

**PINELLAS COUNTY METROPOLITAN PLANNING ORGANIZATION
MINUTES - MEETING OF JUNE 10, 2009**

The Pinellas County Metropolitan Planning Organization, created by the State of Florida in accordance with Title 23 United States Code, Section 134 and Chapter 339.175 Florida Statutes, met in regular session on Wednesday, June 10, 2009 in the chambers of the Pinellas County Commission, 315 Court Street, Clearwater, Florida.

MEMBERS PRESENT

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

MEMBERS ABSENT

Andy Steingold – Mayor, City of Safety Harbor representing Oldsmar, Safety Harbor, and Tarpon Springs

OTHERS PRESENT

Brian Smith – MPO Executive Director
Sarah Ward – MPO Transportation Planning Division Manager
David Sadowsky – County Attorney's Office
Ming Gao – Florida Department of Transportation (FDOT)
Brian Beaty – Florida Department of Transportation (FDOT)
Lee Royal – Florida Department of Transportation (FDOT)
Susan Latvala – County Commissioner
Julie Bujalski – Dunedin Commissioner
Paul Bertels – City of Clearwater
Bob Bray – City of Pinellas Park
Mahshid Arasteh – Pinellas County Public Works
Rob Meador – Pinellas County Public Works
Tim Garling – Pinellas Suncoast Transit Authority (PSTA)
Joe Kubicki – City of St. Petersburg
Tom Whalen – City of St. Petersburg
Wilfred Sergeant – Citizen (Citizens Advisory Committee)
Bob Klute – City of Largo
Bill Jonson – Citizens Advisory Committee
Gina Harvey – MPO Staff
Heather Sobush – MPO Staff
Carolyn Kuntz – MPO Recorder

I. CALL TO ORDER

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

II. INVOCATION AND PLEDGE

Councilmember Herb Polson performed the invocation and led the Pledge of Allegiance. The Board members introduced themselves.

III. CITIZENS TO BE HEARD

No citizens came forward at this time.

IV. CONSENT AGENDA

A. Approval of Minutes – Meeting of May 13, 2009

B. Approval of Invoices –

1. Tindale-Oliver and Associates

2. Renaissance Planning Group

3. Data Transfer Solutions

4. University of South Florida Center for Urban Transportation Research (CUTR)

5. Pinellas Suncoast Transit Authority (PSTA)

C. Approval of BayCare New Freedom Agreement

D. Endorsement of Pasco County's Section 5307 Application

E. Approval of Amendment to the St. Petersburg Intermodal Agreement

Mr. Smith indicated Data Transfer Solutions has not completed the project; therefore, Item B 3 is being deferred until the project is satisfactorily complete.

Commissioner Welch questioned why there was a two-year extension for the St. Petersburg Intermodal Agreement and whether there was a time limit to expend the funds. Mr. Kubicki responded the funds will be used to identify a location for a new transit facility. They have been working with PSTA, who also wants to contribute funds for this project. The project should be completed in a year but staff wanted to make sure there was adequate time in the agreement to complete the work; therefore, they are requesting a two-year extension. The St. Petersburg City Council has approved the project. There is no time limit as to when the funds have to be expended but they are working with the Federal Transit Administration (FTA) to keep them apprised. FTA supports the project and PSTA's willingness to contribute funds.

Commissioner Brickfield questioned whether there were other consultants under contract with the MPO in addition to Tindale-Oliver, Renaissance Planning Group, and CUTR. Mr. Smith responded Tindale-Oliver and Renaissance Planning Group are the MPO's General Planning Consultants currently under contract. Ms. Ward added the other General Planning Consultant is URS and, in addition, other contracts are ready to expire (HNTB and American Consulting). Upon further query by Commissioner Brickfield, Ms. Ward responded they review the MPO's needs as to whether the contracts need to be extended; however, not all the contracts were let at the same time, which means there is still capacity within the contracts for Tindale-Oliver, Renaissance Planning Group, and URS. Commissioner Brickfield had a question regarding the amount of the invoice associated with Tindale-Oliver. Ms. Ward responded Tindale-Oliver is performing work associated with the Clearwater to Clearwater Beach transit evaluation project, which is funded with a federal earmark.

Mayor Hibbard moved, Commissioner Crozier seconded, and motion carried unanimously (10-0) to approve the Consent Agenda as amended (with the exception of Item B 4 3).

