

**PINELLAS COUNTY METROPOLITAN PLANNING ORGANIZATION  
MINUTES - MEETING OF MARCH 9, 2011**

The Pinellas County Metropolitan Planning Organization, created by the State of Florida in accordance with Title 23 United States Code, Section 134 and Chapter 339.175 Florida Statutes, met in regular session on Wednesday, March 9, 2011 in the chambers of the Pinellas County Commission, 315 Court Street, Clearwater, Florida.

**MEMBERS PRESENT**

David Eggers – *Chairman* – Mayor, City of Dunedin Commission  
Karen Seel – *Vice Chairman*– Board of County Commissioners  
Jeff Danner – *Secretary/Treasurer* – Councilman, City of St. Petersburg Council  
Neil Brickfield – Board of County Commissioners (arrived 1:02 p.m.)  
Julie Bujalski – Commissioner, City of Dunedin, representing PSTA  
Harriet Crozier – Commissioner, City of Largo  
Frank Hibbard – Mayor, City of Clearwater  
William Mischler – Mayor, City of Pinellas Park  
Herbert Polson – Councilman, City of St. Petersburg Council (arrived 1:04 p.m.)  
Kenneth Welch – Board of County Commissioners

**MEMBERS ABSENT**

Jim Ronecker – Mayor, City of Oldsmar representing Oldsmar/Safety Harbor/Tarpon Springs

**OTHERS PRESENT**

Brian Smith – MPO Executive Director  
Sarah Ward – MPO Transportation Planning Division Manager  
David Sadowsky – County Attorney's Office  
Don Skelton, *ex officio* – Secretary, Florida Department of Transportation District 7  
Brian Beaty – Florida Department of Transportation (FDOT)  
Mayor Andy Steingold – City of Safety Harbor  
Joe Kubicki – City of St. Petersburg  
Tom Whalen – City of St. Petersburg  
Paul Bertels – City of Clearwater  
Bob Bray – city of Pinellas Park  
Bill Ruttencutter – City of Pinellas Park  
Rick Eggers – City of Pinellas Park  
Bob Klute – City of Largo  
Denise Skinner – Pinellas Suncoast Transit Authority (PSTA)  
Nick Fritsch – Citizens Advisory Committee (Chairman)  
Vivian Peters – Transit Advisory Committee  
Joel Rey – Tindale/Oliver and Associates  
Laura Everitt – Tindale/Oliver and Associates  
Rich Clarendon – URS  
Jeff Novotny – American Consulting/FDOT  
Bill Jonson – Clearwater Councilman  
Heather Sobush – MPO Staff  
Carolyn Kuntz – MPO Recorder

**I. CALL TO ORDER**

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

**II. INVOCATION AND PLEDGE**

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

\*\*Commissioner Brickfield arrived at 1:02 p.m.\*\*

**III. PRESENTATION OF PLAQUE TO OUTGOING MPO MEMBER ANDY STEINGOLD**

Chairman Eggers presented a plaque to outgoing MPO member Andy Steingold, whose two-year term ended on the MPO due to the rotation with Oldsmar and Tarpon Springs.

\*\*Councilman Polson arrived at 1:04 p.m.\*\*

Chairman Eggers had everyone on the dais introduce themselves.

**IV. CITIZENS TO BE HEARD**

Bill Jonson, 2694 Redford Court, Clearwater, Citizens for Scenic Florida, spoke regarding Senate Bill 560 and House Bill 313, which are the State Revenue Enhancement Act of 2012 and would allow FDOT to sell advertisement on FDOT-owned property and would preempt local ordinances. He wanted the MPO members to be aware of these bills.

