

**PINELLAS COUNTY METROPOLITAN PLANNING ORGANIZATION  
MINUTES – MEETING OF APRIL 10, 2013**

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, April 10, 2013 in the chambers of the Pinellas County Commission, 315 Court Street, Clearwater, Florida.

**MEMBERS PRESENT**

Karen Seel– *Chairman* – Board of County Commissioners  
Jeff Danner – *Vice Chairman* – Councilman, City of St. Petersburg  
David Archie – Mayor, City of Tarpon Springs representing Tarpon Springs/Oldsmar/Safety Harbor  
Sandra Bradbury – Mayor, City of Pinellas Park  
Julie Bujalski – Commissioner, City of Dunedin, representing PSTA  
Harriet Crozier – *Secretary/Treasurer* – Commissioner, City of Largo  
Doreen Hock-DiPolito – Councilmember, City of Clearwater  
David Eggers – Mayor, City of Dunedin  
Charlie Justice – Board of County Commissioners  
Jim Kennedy – Councilman, City of St. Petersburg  
Ken Welch – Board of County Commissioners  
Debbie Hunt, non-voting advisory – (representing the Secretary, Florida Department of Transportation District 7)

**MEMBERS ABSENT**

**OTHERS PRESENT**

Sarah Ward – MPO Interim Executive Director  
Al Bartolotta – Pinellas County MPO  
Gina Harvey – Pinellas County MPO  
David Sadowsky – County Attorney's Office  
Brian Beaty – Florida Department of Transportation (FDOT)  
Leland Dicus – City of Largo  
Bob Bray – City of Pinellas Park  
Paul Bertels – City of Clearwater  
Joe Kubicki – City of St. Petersburg  
Tom Whalen – City of St. Petersburg  
David Chase – City of Pinellas Park  
Patrick Murphy – City of Pinellas Park  
Vivian Peters – Citizen (Technical Advisory Committee)  
Brad Miller – Pinellas Suncoast Transit Authority (PSTA)  
Carolyn Kuntz – MPO Recorder

**I. CALL TO ORDER**

Chairman Seel called the meeting to order at 1:03 p.m.

**II. INVOCATION AND PLEDGE**

Mayor Archie performed the invocation and Mayor Eggers led the Pledge of Allegiance. Everyone on the dais introduced themselves.

**III. CITIZENS TO BE HEARD**

There were no citizens who came forward to speak.

**IV. CONSENT AGENDA**

- A. Approval of Minutes – Meeting of March 13 , 2013**
- B. Approval of Invoices – Tindale-Oliver & Associates (including invoices in folders)**

### C. Approval of Title VI Program

Ms. Ward indicated there were two additional invoices from Tindale-Oliver for services performed related to the Mobility Plan in the members' folders.

***Councilman Danner moved, Councilmember DiPolito seconded, and motion carried to approve the Consent Agenda (including the two invoices in the folders) (Vote 11-0).***

## V. PUBLIC HEARING ITEMS

### A. Proposed Amendment to the FY 2012/13 – FY 2016/17 Transportation Improvement Program

Brian Beaty, FDOT, reviewed the proposed amendment, which is to add approximately \$3 million to the Courtney Campbell Causeway Trail for project scope changes associated with the construction phase. The section of the Trail is east of the Tampa Bay Bridge #138 to the Pinellas/Hillsborough County Line. There were cost increases as the project became better defined as the design phase progressed. Also, since the Trail was being located adjacent to water, they were required to have a Coastal Engineering Report that determined additional items that needed to be addressed to shore up the seawall, etc., which added to the original cost estimates. FDOT has been coordinating with the City of Clearwater throughout the project. In July of 2012, there was significant erosion along this section of the Causeway due to Tropical Storm Debby. The only impact to the project; however, was that it allowed the designer to strengthen the structural design of the seawall, riprap, etc., in order to withstand the impacts of future tropical storms. The passage of the new federal bill, MAP-21, replaced the Transportation Enhancement Program with Transportation Alternatives Program. Since the original project was funded under the Enhancement Program, the project and increase will now be funded under the Transportation Alternatives Program. This project will begin construction in 2014 and the Hillsborough portion of the Trail will be completed in the July/August 2014 timeframe.

