



**TECHNICAL COORDINATING
COMMITTEE (TCC) MEETING AGENDA**

June 27, 2018 – 2:00 p.m.
310 Court Street, 1st Floor Conf. Room
Clearwater, FL 33756

THE PLANNING COUNCIL AND METROPOLITAN PLANNING ORGANIZATION FOR PINELLAS COUNTY

- 1. CALL TO ORDER AND INTRODUCTIONS**
- 2. APPROVAL OF MEETING SUMMARY – May 23, 2018**
- 3. FY 2017/18 – FY 2021/22 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT**
- 4. PROPOSED MULTIMODAL IMPACT FEE ORDINANCE (MIFO) AMENDMENTS**
- 5. DRAFT 2018 MULTIMODAL PRIORITY LIST**
- 6. LONG RANGE TRANSPORTATION PLAN UPDATE**
- 7. ENVIRONMENTAL JUSTICE 2015 DEMOGRAPHIC ANALYSIS REPORT**
- 8. INFORMATIONAL ITEMS**
 - A. SPOTLight Emphasis Areas Update**
 - B. Forward Pinellas Board Executive Summary – June 13, 2018**
 - C. Traffic Fatalities Map**
 - D. Tentative Future Agenda Topics**
- 9. OTHER BUSINESS**
- 10. ADJOURNMENT**

NEXT MEETING – August 22, 2018

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact the Office of Human Rights, 400 South Fort Harrison Avenue, Suite 300, Clearwater, Florida 33756; [(727) 464-4062 (V/TDD)] at least seven days prior to the meeting.

Appeals: Certain public meetings result in actions taken by the public board, commission or agency that may be appealed; in such case persons are advised that, if they decide to appeal any decision made at a public meeting/hearing, they will need a record of the proceedings, and, for such purposes, they may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

Technical Coordinating Committee – June 27, 2018

2. Approval of Meeting Summary



SUMMARY

The meeting summary for the May 23, 2018 meeting is attached for review and approval.

ATTACHMENT(S): TCC Meeting Summary – May 23, 2018

ACTION: Provide recommendation regarding meeting summary.

**SUMMARY OF THE
TECHNICAL COORDINATING COMMITTEE
MEETING May 23, 2018**

The following is a summary of Forward Pinellas' Technical Coordinating Committee meeting held May 23, 2018 in the Pinellas County Planning Department Conference Room, First Floor, 310 Court Street, Clearwater, Florida.

Members Present

Joan Rice, Chair	Pinellas County Public Works Traffic
Katie Agoado	City of Dunedin Traffic
Kevin Jackson	City of St. Petersburg Traffic
Scott Swearingen	Pinellas County Planning
Dave Larremore	City of Clearwater Engineering (Alt)
Frances Leong	City of Largo Community Development
Cory Martens	City of Clearwater Traffic (Alt)
Michele Parisano	City of Oldsmar (Alt)
Heather Sobush, Vice Chair	PSTA
Kathy Gademer	Pinellas Park Planning Department
Anna Weaver	City of Safety Harbor
Barry Westmark	City of Largo Engineering
Tom Whalen	City of St. Petersburg Planning and Eco. Dev.

Members Absent

Bob Bray	City of Treasure Island
Mike Burke	Pinellas County School Board
Brian Ellis	TBRPC
Mark Ely	City of Seminole
Lucy Fuller	City of Dunedin Planning Department
Hetty Harmon	City of Indian Rocks Beach
Dan Hubbard	City of Pinellas Park Stormwater & Transp.
Ken Jacobs	Pinellas County Public Works (Eng.)
Anthony Matonti	TBARTA
Lauren Matzke	City of Clearwater Planning (Alt)
Patricia McNeese	City of Tarpon Springs
Ajaya Satyal	Pinellas County Air Quality
Cheryl Stacks	City of St. Petersburg – Transportation and Parking
Mike Taylor	City of Gulfport

Others Present

Brian Beaty	FDOT District 7
Modesto Gonzales	City of Clearwater
Robert Feigel	Forward Pinellas
Whit Blanton	Forward Pinellas
Al Bartolotta	Forward Pinellas
Sarah Caper	Forward Pinellas
Chelsea Favero	Forward Pinellas
Maria Kelly	Forward Pinellas

1. **CALL TO ORDER**

Chair Joan Rice, called the meeting to order and asked everyone to introduce themselves.

2. **APPROVAL OF SUMMARY**

The summary of the April 25, 2018 meeting was approved as provided with no corrections.

3. **FY 2016/17 – FY 2020/21 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

Brian Beaty, Florida Department of Transportation (FDOT) - District 7, reviewed the TIP amendments with the committee. There are three transit related TIP amendments. **TIP amendment #1** reflects a Pinellas Suncoast Transit Authority (PSTA) grant allocation from the FTA Buses and Bus Facilities Program. Approval of the proposed amendment would add \$1 million of FTA Section 5339(c) funding to the TIP in FY 2017/18. The grant provides capital funding to purchase two electric buses and related equipment. **TIP amendment #2** reflects a PSTA grant allocation from the FTA Section 5339(a) Buses and Bus Facilities Program. Approval of the proposed amendment would add \$1,789,844 in FY 2017/18 of the TIP. The grant provides funding to replace, rehabilitate and purchase buses and/or related equipment and facilities. **TIP amendment #3** reflects a PSTA grant allocation of \$7,276 in FTA Section 5337 State of Good Repair Grant funds in FY 2017/18. The grant funds will provide capital funding to replace and/or rehabilitate bus-related equipment to maintain a state of good repair. Questions were taken and appropriately answered. Tom Whalen made a motion to recommend the Board to allow the amendments be made to the Transportation Improvement Program (TIP). It was seconded by Kevin Jackson and passed with a unanimous vote.

4. **ADOPTION OF THE FY 2018/19 – FY2022/23 TIP**

Robert Feigel, Forward Pinellas staff, gave an overview of the final Tentative Work Program included in the agenda packets for review. He addressed what had changed since the committee last saw the draft Tentative Work Program in December 2017. It was noted that the FY 2018/19 – 2022/23 TIP will be presented to the Board on June 13, 2018 for final adoption. Questions were taken and answered appropriately. Kevin Jackson made a motion for the Forward Pinellas Board to approve the FY 2018/19-FY 2022/23 TIP amendment; it was seconded by Michele Parisano and passed with a unanimous vote.

5. **IDENTIFICATION OF ENVIRONMENTAL JUSTICE AREAS FOR THE LRTP UPDATE**

Chelsea Favero, Forward Pinellas staff, addressed the committee regarding Identification of Environmental Justice Areas for the LRTP. The federal government mandates that the LRTP consider environmental justice issues during development of the plan. One of the first steps for Forward Pinellas is to identify the low income and minority populations to ensure that low income and minority populations are not disproportionately impacted by, or denied the benefits of, transportation investments in the Plan. Data is reviewed by Census tracts. The average Census tract countywide, had a low income population of 14.4% (an increase of about 4% from 1990). When this is broken down by age, the under 18 population is disproportionately represented, which decreases as the population ages. For minority population, based on the Census tract, the average countywide is about 22.15%, a slight increase from 2010. Maps were provided to the committee to show the Proposed Environmental Justice areas. The African-American, Latino/Hispanic, Asian and Native Islander populations were identified on the heat map. The median age in Pinellas County in 2015 was 47.1. This has been steadily increasing since 2000. In some pockets of the county, such as in St. Petersburg, the age is getting younger, but as a countywide average the county is getting older. A heat map has been provided to show where the oldest of the citizens are. This information is important to help identify travel patterns of the low income and mobility challenged populations and plan transportation accordingly. Due to the large number of retired citizens in Pinellas County, staff is recommending that Census tracts where the low income population exceeds 20% of population be considered an EJ area (the countywide average is

14.73%). For minority populations, staff is recommending that Census tracts where the minority population exceeds the countywide average of 22.15% be identified as an EJ area. Questions were taken and appropriately answered. Scott Swearingen recommended approval of the Thresholds to Identify EJ Populations in Pinellas County. Kevin Jackson seconded the motion and passed with a unanimous vote.

6. LONG RANGE TRANSPORTATION PLAN UPDATE

Ms. Favero addressed the committee with an update to the 2045 LRTP. Looking at this as a four phase process, Forward Pinellas is currently in the data development stage, however it's moving into the identification of regionally coordinated growth scenarios. Phase three will be developing the fiscal priorities, identifying projected revenues and prioritizing the projects to include in the plan, which should be completed by spring 2019. Through the summer and fall of 2019, Forward Pinellas will work on outreach and gathering consensus on projects, with adoption of the plan scheduled in November 2019. Right now Forward Pinellas is identifying population employment projections. In order to develop the plan an estimated number of people is needed, as well as where they live and where they work to help identify the investments needed for transportation to and from employment centers. Work is also underway to identify recent demographic changes. The agency will be conducting a statistically valid survey of the public that should be going out in the next two weeks and will be opened to the general public shortly thereafter. The LRTP and the PSTA Transit Development Plan are being co-branded so the public knows it's just transportation projects; Forward Pinellas will also have a joint-public engagement with PSTA throughout the development of the plans. It is also in the process of identifying "Alternative Futures". This is a scenario where planning exaggerated transportation investments are being presented to the public for their opinions. In the fall, a scenario will be created for the LRTP that reflects the priorities of the public. Discussion followed where questions were taken and appropriately answered.

7. INFORMATIONAL ITEMS

A. SPOTlight Emphasis Areas Update

Ms. Favero, provided an update on the SPOTLight Emphasis Areas. Forward Pinellas recently held a public workshop for the Gateway Master Plan that was well attended. The US19 workshop is scheduled on May 29th, from 6:00 to 8:00 pm. It will be held at Harbor Hall in Palm Harbor.

B. Board Action Sheets – attached for March 14, 2018

C. Traffic Fatalities Map – attached

D. Tentative Future Agenda Topics

- Preliminary Priority Lists
- LRTP Scenario Development

8. OTHER BUSINESS

Scott Swearingen, Pinellas County Planning, invited committee members to the Lealman Community Campus, from 6:30 – 8:30 for an open house as the county is updating the Comprehensive Plan. Pinellas County Planning is drafting guiding principles to be the foundation for the overall plan update. Go to planpinellas.org to see additional open house information.

Joan Rice, Chair, announced that Pinellas County is doing a complete streets corridor

evaluation and they are trying to gather any information available from any of the municipalities regarding complete streets projects, including plans, policies, ideas, etc., in an effort to put it all together to avoid missing gaps. Please email Joan with any information you may want to contribute.

Al Bartolotta, Forward Pinellas staff, updated the committee on the work of the update of the Bicycle/Pedestrian Master Plan update. Staff is currently awaiting funding to bring on a consultant to begin the work by June 2018.

9. ADJOURNMENT- 2:40 pm

Technical Coordinating Committee – June 27, 2018

3. Transportation Improvement Program Amendment



SUMMARY

There are no proposed TIP amendments scheduled for this meeting. However, if the need for a TIP amendment(s) arises following the mailing of the agenda packet, the Florida Department of Transportation (FDOT) will present the proposed amendment(s) under this agenda item.

ATTACHMENT(S): None

ACTION: None, Informational Only

Technical Coordinating Committee – June 27, 2018
4. Proposed Multimodal Impact Fee Ordinance (MIFO) Amendments



SUMMARY

In April, 2017, the TCC discussed proposed amendments to the Multimodal Impact Fee Ordinance (MIFO) that included adjustments to the construction cost, road capacity and reduction factor variables in the impact fee calculation formula. They also included trip generation rates, average trip lengths and average new trip percentages associated with 24 land use types included in the MIFO fee schedules.

The most significant adjustment proposed for the rate variables was the increase of the reduction factor from 0.268 to 0.4. This would result in an across the board increase of 33 percent to the existing land use types in the MIFO fee schedules when factoring in the proposed adjustments to the other rate variables.

The proposed amendments were not advanced for action by the TCC or the Forward Pinellas Board based on a request from Pinellas County Administration to withhold consideration of rate increases in the MIFO until after the Penny IV referendum in November, 2017. Although that date has passed, Forward Pinellas staff has continued to defer the amendment package reviewed by the TCC to allow an opportunity for a comprehensive discussion and evaluation of local funding options, including impact fees, by elected officials to address countywide transportation needs addressed in the Long Range Transportation Plan, particularly in the area of transit service. Forward Pinellas is developing plans for a transportation funding workshop to begin this effort in the fall.

The proposed amendments identified in the attachment were part of what the TCC reviewed in April, 2017, but did not involve a rate increase. These include new residential land use rates for low income households and a change in the unit variable for single family residential. With the proposed change in the unit variable, single family uses would be assessed according to their size as opposed to a flat fee based on the number of dwelling units. These proposed changes are intended to provide local governments with a way to help increase the supply of affordable housing in their communities.

