



Advantage PINELLAS

ENGAGE. ADAPT. CONNECT.



FORWARD PINELLAS

2045 PLAN SUMMARY
PLAN ADOPTION: NOVEMBER 13, 2019



MESSAGE FROM THE CHAIR DAVE EGGERS

We're lucky to live in Pinellas County.

From our white-sand beaches, parks, vibrant downtowns and hard-working residents, Pinellas County is a dream destination to live, work, and play. Over the next 25 years, we are expected to add 93,000 people countywide, basically the size of Largo, and then some. Forward Pinellas is responsible for the creation of Pinellas County's Long Range Transportation Plan called Advantage Pinellas. This Plan lays out a vision for transportation projects, within the context of land use planning that directs growth to areas best equipped to grow.

It is always of utmost importance to me, as a public servant, that the actions of government agencies are based on input from our residents. Forward Pinellas created Advantage Pinellas with two years of community feedback, attending events big and small from the Dunedin Orange Festival to the Skyway Marina District Five-Year Anniversary. We received almost 5,000 responses through an online survey about transportation options.

As residents, you told us what you wanted. You want to see opportunities for bicyclists and pedestrians to safely use our roadways and trails. You called for premium, express transit options that are missing from our region. You recognize the increasing role that technology will play in helping us move around. While you value maintaining roads at an excellent level, you acknowledged the difficulty in finding additional land to widen the roads.

You will see these ideas, your ideas, throughout Advantage Pinellas. I look forward to realizing the future laid out in the following pages, as I hope you will too.

Commissioner Dave Eggers
Forward Pinellas Chair

Forward Pinellas Board Members

Dave Eggers, Pinellas County

Darden Rice, City of St. Petersburg

Joanne "Cookie" Kennedy, Beach Communities*

Janet Long, Pinellas Suncoast Transit Authority

David Allbritton, City of Clearwater

Sandra Bradbury, City of Pinellas Park

Julie Ward Bujalski, City of Dunedin

Brandi Gabbard, City of St. Petersburg

**Beach Communities include the cities of Belleair Beach, Belleair Shore, Indian Rocks Beach, Indian Shores, Madeira Beach, North Redington Beach, Treasure Island, Redington Beach, Redington Shores, and St. Pete Beach.*



As we envision the future of Pinellas County, we know we have to plan differently. Unlike our neighbors in the Tampa Bay region, we're a fully urban county with little vacant land. With 588 miles of coastline, we're also vulnerable to sea level rise, flooding and storms. To sustain our diverse economy and strengthen the livable community vibe that exists in our 24 cities and unincorporated places, we need to direct growth to the right places and support it with good transportation decisions.

Building more roads and wider highways is not in our long-term future. A better fit for our urban character: more walkable places, with housing near jobs, commercial areas, educational opportunities and choices for getting around our county and region. This Advantage Pinellas Plan envisions Pinellas County as a highly accessible county with many diverse communities and a variety of transportation choices. This is the first Long Range Transportation Plan developed since the 2014 merger of the Pinellas Planning Council and the Pinellas County Metropolitan Planning Organization into Forward Pinellas. The plan integrates our land use and transportation plans to respond to our challenges and long-term community goals.

Let's build on our great assets. We're an international destination for tourism, one of Florida's leaders in manufacturing and technology jobs, and we have some of the most historic, interesting and walkable places. We've built and will continue to invest in strong roadway network connections, and our iconic Pinellas Trail will soon grow to 75 miles circling the county.

It's imperative that we continue developing a transportation network with efficient transit options to have a fully functioning system, both locally and regionally. Let's make our transportation system one of the key advantages of Pinellas County and greater Tampa Bay.

*- Whit Blanton,
Executive Director
FAICP Forward Pinellas*

If you need additional assistance with viewing the Advantage Pinellas Plan Summary, please contact Forward Pinellas by phone: 727-464-8250 or by email: Info@forwardpinellas.org. You may also request assistance directly through Chelsea Favero, Planning Manager, by phone: 727-464-5644.





FORWARD PINELLAS

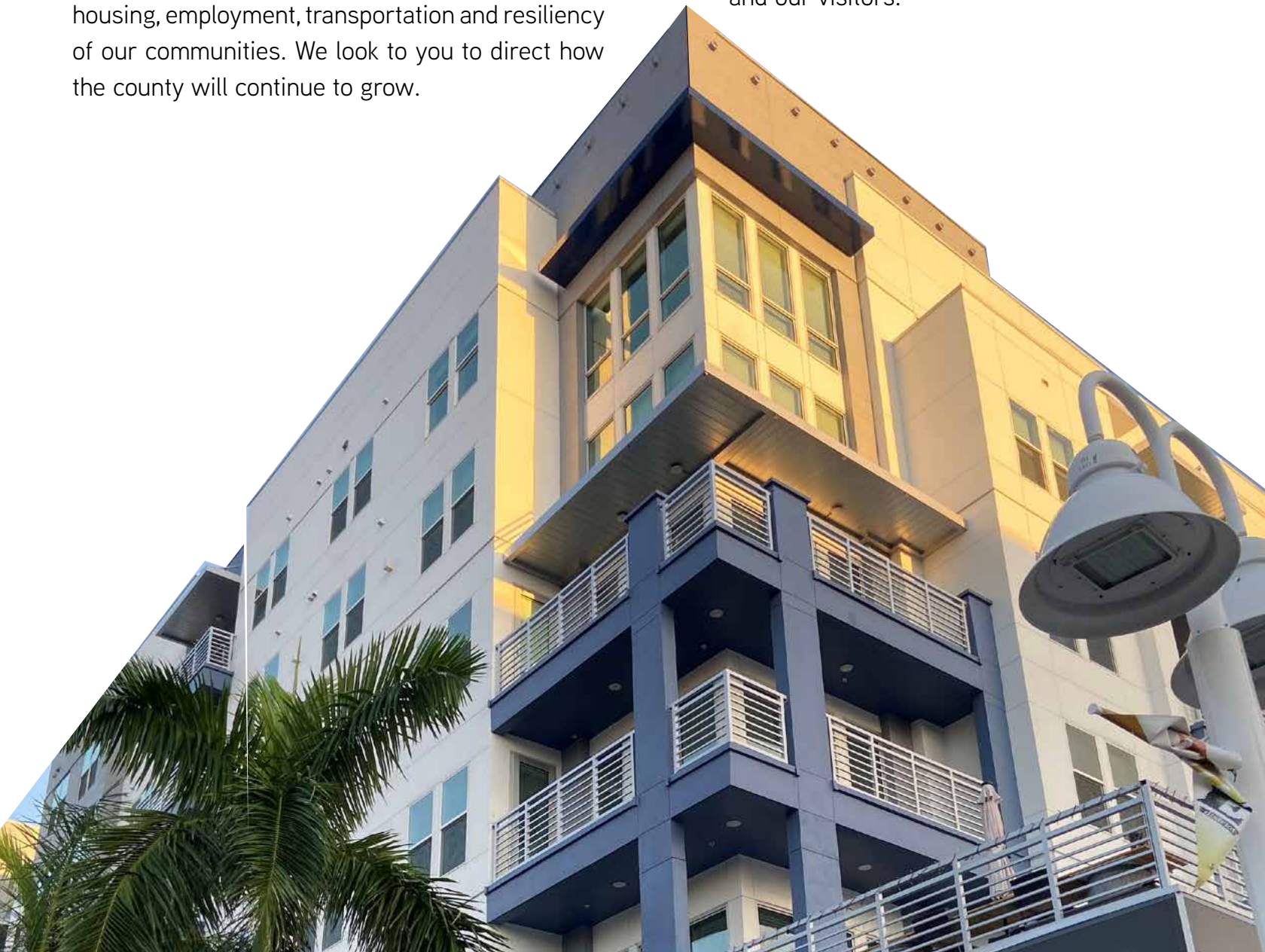
Forward Pinellas is your land use and transportation planning agency for Pinellas County. We guide land use decisions and transportation improvements as one dynamic system to improve our economic competitiveness and quality of life.