V. SCHOOL TRANSPORTATION SAFETY COMMITTEE (STSC) RECOMMENDATION ON CONSISTENT SCHOOL ZONE POLICY

Susan Latvala, Chairman of the School Transportation Safety Committee (STSC), briefly reviewed the membership of the STSC. The MPO directed the STSC to look at this issue as it

related to Sutherland Elementary School. The issue of school zones was created with the opening of the Belcher Road extension because, prior to its opening, the residents treated it as a private road. The STSC created a subgroup to look at the issue of a consistent school zone throughout the County. The Subgroup included members of the STSC, as well as city and county staff. The group reviewed the approaches throughout the County and noted school zones were handed differently depending on the jurisdiction. In checking with others throughout the State, they found Hillsborough County has taken a consistent approach and asked them to make a presentation to their group. After hearing the Hillsborough presentation, they recommended to the STSC that Pinellas County follow a similar approach, which concurred and forwarded it to the MPO. She read the Position Statement:

- All school zones will include a reduced speed limit;
- All school zones will have school flashers (automated signs permanently mounted);
- The school flasher signs will be low energy or solar powered;
- All school zones will be reviewed by the responsible agencies to confirm that adequate school signage and pavement markings are in place; and
- All school zones will be reviewed by the responsible agencies to confirm good signing practices in place and that the "end of school zone" and posted speed limit signs are collocated when possible

She showed an example of proper flashing signage. The STSC is requesting the MPO approve the resolution and recommend the cities, County, and School Board take like action by resolution. The STSC offered their assistance in working with the local jurisdictions. She introduced Dunedin Commissioner Julie Bujalski who was in attendance and served as Chairman of the Subgroup.

Upon query by Commissioner Seel regarding the cost, Mr. Smith responded each unit costs approximately \$4,000 and 2 units would be needed at each school zone. Staff has identified funding that is available through the Stimulus energy program for approximately 42 locations; however, the Board of County Commissioners still has to take action.

Mr. Skelton clarified the Florida Department of Transportation (FDOT) is responsible for schools located on state roads; therefore, FDOT would evaluate the school zone on a case-by-case basis.

During discussion, it was emphasized the idea is for consistency so the traveling motorist knows what to expect in a school zone no matter whose jurisdiction. It was also indicated the STSC recommended a reduced speed and not a specific speed limit due to the controversy. Hillsborough County's policy is, if the speed limit is 35 mph or less, then the reduced school limit would be 15 mph and, if the speed limit is 35 mph or more, then the reduced school limit would be 20 mph. it was felt the traffic engineers could make the best determination. It was clarified the policy would be for all schools, including high schools.

Mr. Skelton noted FDOT does not usually reduce speeds for high schools located on state roads. Even in Hillsborough County, FDOT does not have reduced speeds at high schools, although they make sure there are safe crossings. In addition, most of the high schools are located at signalized intersections and, therefore, have safe operations; however, FDOT would perform an evaluation on a case-by-case basis.

Mayor Eggers requested, when FDOT performs an analysis, they would inform the MPO of their determination and the reasons to ensure consistency.

Mr. Smith added staff will develop a tracking system.

Councilman Polson suggested utilizing Safe-Routes-to-School Program to help fund this initiative. Mr. Skelton noted there is an application process and there are reporting

requirements but this is an eligible expense. Lee Royal, FDOT, indicated this is a competitive program and is annual where applications are submitted to the District Office and then forwarded to Tallahassee for prioritization. Funds for the next year or two have already been allocated.

It was clarified that private schools would also be considered but that implementation at public schools would be prioritized first. More information would be needed as to which private schools would require a school zone since a lot of parents drive their students to a private school as busing is not provided.

Councilman Polson moved, Commissioner Brickfield seconded, and motion carried to approve the Position Statement, the MPO resolution, and to work with the cities, the County, and the School Board and request FDOT report back as to their determination of schools located on State roads.

VI. 2035 LONG RANGE TRANSPORTATION PLAN UPDATE

A. Pinellas Mobility Initiative (PMI) Recommendations on Transit Network

Mr. Smith indicated a PMI report on Monday's meeting was included in the members' folders, which included a recommendation on the transit network that is part of the Long Range Transportation Plan (LRTP) Update.

