

PINELLAS COUNTY METROPOLITAN PLANNING ORGANIZATION
MINUTES - MEETING OF OCTOBER 13, 2010

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, September 8, 2010 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 Commission
Karen Seel – *Secretary/Treasurer* – Board of County Commissioners
Neil Brickfield – Board of County Commissioners
Harriet Crozier – Commissioner, City of Largo
Jeff Danner – Councilman, City of St. Petersburg Council
Frank Hibbard – Mayor, City of Clearwater
Herbert Polson – Councilman, City of St. Petersburg Council
Andy Steingold – Mayor, City of Safety Harbor representing Oldsmar, Safety Harbor, and Tarpon Springs
Don Skelton – Florida Department of Transportation (FDOT) (*ex officio*)

MEMBERS ABSENT

William Mischler – Mayor, City of Pinellas Park
Kenneth Welch – Board of County Commissioners

OTHERS PRESENT

Brian Smith – MPO Executive Director
Sarah Ward – MPO Transportation Planning Division Manager
David Sadowsky – County Attorney's Office
Scott Collister – Florida Department of Transportation (FDOT)
Brian Beaty – Florida Department of Transportation (FDOT)
Gary Thompson – Florida Department of Transportation (FDOT)
Tim Garling – Pinellas Suncoast Transit Authority (PSTA)
Denise Skinner – PSTA
Gary Thompson – FDOT
Bob Klute – City of Largo
Rob Meador – Pinellas County Public Works
Paul Bertels – City of Clearwater
Bob Bray – City of Pinellas Park
Tom Whalen – City of St. Petersburg
Joe Kubicki – City of St. Petersburg
Lynn Rives – City of Oldsmar
Laura Everitt – Tindale/Oliver and Associates
Don Kliehn – Tindale/Oliver and Associates
Rodney Chatman – City of Tarpon Springs
Bert Valery – MPO/BAC – Indian Rocks Beach
Tom Ferraro – BAC
Nick Fritsch – CAC Chairman
Larry Roybal – HNTB Corp.
Anne Donahue – QOLAS
Cathy Lair – Vincent House
Jonathan Godwin – Vincent House
Chiquita Ivory – Vincent House
Jolene Moser – Vincent House
Bozenna Lawniczak – Vincent House

Shannon Braley – Vincent House
Aloysin McPherson – Vincenty House
Larry Haines – Vincent House
Brian Pitts – Justice-2-Jesus
Heather Sobush – Pinellas County Planning/MPO
Carolyn Kuntz – MPO Recorder

I. CALL TO ORDER

Chairman Arbutine called the meeting to order at 1:01 p.m.

II. INVOCATION AND PLEDGE

Mayor Dave Eggers performed the invocation and led the Pledge of Allegiance.

III. CITIZENS TO BE HEARD

Brian Pitts, 1119 Newton Avenue South, St. Petersburg, spoke regarding the MPO plans regarding not being in conformance with State plans and the duplication and overlap with the Tampa Bay Area Regional Transportation Authority (TBARTA).

Commissioner Brickfield left at 1:04 p.m. and returned 1:06 p.m.

IV. CONSENT AGENDA

A. Approval of Minutes – Meeting of September 8, 2010

B. Approval of Invoices – Tindale-Oliver and Associates

C. Approval of Amendment to Hillsborough Subgrantee Agreements

D. Approval of Printing of Tri-County Ride Guide

E. Approval of Printing of TD Program Brochure

F. Approval of Request for Local Funds for MPOAC Legislative Advocacy Activities for 2011

G. Approval of Revised Contract With PRIDE for Crash Data Reports

Commissioner Seel questioned if the MPO could receive an update regarding the work performed for \$50,000. Mr. Smith responded Tindale-Oliver will be providing an update later on the agenda. Commissioner Seel asked about the \$500 to the MPOAC for legislative activities and whether the MPO also paid dues. Mr. Smith responded that the MPO pays the MPOAC \$500 and, in turn, the MPOAC pays dues to the National Association of MPOs, which saves the MPO several thousand dollars.

Mayor Eggers moved, Commissioner Crozier seconded, and motion carried to approve the Consent Agenda (Vote 9-0).