During their review of this item, the Technical Coordinating Committee (TCC) was concerned with the additional funds coming from this category and the potential impact on other projects. FDOT has indicated there shouldn't be much of an impact on other projects. Mr. Beaty also noted the Transportation Enhancement and Safe Routes to School categories have been combined under the Transportation Alternatives Program. In 2012, FDOT was able to program 12 projects totaling approximately \$14 million under the Transportation Enhancement Program. The projects not funded are required to go through the new process under MAP-21, which requires the MPO to review and prioritize projects. Those unfunded projects (Transportation Enhancement and Safe Routes to School) will be returned to the sponsor agency so they can put the application on the new form and address two new criteria: a statement regarding environmental justice and how the sponsor addressed public involvement.

In reviewing the FDOT Work Program, there were some Transportation Enhancement funds being held in reserve that will be used to fund a St. Petersburg landscaping project that was ineligible under the Transportation Alternatives Program. This will be the first design/build project that will be done as a LAP project by the City of St. Petersburg, which recently became certified. FDOT is also working with the County to fund the second phase of the Hercules Avenue sidewalk project. In addition, both the City of St. Petersburg and Pinellas County have a Safe Routes to School project where FDOT will work with them on the new form so they can be included in the fall update of the FDOT Tentative Work Program.

Upon query by Chairman Seel as to the total cost of the project, Mr. Beaty responded \$3.673 million for the Pinellas portion. He will have to get the information for the

Hillsborough portion. Chairman Seel requested that he provide the information to MPO staff so they can provide it to the MPO members.

Ms. Ward noted that the TCC did not have the additional information when they reviewed this matter. They were told the cost increase was due to the erosion caused by Tropical Storm Debby. Since the TCC was concerned about the potential impacts to other projects, they did not take action on the TIP amendment.

It was clarified that all the projects funded under the Transportation Enhancement Program were not impacted. FDOT changed the funding category from the Enhancement Program to the Transportation Alternatives Program so they remain in the Work Program and on schedule.

Considerable discussion followed regarding the impacts of the storm and how much it contributed to the cost increase, as well as a request of a listing of the specific items that caused the \$3 million cost increase. Mr. Beaty explained a large portion of the cost increase was due to FDOT having to commission a Coastal Engineering Report because the project is located near the water and the resulting items from that report. Ms. Hunt added that she received an update this morning regarding the Hillsborough portion of the project and a significant portion of the cost increases was due to additional survey and borings that were determined to be necessary. During initial borings, they discovered that there is between five to eight feet of clay, which is difficult to drive through. The additional survey and borings, as well as the strengthening of the shoreline due to the tropical storm, have caused a significant increase in the cost of the project. She also informed them that the total cost of the project was between \$18.5 and \$19 million, with the original estimate around \$14 million. Upon query, Ms. Hunt responded FDOT needs to keep the project moving but she will make sure the MPO is provided with a detailed list regarding the cost increase.

Chairman Seel noted that the funding for this project could not be used for any other project. Ms. Ward added that a portion of the funding was from the Statewide Transportation Enhancement Program. Ms. Hunt clarified that the reason this project received Statewide Transportation Enhancement funds was because it is a regional trail connection and, therefore, a significant portion of the cost came from the statewide funds.

Chairman Seel asked if FDOT could obtain the itemized list of cost increases by the end of the meeting; whereas, Ms. Hunt responded yes.

Upon further query, Ms. Hunt responded there are available funds to cover the cost increase due to the fact that MAP-21 changed the eligibility requirements for the new funding program, which means that all outstanding applications must be resubmitted with updated information. The local governments are in the process of updating the applications, which will be used during the next gaming cycle of the FDOT Tentative Work Program for the new fifth year.