At this time, 1:24 p.m., Commissioner Brickfield left the meeting

At this time, 1:25 p.m., Commissioner Brickfield returned

Ms. Ward stated the PMI Committee met on Monday and reviewed the rail network with the idea of determining the priorities and phasing. The rail network includes the CSX rail line from Clearwater to downtown St. Petersburg, including the loop; rail service in the 4th Street area (specific corridor pending evaluation) from downtown St. Petersburg to the Gateway area with a connection across the Howard Frankland Bridge; future phases from Clearwater to Hillsborough County utilizing the existing CSX rail line through Safety Harbor and Oldsmar (although this would not be an initial phase); and service on U.S. 19 including a future phase to the Pasco County line. The Committee's recommendation for an initial phase was to ensure connection between the three major activity centers (downtown St. Petersburg, Gateway area, and downtown St. Petersburg) looking at Clearwater through the Ulmerton Road corridor to the Gateway area and a line to St. Petersburg in addition to the line along the CSX rail line. The Committee's recommendation was based on the fact that more detailed studies would be required regarding an Alternatives Analysis, which would determine the exact alignment.

Commissioner Seel clarified her motion at the PMI Committee was for two alternatives: one from downtown Clearwater along the blue line to downtown St. Petersburg and one from downtown Clearwater to the Gateway area to downtown St. Petersburg and further study would determine which corridor should be phased first. Mayor Hibbard emphasized the lines were a wide swath and they were not designated a specific corridor. Commissioner Seel clarified that her motion was: 1) follow the blue line; and 2) follow the blue line to the yellow line to the purple line and indicate along a corridor to St. Petersburg but not specifically indicate 4th Street and that further analysis would determine the first route based on the best ridership and best mileage cost.

Mayor Hibbard noted he had discussed this with Bob Clifford, TBARTA Executive Director, who indicated the purple line is not constrained and probably wouldn't do well without crossing the Bay, the need to further study the loop whether it's rail or another mode/circulator to connect to the rail, and his concern with the number of stations along the blue line.

Commissioner Welch indicated, for the record, regarding Item 4 of the Committee's recommendation that continuation of the ad valorem tax is assumed, the PSTA Board has not fully discussed its continuation. Mr. Smith responded this is a starting draft that will be acted on by the MPO during the September-December timeframe, which allows enough time to coordinate with PSTA. **Commissioner Eggers suggested underlining the second sentence that nothing has been determined.** Mr. Smith cautioned ad valorem is a funding source, which influences what can be accomplished on the Plan since it provides a resource for transit and rail projects. Commissioner Welch still had a concern. **Commissioner Seel suggested changing "would be assumed" to "could be continued"**. Commissioner Welch was okay with that change. Councilman Polson added that the Funding Committee still has to make a recommendation and there is a chance there wouldn't be unanimous support and, therefore, cautioned to be careful regarding the wording. Commissioner Seel noted the TBARTA financing plan included both resources and that she would provide a copy to the MPO members for their information.

Following discussion, **Commissioner Seel moved approval of the PMI Committee report with two changes: 1) change A1 to include two alternatives with one alternative following the blue line from downtown Clearwater to downtown St. Petersburg and the second alternative as the corridor defined in the summary; and 2) change A4 to from "would be assumed" to "may be assumed"; Commissioner Welch seconded; and motion carried unanimously (10-0.** The PMI recommendation for the transit component of the LRTP in its entirety, as amended, is as follows:

The Long-Range Plan

1. Previously concerning the Long Range Transportation Plan, the Committee had approved the bus network with the BRT corridors and the rail network, with the understanding that a cost feasible review of the rail network would be made with the identification of priorities or a staging approach to the rail network. With this background, the Committee concluded two alternatives: 1) follow the blue line, existing rail line, from Clearwater to St. Petersburg; and 2) follow the blue line from Clearwater then follow the yellow line, or general Ulmerton Road area, and proceed east to the Gateway area and then proceed south on the purple line and corridors parallel to 4th Street south to St. Petersburg. Both alignments would be shown on the MPO Long Range Transportation Plan as the first stage approach to the Rail Program. It would then be understood that a corridor evaluation would be performed to determine the preferred alignment for Stage I of the rail program. This assessment would be made based upon FTA (Federal Transit Administration) criteria and land-use development opportunities among other considerations.
2. The follow-on priority for rail would be the Bay crossing where it was assumed there was efficiency to be gained with the bridge crossing to be a joint venture with the Interstate highway improvement for the same bridge. This will influence the timing of the rail crossing, which would then be programmed in conjunction with the highway project based upon that bridge replacement.
3. The balance of the rail network will be filled in based upon funding availability within the Long Range Transportation Plan timeframe.
4. The revenue sources for the long-range transit improvements may include the continued ad valorem millage of PSTA and the one percent transit surtax. This assumption will be made with the understanding that, following the Plan, the actual determination will be made based upon follow-on evaluations by the appropriate parties.
5. It is understood that corridor evaluations of rail will be looking at a general corridor in question and will be much broader than a specific alignment. These evaluations will also be joint ventures with the MPO, TBARTA, PSTA, FDOT, and other appropriate parties.