The proposed residential use amendments are based on U.S. Census data and were adopted by Pasco County as part of their Mobility Fee Ordinance in 2011. Sarasota and Manatee County have also adopted tiered single family rates in their respective impact fee ordinances.

ATTACHMENTS: Proposed MIFO Amendments

ACTION: Approve proposed MIFO amendments

Proposed Amendments to Pinellas County Multimodal Impact Fee Ordinance

Schedule A

<i>Land Use Type</i>	<i>Unit</i>	<i>Trip Gen. Rate (TGR)</i>	<i>Avg. Trip Length (TL)</i>	<i>%New Trips (NT)</i>	<i>Current Fee/Ut</i>	<i>Proposed Fee/Ut</i>
<i>Residential:</i>						
Single-family	<u>dw unit</u>	<u>9.6</u>	<u>5</u>	<u>1</u>	\$2,066	N/A
<u>0-1,500 sq. ft.</u>	<u>dw unit</u>	<u>6.3</u>	<u>5</u>	<u>1</u>	N/A	\$1,356
<u>1,501 - 2,499 sq. ft.</u>	<u>dw unit</u>	<u>7.8</u>	<u>5</u>	<u>1</u>	N/A	\$1,679
<u>2,500 sq. ft. and over</u>	<u>dw unit</u>	<u>9.6</u>	<u>5</u>	<u>1</u>	N/A	\$2,066
<u>0-1,500 sq. ft. (LIHH)</u>	<u>dw unit</u>	<u>4.1</u>	<u>5</u>	<u>1</u>	N/A	\$882
<u>Multi-family (LIHH)</u>	<u>dw unit</u>	<u>3.5</u>	<u>5</u>	<u>1</u>	N/A	\$753

Schedule B (Downtown Districts)

<i>Land Use Type</i>	<i>Unit</i>	<i>Trip Gen. Rate (TGR)</i>	<i>Avg. Trip Length (TL)</i>	<i>%New Trips (NT)</i>	<i>Current Fee/Ut</i>	<i>Proposed Fee/Ut</i>
<i>Residential:</i>						
Single-family	<u>dw unit</u>	<u>9.6</u>	<u>5</u>	<u>1</u>	\$1,529	N/A
<u>0-1,500 sq. ft.</u>	<u>dw unit</u>	<u>6.3</u>	<u>5</u>	<u>.74</u>	N/A	<u>\$1,003</u>
<u>1,501 - 2,499 sq. ft.</u>	<u>dw unit</u>	<u>7.8</u>	<u>5</u>	<u>.74</u>	N/A	<u>\$1,242</u>
<u>2,500 sq. ft. and over</u>	<u>dw unit</u>	<u>9.6</u>	<u>5</u>	<u>.74</u>	N/A	<u>\$1,529</u>
<u>0-1,500 sq. ft. (LIHH)</u>	<u>dw unit</u>	<u>4.1</u>	<u>5</u>	<u>.74</u>	N/A	<u>\$653</u>
<u>Multi-family (LIHH)</u>	<u>dw unit</u>	<u>3.5</u>	<u>5</u>	<u>.74</u>	N/A	<u>\$557</u>

Notes:

- 1) LIHH = Low income household. Annual household income less than 80% State Housing Initiatives Partnership program (SHIP) income limits for Pinellas County
- 2) U.S. Census data used for residential floor area tiers
- 3) National Household Travel Survey (NHTS) and American Housing Survey (AHS) of U.S. Census used for LIHH rates

TCC – June 27, 2018

5. Draft 2018 Multimodal Priority List Update



SUMMARY

With the development of a new draft Work Program and the completion of some projects, it is necessary to begin the annual review and update of the multimodal priority list. Once adopted, these priorities will be transmitted to FDOT for their consideration in the development in the next Work Program. Since the last update of this list, two projects have been completed and are being removed and two projects were fully funded for implementation and are being moved from the 'Unfunded' section of the list. Forward Pinellas staff will provide an overview of these changes, as well as recommendations for additions and adjustments to the list, and seek committee feedback on the proposals. This item will come back to the committee in August for a final recommendation to the Board.

ATTACHMENT(S): Draft 2018 Multimodal Transportation Priority Projects List

ACTION: Review and comment

DRAFT 2018 FORWARD PINELLAS MULTIMODAL TRANSPORTATION PRIORITY PROJECTS

Proposed Priority	FPN	Responsible Agency	Project	From	To	Description	Funded Phase	Year Funded	Status
PRIORITY PROJECTS UNDER CONSTRUCTION OR FUNDED FOR CONSTRUCTION/IMPLEMENTATION									
P	43380-1	FDOT	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	CST	2017/18	Underway
			CR 296 (Future SR 690)/East-West 118th Avenue Expressway/Gateway Express	US 19 SR55	East of 40th Street				
P	256995-3	FDOT	SR 688/Ulmerton Road	49th Street North	38th Street North	Widening roadway to 6D	CST	Underway	Complete - Being Removed from list
P	256931-2	FDOT	SR 694/Gandy Boulevard	9 th Street North	4th Street North	Construction of grade separated overpasses at 9th St. and 4th St.	CST	Underway	Complete - Being Removed from list
P	256774-2	FDOT	US 19/SR 55 (including Republic Dr Overpass and Curlew Road Interchanges)						
			Phase I – Boy Scout Overpass	North of SR 580	Northside Drive	Construction of grade separated roadway improvements	CST	2020/21	
	256774-3	Phase II – Curlew Road Interchange	Northside Drive	North of CR 95	CST		2020/21		
P	422904-2	FDOT	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, multiuse trail and trail connections along Ulmerton Road and 4th St.	Design-Build	2019/20	
P	424501-2	FDOT	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	Design-Build	2017/18	Underway
P	4366771	PSTA/ HART	PSTA Regional Farebox	N/A	N/A	Implementation of a regional farebox system			Funded in Hillsborough and Pinellas
P	4377362	Pinellas County	Phase II - Park/Starkey Sidewalks	Bryan Dairy Road	East Bay Drive	Construction of continuous sidewalks along both sides of corridor	PE	2019/20	
							CST	2021/22	
P	2568815	FDOT	Harn Boulevard Overpass	Harn Boulevard	North of 1st Street	Construction of a pedestrian overpass across US 19	CST	2021/22	Design of alternatives is underway
P	4400931	Pinellas County	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	Design-Build	2016/17	Underway
P	437498-1 #30 TA	FDOT	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.	CST	2022/23	Design underway
P	441401-1	Forward Pinellas	Gateway/MidCounty Master Plan	Gateway Area	N/A	\$500,000 to augment the development of the Gateway/MidCounty Master Plan	Planning Study	2018/19	
P	434890-1	FDOT	Alt US 19 N (SR 595)	SR 60	Pasco County Line	ITS/ATMS Improvements	CST	2017/18	

DRAFT 2018 FORWARD PINELLAS MULTIMODAL TRANSPORTATION PRIORITY PROJECTS

Proposed Priority	FPN	Responsible Agency	Project	From	To	Description	Funded Phase	Year Funded	Status
UNFUNDED MULTIMODAL TRANSPORTATION PRIORITY PROJECTS									
1	439338-2 439338-3	Forward Pinellas	Systems and Operations Planning Funds	N/A	N/A	\$600,000 annually for Planning	N/A	N/A	N/A
2	438747-2	FDOT	Pinellas County Model Studies	N/A	N/A	\$148,000 annually to conduct surveys to update planning models	N/A	N/A	N/A
3	440246-1	FDOT	U.S. 19	54th Avenue South	30th Avenue South	\$1 million Complete Streets upgrade to FDOT resurfacing project to construct a wide sidewalk on west side of roadway	N/A	N/A	Unfunded
4	N/A	Oldsmar	St. Petersburg Drive	Dartmouth Avenue	Bayview Boulevard	\$1 million to supplement a City of Oldsmar Complete Streets project.	N/A	N/A	Unfunded
5	N/A	Largo	Rosery Road	Missouri Avenue	Eagle Lake Park	\$1 million to supplement a City of Largo Complete Streets project.	N/A	N/A	Unfunded
6	437710-1	FDOT	Alt. US 19	South of Curlew Place	North of Country Club	Add SB left turn lane	Design	2021/22	CST unfunded
7	N/A	PSTA	Central Ave Bus Rapid Transit	N/A	N/A	Limited stop transit service from downtown St. Petersburg to the beaches	N/A	N/A	Project development underway. Final DSN and CST unfunded.
8	256931-4	FDOT	SR 694/ Gandy Boulevard	East of 4th Street	West of Gandy Bridge	Construction of grade separated overpass at Brighton Bay Blvd. and a trail facility crossing Tampa Bay in the corridor.	PD&E	2021/22	PD&E of both FPIDs to go together. CST unfunded
	Design						Underway		
9	433799-1	FDOT	US 19/SR 55 (including Tampa and Nebraska Interchanges)	North of CR 95	South of Pine Ridge Way South	Construction of grade separated roadway interchanges with frontage roads and pedestrian crossings every 1/4 mile.	ROW	2020/21	CST unfunded
10	424501-5	FDOT	I-275	South of 54th Avenue South	South of Gandy Boulevard	Lane continuity improvements throughout the corridor. And a hardened shoulder for transit operations from I375 to Gandy Boulevard.	Design	2022/23	PD&E Complete; Need ROW and CST funding
11	N/A #15 TA	Pinellas County	Pinellas Trail Loop, Phase 3 South Gap (partially on Duke Energy ROW)	Ulmerton Road	Haines Bayshore	Construction of Phase 3 of the Pinellas Trail Loop.	N/A	N/A	Potential for SUNTrail Funding
12	440743-1	PSTA	Clearwater Beach to TIA Regional Transit Service	N/A	N/A	Regional Express transit service	Capital	2021/22	Operational funding needed
13	N/A	PSTA	Clearwater Beach Busway	Downtown Clearwater	Clearwater Beach	Construction of a busway from downtown Clearwater to Clearwater Beach	N/A	N/A	

DRAFT 2018 FORWARD PINELLAS MULTIMODAL TRANSPORTATION PRIORITY PROJECTS

Proposed Priority	FPN	Responsible Agency	Project	From	To	Description	Funded Phase	Year Funded	Status
14	256998-1	FDOT	SR 686/Roosevelt Boulevard	I-275/SR 93	West of 9 th Street North/Dr Martin Luther King Jr Street North	Construction of a connection between the Gateway Express and Roosevelt Blvd.	Design	Underway	CST unfunded
15	257086-1	FDOT	SR 694/Gandy Boulevard	40th Street	East of I-275 (SR 93)	Construction of frontage roads and a ramp from NB I-275 to WB Gandy Blvd.	ENV	2021/22	CST unfunded
16	N/A #15 TA	Pinellas County	Pinellas Trail Loop Phases 4, 5 & 6, South Gap (partially on Duke	North Bay Trail End	Ulmerton Road	Construction of Phases 4, 5 & 6 of the Pinellas Trail Loop	N/A	N/A	Potential for SUNTrail Funding
17	N/A	Pinellas County	126th Avenue North	US 19/SR 55	34th Street North	Construction of 2 & 4 lane continuous roadway	N/A	N/A	Pinellas County has reserved funding for design 2016-2020
18	433797-1	FDOT	US 19/SR 55 (including Alderman Interchange)	North of Nebraska Avenue	South of Timberlane Road	Capacity and operational improvements with pedestrian crossings every 1/4 mile.	Design	Underway	
							ROW	2021/22	
19	433796-1	FDOT	US 19/SR 55 (including Klosterman Interchange)	South of Timberlane Road	South of Lake Street	Capacity and operational improvements with pedestrian crossings every 1/4 mile.	Design	Underway	
							ROW	2022/23	
19	N/A	PSTA	Transit Operational Enhancements and Associated Capital	N/A	N/A	Funding for frequency and service-span improvements			Seeking additional funding to implement frequency and service-span improvements
20	N/A	Various	Waterborne Transportation Capital Grant	N/A	N/A	Funding for improved and/or additional waterborne transportation projects.			N/A
21	435914-2	FDOT	U.S. 19	66th Avenue North	118th Avenue North	Operational improvements along the corridor	PE	2019/20	Corridor study underway; partial construction funding in work program
							Construction	2023	
22	435909-4	FDOT	Alt. US 19	Belleair Road	Pasco County Line	Operational improvements along the corridor	PE	2020/21	Corridor study underway
23	435909-3	FDOT	Alt. US 19	Park Street North	Belleair Road	Operational improvements along the corridor	PE	2020/21	Corridor study underway
24	N/A	FDOT	St. Petersburg Greater Downtown Area Network Alternatives Analysis	Downtown St. Petersburg Area		Funding to study traffic circulation in the downtown St. Petersburg area.	N/A	N/A	
25	N/A	FDOT	SR 60 Multi-use Accommodations	McMullen Booth Road	US Highway 19	Multi-use accommodations per the SR 60 Multimodal Implementation Plan	N/A	N/A	Identified in the SR 60 Multimodal Implementation Plan
26	N/A	FDOT	Oldsmar/Safety Harbor Trail	Upper Tampa Bay Trail	Courtney Campbell Causeway	PD&E study for a multiuse trail in the Oldsmar and Safety Harbor areas	N/A	N/A	

1) Project #1 is intended for recurring annual funding of \$600,000. This includes \$100,000 for Complete Streets planning projects. This annual allotment will be set aside as higher priority projects are considered in the development of the annual FDOT Work Program. A portion of this funding is intended to support annual survey efforts to support the regional travel demand model and other transportation planning initiatives.