Commissioner Crozier indicated she would have like to have had a list that shows which projects are funded and unfunded on the Transportation Enhancement Priority List. The TCC was concerned that the cost increase would impact available funds. She asked if there was another source of funds that could be used instead of the Transportation Alternatives Program. Ms. Hunt responded that the Transportation Alternatives Program is the appropriate category for these types of projects. She also reminded everyone that FDOT advanced \$14 million worth of projects a year ago that were on the MPO's Priority List in anticipation of the funding category change. Commissioner Crozier asked that the TCC Chairman be allowed to speak since they were concerned with the potential impact on

other unfunded projects. Commissioner Bujalski requested a summary for the cost increase and a list that shows which projects are funded and unfunded on the Priority List before she would feel comfortable taking action on the proposed amendment.

Leland Dicus, TCC Chairman, noted the TCC reviewed this at their last meeting and, although they didn't have the additional information provided today, they were concerned with the funding increase and the impact it could have on other Enhancement projects and whether there was an alternative funding source that could be used for the cost increase.

Following further discussion, action on the item and the public hearing were deferred until FDOT could provide the additional information later in the meeting.

**B. Proposed Amendment to the Surface Transportation Program Project Priority List**

Ms. Ward provided introductory comments, noting Chairman Seel asked that the MPO consider an amendment to the Surface Transportation Program (STP) Priority List regarding 118<sup>th</sup> Avenue. Staff has reviewed the priority list and recommends combining Priorities #2 and #3 (C.R. 296 Connector projects) into a single priority and move it to #1 and then move the existing #1 priority (Ulmerton Road) to #2. There might be opportunities for additional funding for the C.R. 296/Roosevelt Boulevard project. The MPO previously requested the Joint Chairs Coordinating Committee include the C.R. 296/Roosevelt Boulevard as one of the top priorities on the Regional Transportation Priority List. TBARTA also made it their Number 1 priority.

Mr. Bartolotta reviewed the various segments on a graphic, noting the Ulmerton Road projects are mostly complete or in the FDOT Work Program. Once these projects have been completed, they will be removed from the priority list. Ms. Ward added that both the Technical and Citizens Committees have recommended approval of the amendment.

Chairman Seel added that there is discussion at the State level regarding additional funding for this area, which is the reason she requested the amendment.

Upon call for public comment, Bob Bray, Pinellas Park Planning Director, came forward and indicated the City's support for the amendment; however, they have a concern regarding Priority #6, which is Gandy Boulevard. The City is in discussion with the MPO and FDOT staffs to address their concern.

Following the public hearing, Councilman Kennedy moved, Mayor Bradbury seconded, and motion carried to combine Priorities #2 and #3 into a single priority and move it to Priority #1 and move Ulmerton Road to Priority #2 by roll call vote (Vote 11-0).

**VI. ACTION ITEMS**

**A. MPO Redesignation**

Chairman Seel reported that the three MPOs of Pinellas, Pasco, and Hillsborough, that comprise the Transportation Management Area, are in the process of scheduling a regional meeting and that Debbie Hunt has requested the MPO not take action until after that meeting. Both the Hillsborough and Pasco MPOs have taken action to remain as an individual MPO. She envisions the three MPO Boards meeting a couple times a year to discuss regional projects. FDOT is looking more towards regional project priorities.

**Based upon consensus, the MPO delayed action on the redesignation until after the regional meeting.**

Several examples were discussed (e.g., Alternatives Analysis for S.R. 54/56 in Pasco County, Howard Frankland Bridge) and the potential for cost savings.

Ms. Ward asked the members to respond to MPO staff regarding the proposed days for the regional meeting and reminded everyone that they have to respond to the FDOT Secretary by July 1.

Upon query by Commissioner Welch as to the purpose of the regional meeting, Chairman Seel responded they will discuss the forum and meeting times to continue to meet on an annual basis, allow more coordination among the staff of the three MPOs, and an opportunity to formalize a regional approach.