B. General Overview

Ms. Ward presented a general overview of the PMI Committee meeting on Monday. This included a map showing the combined network of the premium bus and rail network.

At this time, 1:43 p.m., Commissioner Seel left the meeting

Enhanced bus is shown along McMullen-Booth Road, express bus along U.S. 19, and additional service along Ulmerton Road and other east-west routes. The Plan update has been underway for two years, with the process starting with development of the socioeconomic data for 2035, which the MPO approved several months ago and made available to TBARTA. MPO staff developed the goals, objectives, and policies that were reviewed by the advisory committees and the MPO to help with the development of the Plan. Public outreach has been going on for about a year to receive public input regarding priorities as to where available revenue should be spent. The schedule calls for MPO action on an updated Plan by December of this year, which will require confirmation of the revenue assumptions to be included in the Plan prior to adoption action. Staff needs to develop Plan documentation for submittal to FDOT in early fall for their review prior to adoption. Ms. Ward then reviewed a PowerPoint presentation, which included a general overview of the Plan components in addition to transit. This presentation included:

- Context for the 2305 LRTP update, including policy and issues framework and key areas of emphasis
- Major issues and projects by transportation mode, including local issues for livable communities and declining school enrollment, regional transportation issues, transit network, rail transit system plan, highway network, bicycle and pedestrian network, maintenance and operations related to the Intelligent Transportation System, and preliminary costs and revenues
- Plan adoption schedule

Staff will bring additional information next month regarding cost revenues and funding shortfalls. The next steps include continuing to gather public input on transportation needs and project priorities, refining the project cost estimates and revenue projects, and then hold the public hearings to adopt the Plan.

At this time, 1:54 p.m., Commissioner Seel returned

At this time, 2:00 p.m., Mayor Hibbard left the meeting

**At this time, 2:04 p.m., Mayor Hibbard returned.

Upon query by Commissioner Brickfield regarding the study costs, Ms. Ward responded staff will work with TBARTA since they have funding available but staff has not costed out corridor studies.

VII. PEDESTRIAN TRANSPORTATION ADVISORY COMMITTEE (PTAC) MOTION ON DISCRETIONARY FEDERAL STIMULUS FUNDING

Mr. Smith noted the PTAC reviewed the Stimulus funding package at their meeting and recommended two regional trail projects be submitted for discretionary funding: the Courtney Campbell Causeway and the Friendship TrailBridge. The Friendship Oversight Committee has also taken action to pursue looking at this funding for the Friendship TrailBridge.

There was discussion regarding the use of this funding for the Friendship TrailBridge and the history involved. Mayor Mischler indicated he did not support putting any more money into this bridge.

Upon query by Commissioner Seel, Mr. Skelton responded this program is referred to as the Tiger Grant and there is \$1 ½ billion in funding. Currently, no projects have been identified and additional information is expected to be placed in the Federal Register although criteria have

been identified. Eligible activities include maintenance and extending life of a facility. There are five specific criteria that every project will be evaluated against, with U.S. DOT Secretary making the final determination regarding projects. Criteria include: 1) improving the condition of existing current transportation facility systems; 2) improving the quality of living and working environments through livable communities; 3) improving the energy efficiency and reducing greenhouse gas emissions, 4) improving the safety of U.S. transportation facilities; and 5) contributing to the medium to long-term economic competitiveness of the Nation. Applicants include states, MPOs, local jurisdictions, with this being a competitive program. Projects are due by September 15. The projects should be greater than \$20 million and less than \$300 million. One of the stipulations is that no state can receive more than 20% of the funding, which is \$300 million. A project can cost less than \$20 million but the applicant must seek a waiver showing how the project still meets the 5 criteria. FDOT will be looking at projects statewide for submittal but they have not yet determined which projects.

Upon query by Mayor Hibbard, Mr. Skelton responded the Bayway and Tierra Verde Bridges would be potential candidates.

