



**FORWARD
PINELLAS**
Integrating Land Use & Transportation



FORWARD PINELLAS BOARD WORK SESSION

January 29, 2021

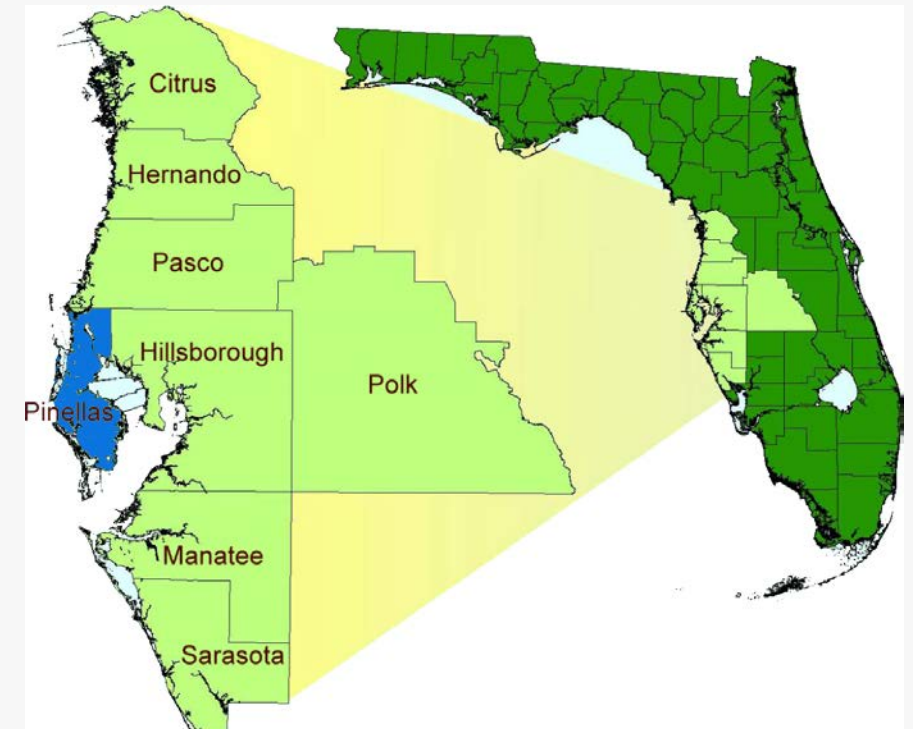
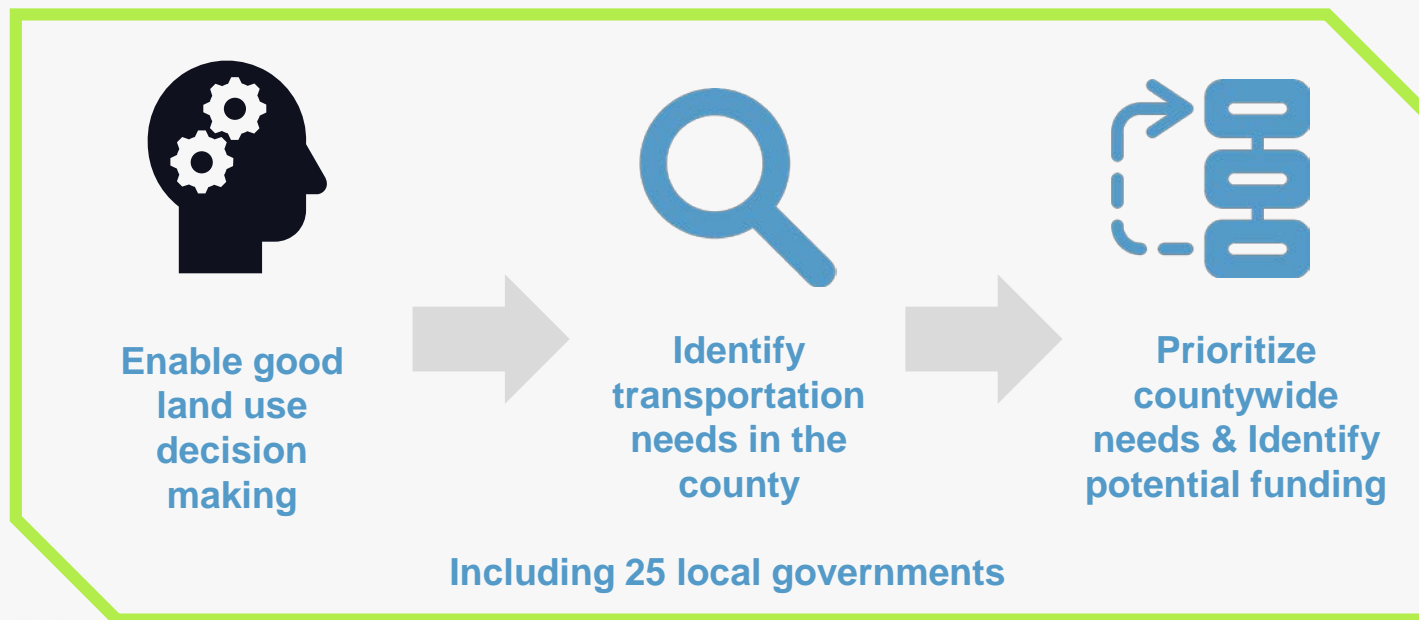
Forward Pinellas Operations, Roles and Responsibilities



What is Forward Pinellas?



- Policy-making and planning agency consisting of Pinellas Planning Council and Pinellas County Metropolitan Planning Organization
- Separate legal entities with distinct responsibilities
- Align agency mission to integrate land use and transportation decision-making



Regional Partners and Partnerships

Implement & Build



Plan, Prioritize & Coordinate



Local Partnerships and Coordination

- Technical Assistance
- Monthly Coordination Meetings
- Partner in Municipal, County and PSTA Projects
- Knowledge Exchange Series



Finding the Missing Middle

An opportunity to complete the spectrum of housing options in Tampa Bay





Forward Pinellas Governing Board

- Voting members of the Forward Pinellas Board are elected officials who represent:
 - Pinellas County Board of County Commissioners
 - 24 Pinellas municipalities
 - Pinellas Suncoast Transit Authority (PSTA)



- To help the Forward Pinellas Board make informed decisions, advisory committees review plans and provide input prior to any board action. Committees include:
 - Planners Advisory Committee (PAC)
 - Citizens Advisory Committee (CAC)
 - Technical Coordinating Committee (TCC)
 - Bicycle Pedestrian Advisory Committee (BPAC)
 - Local Coordinating Board (LCB)

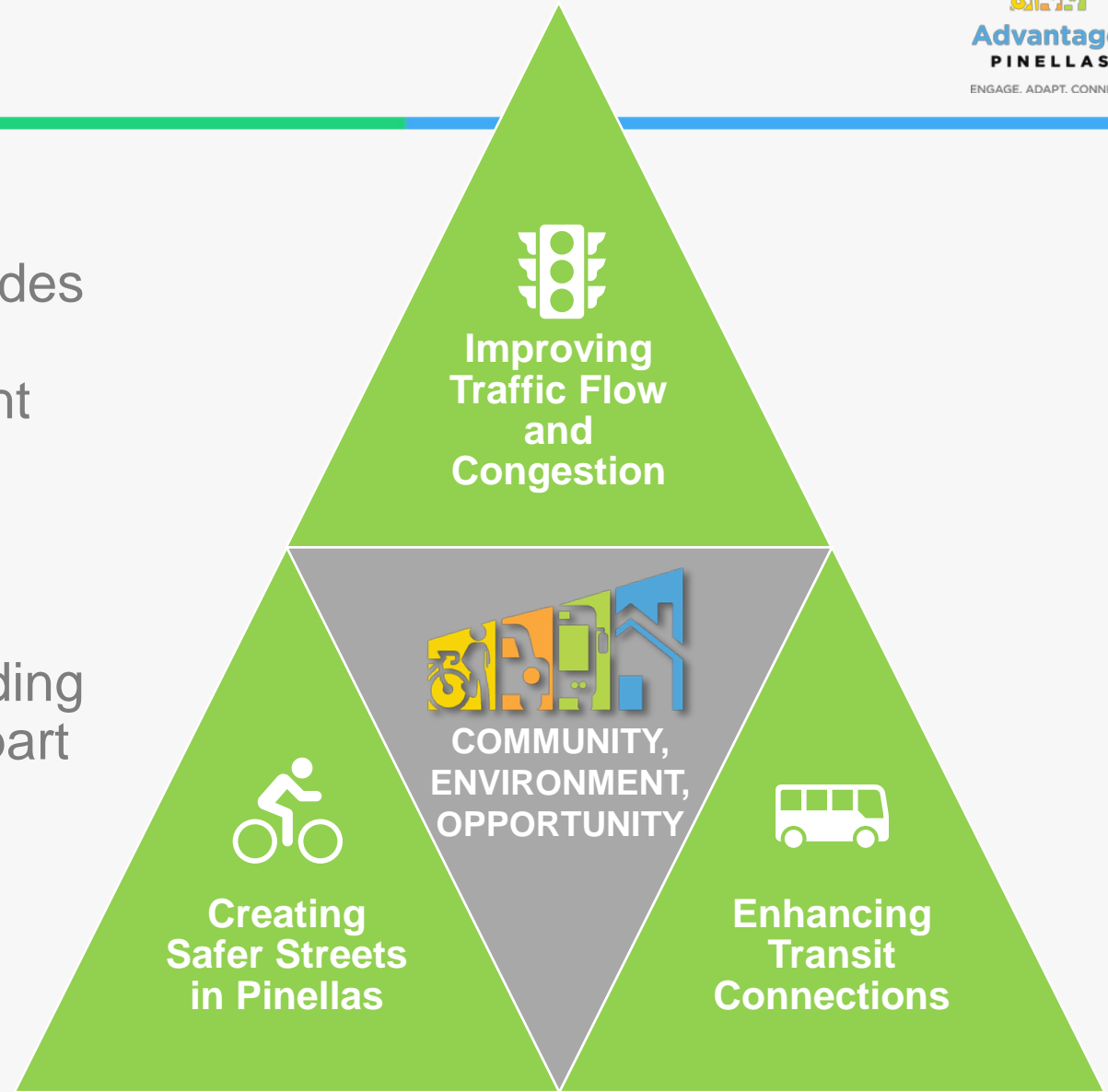


**Board meetings are typically held the
second Wednesday of each month
(Live streamed at pinellascountry.org)**

Overview

- Forward Pinellas is the agency that guides future development and needed investments in transportation to the right places
- Each strategy is a piece of the overall mobility solution for Pinellas
- Forward Pinellas is responsible for guiding land-use decisions countywide and is part of the redevelopment and economic opportunity strategy for Pinellas

Over the next 25 years, we expect to add 93,000 people countywide – that is almost the size of Clearwater's population, the third largest city in the region.



