

**PINELLAS COUNTY METROPOLITAN PLANNING ORGANIZATION
MINUTES – MEETING OF SEPTEMBER 13, 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, September 13, 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 - City of Largo Commission
Ronnie Duncan - Board of County Commissioners
David Eggers - City of Dunedin Commission
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

Frank Hibbard - Mayor, City of Clearwater
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
Rodney Chatman - City of Tarpon Springs
Bob Clifford - Florida Department of Transportation, District 7
Ed Collins - Oldsmar
Joe Garrity - PBS&J
Ali Gord - Gord & Associates
Richard Howard, Jr. - PBS&J
Jerry Meaders - County Attorney's Office
Sandi Moody - Bay Area Commuter Services
Richard Nasrawy - Florida Department of Transportation (FDOT)
Adam Perez - Florida Department of Transportation (FDOT)
Lynn River - City of Oldsmar
Wilfred Sergeant - Transit consultant
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 1:04 p.m.

II. INVOCATION AND PLEDGE

Mayor Mischler gave the invocation and led the Pledge of Allegiance to the Flag.

III. PRESENTATION OF PLAQUE

On behalf of the MPO, Chair Seel recognized Susan McPhee, outgoing member of the Local Coordinating Board for the Transportation Disadvantaged Program, and thanked her for her 16 years of service on that board. Ms. McPhee was presented with a plaque.

IV. CITIZENS TO BE HEARD

(The following remarks about a matter not scheduled for public hearing were made during the board's discussion of Agenda Item VI-A.)

Ed Collins, a resident of Gull-Aire Village, addressed the board on behalf of that community. Gull-Aire Village is located at the intersection of McMullen-Booth Road and Curlew Road next to the Lake Tarpon Outfall Canal. The residents are opposed to placing a bike trail on the narrow strip of land between the village and the canal's edge. The current design of the strip of land prevents water from collecting on the properties. If a trail were built, the bank of the canal would erode and environmental problems would result. The tranquility of the community would be compromised with a trail on its boundary. Copies of Mr. Collins' comments were distributed to the board.

Chair Seel responded that the City of Oldsmar is working on that trail project and has requested Transportation Enhancement funds for it. Staff will forward Mr. Collins' remarks to the City.

V. CONSENT AGENDA

- A. Approval of Minutes – Meeting of August 16, 2006**
- B. Approval of Invoice – Renaissance Planning Group**
- C. Approval of Amendments to the 2006/07 Unified Planning Work Program (UPWP)**
- D. Approval of 2006 Level of Service Report**
- E. Approval of Resolution for the Transportation, Community, and System Preservation Program (Grant FPN 421223 1)**

<p>ACTION: Mayor Mischler moved to approve the consent agenda, Commissioner Duncan seconded the motion, and the motion carried.</p>
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VI. PUBLIC HEARINGS

A. Proposed Traffic Signal at Curlew Road and Bayside Boulevard – Request of FDOT

*At 1:08 p.m., Councilmember Bryan arrived.

The Traffic Signal and Median Control Committee (TS&MCC) met on August 23 to review a request from the Florida Department of Transportation (FDOT) for the installation of a traffic signal at the intersection of Curlew Road (SR 586) and Bayside Boulevard in the City of Oldsmar. The Committee recommended approval of the signal. It would be an addition to the existing signal at Curlew Road and Tampa Road to the east and would run off the same controller. The traffic volume and crash data justify the addition of this signal to the existing controller.

The TS&MCC also recommended that the signal at Bayside Boulevard include pedestrian features.

*At 1:10 p.m., Councilmember Kriseman left.

Chair Seel opened the public hearing.

(At this time, Ed Collins of the City of Oldsmar addressed the board. His remarks, which concerned a proposed bike trail, are recorded under Agenda Item IV.)

There was no public comment regarding the proposed traffic signal.