Commissioner Welch is concerned with the ongoing cost of the Friendship TrailBridge and questioned if this funding would cover the total cost for the next ten years. Mr. Smith responded there are 4 alternatives that have been identified, with an alternative that the bridge would cost \$7 million for rehabilitation, \$4 million set aside for ongoing maintenance and operations for 10 years, and \$4 million for contingency.

Mr. Skelton stated he would keep the MPO apprised of FDOT's decisions as they have more information at a statewide level. He noted there are a number of projects throughout the State that could be potential candidates for this funding.

Councilman Polson indicated this is the first he heard of the Tiger Grant and requested FDOT bring potential eligible projects to the next MPO meeting. Mr. Smith suggested staff send information to the members and have further discussion at the next meeting.

Chairman Arbutine directed this motion be deferred until the next meeting.

VIII. LOCAL COORDINATING BOARD (LCB) RECOMMENDATIONS

A. CTC (Community Transportation Coordinator) Evaluation

Mr. Smith indicated the MPO, as the Community Transportation Coordinator, is required to perform an annual review of the Transportation Disadvantaged Program. The Local Coordinating Board (LCB) formed a subcommittee to review the report and the LCB recommended approval of the report to be filed with the State.

Mayor Eggers moved, Commissioner Brickfield seconded, and motion carried (10-0) to approve the LCB recommendation for forwarding to the State.

B. 2009 Transportation Disadvantaged Service Plan Update

Mr. Smith indicated the LCB recommended approval of the minor updates to the Service Plan, which details how the Transportation Disadvantaged Program is carried out.

Councilman Polson stated the cover sheet needed to be updated to reflect the current MPO officers.

Councilman Polson moved, Mayor Eggers seconded, and motion carried (10-0) to approve the 2009 Transportation Disadvantaged Service Plan Update as amended.

IX. PINELLAS MOBILITY INITIATIVE (PMI) COMMITTEE REPORT

A. Downtown Clearwater to Clearwater Beach Evaluation of Transit Alternatives Project

B. Countywide BRT (Bus Rapid Transit) Plan – Travel Time Comparison

C. TBARTA (Tampa Bay Area Regional Transportation Authority) Update

Mayor Hibbard provided a brief review of the last PMI meeting, which included a review of the Clearwater to Clearwater Beach alternatives, indicating to the consultant they were looking for a lower-cost alternative with primarily Bus Rapid Transit (BRT) with a couple extra stations and circulators at both ends of the Causeway; Countywide BRT travel times, the definition of BRT, the need to have designated lanes and pre-paid stations to reduce travel times and faster speeds; and a TBARTA update.

Mayor Mischler moved and Mayor Eggers seconded a motion to accept the PMI Committee report included in the members' folders.

Commissioner Welch noted there is an ongoing question as to what exactly BRT means and asked Mr. Garling to place this on a PSTA agenda for further discussion as to what they want to achieve with BRT. Mr. Smith replied that is one reason MPO staff stopped calling it BRT and, instead, labeled it advance transit.

Commissioner Welch asked Mr. Smith to forward the entire analysis to Mr. Garling so he could forward it to the PSTA members for their information.

Following discussion, ***the motion passed (10-0).***

X. LEGISLATIVE UPDATE

A. General Legislative Update

Ms. Ward indicated the MPO packet included a summary of the legislative changes received from the MPOAC. This included passage of the primary seat belt law and a requirement that new toll equipment on limited access facilities be interoperable with what is already in place to make sure the Intelligent Transportation System (ITS) strategies can operate throughout the State.

B. Senate Bill 360 – Growth Management Legislation

Ms. Ward then reviewed information on Senate Bill 360, which is referred to as the Community Renewal Act. This bill makes changes to the growth management legislation that has been in effect in the State since the late 1980's. This bill provides for the creation of transportation concurrency exception areas (TCEA) for jurisdictions that have populations of at least 900,000 and qualify as a dense urban area with an annual determination. Pinellas County would qualify as a TCEA. Within a TCEA, a local government is required to adopt land use and transportation strategies that support and fund mobility. The Legislature felt the focus on roadway expansion to meet the transportation concurrency requirement was an unintended effect and it created sprawl and other issues. The focus of the mobility strategy would be on alternative modes of transportation. Pinellas County recently placed an emphasis on livable communities and made changes to the Transportation Impact Fee Ordinance to allow other types of improvements eligible for impact fee expenditures. The LRTP update also focuses on alternative modes of transportation, such as transit. It is expected the MPO would be involved with this effort in addition to the local governments to ensure consistency with the approach to the mobility plans and strategies working with the local governments as they meet the growth management requirements. There are a number of workshops being scheduled internally to provide a better sense of the implications of the growth management changes. The bill requires the local governments to submit plans within the

next two years to show how they will address the strategies and, if those plans are not submitted, sanctions may be imposed against the local government(s).