2) DSB = Design-Build (combines construction and design/preliminary engineering phases to reduce costs and expedite construction); PD&E-Project Development and Environment; DGN-Design; ROW-Right of Way; CST-Construction; ENV-Environmental; FY-Fiscal Year; TIP-Transportation Improvement Program; LRTP-Long Range Transportation Plan; CMAQ-Congestion Mitigation and Air Quality Improvement Program

3) Projects on this priority list need not be limited to STP funds and may be funded by other available funding sources.

Technical Coordinating Committee – June 27, 2018

6. Long Range Transportation Plan Update

SUMMARY

As the MPO for Pinellas County, Forward Pinellas is required to develop a Long Range Transportation Plan (LRTP) to identify future transportation needs and to prioritize those needs for funding. A new plan is developed every five years to account for changes in transportation needs, to the land uses within the county, shifting regional travel patterns and any demographic shifts that may have occurred.

Early work on the LRTP has been focused on data development and the identification of regionally coordinated growth scenarios. Forward Pinellas staff will provide an overview of the activities underway in the development of the 2045 LRTP and a look ahead at what will be happening next.

ATTACHMENT(S): None

ACTION: None required; informational item

SUMMARY

Forward Pinellas is currently developing a long range transportation plan (LRTP) with a horizon year of 2045. The federal government mandates that the LRTP consider environmental justice (EJ) issues during development of the plan. The three main objectives of this mandate are:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low income populations;
- To ensure the full and fair participation by all potentially affected communities in the transportation decision making process; and
- To prevent the denial of, reduction, or significant delay in the receipt of benefits by minority and low income populations.

As the LRTP is developed, Forward Pinellas will analyze the proposed projects to ensure that low income and minority populations are not disproportionately impacted by, or denied the benefits of, transportation investments in the Plan. In addition, staff will conduct targeted outreach to identified EJ populations to ensure participation from these traditionally underserved residents. A first step in this process is to identify those areas of the county that have high concentrations of EJ populations. Staff has developed a series of maps using data from the Census bureau to highlight those areas of the county with higher-than average concentrations of low income and minority populations.

At the May committee meeting, the TCC supported the staff recommended population thresholds to identify EJ areas, with census tracts with low income populations exceeding 20% being included as well as those with minority populations exceeding the countywide average of 22.15%. Since last month, staff has completed developing the Environmental Justice report and is providing it to committee members for their information and reference.

ATTACHMENT(S): Environmental Justice 2015 Demographic Analysis Report

ACTION: None required; informational item only



Environmental Justice

2015 Demographic Analysis Report



**FORWARD
PINELLAS**
Integrating Land Use & Transportation

Environmental Justice

2015 Demographic Analysis Report

Developed by Forward Pinellas in its role as the Pinellas County Metropolitan Planning Organization for its
2045 Long Range Transportation Plan

May 2018

*Forward Pinellas
310 Court Street
Clearwater, FL 33756
Phone: (727) 464-8250*

Forward Pinellas Web Site: <http://www.forwardpinellascounty.org>

This project has been developed in compliance with Title VI of the Civil Rights Act of 1964 and other federal and state nondiscrimination authorities. Neither FDOT nor this project will deny the benefits of, exclude from participation in, or subject anyone to discrimination the basis of race, color, national origin, age, sex, disability, or family status.

Funding for this report may have been financed in part through grant[s] from the Federal Highway Administration and 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 or policy of the U.S. Department of Transportation.

Table of Contents

Introduction	4
Demographic Context	4
Populations for Environmental Justice (EJ) Analysis	4
Minority Population Analysis	9
Areas with High Black or African American Population Alone	9
Areas with High Hispanic or Latino Population (All Races)	11
Areas with High Asian American Population	13
Areas with High American Indian and Alaska Native Population	13
Areas with High Native-Hawaiian or Other Pacific Islander Population	13
Low Income Population Analysis	15
Analysis of Level of Poverty	15
Areas with High Black or African American Population below the Poverty Level	16
Areas with High Hispanic or Latino Population below the Poverty Level	19
Areas with High Asian American Population below the Poverty Level	20
Areas with High American Indian and Alaska Native Population below the Poverty Level	20
Areas with High Native-Hawaiian or Other Pacific Islander Population below the Poverty Level	21
Areas with High White Alone Population below the Poverty Level	22
Summary Analysis	23
Age Analysis	23

List of Tables

Table 1 - Census Tracts with a Black or African American Population Over 50% in 2015	9
Table 2 - Census Tracts with an Hispanic or Latino Population Greater Than 15% in 2015	11
Table 3 - Census Tracts with an Asian Population Greater than 10% in 2015	13
Table 4 - Poverty Thresholds for 2015 by Size of Family and Number of Related Children Under 18 Years	15
Table 5 - Census Tracts with more than 50% of Black or African American Population below the Poverty Level	17
Table 6 - Census Tracts with more than 50% Hispanic or Latino Population below the Poverty Level	19
Table 7 - Census Tracts with more than 50% of Asian Population below the Poverty Level	20
Table 8 - Census Tracts with more than 25% of the White Population below the Poverty Level	22
Table 9 - Summary Data Analysis for Pinellas County Florida in 2015	23
Table 10 - Census Tracts in Pinellas County Florida Where Median Age Exceeds 65 Years	23

List of Figures

Figure 1 - Census Tracts Where Minority Population Exceeds Countywide Average of 22.15%	6
Figure 2 - Census Tracts Where Low-Income Population Exceeds 20%	7
Figure 3 – Environmental Justice Minority and Low Income Areas	8
Figure 4 - Total Percentage of Black or African American Population by Census Tract	10
Figure 5 - Total Percentage of Hispanic or Latino Population by Census Tract	12
Figure 6 - Total Percentage of Asian Population by Census Tract	14
Figure 7 - Median Age by Census Tract	24

Introduction

This report provides a summary population analysis conducted to determine the broad geographic location, total number, and the percentage of the population groups address by the U.S. Department of Transportation Order on Environmental Justice, and Executive Order 12898 (Feb. 11, 1994). These groups are: Black or African American, Hispanic or Latino, Asian American, American Indian and Alaskan Native, Native-Hawaiian and Other Pacific Islander, and Low-Income. The analysis advances the tenets of the Environmental Justice legislation focused on Title VI of the 1964 Civil Rights Act. The purpose of the legislation is to ensure nondiscrimination in federally funded activities by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs in minority and low-income populations. This demographic analysis will be used to develop two maps depicting low income and minority locations in relation to selected federally funded projects in the 2045 Long Range Transportation Plan (LRTP) update. The objective is to anticipate the transportation and community impact of selected federally funded roadway, bicycle and pedestrian, and transit enhancements included in the 2045 LRTP.

Demographic Context

The base population, race and income level data for this analysis was gathered from the 2011-2015 American Community Survey (ACS) 5-Year Estimates at the Census Tract level. Census Tracts are defined by the Census Bureau as small, relatively permanent statistical subdivisions of a county for the purpose of presenting data. Census Tracts are amongst the lowest common denominator of data.

According to the ACS population, the estimated population increased by nearly 33,000 people since 2010 to 949,321 in 2015. The ACS population profile indicates that there were slightly more females than males in Pinellas County, and the median age of residents continued to increase from 43.6 in 2000 to 46.3 in 2010 and 47.1 in 2015. The average household size increased slightly from 2.24 in 2010 to 2.28 in 2015. In 2010, 70.4% of all occupied households were owner-occupied compared to 64.8% in 2015. In 2010, 19.4% of all housing units were vacant. This percentage remained approximately the same in the 2015 ACS estimate.

Populations for Environmental Justice (EJ) Analysis

Information on minority and low income populations was retrieved from the 2011-2015 American Community Survey (ACS) 5-Year Estimates (Minority: ACS Demographic and Housing Estimates/Low Income: Poverty Status in the Past 12 months). Per Capita Income information was also utilized for comparison purposes and this data was drawn from the 2011-2015 ACS 5-Year Estimates: Selected Economic Characteristics.

According to guidance on defining EJ areas, it is recommended that thresholds are set where minority populations exceed either 50% of the population in a geographic area or where the minority population is meaningfully greater than the minority population percentage in the general population. The average minority population by census tract in the county is 22.15%. For the purposes of this analysis, any census tract with a minority population that exceeds 22.15% has been identified as an EJ area. This threshold was set in collaboration with the Forward Pinellas Technical Coordinating Committee (TCC). It was determined that a threshold of 50% was too high for local conditions and would exclude areas with concentrations of minority populations that were significant, in relation to the entire Pinellas County population.

The average low-income population by census tract in Pinellas County increased from 12.1% in 2010 to 14.36% in 2015. Low-income is defined as those living below the poverty level in Pinellas County, as determined by the Census Bureau. Table 4 highlights the 2015 Poverty Thresholds utilized by the Census Bureau. For the purpose of this analysis, any census tract with a low-income population that exceeds a countywide average of 20% has been identified as an EJ area. This threshold was set in collaboration with the TCC.

While the average low-income population by census tract in Pinellas County was 14.36%, the 20% threshold was chosen given the characteristics of the local population. With poverty status determined in part by per-capita income data combined with the large population of retirees in the county, it was decided that using the countywide average would be misleading as many retirees may be utilizing accumulated wealth to supplement any other income. In addition, staff conducted an analysis of those communities identified as having a higher-than-average rate of poverty and determined that some of those communities were actually more upscale retiree communities that should not be included as a part of

this analysis. The following three maps illustrate the census tracts in Pinellas County that will be identified as EJ for the 2045 LRTP update. Figure 1 shows the census tracts where the minority population exceeds the countywide average of 22.15%, while Figure 2 shows those census tracts where the percentage of the population living below the poverty line exceeds 20%. Figure 3 shows the combination of these two maps that identify all EJ areas in Pinellas County. This information will be used for a spatial analysis to determine the levels of transportation investment in EJ versus non-EJ areas, and to ensure that minority and low-income populations in EJ areas will not experience disproportionately high and adverse effects burdened from projects related to the transportation system as well as ensure these areas will not be disproportionately excluded from receiving the benefits of transportation investments. In addition, EJ areas will be targeted for additional public outreach activities to ensure that traditionally underrepresented groups are involved in the transportation planning process.

