



AGENDA
January 9, 2019 - 1:00 p.m.
315 Court Street, 5th Floor
Board Assembly Room
Clearwater, FL 33756

THE PLANNING COUNCIL AND METROPOLITAN PLANNING ORGANIZATION FOR PINELLAS COUNTY

1. **CALL TO ORDER** (1:00)
2. **INVOCATION AND PLEDGE** (1:05)
3. **CITIZENS TO BE HEARD** (1:10)
Citizen comments to the Board are invited on items or concerns not already scheduled for public hearing on today's agenda. Please limit comments to three minutes.
4. **RECOGNITIONS AND ANNOUNCEMENTS** (1:15)
 - A. Welcome New Board Members (Commissioner Suzy Sofer, Commissioner Jacob Karr, Councilmember David Allbritton and Commissioner Karen Seel)
 - B. Outgoing Citizens Advisory Committee Member (Bob Henion)
 - C. Retirement of Staff Member (Marc Hanger)
5. **CONSENT AGENDA** (1:20)
 - A. Approval of Minutes of the November 14, 2018 Meeting
 - B. Approval of Committee Appointments (CAC, LCB and TCC)
 - C. Approval of Community Transportation Coordinator Annual Evaluation
 - D. Acceptance of Year-End Financial Report
6. **PUBLIC HEARING ITEMS** – To begin at 1:00 p.m. or as soon thereafter as agenda permits
METROPOLITAN PLANNING ORGANIZATION (1:20)
 - A. Proposed Amendment(s) to the FY 2018/19 – FY 2022/23 Transportation Improvement Program
PINELLAS PLANNING COUNCIL (1:30)
 - B. Subthreshold Countywide Plan Map Amendment
None
Regular Countywide Plan Map Amendment
 1. Case CW 19-01– Pinellas County
7. **PRESENTATION AND/OR ACTION ITEMS** (1:40)
 - A. PSTA Activities Report
 - B. TBARTA Activities Report
 - C. Advantage Pinellas Update/PSTA Financial Status Update
 - D. FDOT FY 2019/20 – 2023/24 Draft Tentative Work Program – Comments – Action
 - E. US 19/Gandy Blvd. Project Development and Environment Study
8. **DIRECTOR'S REPORT** (2:45)
 - A. SPOTlight Update
 - B. TBARTA CCC Meeting of December 14, 2018 Summary
 - C. Forward Pinellas Legislative Committee Update
 - D. "The Kennedy Report" on Transit Funding
9. **INFORMATIONAL ITEMS** (3:00)
 - A. Summary of Public Outreach and Stakeholder Meetings
 - B. CPA Actions and Tier I Countywide Plan Map Amendments
 - C. Correspondence, Fatalities Map, Pinellas Trail Data and Draft PAC Action Sheet
 - D. Quarterly Report on Executive Director Approvals

- E. [FDOT District Seven Bi-Weekly Traffic Fatalities Report for December 3-16, 2018](#)
- F. [Committee Vacancies](#)
- G. Other

10. **UPCOMING EVENTS** (3:05)

- A. [January 18, 2019 Joint Transportation Funding and Coordination Workshop](#)
- B. [May 31-June 2, 2019 MPOAC Weekend Institute for Elected Officials](#)
- C. [November 12-14, 2019 National Safe Routes to School Conference in Tampa](#)
- D. November 14, 2019 Gulf Coast Safe Streets Summit in Tampa

11. **ADJOURNMENT**

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.

Persons are advised that, if they decide to appeal any decision made at this meeting/hearing, they will need a record of the proceedings and, for such purpose, they may need to ensure that a verbatim record of the proceedings is made, which record includes testimony and evidence upon which the appeal is to be based.

January 9, 2019

5. Consent Agenda



SUMMARY

It is approved board procedure to place routine items under the Consent Agenda for approval with no discussion.

The Consent Agenda has been expanded to include those routine report items identified below. If an item requires discussion, that item may be removed from the Consent Agenda at the request of any member of the Board, discussed, and acted upon separately.

- A. Approval of Minutes of the November 14, 2018 Meeting
- B. Approval of Committee Appointments(CAC, LCB and TCC)
- C. Approval of Community Transportation Coordinator Annual Evaluation
- D. Acceptance of Year-End Financial Report

January 9, 2019

5A. Approval of Minutes of the November 14, 2018 Meeting



SUMMARY

The minutes from the November 14, 2018 meeting are attached for the board's review and approval.

ATTACHMENT(S): Minutes of the November 14, 2018 Forward Pinellas meeting

ACTION: Board to review and approve the November 14, 2018 meeting minutes.

THE PLANNING COUNCIL AND METROPOLITAN PLANNING ORGANIZATION FOR PINELLAS COUNTY

The Forward Pinellas Board met in regular session in the County Commission Assembly Room, Pinellas County Courthouse, 315 Court Street, Clearwater, Florida at 1:03 P.M. on this date with the following members present:

Doreen Caudell, Chair, City of Clearwater Vice-Mayor
Dave Eggers, Vice-Chair, Pinellas County Commissioner
Joanne “Cookie” Kennedy, Treasurer, City of Indian Rocks Beach Mayor
Representing Beach Communities
Darden Rice, Secretary, City of St. Petersburg Councilmember
Doug Bevis, City of Oldsmar Mayor
Representing Oldsmar, Safety Harbor, and Tarpon Springs
Julie Ward Bujalski, City of Dunedin Mayor
Brandi Gabbard, City of St. Petersburg Councilmember
Charlie Justice, Pinellas County Commissioner
Janet C. Long, Pinellas County Commissioner (arrived at 1:08 P.M.)
Representing Pinellas Suncoast Transit Authority (PSTA)
Michael Smith, City of Largo Vice-Mayor
Arthur Penny, City of South Pasadena Vice-Mayor
Representing Inland Communities
Kenneth T. Welch, Pinellas County Commissioner

Not Present

Sandra Bradbury, City of Pinellas Park Mayor

Also Present

Whit Blanton, Executive Director, Forward Pinellas
Jared Austin, Al Bartolotta, Sarah Caper, Rodney Chatman, Chelsea Favero, Robert Feigel, Tina Jablon, Hilary Lehman, and Alicia Parinello, Forward Pinellas
Chelsea D. Hardy, Assistant County Attorney
Other interested individuals

The board chose its officers for 2019 (vote: 12-0)

- County Commissioner Dave Eggers will serve as chair
- St. Petersburg City Councilmember Darden Rice will serve as vice chair
- Indian Rocks Beach Mayor Cookie Kennedy will remain treasurer
- County Commissioner Janet Long will serve as secretary

The board participated in an extensive discussion regarding bicycle accommodations for the trail crossing at Skinner Boulevard

- After a high-profile crash at this trail crossing, FDOT and Pinellas County were examining the option of an automatic detection system that would set off the Rectangular Rapid Flash Beacon (RRFB) as bicyclists approached without them having to stop and push a button
- Commissioner Eggers and Dunedin Mayor Julie Ward Bujalski felt that the flashing lights should be red rather than the RRFB yellow lights, since drivers may not notice the yellow lights or may ignore them
 - The issue with this, as FDOT staff explained it, was that RRFBs need to be yellow by federal law, and red High-Intensity Activated crossWalk beacon (HAWK) signals are much more expensive and time consuming to implement
 - The automatic detection system was something that could be implemented easily and quickly, but FDOT staff said they would continue to look at other longer-term options for making the trail crossing safe, including HAWK signals
 - However, HAWK signals could not be installed with automatic detection