V. TRANSPORTATION ENHANCEMENT PROJECTS – Prioritization

Mr. Smith reviewed the process that took place. The MPO asked each local jurisdiction to submit projects for Transportation Enhancement funding; each committee received a presentation and review of the projects and individual members submitted their ranking; MPO staff compiled the information into a table; the ranking was reviewed with each committee; and each committee took action to prioritize the projects. A summary and map were included in the packet. Staff took the various committee rankings and compiled them into one composite list by taking the average of all the rankings, which is Table 6. It was clarified that the 2006 and 2007 Enhancement lists would have priority over this list. **Mr. Smith stated the intent is to include the 2006, 2007, and 2010 priorities on one list and staff plans to provide a report at the next meeting regarding the entire funding package.**

Following discussion, ***Mayor Hibbard moved, Commissioner Crozier seconded, and motion carried to approve Table 6 by roll call vote (Vote 9-0).***

VI. JOINT TRANSPORTATION/LAND USE COMMITTEE REPORT

Commissioner Seel reviewed the attachments, noting a draft of the Special Act, the resolution approved by the Committee, and draft resolutions to be sent to the local jurisdictions for support of the Special Act and the MPO Reapportionment Plan. They will be asking all resolutions to be approved by November 22 prior to the Legislative Delegation meeting.

Mr. Smith added one resolution is for the local governments that they support the draft Special Act and proceeding forward. The second resolution is for the MPO Reapportionment Plan that the MPO has to approve, which the MPO will review at their November meeting. Ms. Ward clarified the MPO needs to approve the Reapportionment Plan and then send the resolution to the local governments from the MPO, along with the Reapportionment Plan.

Commissioner Seel was concerned about the timing of the resolutions for the Reapportionment Plan. Mr. Sadowsky stated that the Reapportionment Plan could be endorsed in concept and that he felt not everything had to be completed by November for the legislative process to begin to change the Special Act.

Upon query by Councilman Danner regarding the requirement that a minimum of 75% population must approve the Reapportionment Plan, Ms. Ward responded the existing MPO membership would comprise at least 75% of the population; however, her understanding was the Legislative Delegation wanted 100% approval. In addition, in discussions with the FDOT office, it's been indicated the process will take five to six months to get through the Governor's office for approval.

Following discussion, ***Councilman Danner moved, Commissioner Seel seconded, and motion carried to support the resolution to modify the Special Act and to begin the Reapportionment Plan (Vote 9-0).***

VII. TRANSPORTATION IMPACT FEE ORDINANCE UPDATE REPORT

Ms. Ward indicated the Transportation Impact Fee Ordinance (TIFO) is reviewed every two years, especially regarding a review of the construction cost per mile for any changes and if there have been any changes in the average trip generation rate based on the Institute of Transportation Engineers Manual. The last update occurred in 2009 and the update would be due in the spring of 2011. Since the court overturned SB 360, staff recommends proceeding with the update to the TIFO.

Councilman Polson moved, Mayor Eggers seconded, and motion carried to approve moving forward with the update to the TIFO (Vote 9-0).

VIII. TRANSPORTATION DISADVANTAGED PROGRAM

A. Annual Operating Report

Mr. Smith stated the Local Coordinating Board reviewed and recommended approval of the report to the State.

Mayor Hibbard moved, Mayor Eggers seconded, and motion carried to approve the report for forwarding to the State.

B. Medicaid NET Provider Rate Review

Mr. Smith noted the ongoing challenges to keep the program balanced with the Medicaid funds received and the provider rates. The MPO had approved a 10% reduction to keep the program balanced, which resulted in savings. After the MPO reviewed the program again, they adjusted the rate to a 5% reduction. Staff is recommending continuing with the 5% reduced provider rate but noting there was a deficit in August and, possibly, September. Staff will provide a report at the next meeting; however, there is a positive balance to work with.

Mayor Eggers moved, Councilman Danner seconded, and motion carried to approve the continuing the 5% provider rate reduction (Vote 9-0).