Forward Pinellas Board

Executive Group

Whit Rodney
Tina Rebecca

Executive Director

Operations Management

Multimodal Planning Integration

Countywide Plan

Cases
Maintenance
Consistency
Interpretation
Technical Assistance

Corridors

Land Use-Transportation
Policy
Economics
Form/Design

MPO Core Functions

L RTP Certification
TIP / CMP Safety
TIP Trans Disadv
Regional Active Trans
UPWP Health
Equity

Financial Management

Budget Audit
Grants AP/AR
UPWP Payroll
Work Authorizations
Procurement/ DBE

Special Projects

Knowledge Exchange
Community Assistance
Visioning & Area Plans
Research

Grants & Partnerships

Data Analytics

GIS/Mapping
Data Management
Visualization
Trends/Indicators

Administrative Support

Communications / Engagement / Storytelling



The Forward Pinellas Team



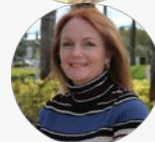
Whit Blanton, FAICP
Executive Director



Rodney Chatman, AICP
Planning Division Manager



Chelsea Favero, AICP
Planning Manager



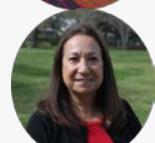
Tina Jablon
Executive Administrative Secretary



Rebecca Stysly
Finance Specialist



Joann Jacobs
Accounting Services Coordinator



Maria Kelly
Secretary



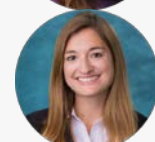
Amy Elmore, MS
Communications & Outreach Manager



Sarah Caper, AICP
Principal Planner



Linda Fisher, AICP
Principal Planner



Christina Mendoza, AICP
Principal Planner



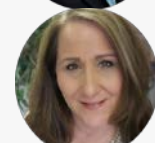
Angela Ryan
Principal Planner



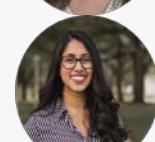
Jared Austin
Program Planner



Robert Feigel
Program Planner



Sandra Knoebel
Planner



Nousheen Rahman
Planning Analyst



Key Responsibilities



COUNTYWIDE LAND USE PLANNING

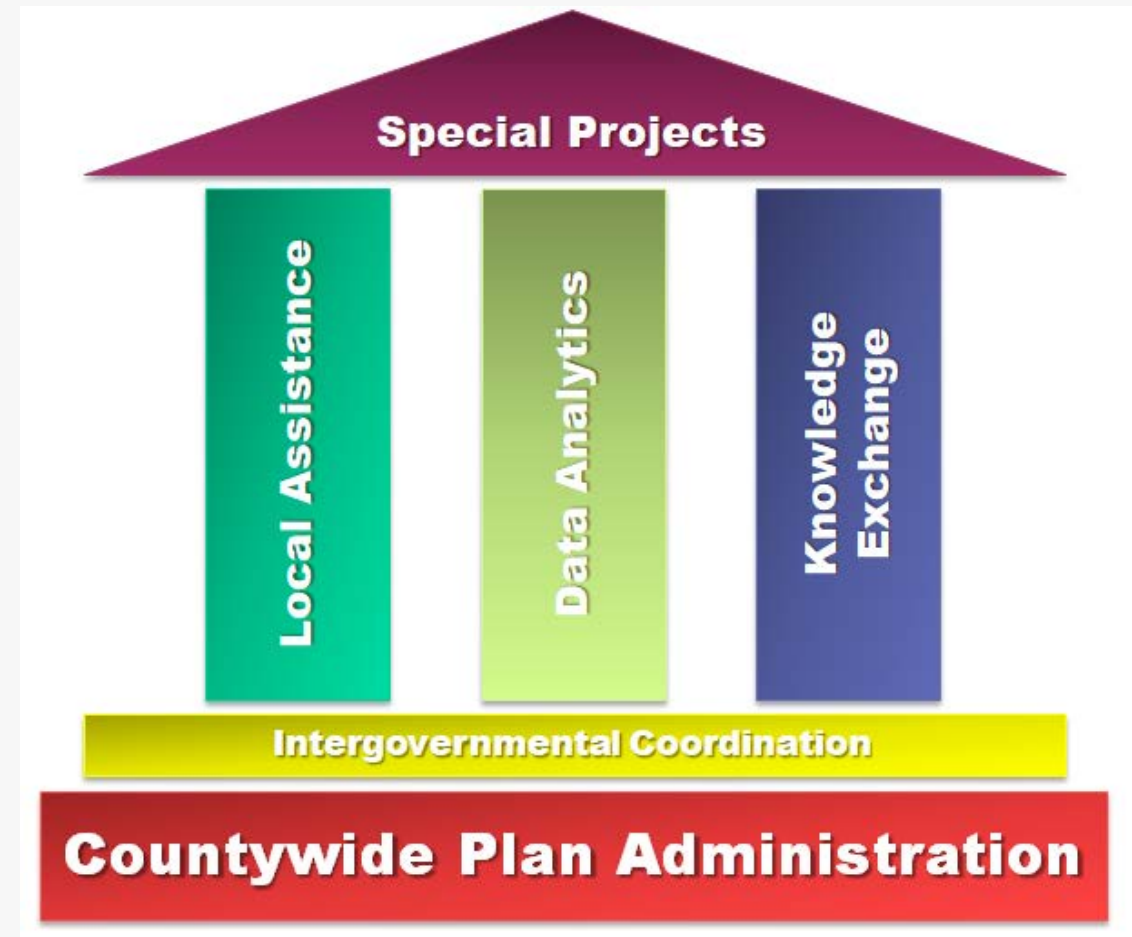


Countywide Land Use Planning

Pinellas Planning Council Work Plan

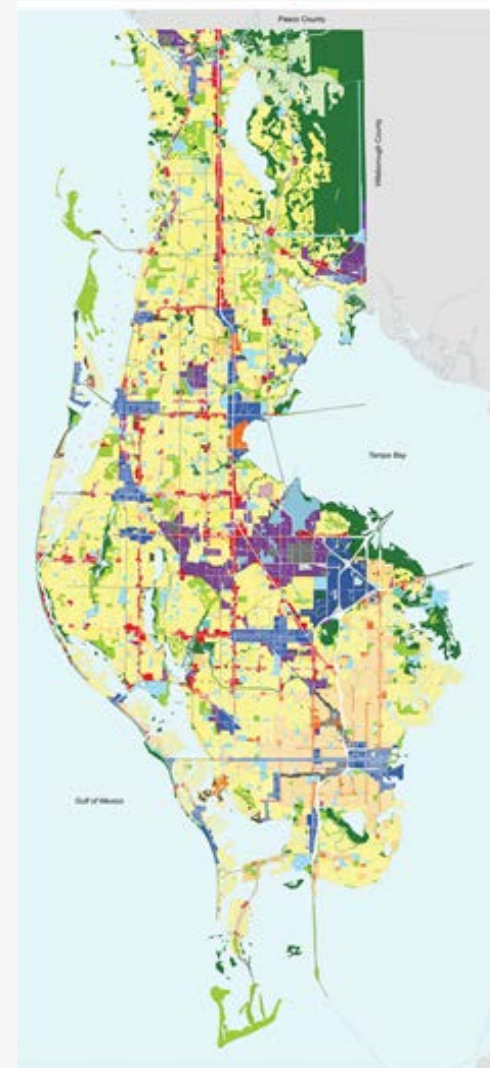
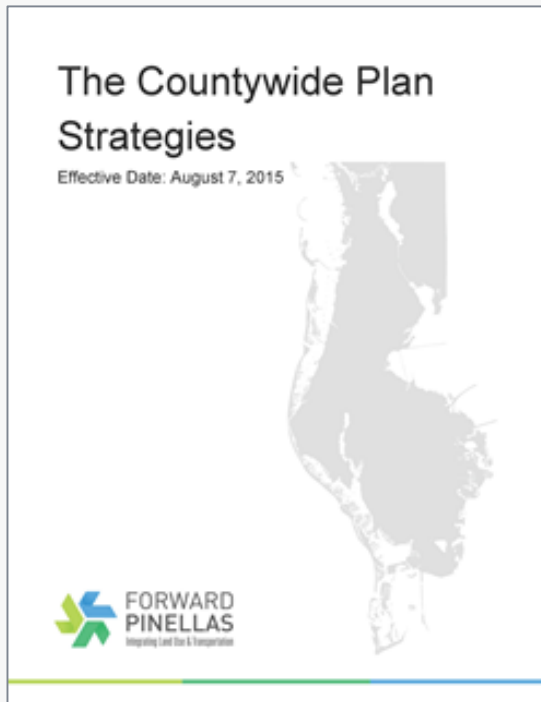
Chapter 2012-245, Laws of Florida (Special Act)

- "...planned redevelopment of the built environment is critical to maintaining and improving the countywide economy and quality of life..."
- "...land use patterns are a critical factor in determining whether multimodal transportation, particularly transit, is functional and effective..."



What is the Countywide Plan?