Board members discussed takeaways from a fact-finding trip that several of them had taken to Indianapolis earlier this month in conjunction with PSTA

- Board members learned about funding, planning and development of IndyConnect, the Bus Rapid Transit plan, and the Indianapolis Cultural Trail
- One takeaway that many of the board members discussed was what they had learned about the data behind transportation decisionmaking
 - They discussed the three Rs - right message, right person delivering the message, right audience - and how they felt that the Greenlight referendum had missed many of those points
 - Board members felt that if Pinellas County did not have a person in any of its agencies examining that type of data already, it was a crucial position to have

As the Advantage Pinellas update, Forward Pinellas Staff presented results from the It's TIME Tampa Bay MetroQuest regional survey conducted in August and September, which is used to help develop the regional element of the Long Range Transportation Plan

- The survey set a US MetroQuest Record with 9,575 participants
 - In terms of demographics, MetroQuest participants deviated from a representative sample that more identified as white, higher income, and living in Hillsborough than the mean
 - With almost 70 percent of respondents providing some zip code data, 61.3% of respondents lived in Hillsborough, 26.5% lived in Pinellas, and 12.2% lived in Pasco
- When respondents were asked to list their priorities, a few rose to the top among all counties
 - All counties prioritized 1) traffic jams and 2) alternatives to driving, with second tier priorities of 3) open/green space and 4) shorter commutes
 - A few small deviations were visible per county
 - Pinellas ranked alternatives to driving over traffic jams, and also ranked storm vulnerability as a high priority
 - Pasco ranked shorter commutes over open/green space
- Survey respondents were asked to rank (from 1-5, 5 being the best) three scenarios for transportation, growth and development: Scenario A: New Technologies; Scenario B: Tolloed Express Lanes; and Scenario C: Transit Focus
 - Of those, Scenario B had the lowest average rating (2.53)
 - Scenario A had a middling average rating (2.86)
 - Scenario C had the highest rating (4.08), with 75.8% of all participants rating the scenario 4 or 5 stars
- Staff discussed a few key takeaways from the survey results
 - More positives than negatives:

- Preserve neighborhoods
 - More /better downtowns
 - Efficient use of land
- More negatives than positives:
 - I-275 boulevard
 - Expanded growth area
- Staff ended the presentation with next steps for the Advantage Pinellas Plan
 - A series of three focus groups will be held in winter, spring, and summer with the first being held Nov. 27
 - The focus groups will be representative of Pinellas as a whole with residents from south, mid and north county
 - Regionally, the It's TIME Tampa Bay survey results will help all three counties choose regional projects that would have widespread support
 - Staff is also working to drill down into the survey data by specific cities and neighborhoods to determine what priorities matter to which areas of the county

The board approved updates to the Transportation Improvement Program

- The board approved an amendment to the TIP to allow TBARTA to receive a \$3.7M grant from the Federal Transit Administration to support the vanpool program (vote: 12-0)
- The board approved the Fall Update to the TIP to incorporate the local government work programs, and heard from Pinellas County staff about its Capital Improvement Program for FY19-FY24 (vote: 12-0)
 - Staff outlined two major roadway projects in the CIP
 - Reconstruction of Haynes Road to a two-lane urban classification, adding bicycle lanes and ADA sidewalks, as well as other improvements
 - Widening Forest Lakes Boulevard from two-lane divided to four-lane divided, as well as providing ADA sidewalks, ten-foot shoulders, and other improvements
 - Staff outlined three major intersection projects in the CIP
 - Betty Lane at Sunset Point Road, including adding left turn lanes on east & west approaches
 - NE Coachman Road at Old Coachman Road, including providing left turn lanes and shoulders/bike lanes on all four approaches
 - Whitney Road at Wolford Road, including providing shoulders/bike lanes on all three approaches
 - Staff outlined three major sidewalk projects in the CIP
 - Sunset Point Road from Alt. 19 to the trail crossing, including addition of a six-foot sidewalk on the north and south sides connecting to the trail crossing
 - Haines Bayshore from US 19 to Sunrise Boulevard, including addition of a ten foot sidewalk to the trail crossing and a five foot sidewalk from Oak Street to Sunrise Boulevard
 - Indian Rocks Road from Wilcox Road to 8th Avenue SW, including 1.5 miles of ADA compliant sidewalks, ramps and driveways along the east side
 - The Sunset Point Road project will result in a leftover pedestrian bridge that could be used somewhere else, and Mayor Bujalski noted that there was a pedestrian bridge over Curlew Creek west of County Road 1 that could use replacing
 - Staff touched on three major shared use path projects in the CIP
 - Pinellas/Duke Energy Trail Phase II(NE Coachman Rd to Sunset Point Rd)
 - Ream Wilson/Pinellas Trail Improvements (NE Coachman Rd)
 - Pinellas Trail North Loop (John Chesnut Sr. Park to Enterprise Rd Overpass)
 - Staff also outlined three projects currently under construction in the ITS/ATMS program
 - S. Belcher Road
 - County Road 1
 - Alt US 19 South
 - All three projects are under construction and on time

The City of St. Petersburg was presented with this year's Forward Pinellas Partners in Action Award

- The award recognized the political courage and decisive action of city staff and leadership, including Mayor Rick Kriseman and the City Council, in making Dr. Martin Luther King, Jr. Street North a Complete Street
- Deputy Mayor Dr. Kanika Tomalin and Transportation Director Evan Mory accepted the award

The board heard two land use cases

- Case CW 18-25 - City of Clearwater
 - The board considered a subthreshold amendment for two vacant properties at 1434 & 1446 North Martin Luther King Jr. Ave. from Retail & Services to Residential Medium
 - The board unanimously recommended approval (vote: 12-0)
- Case CW 18-22 - Pinellas County
 - The board considered a regular amendment for a property at 1003 Virginia Avenue in Palm Harbor from Office to Retail & Services to allow for a compounding pharmacy
 - Mayor Bujalski asked if the house on the property had any historical significance, to which Pinellas County staff replied that it did not
 - The board unanimously recommended approval (vote: 12-0)

South Pasadena Vice Mayor Arthur Penny and Oldsmar Mayor Doug Bevis were recognized for their service as this meeting marked the ends of their respective terms on the board

With the departure of Mayor Bevis from the board, as well as Vice Mayor Caudell's departure from the executive committee, the board made new appointments to several committees

- On the TMA Leadership Group, Long replaced Caudell so that all three members of the group were part of the executive committee (vote: 12-0)
- On the TBARTA Chairs Coordinating Committee, Eggers replaced Caudell as alternate while Rice stayed on as primary (vote: 12-0)
- On the MPO Advisory Council, Eggers replaced Caudell as the primary representative while Rice stayed on as alternate (vote: 12-0)
- On the Legislative Subcommittee, Eggers replaced Bevis as the fifth member (vote: 12-0)

Other Items

- The board approved the Countywide Trends & Conditions Report for distribution (vote: 12-0)
- Board members approved Executive Director Whit Blanton going to Pasco County, in conjunction with Pasco MPO staff, to present options for a possible new TMA Leadership Group voting structure to Pasco County Commissioners
- The board approved a staff recommendation to support state targets for performance measures & targets regarding pavement, bridge and system performance (vote: 12-0)
 - The only target that Pinellas County is not currently meeting is the percentage of interstate pavements in Good condition
- The board approved a letter requesting that Pinellas County adopt a policy that all projects affecting bicycle facilities and county-maintained trails should have a detour route outlined for bicyclists (vote: 12-0)
 - The policy will go to the Technical Coordinating Committee for review
- Commissioner Long gave the PSTA & TBARTA activities report and introduced new TBARTA Director David Green to the board