Councilmember DiPolito suggested asking the Tampa Bay Regional Planning Council to assist since they have experience as a regional entity

**B. MPO 2040 Long Range Transportation Plan – Socioeconomic Data Report-Trend Scenario**

William Roll, Tindale-Oliver and Associates, reviewed a PowerPoint presentation regarding the trend scenarios, which included the population and employment forecasts being developed to support the Long Range Transportation Plan (LRTP). He emphasized that this is only the initial scenario that is based on the existing Comprehensive Plan and doesn't assume any significant changes. He reviewed the methodology used to develop the population and employment forecasts, as well as the workshops with land use planners and presentations at two TCC meetings. The request is approval of the trend forecast scenario for population and employment. He briefly reviewed the other two scenarios. Scenario 2 will include information from the PSTA Community Bus Plan and the Pinellas Planning Council (PPC) Land Use Plan and the anticipated increase in population and employment growth and an allocation methodology that would concentrate growth along core transit corridors and revisions in Redevelopment Propensity Index. Scenario 3 will include information from the Alternatives Analysis implementation, station area development, and the Community Bus Plan and PPC Land Use Plan (from Scenario 2) and the anticipated significant increase in population and employment growth and allocation methodology that will result in revisions to the Redevelopment Propensity Index (Scenario 2) and allocation to station areas that will be guided by station area type and potential percentage of buildout by 2040.

\*\*During the presentation, Chairman Seel left the meeting at 2:02 p.m. and returned at 2:05 p.m.\*\*

Mayor Eggers asked for historical information regarding the forecast for the LRTP in the 1980's as compared to what actually occurred and how current conditions fundamentally differ from the 1980's conditions (i.e., U.S. 19).

There was discussion regarding the percentage used for forecasting and whether it should be higher as well as the information received from the City of Largo staff where they had a concern with the third scenario using the same methodology as the baseline scenario. Mr. Roll stated that they will be coming back to the MPO with the other two scenarios, which are more aggressive, and the MPO will ultimately decide which scenario to use. The MPO was concerned with the forecast that indicated a conservative increase; however, the MPO appreciated the coordination taking place among the various agencies. The MPO was also concerned as to the assumptions being used by other boards, such as PSTA. Ms. Ward reported that staff received the information from the City of Largo yesterday and their concern was with the methodology and not the trend forecast. She requested that the item be placed on the TCC agenda which includes representation from the various local jurisdictions, as well as PSTA. Ms. Ward clarified that the various plans rely on the projections from the adopted MPO's LRTP. In response to Mayor Eggers request for historical data, Ms. Ward responded staff would provide that information.

Based upon consensus, the MPO tabled action on the trend scenario.

**C. Committee Appointments**

After Ms. Ward noted staff is working with the City regarding Dunedin's vacancy on the Citizens Advisory Committee, ***Mayor Eggers moved, Councilman Kennedy seconded, and motion carried to approve the appointments of Christine McLachlan as the Largo Community Development alternate on the Technical Coordinating Committee and Julie Bond as a technical representative on the Pedestrian Transportation Advisory Committee (Vote 11-0).***

**D. Committee Recommendation**

**1. BAC – Motion #13-5 Regarding Safety Improvements Along Memorial Causeway Bridge to Accommodate Bicycles and Pedestrians**

Ms. Ward indicated that representatives from the Clearwater Police Department attended the recent Bicycle Advisory Committee (BAC) to address a concern regarding the speed bicyclists are traveling across the Memorial Causeway on the trail facilities, which has resulted in severe crashes. MPO staff is requesting this be reviewed with the TCC to identify options to help mitigate this issue.

Councilmember DiPolito added that the Clearwater Traffic Engineering Department and the Clearwater Police Department have done several studies and would like the TCC to review the options from the studies.

***Councilmember DiPolito moved, Mayor Bradbury seconded, and motion carried to refer this to the TCC (Vote 11-).***

**2. BAC – Motion #13-6 Regarding Installation of Traffic Signal at Alternate U.S. 19 and Nebraska Avenue**

Ms. Ward explained that the MPO had previously received a request from Sallie Parks, Palm Harbor Downtown Association representative, to support the installation of a traffic signal on Alternate 19 at Florida Avenue to help facilitate safe pedestrian movement in the area. Although the study is still underway, the BAC received a preliminary recommendation for installation of a traffic signal on Alternate 19 at Nebraska Avenue and installation of a coordinated pedestrian signal at Florida Avenue. The BAC wanted to go on record as supporting the preliminary recommendation but recognize that the County is working with FDOT on finalizing the study. Their recommendation would become part of the supporting documentation and the final study would be reviewed by the TCC and MPO at a future date.