Forward Pinellas functions as both the Pinellas Planning Council and the Pinellas County Metropolitan Planning Organization, using a cohesive planning process. We identify needs for housing, employment, transportation and resiliency of our communities. We look to you to direct how the county will continue to grow.

We assist the county and our 24 local governments with technical support and grant funding. We use data to develop land use and transportation opportunities for our residents and to build strong regional partnerships.

We operate within federal and state requirements to enhance our county's transportation system.

Our abundance of natural resources continues to draw new residents and tourists every day. We consider long range needs for both our residents and our visitors.





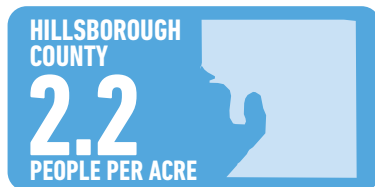
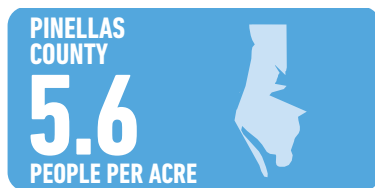
Advantage PINELLAS

Advantage Pinellas is your Long Range Transportation Plan through 2045. Forward Pinellas needs to develop a new Plan every five years, with updated data and analysis, to receive state and federal transportation funding.

Advantage Pinellas is a Plan for everyone. It considers travel choices for all generations and economic backgrounds, and it recognizes the diversity of our distinct communities, numerous industries and jobs and natural lands and waterways. The Plan follows your priorities: safety, planning for walkable communities and access to premium transit corridors that connect our region.

Pinellas County is Florida's most densely populated county. We expect to add 93,000 people and 60,000 new jobs over the next 25 years, with

Advantage Pinellas is your Long Range Transportation Plan through 2045.



JOBS BY INDUSTRY

16.3%	Health Care and Social Assistance
12.2%	Retail Trade
11.3%	Accommodation and Food Services
7.6%	Professional, Scientific and Technical Services
7.5%	Manufacturing
6.9%	Administration & Support
6.8%	Educational Services
5.2%	Construction
26.2%	*OTHER

*Other category includes categories that employ less than 5% each of workers in Pinellas County

limited land area. Advantage Pinellas considers projected growth and land use redevelopment as key factors in developing a cost feasible plan that supports economic opportunity for all our residents.



ADVANTAGES OF LIVING AND WORKING IN PINELLAS COUNTY

In developing your Advantage Pinellas Plan, we considered the major advantages and opportunities of planning for your mobility.



