

**PINELLAS COUNTY METROPOLITAN PLANNING ORGANIZATION  
MINUTES - MEETING OF JUNE 13, 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, June 13, 2007 in the chambers of the Pinellas County Commission, 315 Court Street, Clearwater, Florida.

**Members Present**

Frank Hibbard, *Chairman* - Mayor, City of Clearwater  
Chris Arbutine, *Vice Chairman* - Mayor, City of Belleair Bluffs, representing PSTA  
John Bryan - City of St. Petersburg Council  
Jeff Danner - City of St. Petersburg Council  
David Eggers - City of Dunedin Commission  
William Mischler - Mayor, City of Pinellas Park  
Karen Seel - Board of County Commissioners  
Robert Stewart - Board of County Commissioners  
Don Skelton, *ex officio* - Secretary, Florida Department of Transportation, District 7

**Members Absent**

Harriet Crozier - Vice Mayor, City of Largo  
Ronnie Duncan - Board of County Commissioners  
Robin Saenger - City of Tarpon Springs Commission, representing Oldsmar, Safety Harbor, and Tarpon Springs

**Others Present**

Brian Smith - MPO Executive Director  
Sarah Ward - MPO Transportation Planning Administrator  
Al Bartolotta - MPO Staff  
Brian Beaty - Florida Department of Transportation, District 7  
Paul Bertels - City of Clearwater  
Whit Blanton - Renaissance Planning Group  
Bob Bray - City of Pinellas Park  
David Bredahl - American Consulting  
Lou Cahvalo - City of Pinellas Park  
Bob Clifford - Florida Department of Transportation, District 7  
Rick Eggers - City of Pinellas Park  
Tiffany Homler - Tindale-Oliver and Associates  
Frank Kalpakis - Renaissance Planning Group  
Bob Klute - City of Largo  
Joe Kubicki - Director of Transportation, City of St. Petersburg  
Deborah Kynes - Chairman, PSTA Board of Directors  
Jim Lawrence - Mayor, Town of Indian Shores  
Joel Rey - Tindale-Oliver and Associates  
David Sadowsky - Pinellas County Attorney's Office  
Wilfred Sergeant - Transit Consultant, Largo

Bill Smith - Town of Indian Shores Council  
Heather Sobush - MPO Staff  
Bill Steele - PSTA Interim Executive Director  
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 AND PLEDGE**

Chairman Hibbard gave the invocation and led the Pledge of Allegiance. The board members introduced themselves.

**III. CITIZENS TO BE HEARD**

Jim Lawrence, Mayor of the Town of Indian Shores, addressed the board about the Gulf Boulevard improvement project. He expressed his thanks to Commissioner Stewart for identifying the funding shortfall for that project. He said the following:

\*At 1:05 p.m., Councilmember Danner and Commissioner Seel arrived.

The Town's enthusiasm and support for the original improvement design remains as strong now as it was three years ago when the project was approved by the MPO and the Board of County Commissioners. However, with the scaled-back design proposed by the FDOT, important benefits of the original design will be lost. Specifically, on a two-lane road, no curbing or sidewalks would mean potential peril to walkers and beach-going pedestrians from vehicles passing on the right.

A recent heavy rainfall demonstrated that the road needs improved flood control. At the height of the rainfall and for hours thereafter, water accumulation on the shoulder area squeezed the usable area of the road to just a few feet in the center; and again, creating an accident hazard. The Town has invested several hundred thousand dollars in storm water management projects using the flood control plans of this FDOT project as its design bible.

The Town strongly believes that the project must be completed as originally designed and approved. The County's project managers appear content with their portion of the contractor's guaranteed maximum price. If FDOT agrees that the \$26 million price tag for their portion of the project is also a fair one for the planned construction, then somehow resources must be found to complete the project as originally designed.

Bill Smith of the Town of Indian Shores Council addressed the board and said the following:

The road segment for the project is 2.7 miles long, between Park Boulevard and Walsingham Road. It is the last and only unimproved section of Gulf Boulevard. When it rains, the road floods, and people walk down the traffic lanes.