ACTION: Mayor Mischler moved to approve: 1) the installation of a traffic signal at the intersection of Curlew Road and Bayside Boulevard; and 2) the recommendation that the traffic signal at Bayside Boulevard include pedestrian features. Commissioner Duncan seconded the motion, and the motion carried.

B. Proposed Amendment to FY 2006/07-2010/11 TIP Regarding the St. Petersburg Inter-modal Facility

(This agenda item was originally published as Item VI-D.)

This amendment will roll forward \$496,000 into the FY 2006/07-2010/11 Transportation Improvement Program (TIP). This is a Congressional earmark that the City of St. Petersburg received in the 2005 appropriations bill. The funds will be used to evaluate alternative sites in downtown St. Petersburg for an inter-modal facility. The PSTA, working with the City, uses Williams Park as an inter-modal facility. The city wants to look at other site options, and the monies will fund the preliminary work. Staff members are still working with the Federal Transportation Administration (FTA) on the project's scope activities. The City cannot receive the FTA grant directly because they are not an eligible recipient. Therefore, the MPO will serve as the designated recipient for the grant.

*At 1:18 p.m., Councilmember Kriseman returned.

The chair opened a public hearing. There were no public comments.

ACTION: Councilmember Bryan moved approval of the TIP amendment, and Commissioner Eggers 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; Councilmember Kriseman - Yes; Mayor Mischler - Yes; Councilmember Ronecker - Yes; Chair Seel - Yes. The motion carried.

C. Proposed Amendment to the FY 2006/07-2010/11 TIP Regarding Gandy Boulevard

This amendment for FPN 421358-1 is a safety improvement project that will add a skid friction overlay to the road surface on Gandy Boulevard between Oak Street and San Martin Boulevard. The need is based on an analysis of crash data. The overlay should reduce wet weather crashes. Secretary Skelton said that skid hazard overlays are routinely done where there is a crash history. Staff noted that there could be an increase in the road noise level. Councilmember Bryan said that in this area, the residences are set far back from the road. Federal safety funds are being used. The cost is \$235,460 for FY 2007.

The TS&MCC reviewed this request at its meeting on August 23 and recommended approval.

The chair opened a public hearing. There was no public comment.

ACTION: Commissioner Duncan moved approval of the amendment to the TIP for FPN 421358-1. Councilmember Kriseman 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; Councilmember Kriseman - Yes; Mayor Mischler - Yes; Councilmember Ronecker - Yes; Chair Seel - Yes. The motion carried.

D. Proposed Amendment to the FY 2006/07-2010/11 TIP Regarding U.S. 19 Projects

(This agenda item was originally published as Item VI-B.)

The Florida Department of Transportation (FDOT) requested that the FY 2006/07-2010/11 Transportation Improvement Program (TIP) be amended in order to address cost increases on the U.S. 19 interchange project at 118th Avenue from north of 49th Street to south of 126th Avenue (FPN 2570701). This interchange project is scheduled for construction in the current fiscal year. To cover the cost increases, the FDOT proposed moving funds from the U.S. 19/Enterprise Road interchange project (FPN 256890-1), thereby, deleting the construction phase of this project from the current FDOT Work Program.

Mr. Beaty corrected information in the packet, noting that the total of the Enterprise Road project was \$51,973,547. With the removal of that project, the money will be reallocated as follows:

\$18.2 million to the 118th Avenue interchange project; and the remaining funds to two other projects on U.S. 19—the segments from Whitney to Seville and from Seville to CR 60—to cover cost increases. Secretary Skelton said that the U.S. 19 funds are staying on U.S. 19.

The overpass is not rescheduled in the DOT's five-year program and must be readdressed. However, to be retained as a new project will be the pedestrian overpass at Enterprise Road (FPN 421711-1) at a cost of \$3,148,467.

The proposed amendment was reviewed by the Technical Coordinating Committee (TCC) at its meeting on August 23. The committee recommended approval of the TIP amendment.

The chair opened a public hearing. There was no public comment.