C. Public Comment From the September 21, 2010 Local Coordinating Board Meeting

At the last MPO meeting, after considerable discussion, action was taken to increase the bus pass co-pay but monitor the program. At their last meeting, the Local Coordinating Board (LCB) received several comments from concerned citizens/clients regarding the increased co-pay that the LCB wanted to make sure were documented and forwarded to the MPO for review. Those comments are attached to the agenda item. With the growing number of monthly bus passes and the budgetary impacts PSTA has experienced, action was taken to increase the monthly bus pass co-pay from \$4.20 to \$8.25 to help offset the costs and provide additional revenue to PSTA of approximately \$100,000 a year. In addition to the increased co-pay, a new screening process has been instituted to make sure potential clients meet the eligibility requirements by providing proof of income.

Chairman Arbutine opened the meeting to those in the audience who wished to speak on this item. The following appeared and spoke:

- Chiquita Ivory, 4200 62nd Avenue, Apt. 295, Pinellas Park, stated her need to have a bus pass that works for her to get her to and from work and appointments and that those at Vincent House are disabled and cannot afford the increased co-pay for the monthly bus pass;
- Aloysin McPherson, 10950 Spring Street, Largo, 33774, indicated she has several goals to continue her education and get her GED and would like to use the bus to help attain her goals since having a vehicle is not an option at this time and, in addition, would like to speak on behalf of those who are less fortunate;
- Bozena Lawniczak indicated she is thankful she is employed but a limited bus pass would not be sufficient in helping her to achieve her goals and dreams; those people at Vincent House are on a very limited income and hardly have enough money for food; and the bus ride on Park Boulevard from 53rd Street to the railroad tracks in Pinellas Park is a very bumpy/bouncy ride (MPO indicated they would make Pinellas Park aware of this road issue);
- Jolene Moser, Pinellas Park, and indicated she sent in a money order for a September and October monthly bus pass but has not received them, she gave her Medicaid number and was told her bus pass was free and the money would be returned, she has a number of appointments and is being evicted from her apartment and in the process of moving to an ACLF, without a bus pass, she will be isolated and not be able to go to the Vincent House, her mother is elderly with congestive heart failure and is in the hospital and she needs the bus pass to be able to visit her, and needs the bus pass to get to and from places;

Commissioner Brickfield noted he spoke to Ms. Moser before the meeting and asked his assistant to call GPTMS (the call intake company), with GPTMS indicating they were waiting on Medicaid verification and the bus pass should be mailed today.

- Catherine Lair, 3301 58th Avenue North, Lot 264, St. Petersburg, 33714, indicated she was also representing thousands of the County's impoverished citizens who are experiencing an undue hardship by increasing the bus pass co-pay from \$4.25 to \$8.25 (over 100% increase), the new nonsponsored health care accessibility requirements may include a minimum of 8 doctor appointments to receive the monthly bus pass that would eliminate a large portion of the nonsponsored health care category of the 31-day bus pass, a person requiring that many doctor appointments is usually hospitalized or will soon be hospitalized, the definition of nonsponsored recipients has not been publicly discussed, 2010 Florida Statutes, Chapter 427, Part 1, Subsection 427.011, states that transportation disadvantaged applies to those who are physically or mentally disabled or due to age or income are unable to transport themselves or purchase transportation and are dependent upon others, reasonable access to the 31-day bus pass is critical to quality of life for the poorest residents, without access to the monthly bus pass, many of the residents will become hospitalized or incarcerated costing the taxpayers, Commission for the Transportation Disadvantaged (TD), Subsection 427.013, Item 4, requires the Commission

to identify barriers that prohibit coordination and accessibility of transportation services and pursue elimination of these barriers, however, the definition does not specify barriers limited to ADA specifications, the combined co-pay increase and restrictive eligibility requirements will create (and not eliminate) a multi-tiered barrier to services for TD recipients, and requested the MPO reconsider the full ramifications of the rate increase and more strict eligibility requirements,

Mr. Smith responded that she can find some of the answers in the Service Plan and, in addition, the LCB approved these recommendations with the idea of reviewing them over time, which allows for flexibility. The LCB will be performing an in depth review at their January meeting.