In 2003, 04 and 05, the MPO developed and prioritized plans and funding for the FDOT to bring this road up to current standards with not just resurfacing but with sidewalks and drainage. This project became one leg of a three-legged stool: #1, the Town under-grounding the utilities; #2 the County installing reclaimed water lines; and #3, the FDOT renovating the road. The town has virtually finished the under-grounding, a \$6 million project for a town with a \$3 million budget. The joint County/FDOT project never started, and now it is held up by FDOT's cost increases due to the two-year delay.

Councilmember Smith raised the following four issues:

- 1) The MPO web site says that the task of the MPO is to develop plans, policies and priorities that guide local decision-making on transportation issues. That was done in 2003, 04 and 05. Now, the MPO's decision has been effectively overridden by other agencies.
- 2) Since 2004, the MPO has prioritized numerous additional projects. In effect, these projects have cut in line and have been granted funds needed to carry out its decision from 2004 on this project.
- 3) The FDOT's proposed scaled-down project fails to solve the biggest problems of the current rural road design: sidewalks and drainage. If this scaled-down project proceeds, a) the funds that the MPO prioritized for the original, complete design will have been wasted because that design won't be used; b) there will be additional cost to develop another design for a scaled-back plan; c) Pinellas County Utilities will also have additional design and construction costs to compensate for the pieces that the FDOT is leaving out.
- 4) By not addressing all the needs now, future projects will be required, resulting in ripping up the scaled-down improvements at greater effort and higher cost.

The least cost solution for Gulf Boulevard is to build the original complete design now. Councilmember Smith asked the MPO to prioritize funds so that the project can be built as it originally intended according to the design that already exists and meets all the needs.

Secretary Skelton responded, reiterating his comments of last month. It is a \$26 million project. If the MPO would like to defer another project costing \$13 million, the FDOT will listen. The Department believes it has a scaled-back project that will fulfill much of the intent of the original project. FDOT staff will explain the proposed scaled-back design to the board at the July meeting.

Commissioner Stewart said that with all the budget matters being discussed in Tallahassee, including tax cuts, finding an extra \$12 million will not be an easy task. He asked that at next month's board meeting, staff make a report that answers the following questions:

- Why has the project cost grown from \$7 million to \$26 million?
- What projects cut in line and took some of the dollars that would have been available for Gulf Boulevard

- When in the past has the MPO re-prioritized projects? How often do we do that? What are the exceptions or requirements for doing that ?

Staff will make a report at next month's board meeting.

#### IV. CONSENT AGENDA

- A. Approval of Minutes - Meeting of May 9, 2007
- B. Approval of Invoices
  - 1. Tindale-Oliver and Associates
  - 2. Renaissance Planning Group
  - 3. American Consulting Engineers
- C. Endorsement of Section 5309 Bus and Bus Facilities Discretionary Program Grant

Two invoices were added to the consent agenda under "B. Approval of Invoices" as Items 4 and 5:

- 4. Center for Urban Transportation Research for Countywide Bus Rapid Transit Study
- 5. Pinellas Suncoast Transit Authority for Section 5303 Task 31.1.4 Joint Participation Agreement

ACTION: Councilmember Bryan moved approval of the consent agenda including the added invoice items, Mayor Arbutine seconded the motion, and the motion carried unanimously.

#### V. PUBLIC HEARING ON SAFETEA-LU REVISIONS TO THE LONG RANGE TRANSPORTATION PLAN

Frank Kalpakis of Renaissance Planning Group reviewed the recommended changes to the Long Range Transportation Plan (LRTP) that will bring it into compliance with SAFETEA-LU. The amendments are required by July 1. They have been posted on the MPO's website.

For the subject areas where the LRTP was not in compliance, changes to policy language or text language were recommended. The revised subject areas were "Special Needs Transportation", "Tri-County Access Plan", "Safety and Security", and "Environmental Preservation".

Chairman Hibbard opened the public hearing.

Wilfred Sergeant, a transit consultant and County resident, addressed the board. He said that the County needs transportation capacity. The text of the revised LRTP suggests that the County is trying to squeeze more capacity from the existing facilities. That is not sufficient. He would like to see additional wording in the text that confirms that the County does need additional transportation capacity, which is different from existing transit occupancy.