ACTION: Commissioner Eggers moved approval of the TIP amendment with the understanding that the monies that had been taken from the US 19 project will remain allocated to US 19 projects. 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; Councilmember Kriseman - Yes; Mayor Mischler - Yes; Councilmember Ronecker - Yes; Chair Seel - Yes. The motion carried.

VII. TRANSPORTATION ENHANCEMENT PRIORITY LIST

Brian Beaty of the Florida Department of Transportation (FDOT) first reviewed a chart listing projects presently in the Adopted Five-Year Work Program. Over the next five fiscal years, the Pinellas County reserve fund totals \$5.959 million. The reserve line does not include the new allocation that the DOT expects to receive at the end of September 2006 for the new fifth year, FY 2011/12. The County should receive about \$1.5 million in that fiscal year.

Mr. Beaty then gave an update on all the Transportation Enhancement Program candidate projects—those projects that are not funded at this time—for Pinellas County. The candidate list totals \$9.814 million. A color-coded chart was provided to show the current status of these projects:

- The 8 "green" projects are determined eligible and feasible to receive Enhancement funds during this gaming cycle.
- The 2 "yellow" projects are eligible and pending feasibility. The DOT is working with the City of Clearwater to resolve some issues. The feasibility review on these two projects should be completed by October 1.
- The 4 "red" projects are determined eligible, but the applications lack information that the DOT needs to determine feasibility. The respective agencies have been notified about the missing information.
- The "Staff Recommended Priority" column was carried over from the August board meeting and did not reflect an updated ranking.

Regarding the Oldsmar Trail project on the "green" list, the FDOT recommended to the City of Oldsmar that a PD&E study should be the first step for this project. The City agreed. The FDOT determined that the project was feasible for the purposes of that study only, which should cost between \$200,000 and \$300,000. At the end of the study, the City would submit recommended alternatives and project feasibility would be determined. Therefore, the Oldsmar Trail is eligible this year for the funding of the PD&E study and would not need to request the \$3.350 million shown.

Mayor Beverly Billiris of the City of Tarpon Springs addressed the board. She said that the City and the DOT are ready to go with their project and need the funds. She noted that this was the first time that the City of Tarpon Springs had come before the board to ask for dollars. Mayor Billiris asked the board to fund this project.

Mayor Rick Baker of the City of St. Petersburg addressed the board. He noted that the City has spent thousands of dollars on a master plan for a bicycle trail network and has been implementing it with the help of the MPO. They now have a plan to bring the Pinellas Trail into downtown St. Petersburg and the waterfront area, and they would like funding to accomplish this.

Lyn Reeves, Director of Parks and Recreation for the City of Oldsmar, addressed the board. The City of Oldsmar has completed a master trail plan. The application was placed 3-1/2 years ago under the CMAQ program. This project was ranked #1 by the advisory committees. They agree with the need for a PD&E study, are ready to move forward, and need funding. This is a regionally significant trail because it will connect to Hillsborough County.

Staff emphasized that the County needs projects that are ready for construction so that the TE funds that have become available can be programmed for 2006/07 and will not be lost. Chair Seel said that the year the projects can be programmed and use the reserves needs to be known.

Secretary Skelton said that the FDOT would be looking at the projects' feasibility and priority and would determine where the available funds could fit and when they could be programmed. This would include the "green" and "yellow" projects. By reducing the fund request for the Oldsmar Trail to \$200,000-\$300,000, and with the new fifth year allocation, there would be enough money to program the "green" and "yellow" projects in the five-year program. Even though the Tarpon Springs project is prioritized at #14, the DOT would want to program it for the year that it needs to go, without waiting for other priorities. If the project is ready to go in FY 07/08, that is where the money needs to be programmed.

Chair Seel clarified that if the MPO approved all the "green" and "yellow" projects on the list, and the City of Oldsmar were allocated only \$200,000-\$300,000 for the PD&E, the projects could be programmed over the next five years. Secretary Skelton said that based on the estimates, there would be sufficient resources to do that.