Figure 1

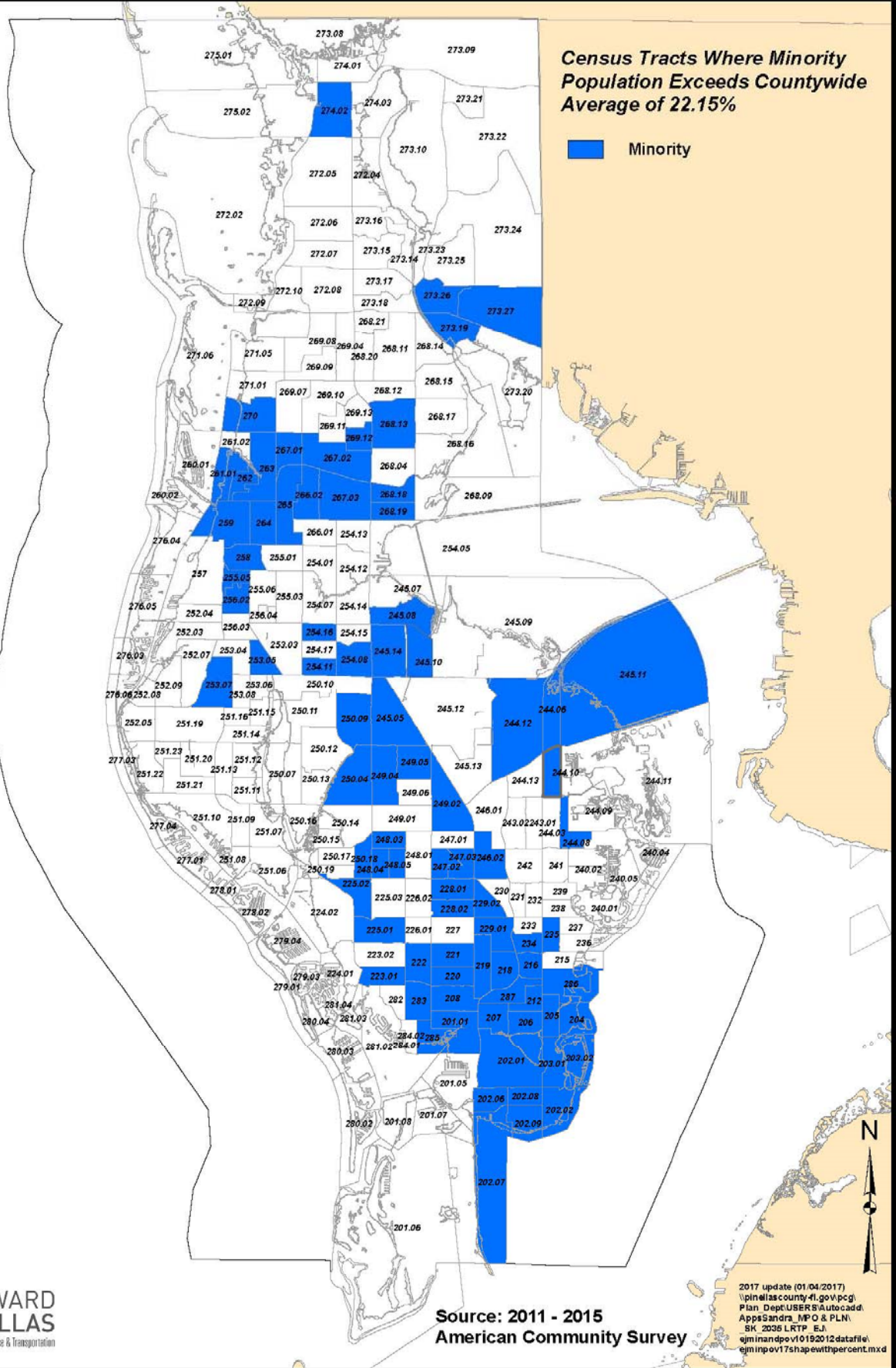
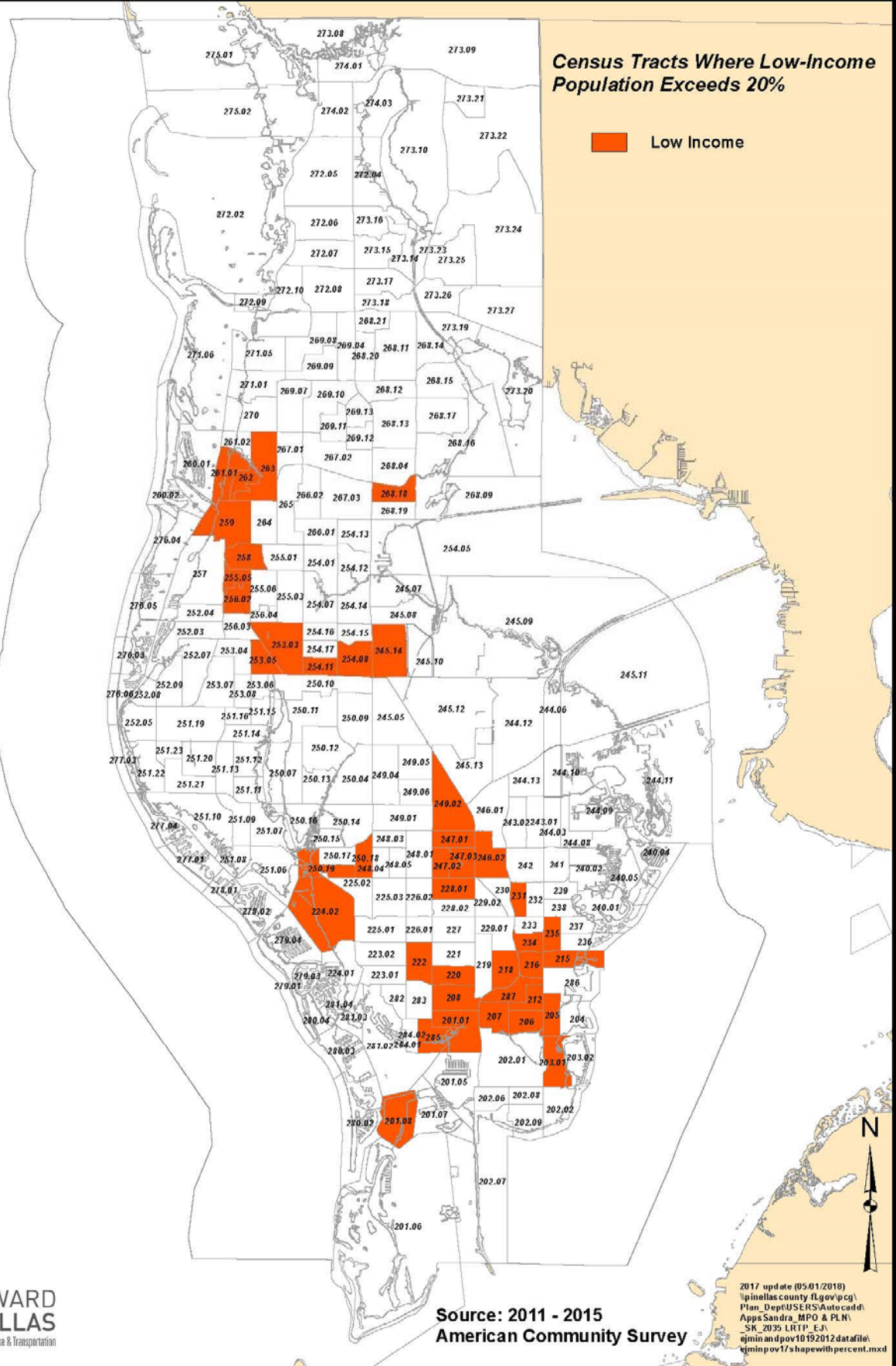
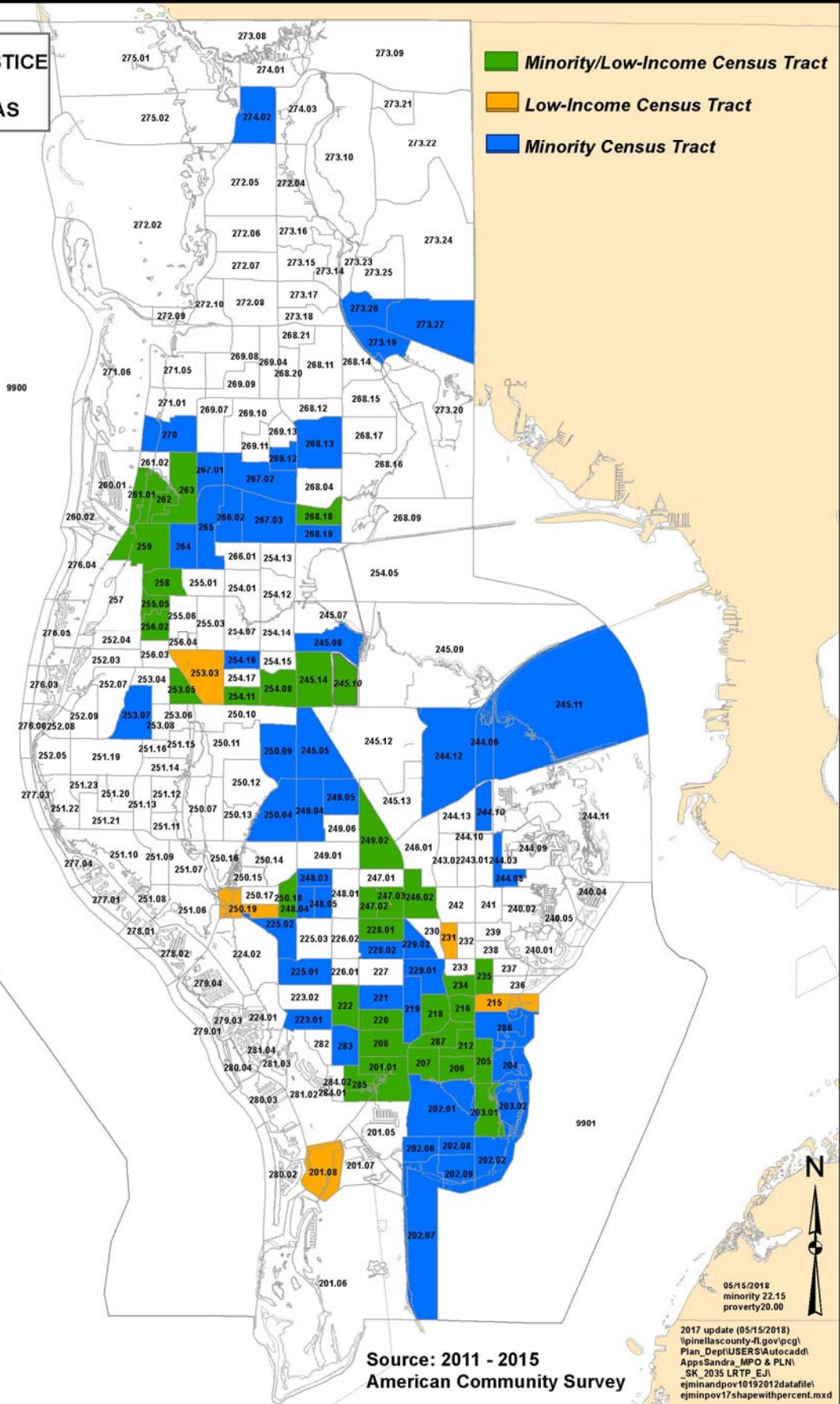


Figure 2



**ENVIRONMENTAL JUSTICE
MINORITY &
LOW-INCOME AREAS**

Figure 3



Source: 2011 - 2015
American Community Survey

05/15/2018
minority 22.15
poverty20.00

2017 update (05/15/2018)
\\pinellascounty-fl.gov\pcg\Plan_Dept\USER\Autocad\ Apps\Sandra_MPO & PLN\ _SK_2035 LRTP_EJ\ ejminandpov10192012\datafile\ ejminpov17shapewithpercent.mxd

Minority Population Analysis

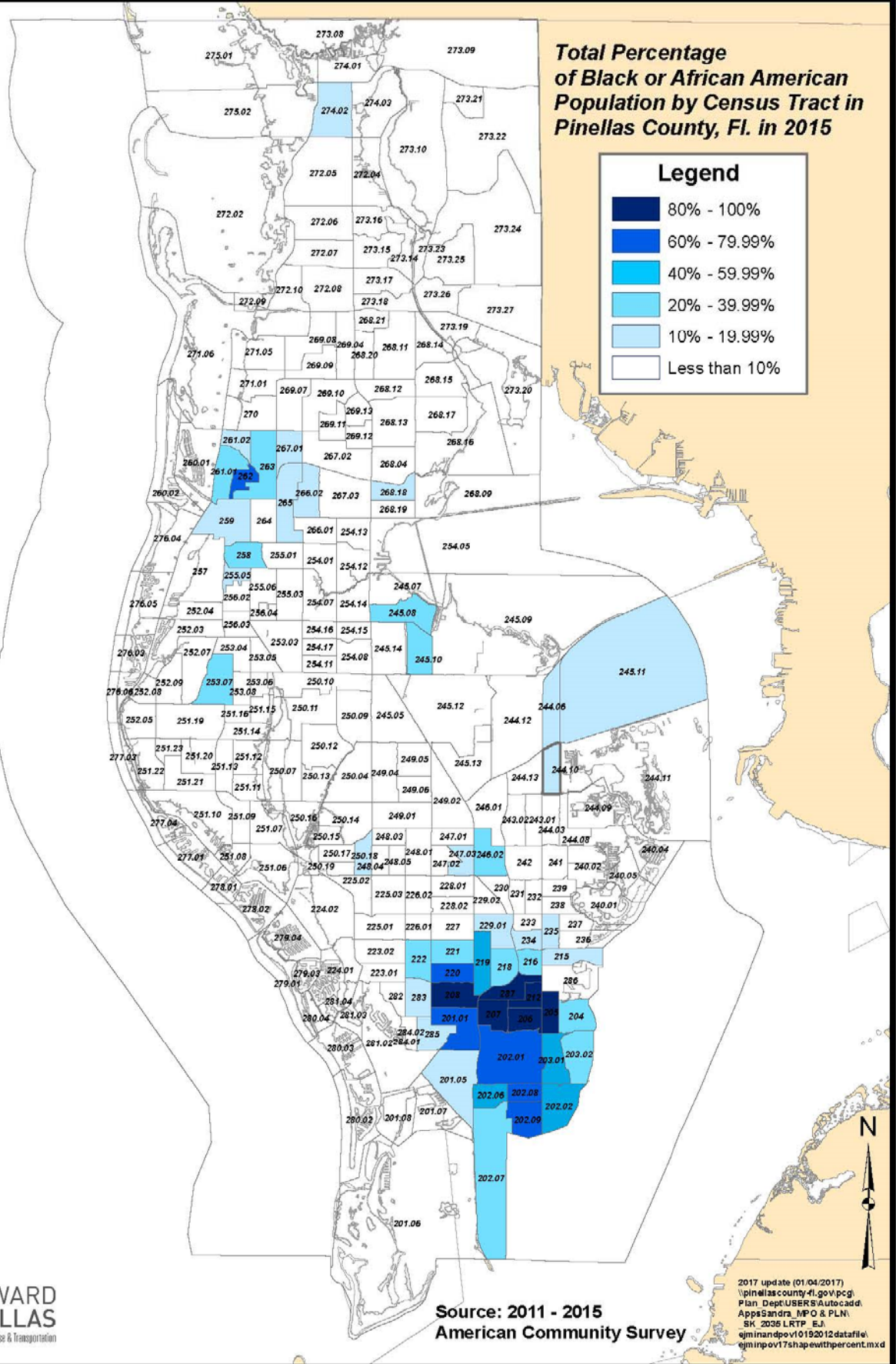
Areas with High Black or African American Population Alone