**V. CONSENT AGENDA**

- A. Approval of Minutes – Meeting of February 9, 2011**
- B. Approval of Invoices – Tindale-Oliver and Associates**
- C. Approval of FY 2011/12 MPO Certifications and Assurances**

*Mayor Mischler moved, Commissioner Crozier seconded, and motion passed to approve the Consent Agenda as presented (Vote 10-0).*

**VI. PUBLIC HEARING REGARDING PROPOSED AMENDMENTS TO THE TRANSPORTATION IMPROVEMENT PROGRAM**

**A. Resurfacing Project on Alternate U.S. 19 From S.R. 686 to S.R. 60**

Brian Beaty, FDOT, indicated this TIP amendment was deferred several months ago and was for a resurfacing project in Largo and Clearwater; however, there were some design issues that needed to be addressed by FDOT. These issues have now been resolved and the Project Management Team will present the modifications.

Margaret Smith, FDOT, presented the issues and solutions for the intersections of Alternate U.S. 19 at East Bay Drive and Alternate U.S. 19 at Rosery Road.

Regarding East Bay Drive intersection:

- signs have been installed to inform the turning motorists they must yield to pedestrians;
- the walk time has been increased to meet the current standards;
- school zone signs with reflective strips have been installed along the corridor;
- plans include school crossing signs at the north and west legs of the intersection;
- the three-section head will be swapped with a five-section head for the south-bound right-turn lane;
- signals will have yellow retro reflective borders; and
- pedestrian blank-out signs will be installed at all four legs of the intersection.

Regarding Rosery Road intersection:

- bus stops will be moved closer to the intersection to encourage pedestrians to cross at the signal instead of crossing mid-block.

Mayor Hibbard stated Clearwater is satisfied and thanked FDOT for their willingness to work with the staffs on solutions.

Commissioner Crozier also thanked FDOT for working with the cities on the solutions and indicated Largo is pleased with the outcome.

Brian Beaty reviewed the TIP amendment, indicating it's a cost reduction due to the project scope change for the current fiscal year.

**B. Walter Fuller Park Trail From 22<sup>nd</sup> Avenue North/72<sup>nd</sup> Street North/26<sup>th</sup> Avenue North – Sidewalk**

This TIP amendment is for a trail project in the City of St. Petersburg where the design is being advanced into the current fiscal year and the funding source is the Transportation Enhancement Fund.

**C. Add Lanes and Reconstruct S.R. 688 (Ulmerton Road) From Bypass Canal to Wild Acres Road**

This TIP amendment is to advance the construction phase to the current fiscal year to add lanes and reconstruction of Ulmerton Road with the funding sources from the State County Incentive Program Reserve, Other Arterial Construction, CEI Construction Contingency, and Federal Earmark funds. (Based on member comment, it was indicated all segments are included in FDOT's Work Program and they are advancing funds as they become available.)

**D. Resurfacing Project on U.S. 19 From North of 22<sup>nd</sup> Avenue North to South of Bridge #061**

This TIP amendment breaks out the CSX rail line and is a resurfacing and rehabilitation project and the funding source is the Resurfacing Contingency Fund.

**E. Add Lanes and Reconstruct U.S. 19 From Northside Drive to North of C.R. 95**

This TIP amendment is a new project scheduled for the current fiscal year for the preliminary engineering phase for additional lanes and reconstruction with the funding sources from the Strategic Intermodal System Interstate Contingency fund and In-House Contingency Fund.

**F. Add Lanes and Reconstruct U.S. 19 From North of S.R. 580 to Northside Drive**

This TIP amendment is a new project scheduled for the current fiscal year for the preliminary engineering phase for additional lanes and reconstruction with the funding sources from the Strategic Intermodal System Interstate Contingency fund and In-House Contingency Fund.