**FOSTER
HEALTHY
COMMUNITIES**

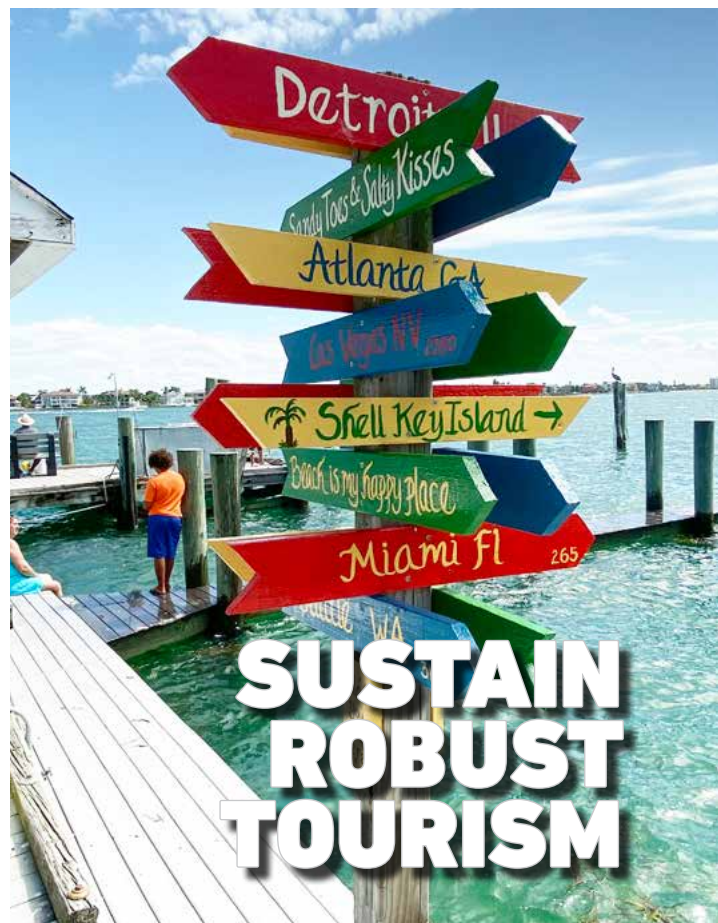


**PROVIDE ECONOMIC
OPPORTUNITY**

ENHANCE MOBILITY & ACCESSIBILITY



CONNECT OUR REGION

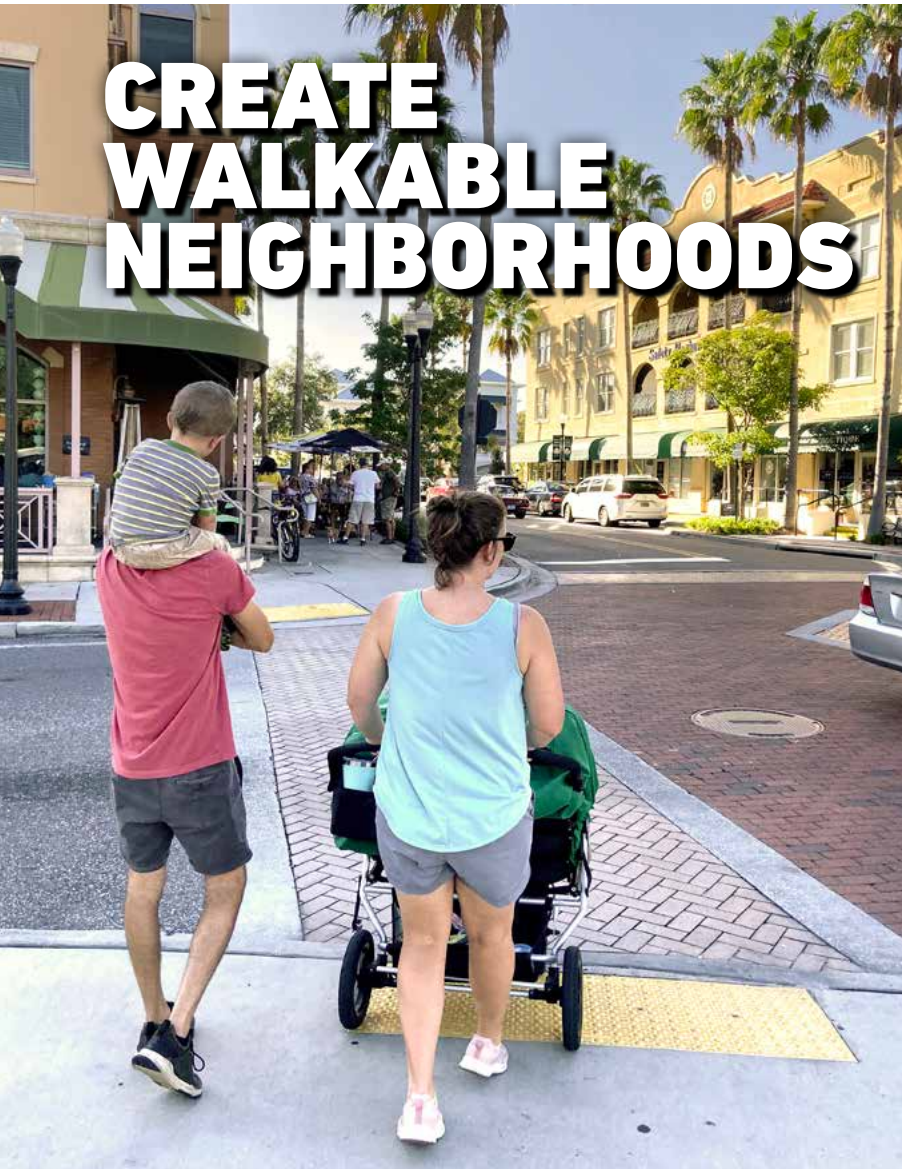


SUSTAIN ROBUST TOURISM

DEVELOP RESILIENT COMMUNITIES



CREATE WALKABLE NEIGHBORHOODS

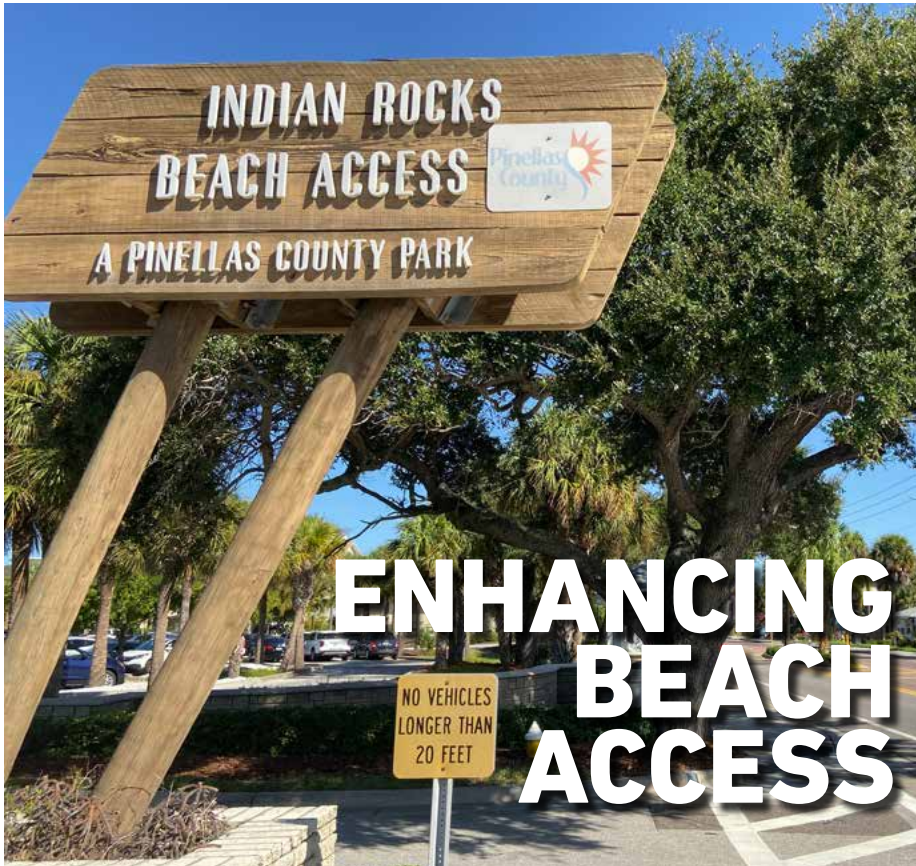


INVEST IN TECHNOLOGY



SPOTlight INITIATIVES

Advantage Pinellas builds upon five years of data analysis and community input for SPOTlight Initiatives. Locations in Pinellas County that are growing and rebuilding. The SPOTlight efforts focus on three critical areas in the county.



“Enhancing beach access, to me, means making sure that our visitors, residents and workers can have a fantastic experience in our beach communities. We should be able to get to the beach, hotels, restaurants and our homes without being stuck in bumper-to-bumper traffic, and it should be easy to get there safely on bike, trolley, water taxi or foot.”

*- Indian Rocks Beach Mayor
Joanne “Cookie” Kennedy*



GATEWAY MID-COUNTY AREA MASTER PLAN



“With the development of the Gateway/Mid-County Area Master Plan, we are creating a destination, not just a corridor to somewhere else. Gateway residents deserve a distinctive place, with a variety of housing and recreational options. The opportunity for economic development, increasing property values, and creating a true destination is the long term vision for the Gateway. A vision now within reach!”



- Brandi Gabbard
Councilmember District 2
City of St Petersburg



DEFINING A VISION FOR U.S. 19



“Defining a vision for U.S. 19 is about efficiently moving traffic north and south in our county. We have been working towards that goal for almost 20 years. It’s also about making U.S. 19 safer for all users; drivers, pedestrians and bicyclists. Using smart technology, removing unsafe conflicts and completing overpasses and side road improvements will ensure that our residents will travel quickly, safely and connect to their local businesses and neighborhoods.”

- Pinellas County
Commissioner
Karen Seel



FUNDING ADVANTAGE PINELLAS

Funding Advantage Pinellas requires working with local, state and federal agencies to identify revenue sources reasonably expected to be available through 2045. Funding needs are based on prioritized transportation investments.

Forward Pinellas documented your input using surveys and focus groups to develop a list of the county's critical transportation issues. You have made it clear that widening roadways to solve traffic congestion is not the best option. You want strategic investments in areas of growth. You want mobility options that serve the needs of all road users, including drivers, bicyclists, pedestrians and transit users, while maintaining our existing infrastructure.

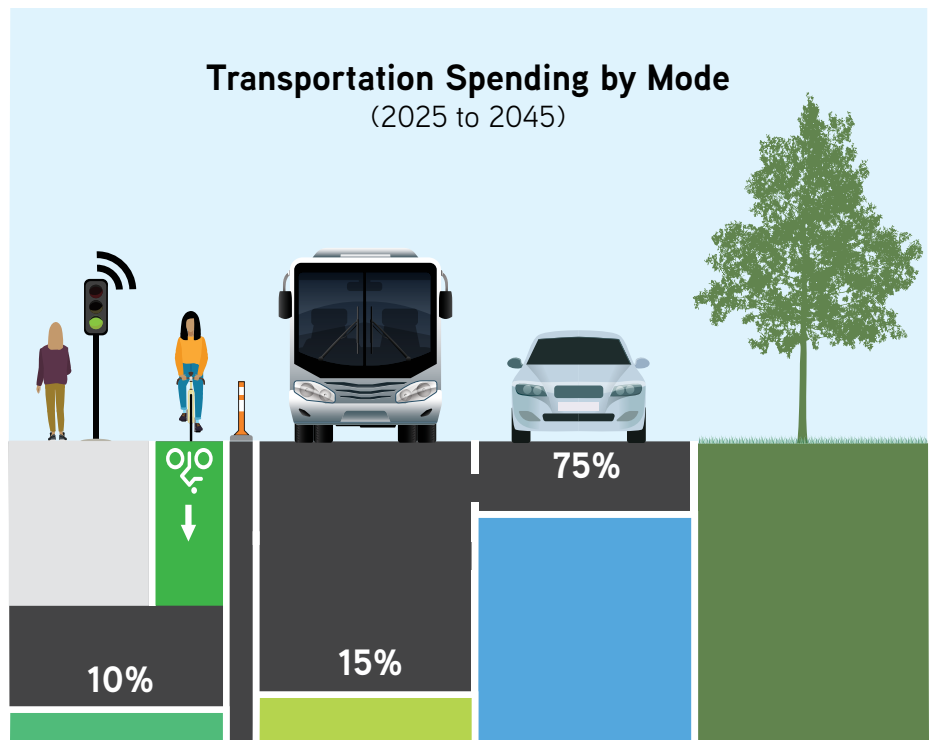
Based on your input, Advantage Pinellas includes increased funding for building new bike and pedestrian facilities and investing in technology.