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

**ACTION:** Councilmember Danner moved approval of "MPO Resolution 07-5 Approving the SAFETEA-LU Compliance Revisions to the 2025 LRTP". Mayor Arbutine seconded the motion. The roll was called, and the board voted as follows: Commissioner Stewart - Yes; Commissioner Seel - Yes; Councilmember Danner - Yes; Councilmember Bryan - Yes; Mayor Arbutine - Yes; Mayor Mischler - Yes; Commissioner Eggers - Yes; Mayor Hibbard - Yes. The motion carried unanimously.

#### **VI. CR 296/BRYAN DAIRY ROAD FUNCTIONAL CLASSIFICATION REVISION**

At the May 9 board meeting, the Florida Department of Transportation (FDOT) requested that the MPO concur with a change to the Pinellas County Federal Functional Classification Map. This change would have designated the segment of CR 296/Bryan Dairy Road from 72nd Street North to US 19 as Urban Minor Arterial Class. The request was referred to the Technical Coordinating Committee for review at that committee's request. At their May 23 meeting, the TCC recommended that the entire CR 296/Bryan Dairy Road corridor from Alternate US 19 to I-275 be classified as a Principal Arterial. After further review, the FDOT has agreed with this recommendation of the TCC.

**ACTION:** Commissioner Seel moved to accept the findings that Bryan Dairy Road should be designated a Principle Arterial from Alternate US 19 to I-275. Mayor Mischler seconded the motion, and the motion carried unanimously.

#### **VII. REPORT ON REGIONAL TRANSPORTATION AUTHORITY LEGISLATION**

The bill to establish a Regional Transportation Authority (RTA) is waiting for the governor's signature. Representative Galvano and Senator Fasano were instrumental in passing this legislation.

It defines an RTA of seven counties: Pinellas, Citrus, Hernando, Hillsborough, Manatee, Pasco, and Sarasota. There would be 15 voting members including a representative of each of the counties' commissions, the mayors of Tampa and St. Petersburg, rotating mayors from Sarasota/Manatee, and four business representatives appointed by the governor. The governor would make the initial appointment of the chairman for the first two years. The Chairs Coordinating Committee would participate, and Mayor Hibbard has been selected as their representative.

#### **VIII. LOCALLY COORDINATED PUBLIC TRANSIT / HUMAN SERVICES TRANSPORTATION PLAN**

Tiffany Homler of Tindale-Oliver and Associates gave a presentation on the finalized Tri-County Access Plan (TCAP) developed by Pinellas, Hillsborough and Pasco Counties. This plan was formerly known as the Locally Coordinated Public Transit-Human Services Transportation Plan.

The plan was developed as the response to a presidential executive order carried through by SAFETEA-LU legislation. The plan deals with three federally funded programs: 1) Elderly and Disabled Individuals (E&D); 2) Job Access and Reverse Commute (JARC); and 3) New Freedoms (NF). The goals of these programs are to provide access to transportation and to reduce duplication of services.

Ms. Homler reviewed the background legislation; the target populations and area demographics; the plan background, methodology and goals; existing transportation services and unmet transportation needs; the public involvement process; program funding; proposed projects and their prioritization; and the next steps. Copies of the Power Point presentation and the finalized T-CAP were included with meeting materials.

For fiscal year 2006/07, there will be about \$1.5 million for the tri-county area. For fiscal year 2007/08, there will be about \$1.8 million. The three MPOs will consider projects that will benefit all three counties. Operating funds require a 50% match. Project applications were due on May 30.

**ACTION:** Commissioner Eggers moved to approve the Tri-County Access Plan. Commissioner Seel seconded the motion, and the motion carried unanimously.

#### **IX. PROGRESS REPORT ON THE BRYAN DAIRY ROAD RENAMING**

Staff reviewed that the Bryan Dairy Road renaming has been pending for several years. The original proposal was to rename the entire CR 296 corridor from Hamlin Boulevard to I-275 with the single name of Bryan Dairy Road. The MPO concurred with that proposal. Letters of support were received from the City of Seminole and the City of Pinellas Park. However, the City of St. Petersburg had raised some issues about the renaming.