MOTION: Mayor Mischler moved to approve the FY 2006/07 TE Priority List that was presented to the MPO by the Florida Department of Transportation on September 13, 2006. Mayor Arbutine seconded the motion. Discussion continued.
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Secretary Skelton cautioned that if the MPO starts to add "red" projects, he would have to retract his statement that there are enough funds to cover the projects. Also, "red" projects wouldn't be programmed until an outer year because there are enough higher priority projects to consume the funds. The staff-recommended priority numbers of the chart would no longer apply. Rather, "green" projects would be given first priority, the "yellow" projects would be given second priority, and "red" projects would be given third priority.

Chair Seel asked what would be done about cost overruns on a project. Mr. Smith said that the MPO's recently approved "Recommended MPO Policies Concerning the Administration of the Transportation Enhancement Funding Program" would cover such an event. Secretary Skelton

said that some projects will be done through the local agency certification program, under which overages are covered by the local jurisdiction. The board and Secretary Skelton agreed that in cases where the DOT would produce and let the project and an estimate came in over the advertised amount, the DOT could approve that extra cost up to 5% without returning to the MPO for approval. This would avoid delays and keep the project moving forward.

The low priority "red" projects will not go away, and the board continues to prioritize projects every year. Project cost updates would be included as would the date a project first appeared on the priority list and became feasible so that it isn't lost behind projects submitted later.

AMENDMENT TO MOTION: Mayor Mischler amended his motion to add that the Dunedin project will be updated on the chart to show "Funding Requested" as \$150,000. Mayor Arbutine agreed to the amendment.

VOTE ON 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; Councilmember Kriseman - Yes; Mayor Mischler - Yes; Councilmember Ronecker - Yes; Chair Seel - Yes. The motion carried.

VIII. REVIEW OF UPDATED DESIGN PLANS FOR GANDY BOULEVARD— INTERCHANGES AT 4TH AND 9TH STREETS

Bob Clifford of FDOT gave an update on the Gandy Boulevard project. The full project goes from east of 4th Street to west of U.S. 19. The project is moving forward from PD&E to the design phase. The project is at 40% of design. The specific segments now in design phase go from east of I-275 to east of 4th Street, and primarily the 4th Street and 9th Street intersection areas to be made into interchange areas.

The purpose of the project is to reduce congestion and delays, mitigate peak-hour conditions, and accommodate future traffic demands. This is an SIS facility. It is also a hurricane evacuation route. There has been significant growth in traffic over the past five years, and it is likely to increase into 2030.

Mr. Clifford reviewed the history of the project and its design. The DOT has been able to design a project within the existing right-of-way. Using updated construction costs and cost-reducing redesigns, it is estimated that the project would cost \$104 million. If the project were shortened in length, further cost savings could be realized. It is in the DOT's 10-year work program and will be addressed this year.

Councilmember Bryan asked if the goals could be achieved by using simple flyovers at 4th Street and 9th Street. The necessary right-of-way is there. Several parties were positive about this in the past including Secretary Hartmann, Senator Sebesta, and the City of St. Petersburg. The cost would probably be \$50-60 million. The City has about \$10 million it could spend on this. It would make good sense to do something right now as a first phase.

Mayor Baker of the City of St. Petersburg addressed the board. He noted the significant traffic problems that have existed for a long time. He said that the proposed DOT plan appears to be good, but he would advocate building it in phases starting with overpasses that would be part of the overall system. The current traffic problems affect the Development of Regional Impact (DRI) and the development levels that the City can build in the Gateway area. Also, there is not much assurance that anything is going to happen. The City has \$10 million and would need

assurance that if they delayed spending the \$10 million on the widening of Gandy, that wouldn't adversely affect the City's DRI development levels in that area during the interim time period.

Skelton Skelton responded that the DOT agrees that this is an area that needs improvement. It is an SIS facility. They have been working for years to try to develop the minimum functioning segment to improve the area. However, what can appear to be simple is really very difficult. The DOT will continue to look at the design and the money to determine the soonest it could build a minimum functioning segment to improve that area.