- Green was previously CEO of the Greater Richmond Transit Company and said he is happy with the progress TBARTA has been making and glad to be here at such an exciting time
- The legislative committee had heard an update from City of St. Petersburg staff on a possible attempt to regulate urban agriculture

Upcoming Dates

- [November 27-28th Florida Automated Vehicles Summit](#)
- [January 18, 2019 Joint Workshop of Forward Pinellas, Board of County Commissioners, Pinellas Suncoast Transit Authority and Mayor's Council](#)

Action Sheet November 14, 2018

At its November meeting, the Forward Pinellas Board took the following official actions:

- **Consent Agenda** (vote: 11-0, Mayor Bujalski had stepped out)
Approved to include the following:
 - Approval of Minutes of the October 10, 2018 Meeting
 - Approval of Committee Appointments (TCC)
 - Countywide Plan Map Annual Update – Official Acceptance
 - Map Adjustment – Pinellas County – Official Acceptance
 - Approval of 2019 Board and Committees Meeting Schedules
 - Acceptance of the PAC Roster for 2019
 - Approval of the Scope of Services for the Bicycle Pedestrian Master Plan
- **Proposed Amendment(s) to FY 2018/19 – FY 2022/23 Transportation Improvement Program**
Following a staff description, the board, in its role as the metropolitan planning organization, approved an amendment to the TIP by roll call vote to allow TBARTA to receive a \$3.7M grant from the Federal Transit Administration (FTA) to support the vanpool program. (vote: 12-0)
- **Fall Update of the FY 2018/19 – FY 2022/23 Transportation Improvement Program (TIP)**
Following a staff presentation, the board, in its role as the metropolitan planning organization, approved the fall update of the TIP by roll call vote. (vote: 12-0)
- **Subthreshold Countywide Plan Map Amendment(s)**
One case was recommended for approval:
 - CW 18-25 – City of Clearwater (vote: 12-0)
- **Regular Countywide Plan Map Amendment(s)**
One case was recommended for approval:
 - CW 18-22 – Pinellas County (vote: 12-0)
- **System Performance, Pavement and Bridge Measures and Targets** (vote 12-0)
Following a staff presentation, the board, in its role as the metropolitan planning organization, approved supporting the statewide performance targets established by the Florida Department of Transportation.
- **Countywide Trends and Conditions Report** (vote 12-0)
After a presentation by Forward Pinellas staff, the board moved to accept the Countywide Trends and Conditions Report and approve its distribution.

- **Maintenance of Traffic Policy for Bicycle Facilities and Trails – BPAC Recommendation**
Following a staff presentation, the board, in its role as the metropolitan planning organization, approved sending a letter to Pinellas County concerning this item and requesting that the Technical Coordinating Committee (TCC) review the recommended policy. (vote 12-0)
- **Election of 2019 Officers** (vote: 11-0, Commissioner Justice had stepped out)
The Executive Committee for 2019 was approved as follows:
Commissioner Dave Eggers, Chair
Councilmember Darden Rice, Vice Chair
Mayor Cookie Kennedy, Treasurer
Commissioner Janet Long, Secretary
- **MPOAC, Chairs Coordinating Committee (CCC), Transportation Management Area (TMA) Leadership Group and Forward Pinellas Legislative Committee Appointments**
The board made committee appointments as follows for 2019:

MPOAC (vote: 12-0)
Commissioner Dave Eggers, Representative
Councilmember Darden Rice, Alternate

CCC (vote: 12-0)
Councilmember Darden Rice, Representative
Commissioner Dave Eggers, Alternate

TMA (vote: 12-0)
The board appointed three representatives to include Commissioner Dave Eggers, Councilmember Darden Rice and Commissioner Janet Long.

Legislative Committee (vote: 12-0)
The board added Commissioner Dave Eggers to the committee to replace outgoing board member Mayor Doug Bevis.

Chair

January 09, 2019

5B. Approval of Committee Appointments



SUMMARY

- **CAC**

Forward Pinellas has received an application from Alayna Delgado, expressing interest in filling an At Large position on the committee. Ms. Delgado is a graduate from UCF with a degree in Public Administration. She is currently working on her master's degree at USF in Urban Planning with a strong interest in transportation. Forward Pinellas has received an application from Gloria Lepik-Corrigan, expressing an interest in an At Large position on the committee. Ms. Lepik-Corrigan has completed four years on the PSTA Transit Riders Advisory Committee and would like to stay involved as a citizen voice.

- **LCB**

The Local Coordinating Board would like to reappoint the follow: Penelope Barnard as the primary LCB representative for the Agency for Healthcare Administration, Jason Martino for the Florida Dept. for Elder Affairs, Michael Hill for Veterans Affairs and Don Shepherd as the primary and Jennifer Brackney as alternate for Career Source Pinellas.

- **TCC**

The City of Largo has requested the appointment of Megan Dion, PE, as second alternate to the Technical Coordinating Committee representing the City of Largo Engineering.

ATTACHMENT(S):

- Alayna Delgado Application and Resume
- Gloria Lepik-Corrigan Application
- CAC Membership Listing
- LCB Membership Listing
- TCC Membership Listing

ACTION: Board, in its role as the metropolitan planning organization, to approve the application of Alayna Delgado and Gloria Lepik-Corrigan for the CAC, all LCB reappointments and the TCC appointment of Megan Dion for City of Largo Engineering.

STAFF RECOMMENDATION: Staff recommends the board approve the appointments as outlined above.



ADVISORY COMMITTEE MEMBER APPLICATION

Name: _____
Last First Middle

Home Address: _____
Street (Apt.) City, State Zip

Work Address: _____
Street (Apt.) City, State Zip

Home Telephone	Work Telephone	Mobile Telephone	E-mail Address
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Do you prefer to be contacted/receive documents at your home or work address? Home Work

Date of Birth: _____

Advisory committee you're interested in serving on: _____

Why are you interested in serving on this committee? (you may add an attachment if you need additional space)

Education	Name and Location	Degree	Major/Subjects of Study
High School			
College or University			
Specialized Training, License or Certificate			
Other Education			

If you are appointed, do you know of any reason whatsoever why you will not be able to attend regularly scheduled meetings or otherwise fulfill the duties of the membership to which you have been appointed?

Yes No If "Yes", please explain:

The following information will be used to satisfy Equal Opportunity reporting and research requirements.

Gender: Male Female

Race: White Hispanic African American American Indian/Alaskan Native

Asian/Pacific Islander Other

* Applications may be submitted by electronic mail, FAX or mail. E-mail address: info@forwardpinellas.org

Fax: (727) 464-8212 - Mailing Address: Forward Pinellas, 310 Court St., Clearwater, FL 33756.

Alayna Delgado

alaynadelgado@gmail.com | 727.742.2810 | www.linkedin.com/in/alaynakdelgado

Overview & Skills

I am an industrious professional seeking to broaden my abilities in the intersection between public & private services, particularly in relation to community design & government relations. Furthermore, I have a variety of experience & a passion for the connection between NGOs, private firms, & community-based initiatives.

Adobe Acrobat DC & XI Pro | Microsoft Office | Geographic Information Systems | Adobe Creative Suite | Social Media

Education

University of South Florida

Master of Urban & Regional Planning (M.U.R.P.)

Women in Transportation Society | Student Planning Organization | Institute of Transportation Engineers

Tampa, FL | Aug. 2018 - Present

Certificate in Geographic Information Systems (G.I.S.)