- Coordinates land use planning among the 25 local governments
- Coordinates land use with transportation, economic development, and other countywide priorities



Countywide Plan Map

Plan Map Categories

- Residential Very Low
- Residential Low Medium
- Residential Medium
- Residential High
- Office
- Resort
- Retail & Services
- Employment
- Industrial
- Public/Semi-Public
- Recreation/Open Space
- Preservation
- Activity Center
- Multimodal Corridor
- Target Employment Center
- Scenic/Noncommercial Corridor

Other Identified Areas

- Submerged Land
- Right-of-Way



Key Responsibilities

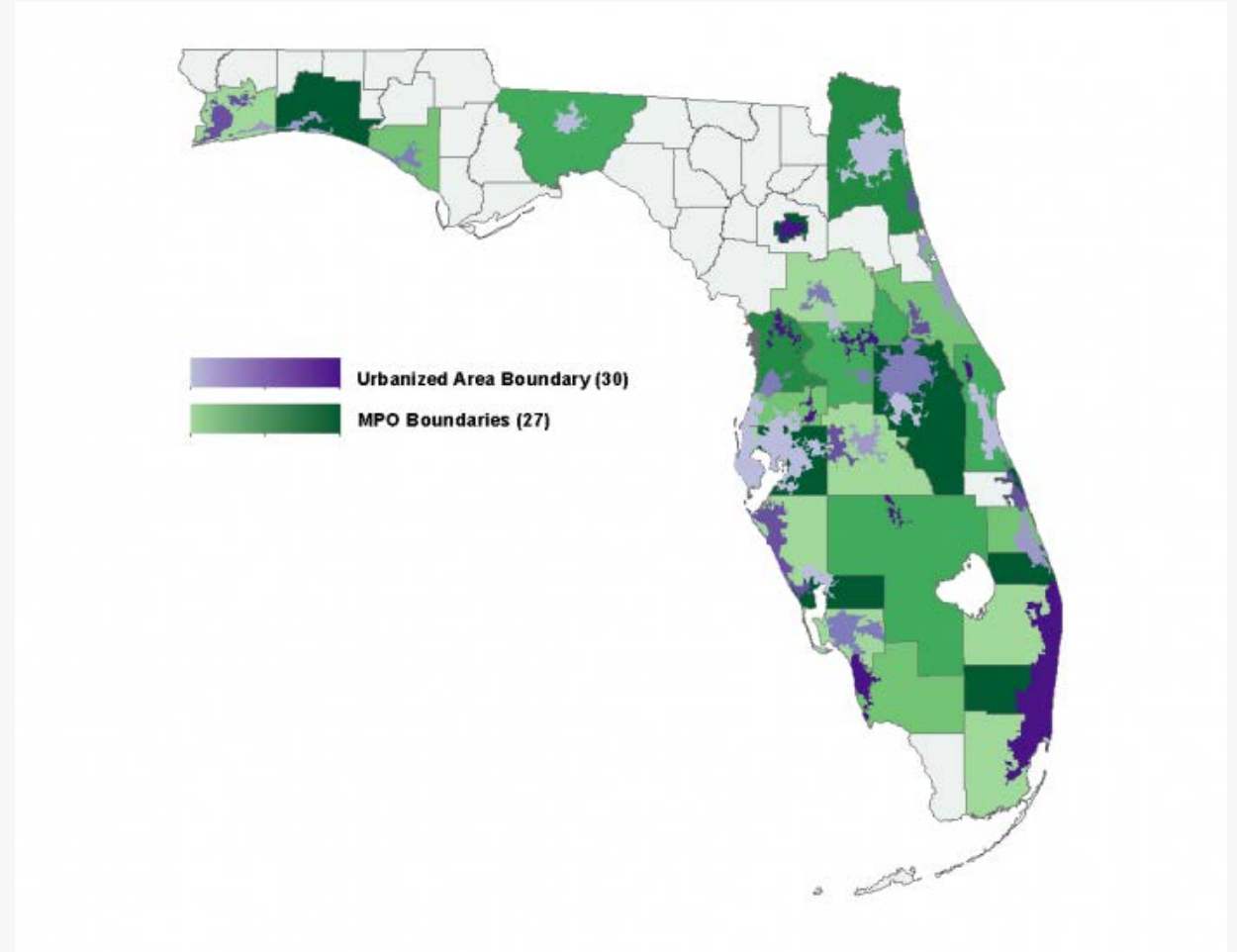


TRANSPORTATION PLANNING



What is an MPO?

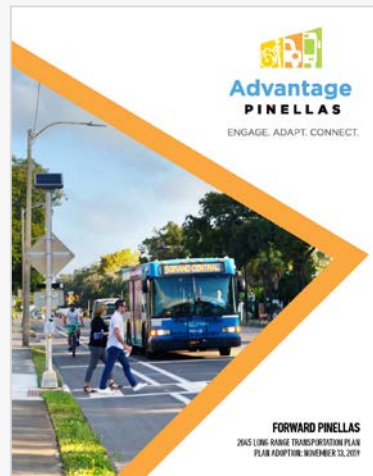
- Federally designated (with state and federal regulations)
- Required in urbanized areas greater than 50,000
- Identify need for transportation investments and then direct funding towards those needs through key work products
- Ongoing consideration for Transportation Disadvantaged, Environmental Justice and Title VI



Major Plans and Programs

- Advantage Pinellas
 - 2045 Long Range Transportation Plan (LRTP) for Pinellas County
- Strategic plan to improve mobility and economic opportunity countywide
- Defines major transportation needs and enables our communities to receive critical future funding
- Ties together land use, transportation & housing.

If a transportation project is not included in the plan, it cannot be eligible for state or federal funding and may not be built.



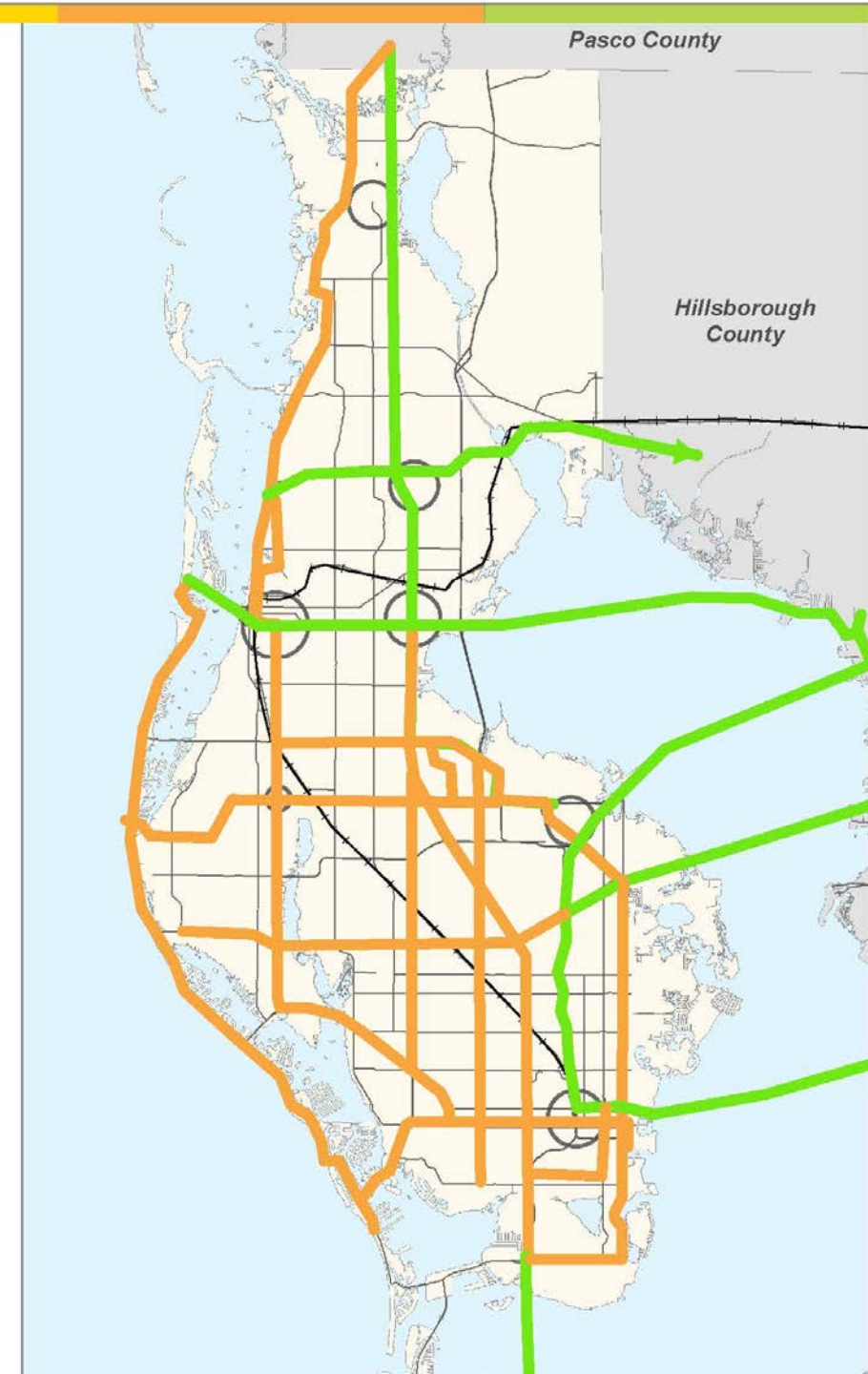
INVESTMENT CORRIDORS

Transit Needs

- ➔ Regional Express Service
- Limited Stop/High Frequency Service
- CSX
- Transit Centers

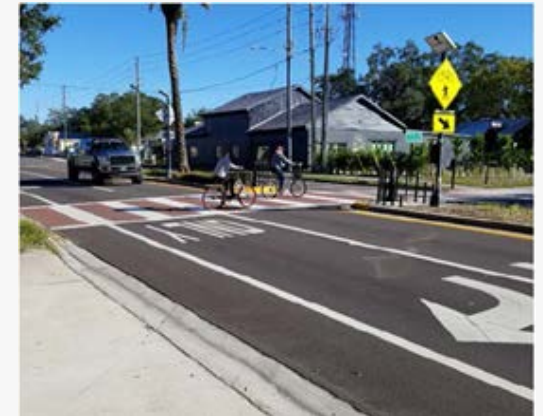


0 2.25 4.5 Miles



Major Transportation Plans and Programs

- Congestion Management Process
 - Ongoing process to measure system performance
 - Identified causes of congestion
 - Assess alternative, cost effective actions
- Project Priority Lists
 - Adopted annually to move projects identified in the LRTP and CMP forward for funding
 - Covers all modes of transportation



Major Transportation Plans and Programs

- Transportation Improvement Program
 - Aligns transportation priorities with state/federal funding for the next five years
 - Updated annually to reflect priorities and revenues
- Unified Planning Work Program (UPWP)
 - Identifies all studies and activities to be conducted with federal funds
 - Aligns activities to broad categories, such as Public Participation, System Monitoring or Regional Planning and Coordination