Mayor Archie indicated his support; however, he asked if the BAC was reviewing the issue at the Pinellas Trail and Klosterman Road. Ms. Ward responded that the MPO sent a letter to the Sheriff's Office and the Tarpon Springs Police Department requesting additional enforcement at that location. In addition, the TCC is reviewing this issue and it is being coordinated with Pinellas County and FDOT.

***Mayor Archie moved, Mayor Bradbury seconded, and motion carried to approve BAC Motion #13-6 to support installation of a traffic signal at Alternate 19 and Nebraska Avenue (Vote 11-0).***

**3. TCC – Follow-up on Uniform Trail Signage Request**

Ms. Ward reported that the TCC wanted clarification as to the MPO's previous direction that trail crossings be consistent if there are similar characteristics. They wanted to make sure what the MPO meant by the term "consistent". In reviewing the minutes from that meeting, Commissioner Bujalski had made that recommendation so Ms. Ward

discussed this with her. Commissioner Bujalski indicated her intent that there is consistent treatment at all Trail locations. The TCC has been discussing this and has reviewed recommendations for trail crossings from the study done by Sprinkle Consultants for the City of St. Petersburg.

Commissioner Bujalski noted that the trail goes through various jurisdictions and that this issue is similar to the one addressed by the School Transportation Safety Committee where they recommended that all school zones be consistent and the MPO approved that recommendation and each local government concurred. There are different trail crossing treatments located at major roads as well as neighborhood roads, which cause motorist confusion. Although she didn't have a specific recommendation, she felt that the variations could be reduced from several to just a few (i.e., three) depending on the type of road.

Councilman Kennedy indicated he had discussed this with his staff and that the study St. Petersburg had done could possibly be used as a starting point for the TCC's review and offered his staff's technical assistance.

Several MPO members agreed that there needs to be consistency for all trail crossings no matter the type of road so the motorist or trail user knows what to expect. It was indicated that consistency could be obtained by consistent markings, signage, signals, lights, etc.

Chairman Seel reminded everyone that the County doesn't have operational control over roadways that traverse through municipalities and, if everyone wants consistency, then they need to cross boundaries to come up with something that everyone agrees to. She suggested using seasonal residents or others who lives outside the area to critique the County to come up with ideas that might help. Ms. Ward added that the Citizens Advisory Committee addressed a similar situation, as there are new installations unique to Florida, to educate visitors and residents as to their meaning and use.

**\*\*Mayor Eggers left at 2:33 p.m.\*\***

Chairman Seel noted one of her goals is to have roads with multiple names be renamed to a single name for consistency. She asked that information be brought back when the MPO reviewed this issue (especially Alternate 19 that changes to 11 different names). She asked that staff provide a status on the renaming of 118<sup>th</sup> Avenue since it was agreed that the name should be Bryan Dairy Road except a small segment in St. Petersburg.

**\*\*Mayor Eggers returned at 2:35 p.m.\*\***

Regarding trail crossing consistency, Mayor Archie indicated that all crossings are not the same and it might be cost prohibitive to have all treatments the same, although there could be minimal treatment at some. He will follow-up with his police department regarding the crossing of the trail at Klosterman Road. There isn't any signage indicating a trail crossing at this location and the trail can't be seen from the road because it is hidden by shrubbery. Even if the trail user has a green signal, the motorist will turn in front of them because they can't see the trail. Some trail crossings are unique and require higher standards to ensure safety of the trail users. This area needs to be studied and he will follow-up with law enforcement regarding appropriate signage and will forward pictures showing the hazards to the trail users. He noted it was the County's jurisdiction.

