

**PINELLAS COUNTY METROPOLITAN PLANNING ORGANIZATION
MINUTES - MEETING OF OCTOBER 10, 2007**

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, October 10, 2007 in the chambers of the Pinellas County Commission, 315 Court Street, Clearwater, Florida.

MEMBERS PRESENT

Frank Hibbard, *Chairman* - Mayor, City of Clearwater
Harriet Crozier - Vice Mayor, City of Largo
Jeff Danner - City of St. Petersburg Council
Ronnie Duncan - Board of County Commissioners
David Eggers - City of Dunedin Commission
William Mischler - Mayor, City of Pinellas Park
Herbert Polson - City of St. Petersburg Council
Robin Saenger - City of Tarpon Springs Commission, representing Oldsmar, Safety Harbor, and Tarpon Springs
Robert Stewart - Board of County Commissioners
Don Skelton, *ex officio* - Secretary, Florida Department of Transportation, District 7

MEMBERS ABSENT

Chris Arbutine, *Vice Chairman* - Mayor, City of Belleair Bluffs, representing PSTA
Karen Seel - Board of County Commissioners

OTHERS PRESENT

Brian Smith - MPO Executive Director
Sarah Ward - MPO Transportation Planning Administrator
Michael Alexander - City of Largo
Mashid Arasteh - Pinellas County
Brian Beaty - Florida Department of Transportation, District 7
Whit Blanton - Renaissance Planning Group
Bob Bray - City of Pinellas Park
Jim Byers - Pinellas Suncoast Transit Authority
Bob Clifford - Florida Department of Transportation, District 7
Rick Eggers - City of Pinellas Park
James Farmer - Florida Department of Transportation
Joshua Fernandes - Mosk Development Co.
Gina Harvey - MPO Staff
Ken Jacobs - Pinellas County
Bill Jonson - MPO Citizens Advisory Committee, Pinellas Suncoast Transit Authority
Joe Kubicki - City of St. Petersburg
Rob Meador - Pinellas County
Matthew Mosk - International Commerce Centre
Steve Polzin - Center for Urban Transportation Research, USF
David Sadowsky - Pinellas County Attorney's Office

Heather Sobush - MPO Staff
Tom Whalen - City of St. Petersburg
Carolyn Kuntz - MPO Recorder
Harriet McKay - MPO Staff Secretary

I. CALL TO ORDER

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

II. INVOCATION / PLEDGE / FDOT ANNOUNCEMENTS

Commissioner Duncan gave the invocation and led the Pledge of Allegiance. Board members introduced themselves.

At this time, Secretary Skelton announced that October 10 marked two events. They were National "Put the Brakes on Fatalities" Day and the inauguration of the safety campaign "See the Lights—Save a Life" for all 95 miles of U.S. 19 in District 7. Billboards will display safety messages.

III. CITIZENS TO BE HEARD

There was no citizen comment.

IV. WELCOME TO NEW MEMBER

Councilmember Herbert Polson of the City of St. Petersburg was welcomed to the MPO Board.

V. CONSENT AGENDA

- A. Approval of Minutes - Meeting of September 12, 2007
- B. Approval of Invoices
 - 1. Tindale-Oliver and Associates
 - 2. Renaissance Planning Group

The board deferred approval of the general planning consultant contracts until its November meeting.

ACTION: Commissioner Eggert moved approval of the consent agenda, Vice Mayor Crozier seconded the motion, and the motion carried unanimously.

VI. PROPOSED TRAFFIC SIGNALS - REQUEST FROM CITY OF PINELLAS PARK

The City of Pinellas Park requested two traffic signals.

A. Signal at 124th Avenue North/Belcher Road

The proposed signal at 124th Avenue North/Belcher Road would facilitate entering a large industrial park. It meets Warrant 3, and almost meets Warrant 2. A signal for this intersection was requested several times in the past, but the warrants had not been met. Since those times, traffic has increased and the industrial park has been built out.

B. Signal at Site of Future YMCA/Belcher Road Near 122nd Avenue North

The second signal would be at the driveway of a future YMCA to be built on Belcher Road near 122nd Avenue North. It is projected to meet Warrants 2 and 3.