University of Central Florida

Bachelor of the Arts (B.A.) in Public Administration

National Society of Collegiate Scholars | Golden Key International Honor Society

Orlando, FL | Aug. 2016 - Aug. 2018

Minors in Mass Communication & Diplomacy

Experience

USF Office of Community Engagement & Partnerships, *Graduate Assistant*

Tampa, FL | Nov. 2018 - Present

- Manage & populate Community Sustainability Partnership Program (CSPP) Twitter page.
- Work with EPIC-Network employees to develop 2019 conference welcome booklet.
- Communicate & recruit nearby local governments & organizations for the CSPP.
- Implement CSPP projects into USF course curriculum via relationships with course professors.
- Aid program director with logistics for conferences, workshops, meetings, & accreditations.

OMNI Communications, LLC., *Marketing & Public Involvement Associate*

Tampa, FL | Aug. 2018 - Present

- Managed recruitment of over 30+ potential employees utilizing systems such as Indeed, Handshake, & ZipRecruiter.
- Aided the development of project proposals through legal advertisements & other government-mandated standards for numerous engineering firms.
- Spearheaded public & inter-firm communication through media updates such as press releases & quarterly newsletters for 100+ current projects across the state.
- Coordinated project marketing & public outreach initiatives in FDOT Districts V & VII through original content creation in Adobe Creative Suite & Microsoft Office.
- Developed & created public outreach initiative maps through public government records & Geographic Information Systems (G.I.S.).

The American Lung Association, *Volunteer Management Intern*

Orlando, FL | Aug. 2017 - Aug. 2018

- Recruited & screened over 300+ volunteers per year to aid in event management & daily office operations.
- Directed & managed over 100+ volunteers per event in tasks including fundraising, registration, & attendee relations.
- Maintained relationship with volunteer base through weekly & monthly recognition opportunities.
- Acquired donation values up to \$450 & consistently sought & screened potential donors.
- Communicated with 200+ event participants via email & phone regarding updates, tertiary events, & fundraising benchmarks.
- Created monthly volunteer newsletter to inform past & present volunteers of new opportunities, events, & organizational successes.
- Utilized Facebook, Twitter, & Convio to notify 3,500+ organization supporters about current opportunities, events, & organizational successes.
- Designed simple marketing & outreach presentations to recruit financial & volunteer support from local schools, universities, businesses, & governments.
- Supported staff in vendor, donor, & public relations including venue, media, & business managers.
- Assisted staff in the logistics of event planning including fire & safety hazards, traffic redirection, & maintenance of other legal parameters.

Professional Development & Civic Development

- American Planning Association, *Student Member*
 - “Mentor a Planning Student” Program Member
- UCF Alumni Association - Tampa Bay Chapter, *Member*
- International City/County Manager Association, *Student Member*



ADVISORY COMMITTEE MEMBER APPLICATION

Name: Lepik-Corrigan Gloria

Last First Middle

Home Address: 2595 Countryside Blvd. 8-212 Clearwater, FL 33761
Street (Apt.) City, State Zip

Work Address: _____
Street (Apt.) City, State Zip

727)238-8149 (215)530-4494 lepikcorrigan@gmail.com

Home Telephone Work Telephone Mobile Telephone E-mail Address

Do you prefer to be contacted/receive documents at your home or work address? Home Work

Date of Birth: 06/27/53

Advisory committee you're interested in serving on: CAC

Why are you interested in serving on this committee? (you may add an attachment if you need additional space)
I am wheelchair dependent and a regular transit user and believe that my unique perspective can have
a meaningful purpose in planning within our community. I am completing 4 years of service on the PSTA Transit Riders
Advisory Committee and would like to stay involved as a citizen voice.

Education	Name and Location	Degree	Major/Subjects of Study
High School	Council Rock Newtown, PA		
College or University	University of the Sciences Philadelphia, PA	B.Sc.	Biology / Chemistry
Specialized Training, License or Certificate			
Other Education	Fairleigh Dickinson University Teaneck, NJ	MBA	

If you are appointed, do you know of any reason whatsoever why you will not be able to attend regularly scheduled meetings or otherwise fulfill the duties of the membership to which you have been appointed?
 Yes **No** If "Yes", please explain:

The following information will only be used to satisfy Equal Opportunity reporting and research requirements.

Gender: Male Female

Race: White Hispanic African American American Indian/Alaskan Native

Asian/Pacific Islander Other

* Applications may be submitted by electronic mail, FAX or mail. E-mail address: info@forwardpinellas.org

Fax: (727) 464-8212 - Mailing Address: Forward Pinellas, 310 Court St., Clearwater, FL 33756.

CITIZENS ADVISORY COMMITTEE MEMBERSHIP LIST

St. Petersburg Area

1. Johnny Wong (06/14/17)
2. R. Lee Allen (10/10/12)
3. Steve Lasky (02/08/17)
4. Robby Thompson (02/13/13)

Clearwater Area

5. Luis Serna (06/14/17)
6. Bill Jonson (06/13/18)

Dunedin Area

7. Karen Mullins (Chair) (07/09/14)
8. Rick Toenjes (01/09/19)

Pinellas Park and Mid-County Area

9. Geneva Waters (02/08/17)
10. Vacant

Largo Area

11. Paul Wallace (03/14/18)
12. Neil McMullen (01/13/11)

Beaches Area

13. Vacant
14. Terri Novitsky (12/09/15)

Gulfport, Kenneth City, Seminole, Belleair, So. Pasadena, Belleair Bluffs Area

15. Caron Schwartz (02/14/18)

Tarpon Springs, Oldsmar, Safety Harbor Area

16. Larry Roybal (02/09/11)
17. Becky Afonso (07/13/11)

At Large

18. Alayna Delgado ((01/09/19)
19. Kimberly Connor-Savoretti (02/14/18)
20. Patricia Rodriguez (12/09/15)
21. Gloria Lepik-Corrigan (01/09/19)
22. Vacant
23. Vacant
24. Tammy Vrana (05/13/15)
25. John Estok (Vice-Chair) (11/01/16)
26. Vacant

TRAC

27. Dave Kovar (07/12/17)

January 2019

**LOCAL COORDINATING BOARD
FOR THE TRANSPORTATION DISADVANTAGED**

Chairman

Patricia Johnson (Chair – 02/18/2014)

Agency for Health Care Administration – Area 5 Medicaid Office

Penelope Barnard (10/12/2016) (reappointed in 01/09/2019)
(Alternate: Aaron Lounsberry (03/09/2016))

Citizens

Loretta (Laura) Statsick (05/09/2018)
Vacant (TD Rider)

FL Dept. of Elder Affairs

Jason Martino (reappointed in 01/09/2019) (Alternate: Tawnya Martino)

Persons with Disabilities

Joseph DiDomenico (06/10/2015) (Alternate: Jody Armstrong (05/12/2017))

Pinellas County Dept. of Veterans Services

Michael Hill (reappointed in 01/09/2019) (Alternate: Zeffery Mims (11/8/2017))

Pinellas Suncoast Transit Authority (Non-Voting)

Ross Silvers (Alternate: Vacant)

Transportation Provider for Profit

Brian Scott (Vice Chair - 03/10/2010) (reappointed 03/14/2018)

Community Action Agency

Jane Walker (reconfirmed July 2011 MPO)

Over 60

Richard Hartman (09/12/2018)

Public Education

Vacant

Department of Children and Families

Ivonne Carmona (11/8/2017)
Kitty Kelleher (alternate: 02/8/2017)

Children at Risk

Pricilla McFadden (03-8-2017)

Division of Blind Services

Amanda Honingford (03/14/2018)
Mark Harshbarger (alternate: 4/11/2018)