Approximately 10.48% (96,133) of the estimated Pinellas County population for whom poverty status was determined in 2015 was Black or African American. The population is scattered throughout the county with concentrations in census tracts ranging from 0.3% to 96.09% of the total census tract population. In 2010, the Black or African American population made up 10.3% (94,745) of the entire population. Table 1 below highlights those census tracts with a Black or African American population exceeding 50% of the census tract population. This threshold was chosen to highlight those census tracts with the highest concentrations of the minority group. Figure 4 displays the geographical distribution of the Black or African American population throughout Pinellas County.

Table 1

Census Tracts with Black or African American Population over 50% in 2015			
Census Tract	Total Population	Black or African American Population	Percentage Black or African American Population
201.01	4,811	3,711	77.14%
202.01	4,963	3,057	61.60%
202.08	2,271	1,780	78.38%
202.09	4,042	2,738	67.74%
205.00	3,251	2,773	85.30%
206.00	4,300	3,959	92.07%
207.00	3,431	3,295	96.04%
208.00	4,632	4,451	96.09%
212.00	3,380	2,941	87.01%
220.00	2,856	2,156	75.49%
262.00	1,943	1,499	77.15%
287.00	2,963	2,719	91.77%

Figure 4



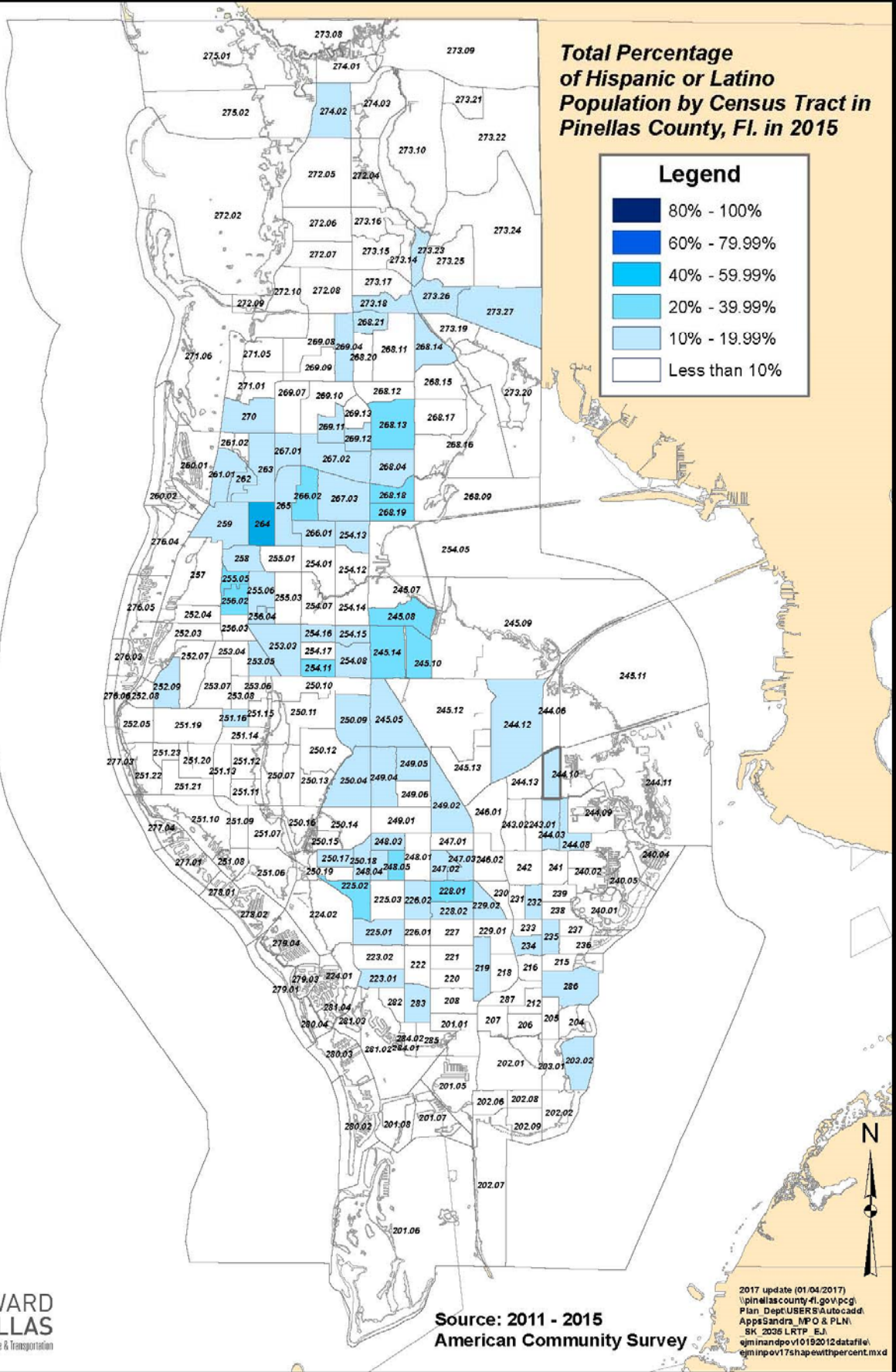
Areas with High Hispanic or Latino Population (All Races)

The Hispanic or Latino population comprises people belonging to different racial groups. The population of this group as a whole increased 89% between 2000 and 2015. This group accounted for approximately 4.6% (42,760) of the population in 2000, 8% (73,241) in 2010 and approximately 8.7% (81,038) in 2015. Table 2 below highlights those census tracts with a Hispanic or Latino population exceeding 20% of the census tract population. This threshold was chosen to highlight those census tracts with the highest concentrations of the minority group. Figure 5 displays the geographical distribution of the Hispanic or Latino population.

Table 2

Census Tracts with an Hispanic or Latino Population greater than 20% in 2015			
Census Tract	Total Population	Total Hispanic or Latino Population	Percentage Hispanic or Latino Population
225.02	3,921	900	22.95%
245.08	6,325	1,569	24.81%
245.1	2,468	1,170	47.41%
245.14	4,502	955	21.21%
248.05	2,693	561	20.83%
254.11	2,094	497	23.73%
255.05	2,458	824	33.52%
264	6,289	2,674	42.52%
268.13	3,983	1,187	29.80%
268.18	3,936	993	25.23%
268.19	1,993	520	26.09%

Figure 5



Areas with High Asian American Population

Asian Americans accounted for 3.2% (29,338) of the population in 2015, an increase from 3% (27,233) in 2010. Table 3 below highlights those census tracts that have an Asian population above 10%. This threshold was chosen to highlight those census tracts with the highest concentrations of the minority group. Figure 6 displays the geographical distribution of the Asian population throughout Pinellas County.

Table 3

Census Tracts with an Asian Population Greater than 10% in 2015			
Census Tract	Total Population	Asian Population	Percentage Asian Population
228.02	3,578	626	17.50%
229.01	2,822	508	18.00%
229.02	2,455	399	16.25%
230	2,493	310	12.43%
245.05	7,705	780	10.12%
245.09	3,352	386	11.52%
247.01	3,375	364	10.79%
247.02	2,075	222	10.70%
248.03	2,616	376	14.37%
248.04	2,136	386	18.07%
248.05	2,693	444	16.49%
249.01	5,635	674	11.96%
249.04	3,702	587	15.86%
250.14	4,726	488	10.33%
281.02	3,463	350	10.11%

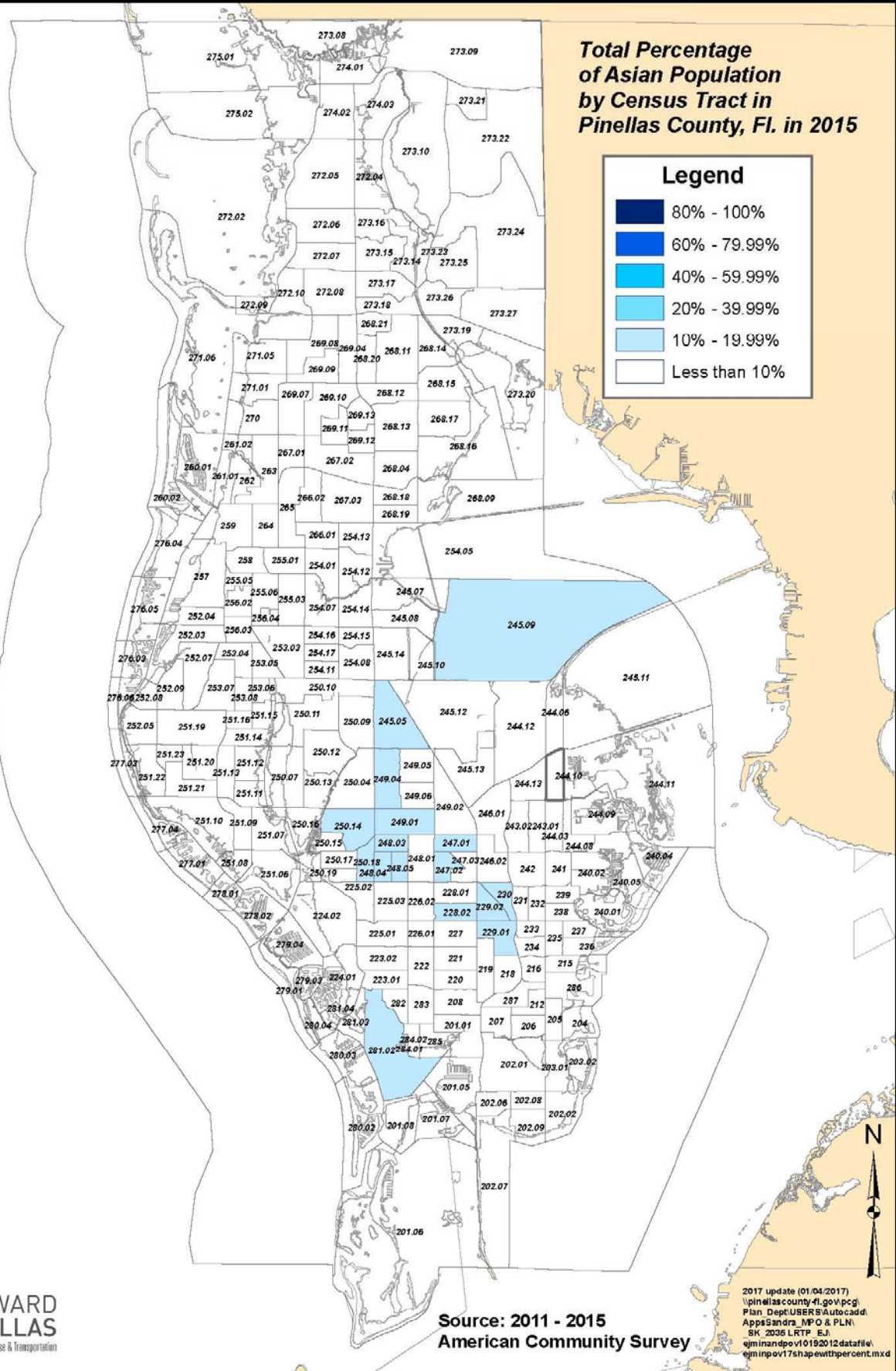
Areas with High American Indian and Alaska Native Population

The American Indian and Alaska Native population accounted for 0.3% (2,355) of the population in 2015 compared to .3% (2,892) in 2010. While this group is included in the total numbers for determining minority EJ areas, a separate analysis is not included due to the very small numbers of the population.