Discussion followed regarding the balance and use for the In-House Contingency Fund; the federal earmark for the Ulmerton Road project with FDOT indicating these funds are secure; FDOT to check on the additional capacity for the U.S. 19 project noting the additional frontage lanes being added (average capacity – FDOT to get information as to the calculation and how long the improvements will be valid for the capacity); ensuring the overpass is to be installed at Curlew Road and not also Northside Drive; whether bus lanes are being considered as part of the construction projects along U.S. 19 (FDOT responded that FDOT coordinates with PSTA during the design phase; however, the ultimate design for U.S. 19 doesn't contemplate express bus lanes but noting that bus lanes is a concept FDOT will continue to evaluate working with the Project Advisory Committee – MPO staff noted that bus lanes would not be needed for free-flowing traffic); overpasses are more cost effective than just widening roads since traffic signals impede the flow of traffic; the possibility of using road shoulders for Bus Rapid Transit or the use of tolling and/or high occupancy vehicle lanes along U.S. 19 (FDOT again responded that they are following the original concept for U.S. 19 but will continue to look at opportunities during the design phase);

Bill Jonson, 2694 Redford Court, Clearwater, noted the previous discussions as to constructing pedestrian overpasses and/or underpasses to assist people in crossing the roadway. There are a lot of residential mobile home parks in the area and it is difficult for people to cross the road to access the bus stops.

Following discussion, ***Councilman Polson moved, Commissioner Crozier seconded, and motion carried to approve the TIP amendments by roll call vote (Vote 10-0).***

## **VII. PROJECT DEVELOPMENT AND ENVIRONMENT STUDY FOR THE COURTNEY CAMPBELL CAUSEWAY MULTI-USE TRAIL**

Jeff Novotny, American Consulting Engineers – consultant for FDOT, reviewed a PowerPoint presentation regarding the PD&E study for the Courtney Campbell Causeway, noting the project will provide an aesthetic enhancement for pedestrians and bicyclists to enjoy the corridor. The multi-use trail begins at Bayshore Boulevard in Pinellas County, extending across the Bay to west of the Ben T. Davis beach entrance in Hillsborough County. The project is a collaborative effort with the Federal Highway Administration (FHWA) and both the Hillsborough and Pinellas MPOs. Courtney Campbell Causeway was designated as a Scenic Highway in 2005 and one of the goals of the Scenic Committee was to provide for pedestrian and bicycle safety and enhance the overall value of the corridor. The study is looking at providing enhanced mobility for all users. Two public hearings are scheduled for March 24 at Clearwater Christian College and March 29 at the Westin of Tampa Bay in Hillsborough County between 5:00 p.m. – 7:00 p.m. to allow the public to have an opportunity to review the concept and provide input. The recommended alternative is to provide a trail on the south side of the Causeway. In areas where there is an access road, the trail will be located beside the access road but separated with a barrier. The seawall location will be kept where it currently is located. In areas where there is not enough room to build a trail beside the access road, the access road will be eliminated to allow the trail. Accommodation for maintenance will be taken into consideration. Safety for the trail users will be a critical component. There are two bridges along this corridor. The lower level bridge is located in Pinellas County and the higher level bridge is located in Hillsborough County. Both bridges are too narrow to accommodate a trail. Since both bridges were built in 1974, their service life will be ending at some time in the future and it's more economically-efficient to build a new structure south of the existing bridges for the trail and would be wide enough to allow maintenance vehicles to utilize. The trail bridges will match the same vertical clearance as the existing Causeway bridges, as well as the horizontal space between the piers to align with the roadway columns so boaters won't have a maze to navigate through. The trail project will be over 7 miles long, include 2 bridge structures, and will cost just under \$20 million for design and construction. Following the public hearings, they will be finalizing the documentation during the summer and then submitting the study to the FHWA for their review and approval. Once FHWA approves the documentation, the project will proceed to the next phase. FDOT was able to receive federal funds for this project for the current fiscal year but those funds must be used by September, which means the study needs to be fast tracked. The trail project for Hillsborough County will be design/build. The entire project is included in the FDOT Work Program, with design and construction over the next five years.

\*\*During the presentation, 1:34 p.m., Commissioner Welch left the meeting\*\*

There was some general discussion regarding economic enhancements, the potential for bridges to be replaced at some point in the future (noting their condition is between good to fair), and the funding source is from the Statewide Transportation Enhancement funds.