A representative of the YMCA said that building at the site is contingent upon getting the signal. It was agreed by the representative and the MPO that when the "Y" starts construction, the signal will then be installed and operated. If the "Y" doesn't begin construction, the signal won't be installed. Mayor Mischler said that the City of Pinellas Park has no objection to a signal if the "Y" is at that site.

Mayor Mischler also said that the signals should operate fully only during daytime hours or up until 9-10 p.m. During late night hours, after the "Y" closes, the signals should operate on flash. They should resume full operation in the morning.

The City and the developers will discuss who is paying for the signal. The County will not pay for the signal. Commissioner Duncan noted that signal lights may be approved for installation, but they don't get built until it's decided who will pay for them. People should not leave the board meetings with the expectation that there will be a signal in the near future. There are several places like this in the County where signals were approved for installation but no one has agreed to pay for them.

The Traffic Signal and Median Control Committee recommended approval of both signal requests.

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

MOTION: Commissioner Duncan moved to approve the installation of the two traffic signals with the following understanding about the signal at the YMCA site: 1) it will be installed only if the YMCA project moves forward; 2) it will start functioning when the project is complete; 3) it will be on flash during late night and early morning hours; and 4) either the City of Pinellas Park or the developer will pay for the signal and its installation. Commissioner Eggers seconded the motion. Discussion continued.

Commissioner Stewart noted that the signals will meet the warrants based on projections of future traffic volume. Therefore, it appears that the signals might be approved based on future expectations. He asked if this is standard procedure for this board. In response, it was explained that prior to the year 2000, the warrants had to meet existing volumes of traffic. In the 2000 Manual of Uniform Traffic Devices, future volumes were permitted because there was so much development going on and the signals had to be in place as soon as the developed area opened. Afterwards, if the site didn't meet warrants, the signal could be removed or placed on flash mode. Mayor Mischler said that the "Y" will serve thousands of people.

Secretary Skelton said that generally, the DOT looks for existing volumes, but it is not unheard of to use forecasted volumes to meet warrants.

Belcher Road is a County road, but the City has jurisdiction over signalization of the road within its boundaries. The signals will probably cost about \$200,000 each.

The level of service for the road in this area is "Acceptable." There are no traffic problems on this section of road.

VOTE ON MOTION: The roll was called and the board voted as follows: Commissioner Stewart - Yes; Councilmember Danner - Yes; Councilmember Polson - Yes; Commissioner Eggers - Yes; Commissioner Duncan - Yes; Vice Mayor Crozier - Yes; Mayor Mischler - Yes; Commissioner Saenger - Yes; Mayor Hibbard - Yes. The motion carried unanimously.

VII. PROPOSED AMENDMENTS TO FY 2007/08–2011/12 TIP: FINAL PROJECTS FOR JOB ACCESS AND REVERSE COMMUTE (JARC) AND NEW FREEDOM (NF) PROGRAMS

Staff presented seven amendments to the FY 2007/08-2011/12 Transportation Improvement Program (TIP). These amendments added transportation service projects that will receive funding through two new programs created by Congress under SAFETEA-LU legislation. The programs are Job Access and Reverse Commute (JARC) and New Freedom. The MPO approved the program of projects at its September meeting. Two years' worth of JARC and New Freedom funding have been allocated for the projects.

The amendments were reviewed by the Citizens Advisory Committee and the Technical Coordinating Committee. Both committees recommended approval.

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

ACTION: Mayor Mischler moved approval of the TIP amendments, Commissioner Saenger seconded the motion. The roll was called, and the board voted as follows: Commissioner Stewart - Yes; Councilmember Danner - Yes; Councilmember Polson - Yes; Commissioner Eggers - Yes; Commissioner Duncan - Yes; Vice Mayor Crozier - Yes; Mayor Mischler - Yes; Commissioner Saenger - Yes; Mayor Hibbard - Yes. The motion carried unanimously.

VIII. PROPOSED AMENDMENTS TO PINELLAS TRAILWAYS PLAN COMPONENT OF PINELLAS COUNTY LONG RANGE TRANSPORTATION PLAN

Ms. Ward presented five amendments to the MPO's Trailways Plan, a component of the County's Long Range Transportation Plan (LRTP). They were for the following trails:

- *Dunedin Loop Trail* - The amendment more accurately reflected the alignment of the trail and extended it from its current eastern terminus to Belcher Road. The trail segment will now be known as the Dunedin Community Trail. Commissioner Eggers said that the extension from the Englebert Recreation Center to Belcher Road is still under consideration and could be changed in the future, but at this time the City is planning to move forward with it.
- *Skyway Trail* - This is a planned trail in south St. Petersburg. The amendment changed the existing alignment to reflect the City's bicycle and pedestrian master plan.