- Jonathan Godwin, 61 25th Avenue North, St. Petersburg, indicated he was a driver at Vincent House, noting Vincent House has 550 members and is a lifesaver for those members, those members need the bus pass co-pay lowered from the \$8.25 back to \$4.20, they need the 31-day bus pass due to the number of appointments they have each month, most of the members cannot afford the \$8.25 co-pay, all 550 members have a psychiatric disability, he requested the TD program consider an appointment to Vincent House similar to a medical appointment, he spoke on behalf of Larry Haines who gave him permission to indicate he has no income and his bank account is dwindling and the co-pay of \$8.25 is a lot but he counts on the bus pass to give him the incentive to get out of bed every day and he needs the bus pass to get him to the grocery store and Vincent House and other appointments and he is representative of dozens of similar situations and requests the co-pay be reduced back to \$4.20 so he can continue to receive the support he needs (he provided the letters from the various citizens for the record); and
- Brian Pitts, 1119 Newton Avenue South, St. Petersburg, suggested the MPO members contact the federal Congressional representatives for additional funding, the intention of the program is to provide passes for those who do not have sufficient income, requested the MPO reconsider the increase to something less substantial such as \$5 and consider changing the eligibility criteria, the intent of the program is not about PSTA balancing their budget, some entitlement programs will waive the requirements, this program was not done right and everyone will see the results.

Mr. Smith noted the LCB wanted to make sure the MPO is aware of the dialogue that has been ongoing.

Mayor Eggers added the intent is to make sure those people who need the help are getting it. The way the program is set up now, there are people who are taking advantage and it creates a burden for PSTA. The LCB is targeting the group of people who really need the help. GPTMS is providing the information regarding qualification/eligibility and the LCB will make a recommendation to capture those who really need the help.

Mr. Smith indicated the LCB will be further discussing this issue at their November meeting and take action at their January meeting.

Mayor Eggers stated they are sensitive to the issues and the desire is to craft a program to meet the needs of those who need it.

IX. CLEARWATER TO BEACH TRANSIT EVALUATION REPORT

Mr. Smith indicated the consultant is evaluating the corridor for a potential Bus Rapid Transit system. The Pinellas Mobility Initiative (PMI) Committee had been reviewing this program but, since the Project Advisory Committee (PAC) has replaced that Committee, there is the question as to who should review the project. The PAC has a larger, regional focus than the PMI Committee; therefore, it makes sense for the MPO to have a status report since they approve the consultant invoices for the project. They can still report to the PAC at a later date regarding the progress. They are putting together a package for submittal to the federal governments for Very Small Starts funding.

Laura Everitt, Tindale-Oliver and Associates, provided a status report on the project. The project is to develop a transit solution to move people from downtown Clearwater to Clearwater Beach. The process for the locally preferred alternative included several surveys and meetings. The locally preferred alternative will have a bus using a dedicated lane and dedicated right-of-way to downtown Clearwater where the system will circulate and mix with regular traffic. The PMI approved the locally preferred alternative and decided to not pursue a long-term project and, instead, amended the scope to prepare an application to the Federal Transit Administration (FTA) to apply for Very Small Starts funding. They met with MPO and PSTA staffs in May to develop a strategy to pursue FTA funding. In addition, they coordinated with TBARTA to ensure a regional perspective. It was decided to have an information process first and submit the formal documents at a later date. To date, they have developed six documents for the application: 1) Purpose and Need; 2) Alternatives Analysis; 3) Locally Preferred Alternative; 4) Transit Operations Plan (includes benefitting riders analysis in lieu of a ridership model); 5) Capital Costs; and 6) Environmental Review. There will be an informal meeting with FTA and the MPO, PSTA, and TBARTA to review the documents. They will be proceeding with the financial analysis and demonstrating the economic benefits of the project.