Mayor Eggers noted a similar situation at Curlew Road and Alternate 19 and the trail and that the installation of blank-out signs made a huge difference to make it safer for the trail users.

Ms. Ward stated that MPO staff will coordinate with the County and FDOT and report back at the next MPO meeting.

Following discussion, Leland Dicus, TCC Chairman, was asked to come forward to make sure the TCC had enough guidance. Mr. Dicus responded that this has been extensively discussed at the TCC meetings and they weren't sure of the MPO's intent, whether it was to have the same intersection treatments at all trail crossings. There are different conditions for roadways as well as sections of the trail that wouldn't make it feasible to have the same treatments at all trail crossings, especially related to traffic volumes for both the roadway and trail. The TCC, however, can look at developing model guidelines for various intersection types that can be considered at the discretion of the local jurisdiction during design to improve an intersection. This would be valuable as a reference but not a regulatory requirement.

Commissioner Bujalski reiterated her desire to have a base of consistency and that there should be solid rules or at least the need for discussion.

## **VII. REPORTS/UPDATE**

### **A. Baseline Financial Assumptions for 2014 Ballot Initiative**

The baseline financial assumptions will be included on the May MPO agenda.

### **B. Legislative Report**

The MPO is supportive of the legislation to ban texting while driving.

### **C. Advisory Committee for Pinellas Transportation (ACPT) Update**

Ms. Ward reported that an update was included in the members' folders. The ACPT held a special meeting March 18 dedicated to a presentation on the public engagement program, called "Green Light Pinellas", which the ACPT endorsed and is going forward under the PSTA's direction. At the April 8 meeting, the ACPT discussed the Memorandum of Understanding (MOU) that replaced the prior Project Advisory Committee with the Advisory Committee for Pinellas Transportation (ACPT), modified the membership, and outlined the goals and responsibilities of the involved parties. The revised MOU is also included in the members' folders, along with the 2013 Work Plan. The ACPT also received informational presentations on the 2010 Transportation Task Force and the managed lanes concept for the Howard Frankland Bridge. The ACPT approved the revised MOU and endorsed the 2013 Work Plan. MPO staff is now forwarding the ACPT agenda packets to the MPO members so they have the same information as the ACPT members.

***Commissioner Bujalski moved, councilmember DiPolito seconded, and motion carried to approve the Memorandum of Understanding (Vote 11-0).***

### **D. PSTA Activities Report**

Brad Miller, PSTA, reported that the meetings with the MPO members who don't serve on the ACPT are in the process of being scheduled prior to taking action on the baseline financial assumptions. The "Green Light Pinellas" that was discussed at the March 18 ACPT meeting is the method to provide outreach to educate the public on the transit plans. He publically thanked Bob LaSala, County Administrator, for the opportunity to meet with him and his executive team and the County Attorney to answer questions and coordinate plans. The PSTA Board meeting is on April 24 at 6:00 p.m., which will be a night meeting, where they will have a "Green Light Pinellas" presentation as well as review preliminary

recommendations from the bus study. The PSTA Board voted a year ago to experiment with holding two night meetings a year.

Commissioner Bujalski noted the schedule as to what the ACPT needs to accomplish is included in the folders and requested that the agenda item to receive the ACPT updates be further up on the agenda to allow time for questions. Chairman Seel agreed and directed that it be the next item after the public hearings. Chairman Seel reported that the “Green Light Pinellas” will have three committees under it (business, civic, and government) and anyone who has a business or civic member to provide that information to Mr. Miller.

**E. Joint MPO/PPC Executive Committee Report**

Chairman Seel reported that the members of the Committee are herself, Dave Eggers, Jeff Danner, Jim Kennedy, David Archie, John Morroni, and Cookie Kennedy. It was indicated at the meeting that the unified Board will start by October of 2013 but the Governor must first approve the Reapportionment Plan. Their next meeting is scheduled for May 8 prior to the MPO meeting and they will discuss expenses and revenues, staff flow charts, a job description for the new Executive Director. They discussed that there will be an independent Executive Director and Board but they are willing to contract with the County to oversee planning functions such as the Transportation Impact Fee, Countywide Transportation Plan and concurrency, and review site plans for concurrency so these functions can be coordinated on a countywide basis. They received an update from Mike Crawford, PPC, regarding the Planning Work Group’s work on the reduction of map categories from 30 to approximately 10, which should be ready by May of 2014 and will integrate with the MPO’s LRTP that has to be adopted by December of 2014.