ONGOING AND UPCOMING PROJECTS



SPOTLight Emphasis Areas

Strategic Planning and Operations Topics

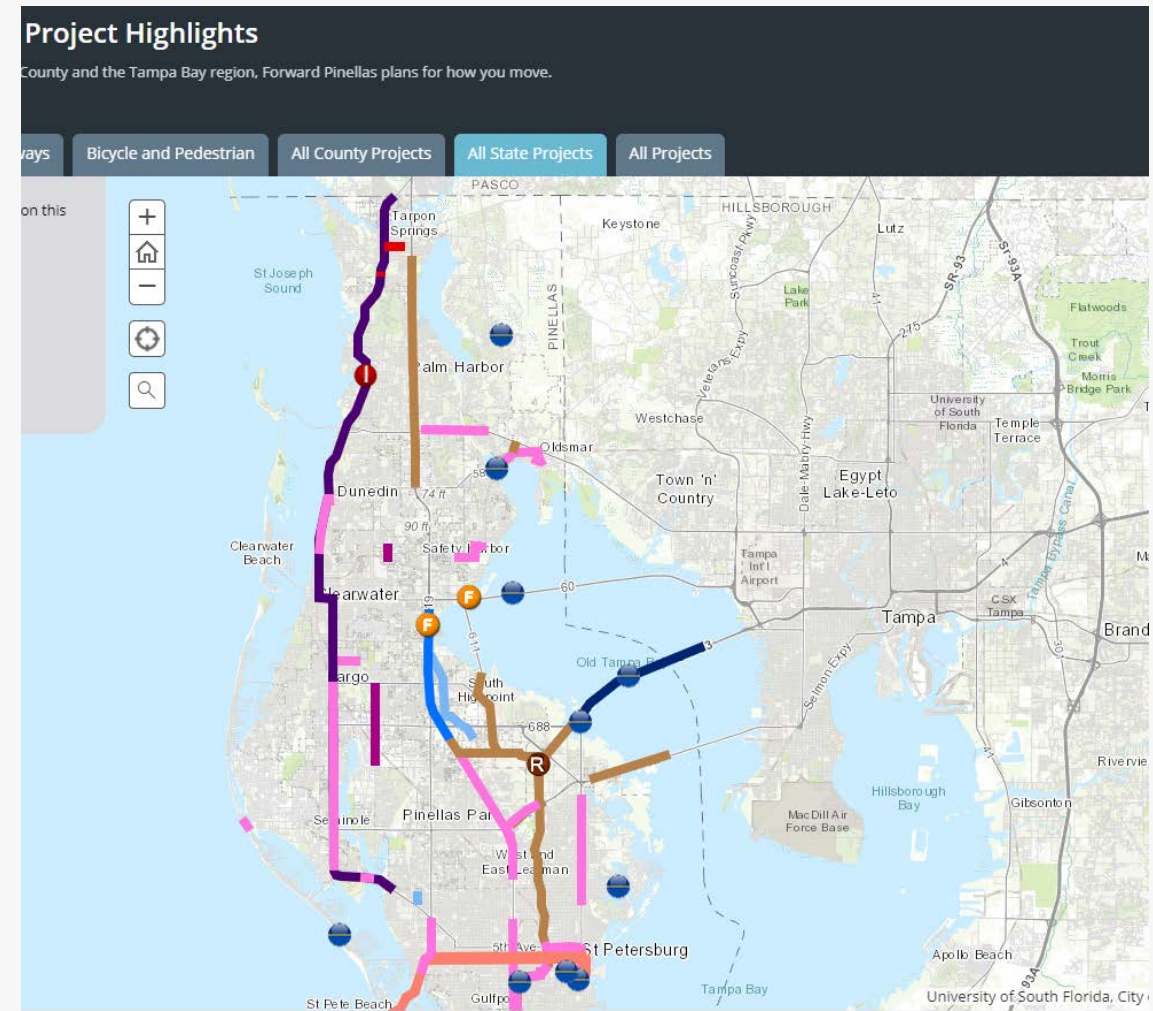
- Areas of special focus approved by the Board in 2015
- Focal point of planning for last 5 years
- Framed development of Advantage Pinellas
 - US 19
 - Beach Access
 - Gateway Master Plan

- Opportunity to reconsider these focus areas



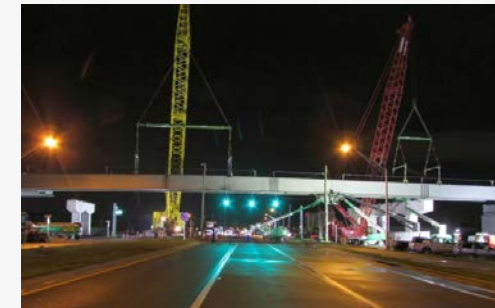
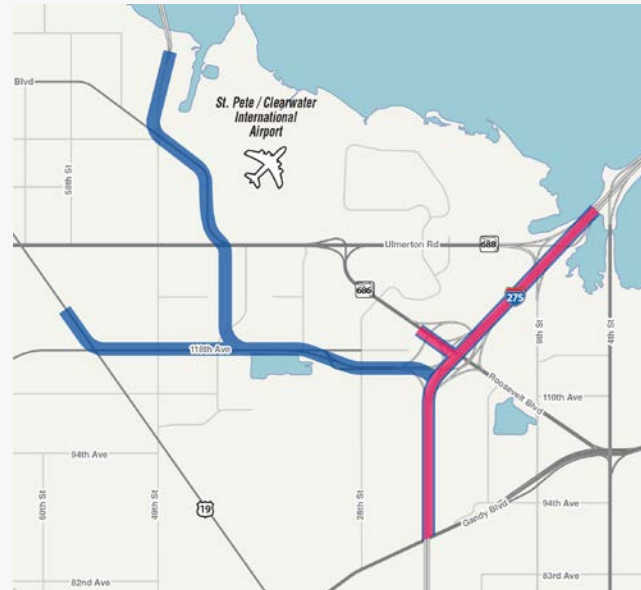
Interactive TIP (Transportation Improvement Program)

- Interactive map of all state and federally funded transportation projects
 - Projects from the County's CIP included as well
- Includes project descriptions and anticipated dates for funded project phases
- www.forwardpinellas.org
 - In TIP section



Gateway Express

- Construction is underway
- Anticipated completion in 2022
- Add tolled express lane in each direction on I-275
- Constructs two new elevated tolled expressways
 - From US 19 to I-275
 - From the Bayside Bridge to I-275
- Benefits:
 - Enhance safety
 - Reduce travel time
 - Improve mobility



I-275 Pinellas Corridor

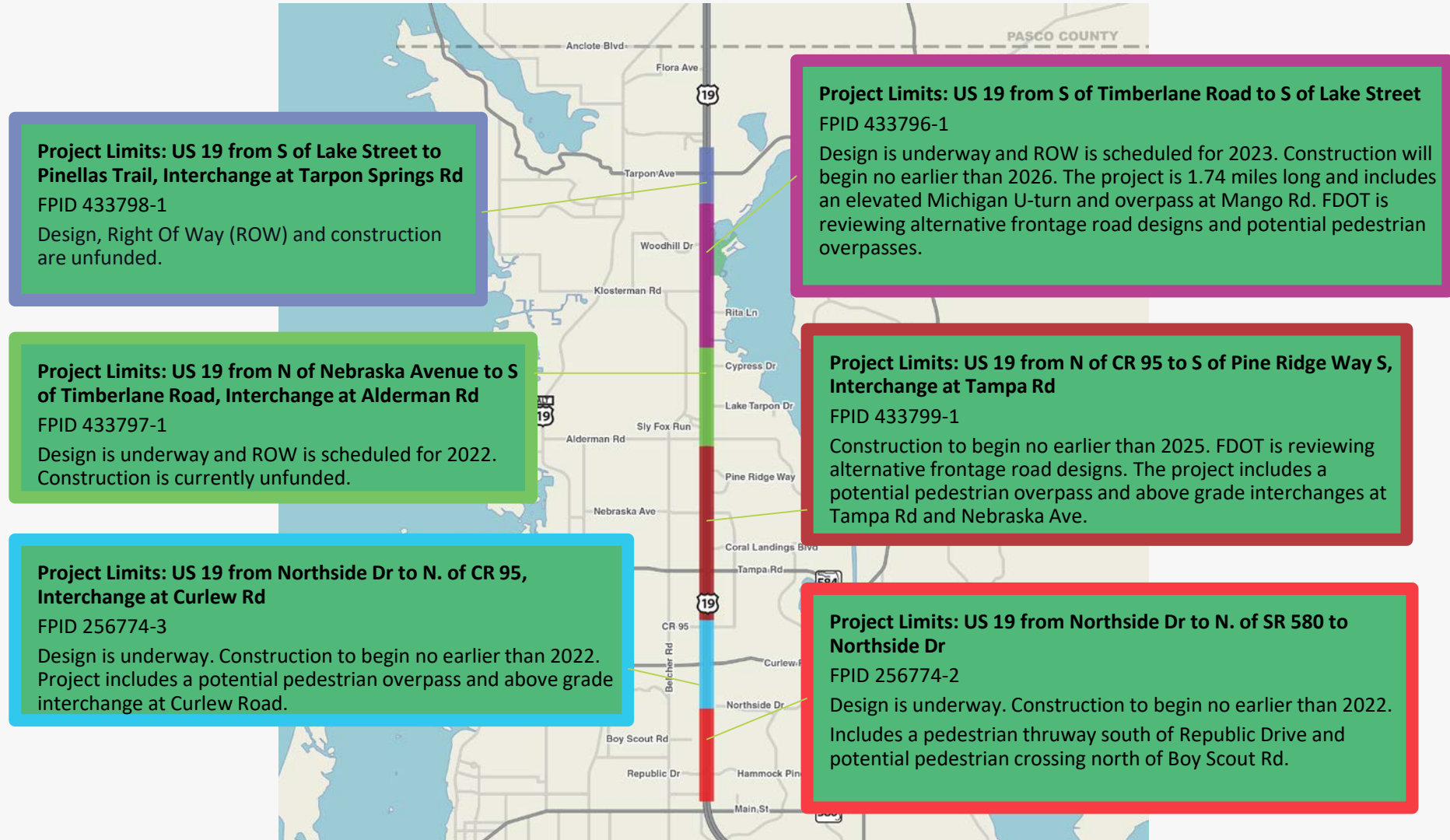
- In Project Development and Environment (PD&E) Study phase
- Will provide lane continuity from 54 Avenue South to Gandy Boulevard
- Evaluating two express lanes in each direction from Downtown St. Petersburg (I-375) to north of 4 street North
- Construction was funded in 2025; now planned for 2031
- Westshore Interchange Reconstruction (2025)



To view this project or any of Pinellas County's current or upcoming projects, please visit forwardpinellas.org to access an [interactive map](#).