- *37th Street Trail* - This is a planned trail in St. Petersburg. The amendment extended the northern terminus of the trail and added a trail facility along a bicycle lane and sidewalk.
- *62nd Avenue Northeast Trail* - This is a planned trail in St. Petersburg. The City is in the final stages of the design.
- *Progress Energy Trail Connection to Courtney Campbell Recreational Trail* - This is a planned trail in Clearwater.

Chairman Hibbard praised the County's trail system and noted that it is important to fill some of the gaps in the trails and continue connecting the two main north/south trails.

ACTION: Commissioner Eggers moved approval of the Trailways Plan amendments, and Commissioner Duncan seconded the motion. The roll was called, and the board voted as follows: Commissioner Stewart - Yes; Councilmember Danner - Yes; Councilmember Polson - Yes; Commissioner Eggers - Yes; Commissioner Duncan - Yes; Vice Mayor Crozier - Yes; Mayor Mischler - Yes; Commissioner Saenger - Yes; Mayor Hibbard - Yes. The motion carried unanimously.

IX. REPLACEMENT DESIGN FOR ENTERPRISE ROAD INTERCHANGE AND REVIEW OF U.S. 19 FUNDING

Staff recommended continuing this item to the November MPO meeting. The FDOT is preparing a report.

ACTION: Commissioner Duncan moved continuing this item to the November MPO meeting, Mayor Mischler seconded the motion, and the motion carried unanimously.

X. TRANSPORTATION EQUITY REPORT ON REVENUE SHARING

*At 1:42 p.m., Commissioner Stewart left.

*At 1:43 p.m., Mayor Mischler left.

*At 1:44 p.m., Commissioner Stewart returned.

*At 1:46 p.m., Mayor Mischler returned.

Steve Polzin from the Center for Urban Transportation Research gave a presentation on transportation equity and fund allocation strategies. A full report is available from CUTR. Staff will distribute copies to the board.

Secretary Skelton said that statewide, allocations are made on a needs basis. What the FDOT is required to do by statute is match a 10-year look to make sure that for the district-allocated funds, every county has a minimum of an 80% return over the 10-year period. This requirement is considered every year when the work program is built.

Chairman Hibbard said that the rural counties are getting a disproportionate share of the funds, but that is not hard to do considering their low populations and what they contribute. His concern is that Pinellas County, being the most densely populated county and being built-out for a long time, still has areas that need fixing, particularly on U.S. 19. The County still

does not have a limited-access, north-south road that runs the length of the County. Creating one has been a long time in coming, and the lack of one has had a negative economic impact on the County.

XI. TARPON SPRINGS MULTI-MODAL TRANSPORTATION DISTRICT

*At 1:59 p.m., Commissioner Duncan left.

Under state statutes, local governments are authorized to create multi-modal transportation districts (MMTD). MMTDs are meant to assist local governments in reinforcing community design elements that support walking, cycling and mass transit. Street connectivity is also emphasized. MMTDs help cities meet their concurrency requirements through the development of multi-modal transportation systems as alternatives to expanding roads to meet automobile capacity.

*At 2:01 p.m., Commissioner Duncan returned.

Tarpon Springs is using the MMTD approach in their redevelopment district. Whit Blanton of Renaissance Planning Group, the consultant to the City, gave a PowerPoint presentation on the multi-modal plans for Tarpon Springs. A report, "City of Tarpon Springs—Multimodal Quality of Service Analysis, September 2007" was included with meeting materials.

*At 2:06 p.m., Councilmember Danner left.

Commissioner Stewart said that much of what Tarpon Springs is trying to do via its MMTD is parallel to what the County is doing to create and sustain livable communities. He also noted that the City is spending \$20 million on streetscaping.

*At 2:09 p.m., Councilmember Danner returned.

Commissioner Saenger said that the MMTD is a good opportunity for Tarpon Springs to become a livable, walkable community.

Secretary Skelton said that the FDOT still needs to look at the plan in detail and understand its mitigation aspects.