Following some discussion regarding the benefitting rider analysis, ***Mayor Hibbard moved, Commissioner Crozier seconded, and motion carried to receive the report.***

X. BICYCLE ADVISORY COMMITTEE RECOMMENDATIONS

A. Recommendation Regarding Bollards in Bike Lane Along Gulf Boulevard

Tom Ferraro, BAC Chairman, and Bert Valery, BAC member, reviewed the Bicycle Advisory Committee's (BAC) concern regarding the quick curbs that are located in the bike lane along Gulf Boulevard between Walsingham Road and Park Boulevard. The installation of the quick curbs has caused problems with bicyclists trying to negotiate them. They are intimidating and bicyclists move out of the bike lane into the vehicular lane to avoid the obstruction. The intent of the installation of the quick curbs was to separate the vehicles from the pedestrians; however, it's creating a conflict with the bicyclists. This is the only place in Pinellas County where these quick curbs have been installed in the bike lane. Apparently, there was an issue with vehicles going around another vehicle waiting for pedestrians to cross in the crosswalk, which created a safety issue. If bicyclists are riding in a group, the first couple of bicyclists would see the obstruction but the other riders behind would not. The issue is the installation of the bollards onto the pavement using something that is approximately four or five inches high and about twelve feet long. If a bicyclist hits it, the rider could easily fall into traffic. Now, when a group of bicyclists are riding, the first rider will let the others know of the obstacle and the others will swerve into the road, which can create a safety issue. There needs to be a different solution. They had developed some solutions that they recommended to FDOT. One recommendation was St. Petersburg's diamond system that is a warning to the motorists where a diamond is placed prior to the pedestrian crosswalk noting the crosswalk is ahead.

Upon query by Mayor Hibbard regarding the height of the bollards, Mr. Skelton responded one of the concerns was the height; therefore, FDOT lowered the bollard so it wouldn't interfere with the bicycle handlebar. FDOT feels a physical barrier is safer than a visual barrier.

Commissioner Seel noted she rode that section of Gulf Boulevard on a bicycle as well as in a vehicle, where she has observed motorists passing on the right. The issue with the quick curb seems to be when there are more than two bicyclists riding together. It was noted that those motorists who pass on the right when they know they are not supposed to will do so whether there is an obstacle in their way or not.

Mr. Ferraro asked if the size of the quick curb could be reduced. Mr. Skelton responded that is the standard size. Gary Thompson, FDOT Traffic Operations Engineer, came forward and indicated they went to the location after receiving a request from the Mayor. They observed the passing on the right. Initially, they were going to install quick curbs at the bus stop locations and pedestrian crossings to provide an extra level of protection for pedestrians waiting to cross

the road. FDOT decided to install a minimal quick curb with one bollard instead of several bollards to alert the motorists that they should not be passing on the right.

Commissioner Brickfield suggested making the bollard higher so all the bicyclists could see it if they were riding in a group.

Mayor Steingold stated the issue is the change in elevation from the pavement when there is a group of bicyclists riding 20 to 30 mph and one bicyclist might inadvertently move too far to the right or left and doesn't have enough time to react. He asked how many there were and Mr. Thompson responded 12 to 15. Mayor Steingold suggested using a different color so they stand out to make it more visible to the bicyclist.

Commissioner Crozier suggested signage to warn the bicyclists so they are alerted to the bollard/quick curb is ahead. Councilman Danner asked if there was a pedestrian sign. Mr. Skelton responded yes.

Commissioner Seel felt the change in color might be a good solution to help resolve this issue, such as a bright yellow to match the pedestrian sign, in addition to knowledge of the area.

Mr. Valery indicated that, several months ago, a vacationing family was riding bikes and the third child hit the quick curb and fell but, fortunately, they were riding slow and no one was hurt.

Mayor Eggers suggested shortening the quick curb and keep only enough to hold the bollard. Mr. Skelton responded they can continue the discussion but the issue is the need to separate the bicyclists and pedestrians and protect the pedestrian from passing vehicles.

Chairman Arbutine stated the MPO should not be telling FDOT how to solve the issue but let the affected parties discuss it and determine a solution and report back to the MPO.

By consensus, it was determined to allow the BAC members to meet with FDOT for further discussion and bring a solution back to the MPO. Mr. Skelton responded they could have that discussion and bring the results back to the MPO.

Councilman Polson noted his reason for asking the BAC to bring their issues/concerns to the MPO and not directly to FDOT, noting they are an advisory committee and there is a process that is designed to allow the MPO to give direction. He noted bicyclists have the responsibility to police themselves and that bicyclists should not be riding so close together because things happen and noted this area should be signed "bicyclists beware".