The City's \$10 million is \$4 million in federal money and \$6 million in Transportation Impact Fee money. There may also be \$15 million that had been budgeted for right-of-way, which is no longer needed, that could be used for construction.

Mayor Mischler said that the current traffic count taken by Pinellas County shows very different numbers from those of FDOT. A four-lane design to cut costs could make the road obsolete very quickly. This corridor is also important as a hurricane evacuation route. Perhaps the MPO could contact Congressman Young's office regarding funds. Delaying construction will result in higher costs.

Councilmember Bryan said that the majority of the east-west traffic on the corridor is heading toward Tampa. This corridor is for the convenience of the County as a whole.

The FDOT will work with staff to schedule an update on this report at an appropriate time.

IX. LOCALLY COORDINATED PUBLIC TRANSIT/HUMAN SERVICES TRANSPORTATION PLAN

*At 2:31 p.m., Councilmember Bryan left.

Last month, it was reported that the Pinellas/Hillsborough/Pasco urbanized area will receive approximately \$1.5 million in new funds for two formula-based programs created under SAFETEA-LU. The first program is Job Access Reverse Commute (JARC), and the second program is New Freedom. These new programs will provide transportation services to people who don't have resources to provide their own transportation and qualify for assistance. These programs will supplement existing programs.

Pinellas County has been designated as the recipient of the funds and will serve as the lead agency for developing the Locally Coordinated Public Transit/Human Services Transportation Plan. The Hillsborough and Pasco MPOs will participate in this work. Projects selected for funding under JARC and New Freedom will be derived from the Plan. A scope of services for developing the Plan has been prepared with the assistance of Tindale-Oliver & Associates, Inc. and a copy was included with meeting materials.

The consultant will make a presentation to the board after the initial needs assessment and the identification of stakeholders. The MPOs will work with the existing service providers to these target groups and also will attempt to bring in new stakeholders to get a better sense of the unmet transportation needs of the community. Then, a plan for administering the funds will be developed.

ACTION: Councilmember Kriseman moved approval of the Scope of Services for the Locally Coordinated Public Transit/Human Services Transportation Plan. Commissioner Duncan seconded the motion, and the motion carried.

X. PINELLAS MOBILITY INITIATIVE (PMI) COMMITTEE REPORT

*At 2:35 p.m., Councilmember Bryan returned.

Mr. Smith reported that the PMI Committee met on September 11. They discussed the evaluation of the CSX rail line, how the line might be of use to the County, and how it could be part of a regional system. Initial contact was made with CSX, which seems receptive to a consideration of the proposal. The Committee is identifying procedural steps for pursuing that idea and is defining objectives for a project.

Four RFP's were received for the Clearwater Guideway Evaluation Project. Only two candidates were pre-qualified by FDOT, and by state law there must be at least three pre-qualified submitters to consider. The RFP is being re-advertised. This puts the project back a few months. The matter will be brought to the MPO in November.

A workshop on the PSTA/City of St. Petersburg BRT project to the beaches was scheduled for this week.

Funding should be received in a month or two for the BRT plan that the MPO is pursuing with PSTA.

Commissioner Duncan said that CSX is receptive to a discussion. However, while CSX, the State, and Central Florida counties have put together their deal for using CSX lines, nothing is going to happen anywhere else in the State soon. Pinellas County's possible use of CSX lines is a long-term prospect. The issue and motivation center on money. In Central Florida, CSX is not giving up their lines or corridors. Rather, they are enhancing their service as a result of being able to share the corridor with passenger travel. They will be looking at Central Florida as a model to see how well a system works. That will dictate if and how quickly they move into other areas of the State.

XI. COMMUTER CHOICES WEEK

Commuter Choices Week will take place September 25-29. This is an annual Bay Area event that promotes choices other than the single-occupant vehicle for commuting. Under the leadership of Bay Area Commuter Services, events are planned for downtown Clearwater, downtown St. Petersburg, and Hillsborough County.