Areas with High Native-Hawaiian or Other Pacific Islander Population

Native-Hawaiian or Other Pacific Islanders accounted for about 0.1% of the total population of Pinellas County in 2015, or approximately 663 people. This is a decrease from 810 people identified in this group in 2010. Due to such small numbers and percentages, a separate analysis is not included for this population.

Figure 6



Source: 2011 - 2015 American Community Survey

Low-Income Population Analysis

Low-income population refers to a person whose household income is at or below the U.S. Department of Health and Human Services Poverty Guidelines. The guidelines are issued each year by the Department of Health and Human Services for administrative purposes, and are a simplified version of the Poverty Thresholds used by the U.S. Census. Poverty Thresholds are a measure of need, which do not vary geographically, and are adjusted by such factors as family size, and number of children less than 1 year of age, and for farm and non-farm residents. Table 4 demonstrates the poverty levels used by the US Census Bureau. Based on age, sex, family size or household role, and their income, individuals were classified below, at, or above the poverty level. This analysis considered only individuals below poverty level. Poverty statistics are used by federal agencies to assess the need or eligibility for various public assistance programs. The U.S. Census Bureau uses in its tables the population alone for whom poverty status is determined. Then adjustments are made for determination of poverty based on the criteria described above. The resulting population is reported by age group as below or above the poverty level.

Table 4
Poverty Thresholds for 2015 by Size of Family and Number of Related Children Under 18 Years

Size of family unit	Weighted Average Thresholds	Related children under 18 years								
		None	One	Two	Three	Four	Five	Six	Seven	Eight or more
One person (unrelated individual).....	12,082									
Under 65 years.....	12,331	12,331								
65 years and over.....	11,367	11,367								
Two people.....	15,391									
Householder under 65 years.....	15,952	15,871	16,337							
Householder 65 years and over.....	14,342	14,326	16,275							
Three people.....	18,871	18,540	19,078	19,096						
Four people.....	24,257	24,447	24,847	24,036	24,120					
Five people.....	28,741	29,482	29,911	28,995	28,286	27,853				
Six people.....	32,542	33,909	34,044	33,342	32,670	31,670	31,078			
Seven people.....	36,998	39,017	39,260	38,421	37,835	36,745	35,473	34,077		
Eight people.....	41,029	43,637	44,023	43,230	42,536	41,551	40,300	38,999	38,668	
Nine people or more.....	49,177	52,493	52,747	52,046	51,457	50,490	49,159	47,956	47,658	45,822

Source: US Census Bureau

Analysis of Level of Poverty

The information for the low-income population group was retrieved from the 2011-2015 American Community Survey 5-Year Estimates for poverty status in the last twelve months. The analysis included people of all age groups. The per capita income data was included in the analysis to compare the relationship of the population in the census tract with the group below the poverty level being analyzed. The analysis also included an overview of the median income at the household level for the analysis group as a matter of reference.

The average low-income population by census tract in Pinellas County was 14.36% compared with a rate of about 10% in 1999 and 12.1% in 2010. Looking at poverty level from an age perspective, while the average census tract has a poverty level of about 14.36%, the average poverty level by census tract for those under 18 years of age is 22%, compared with 14.1% for those aged 18-65 and with 9.2% for those over 65 years of age.

Areas with High Black or African American Population below the Poverty Level

Approximately 10.48% (96,133) of the estimated Pinellas County population in 2015 were Black or African American. Poverty status was determined for 93,724 of this group in the 2011-2015 American Community Survey (ACS). Of the 93,724 in this group in Pinellas County for whom a poverty status determination was made, 28,395 (30%) were determined to be below the poverty level. The median household income for this group is \$30,695 while the median income for Pinellas County is \$45,819 countywide. Table 5 illustrates those census tracts with the highest concentrations of Black or African American population below the poverty level.

Table 5

Census Tracts with more than 50% of Black or African American Population below the Poverty Level in 2015					
Census Tract	Total Population for Whom Poverty Status has been Determined	Total Black or African American Population for Whom Poverty Status has been Determined	Total Black or African American Population Below the Poverty Level	Percentage of Black or African American Population Below the Poverty Level	Census Tract Per Capita Income (2015)
215	3,128	423	212	50.12%	\$63,559.00
216	2,061	787	520	66.07%	\$23,002.00
218	2,762	1,098	710	64.66%	\$19,304.00
225.01	4,836	201	103	51.24%	\$24,665.00
225.03	5,517	411	283	68.86%	\$31,031.00
226.01	3,186	153	118	77.12%	\$27,350.00
226.02	4,540	147	93	63.27%	\$26,869.00
230	2,493	69	61	88.41%	\$22,984.00
234	1,584	180	104	57.78%	\$20,349.00
235	3,276	523	318	60.80%	\$28,247.00
236	2,958	50	47	94.00%	\$37,920.00
241	4,497	429	310	72.26%	\$25,362.00
242	4,853	127	96	75.59%	\$25,022.00
244.03	3,679	212	128	60.38%	\$24,364.00
244.08	4,238	415	243	58.55%	\$28,615.00
245.07	3,465	114	62	54.39%	\$28,885.00
245.12	3,290	68	48	70.59%	\$25,487.00
246.01	3,557	83	44	53.01%	\$23,083.00
246.02	6,174	1,711	1341	78.38%	\$15,023.00
249.01	5,635	137	79	57.66%	\$24,264.00
249.04	3,702	140	74	52.86%	\$22,909.00
250.1	4,555	115	81	70.43%	\$29,800.00
250.12	5,520	82	60	73.17%	\$37,307.00
250.13	3,919	298	298	100.00%	\$25,680.00
250.16	1,878	86	64	74.42%	\$46,865.00
250.17	2,746	51	40	78.43%	\$19,383.00
250.19	2,175	87	45	51.72%	\$21,451.00
251.13	2,500	27	23	85.19%	\$28,726.00
251.15	3,341	169	138	81.66%	\$21,561.00
252.08	1,646	141	118	83.69%	\$41,381.00
245.08	6,491	320	209	65.31%	\$19,333.00
254.17	2,310	68	68	100.00%	\$25,208.00
258	4,071	1,074	635	59.12%	\$16,477.00
267.01	4,348	539	337	62.52%	\$22,610.00
268.13	3,983	4	4	100.00%	\$37,429.00
268.14	2,270	141	129	91.49%	\$24,043.00
268.16	5,511	306	173	56.54%	\$31,678.00

Census Tracts with more than 50% of Black or African American Population below the Poverty Level in 2015					
Census Tract	Total Population for Whom Poverty Status has been Determined	Total Black or African American Population for Whom Poverty Status has been Determined	Total Black or African American Population Below the Poverty Level	Percentage of Black or African American Population Below the Poverty Level	Census Tract Per Capita Income (2015)
268.18	3,936	622	335	53.86%	\$14,116.00
269.11	3,520	1	1	100.00%	\$30,918.00
272.06	6,644	34	34	100.00%	\$34,940.00
272.08	6,901	46	28	60.87%	\$36,107.00
272.09	1,124	11	7	63.64%	\$34,728.00
273.14	3,620	194	106	54.64%	\$29,964.00
273.12	1,547	15	15	100.00%	\$43,686.00
273.24	4,180	76	44	57.89%	\$45,114.00
273.27	4,371	185	159	85.95%	\$28,005.00
275.02	7,455	4	4	100.00%	\$30,007.00
280.04	2,105	12	12	100.00%	\$36,935.00
281.02	3,463	159	87	54.72%	\$54,951.00
282	2,472	87	44	50.57%	\$23,798.00

Source: US Census Bureau

Areas with a High Hispanic or Latino Population below the Poverty Level

In 2015, this group accounted for 8.7% (81,072) of the population in Pinellas County. Poverty status was determined for 79,802 of the total group. Of this, 18,071 (22.6%) Hispanic and Latino persons were determined to be under the poverty level. The median household income for this group is \$36,633, compared to \$45,819 countywide. Table 6 illustrates those census tracts with the highest concentrations of Hispanic or Latino population below the poverty level.

Table 6

Census Tracts with more than 50% of Hispanic or Latino Population below the Poverty Level in 2015					
Census Tract	Total Population for Whom Poverty Status has been Determined	Total Hispanic or Latino Population for Whom Poverty Status has been Determined	Total Hispanic or Latino Population Below the Poverty Level	Percentage of Hispanic or Latino Population Below the Poverty Level	Census Tract Per Capita Income (2015)
202.02	3,578	154	101	65.58%	\$20,530.00
215	3,128	111	61	54.95%	\$23,002.00
220	2,856	30	30	100.00%	\$23,226.00
245.14	4,502	955	503	52.67%	\$23,083.00
250.1	4,555	379	299	78.89%	\$33,161.00
253.03	4,592	460	236	51.30%	\$24,268.00
260.02	2,754	86	43	50.00%	\$25,644.00
259	4,808	817	653	79.93%	\$54,724.00
262	1,943	206	161	78.16%	\$17,068.00
265	6,944	947	615	64.94%	\$28,222.00
268.16	5,511	530	330	62.26%	\$35,976.00
269.12	3,722	504	344	68.25%	\$23,063.00

Source: US Census Bureau

Areas with High Asian Population below the Poverty Level

Asian Americans accounted for 3.2% (29,338) of the population in 2015, and the poverty status was determined for 29,359 people in this group. It was determined that 3,427 Asian Americans were living below the poverty level, or just under 12% of the group. The median household income for this group in 2010 was \$49,397 and \$57,230 in 2015 compared with \$45,819 countywide. Table 7 illustrates those census tracts with the highest concentrations of Asian population below the poverty level.

Table 7

Census Tracts with more than 50% of Asian Population below the Poverty Level in 2010 2015					
Census Tract	Total Population for Whom Poverty Status has been Determined	Total Asian Population for Whom Poverty Status has been Determined	Total Asian Population Below the Poverty Level	Percentage of Asian Population Below the Poverty Level	Census Tract Per Capita Income (2010)
201.08	2,287	36	25	69%	\$27,249.00
202.07	2,541	9	9	100%	\$21,026.00
203.02	3,831	54	29	54%	\$32,653.00
216	2,061	30	24	80%	\$19,304.00
227	4,185	322	200	62%	\$20,579.00
234	1,584	19	15	79%	\$28,247.00
250.15	2,812	55	31	56%	\$46,865.00
251.08	2,133	55	49	89%	\$24,072.00
251.1	5,616	60	46	77%	\$32,123.00
253.08	2,125	21	21	100%	\$34,559.00
254.05	3,742	121	105	87%	\$49,481.00
259	4,808	160	102	64%	\$54,724.00
267.02	6,813	441	245	56%	\$25,350.00
268.09	2,806	81	60	74%	\$41,388.00
269.07	5,995	71	60	85%	\$39,271.00
273.17	5,255	46	46	100%	\$28,467.00
273.23	2,940	32	32	100%	\$45,114.00
279.01	2,323	69	36	52%	\$58,964.00
282	2,472	39	23	59%	\$23,628.00
285	2,113	25	17	68%	\$40,542.00
287	2,963	94	94	100%	\$17,690.00

Source: US Census Bureau

Areas with High American Indian and Alaska Native Population below the Poverty Level

The American Indian and Alaska Native population accounted for 0.3% (2,892) of the population in 2010. The percentage remained the same in 2015, but the estimated number decreased to 2,555. Poverty status was determined for 2,539 in this group, with 438, or 17%, determined to be below the poverty level. The median income for this group countywide was \$43,138, compared to \$45,819 for all persons countywide. While this group is included in the total numbers for determining low-income EJ areas, a separate analysis is not included due to the very small numbers of the population.

Areas with High Native-Hawaiian or Other Pacific Islander Population below the Poverty Level

Native-Hawaiian or Other Pacific Islanders account for about 0.1% of the total population of Pinellas County in 2010, or 810 people compared to approximately 931 people in 2015. Poverty status was determined for 702 people in this group, finding that 129, or 18.4%, of the group is below the poverty level. The median income for this group is \$44,410, compared to \$45,819 countywide. While this group is included in the total numbers for determining low-income EJ areas, a separate analysis is not included due to the very small numbers of the population.

Areas with High White Alone Population below the Poverty Level

Pinellas County is 84.9% White, with a total population of 769,793, according to the 2015 American Community Survey (ACS). Poverty status was determined for 758,304 people in this group. Of this group, 91,943 people were determined to be below the poverty level, approximately 12% of the White population. The median income for this group was \$47,546, compared to \$45,819 countywide. Table 8 illustrates those census tracts where more than 25% of the white population is below the poverty level.