## **VIII. PRESENTATION ON DOWNTOWN CLEARWATER TO CLEARWATER BEACH EVALUATION OF TRANSIT ALTERNATIVES PROJECT**

Mr. Smith indicated the consultant will provide a project overview and then the MPO would review the three options: 1) terminate the project; 2) terminate the project but authorize close-out activities at a cost up to \$5,000; or 3) complete a comprehensive report that could be updated when necessary.

Joel Rey, Tindale-Oliver and Associates, reviewed a PowerPoint presentation. He reviewed the goals of the study, the various alternatives that were narrowed down to the Locally Preferred Alternative. He reviewed the preferred alternative in detail, showing the service across the Causeway and through downtown Clearwater, including possible locations for a multi-modal facility for PSTA. The capital cost is estimated to be \$15.2 million and the

operating cost per year is estimated to be \$553,000 based on PSTA's fiscal year 2010 operating cost. This would meet the criteria for a Very Small Starts application, with 10-minute service peak and 15-minute service off-peak hours for 14 hours a day, as well as the benefitting riders calculation. The project was reviewed with the PSTA Board and they took the following actions:

- pursue Very Small Starts discretionary federal funding once the local funds are secured;
- update the cost and ridership estimates in accordance with the LPA; and
- continue to program the project in transit planning documents.

He provided a status of the project, noting they are close to finalizing most of the documentation. There is approximately \$73,000 remaining in the budget, which would be used to finalize the Federal Transit Administration documents including the standard cost category worksheets; make sure all financial conditions related to a Very Small Starts application is met; develop a briefing report and fact sheet that could be taken to the public, stakeholders, and public officials; finalize the documentation for the Efficient Transportation Decision Making process (completed); a review of the original bridge cost estimates; and brief City of Clearwater officials on the final project.

**\*\*During the presentation, 1:47 p.m., Commissioner Welch returned to the meeting\*\***

It was clarified that the bridge estimates that would be reviewed is the pedestrian bridge and not the Memorial Causeway.

Considerable discussion ensued as to how long the study's shelf life would last, how much it would cost to update the study, and various scenarios whether or not the study was complete. It was noted there would be additional costs no matter which decision and the question is when the federal funding source would be pursued. There was discussion regarding the ridership and that the estimate is higher than any existing PSTA route and the importance of the local match. It was noted the Jolley Trolley has 1,300 riders a day during prime season.

Mayor Hibbard stated the City of Clearwater continues to move forward, noting they would like the MPO support. Placing parking on the beach is very expensive and it's a better option to place parking in downtown and that, in addition, PSTA needs an expanded facility. It's important to place the transit service on a dedicated lane for it to work.

Commissioner Seel felt it was important to know how many are in the queue for the Very Small Starts funding.

The MPO members indicated they are very supportive of the project but were concerned about the cost of updating the study in the future when there is a local match and it's ready to move forward with the Very Small Starts application.

Following discussion, ***Commissioner Seel moved, Councilman Polson seconded, and motion carried to proceed with Option B, which is to terminate the project but authorize close-out activities at a cost up to \$5,000, with a statement that, based on the data and information given, this is a worthwhile project to be completed in the future when funding becomes available (Vote 8-2) with Mayor Hibbard and Commissioner Brickfield casting dissenting votes.***

**IX. CONTRACT FOR GENERAL PLANNING CONSULTANT, URS – Follow-up**

Mr. Smith indicated they compared the salary rates of URS with other salary rates of comparable positions and reviewed the multiplier rate with FDOT.

Upon query by Commissioner Seel whether the MPO was required to use the FDOT rate noting the County uses their own multiplier rate, Mr. Smith replied no; however, the other two contracts previously approved by the MPO used the FDOT procedure. Mr. Smith added the MPO should probably review the other two contracts if a different multiplier is used for the URS contract.

Mayor Hibbard stated the MPO should set the rate they are willing to pay for all consultant contracts and either the consultants will accept it or not.