Career Source Pinellas

Don Shepherd (03/12/2014) (reappointed 01/09/2019) (Alternate: Jennifer Brackney (05/12/2017))

Local Medical Community

Quinn Lundquist (10/11/2017)

Technical Support – Florida Department of Transportation (FDOT)

Dave Newell (Alternate: Elba Lopez)

TECHNICAL COORDINATING COMMITTEE MEMBERSHIP LIST

Pinellas County Public Works (Traffic)

Joan Rice (Chair)
Alternates: Tom Washburn & Gina Harvey

Pinellas County Planning

Caroline Lanford
Alternate: Scott Swearingen

Pinellas County School Board

Cammie Weeks
Alternate: Vacant

Department of Environmental Protection

Vacant
Alternate: Vacant

TBARTA

Anthony Matonti
Alternates: Michael Case/Ray Chiaramonte

Clearwater Planning Department

Ric Hartman
Alternate: Lauren Matzke

Clearwater Traffic Operations

Paul Bertels
Alternate: Cory Martens

Dunedin Traffic Engineering

Frances Leong Sharp
Alternate: Katie Agoado

Indian Rocks Beach

Hetty Harmon
Alternate: Vacant

Largo Community Development –Engineering

Barry Westmark
Alternate: Rafal Cieslak and Megan Dion

Pinellas Park Planning Department

Danny Taylor
Alternate: Kathy Gademer

Safety Harbor

Brandon Henry
Alternate: Marcie Stenmark

Pinellas County Public Works (Eng.)

Ken Jacobs
Alternate: Brent Hall and Greg Cutrone

Pinellas County Environmental Mgmt.

Ajaya Satyal
Alternate: Vacant

Pinellas Suncoast Transit Authority

Heather Sobush (Vice Chair)
Alternate: Bonnie Epstein

Tampa Bay Regional Planning Council

Brian Ellis
Alternate: Vacant

Beach Communities

Vacant

Clearwater Engineering

Bennett Elbo
Alternate: Dave Larremore

Dunedin Planning

Lucy Fuller
Alternate: Greg Rice

Gulfport

Mike Taylor
Alternate: Jamie Viveiros

Largo Community Development

Rick Perez
Alternate: Katrina Lunan-Gordon

Oldsmar

Marie Dauphinais
Alternate: Michele Parisano

Pinellas Pk. Storm Water & Transportation

Dan Hubbard
Alternate: David Chase

St. Petersburg/Clearwater Int'l Airport

Vacant

St. Petersburg Engineer & Capital Improve Dept.

Kevin Jackson

Alternate: Mike Frederick

St. Petersburg Transport. & Parking Mgmt. Dept.

Cheryl Stacks

Alternate: Lucas Cruse

Seminole

Mark Ely

Alternate: Jan Norsoph

Treasure Island

Bob Bray

St. Petersburg Plan & Econo. Develop. Dept.

Tom Whalen

Alternate: Derek Kilborn

St. Pete Beach

Vacant

Alternate: Vacant

Tarpon Springs Planning

Pat McNeese

Alternate: Heather Urwiller

FDOT (technical support)

Alex Henry

January 9, 2019

5C. Community Transportation Coordinator Annual Evaluation



SUMMARY

Traditionally, the Local Coordinating Board (LCB) oversees a Community Transportation Coordinator evaluation each year, as required by the Commission for the Transportation Disadvantaged. The LCB typically reviews the report, approves it and then the Forward Pinellas Board does the same. This year, there were temporary changes to the planning agency grant administered by the Commission for the Transportation Disadvantaged that included the removal of this requirement for the year. At the September LCB meeting, the board agreed to continue with an annual review, recognizing it as a worthwhile practice. The review includes much of the same information from the traditional Community Transportation Coordinator evaluation report. However, it has a different format to distinguish the document from the regular evaluation report and includes only comments and recommendations (no associated findings), and a re-designed customer survey.

ATTACHMENT(S): Community Transportation Coordinator Review Report

ACTION: Board, in its role as the metropolitan planning organization, to approve the Community Transportation Coordinator Review Report.

COMMITTEE RECOMMENDATION(S): The Local Coordinating Board voted unanimously to approve the Community Transportation Coordinator Review Report.

**Community Transportation Coordinator (CTC)
Review**

CTC: Pinellas Suncoast Transit Authority (PSTA)

County: Pinellas

CTC Address: 3201 Scherer Drive, St. Petersburg, Florida 33716

CTC Contact: Ross Silvers, 727-540-1844

Review Period: July 1, 2017 – June 30, 2018

Review Dates: October – November 2018

Reviewer: Sarah Caper, Forward Pinellas (Pinellas County Metropolitan Planning Organization)

Reviewer Contact Information: 310 Court Street, Clearwater, Florida 33756, 727-464-5695,
scaper@forwardpinellas.org

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Process Overview

Most years, the Local Coordinating Board (LCB) evaluates the Community Transportation Coordinator (CTC) using the workbook provided by the Commission for the Transportation Disadvantaged (CTD). This evaluation is not required on years when the LCB recommends a CTC. It is also not required in FY 2018/19 due to the structuring of the planning agency grant. The Pinellas LCB has elected to conduct a review of the CTC in FY 2018/19 for the period FY 2017/18 as this is a good practice.

The review includes standard questions from the CTD workbook, including general questions; Chapter 427, Florida Statutes; Rules 41-2 and 14-90, Florida Administrative Code; CTD standards; local standards; follow up from last year; on-site observations and surveys. The questions were answered using the Transportation Disadvantaged Service Plan, Annual Operating Report, by CTC staff directly and a review of CTC materials (brochures, website etc.), and by individuals involved with the Transportation Disadvantaged (TD) Program. A subcommittee of the Local Coordinating Board met on November 9, 2018 to go over the review. This meeting was open to the public. One operator attended the meeting and provided insights on the program. Changes to the review report were made as needed and an updated report was presented to the LCB at its November 27, 2018 meeting for review and approval.

The results of the review were presented to the Forward Pinellas Board and were transmitted to the CTC and CTD. Updates will be provided by the CTC to the LCB as needed.

Organization Information

1. **Operating Environment:** Urban

2. **Organization Type:** Transportation Agency

3. **Network Type:** Complete Brokerage

4. **Operator agencies**

For Profit: Care Ride

Non-Profit: Arc Tampa Bay, PARC, Lighthouse, Neighborly Care Network

For the Mobility Enhancement Grant (MEG): Uber, United Taxi, Care Ride

5. **Coordination contractors**

ACTS, Boley Centers, City of Gulfport, Goodwill, HEP, Louise Graham/R'Club, Operation PAR, Suncoast Center, Van Gogh's/Vincent House, Westcare

*One additional coordination contractor was added after FY 2017/18 – Creative Clay

6. **Name the organizations and agencies that purchase service from the CTC and the percentage of trips each represents.**

Agency: Pinellas County School Board

Contact: Melissa Kegler, keglerm@pcsb.org

Number of Trips (not including bus passes): 749

General Questions

1. **Designation date of CTC:** July 1, 2017
2. **What is the complaint process?** Fleetnet is used to track all complaints at PSTA, including those coded as TD. Fleetnet includes information on the complainant's address, contact information, date & time of report, the complaint itself, incident date & time and a code for the type of report. There is also a section for action taken or resolution and closeout information.