XI. COMMITTEE APPOINTMENTS

Commissioner Welch moved, Commissioner Crozier seconded, and motion carried unanimously (10-0) to approve the appointment of Joe Falanga and Arnold Restaino as Largo representatives and Mary Moser as a St. Petersburg representative on the Citizens Advisory Committee.

XII. PSTA ACTIVITIES

Tim Garling, PSTA Executive Director, provided pictures of the new hybrid buses, which the PSTA Board approved approximately a year ago. They have three buses they will place on routes throughout the County and will take every opportunity to allow people to see them. The bus has a sleek BRT-type design, silver in color, and PSTA expects up to 20% fuel efficiency. In addition, these buses are clean for the environment and PSTA is labeling them a Smart Bus. Upon query, Mr. Garling replied this type of hybrid bus costs approximately \$500,000 and a clean-burning diesel bus costs approximately \$360 to \$380,000 range. PSTA has capital funds available from the federal government and they are attempting to reduce ongoing operating costs by purchasing fuel efficient vehicles. The hybrid bus is 35 feet, which includes 34 seats and standing room to accommodate 40 people.

XIII. OTHER BUSINESS

A. Correspondence

Mr. Smith indicated the MPO office received a request from the Hillsborough MPO proposing a joint meeting with the Pinellas MPO to discuss rail projects, joint ventures, etc., in addition to a request to FDOT and TBARTA. They have suggested either August 25 or September 22; however, there is a Board of County Commissioners workshop on August 25 in the morning. There is a Board of County Commissioners meeting on September 22 in the afternoon; therefore, that date could work in the morning. MPO staff will check with the MPO members to see if September 22 in the morning would work.

B. Other

Mayor Hibbard indicated there was a newspaper article today in the "St. Petersburg Times" regarding the upcoming construction on U.S. 19. He requested Mr. Skelton provide details.

Mr. Skelton explained there will be intensive public information so everyone is informed of the expectations for the upcoming construction. The intent is to reconstruct the intersection at S.R. 60/Gulf-to-Bay Boulevard. This is necessitated due to the fact the vertical geometry will need to be higher since more lanes are being added and there needs to be adequate clearance. Through lanes and a Texas U-Turn will be constructed along the frontage roads, which are currently not there. During construction, traffic will shift to one side of the bridge, remove part of the existing bridge, build a new bridge, shift the traffic to the new bridge, remove the other existing bridge, and build a new bridge. During approximately two years of the construction, two lanes of traffic both southbound and northbound will be maintained. Once the construction is complete, there will be three through lanes southbound and four through lanes northbound, with the fourth through lane being the auxiliary lane for the off ramp at Drew Street. Mr. Skelton indicated he could bring additional information, including pictures, to the MPO next month.

Upon query by Commissioner Seel, Mr. Skelton responded the construction for the entire area, including Seville Boulevard, will be under one contract; however, he wasn't sure if Seville Boulevard will be part of the S.R. 60 interchange or a separate interchange with fill dirt between. **Commissioner Seel requested that information be included when FDOT brings this back next month. Mr. Skelton agreed he would have information regarding the entire configuration.**

Mayor Mischler commended the contractor who was performing the construction work at U.S. 19 and 110th/118th interchange who were doing an outstanding job and keeping the traffic flowing.

Commissioner Brickfield noted that, earlier in the meeting, he learned about Tiger Grants and asked if there were other funding opportunities for transportation as part of the American Recovery and Reinvestment Act that have not been discussed. Mr. Smith responded possibly since it's such a large bill. Staff could provide a report at the next meeting. Mr. Skelton added, from a transportation perspective, there were three main funding areas: State funding, local funding, and high-speed rail. There are other areas of the bill that could possibly be used for transportation projects.

XIV. ADJOURNMENT

There being no further business, the meeting was adjourned at 2:51 p.m.

Chris Arbutine, Chairman