Dave Sadowsky, MPO attorney, stated the other two contracts have been approved and there is already work in progress under those contracts; however, they could be revisited to see if there is a willingness to renegotiate the fees.

Mr. Smith suggested renegotiating the rate with URS and then, if the MPO approves those rates at a future meeting, then MPO staff could renegotiate with the other two consultants.

Rich Clarendon, URS Consultant, indicated URS's overhead rates are the lowest and their cumulative multiplier is less than the other two General Planning Consultants and they have a very competitive rate. He indicated his firm is willing to continue negotiations.

Commissioner Seel requested staff compare the County's rates.

***Mayor Hibbard moved and Commissioner Seel seconded a motion to continue this item until April and continue negotiations.***

Upon query by Commissioner Brickfield as to what would be different next month, Mr. Smith responded staff will continue negotiations with URS, make a comparison with the other two consultant firms, and review the County's rate.

There was further discussion as to how to deal with the other two consultant firms and whether their contracts would be renegotiated or canceled. Ms. Ward responded the MPO agreed to a 12-month commitment with Tindale-Oliver and Associates for the crash data project and the MPO would need to make sure their expectations are clear.

Following further discussion, ***the motion carried (Vote 10-0).***

**X. GULF BOULEVARD PROJECT UPDATE**

Mr. Smith indicated the Bicycle Advisory Committee (BAC) earlier had a concern with quick curb/bollards that were placed in the bicycle lane as part of the Gulf Boulevard improvements. The MPO directed BAC to work with FDOT on a solution. In reviewing the situation, FDOT agreed to experiment with a lesser design that could also be used in other areas if it works.

**XI. ST PETERSBURG REQUEST FOR ADDITIONAL ENHANCEMENT FUNDS FOR CLAM BAYOU II**

Mr. Smith indicated there were increased costs as a result of working with the Southwest Florida Water Management District (SWFWMD) on permits, due to environmental corrections that were required. The increased costs are estimated to be \$1.8 million. Transportation Enhancement funding is available in the amount of \$942,000 for the current fiscal year that could be used to cover the increased cost.

Joe Kubicki, Director of St. Petersburg Parking and Transportation, and Steve Levitt, Assistant Director of St. Petersburg Engineering, provided details of the project as to why the increased cost. This is a joint project with the City and SWFWMD for a regional stormwater treatment and control project with a trail to be constructed along the pond berms. Based on the final design by SWFWMD and new trail regulations by the Federal Highway Administration, the length of

the elevated bridge structure increased from 900 linear feet to 1,730 linear feet; the trail width increased from 10 feet to 12 feet, which also increased the loading requirements for maintenance vehicles. The City bid the project on the current design and received bids \$1.8 million higher than the original estimated amount. In discussions with FDOT, FDOT has indicated they have \$940,000 available in current fiscal year Enhancement funds that could be utilized for this project since the project has been bid and can be let by this fiscal year, which means the funds can be obligated this fiscal year. There would still be a deficit of approximately \$940,000, which the City Administration has agreed to fund.

Commissioner Welch noted that some of the houses south of Childs Park are located right on the trail corridor and questioned if buffering was going to be provided. Mr. Kubicki responded that was Phase I of the Clam Bayou Trail, which is almost complete. There is a landscaping component and he will perform a field review to check how close the houses are and if a landscaping buffer is necessary.

There was discussion whether there were any other projects that ready that these funds could be used for. Ming Gao, FDOT, indicated they checked with several jurisdictions and there were no other projects that were ready where the funds could be obligated for this fiscal year. All projects submitted for Transportation Enhancement funds are required to be reviewed by FDOT to determine their eligibility. Mr. Smith noted bids came in lower than anticipated, which is why there were additional funds this fiscal year. Mr. Kubicki added there is a project in Tampa that is ready where they can obligate funds this fiscal year and will be received some of the current fiscal year Enhancement funds.