**V. PUBLIC HEARING ITEMS**

**A. Proposed Amendment to the FY 2012/13 – FY 2016/17 Transportation Improvement Program (Tabled from earlier in the meeting)**

Ms. Hunt indicated the original project for the Courtney Campbell Trail was programmed in November of 2010 for \$579,000 and, since then, the estimates have been updated 5 or 6 times. Of the 40 pay items, she provided a summary of the costlier items:

- Aluminum bike/pedestrian railings – \$150,000
- Increase riprap to accommodate future storms – \$640,000
- Replace cap for old seawall and cap for new seawall – \$600,000
- Add and reinforce bulkhead concrete – \$600,000
- Add sheet piling – \$170,000
- Rebar – \$75,000
- Add concrete curbing – \$140,000
- Add additional base material to reinforce the trail – \$100,000
- Increase in percentage for Maintenance of Traffic (5%), mobilization (7%), and project unknowns (5%)

Councilman Kennedy indicated the difficulty of making decisions based on material that is included in the agenda packet and then changed during the meeting. Ms. Hunt responded that she understood but part of the dilemma was that the project letting date is September 25, the design is in the process of being completed, getting the final estimates, and additional information due to the storm. She committed to providing better information in the future.

Commissioner Welch agreed with Councilman Kennedy and requested a formalized document with the cost information.

Commissioner Bujalski requested a list of the Enhancement projects that showed which projects are funded and unfunded to see what projects could be impacted by approving the additional \$3 million. Ms. Ward responded that FDOT indicated earlier that they were able

to protect the projects that are funded in the Work Program. The other unfunded projects on the 2010 Transportation Enhancement Priority List will have to be resubmitted by their sponsoring agency under the new Transportation Alternatives Program. She would provide that list. Mr. Beaty added that the first approximately 20 projects from that list have been programmed in the Work Program but the other projects are not funded and will have to be resubmitted under the new process and programmed as funds are available.

Commissioner Bujalski requested action on the project be postponed one month so they had all the information available. She understood that the projects that are unfunded will have to be resubmitted due to the new program; however, she wanted to see the list to understand the potential impacts. Ms. Hunt responded that action can't be postponed because it would delay the project.

Following further discussion, ***Commissioner Welch moved and Commissioner Justice seconded a motion to approve the TIP amendment contingent upon receiving the document that itemizes the cost increase and allow the Chairman to move the project forward.***

It was clarified that the members would receive a detailed document and Chairman Seel gave the members 48 hours to provide comment on the document and proposed amendment after receipt of the document.

The MPO sent a strong message to FDOT that they should be provided all the correct information prior to taking action or they will delay action even if it affects the project's schedule. Chairman Seel noted that there have been instances where the cost of projects has increased once the project started because of unforeseen circumstances.

Upon call for public comment and no one coming forward, ***the motion passed by roll call vote (Vote 11-0).***

## **VIII. INFORMATIONAL ITEMS**

### **A. Highlights of Joint Chairs Coordinating Committee (CCC) Meeting of March 15, 2013**

Information as included in the agenda packet.

### **B. Long Range Transportation Plan Public Outreach Update**

Information as included in the agenda packet.

### **C. Correspondence**

### **D. Other**

Ms Ward announced that the Pinellas and Pasco MPOs were hosting a workshop on April 18 from 5:30 to 7:30 p.m. at the Brooker Creek Preserve regarding the trail connection between the two counties. Additional information was included on the MPO's website.

## **IX. ADJOURNMENT**

There being no further business, the meeting was adjourned at 3:05 p.m.

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Karen Seel, Chairman