The TDSP addresses complaints and grievances, requiring all TD Program complaints received by the CTC to be registered and documented on a standard form. The LCB receives update on complaints at each meeting. If the complaint is not able to be resolved to the satisfaction of the customer through contact with PSTA or the CTD Ombudsman program, there is a formal grievance procedure outlined in the TDSP.
3. **Does the CTC have a complaint form?** Yes, in Fleetnet
4. **Does the form have a section for resolution of the complaint?** Yes
5. **Is a summary of complaints given to the LCB on a regular basis?** Yes, at each meeting
6. **When is the dissatisfied party referred to the TD Helpline?** If the complaint is unable to be resolved or if it is a policy complaint, it may be referred to the TD Helpline.
7. **When a complaint is forwarded to your office from the Ombudsman program, is the complaint entered into the local complaint file/process?** Yes
8. **Does the CTC provide written writer/beneficiary information or brochures to inform riders/beneficiaries about TD services?** Yes, there is a TD brochure about the program and additional information is available on the CTC's website.
9. **Does the rider/beneficiary information or brochure list the Ombudsman number?** Yes
10. **Does the rider/beneficiary information list the complaint procedure?** The complaint contact information is listed in the TD Program brochure. More in depth information is available in the TDSP; however, additional information could be added to the TDSP on the process and what is involved.
11. **What is your eligibility process for TD riders/beneficiaries?** Individuals must first complete an application that can be obtained by calling PSTA at (727) 540-1900. It is also available on PSTA's website or in person at a local bus terminal. The application includes a screening questionnaire designed to determine whether they have access to or can obtain their own transportation, including family or friends. In addition, the client's income cannot exceed 150 percent of the Federal Poverty Level. Any incomplete applications are returned to the applicant with instructions on how to complete and resubmit the form.
12. **What innovative ideas have you implemented in your coordinated system?** PSTA continues to run the innovative TD Late Shift Program, social service agency bus pass program, as well other initiatives.
13. **Are there any areas where coordination can be improved?** Non-Emergency Medicaid Transportation (NEMT) and encouragement of/facilitating inter-CTC coordination

14. **What barriers are there to the coordinated system?** Medicaid transportation requests and inter-county travel
15. **Are there any areas you feel the CTD should be aware of or can assist with?** Assist with Medicaid transportation coordination
16. **What funding agencies does the CTD need to work closely with in order to facilitate a better-coordinated system?** Agency for Healthcare Administration (AHCA)
17. **How are you marketing the voluntary dollar?** This is not actively being marketed.

General Questions Comments & Recommendations

Comments: The CTC continues to try and find innovative ways to serve its customers and the community in general. At the evaluation subcommittee meeting, PSTA staff relayed information about a phone call received from a Pasco County resident who had appointments in Pinellas County and what staff was able to do to assist him. PSTA is also working with the VA to improve service for veterans and find efficiencies.

Recommendations: Continue to explore innovative ideas that can serve Pinellas County's TD population, including those who are not Pinellas County residents. The Medicaid transportation system is an area of statewide concern; however, the LCB recommends that the CTC work locally with AHCA and providers as needed to facilitate coordination and prevent duplicative service and address unmet needs.

Compliance with Chapter 427, Florida Statutes

1. **Are you contracts uniform?** Yes
2. **Were the following items submitted on time?**
 - a. **Annual Operating Report** – Yes
 - b. **Transportation Disadvantaged Service Plan** – Yes
 - c. **Grant applications to the TD Trust Fund** – Yes
 - d. **Other** – N/A
3. **What type of monitoring does the CTC perform on its operators? How often is it conducted? Is a written report issued?** The CTC monitors operators on a regular basis. A written report is issued only if there are non-compliance findings.
4. **What type of monitoring does the CTC perform on its coordination contractors? How often is it conducted? Is a written report issued?** The CTC monitors coordination contractors on a regular basis. A written report is issued only if there are non-compliance findings. An example review is attached and also includes a copy of the agency's certificate of liability insurance.
5. **What action is taken if a contractor receives an unfavorable report?** CTC staff works with the contractor to correct the problems identified in the report.
6. **How is the CTC using school buses in the coordinated system?** The CTC does not currently use school buses in the coordinated system. The cost for the utilization of school buses is considerably higher than the traditional multi-load transportation services in Pinellas County. Furthermore, school bus availability is extremely limited.
7. **How is the CTC using public transportation services in the coordinated system?** The CTC's goal is to for 100 percent of those who are able to access and use public transportation to be issued bus passes for their transportation needs. The CTC requires that all clients who are within three-quarters of a mile of a local bus route use the fixed-route system unless it is determined that they are unable to access or ride the bus due to a verifiable physical or mental impairment or other special circumstances, such as service hours. The CTC uses 10-day nonconsecutive and 31-day consecutive unlimited bus passes as a way of providing cost-effective transportation. TD Program customers submit a co-payment for the bus passes.
8. **Is there a goal for transferring passengers from paratransit to transit?** Is the goal being accomplished? Yes, the CTC is accomplishing its goal to maximize available funding by providing cost-effective and efficient transportation disadvantaged services. The CTC seeks to ensure all transportation disadvantaged users who are eligible for the Bus Pass Program are using the program. The CTC requires all clients who are within three-quarters of a mile of a local bus route to use the fixed-route transit system unless it is determined that they are unable to access or ride the bus due to a verifiable physical or mental impairment or other special circumstances. Because the CTC seeks to maximize transit utilization through its policies, those riding paratransit are doing so because transit is not an option.
9. **Is the CTC involved with the review of applications for TD funds (including FTA Section 5310 funds), in conjunction with the LCB?** The CTC is not involved in the review process for TD funds

that the CTC may apply for, such as the FTA Section 5310 program. Planning agency staff is involved in this process and the LCB receives regular updates on contracts and applications for TD funding, including a standing update on the FTA Section 5310 program.

10. **What are the priorities for Transportation Disadvantaged Trust Fund trips?** The priorities for trips are described in Appendix D of the TDSP. Door-to-door trips are prioritized as follows: medical, sustenance (A), sustenance (B), employment, education related to employment, education not required to maintain employment, other.
11. **How are these priorities carried out?** These priorities are carried out in the door-to-door trip reservation process.
12. **Ensure compliance with the delivery of transportation services**
 - a. **Hours of service.** Hours of service for bus pass users vary based on individual hours of service for each route, as well as day of the week. Ambulatory and wheelchair services are available twenty-four hours a day, seven days a week.
 - b. **Hours of intake.** Reservationists available: 8 a.m. – 5 p.m., Monday – Friday; 9 a.m. – 5 p.m., Saturday, Sunday and holidays.
 - c. **Provisions for after hours reservations/cancellations.** Clients can leave a voice mail message on the 24 hours a day, 7 days a week.
 - d. **Minimum notice for reservations.** Reservations for traditional door-to-door service must be made two days in advance.
 - e. **Advance notice for reservations.** 30 days.
13. **What type of arrangements does the CTC have with the regional Workforce Board?** The CTC coordinates with CareerSource Pinellas through the Local Coordinating Board.

PSTA COMPLIANCE REVIEW CHECKLIST ADMINISTRATIVE FILE REVIEW

Date: 3/21/18

Inspector Name: Patrick Murray

Provider Name: Westcare TD-Funded Not TD-Funded

INSURANCE: Proof of Required Minimum Liability Insurance (\$100,000/person and \$300,000/incident):

Yes No Expiration Date: 7/1/18

INVENTORY Updated? Current vehicle mileage, make, model year, VIN, and the expected replacement year (for each FDOT/5310-funded vehicle).