The Florida Department of Transportation (FDOT) occasionally asks what to put on signs as they make improvements on surrounding roads. The Department is now looking at the US 19/118th Avenue interchange and wants to know what to place on the signs for east-west roads.

St. Petersburg was contacted again. The city's concern is that 118th Avenue from US 19 to the interstate should have a name that reflects its function, such as "East-West Connector". This point was emphasized by Councilmember Bryan.

It was clarified that the DOT does not assign names to roads, they only assign a road number. The local agencies name their roads. Therefore, there is still no consensus on a single name for the corridor. Staff presented several options for renaming the road including:

- Rename CR 296 as "Bryan Dairy Road" from Hamlin Blvd. to US 19
- Rename CR 296 as "Bryan Dairy Road" from Hamlin Blvd. to I-275
- Consider a name other than "Bryan Dairy Road" for the corridor
- Consider only the corridor segment from Alternate 19 to I-275 for renaming, thereby deleting 102nd Avenue from the discussion

Mayor Mischler noted that the only portion of the corridor that is in St. Petersburg is east of 28th Street, which is the connector that goes nowhere and has never had a name. It was time to resolve the issue.

Mayor Arbutine said that the reason the MPO supported having one name for the corridor was for the sake of clarity when giving directions and for the benefit of visitors to the County.

MOTION: Commissioner Seel moved that the entire CR 296 corridor from Hamlin Boulevard to I-275 be renamed Bryan Dairy Road. Mayor Mischler seconded the motion. Board discussion continued.

Staff reviewed that when the matter was before the MPO earlier, the cities asked the MPO to coordinate the process. It was with the understanding that the MPO would need the support of the affected governments because they would have to deal with the signs.

Also, the Board of County Commissioners (BCC) would have to vote on the renaming. Staff had been concerned that the MPO did not have a clear resolution of support from the City of St. Petersburg before going before the BCC.

It was clarified that the local jurisdiction has the final authority regarding road names. Therefore, St. Petersburg could veto the name for the connector segment east of 28th Street.

Councilmember Bryan said that St. Petersburg has no major objection to the name. They felt that the road should tell the story of where it's coming from and where it's going.

Mayor Hibbard said he would like to see signs that read "Bryan Dairy Road/CR 296". He noted that many other name issues remain in the County.

VOTE ON MOTION: The motion carried unanimously.

Staff will seek resolutions from St. Petersburg and the County.

Commissioner Seel suggested checking the address numbers along the corridor for consistency.

Secretary Skelton noted that the connector is currently unfunded. The DOT is searching for all levels of funding, and it is eligible for federal funding.

#### **X. LOCAL COORDINATING BOARD RECOMMENDATIONS**

##### **A. Community Transportation Coordinator (CTC) Evaluation**

The MPO, as Designated Official Planning Agency (DOPA) for the County's Transportation Disadvantaged (TD) Program, must make an annual evaluation of the Community Transportation Coordinator (CTC) and forward that evaluation to the Florida Commission for the Transportation Disadvantaged (CTD). At its April meeting, the Local Coordinating Board (LCB) directed MPO staff to conduct the evaluation. The evaluation was approved by the LCB at its meeting on May 15.

A copy of the evaluation was included with meeting materials, and staff gave a brief review.

ACTION: Commissioner Eggers moved approval of the CTC Evaluation, Mayor Arbutine seconded the motion, and the motion carried unanimously.

## B. Review and Approval of New State Rate Structure

Staff reviewed that every year, the current Transportation Disadvantaged (TD) provider rates must be included with the submission of the Trip/Equipment Grant. The Commission for the Transportation Disadvantaged (CTD) has instructed the Pinellas County Community Transportation Coordinator (CTC) that as of July 1, 2007, all rates must be derived from a rate calculation model provided by the CTD. The purpose of requiring the use of this standardized model is to allow the CTD to compare CTC rates across the state.

This model uses estimated passenger trips, vehicle miles, and revenue as inputs to determine rates for ambulatory, wheelchair, stretcher, and group trips. The rate model does not allow for a separate administrative fee. Instead, any administrative/management costs must be incorporated into the trip rates. The rates resulting from this model are shown below. PSTA bus pass rates reflect the current market rate, including any discounts.