Our ability to allocate funds to categories other than roadways is limited based on restrictions tied to state and federal funding requirements.

We have dedicated close to 100% of our flexible funding sources to projects that address safety, accessibility, transit and technology. As shown in the graphic, spending by mode includes

10% to bicycle, pedestrian and technology improvements; 15% to transit; and 75% to roadway construction and expansion.




Advantage Pinellas shows projects scheduled in phases spanning between 2020 and 2045. Committed projects are underway or have dedicated funding for construction within the next five years. Cost feasible projects are higher priority based on your input and project costs. Unfunded projects have no identified funding source at time of Plan adoption. Maps and tables representing project phasing and improvements to roadways, active transportation (bicycle/pedestrian trails) and public transit are provided.



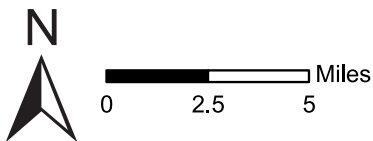
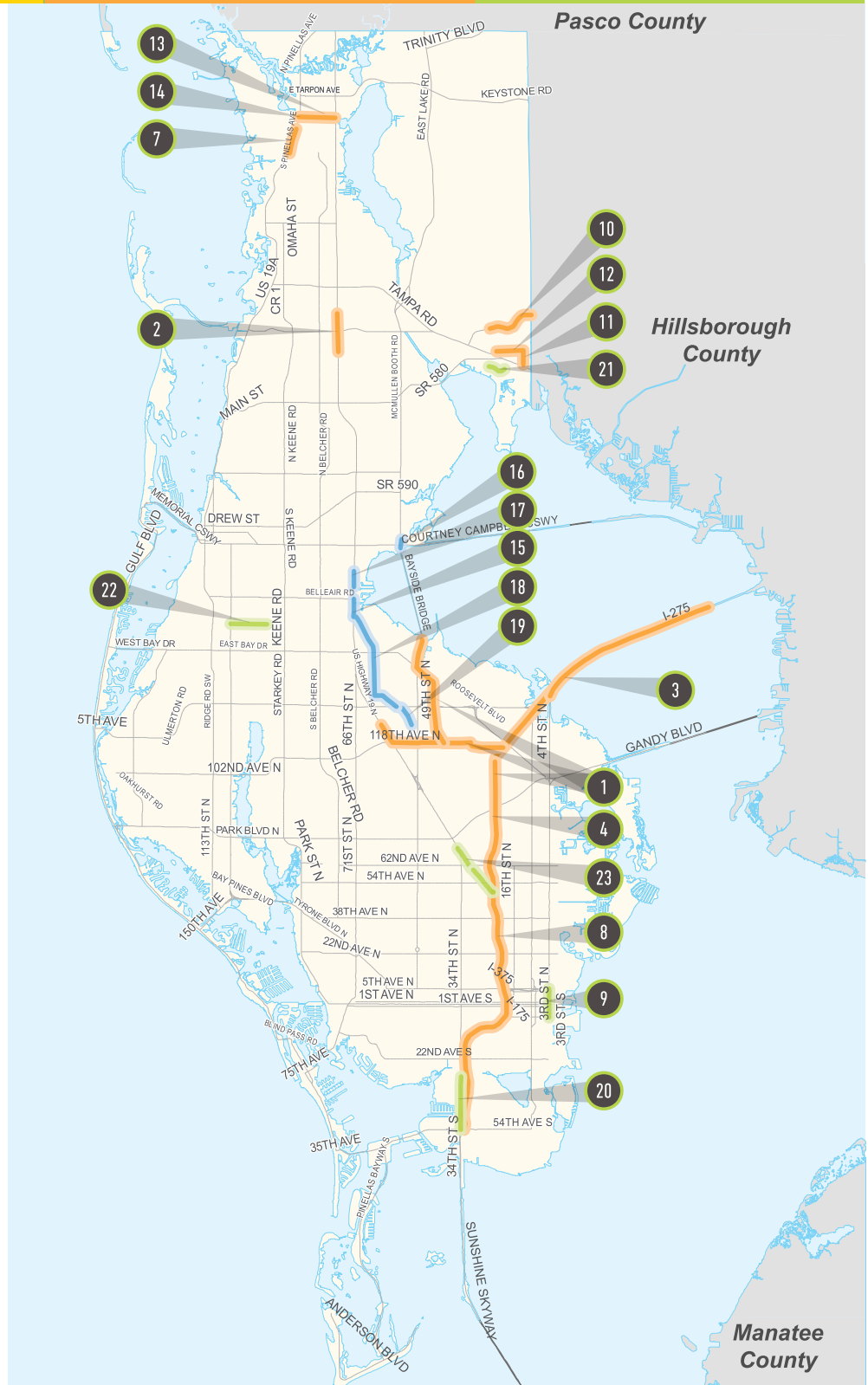
Existing + Committed Projects



Legend

-  Bike/Pedestrian Trail
-  Complete Streets
-  Road Capacity

Does not show transit or Intelligent Transportation Systems (ITS) Existing + Committed projects



Data Source: U.S. Department of Transportation, 2016. Map Produced: October 21, 2019.
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EXISTING PLUS COMMITTED TRANSPORTATION PROJECTS 2020 - 2024