Yes No (List Deficiencies:

TOTAL # of FDOT/5310-funded vehicles in fleet:
10% for inspection, a minimum of two

MAINTENANCE records of TD & 5310-funded vehicles

Yes No (List Deficiencies:

ACCIDENT Records of all incidents & accidents for TD & 5310-funded vehicles, their drivers, and trips performed

Yes No (List Deficiencies:

COMPLAINT Form & Policy/Grievance Procedure

Yes No (List Deficiencies:

FARE structure

Yes No Fare: \$ (List Deficiencies:

UNIQUENESS OF PASSENGERS & TRIP PURPOSES why your TD & 5310 passengers cannot use PSTA bus, TD or DART

Yes No (List Deficiencies:

D & A: Drug and Alcohol testing program and policy

Yes No (List Deficiencies:

AUDIT: Financial Audit Report which covers TD & 5310-funded transportation services

Yes No (List Deficiencies:

TRIP REPORTS For TD & 5310-funded transportation services for current fiscal year: monthly reports being provided?

Yes No (List Deficiencies:

SSPP (System Safety Program Plan:

Yes No (List Deficiencies:

Driver Files:

Yes No (List Deficiencies:


Signature

 3/23/18
Title Date

**DRIVER'S FILE INSPECTION
PSTA COMPLIANCE REVIEW FOR CONTRACT YEAR 2018**

Inspector: Patrick Murray

Provider: Westcare

TD-Funded Provider

Not TD-Funded Provider

DRIVER'S FILES

Driver 1

Driver's Name Timothy Lancaster

Copy of Driver's License CDL = Over 15 Passengers Standard DL = Not Over 15 Passengers

Expiration Date: 12/10/18

Comments:

CERTIFICATES*: First Aid CPR ADA/Disability Sensitivity Training

Comments:

TESTING: Drug & Alcohol Instructional & Procedural Driver Training Medical Examination

Comments:

BACKGROUND CHECK: DMV/MVR FDLE Fingerprints

Comments:

Driver 2

Driver's Name Greg Cosgrove

Copy of Driver's License CDL = Over 15 Passengers Standard DL = Not Over 15 Passengers

Expiration Date: 1/1/28

Comments:

CERTIFICATES*: First Aid CPR ADA/Disability Sensitivity Training

Comments:

TESTING: Drug & Alcohol Instructional & Procedural Driver Training Medical Examination

Comments:

BACKGROUND CHECK: DMV/MVR FDLE Fingerprints

Comments:

NOTES AND COMMENTS

**1ST Aid, CPR, Sensitivity Training only required for for-profit and non-profit operators/providers, not coordination contractors. Level II background screening required for for-profit and non-profit operators.*

**PSTA COMPLIANCE REVIEW CHECKLIST
VEHICLE INSPECTION**

Date: 3/21/18

Inspector Name: Patrick Murray

Provider Name: Westcare

TD-Funded

Not TD-Funded

Pass Fail

Please check one – if defect block is checked, please comment.

FUNCTIONS	DEFECT	OK	COMMENTS
Tires (All) (Min. Front 4/32, Rear 2/32)		/	Front R <u>3</u> /32 Front L <u>3</u> /32 Rear R <u>5</u> /32 Rear L <u>5</u> /32
Body Damage		/	
Exhaust & Leaks		/	
Front A/C		/	
Fire Extinguisher		/	Exp. Date: <u>3/19</u>
First Aid Kit		/	
Windshield & Wipers		/	
Mirrors & Horn		/	
Low & High Beams (Front & Rear)		/	
Turn Signals, Emergency Flashers, & Brake Lights (Front & Rear)		/	
Brakes (pedal not to floor)		/	
2-Way Comm.		/	
Steering Tight		/	
Interior Lights		/	
Interior Cleanliness & Odor		/	
Seats' Condition		/	
Seat Belts (Front & Rear)		/	
W/C Lift (w/c only)			
Tie Downs, Lap & Shoulder Harness (w/c only)			
Other			

Make & Model: Ford Transit
Mileage: 29778 VIN #: 1FMZK1YM3HKA09110
Tag #: X8114C Vehicle #: 70707

**PSTA COMPLIANCE REVIEW CHECKLIST
VEHICLE INSPECTION**

Date: 3/21/18

Inspector Name: Patrick Murray

Provider Name: Westcare

TD-Funded

Not TD-Funded

Pass Fail

Please check one – if defect block is checked, please comment.

FUNCTIONS	DEFECT	OK	COMMENTS
Tires (All) (Min. Front 4/32, Rear 2/32)		/	Front R <u>7</u> /32 Front L <u>7</u> /32 Rear R <u>7</u> /32 Rear L <u>7</u> /32
Body Damage		/	
Exhaust & Leaks		/	
Front A/C		/	
Fire Extinguisher		/	Exp. Date: <u>3/19</u>
First Aid Kit		/	
Windshield & Wipers		/	
Mirrors & Horn		/	
Low & High Beams (Front & Rear)		/	
Turn Signals, Emergency Flashers, & Brake Lights (Front & Rear)		/	
Brakes (pedal not to floor)		/	
2-Way Comm.		/	
Steering Tight		/	
Interior Lights		/	
Interior Cleanliness & Odor		/	
Seats' Condition		/	
Seat Belts (Front & Rear)		/	
W/C Lift (w/c only)		/	
Tie Downs, Lap & Shoulder Harness (w/c only)		/	
Other			

Make & Model: Dodge Caravan
 Mileage: 17235 VIN #: 2C7WDGBG3FR65213
 Tag #: ~~X5088B~~ Vehicle #: ~~90722~~ 99738
X5088B

Compliance with Chapter 427, F.S. Comments & Recommendations

Comments: The evaluation subcommittee reviewed the coordinator and operator monitoring process. PSTA staff provided updates on the changes that are coming to operating monitoring, including an increased number of reviews and eligibility documentation reviews. The CTC and FDOT have worked together in the past to do joint reviews. This was found to be burdensome to many of the agencies; however, the CTC and FDOT may be able to coordinate reviews of larger agencies together or find other ways to improve efficiencies.

The subcommittee also discussed inviting operators and coordination contractors to present to the LCB, as personnel has changed since these presentations were last done several years ago.

In addition to the current monitoring practices, changes have been made following the CTD's review in FY 2017/18. These changes include additional monitoring of operators.

Recommendations: Continue to provide updates to the LCB on coordination contractor and operator monitoring, including those associated with the new and enhanced operating monitoring requirements, and any efficiencies with FDOT.

Compliance with 41-2, Florida Administrative Code

1. **What are the minimum insurance requirements in the operator and coordinator contracts?**
Coordination contractors are required to have minimum commercial general liability with premises operations, products and completed operations, blanket contractual liability, personal injury liability and expanded definition of property damage. The minimum limits are \$500,000 Combined Single Limit.

The CTC funding agreement is used for operators. The minimum insurance requirements include commercial general liability of \$1,000,000 Combined Single Limit and \$2,000,000 Aggregate. Commercial general liability must include premises operations, products and completed operations, blanket contract liability, personal injury liability, expanded definition of property coverage. Vehicle liability includes a minimum liability coverage for owned, non-owned, and hired vehicles with minimum limits at \$1,000,000 Combined Single Limit. Worker's Compensation insurance must have limits sufficient to meet Chapter 440, F.S. with Employers' Liability insurance with limits no less than \$500,000 for bodily injury by accident, \$500,000 for bodily injury by disease (policy limits) and \$500,000 for bodily injury by disease (each employee).