The CTD requires these rates to be included in the Transportation Disadvantaged Service Plan (TDSP). Although these rates differ from the negotiated provider rates, the CTC will continue to pay providers at the negotiated rates for TD and Medicaid Programs. The negotiated rates will be included in the updated TDSP along with the new CTD mandated rate structure. The LCB approved these rates at their May 15, 2007 meeting.

**ACTION:** Action on this item was included with action on Item C.

## C. 2007 TD Service Plan Update

The local Transportation Disadvantaged (TD) Programs are required to submit updates of their entire Transportation Disadvantaged Service Plans (TDSP) every three years. In interim years, minor updates are submitted. The current TDSP covers the period from 2004-2007.

The Local Coordinating Board (LCB) recommended approval of this year's minor update to the TDSP. The update includes changes to the vehicle inventory section and the provider rates section to reflect the new rate structure required by the Commission for the Transportation Disadvantaged (CTD).

The LCB agreed that a subcommittee should be formed at its September meeting to help staff develop new goals, objectives, and strategies for 2008-2011 and to review the entire 2008-2011 TDSP.

**ACTION:** Councilmember Danner moved approval of 1) the new rate structure outlined in Item B, and 2) the updated TD Service Plan. Commissioner Seel seconded the motion, and the motion carried unanimously.

## XI. LIVABLE COMMUNITIES MODEL OBJECTIVES AND POLICIES

Commissioner Stewart, chairman of the Livable Communities Task Force (LCTF), reviewed the work of the task force over the past several years. Recommendations of the LCTF were approved by the MPO in March 2005.

As a follow-up to these activities, in December 2006 the MPO approved a scope of services and engaged Renaissance Planning Group to develop a model comprehensive plan policy and land development codes that would hopefully be used by the County's local governments when implementing their livable communities programs. The LCTF reconvened to provide insight and oversight to this project.

On June 6, the LCTF unanimously approved a draft Model Comprehensive Plan Objectives and Policies for review by the MPO. With the MPO's approval, the document would be transmitted to each of the 24 municipalities in the County along with a request for action on a resolution to endorse the model objectives and policies for implementation through their respective comprehensive plans. With MPO approval, the task force would continue to oversee this project and would ask MPO staff to track progress on the implementation of this model through the local comprehensive plans and to report back to the MPO.

Commissioner Stewart thanked Al Bartolotta of MPO staff for his work on this project.

Whit Blanton of the Renaissance Planning Group gave an overview of the final draft of "Pinellas County Livable Communities—Model Comprehensive Plan Objectives and Policies". A copy of the draft was included with meeting materials.

The next phase is to develop a draft of land development code regulations. These will be presented to the MPO later in the year.

Chairman Hibbard thanked Commissioner Stewart for his continuing work on this effort.

**ACTION:** Commissioner Stewart moved approval of the Livable Communities Model Comprehensive Plan Objectives and Policies and that it be forwarded to the cities for their consideration. Commissioner Eggers seconded the motion, and the motion carried unanimously.

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

The PMI Steering Committee met on June 11. Mr. Smith reported on items discussed.

### **A. Clearwater-to-Clearwater Beach Guideway**

The steering committee is still working to determine the capability of the Memorial Causeway Bridge to handle a guideway facility going from the mainland to the beach. The intent is to present a report to the steering committee at its next meeting. It is also hoped to have a proposal that is more definitive regarding the ridership.

### **B. Countywide Bus Rapid Transit Plan**

The steering committee has worked with other agencies and support committees and has determined the final eight corridors. They dropped 22nd Avenue from the list and added Alternative US 19. The eight corridors will undergo further evaluation to reduce the list to two or three corridors.

Joel Rey of Tindale-Oliver and Associates gave a brief presentation to the board reviewing how the eight corridors were chosen and how the final two corridors will be chosen.

\*At 2:23 p.m., Commissioner Stewart left.

Central Avenue was included in the mix even though it was known at the time that there was an effort underway to include BRT for Central Avenue. Based on the original screening matrix, Central Avenue finished at the top of the original 28 corridors. It supported the decision to move forward with Central Avenue. Five of the corridors mirror PSTA routes.