Mayor Hibbard asked how long the eligibility process takes. Mr. Beaty responded that FDOT reviews the eligibility and feasibility and it's been taking 30 to 60 days or longer and that FDOT is concentrating their efforts on the 2010 Transportation Enhancement Priority List.

Mr. Kubicki added this project is from the 2006 Transportation Enhancement Priority List and there are only two more projects on that list, Oldsmar and Treasure Island, but neither are ready at this time.

***Mayor Hibbard moved, Commissioner Welch seconded, and motion carried to approve St. Petersburg's request for additional Enhancement funds (Vote 10-0).***

## **XII. MPO SOCIAL MEDIA POLICY**

Mr. Smith provided clarification that the intent is for one-way communication and that two-way communication is provided through the MPO's web site and email process.

***Mayor Hibbard moved, Commissioner Brickfield seconded, and motion carried to approve the MPO Internet Social Network Policy (Vote 10-0).***

## **XIII. PUBLIC PARTICIPATION PLAN**

Mr. Smith noted the 45-day comment period for the Public Participation Plan has occurred, which allows for the public to review and provide comment. The Plan defines the planning purposes for the MPO program and is updated as necessary. All comments have been included.

***Mayor Mischler moved, Commissioner Brickfield seconded, and motion carried to approve the Public Participation Plan amendments (vote 10-0).***

## **XIV. PROJECT ADVISORY COMMITTEE**

Mr. Smith reviewed the corridors and technologies the Project Advisory Committee approved to move forward to the Screen 2 evaluation:

- east-west corridors: Bay Drive, Ulmerton Road, Bryan Dairy Road/118<sup>th</sup> Avenue

- north-south corridors: 28<sup>th</sup> Street, I-275, 4<sup>th</sup> Street
- technologies: express bus and motor coach, Bus Rapid Transit, light rail transit/modern streetcar, Diesel Multiple Unit/Electric Multiple Unit, commuter rail

The study is to be completed by December 2011 with the goal to define the mode between St. Petersburg to Clearwater to the Gateway area with a Bay crossing to Tampa.

Mayor Hibbard provided additional comment, noting it is costly to perform a detailed study on individual corridors, which is why some corridors were eliminated. Corridors will be determined by going through the process and eliminated by statistics rather than subjectively removed.

Based upon questions, Ms. Ward showed the locations of the corridors/options that will go into the Screen 2 evaluation on a map.

Upon query by Chairman Eggers, Mayor Hibbard responded that FDOT is studying the Howard Frankland Bridge and noted that Hillsborough County is discussing a more limited project going from downtown Tampa to the airport and connecting to the Howard Frankland Bridge.

Some general discussion followed.

## **XV. TRANSPORTATION DISADVANTAGED ITEMS**

### **A. Medicaid Non-Emergency Transportation Request for Proposals (RFP) – Status Update**

Mr. Smith indicated the schedule for the Request for Proposals is included in the agenda backup and that MPO action is scheduled for May after a Local Coordinating Board review of the proposals. The State Legislature is in session March and April and will be discussing this issue.

### **B. MPO/PSTA Coordination on Transportation Disadvantaged and DART Programs**

Mr. Smith indicated the MPO's action at the last meeting was to bring this item back in March with feedback from the PSTA Board. The PSTA Board at their last meeting approved the integration in concept and authorized their staff to continue working on the details with action by the MPO Board in April. The PSTA would like to take over the program by October 1; therefore, MPO staff met with GPTMS to see if they would be willing to extend the program for three months, which they would be.

Based upon query, Denise Skinner, PSTA Interim Executive Director, responded that, if they can work out the details, they anticipate providing the service in-house. They would determine eligibility and the clients would contact the providers directly, similar to the DART Program. They would have a single Request for Proposals for both programs and have to decide whether there would be a single provider or a choice program.

Commissioner Bujalski asked about returning the Medicaid Program back to the State. Chairman Eggers responded the Local Coordinating Board wanted to maintain control and they are waiting on the State decision but would like to keep their options.