Following further discussion, **by consensus, it was directed that MPO staff would work with FDOT and the BAC to bring back a solution to the MPO.**

B. Recommendation Regarding Evaluation of Stop Signs along the Pinellas Trail

Tom Ferraro, BAC Chairman, indicated St. Petersburg had a study performed to evaluate stop signs along the Pinellas Trail. The BAC is asking the MPO to forward the study to the other municipalities along the Trail so there is consistency with the stops regarding traffic control along the Trail. Mr. Smith added it made sense to have the other jurisdictions aware of the study.

By consensus, it was directed to send the study to the various jurisdictions along the Trail.

XI. PROJECT ADVISORY COMMITTEE REPORT

Chairman Arbutine noted an attachment was in the folders. Mr. Smith added the attachment was a summary of the meeting.

Mayor Hibbard briefly summarized the meeting, indicating the meeting started late due to PSTA discussing what to do with Tim Garling leaving. PSTA decided to hire Don Kloehn, a consultant with Tindale-Oliver, to help with the Alternatives Analysis process. The Committee discussed the objectives and definitions and created four prioritization groups. They discussed the public engagement and decided to hold four i-town meetings with Councilman Danner and Commissioner Seel along with Bob Clifford to kick off those meetings in the hopes of reaching out to thousands of residents to get their comments on the Alternatives Analysis and engage them in the process.

Mr. Smith indicated FDOT hired a consultant for the Howard Frankland Bridge and introduced them at the meeting and they summarized the tasks before them.

XII. COMMITTEE APPOINTMENTS

Commissioner Brickfield moved, Mayor Hibbard seconded, and motion carried to approve Courtney Biehl as an At Large representative on the Bicycle Advisory Committee.

Commissioner Seel moved, Mayor Hibbard seconded, and motion carried to approve Dave Fechter as a Mid-County representative on the Pedestrian Transportation Advisory Committee.

XIII. PSTA ACTIVITIES

Tim Garling, PSTA Executive Director, indicated this was his last meeting and discussed the relationship and importance of that relationship between the MPO and PSTA; PSTA hired Don Kloehn of Tindale-Oliver, who is a good transit professional with a lot of experience in rail and will be attending the MPO meetings and the MPO should use him as a resource; and, lastly, introduced Denise Skinner as the Interim Executive Director.

Ms. Skinner provided a brief summary of her background and then reported on the recent PSTA activities, noting the fiscal year ended with record ridership of over 13 million riders. PSTA has a partnership with Jolly Trolley and the North County cities and Board of County Commissioners for a new initiative to provide additional service. Mayor Eggers thanked everyone for working together for the trolley service, especially Dunedin Commissioner Julie Bujalksi.

Ms. Skinner indicated there will be a kick-off celebration and, hopefully, the service will begin before Thanksgiving.

Mayor Hibbard noted that Mr. Garling handed out information that included five points/impressions he wanted to leave with PSTA and felt it would also be good for the MPO to have that information to help keep focused as the MPO works in partnership with PSTA, FDOT, and TBARTA. Mr. Smith responded he would send out that information.

XIV. OTHER BUSINESS

A. Joint Chairs Coordinating Committee Meeting of September 17, 2010

Mr. Smith noted the CCC met on September 17 and a summary was included in the agenda packet.

B. Correspondence

C. Other

Mr. Smith indicated there was a previous discussion regarding red light running that the ITS Committee had also discussed. The Police Standards Council felt there should be a standard approach with the use of red light running cameras.

Councilman Polson indicated he attended the Police Standards Council meeting that morning, where Largo Police Chief Carroll brought forward the subject. He was asked to speak at that meeting since St. Petersburg had recently passed an ordinance to implement the program. The ITS Committee had a question as to whether there should be a standard approach for those communities who wanted to enter into an agreement for the red light cameras and, if so, what portions should be standard. He suggested:

- Standard signage – motorists are traveling from one community to another so there is the need to see the same type of sign. The FDOT manual has a picture of what the sign should look like. Kenneth City recently installed their cameras and is in the 30-day monitoring period where a motorist running a red light will get a warning. Their signs have been installed and conform to the State standards.
- Standard training – the legislation requires a training program for the community so motorists are aware of the expectations and responsibilities and he suggested that also be uniform so everyone is hearing the same information.
- He doesn't suggest a uniform vendor/equipment to allow the opportunity for competitive bids. Vendors have different equipment that does different things.
- Standard Operating Procedures among the local law enforcement agencies.