Mayor Hibbard, a member of the PMI Steering Committee, said that Central Avenue is not one of the busiest corridors yet it finished at the top of the list because selection wasn't based on traffic conditions.

\*At 2:30 p.m., Commissioner Seel left.

Gulf Boulevard didn't seem like a true BRT route because of restrictions to the road and because most people go north or south to the center of the County and then go west to their destination point. The committee did not choose 22nd Avenue because they felt they needed a north/south route in the west of the County.

\*At 2:32 p.m., Commissioner Stewart returned.

\*At 2:33 p.m., Commissioner Seel returned.

Councilmember Bryan noted that from bay to bay, 1st Avenue North has 3-4 lanes, 1st Avenue South has 3-4 lanes and Central Avenue varies from 3-4 lanes. Together, these roads make a corridor with a heavy volume of traffic that mirrors other high-traffic areas in the city.

ACTION: Councilmember Danner moved approval of the priority corridor map, Commissioner Eggers seconded the motion, and the motion carried unanimously.
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### C. St. Petersburg-to-Beaches Bus Rapid Transit

The PMI Steering Committee discussed the PSTA's plan to submit an application for federal Small Starts funding to finance a BRT project for the St. Petersburg-Madeira Beach corridor, with particular focus on the St. Petersburg-Tyrone Square Mall area. After much discussion, the steering committee was not able to reach agreement on a recommendation to the MPO regarding the consistency of that project with the MPO plan.

Board discussion followed, and it was learned that there had been confusion about the deadline for applications for the Small Starts funding. The current deadline date is September 7, 2007. Joe Kubicki, Director of Transportation for the City of St. Petersburg, said that this is the City's information, and the new date would give them time to work on outstanding issues and to see how much local money may be available. He also noted that because Small Starts is an annual program, if the deadline were missed, the project application would go into the next year's cycle for consideration.

Deborah Kynes, chair of the PSTA Board of Directors, addressed the board. She reported that on May 23, the PSTA Board agreed by a 10-3 vote to move forward in queuing for the Small Starts funds for the Central Avenue BRT. The vote was based on a phased approach that was based on ridership from the Medical Center to Tyrone Square Mall, which included a formula for funding the \$15.9 million project. This formula included Small Starts, appropriations from 5307 and 5309 federal monies, and a proposed 3% millage increase for O&M costs. The task now is to pursue the funding, particularly the required local match. She asked for the MPO's concurrence that this BRT route is consistent with the MPO's Long Range Transportation Plan, which is the central issue.

Councilmember Danner noted that he sits on the boards of both the MPO and the PSTA and that the proposed BRT route would go through his district. At the PSTA Board meeting, he moved to defer the matter until they knew what the tax situation would be and how a new executive director might feel. The board was told that they would have to meet a deadline of July 1 for the project submission or else they would have to wait a year, and that was a huge factor in the decision of the other board members not to defer a decision to submit an application. Now, they have heard that they have until September 7 for submission, so they could wait another 30-60 days to find out what happens in Tallahassee. They would also have a much better idea of what they can match locally.

It was noted that the three dissenting votes at the PSTA Board meeting were Councilmember Danner, Councilmember Bryan, and Mayor Arbutine.

Councilmember Bryan noted that the PSTA Board was told that they could adjust certain parts of the application after its submission if they chose to do so. After some research by Mr. Kubicki's staff, they were told by the feds that they could adjust slightly for cost increases to a specific item which may have inflationary pressures on it, but they couldn't add equipment that wasn't originally slated. People thought there was greater flexibility in this regard, but there wasn't, and they had inaccurate information.

Mayor Arbutine said that he dissented in his vote because of the way the BRT project had changed in vision. It started many years ago as a Downtown St. Petersburg-to-St. Pete Beach corridor. Then the proposed route changed, eliminating the beach. The parties need to discuss why the route changed. There were many reasons including political and staff pressure. Now, no one knows exactly what's being filed.

Bill Steele, PSTA Interim Executive Director, said that the PSTA did have information that the application had to be filed by July 1. Subsequently, the Federal Transit Administration gave interim guidance that there was additional submission time. That had changed since the May 23 PSTA Board meeting.