US 19 Northern Pinellas

- Evaluate interchange alternatives
- Design frontage roads for improved safety and accessibility
- Plan for technology and express transit



FPID = Financial Project ID



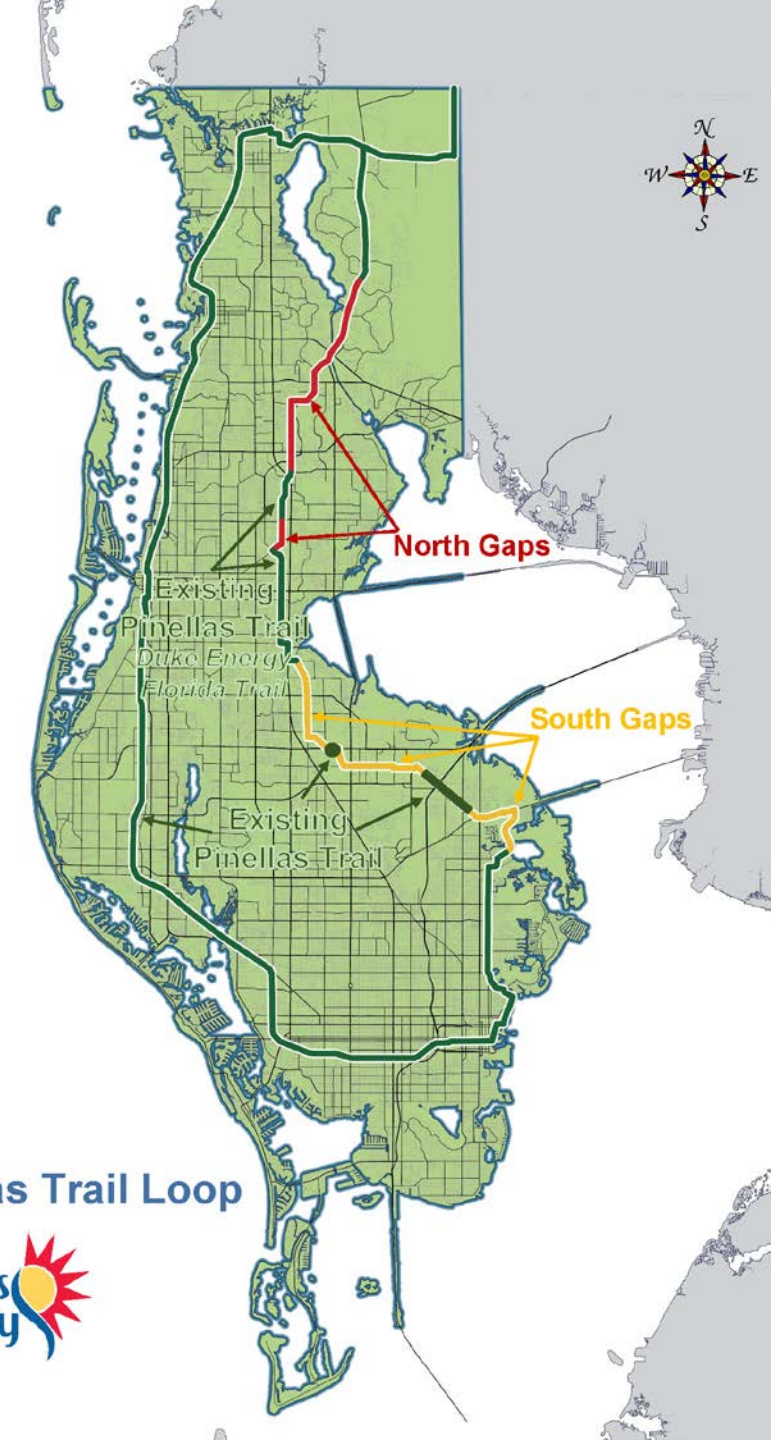
Pinellas Trail Loop Completion

- First opened in 1990 on an abandoned railroad line
- 75-mile regional trail network
- Unique urban pedestrian and bicycle connector to our communities
- Provides regional connections to Hillsborough and Pasco County trail networks
- Will link to the western end of the Florida Coast-to-Coast Connector Trail, a 250-mile multi-use trail that will cross the width of Florida
- Two remaining gaps in the Loop, referred to as the North Gap and the South Gap

+787,830 users from 2019



Pinellas Trail Loop



Bus Rapid Transit (BRT)

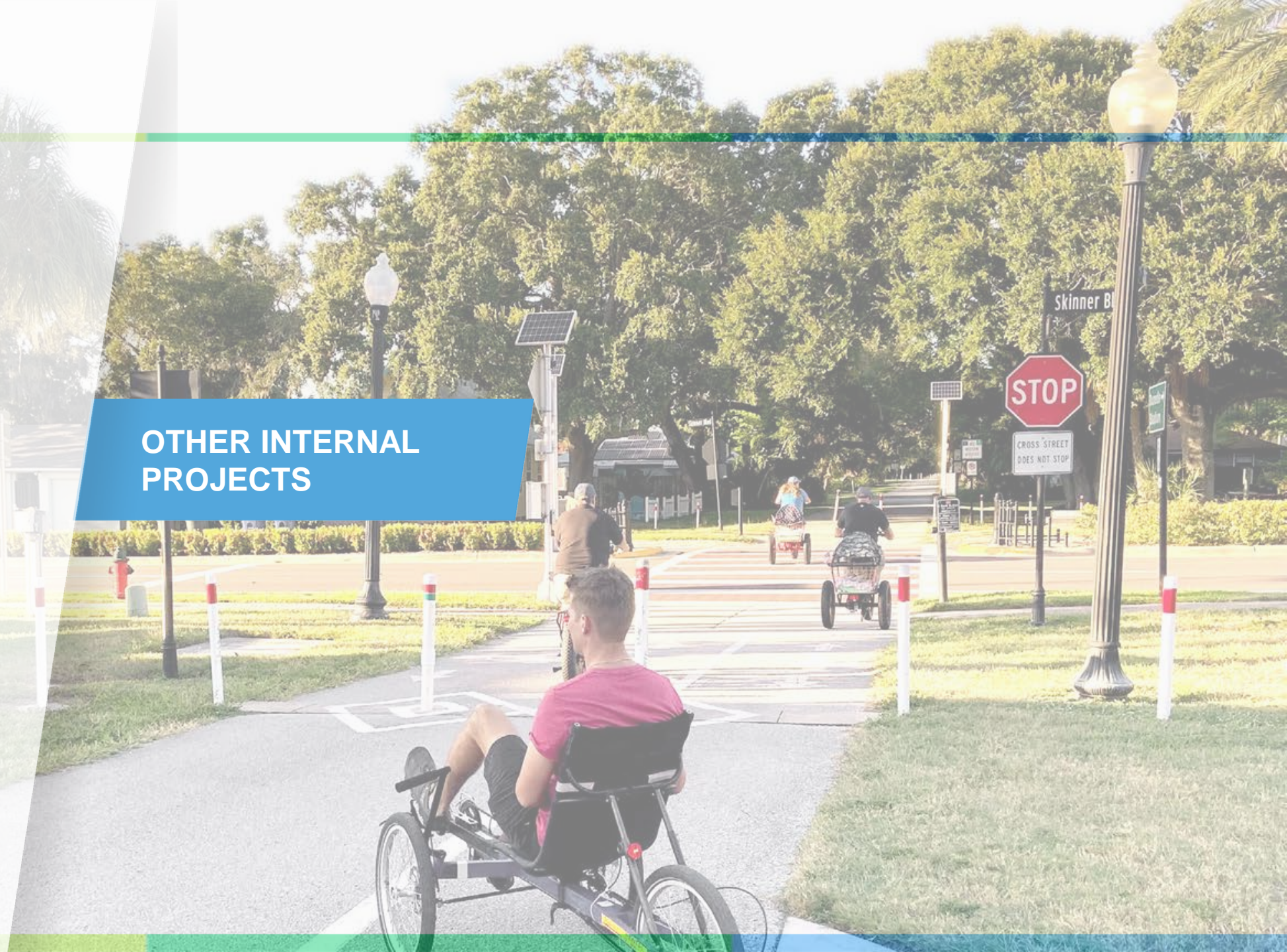
- 11 miles of Central Avenue links downtown St. Petersburg to the beaches
- BRT service is scheduled to begin in 2022
- Some of the primary multimodal corridors identified in the Countywide Plan are Alt US 19 and Central Avenue in St. Petersburg

Forward Pinellas is tying land use and transportation together with this project as it is a catalyst for redevelopment.





OTHER INTERNAL PROJECTS



Strategic Planning & Operational Topics (SPOTlight) Emphasis Areas



Strategic Planning & Operational Topics (SPOTlight) Emphasis Areas

Current Activities

- Gulf Boulevard stormwater, bicycle and pedestrian safety solutions
- Partnering with TBARTA on aerial gondola feasibility study
- Staffing of Waterborne Transportation Committee and other work activities based on committee direction
- Advocacy for resources to address congestion and safety along the Dunedin Causeway and Honeymoon Island State Park



Strategic Planning & Operational Topics (SPOTlight) Emphasis Areas

Current Activities

- Final Memorandum of Understanding (MOU) adopted
- Gateway Partnership formed
- Update project website
- Develop performance indicators
- Define responsibilities for data gathering and reporting
- Assisting with implementation activities
- Identify and eliminate regulatory barriers in the Countywide Plan



Strategic Planning & Operational Topics (SPOTlight) Emphasis Areas

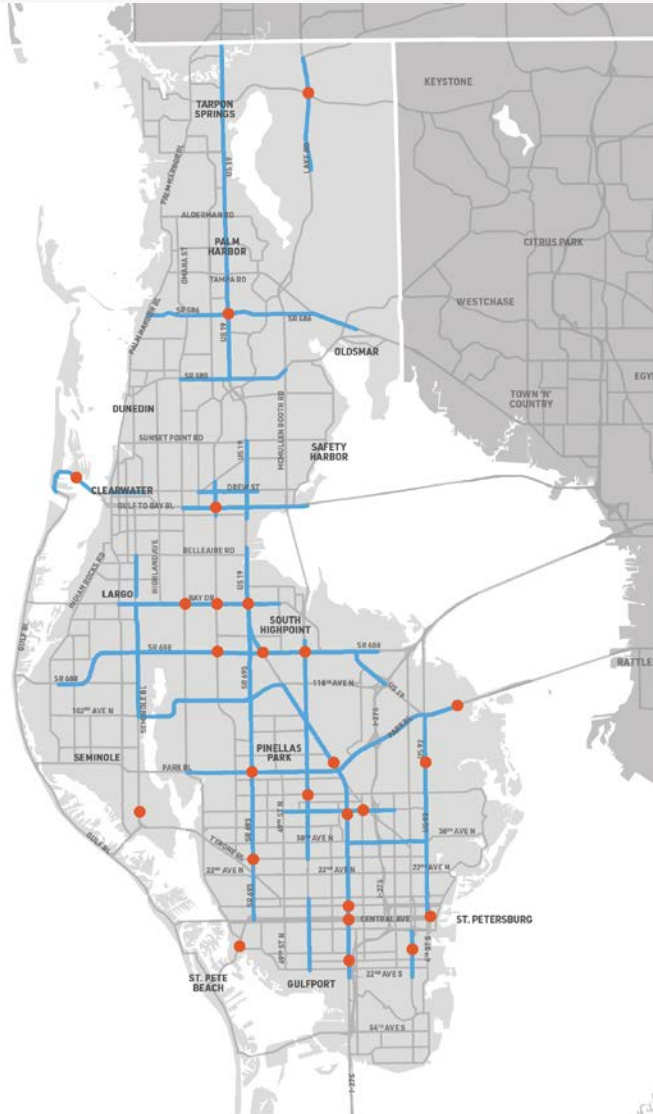
Current Activities

- Evaluation of the existing frontage roads south of SR 580
- Addressing pedestrian connectivity in design
- Re-evaluation of the US 19/Gandy Boulevard interchange
- Implement Complete Street elements and lane re-purposing study recommendations on 34th Street South in St. Petersburg
- Preparing for board workshop with FDOT in late summer/early fall
- Possible amendments to the LRTP to address study recommendations