ACTION: Commissioner Saenger moved that the MPO endorse the multi-modal transportation district concept being used by the City of Tarpon Springs. Commissioner Eggers seconded the motion, and the motion carried unanimously.

XII. PROPOSAL TO ADD ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT TO STRATEGIC INTERMODAL SYSTEM

St. Petersburg-Clearwater International Airport (PIE) made a request to the FDOT to be considered for designation as an Emerging Strategic Intermodal System (SIS) Airport. On September 25, 2007, Terry Kraft of the Office of Policy Planning at the Florida Department of Transportation (FDOT) sent an email to John R. Johnston of the Florida Airports Council informing him that the FDOT concurred with PIE regarding this request. There is a good case for designating PIE as an Emerging SIS Airport because it serves small, underserved domestic markets with nonstop service at low fares. This allows PIE to be exempted from the

proximity criteria for Emerging SIS Airports, which stipulate that they cannot be closer than 50 miles from a larger airport. PIE is less than 50 miles from Tampa International Airport. It was noted that TIA supports PIE's request.

*At 2:17 p.m., Commissioner Eggers left.

MPO staff will be working with PIE to prepare a formal request for the Emerging SIS Airport designation as well as a SIS designation for the adjacent sections of West Roosevelt Boulevard from Ulmerton Road to U.S. Highway 19 and Ulmerton Road from West Roosevelt Boulevard to Interstate 275. These roads provide the most direct connections from PIE to the existing SIS network. Staff clarified that access roads must be identified when airports are made part of the SIS. However, no roads are coming off the SIS because of the addition of the airport. The FDOT has requested a letter of support from the MPO for the designation of PIE and adjacent connector roads as Emerging SIS facilities.

*At 2:19 p.m., Commissioner Eggers returned.

Secretary Skelton added that the complete application needs to be reviewed by the FDOT. Also, the designation would make PIE eligible for SIS funds.

ACTION: Commissioner Stewart moved to approve MPO Resolution MPO #07-9 in support of the proposed Emerging SIS designation for PIE. Commissioner Duncan seconded the motion. The motion carried unanimously.

XIII. PLACEMENT OF DRIVER DIRECTIONS ON PAVEMENT AS OPPOSED TO SIGNS ON THE SIDE OF THE STREET

Commissioner Saenger spoke about the way the State of Texas uses road surface markings to direct traffic. This appears to have improved traffic flow and increase safety.

Secretary Skelton noted how such markings might work in Florida. The DOT is considering where road markings might be applied in the State.

Mayor Mischler said that road markings on I-275 and I-175 heading toward St. Petersburg would improve safety, particularly for people unfamiliar with the area.

XIV. PINELLAS TRAIL CROSSING OF U.S. 19 IN ST. PETERSBURG AREA

Joe Kubicki of the City of St. Petersburg gave a brief review of the current trail projects underway in the City. One of the projects is the Pinellas Trail Extension Project. The existing Pinellas Trail ends on the east side of U.S. 19. The Trail will be extended into the downtown area of St. Petersburg using CSX rail line. This extension project is actually three projects: 1) the overpass at 34th Street and U.S. 19; 2) the section from 34th Street to First Avenue South; and 3) the section from First Avenue South to the waterfront.

The city is now focusing on how to provide a safe crossing at 34th Street, a major highway with a traffic volume of over 40,000 vehicles per day in this area.

The consultant to the city recommended a pedestrian overpass. This would cost \$3 million. However, 1/8 mile to the south, there is an overpass near Gibbs High School. The City is considering how it could be incorporated into the Trail as opposed to building a new overpass.

There are alternatives to building the trail up to 34th Street and building an overpass. The first is to divert the trail 1/4 mile to the south. The second is to realign the trail toward 8th Street. The third is to install a pedestrian signal at 34th Street.

Construction will start on this trail within 30 days. It should open in January. There must be some kind of interim solution for the crossing. The trail could stop at 34th Street and let people find their own way to the other side of the road. Or a temporary signal could be installed.

The ultimate solution may not be an overpass. The alternatives appear to be reasonable. The City suggests that a consultant be retained to review the alternatives and that they return within 30 days to the MPO with a report. The City would like a report and decision in time to install an interim improvement by the time the trail opens.