Table 8

Census Tracts with more than 25% of White Population below the Poverty Level in 2015					
Census Tract	Total Population for Whom Poverty Status has been Determined	Total White Population for Whom Poverty Status has been Determined	Total White Population Below the Poverty Level	Percentage of White Population Below the Poverty Level	Census Tract Per Capita Income (2015)
202.06	1179	1216	330	27%	\$33,067.00
205	363	409	176	43%	\$17,444.00
206	251	257	88	34%	\$15,767.00
212	224	305	160	52%	\$63,559.00
216	1178	1183	404	34%	\$19,304.00
220	644	644	197	31%	\$23,226.00
224.02	5420	5420	1351	25%	\$24,665.00
234	1239	1355	363	27%	\$28,247.00
245.14	3639	3648	1057	29%	\$23,083.00
246.02	3940	3973	1226	31%	\$14,925.00
247.01	2758	2764	807	29%	\$20,575.00
247.02	1651	1651	503	30%	\$17,416.00
247.03	2104	2122	570	27%	\$22,804.00
249.02	4956	5140	1579	31%	\$22,909.00
250.18	1705	1979	540	27%	\$21,451.00
254.08	5692	5713	1464	26%	\$18,490.00
254.11	1685	1685	445	26%	\$31,267.00
255.05	1850	1949	654	34%	\$20,410.00
256.02	2581	2581	714	28%	\$28,104.00
259	3937	4016	1110	28%	\$54,724.00
261.01	1500	1500	481	32%	\$30,005.00
262	309	309	228	74%	\$17,068.00
263	4622	4622	1364	30%	\$17,939.00
285	1779	1787	468	26%	\$40,542.00

Source: US Census Bureau

Summary Analysis

Table 9 below, illustrates the poverty status and median income for each population group as a whole, countywide.

Table 9

Summary Data Analysis for Pinellas County, FL in 2015				
Population Group	Total Population for Whom Poverty Status has been Determined	Population Below Poverty Level	Percent of Population Below Poverty Level	Median Income for Population or Group
Black or African American	93,724	28,395	30%	\$30,695
Hispanic or Latino	79,802	18,071	22.64%	\$36,633
Asian	29,359	3,427	11.67%	\$57,230
American Indian and Native Alaskan	2,539	438	16.78%	\$43,138
Native Hawaiian or Other Pacific Islander	702	129	18.40%	\$44,410
White Alone	758,304	91,943	12.12%	\$47,546

Source: US Census Bureau

AGE ANALYSIS

As previously stated, the median age in Pinellas County continued to increase from 43.6 in 2000 to 46.3 in 2010 and 47.1 in 2015. Due to the increasing median age of residents in Pinellas County, a separate analysis for age is included in this document. Table 10 displays those census tracts where the median age of the residents exceeds 65. Figure 7 illustrates the geographical distribution of the median age by census tract throughout the county. This analysis can help identify those areas where a large segment of the population may face mobility challenges and could benefit from additional consideration during the transportation planning process.

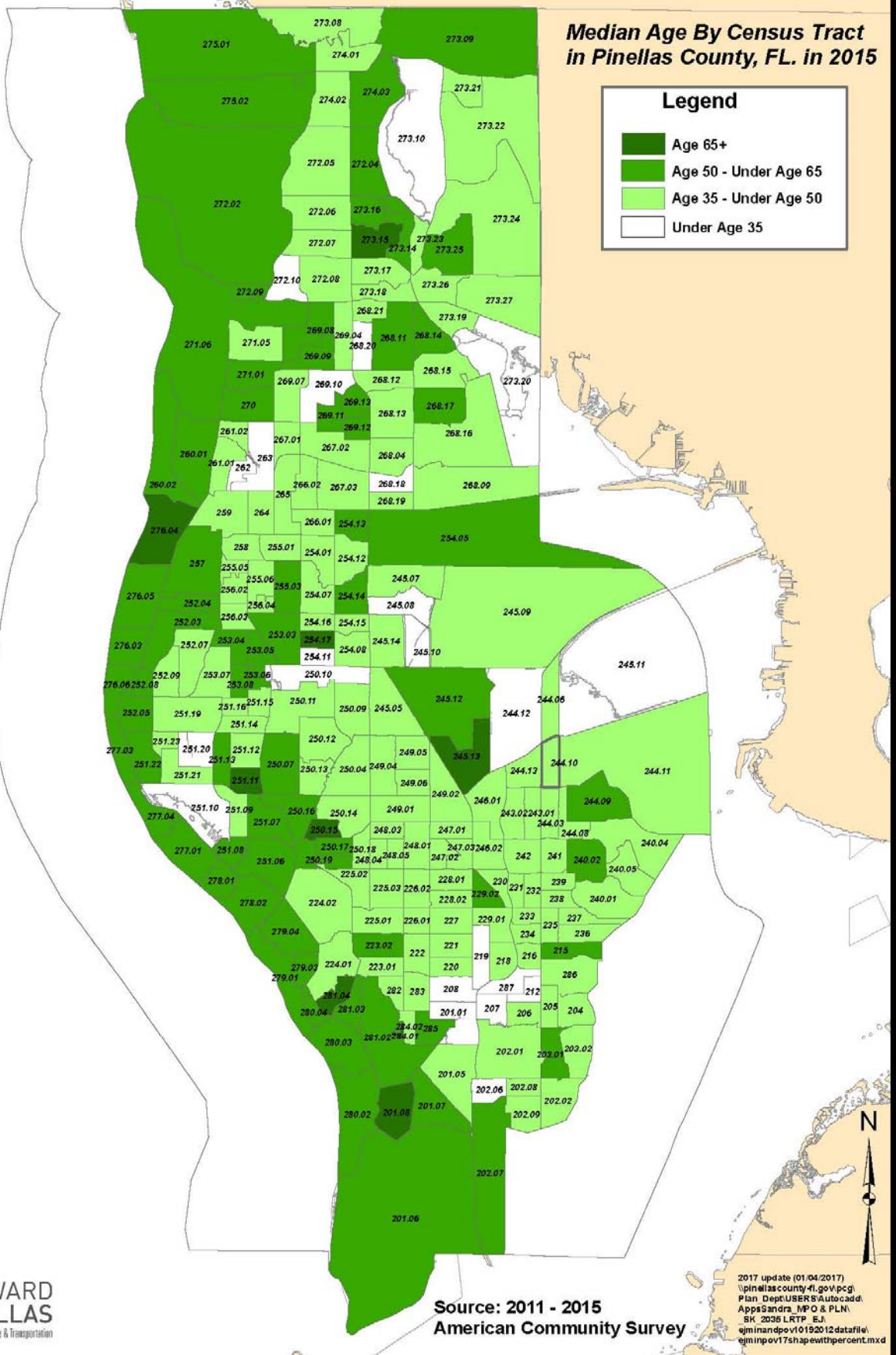
Table 10

Census Tracts in Pinellas County Florida Where Median Age Exceeds 65	
Census Tract	Median Age
201.08	65.9
243.13	70
250.15	71.5
251.11	75.4
254.17	68.1
273.15	68.3
276.04	70.1
281.04	74.9
284.01	71.2

Source: US Census Bureau

Figure 7

Median Age By Census Tract in Pinellas County, FL. in 2015



Source: 2011 - 2015
American Community Survey

2017 update (01/04/2017)
pinellascounty.fl.gov\pcg\Plan_Dept\USERS\Auto\addi Apps\Sandra_MPO & PLN\SK_2036 LRTP_EJ\ejminandpov10192012\datafile\ejminpov17shape\thpercent.mxd

A. SPOTLight Emphasis Area Update

Staff will provide an update of the SPOTLight Emphasis Areas.

B. Board Executive Summary – June 13, 2018

The June 13, 2018 Forward Pinellas Executive Summary

ATTACHMENT: June 13, 2018 Forward Pinellas Executive Summary

C. Traffic Fatalities Map

As previously indicated, staff will provide the updated Traffic Fatalities Map each month.

ATTACHMENT: Traffic Fatalities Map May 2018

D. Tentative Future Agenda Topics

The following topics are tentatively scheduled to appear as items on future TCC agendas:

- Final Priority Lists
- LRTP Preliminary Outreach Results
- Countywide Trends and Conditions Report
- System Performance Measures and Targets



Executive Summary, 6.13.18 Board Meeting

The full agenda for the meeting, the meeting video, and a short list of actions that the board took this month are all on [our website](#).

In the invocation, the board remembered County Commissioner and Forward Pinellas Chair John Morroni, who passed away last month after a battle with cancer

- Indian Rocks Beach Mayor Cookie Kennedy said Morroni would want the board to continue its mission together, always keeping citizens in mind
- Morroni's passing also left a vacancy in the chair position, which the board decided to fill with current Vice Chair Doreen Caudell
 - County Commissioner Dave Eggers will become vice chair, Kennedy will remain treasurer, and City of St. Petersburg Councilmember Darden Rice will join the executive committee as secretary until the end of the year
 - The nominating committee will be formed in October and convene in November to address next year's executive committee composition

After significant discussion, the board voted 7-5 to recommend approval of a subthreshold Countywide Plan Map Amendment in the City of Clearwater at 300 S. Duncan Avenue

- The proposed land use change would be from Office to Retail & Services
 - The City of Clearwater City Council approved the proposed change 4-1
 - The Forward Pinellas staff recommended approval
 - The Planners Advisory Committee did not have quorum at its meeting, but the members in attendance voted unanimously to recommend approval
- The proposed building on the property would be a self-storage facility, which has prompted strong opposition from the adjacent Skycrest neighborhood over compatibility concerns
 - However, Forward Pinellas staff clarified that its analysis of the subthreshold case to change the land use is narrow and focuses on whether the proposed use is consistent with the Countywide Plan and triggers countywide concerns, not the site plan or neighborhood impacts
 - The board, in its legislative role as the Pinellas Planning Council, has the ability to consider a wider range of issues to approve or deny the proposed change
 - Several citizens gave public comment, including four proponents representing the developer for the proposed facility and the current owner of the property, and three opponents including a resident and two representatives for neighborhood associations
- The Board of County Commissioners will now make a decision at its meeting as the Countywide Land Use Authority

Forward Pinellas staff addressed the new Alternate US 19 Cultural Corridor initiative

- Strong opportunity to incorporate arts and cultural activities into planning for the corridor spanning the cities of Largo, Clearwater, Dunedin and Tarpon Springs, as well as the unincorporated communities of Palm Harbor, Ozona and Crystal Beach
- The Bloor Cultural Corridor in Toronto generates \$6.3M in economic impact each year and 3 million visitors each year
- The initiative began this month
 - Community workshops in June and July in each city
 - Focus groups through August
 - Draft report in August and September
 - Final report in October
- Partnering with Creative Pinellas, local governments, and FDOT, which is leading the [Alt. US 19 Corridor Studies](#)
 - Hoping to work on joint grant-funded project through the National Endowment for the Arts with Creative Pinellas

Forward Pinellas staff presented the latest topic in the Knowledge Exchange Series, Urban Agriculture

- This Knowledge Exchange Series topic was a collaboration with the City of St. Petersburg to examine what urban agriculture looks like and how to encourage and regulate it
 - Forward Pinellas is proposing an additional agriculture-light category in the Countywide Rules to allow on-site sales, between existing categories of agriculture and community gardens
 - The Florida Right to Farm Act was also addressed as a complicating factor that prohibits local government from adopting regulations that “prohibit, restrict, regulate or otherwise limit” farming operations
- A blog, video, PowerPoint and resource handbook are available on the [Forward Pinellas website](#)

Commissioner Janet Long presented the PSTA and TBARTA activities reports

- PSTA is evaluating how it may be able to fund its tourism-focused transit projects with bed taxes
 - Forward Pinellas Executive Director Whit Blanton will be presenting to the Tourist Development Council on this subject this month
 - Later in the meeting, the executive director noted that Forward Pinellas and PSTA will be having a joint workshop in the coming months to discuss funding options as part of developing the financially feasible element of the Long Range Transportation Plan
 - The board also discussed that potential new funding sources could support the Regional Transit Feasibility Plan catalyst project to bring state and federal funding to Pinellas County and the Tampa Bay region
- Long mentioned TBARTA lost a quorum at its last meeting and so is now scheduling another emergency meeting, which will address providing for alternates to the board

- TBARTA has also entered into interlocal agreement with the finance department of PSTA to help with grant applications and management

Forward Pinellas staff presented the 2018/19-2022/23 Transportation Improvement Program (TIP) for adoption and discussed amendments to the current TIP