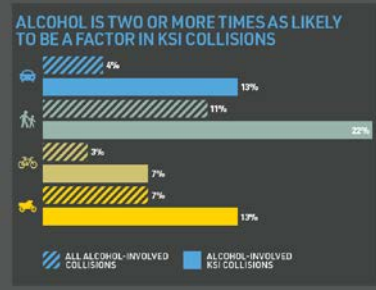
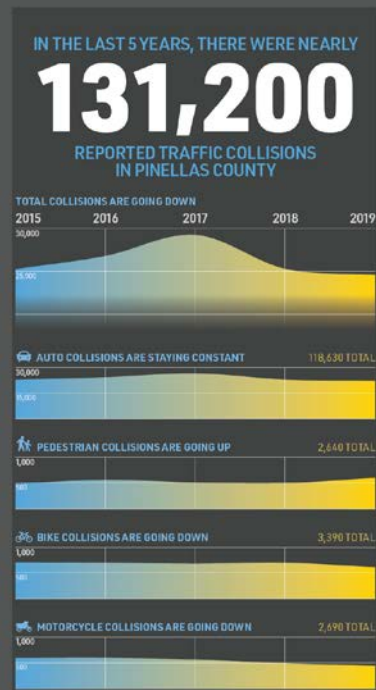


Safe Streets Pinellas

Figure 14
High-Injury
Network and
Hot Spots



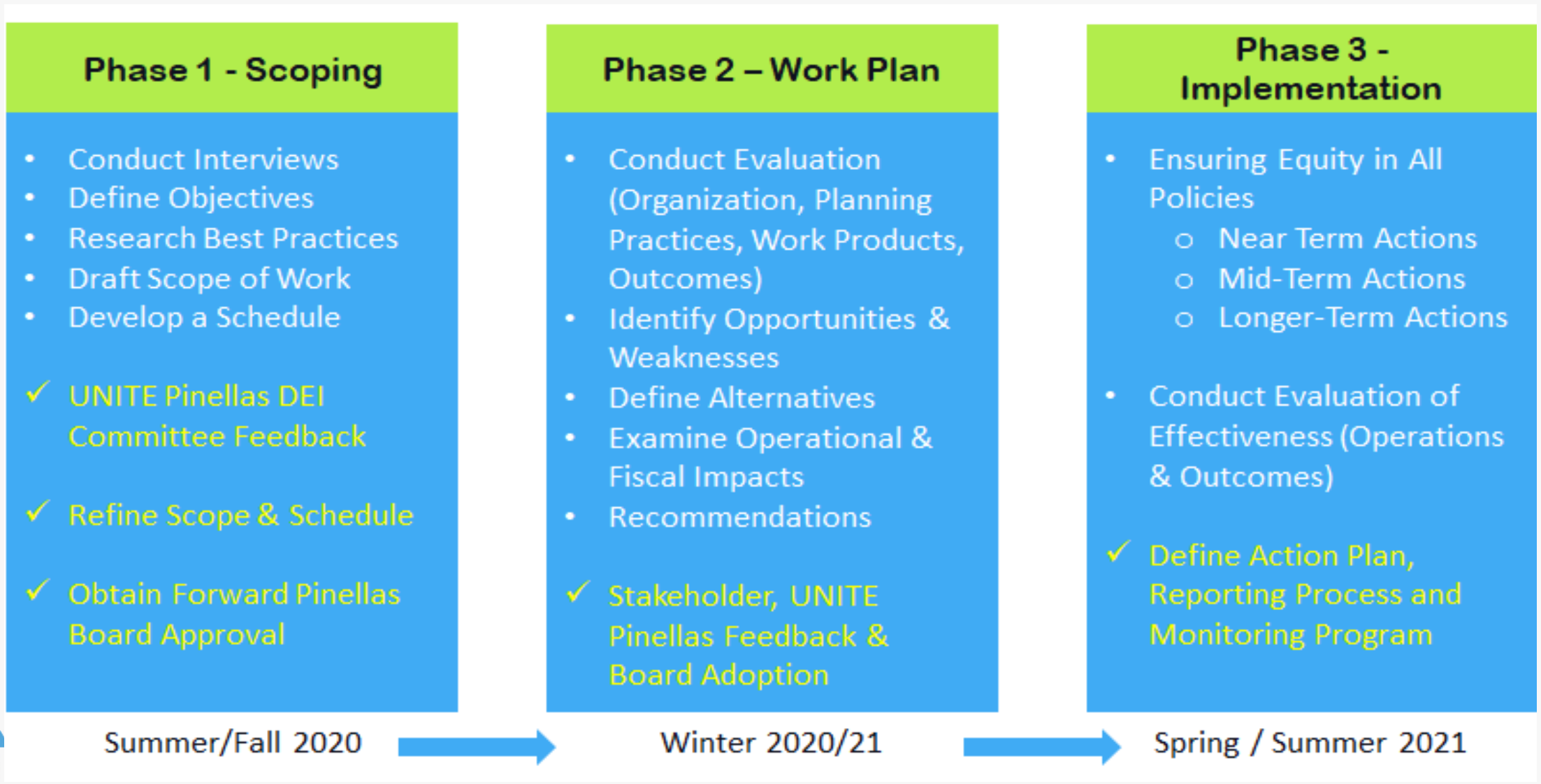
**ON AVERAGE,
2 PEOPLE
ARE KILLED
OR SEVERELY
INJURED
IN TRAFFIC
COLLISIONS
IN PINELLAS
COUNTY,
EVERY DAY.**



— High-Injury Network
• Hot Spots



Equity Assessment



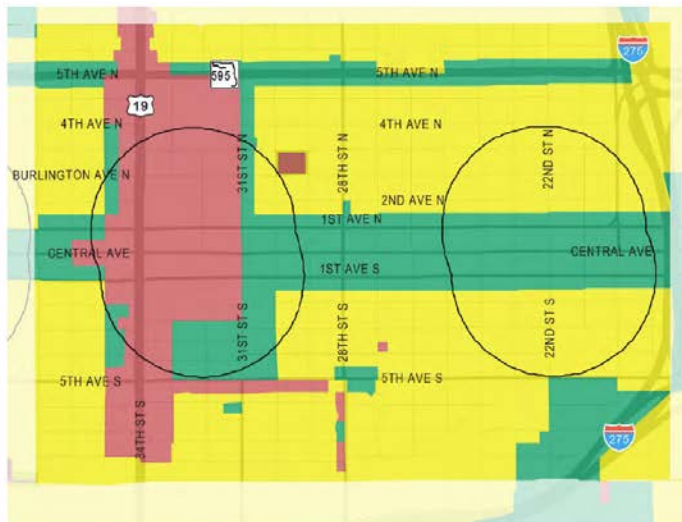
Transit-Oriented Development Planning

TOD Supportive Review



Grand Central

- 1.55 Million SF of industrial
- 1.2 Million SF of retail
- 800,000 SF of office with higher recent absorption than Downtown
- Diverse inventory of housing, adjacent to historic neighborhoods



TOD Supportiveness

■ High
 ■ Medium
 ■ Low

Next Steps & Partnership Opportunities



- Redevelopment and property assemblage priorities and strategies
- Development of transit-supportive uses, particularly in station areas
- Retail development at stations
- Improved connectivity to stations

Fall 2020 / Winter 2021

REDEVELOPMENT VISION

Spring 2021

STATION AND CORRIDOR TOD FRAMEWORK PLANS
*including Developer Forums

Summer 2021

IMPLEMENTATION PLAN

VIRTUAL PUBLIC ENGAGEMENT STRATEGIES



Transit-Oriented Development Planning



WHAT IS TRANSIT-ORIENTED DEVELOPMENT?

Have you ever been to a city where you can easily travel around without an automobile? Where transitioning from walking, or perhaps biking, to transit is seamless, efficient, and enjoyable? Where a connected transportation network allows you to get from your hotel to restaurants, retail, and recreational amenities easily? Thoughtful city design helps to create this environment, and at the heart of this design is often the incorporation of **Transit-Oriented Development**.

Transit-Oriented Development, or TOD, is defined by the Center for Transit-Oriented Development as a type of development that typically includes a mix of land use types, such as residential, commercial, and office uses, with pedestrian amenities and within a half-mile of public transportation. Around the world, TOD has developed into a planning, community development, design, and funding method that allows for the creation of development patterns that support livable, walkable environments.