	FPN	Project Sponsor	TYPE	Project	From	To	Description
1	43380-1	FDOT	Capacity	SR 686/Roosevelt Boulevard (CR 296 Connector)	49th Street North	I-275/SR 93	Construction of grade separated toll facility linking US 19 and the Bayside Bridge with I-275
				CR 296 (Future SR 690)/ East-West 118th Avenue Expressway/Gateway Express	US 19 SR55	East of 40th Street	
2	N/A	FDOT	Capacity	US 19/SR 55 (including Republic Dr Overpass and Curlew Road Interchanges)			
	256774-2	FDOT	Capacity	Phase I – Boy Scout Overpass	North of SR 580	Northside Drive	Construction of grade separated roadway improvements
	256774-3	FDOT	Capacity	Phase II – Curlew Road Interchange	Northside Drive	North of CR 95	
3	422904-2	FDOT	Capacity	I-275/SR 93/Howard Frankland Bridge Replacement	North of SR 687 (4th St N)	North of Howard Frankland Bridge	Bridge Replacement, addition of express lanes, and a multi-use trail.
4	424501-2	FDOT	Capacity	I-275 Express Lanes	South of SR 694/ Gandy Boulevard	North of 4th Street North	Construction of one managed lane in each direction providing interregional connectivity from Gateway Expy and south of Gandy Blvd to Howard Frankland Bridge
N/A (5-6)	4377362	Pinellas County	Capacity	Phase II - Park/Starkey Sidewalks	Ulmerton Road	East Bay Drive	Construction of continuous sidewalks along both sides of corridor
7	437710-1	FDOT	Capacity	Alt US 19	South of Curlew Place	North of Country Club	Add SB left turn lane
8	424501-5	FDOT	Capacity	I-275	South of 54th Avenue South	South of Roosevelt Boulevard	Lane continuity improvements throughout the corridor. And a hardened shoulder for transit operations from I375 to Gandy Boulevard.
9	437807-2	FDOT	Capacity	4th Street North and South	5th Avenue S	5th Avenue N	Urban corridor improvements including sidewalks, pedestrian signal modifications and high emphasis crosswalks
10	N/A	Pinellas County	Capacity	Forest Lakes Blvd	Pine Ave N	Race Track Rd	Widen roadway to 4 lanes divided
11	N/A	Oldsmar	Capacity	Douglas	Commerce Blvd	Race Track Rd	Roadway enhancement projects
12	N/A	Oldsmar	Capacity	Burbank	Douglas Rd	Tampa Rd	New road connection
13	N/A	Tarpon Springs	Capacity	Meres Blvd	Alt US 19	US 19	New road connection
14	N/A	Tarpon Springs	Capacity	Disston Ave Ext	Woodhill Dr	Meres Blvd	New road connection
N/A	4530500-1	FDOT	Capacity	SR 687/4th St N	Big Island Gap	S. of I 275/ SR 93	Bridge replacement
15	4400931	Pinellas County	Bike/Pedestrian	Pinellas Trail Loop, Phase 2 North Gap (partially on Duke Energy ROW)	Enterprise Road	Chesnut Park	Construction of Phase 2 of the Pinellas Trail Loop
16	437498-1	FDOT	Bike/Pedestrian	Courtney Campbell Causeway Trail Overpass	SR 60/Gulf-to-Bay Boulevard at Bayshore Boulevard	N/A	Construction of a bicycle/pedestrian overpass over SR 60 near Bayshore.
17	2568815	FDOT	Bike/Pedestrian	Harn Boulevard Overpass	Harn Boulevard	North of 1st Street	Construction of a pedestrian overpass across US 19
18	440093-2	Pinellas County	Bike/Pedestrian	Pinellas Trail Loop	Ulmerton Road	Belleair Road	South Gap - Phase 2, 3, 4
19	440093-3	Pinellas County	Bike/Pedestrian	Pinellas Trail Loop	126th Ave N	Ulmerton Road	South Gap - Phase 1

EXISTING PLUS COMMITTED TRANSPORTATION PROJECTS 2020 - 2024

	FPN	Project Sponsor	TYPE	Project	From	To	Description
20	440246-1	FDOT	Complete Streets	U.S. 19	54th Avenue South	22nd Avenue South	\$1 million Complete Streets upgrade to FDOT resurfacing project to construct a wide sidewalk on west side of roadway
21	443928-1	Oldsmar	Complete Streets	St. Petersburg Drive	Dartmouth Avenue	Bayview Boulevard	\$1 million to supplement a City of Oldsmar Complete Streets project.
22	443929-1	Largo	Complete Streets	Rosery Road	Missouri Avenue	Eagle Lake Park	\$1 million to supplement a City of Largo Complete Streets project.
23	N/A	Pinellas County	Complete Streets	Haines Rd	60th Ave N	US 19	Roadway enhancement projects

Note: Table does not include transit or technology projects.

Note: N/A indicates project not able to be shown on this high-level, generalized map.

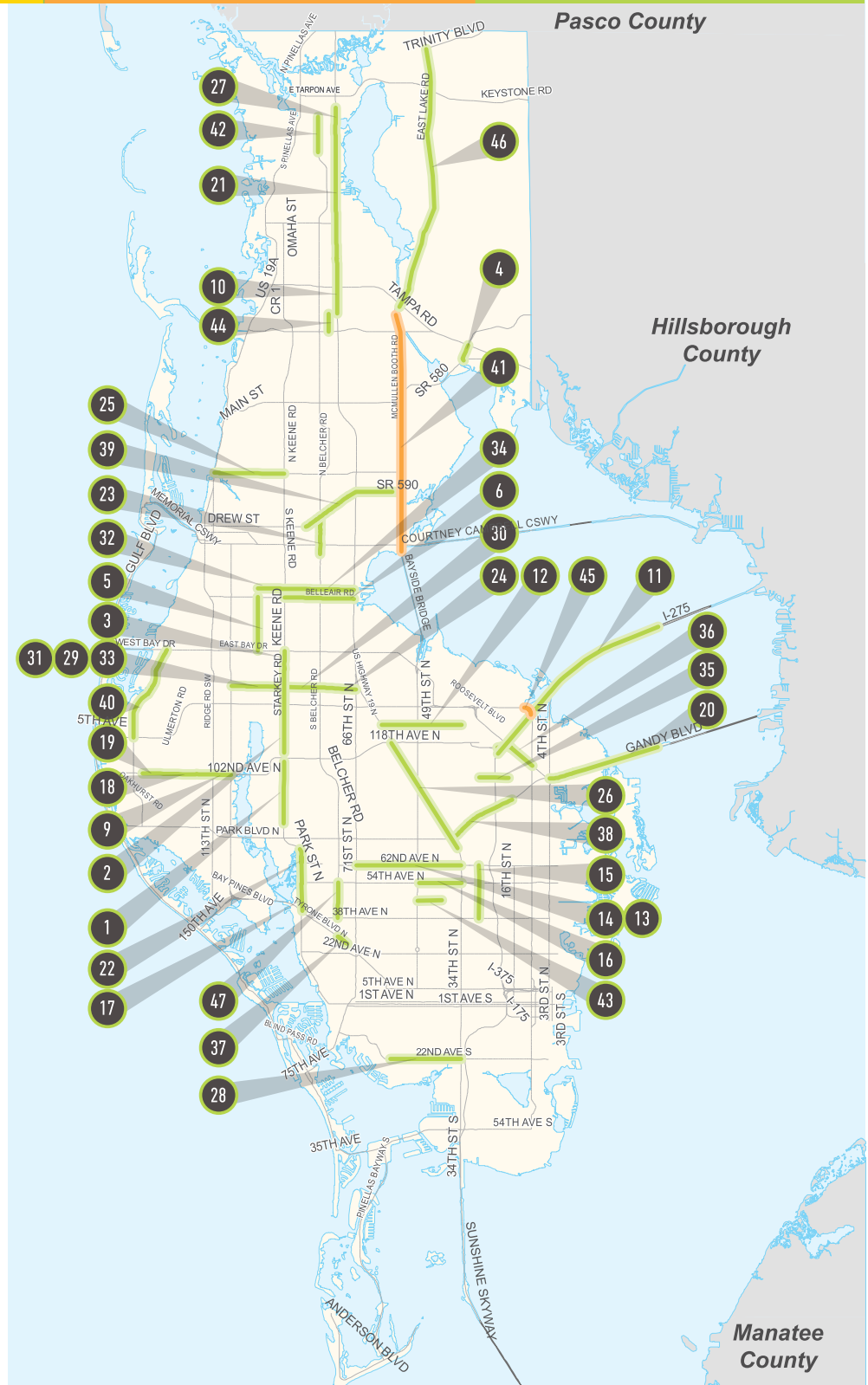
Roadway Projects



Advantage
PINELLAS

Legend

- Cost Feasible Roadways
- Unfunded Road Needs



Data Source: U.S. Department of Transportation, 2016. Map Produced: October 2, 2019.
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2045 DRAFT COST FEASIBLE ROADWAY PROJECTS