- The TIP is a core transportation planning product for Forward Pinellas and outlines the next five years of transportation projects in the county
 - The TIP gets updated twice a year, once in the summer and once in a fall
 - The current adoption incorporates the fifth year of FDOT's five-year work program based on the approved state budget
 - Projects must be in the TIP to receive funding from FDOT
- Staff outlined a few example projects in the TIP
 - Roadway Capacity - US 19 interchange projects from SR 580 to Klosterman & Mango St in Tarpon Springs
 - Waterborne Transportation - operations for the Cross Bay Ferry including \$438K in FDOT match funds for the ferry in FY19
 - Bicycle/Pedestrian - an overpass on US 19 at Harn Boulevard, with right of way funding added in 2022/23, and construction funding added in 2023 for the SR60 Courtney Campbell Trail overpass at Bayshore
 - Transit - design added in 2019 for the next phase of the Regional Transit Feasibility Plan
- The 2018/2019 TIP includes \$1.45B in funding for Pinellas County over five years
- The amendments to the current 2017/18 TIP added \$2.8M in Federal Transit Administration funds
 - Adding funds to purchase two new electric buses and \$1.8M to replace and rehabilitate existing buses

Forward Pinellas staff gave an update on the development of the 2045 Long Range Transportation Plan

- The LRTP is kicking off with a statistically valid survey going out to Pinellas County households this month and a focus group forming in a few months
- Staff discussed the equity and access concerns that the LRTP and Forward Pinellas Programs seek to address
 - The concentration of low-income populations is increasing throughout the county, with the under-18 population disproportionately affected by that increase
 - Staff and the Technical Coordinating Committee worked to identify areas of the county where the minority population exceeds the Census average and/or poverty exceeds 20%
 - The LRTP will include targeted outreach and investment decisions to address concerns in these underserved communities
- Staff also outlined the three growth strategies that will be addressed in the regional portion of the LRTP: technology-focused investment, highway/toll focused investment, and transit-focused investment

- The growth scenarios provide a basis for evaluating alternative futures to determine the best strategy for investments moving forward
- A survey focused on those strategies will launch regionally this summer

Additional Updates

- The newest Forward Pinellas employee, Planner Jared Austin, was introduced to the board after serving as an intern for several months
- The Forward Pinellas Executive Director received a positive performance review and recognition for his three years of service from the board, and received the standard 3% annual pay raise given to all county employees
- FDOT District 7 Secretary David Gwynn introduced new Development Director Richard Moss, who filled the position left by Bill Jones in his recent move to the private sector







Upcoming Dates

- [June 25](#) – Alternate US 19 Cultural Corridor Plan Community Workshop: Clearwater
- [July 16](#) – Alternate US 19 Cultural Corridor Plan Community Workshop: Dunedin
- [July 20](#) – Tampa Bay Transit Forum
- [July 31](#) – Alternate US 19 Cultural Corridor Plan Community Workshop: Largo
- [August 27](#): Regional Transportation Leadership Workshop on MPO Coordination and Best Practices Study

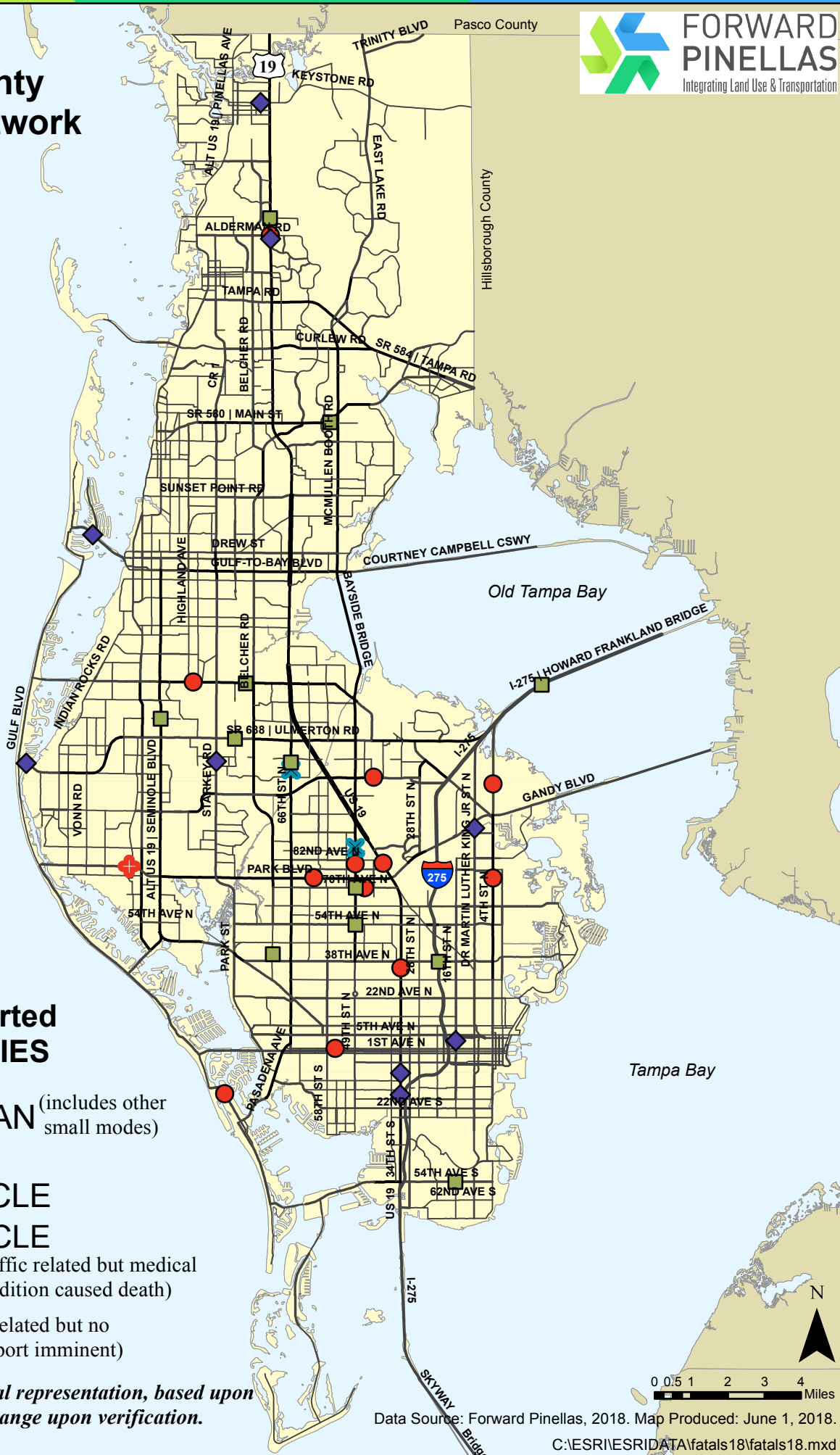
Pinellas County Major Road Network

YEAR 2018 (thru May 31st)

Locations of Reported TRAFFIC FATALITIES

-  PEDESTRIAN (includes other small modes)
-  BICYCLE
-  MOTORCYCLE
-  AUTO-VEHICLE
-  MEDICAL (traffic related but medical condition caused death)
-  OTHER (traffic related but no crash report imminent)

NOTE: Graphic not an official representation, based upon initial reporting, subject to change upon verification.



CRASHES	DATAID	ROADWAY	LOCATION	DESC	DATE	FATAL	APPROX TIME
1	004F18	49TH ST N	8700 BLOCK	BIC	1/20/2018	1	9:45 AM
1	023F18	66TH ST N	12100 BLOCK	BIC	3/13/2018	1	8:45 PM
1	001F18	8TH AVE S	34TH ST S	MC	1/2/2018	1	10:22 AM
1	009F18	DR ML KING JR ST N	NEAR EXECUTIVE CENTER DR	MC	2/2/2018	1	4:30 AM
1	010F18	34TH ST S	QUEENSBOROUGH AVE S	MC	2/4/2018	1	11:06 PM
1	016F18	STARKEY RD	ENTERPRISE BLVD	MC	2/14/2018	1	11:30 AM
1	015F18	16TH ST N	BETWEEN 3RD AND 4TH AVE N	MC	2/26/2018	1	6:45 AM
1	024F18	SR688 WALSHINGHAM RD	6TH AVE	MC	3/16/2018	1	6:30 PM
1	028F18	MEMORIAL CAUSEWAY	AT ISLAND WAY	MC	4/1/2018	1	2:45 AM
1	029F18	US 19 HWY	NB APPROACHING ALDERMAN RD	MC	4/8/2018	1	9:03 PM
1	036F18	TARPON AVENUE	HUEY AVE	MC	5/10/2018	1	5:00 PM
1	027F18	PARK BLVD	11600 BLOCK	MED	3/30/2018	1	4:17 PM
1	002F18	49TH ST N	8000 BLOCK	PED	1/8/2018	1	10:06 PM
1	005F18	US 19 HWY	8000 BLOCK	PED	1/22/2018	1	8:30 PM
1	007F18	70TH AVE N	4600 BLOCK	PED	1/23/2018	1	7:45 PM
1	006F18	4TH ST N	NEAR 74TH AVE N	PED	1/24/2018	1	6:10 PM
1	008F18	US 19 HWY	ALDERMAN RD	PED	1/27/2018	1	6:50 AM
1	011F18	1ST AVE N	55TH ST N	PED	2/2/2018	1	3:10 PM
1	012F18	34TH ST N	NEAR 35TH AVE N	PED	2/7/2018	1	9:50 PM
1	013F18	BLIND PASS RD	CAPTIVA CIRCLE	PED	2/17/2018	1	7:00 PM
1	014F18	EAST BAY DR	WERTZ DRIVE	PED	2/21/2018	1	5:50 AM
1	020F18	PARK BLVD	6100 BLOCK	PED	3/9/2018	1	11:25 PM
1	021F18	118TH AVE N	4300 BLOCK	PED	3/10/2018	1	10:40 PM
1	022F18	4TH ST N	114TH AVE N	PED	3/12/2018	1	6:15 AM
1	003F18	71ST ST N	40TH AVE N	VEH	1/11/2018	1	4:11 AM
1	018F18	SEMINOLE BLVD	16 AVENUE SE	VEH	3/6/2018	1	1:16 PM
1	017F18	49TH ST N	70TH AVE N	VEH	3/7/2018	1	8:00 PM
1	019F18	ULMERTON RD	WILD ACRES RD	VEH	3/9/2018	1	2:49 AM
1	034F18	US 19 HWY	LAKE TARPON DR	VEH	3/11/2018	1	4:02 PM
1	026F18	I-275	38TH AVE N	VEH	3/24/2018	1	3:03 AM
1	025F18	66TH ST N	S OF 126TH AVE N	VEH	3/25/2018	1	11:23 PM
1	030F18	I-275 HOWARD FRANKLAND BRIDGE	PINELLAS COUNTY SIDE OF THE BRIDGE	VEH	4/4/2018	1	11:15 AM
1	031F18	US 19 HWY	54TH AVE N	VEH	4/12/2018	1	11:00 AM
1	032F18	SR580	AT CURVE NEAR CHARLES AVE	VEH	4/21/2018	1	5:51 AM
1	033F18	54TH AVE S	16TH ST S	VEH	4/24/2018	1	1:50 PM
1	035F18	EAST BAY DR	3600 BLOCK	VEH	5/5/2018	1	10:18 PM

PINELLAS COUNTY

INITIAL REPORTING

of Traffic Fatalities
thru May 31, 2018

36 FATALITIES INCLUDING MEDICAL INCIDENTS *

35 FATALITIES EXCLUDING MEDICAL INCIDENTS

36 CRASHES (fatal) INCLUDING MEDICAL INCIDENTS *

35 CRASHES (fatal) EXCLUDING MEDICAL INCIDENTS

0 OTHER TRAFFIC RELATED FATALITIES BUT NO IMMEDIATE CRASH REPORT

12 AUTO-VEHICLE FATALITIES

34.3% (medical crashes not included)

12 AUTO-VEHICLE CRASHES (fatal)

VULNERABLE ROAD USERS

9 MOTORCYCLE FATALITIES

25.7% of all traffic fatalities

9 MOTORCYCLE CRASHES (fatal)

2 BICYCLE FATALITIES

5.7% of all traffic fatalities

2 BICYCLE CRASHES (fatal)

12 PEDESTRIAN FATALITIES

34.3% of all traffic fatalities (includes other small modes)

12 PEDESTRIAN CRASHES (fatal)

23 VULNERABLE USER FATALITIES

23 VULNERABLE USER CRASHES (fatal)

65.7% Vulnerable/total fatalities

(medical crashes not included)

NOTE

Table not an official representation,
based upon initial reporting,
subject to change upon verification.

Forward Pinellas

* MEDICAL INCIDENTS INCLUDE HEART ATTACKS, STROKE, OR OTHER FATAL CONDITION.