Chair Hibbard said that this is the County's first BRT project and that it is important to St. Petersburg. If the parties want BRT to spread throughout the County, they have an obligation to make it work. They need the perspective of St. Petersburg, the PSTA, the MPO, and the Convention and Visitors Bureau, which has just started to weigh in. Now there is some extended time to make a decision.

Councilmember Bryan concurred that the BRT is important to the County. It is the inexpensive way to get to fixed guideway, which is the ultimate goal. The City of St. Petersburg now houses 100% of the proposed route as a Phase II. The PSTA is proposing to

make additional buses run a little faster. It is not the logical next step in mass transit and is not what the County is looking for. The PSTA is going to have a new executive director. To do this project right, it should not be rushed into or it may result in something the County won't like. The kind of transit St. Petersburg would like to see is perhaps a \$14 million program, but \$6-7 million is the bottom line. There are multiple reasons to work further on the BRT.

**ACTION:** Commissioner Seel moved to defer the item one month. Councilmember Danner seconded the motion, and the motion carried unanimously.

#### **D. CSX Line**

The PMI Steering Committee received information about the width of the CSX line corridor as it goes from St. Petersburg to Clearwater and to Oldsmar.

\*At 2:55 p.m., Commissioner Stewart left.

### **XIII. LEGISLATIVE UPDATE**

Staff is tracking the recent legislation regarding MPO's, growth management, and the Regional Transportation Authority. These bills are awaiting action by the governor.

### **XIV. COMMITTEE APPOINTMENTS**

#### **A. Citizens Advisory Committee**

**ACTION:** Mayor Mischler moved to appoint Makeba Huntington-Symons to the CAC as a representative of St. Petersburg. Commissioner Seel seconded the motion, and the motion carried unanimously.

#### **B. Local Coordinating Board**

**ACTION:** Mayor Mischler moved to appoint Gay Gentry to the LCB as the representative of the PSTA Board. Councilmember Danner seconded the motion, and the motion carried unanimously.

### **XV. PSTA ACTIVITIES**

The PSTA Board met on May 23. Minutes were included with meeting materials.

Mayor Arbutine reported that Bill Steele had been appointed Interim Executive Director of the PSTA. The process to find a permanent director is expected to take longer than the PSTA Board had originally thought.

The PSTA Board approved a finance committee. It will be comprised of two board members and one non-board member. The non-board member will be Bill Jonson, formerly of the City of Clearwater Council.

**XVI. BELCHER ROAD RE-ADDRESSING REQUEST**

Pinellas County Emergency Communications requested MPO assistance in resolving a potential public safety problem. The segment of Belcher Road that runs north of Ulmerton Road passes through several municipalities, and address numbers do not follow a logical sequence as they change from one jurisdiction to another. This inconsistency makes it difficult for emergency services to locate addresses. Maps of the corridor were included with meeting materials.

Address assignment is the responsibility of local governments. Staff recommended that the MPO alert the local jurisdictions of the situation.

**ACTION:** Councilmember Bryan moved that the MPO writer a letter to the local jurisdictions alerting them of the public safety problem presented by the address numbering on Belcher Road. Mayor Arbutine seconded the motion, and the motion carried unanimously.

**XVII. OTHER BUSINESS**

**A. Pinellas Trail Intersection Evaluation**

The MPO received a memo dated June 1 from the Traffic Signal and Median Control Committee regarding the Pinellas Trail intersection evaluation.

**B. MPO Summer Schedule**

The MPO Board will not meet in August.

**C. Joint Chairs Coordinating Committee**

The Joint CCC met on June 8. They appointed Mayor Hibbard as the CCC's representative on the Regional Transportation Authority. They also approved some additions to the Regional Roadway Network that were requested by Citrus County. This will allow Citrus County to participate in the TRIP funding program.

**D. Correspondence**

The Friendship Trailbridge will hold its Entry Way Enhancement Ceremony on June 18.

A letter dated May 25 from State Senator Fasano addressed the pedestrian safety legislation that died during the past legislative session.

Medicaid NET expenditures for May 2007 were \$61,103.20.

**XVIII. ADJOURNMENT**

There was no further business. The meeting adjourned at 3:00 p.m.

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Frank Hibbard, Chairman