Map #	Project Name and Limits	Project Sponsor	2019 Cost Estimate	Cost in Year of Expenditure	2045 Lane Configurations
2025					
11	I-275 from S of Roosevelt to N of 4th Street N	State	\$141,779,260	\$141,779,260	Add 1 additional express lane in each direction
43	46th Ave N from 49th St N to 38th St N	County	\$2,525,000	\$3,045,616	Roadway enhancement
16	54th Ave N from 49th St N to 34th St N	County	\$5,450,000	\$6,573,705	Roadway enhancement
44	Fisher Rd from Curlew Rd to CR 39	County	\$2,525,000	\$3,045,616	Roadway enhancement
4	Forest Lakes Blvd from SR 580 to SR 584	County	\$6,900,000	\$9,137,219	Widen to 4 lanes divided
2026-2030					
10	US 19 (SR 55) from N of CR 95 to S of Pine Ridge Way S (Tampa Rd Interchange)	State	\$111,936,674	\$111,936,674	Capacity, operational and safety improvements with pedestrian crossings every 1/4 mile
1	Starkey Rd from Flamevine Ave to Bryan Dairy Rd	County	\$16,560,000	\$21,929,326	Widen to 6 lanes divided
3	Starkey Rd from Ulmerton Rd to Bryan Dairy Rd	County	\$10,380,000	\$13,745,556	Roadway enhancement
23	Belcher Rd at SR 60	County	\$13,050,000	\$17,281,262	Intersection improvement at SR 60
6	Belleair Rd from US 19 to Keene Rd	County	\$5,379,076	\$7,123,159	Roadway enhancement
12	126th Ave N from 34th St to US 19	County	\$3,588,468	\$4,751,974	New connection/widening to 2 lanes divided + trail
			\$32,296,213	\$50,268,996	
21	US 19 (SR 55) from N of Nebraska Ave to S of Timberlane Rd (Alderman Interchange)	State	\$157,003,697	\$157,003,697	Capacity, operational and safety improvements with pedestrian crossings every 1/4 mile
20	Gandy Blvd from 4th St to W of Gandy Bridge	State	\$131,214,743	\$173,759,111	New interchange/frontage roads + trail
28	22nd Ave S from 58th St to 34th St	County	\$22,615,728	\$35,201,339	Roadway enhancement
13	62nd Ave N from US 19 to 49th St	County	\$16,764,000	\$26,093,135	Widen to 3 lanes divided
46	East Lake Rd from Tampa Rd to Pasco County Line	County	\$32,500,000	TBD	widen to 6 lanes divided
2031-2035					
17	Park St from Tyrone Blvd to 54th Ave	County	\$2,475,000	\$3,277,481	Roadway enhancement
18	102nd Ave from 137th St to 113th St	County	\$4,625,000	\$6,124,585	Roadway enhancement
2	Starkey Rd from East Bay Dr to Ulmerton Rd	County	\$13,350,000	\$17,678,533	Widen to 5 lanes divided
22	Park St from 54th Ave N to 84th Ave N	County	\$8,939,560	\$13,914,408	Roadway enhancement
5	Highland Ave from East Bay Dr to Belleair Rd	County	\$11,285,456	\$17,565,792	Roadway enhancement
7	28th St from 38th Ave N to 54th Ave N	County	\$8,735,728	\$13,597,145	Roadway enhancement
33	16th Ave SE from Lake Ave to Starkey Rd	County	\$1,688,617	\$2,628,329	New roadway connection
29	16th Ave SE from Donegan Rd to Lake Ave	County	\$1,351,680	\$2,103,887	New roadway connection
31	16th Ave SE from Seminole Blvd to Donegan Rd	County	\$2,085,983	\$3,246,829	New roadway connection
24	142nd Ave N from 66th St N to Belcher Rd	County	\$4,254,685	\$6,622,409	New roadway connection

2045 DRAFT COST FEASIBLE ROADWAY PROJECTS

Map #	Project Name and Limits	Project Sponsor	2019 Cost Estimate	Cost in Year of Expenditure	2045 Lane Configurations
27	US 19 (SR 55) from S of Timberlane Rd to S of Lake St (Klosterman Interchange)	State	\$145,601,179	\$145,601,179	Capacity, operational and safety improvements with pedestrian crossings every 1/4 mile
26	US 19 from 66th Ave N to 118th Ave N	State	\$26,636,296	\$41,459,345	Add turn lanes and intersection improvements
2036-2045					
47	Belcher Rd from 38th Ave N to 54th Ave N	County	\$10,105,904	\$20,132,849	Roadway enhancement
9	102nd Ave from 113th St to Seminole Blvd	County	\$4,600,000	\$9,164,059	Widen to 4 lanes divided
30	142nd Ave N from Belcher Rd to Starkey Rd	County	\$16,099,467	\$32,073,145	New roadway connection
14	62nd Ave N from 49th St to 66th St	County	\$9,300,000	\$18,527,338	Roadway enhancement
15	28th St from 58th Ave N to 62nd Ave N	County	\$2,899,292	\$5,775,931	Roadway enhancement
32	Nursery Rd from Highland Ave to Belcher Rd	County	\$9,932,936	\$19,788,264	Roadway enhancement
34	Nursery Rd from Belcher Rd to US 19	County	\$4,556,821	\$9,078,040	Roadway enhancement
35	102nd Ave N from 18th St N to Hallkey Roberts Pl N	County	\$60,000,000	\$119,531,210	New roadway connection + trail
36	SR 686 / Roosevelt Boulevard from I-275/SR 93 to W of 9th St N/MLK St N	State	\$199,497,000	\$199,497,000	New roadway connection
37	Tyrone Blvd at Pinellas Trail	State	\$18,934,080	\$37,720,225	Overpass Removal/Trail Overpass Construction
38	SR 694 (Gandy Blvd) US 19 (SR 55) to W of I-275	State	\$25,740,000	\$49,882,188	Add frontage roads and intersection improvements
39	SR 590/NE Coachman Rd from Drew St to McMullen-Booth Rd	State	\$9,298,234	\$18,523,819	Roadway enhancement
25	Sunset Point Rd from Kings Hwy to Keene Rd Roadway Improvements	County	\$8,625,000	\$17,182,612	Roadway enhancement
40	Indian Rocks Rd from Walsingham Rd to West Bay Dr	County	\$26,992,404	\$53,773,913	Roadway enhancement
Unfunded Roadway Projects					
45	I-275 at Ulmerton Rd	State	\$115,641,429	N/A	New ramp from northbound I-275 to Ulmerton Rd
41	McMullen Booth Rd from SR 60 to Tampa Rd	County	TBD	N/A	TBD

Note: Table includes roadway projects only. Transit and bicycle pedestrian cost feasible and unfunded projects are reflected on separate tables.

Note: For more detailed phasing information, see Appendix C.

TBD: Scope of project to be provided once a Pinellas County corridor study is completed.

Funding was set aside for the following programs before the cost feasibility of roadway projects was determined.

Future Technology Needs: \$1,000,000 Annually

Complete Streets Construction Grants: \$1,000,000 Annually

Capital Transit (Bus Replacements): \$1,500,000 Annually

Regional Transit Capital Investments (Vanpool, Waterborne, Regional vehicles, Other): \$500,000 Annually

Active Transportation Plan Recommendations: \$61,259,000 Distributed through 2045

Trail Overpasses at High Conflict Crossings: \$6,000,000 (each) four total (one in each time period)

Forward Pinellas has set aside funding to implement bicycle and pedestrian improvements along ten priority corridors countywide. The Active Transportation Plan map illustrates the location of the 10 corridors, and the Active Transportation table provides a list of projects, with funding distributed through 2045.