Upon query by Commissioner Seel as to whether there could be a guarantee that the firm would have to work within the allocated funds and that member governments would not be liable, Mr. Sadowsky responded that we can do our best to transfer liability and responsibility to a single provider but, ultimately, the member governments would be liable.

Following discussion, ***Councilman Danner moved, Commissioner Welch seconded, and motion carried to approve in concept the TD and DART Program integration and authorize staff to negotiate the details (Vote 10-0).***

**XVI. CITIZENS ADVISORY COMMITTEE MOTION TO PROHIBIT TEXTING WHILE DRIVING**

Nick Fritsch (CAC Chairman) reviewed statistics relating to distracted driving – more than 5,500 people were killed and half a million people were injured in 2009. FDOT has a website: [distraction.gov](http://distraction.gov). that details the dangers of driving distracted. A total of 32 states and territories have passed laws prohibiting texting while driving.

***Commissioner Seel moved and Commissioner Welch seconded a motion to approve CAC Motion #11-8 to encourage the legislators to support legislation to prohibit texting while driving.***

Commissioner Brickfield indicated he would not support the motion because the Suncoast Safety Council indicates that eating and changing a radio station are more dangerous than texting. In addition, states that have passed anti-texting laws have not seen a reduction in crashes as compared to states that have not passed such laws.

Mayor Hibbard noted it's an enforcement issue, which would be difficult to enforce and that there needs to be education.

Following discussion, ***the motion carried, with Commissioner Brickfield casting the dissenting vote (Vote 9-1).***

**XVII. REAPPORTIONMENT PLAN STATUS**

Mr. Smith indicated the proposal is to add two members to the MPO: one for the beach communities and one for the inland communities. Staff met with the BIG-C and their desire is to have an option as a group to make the decision as to who would represent them and have that person sit on the board as long as possible. They are checking with FDOT to determine if this is an option. Staff will continue to have further discussions with the BIG-C, which meets the end of the month. Staff has set up a tentative meeting with the inland communities for April 1 at 9:00 a.m. to discuss options.

Some discussion and clarification followed.

Chairman Eggers noted that Commissioner Seel sent a memo to the MPO suggesting a way to expedite the process for combining the two boards once the Special Act amendment is approved by the State Legislature.

Commissioner Seel suggested appointing an executive committee to oversee the time line, develop a description of the job for the Executive Director, work on a unified budget, Interlocal Agreements will need to move forward. She suggested the committee be comprised of six members, three from the MPO and three from the Pinellas Planning Council.

***Mayor Mischler moved, Commissioner Brickfield seconded, and motion carried to appoint Chairman Eggers, Vice Chairman Seel, and Secretary/Treasurer Danner to the Executive Committee (Vote 10-0).***

Commissioner Seel noted she is trying to accommodate moving forward with the changes to the Countywide Land Use Plan.

**XVIII. LEGISLATIVE UPDATE**

There was nothing to report.

**XIX. COMMITTEE APPOINTMENTS**

***Councilman Danner moved, Councilman Polson seconded, and motion carried to approve Bryan Anderson as a St. Petersburg representative on the CAC.***

Chairman Eggers noted the vacancies on the various committees.

**XX. PSTA ACTIVITIES**

Denise Skinner, PSTA, indicated ridership was up in February by 4% over last year; public hearings will be held Tuesday and Wednesday next week related to paratransit (DART) co-pay increase of 50 cents. The Tuesday public hearing is at the Clearwater Library on Osceola Avenue at 2: 00 p.m., 10:00 a.m. Wednesday at the Sunshine Center in St. Petersburg, and final public hearing and adoption on March 23 at the PSTA Board meeting. PSTA is moving forward with the search for their Executive Director, with a shortlist of candidates where there will be a meet-and-greet in early April.

**XXI. OTHER BUSINESS**

**A. Correspondence**

**B. Other**

There was no other business.

**XXII. ADJOURNMENT**

There being no further business, the meeting was adjourned at 3:27 p.m.

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Dave Eggers, Chairman