MOTION: Councilmember Polson moved that staff hire a general planning consultant to make an engineering evaluation of the existing Gibbs High School pedestrian overpass on U.S. 19. Councilmember Danner seconded the motion. Discussion continued.

Mr. Molton of the FDOT said that the Department is concerned about the installation of an at-grade crossing signal because it wouldn't be warranted immediately and it would introduce conflict points for vehicles, and that is not conducive to pedestrian safety. The best scenario would be an overpass.

Responding to Commissioner Stewart, staff said that a consultant would cost \$30,000 to \$40,000. The MPO work program has a funded line item for consultants' work. Staff will report back what the dollar figure is.

It was also asked if there would be any difficulty in combining a recreational trail with a pedestrian trail.

The realignment alternative from 37th Street to the existing overpass has an estimated cost of \$555,000. That is for construction of the realigned trail itself and the re-contouring of a retention pond and drainage culvert at the west end of 37th Street.

Also, any option that includes going to the existing overpass to cross to the east side of 34th Street would have the cost of a retaining wall in order to build a trail.

VOTE ON MOTION: The motion carried unanimously.

XV. PROGRESS ENERGY TRAIL REPORT

At the last MPO meeting, the board requested an update on the Progress Energy Trail.

A segment of the Progress Energy Trail has been completed and is open to the community. This segment begins in the Belleair Road area, immediately west of U.S. 19. The trail proceeds north for 2.6 miles to the Bright House Field. There, the trail connects to the

Clearwater Ream Wilson East-West Trail. The trail is scheduled to proceed north to the Enterprise Road area of U.S.19, where it will meet a trail overpass that FDOT has scheduled for construction next year.

Staff will provide another report next month.

XVI. PEDESTRIAN SAFETY LAW PROPOSAL

Mr. Smith reviewed that during the 2007 state legislative session, a pedestrian safety bill was introduced by local delegation members. The bill would have required motorists to stop rather than yield to pedestrians in crosswalks. The bill received positive support throughout much of the session but died prior to the session's end.

A new bill has been filed for the 2008 session by Representative Kriseman and Senator Fasano. A copy of the draft bill was included with meeting materials. This matter also is a legislative priority of the Metropolitan Planning Organization Advisory Council (MPOAC) and is included in the MPOAC's 2008 legislative package.

ACTION: Mayor Mischler moved that the MPO endorse the new pedestrian safety bill. Commissioner Duncan seconded the motion, and the motion carried unanimously.

XVII. LOCAL COORDINATING BOARD RECOMMENDATIONS

A. Letter in Support of Florida Commission for the Transportation Disadvantaged

The Florida Commission for the Transportation Disadvantaged (CTD) had requested that the governor resolve the issue of whether Medicaid Non-Emergency Transportation (NET) services should continue to be provided in accordance with Chapter 427, F.S., as desired by the CTD, or whether Managed Care Organizations should be allowed to provide these services outside the CTD's coordinated system, which operates under Chapter 427, F.S. A letter from the CTD to the governor was included with meeting materials.

At their meeting in September, the Local Coordinating Board passed a motion requesting that a letter supporting the CTD's position be sent to the governor. A memo from the LCB Chairman to the MPO was included with meeting materials.

Commissioner Eggers said that the LCB and the MPO need to address the inefficiencies and confusion that the system is creating.

ACTION: Commissioner Eggers moved that the MPO send a letter to the governor in support of the CTD's position. Commissioner Duncan seconded the motion. The motion carried unanimously.

B. LCB Discussion About Request for Qualifications for Wheelchair Providers

Based on Local Coordinating Board policy established in 1996, the coordinated system has not been open to new providers absent a need to expand fleet capacity to meet service demand. In 2005, a Request for Qualifications (RFQ) process was initiated for non-emergency ambulatory providers to vie for an MPO contract to serve the TD Program. The RFQ process is intended to allow any provider who meets the requirements of the

Transportation Disadvantaged Service Plan and the State's Quality Assurance Standards to be considered for TD Program service. Regarding wheelchair service, a new provider has not been added to the system in many years. Currently, there are four wheelchair service providers in the system.

At their September meeting, the LCB heard from a provider interested in contracting with the MPO. They discussed whether the RFQ process should be initiated at this time. The LCB tabled a decision until a future meeting. In addition, the LCB requested that staff bring back for further consideration a list of qualifications that could be used for an RFQ.