The Active Transportation Plan is designed to improve health outcomes, expand economic opportunities and protect the environment by encouraging residents to walk and bicycle for their everyday transportation needs. Pinellas County has an abundance of bicycle and pedestrian facilities, and Forward Pinellas has prioritized continued improvements to the active transportation network to support mobility options for all residents.

The Active Transportation Plan recognizes this unique advantage of living in Pinellas County and includes funding for a safe, accessible network of bicycle and pedestrian trails as the cornerstone for a healthy and economically vibrant community.



Active Transportation

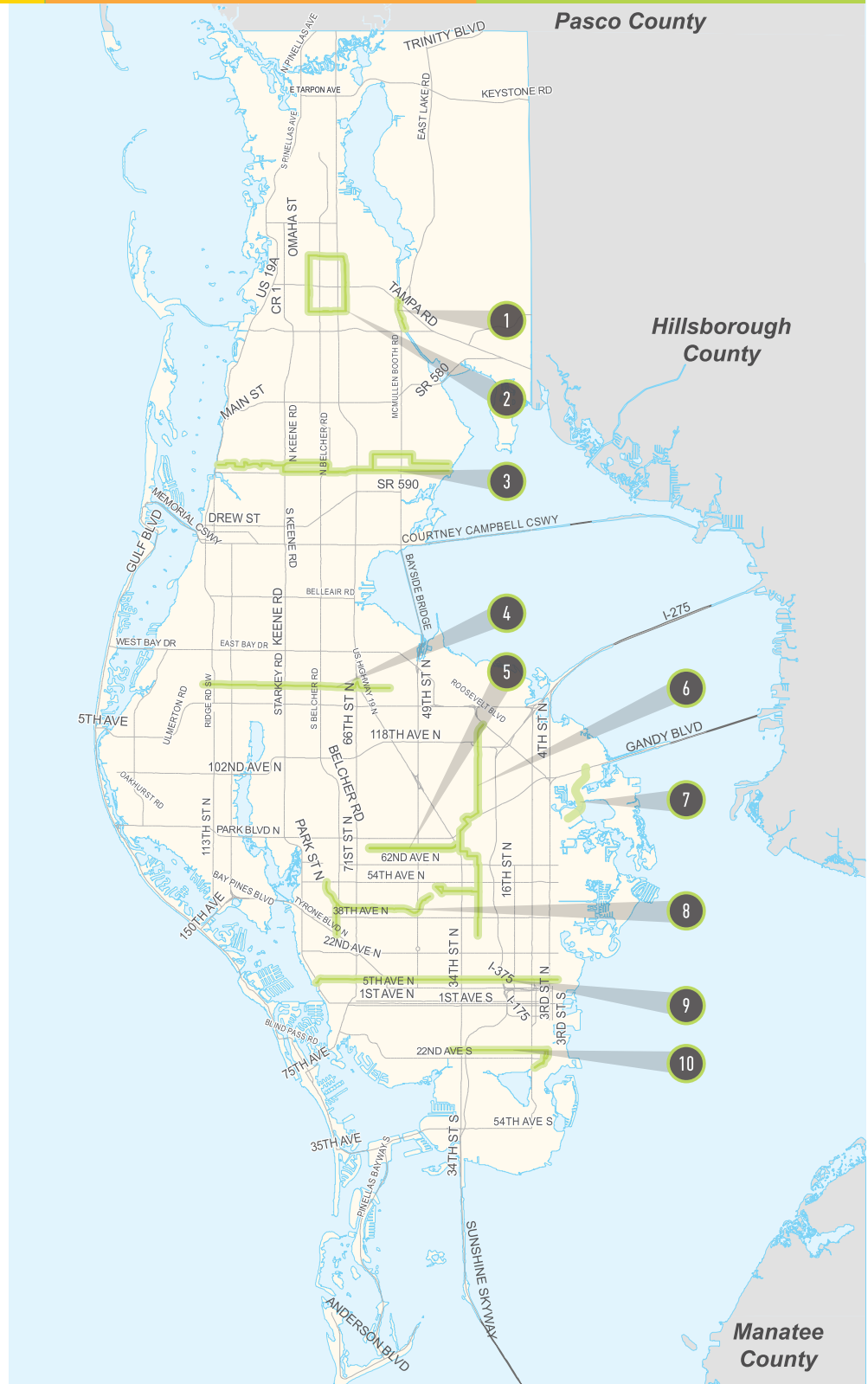


**Advantage
PINELLAS**

Legend

 **Top 10 Active Transportation Corridors**

1. Oldsmar Canal Park Connection
2. Nebraska Avenue Loop
3. Sunset Point Corridor
4. 142nd Avenue Corridor
5. 70th Avenue Corridor
6. 28th Street Corridor
7. San Martin Boulevard
8. Joe's Creek Greenway Trail
9. 9th Avenue N Corridor
10. 18th Avenue S Corridor & Salt Creek Trail Extension



0 2.5 5 Miles

Data Source: U.S. Department of Transportation, 2016. Map Produced: October 2, 2019.
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COST FEASIBLE ACTIVE TRANSPORTATION PLAN PROJECTS 2025-2045



	Active Transportation Project	Total Project Cost
1	Oldsmar Canal Park Connection	\$1,591,400
2	Nebraska Avenue Loop	\$9,212,100
3	Sunsent Point Corridor	\$2,986,800
4	142nd Avenue Corridor	\$9,883,800
5	70th Avenue Corridor	\$6,501,500
6	28th Street Corridor	\$8,857,400
7	San Martin Boulevard	\$920,100
8	Joe's Creek Greenway Trail	\$10,029,000
9	9th Avenue N Corridor	\$6,334,100
10	18th Avenue South Corridor & Salt Creek Trail Extention	\$4,942,800
	Total Active Transportation Plan Projects:	\$61,259,000