TABLE OF CONTENTS

- 2 BENEFITS OF TOD
- 3 CHALLENGES AND OPPORTUNITIES
- 6 TOD ACROSS AMERICA
- 12 TOD IN FLORIDA
- 15 NEXT STEPS
- 17 TOD RESOURCES CITED



Countywide Housing Strategy

- Pinellas County has seen a drastic rise in local home prices in recent years
- Goal is to identify best practices and innovative financing solutions to ensure housing that is affordable
- Housing Strategy components
 - Homes for Pinellas Virtual Summit Series
 - Countywide Housing Compact
 - Penny for Pinellas Affordable Housing Program
 - Investment Corridor Strategy
 - Countywide Plan assessment



Roundtable Discussion on Goals for 2021



Questions for Consideration

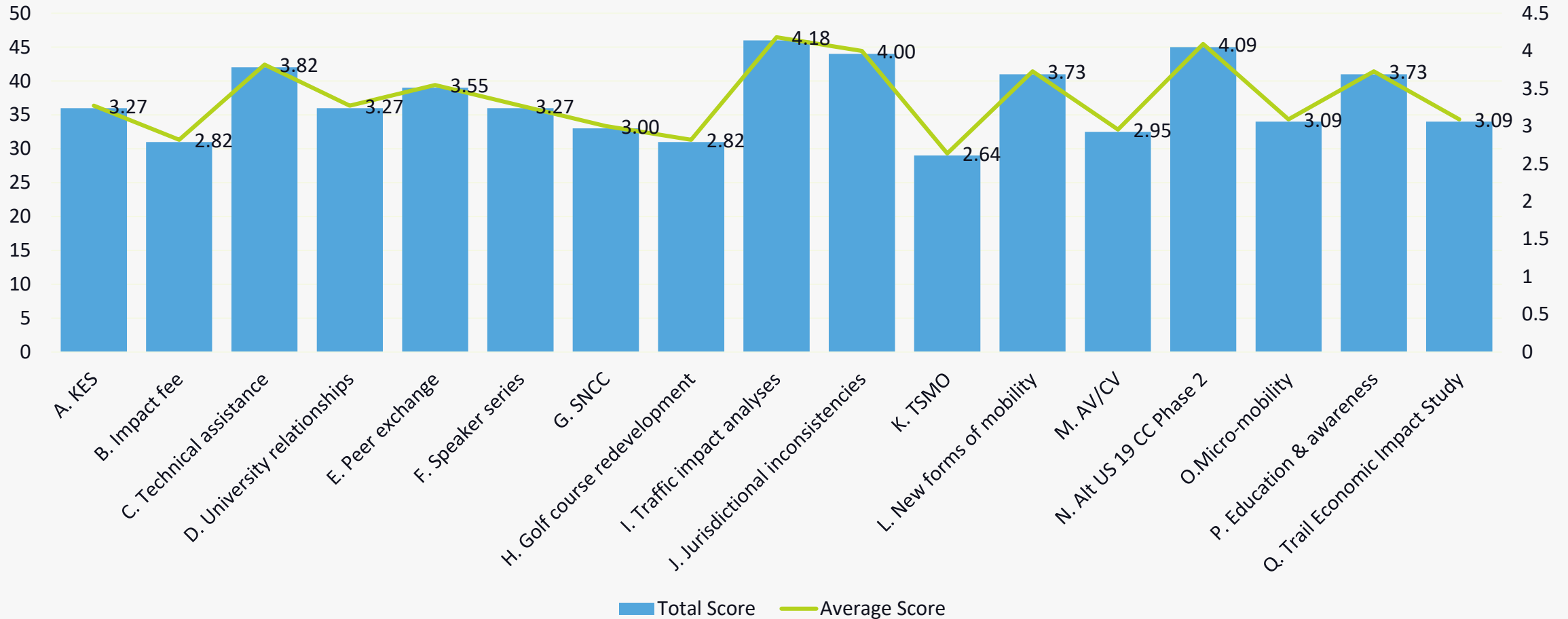
- **What is one thing you're passionate about when it comes to the work of Forward Pinellas?**
- **In either 2021 or 2022, name one thing that you would like to see accomplished or at least actively initiated, and name one thing that you see as a big challenge or obstacle that we need to address.**



Planning Priorities – Then & Now



2020 Priority Results



Other: waterborne transportation (twice), tourism impact on traffic & how to address it, advanced training for elected on transit, leadership



Planning Priorities – what we've done this past year

- Waterborne Transportation Committee
- Technical assistance
 - Gulfport Waterfront and IRB Visioning Studies
 - South Pasadena Planning Indicators
 - Micromobility Knowledge Exchange
- University of South Florida partnership agreement
 - Middle/High School education program
- Traffic impact analysis
 - Alternatives to Level of Service (LOS)
- Downtown Mobility Study
- SunRunner Transit-Oriented Development (TOD) Strategic Plan



Going Forward

Objectives:

- Implementation of Safe Streets Pinellas – a partnership for safety
- Confirm the vision and strategy for the US 19 corridor
- Develop a sustainable transportation funding strategy
- Complete the equity assessment and act on recommendations
- Plan for a resilient Pinellas County and Tampa Bay region

Values:

- Strong regional and local partnerships
- Equity and inclusion as our working fabric
- Transparency, teamwork and clarity of communications



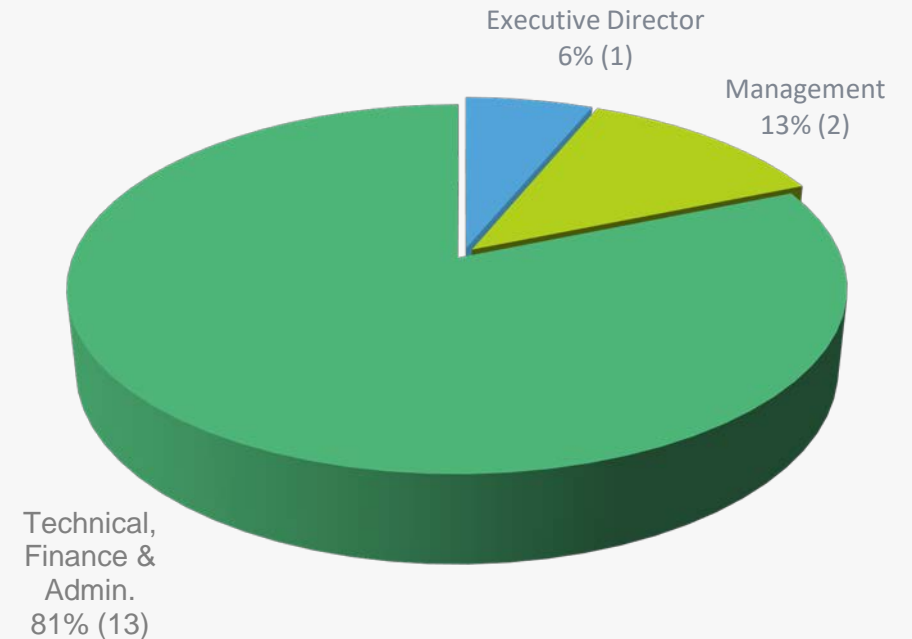
Budgeting for the Future



How are we funded?

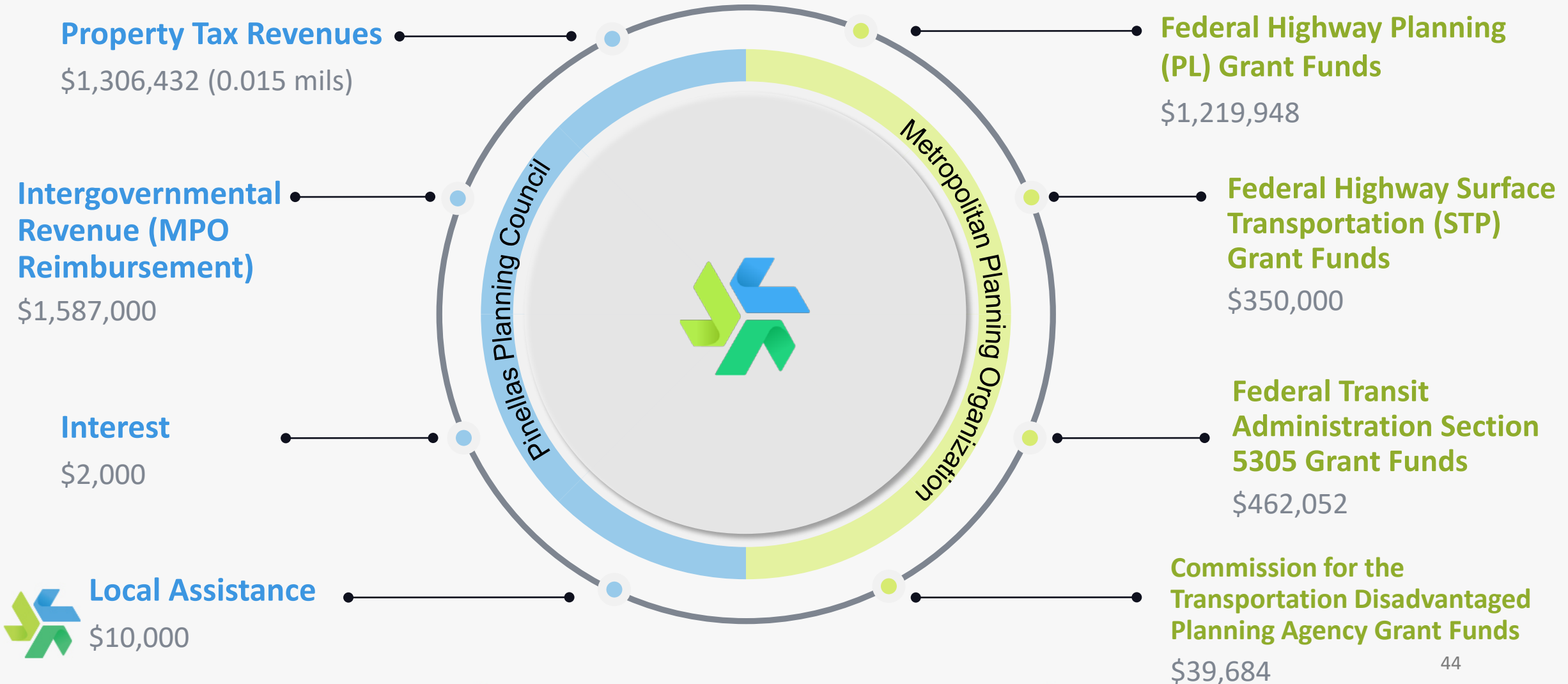
Relationship between the PPC and MPO

- The PPC's primary revenue source is ad valorem taxes
- All our staff are PPC employees
- PPC and MPO have a staff services agreement
- PPC pays everyone's salaries & fringe/benefits, then invoices the MPO
- MPO prepares reports on hours spent on tasks to determine personnel costs that are included in grant invoices to FDOT



How are we funded?

Forward Pinellas FY21 Budget



What's available?

Pinellas Planning Council Fiscal Challenges

- Board directed staff to spend down reserves in FY18
- Reserve funds were used to fund a variety of priority projects/initiatives
- FY21 budget required \$331,338 from reserves for priority projects/initiatives and now has a reserve balance of \$52,929



CITY OF ST. PETERSBURG, FLORIDA

Planning and Place-Making Grant Pilot Program

“THE MISSING MIDDLE”

A pilot project and proposal for assisting city and countywide efforts to expand missing middle development opportunities

Urban Planning and Historic Preservation Division
Planning and Economic Development Department
City of St. Petersburg
Municipal Services Center
One Fourth Street North, 8th Floor
St. Petersburg, Florida 33701

5 BLUE TEAM - PRIORITY AREAS

MARCH 8, 2018

DAY 2: IDEA SHARING CHARRETTE

Transportation + Mobility, Land Use + Economic Vitality, Quality of Life, and Building Resiliency by Addressing Environmental, Economic + Social Vulnerabilities

- Connectivity
 - Connecting work, home, and play for cars, pedestrians, and bikes
 - Creating these connections will allow for better and more efficient transit opportunities
- Gandy Gateway Area
 - Area redevelopment opportunities
 - Key transportation corridors (State Ave, Gandy Express, etc.)
 - Affordable space to live - create close transit
- Resiliency
 - Need to make tough choices about what areas will remain after sea level rise
 - Opportunity to increase resiliency
 - Focus on vulnerable areas that are "high & dry"
 - Prepare power grid, water, and sewer infrastructure
- Greater Carlton Area
 - First Carlton around DFL
 - Key transportation corridors (Gandy Express, etc.)
 - "Staple" residential & commercial
 - Opportunity to create a more mixed use area (most people at Carlton live in "temp")
 - More redevelopment opportunities (create job centers)
- Industrial Opportunity Zones
 - More redevelopment opportunities (create job centers)
 - More working neighborhoods (create job centers)

DE - K101 OFF SESSION Summary



What's available?