ACTION: Commissioner Eggers moved to approve MPO Resolution #06-7 endorsing and sponsoring Commuter Choices Week as September 25-29, 2006. Mayor Mischler seconded the motion, and the motion carried.

XII. PEDESTRIAN LAW PROPOSAL FROM PEDESTRIAN TRANSPORTATION ADVISORY COMMITTEE

The Pedestrian Transportation Advisory Committee (PTAC) has been looking at existing laws regarding pedestrians crossing the road at crosswalks. Florida law says that when pedestrians cross the road at crosswalks, vehicles must yield to them. However, this can still be dangerous

for pedestrians if the vehicles don't yield. Sometimes pedestrians let vehicles pass first and then miss the opportunity to cross. Committee members believe that yielding at a crosswalk is still a judgment call.

Several states have very clear statements about crossing at crosswalks. Under Georgia law, a car must stop, rather than yield, at a crosswalk.

The PTAC recommended to the MPO that they initiate a proposal to the legislature to clarify the law. Rather than "yield", vehicles must "stop" at crosswalks. A motion with proposed language for a revised law was submitted by the PTAC.

ACTION: Councilmember Kriseman moved to send the proposal back to the PTAC for reworking of the language. Vice Mayor Crozier seconded the motion, and the motion carried.

XIII. COMMITTEE APPOINTMENTS

ACTION: Mayor Mischler moved: a) to confirm the appointment of Judith Gorman to the Local Coordinating Board for the Transportation Disadvantaged as the representative of the Department of Children and Families; and b) to appoint Kimberly Jowell to the Pedestrian Transportation Advisory Committee as the representative of the Safety Council. Commissioner Duncan seconded the motion, and the motion carried.

ACTION: Mayor Mischler moved to appoint Artie Bayandrian as an At Large representative to the Pedestrian Transportation Advisory Committee. Commissioner Duncan seconded the motion, and the motion carried.

Chair Seel noted that several vacancies exist on the Citizens Advisory Committee and the Bicycle Advisory Committee

XIV. PSTA ACTIVITIES

The Pinellas Suncoast Transit Authority's Board of Directors met on August 23. Minutes were included with meeting materials. Mayor Arbutine highlighted several recent board actions:

- Fares will increase effective October 1. There will be bulk discounts on the passes, and the details of this program will be discussed at the November 29 PSTA Board meeting.
- On September 6, the PSTA Board held its first hearing regarding the millage rate. At that time, the board voted to lower the rate from .6377 to .6138. A second hearing will be held on September 13.

XV. OTHER BUSINESS

A. Medicaid Non-Emergency Transportation Spending

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

B. Intelligent Transportation System Advisory Committee

The ITS Advisory Committee met on September 6. An agenda was included with meeting materials.

C. Joint Chairs Coordinating Committee

The Joint CCC met on September 8. The Committee discussed TRIP-funded projects. TRIP funding requests were prioritized by staff and then approved by the Joint CCC with the understanding that the individual MPOs would review them and that any questions would be addressed by the CCC or through the work program review process. This is the second year of the TRIP program. Money is to be focused on regional projects, particularly those dealing with traffic congestion and concurrency. The TRIP funding program requires a 50% match locally, and this has slowed down the applications.

Representative Galvano talked to the CCC about the Regional Transit Authority. He is working with Senator Fasano to have a bill come forward this session. He wants to put elected officials on that transit authority in some capacity. Representative Glorioso is also working on a bill.

D. 2005 Average Annual Daily Traffic Counts Map

The 2005 Average Annual Daily Traffic Counts (AADTC) Map for Pinellas County has been issued. A copy was included with meeting materials.

E. Correspondence

Several items of correspondence were included with meeting materials.

F. Other

Chair Seel reported that the walk around Pinellas County with consultant Mark Fenton was very educational. Mr. Fenton will make a report to the MPO at a future meeting.

XVI. ADJOURNMENT

There was no further business. The meeting adjourned at 2:58 p.m.

Karen Williams Seel, Chair