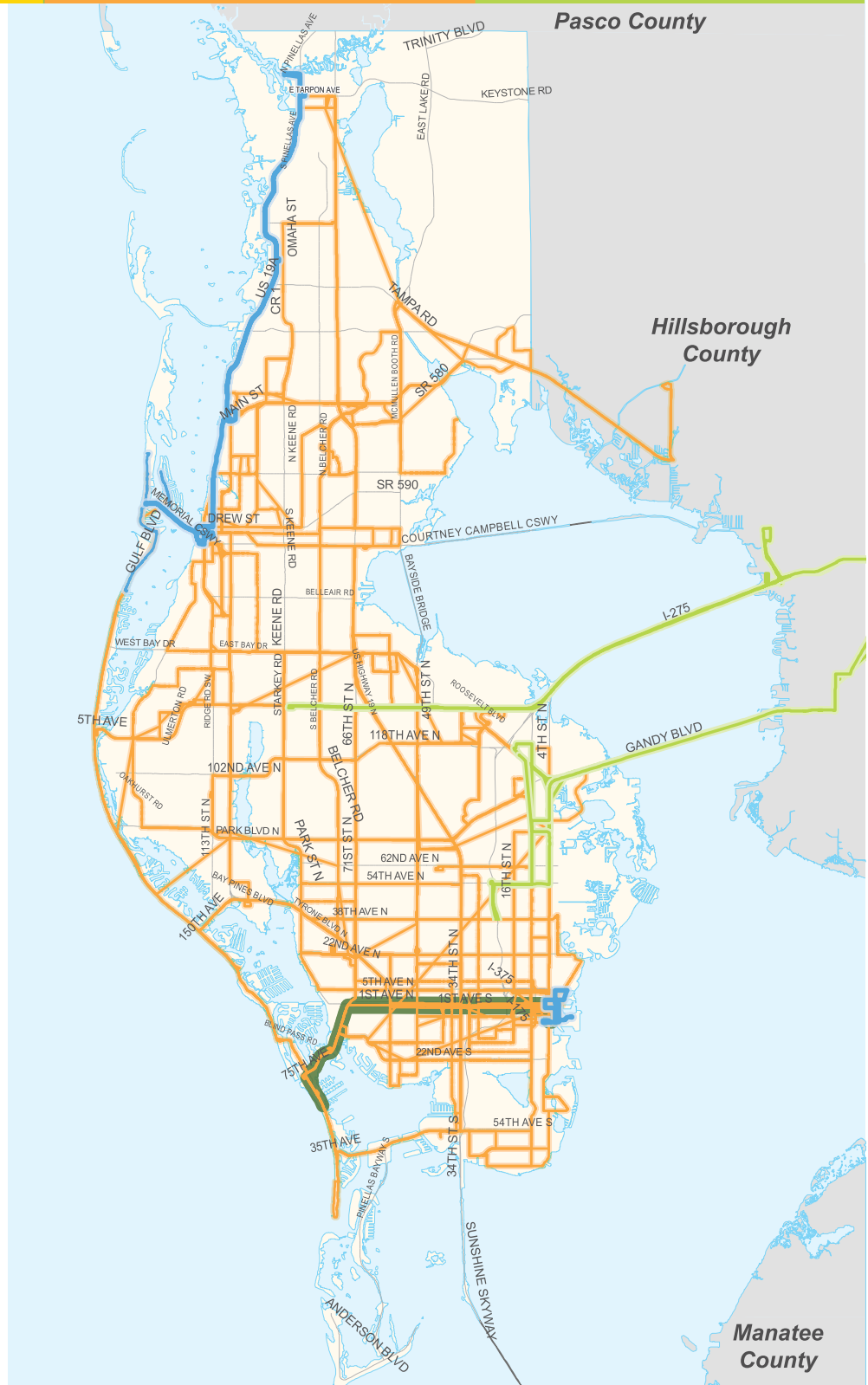
Note: For more detailed phasing information, see Appendix C.

Transit

Legend

Cost Feasible Transit Services

-  Local Bus
-  Trolley
-  Express Bus
-  Bus Rapid Transit



Data Source: U.S. Department of Transportation, 2016. Map Produced: October 2, 2019.
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2045 DRAFT COST FEASIBLE REVENUES AND EXPENDITURES FOR TRANSIT

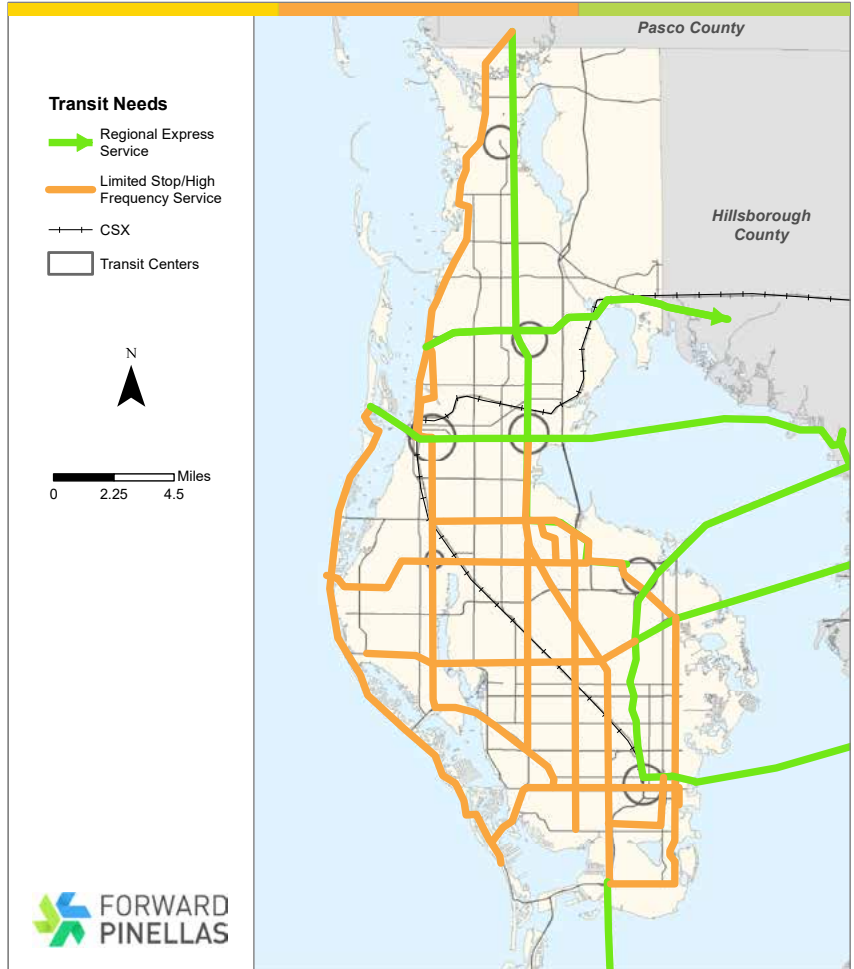
	2025	2026-2030	2031-2035	2036-2045
Fare Revenue	\$10,298,546	\$51,492,730	\$51,492,730	\$102,985,460
Other revenue	\$4,239,444	\$25,740,510	\$35,355,099	\$115,395,232
Ad Valorem	\$66,107,952	\$377,931,998	\$470,972,027	\$1,318,321,983
Federal Grants	\$5,410,759	\$27,053,795	\$27,053,795	\$54,107,590
State Grants	\$11,669,640	\$64,385,209	\$75,733,447	\$193,864,912
Total Operating Revenue	\$97,726,341	\$546,604,242	\$660,607,098	\$1,784,675,177
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Transit Capital Expenditures	\$9,213,600	\$50,834,436	\$59,794,278	\$153,063,307
Bus Operating Expenses (including transfers)	\$88,512,741	\$495,769,806	\$600,812,820	\$1,631,611,870
Total Expenditures	\$97,726,341	\$546,604,242	\$660,607,098	\$1,784,675,177

Source: Pinellas Suncoast Transit Authority

Federal or state funding requires a local capital match and a commitment to fund transit operations at the local level, either publicly or privately. With the Pinellas Suncoast Transit Authority's (PSTA) constrained local funding sources, transit does not include any significant expansion of public transit service beyond what is currently offered by PSTA. Only the Central Avenue Bus Rapid Transit project, which has local and state funding in place, is shown as a cost feasible capital improvement.

Advantage Pinellas recognizes several investment corridors to better support transit and connecting people to jobs, training opportunities and access to a variety of housing options that are affordable. The corridors are considered priorities as they support strategic future investments for housing, economic development and transportation through redevelopment, infrastructure and land assembly.

Transit Investment Framework



Data Source: Forward Pinellas, 2019. Map Produced: September 9, 2019.
H:\USERS\Information Resources\GIS\Maps & Data\Special Projects\2019 Priority Corridors\NeedsPlanSeptember.mxd



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The preparation of this report has been financed in part through grants from the Federal Highway Administration and the Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views of policy of the U.S. Department of Transportation.