left the meeting****

The MPO will approve the document in October during a public hearing, open a 30-day comment period, with final adoption in December. She reviewed a PowerPoint presentation on the Policy Plan and Cost Feasible Highway and Transit Networks.

****At this time, 3:11 p.m., Mayor Mischler left the meeting****

The Highway Plan and Transit Elements are required to include a phasing plan by year of expenditure dollars. Staff has worked in coordination with other agencies. She reviewed the various projects included in the Needs Plan, with the unfunded needs of approximately \$1.4 billion. She reviewed the various revenue sources (both existing and anticipated), with a total revenue available for the State Highway System at a little over \$1 billion, and the partially-funded projects. The following three projects are being recommended for deletion from the Long Range Transportation Plan (Cost Feasible Plan), with the Technical Coordinating Committee's concurrence and in coordination with the responsible jurisdiction: 1) Curlew Road from C.R. 1 to Alternate 19; 2) 66th Street North from 142nd Avenue to Ulmerton Road; and 3) Drew Street from Saturn Avenue to Ft. Harrison Avenue. The project costs/revenues are estimated in five-year planning horizons per FDOT requirement and cost/revenues are in Year of Expenditure dollars based on inflation factors provided by FDOT. The total County project cost included in the Plan is \$148 million and the municipal project cost is \$18 million – both in present day costs. She reviewed the County and municipal projects. The basis for the cost feasible Transit Element are performance measures, connection to major activity centers, and alignment with the TBARTA Master Plan recommendations. The orange line from Clearwater to St. Petersburg was included in the Plan since it was more expensive and it was felt that, if the orange line is determined to be cost feasible, then the blue line would be cost feasible since it would have a lesser cost; with the line to be determined through the Alternatives Analysis. The funded amount for the rail projects is \$2.2 billion and the unfunded amount is \$2.5 billion. The funded amount for the bus projects is \$360 million, with an annual operating cost of \$170 million for bus and rail. She reviewed the phasing plan for the transit component. Based on the PMI Committee action, the proposed rail segment from Clearwater to Clearwater Beach was removed. MPO staff is requesting action on the Highway and Transit Elements to transmit to FDOT for their review and feedback. The

MPO will be presented the entire Plan at their October meeting, with the 30-day public comment period to be opened, and final action on the Plan in December.

Councilman Polson requested an update on the Tyrone overpass replacement. Mr. Skelton responded the overpass is functionally obsolete but it is not currently structurally deficient. The overpass needs to be included in the Policy Plan so, when it becomes structurally deficient, it would be addressed through the bridge replacement program.

Upon query by Commissioner Seel whether projects could be moved from unfunded if funding becomes available, Ms. Ward responded the Plan could be amended. Upon further query regarding TBARTA and PSTA cost estimates, Mr. Steinbeck (Renaissance Planning Group) responded they have worked in close coordination with TBARTA and PSTA. Upon query regarding the proposed transit surtax, noting a policy decision has not yet been made, Ms. Ward responded they assumed a full one cent in the Plan based on the PMI Committee recommendation. Commissioner Seel indicated for the record that other areas, such as Hillsborough County, are looking at a split of 75% for transit and 25% for non-transit projects to make it more saleable to the public. Mr. Smith noted those decisions can still be made within the next couple of years.

Upon query by Commissioner Welch regarding the revenue assumptions, Ms. Ward responded they have made assumptions utilizing the transit surtax and the continuation of PSTA's ad valorem because the Plan has to be adopted within a short time frame; however, those decisions will still need to be made. Alternatives to continuing the ad valorem tax have been prepared.

C. Other

Ms. Ward reviewed the public outreach that has occurred to date.

At this time, 3:38 p.m., Commissioner Welch left the meeting

Following discussion, ***Mayor Hibbard moved, Commissioner Crozier seconded, and motion passed unanimously (8-0) to approve the Plan for transmittal to FDOT.***

XIV. CITY OF ST PETERSSBURG CITY TRAILS FIVE-YEAR PROGRAM UPDATE

This item was deferred until the next MPO meeting.

XV. ITS ADVISORY COMMITTEE FUNCTION

Mr. Smith indicated that, in order to gain efficiencies, it was determined that the Traffic Signal and Median Control Committee (TS&MCC) functions could be combined with the Intelligent Transportation System (ITS) Advisory Committee. All members of the TS&MCC would be included on the ITS Committee.

Commissioner Crozier moved, Mayor Mischler seconded, and motion passed unanimously (8-0) to dissolve the TS&MCC and combine their function with the ITS Advisory Committee.

XVI. PINELLAS MOBILTY INITIATIVE COMMITTEE REPORT

Mr. Smith reported on the highlights of the last PMI meeting, which included action on the Cost Feasible Transit Network; a status of the Clearwater to Clearwater Beach Bus Rapid Transit evaluation; an update on the livable community initiative; the steps needed for a transit surtax referendum that would include defining a package that could be brought to the public; and the necessity of performing an Alternative Analysis to get specific information for rail service that would be a joint venture between the MPO, PSTA, and TBARTA, with a detailed proposal to be brought back to the three agencies. Staff requests approval to begin work on a proposal for the Alternatives Analysis.

Mayor Hibbard added the County Commission still needs to discuss the transit surtax question but hurdles and deliverables need to still be identified. Livable community initiatives and Transit-Orient Development needs to be in place for the County, as well as answers to land use questions in order to compete for Federal Transit Administration funding. Although FDOT has provided TBARTA with funding, all local jurisdictions will need to provide matching funds for ultimate success. The MPO is working in conjunction with the PSTA and TBARTA to provide a framework but, ultimately, a more detailed proposal will have to come back to the MPO for final approval.

Following discussion, ***Mayor Hibbard moved, Councilman Danner seconded, and motion carried unanimously (8-0) to accept the Committee report and direct staff to work together to bring back a detailed proposal for the Alternatives Analysis.***

XVII. COMMITTEE APPOINTMENTS

Commissioner Seel moved, Mayor Hibbard seconded, and motion carried (8-0) to approve the reappointment of Bud Bradley to the Bicycle Advisory Committee; the appointments of Geri Raja as the South County representative and Tom Eckert as an At Large representative on the Pedestrian Transportation Advisory Committee; and appointment of Lucy Fuller as the Dunedin representative, with an alternate of Greg Rice, to the Technical Coordinating Committee.

XVIII. PSTA ACTIVITIES

Tim Garling, PSTA Executive Director, indicated PSTA would hold a public hearing on their budget and millage rate tonight at 5:05 p.m. at the PSTA office, with final adoption by their Board at a public hearing on September 16. The budget will be balanced without raising fares or reducing service and reducing expenditures by 3% with the help of the Stimulus funding. PSTA still has the issue of growing public transit without a sustainable revenue source.

XIX. OTHER BUSINESS

A. MPO Four-Year Appointment (2009 – 2013) Status

Mr. Smith noted all four-year appointments have been confirmed.

B. Joint Chairs Coordinating Committee (CCC) Meeting of July 17, 2009

Mr. Smith noted a summary of the Joint Chairs Coordinating Committee (CCC) and joint meeting with the Alliance was held on July 17 in Lakeland.

C. Correspondence

Correspondence was included for information.

D. Other

There was no other business.

XX. ADJOURNMENT

There being no further business, the meeting was adjourned at 3:50 p.m.

Chris Arbutine, Chairman