The Police Chiefs stopped short of establishing a committee to look at this although Chief Carroll indicated he was willing to work with a group to develop ways for implementation. He suggested the MPO members discuss this with their chiefs to see if they want to be involved in a standardized process.

Mr. Smith added that the chiefs were looking at best practices since there can be different negotiations with the vendors. One example is the City of South Pasadena had in their contract that they would guarantee the vendor so much money per year; however, the question was asked as to what would happen if the program was so successful that people stopped running red lights. The question was whether the City would still have to provide money to the vendor even if they weren't receiving much money.

Councilman Polson noted the chiefs spent a lot of time at the meeting discussing the issue of right-turns-on red. If a law enforcement officer witnesses a right-turn-on-red violation, the violator is given a citation; however, the legislation indicates the right-turn-on-red must be done in a safe and prudent manner, which must be determined what is safe and prudent.

Mr. Smith noted the chiefs also indicated this information should be taken back to the ITS Committee. Staff would like to include law enforcement in this initiative.

Mayor Hibbard asked about the time line since there might be an opportunity for better pricing if several communities were using the same vendor. Councilman Polson responded that Kenneth City, Gulfport, and South Pasadena are either going ahead or in the process and all three are using the same vendor and there is the opportunity to "piggy back" onto that vendor if a community chooses. He feels what the public sees should be standardized and the equipment could be individualized.

Upon query by Chairman Arbutine regarding the County's intent especially as it would relate to the contracted cities, Commissioner Seel responded the Sheriff's Office has not asked for cameras but the Board of County Commissioners has had previous discussion and supported the legislation for red light cameras. The intent was to standardize as much as possible so it could be a broader application if more communities were interested.

The initiative for this standardization was referred to the ITS Committee.

Commissioner Brickfield noted Oldsmar is a contract city and they are moving forward with the cameras.

Mayor Eggert noted Mayor Mischler was absent due to his wife being in the hospital and wished her well. He thanked Commissioner Seel for her leadership regarding the transportation and land use merger.

Commissioner Seel thanked everyone for serving on the Transportation/Land Use Committee and the MPO's support.

Commissioner Brickfield indicated he attended a meeting where the Leroy Selmon Expressway Authority presented the removal of tollbooths and going to either use of the SunPass or cameras to invoice others. He suggested going to the tollbooth-less system for the Bayway Bridge to help with the congestion of people paying tolls and asked for a presentation as to how it would work. The majority of accidents on toll roads occur at the tollbooths. Mr. Skelton responded the Turnpike has a plan to convert the entire toll system to an electronic toll system and he would bring back information.

Commissioner Brickfield noted the Ford Foundation is providing \$200 million in grants for smart growth planning for housing infrastructure and transit and wanted to know if the MPO could look into applying for that funding. Mr. Smith responded he looked at the information on a preliminary basis and it looked like it was for nonprofits but he would make sure that is the case.

Councilman Danner noted the public's confusion regarding the collaborative efforts with mass transit and the partnering entities. The various agencies have been looking at all the plans that have been developed for different purposes and different entities and wondered if there was an opportunity to discuss at a Project Advisory Committee to see if there was a way to make them more consistent. His concern is when they will be going out to the public and asking for additional funding to make the plans simpler to read and less confusion. Mr. Smith responded it was a good idea to look at it. He noted, at the last CAC meeting, they discussed the fact that the MPO's Long Range Transportation Plan was such a large document and what is the best way to get the information out so people can understand. He noted they are still working on this. The plans are all coordinated but, if there is still confusion, that needs to be dealt with.

Councilman Polson asked if Secretary Skelton had received information regarding the TIGER grant. Mr. Skelton responded no and wasn't sure when he would.

Chairman Arbutine thanked Tim Garling for his work and wished him good luck in his new endeavor.

XV. ADJOURNMENT

There being no further business, the meeting was adjourned at 3:11 p.m.

Chris Arbutine, Chairman