Pinellas Planning Council Fiscal Challenges

- Most line items in the PPC are fixed costs
- FY22 budget development process must carefully consider any requests for projects that require additional revenue (i.e., grants to local governments, consultant work, external partnerships, etc.)



CITY OF ST. PETERSBURG, FLORIDA

Planning and Place-Making Grant Pilot Program

“THE MISSING MIDDLE”

A pilot project and proposal for assisting city and countywide efforts to expand missing middle development opportunities

Urban Planning and Historic Preservation Division
Planning and Economic Development Department
City of St. Petersburg
Municipal Services Center
One Fourth Street North, 8th Floor
St. Petersburg, Florida 33701

5 BLUE TEAM - PRIORITY AREAS

- Connectivity
 - Connecting work, home, and play for cars, pedestrians, and bikes
 - Creating these connections will allow for better and more efficient transit opportunities
- Gandy Gateway Area
 - Area redevelopment opportunities
 - Key transportation corridors (State Ave, Gandy Express, etc.)
 - Affordable space to live - create close-infill
- Resiliency
 - Need to make tough choices about what areas will remain after sea level rise
 - Opportunity to increase resiliency
 - Focus on vulnerable areas that are "high & dry"
 - Prepare power grid, water, and sewer infrastructure
- Greater Carillon Area
 - First Gateway around DIF
 - Key transportation corridors (Gateway Express)
 - "Gateway" around Sun Life
 - Opportunity to create a more mixed use area (most people at Carillon live in Tampa)
 - More redevelopment opportunities (create job centers)
- Industrial Opportunity Zones
 - More redevelopment opportunities (create job centers)
 - More working neighborhood (create job centers)

MARCH 8, 2018
DAY 2: IDEA SHARING CHARRETTE
Transportation + Mobility, Land Use + Economic Vitality, Quality of Life, and Building Resiliency by Addressing Environmental, Economic + Social Vulnerabilities

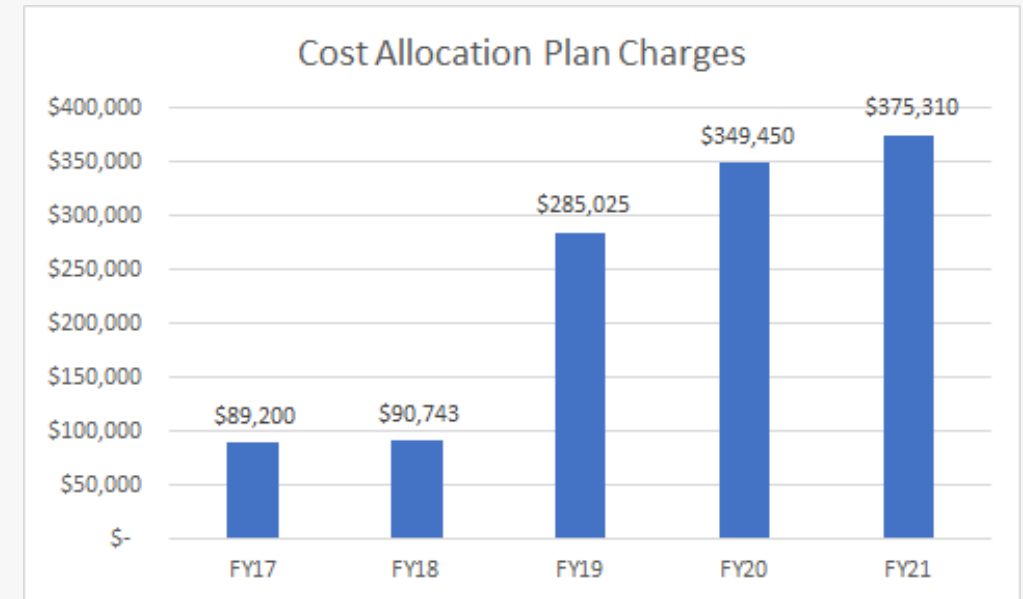
DE - K101 OFF SESSION Summary



What's available?

Forward Pinellas & MPO Fiscal Challenges

- Cost Allocation Plan Charges cover costs for services provided by Pinellas County
- Charges for services have risen from \$89,200 in FY17 to \$375,310 in FY21
- FDOT has informed us that they will no longer provide a state cash match for one of the MPO grant funds resulting in a \$117,263 reduction

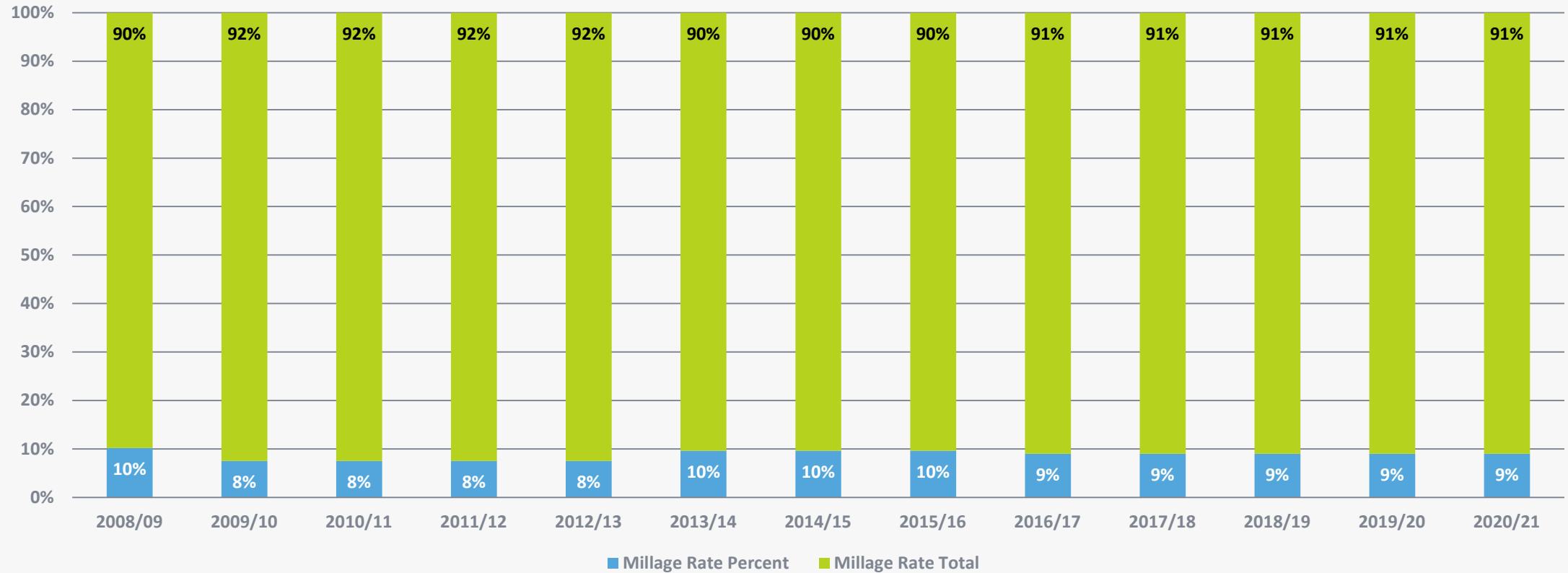


Source: Pinellas Planning Council Budget



What's available?

- PPC Millage Rate and Capacity - 2008/09 thru 2020/21



- PPC millage cap is 0.1666 and the current millage rate is 0.0150 (reduced in FY16/17)



What's available?

Pinellas Planning Council Revenue Options

- 0.0150 mills = \$1,306,432 (tax year 2021)
- 0.0170 mills = approximately \$182,000 more revenue in tax year 2022
- 0.0190 mills = approximately \$364,000 more revenue in tax year 2022
- 0.0210 mills = approximately \$517,940 more revenue in tax year 2022



What's available?

Pinellas Planning Council Revenue Options

- Average residential single-family home would pay the following additional property taxes if the PPC millage is increased under these scenarios (estimates pending confirmation by OMB):
 - \$0.26 (0.0170 mills)
 - \$0.52 (0.0190 mills)
 - \$0.78 (0.0210 mills)



What's available?

Pinellas Planning Council Revenue Options

- Average residential single-family home had a taxable value of \$153,331.16 as of December 16, 2019 and pays \$2.31 to fund the PPC

Ad Valorem Taxes

| Taxing authority | Millage | Assessed | Exemption | Taxable | Tax |
|----------------------------------|----------------|----------------|---------------|----------------|-------------------|
| GENERAL FUND | 5.2755 | 182,617 | 28,788 | 153,829 | \$811.52 |
| HEALTH DEPARTMENT | 0.0835 | 182,617 | 28,788 | 153,829 | \$12.84 |
| EMS | 0.9158 | 182,617 | 28,788 | 153,829 | \$140.88 |
| SCHOOL-STATE LAW | 3.8360 | 182,617 | 25,000 | 157,617 | \$604.62 |
| SCHOOL-LOCAL BD. | 2.7480 | 182,617 | 25,000 | 157,617 | \$433.13 |
| INDIAN ROCKS BEACH | 1.8326 | 182,617 | 28,788 | 153,829 | \$281.91 |
| SW FLA WTR MGMT. | 0.2801 | 182,617 | 28,788 | 153,829 | \$43.09 |
| PINELLAS COUNTY PLN.CNCL. | 0.0150 | 182,617 | 28,788 | 153,829 | \$2.31 |
| JUVENILE WELFARE BOARD | 0.8981 | 182,617 | 28,788 | 153,829 | \$138.15 |
| SUNCOAST TRANSIT AUTHORITY | 0.7500 | 182,617 | 28,788 | 153,829 | \$115.37 |
| Total | 16.6346 | | | | \$2,583.82 |



Wrap up and Final Thoughts





**FORWARD
PINELLAS**
Integrating Land Use & Transportation

Adjourn