Councilmember Polson asked if there should be an automatic sunset period on contracts so that at the end of a set period there could be a re-bid. Commissioner Eggers responded that the LCB is concerned about the number of providers that could be approved because there is only so much business to go around. They want to make sure that the business doesn't become so diluted that it becomes unprofitable for the providers.

C. Medicaid Fund Balance

Currently, the fund balance of the Medicaid Non-Emergency Transportation (NET) Program is sufficient to permit a one-time transfer of monies to the Transportation Disadvantaged Program. At its September meeting, the LCB made three recommendations to the MPO for the transfer of \$220,000 of Medicaid funds to the TD program:

- 1) To transfer \$120,000 to the TD fund to make bus passes and other transportation services available for employment-related activities.
- 2) To amend Priority Group E of the Trip Prioritization Schedule in the Transportation Disadvantaged Service Plan (TDSP) to be called "Employment-Related Activities" and to revise the wording to include job search activities.
- 3) To transfer \$100,000 to the TD fund to increase the general inventory of bus passes.

ACTION: Commissioner Eggers moved approval of the LCB recommendations for transfer of the Medicaid funds to the TD Program. Councilmember Danner seconded the motion, and the motion carried unanimously.

XVIII. COMMITTEE ACTION - BAC RECOMMENDATION

Staff reported that the Bicycle Advisory Committee had discussed the installation of a temporary signal at 34th Street in St. Petersburg until a pedestrian overpass is constructed. The board postponed discussion of this item until a full report is ready.

XIX. REPORT ON TAMPA BAY AREA REGIONAL TRANSPORTATION AUTHORITY

Commissioner Duncan reported that a meeting of TBARTA was held on September 21. The FDOT has engaged Carter Burgess to develop a master plan of transportation and transit for the region. There were 22 different plans that were on the table. The Authority gave some good direction to the FDOT regarding which plans they liked and wanted to pursue. Since that meeting, the governor has appointed a chairman—Shelton Quarles—and several members

to the TBARTA. A meeting will be held on October 26, 9:00 a.m.-12:00 p.m., at the Hillsborough County Government Center.

Chairman Hibbard thanked Commissioner Duncan for his leadership of the regional transit meetings.

XX. PMI STEERING COMMITTEE

The Pinellas Mobility Initiative Steering Committee met on October 8. There was further discussion about the feasibility study of the bridge. A cost estimate and scope were provided by the FDOT, but the committee wants to have more discussion on this subject with Pepe Garcia, a specialist with the FDOT. The committee deferred action until it has this additional information.

The committee also discussed the Countywide BRT Plan. The consultant's report was referred to the Technical Coordinating Committee and the Pinellas Suncoast Transit Authority for review. The corridors receiving the focus will need a great deal of scrutiny to make sure they are the correct corridors. This will take additional review over the next few months as there is a great deal of statistical analysis and modeling to review.

XXI. COMMITTEE APPOINTMENTS

There were no appointments to the advisory committees. Chairman Hibbard encouraged board members to find candidates to fill the vacancies.

XXII. PINELLAS SUNCOAST TRANSIT AUTHORITY

The PSTA Board of Directors met on September 26. Minutes were included with meeting materials.

R. B. Johnson will be Chairperson of the PSTA Board for Fiscal Year 2007-08.

The PSTA Board authorized staff to sign an employment contract with Timothy Garling to be the new Executive Director of the PSTA. He is expected to start work in November.

XXIII. OTHER BUSINESS

A. Approval of Proposal to Add 118th Avenue to the SIS

The FDOT has agreed that the 118th Avenue connector should be added to the Strategic Intermodal System (SIS). This will be discussed in more detail at a future meeting.

B. State Budget Shortfall and Transportation Funding

The FDOT has sent notice to the MPO that it anticipates budget shortfalls and reductions in transportation funding.

C. Joint Chairs Coordinating Committee

The Joint CAC met on September 14. They discussed regional MPO issues and TBARTA.

D. Correspondence

A letter dated September 27 was received from Tom Anderson, Chairman of the Pinellas Legislative Delegation. It announced several public hearings.

E. Other

The Medicaid Non-Emergency Transportation fund has a balance of \$854,693.

XXIV. ADJOURNMENT

There was no further business. The meeting adjourned at 3:21 p.m.

Frank Hibbard, Chairman