2. **Does the minimum liability insurance requirements exceed \$1 million per incident? If so, was this approved by the CTD?** Yes, for operators when aggregate.
3. **Does the CTC comply with the safety requirements in Section 341.061(2)(a), F.S. and 14-90, F.A.C.?** Yes
4. **Does the CTC Drug & Alcohol Policy comply with federal requirements?** Yes
5. **Date of last Drug & Alcohol Policy Review?** The CTC had a Federal Transit Administration triennial review in July 2018.
6. **What is the cost effectiveness of operators in the coordinated system?**

	Care Ride	Lighthouse of Pinellas	NCN	PARC	Arc Tampa Bay	Average
Cost per trip (\$)	\$24.40	\$21.32	\$11.22	\$7.45	\$5.94	\$16.42
Cost per revenue mile (\$)	\$1.72	N/A	\$4.30	\$2.92	\$2.13	\$1.94

* Calculated based on 2017/18 AOR data

7. **Does the CTC have Transportation Alternatives, as defined and approved by the CTD (example: a neighbor providing a trip)?** No

Compliance with 41-2, F.A.C. Comments & Recommendations

Comments: Overall, there were minor changes to the cost effectiveness of the operators. However, the subcommittee discussed working with Lighthouse to get more consistent data.

Recommendations: Work with Lighthouse to improve data on trip costs and the number of revenue miles, as this information was not all available this year, but has been in the past and the available data looks to have more variance from last year than the other agencies.

Commission Standards

Commission Standards	Comments (based on TDSP requirements)	Standard/Measure (if applicable)
Local toll free phone number must be posted in all vehicles	<p>An accessible decal displaying the CTC's local phone number for complaints or grievances and the TD Helpline phone number is required to be placed inside all vehicles used in the Coordinated System.</p> <p>Decals are to be made available by the CTC at no cost upon request.</p>	<p>Decal Yes</p>
Vehicle cleanliness	<p>Operators will ensure that all vehicles used within the Coordinated System are clean on the interior and exterior. Additionally, vehicles should be safe and comfortable for passengers.</p>	<p>Clean interior and exterior Yes Safe and comfortable for passengers Yes</p>
Passenger/ trip database	<p>PSTA shall maintain a database of pertinent information on the passengers transported through the brokered program.</p> <p>Operators providing services outside the brokered system shall also maintain passenger information files.</p>	<p>Maintain passenger information files Yes</p>
Adequate seating	<p>Operators shall provide seating based on the vehicle manufacturer's specifications.</p>	<p>Seating based on vehicle manufacturer's specifications Yes</p>
Driver identification	<p>All coordinated system drivers are required to have an identification badge</p>	<p>ID badge Yes</p>
Passenger Assistance	<p>All transportation operators shall ensure that all drivers providing trips under the Coordinated System are trained on the requirements of passenger assistance.</p> <p>Drivers are required to walk next to the client between the vehicle and building entrance to offer assistance if requested. At a minimum, this assistance shall include opening the vehicle door, securing wheelchair devices, storage of mobility assistance devices, and closing the door.</p>	<p>Complete training Yes</p>
Smoking, eating, and drinking	<p>Smoking in any vehicle in the Coordinated System is prohibited.</p> <p>Eating and drinking within a vehicle is allowed only when medically necessary.</p>	<p>N/A</p>

Commission Standards	Comments (based on TDSP requirements)	Standard/Measure (if applicable)
Two-way communications	All vehicles in the Coordinated System should have a two-way communications system in good working order.	Working two-way communications system Yes
Air conditioning/heating	All vehicles in the Coordinated System should have working air conditioners and heaters. Any vehicle not meeting this requirement should be scheduled for repair.	Working air conditioner and heater Yes
Billing requirements	Non-sponsored operators shall submit billing data to the CTC within ten days of the last day of each month. The CTC shall reimburse operators for all CTD-compensable invoiced expenses within thirty days of receipt of the invoice.	Billing data within ten days Yes Reimbursed within thirty days Yes

[Commission Standards Comments & Recommendations](#)

Comments: During the last review, the on site observation noted that decals were not in all vehicles. The CTC is currently working on providing photos showing that the vehicles have decals. Much of the information provided under this section is reviewed during the monitoring process.

Recommendations: Continue to work with the coordinated system to implement decals and other standards, as needed.

Local Standards

Local Standard	Comments	Standard/Measure (if applicable)
Transport of escorts and dependent children policy	<p>PCAs are permitted to travel jointly with TD customers at no charge when documented as needed to perform tasks for the customer which the customer cannot perform unassisted due to their disability.</p> <p>Parents of dependent children who are TD Program eligible are considered an escort for the child and therefore are permitted to travel at no additional charge. If the parent is traveling as the customer and chooses to carry dependent children, the cost of transporting the child would not be compensable by the CTD.</p>	N/A
Use, responsibility, and cost of child restraint devices	<p>In accordance with Chapter 316.613, Florida Statutes, every operator of a motor vehicle, while transporting a child, if the child is five years of age or younger, shall provide for protection of the child by properly using a crash-tested, federally approved child restraint device. For children up to three years of age, such restraint device must be a separate carrier or a vehicle manufacturer's integrated child seat. For children aged four through five, a separate carrier, an integrated child seat, or a seat belt may be used.</p> <p>TD Program passengers are responsible for installation and proper use of restraining devices and/or seat belts. If the passenger is unable to install the restraining device due to a disability, they are responsible for bringing a PCA/escort who can do this properly. The driver must offer assistance to all passengers regarding seat belt and wheelchair securement use only.</p>	N/A
Out-of-Service Area trips	Out-of-service area non-sponsored trips will only be performed as specified by the terms of grants or other specific programs targeting TD populations as "regional trips" or as otherwise identified by the CTC and LCB.	N/A
CPR/1st Aid	The CTC requires that drivers for transportation providers and operators maintain current CPR/First Aid certification. Copies of the current CPR and First Aid certification cards shall be kept in each driver's file.	Copies of current CPR and First Aid certification cards for all drivers, kept in each driver's file Yes

Local Standard	Comments	Standard/Measure (if applicable)
Driver criminal background screening	Operators are required to obtain a Florida Department of Law Enforcement Level 2 Background Check of each driver before the driver can render services for the Coordinated System.	Background check policy Yes, except for Lighthouse trips since they contract service to taxi companies who have their own requirements
Rider personal property	Passenger property that can be carried by the passenger and/or PCA in one trip that can be safely stowed within that passenger's own seating area on the vehicle shall be allowed to be transported at no additional charge. Passenger property does not include mobility aids, child restraint devices, secured oxygen, personal assistive devices, or intravenous devices.	N/A
Advance reservation requirements	A minimum two day advance notification time is required to obtain traditional TD door-to-door services.	N/A
Pick-up window	Vehicles may arrive up to 30 minutes after the scheduled pick-up time. Pick-up times will be negotiated up to one hour before or after the pick-up time requested by the client.	Pick up window up to 30 minutes after scheduled time Yes, for TD door-to-door trips

Measurable Standards/Goals Compared to Prior Year

Measure	Standard/Goal	Latest Figure	Is the CTC/Operator meeting the standard?	Prior Year Figure (from FY 2016/17 CTC evaluation)
Public Transit Ridership	The CTC has established a goal that 100% of people who are able to access and utilize public transit will do so.	77% of trips (2,692,148 trips)	N/A	81.7% of trips (3,471,768 trips)
On-time performance	Compliance with standards at or above 95% of the time shall be considered satisfactory.	99.3%	Yes	99.9%*
Passenger no-shows	The CTC and LCB have jointly established a policy on passenger no-shows, available in Appendix E of the TDSP.	24,500 trips (<0.7%)	N/A	15,111 trips (<0.4%)

Crashes	No more than 10 crashes per 100,000 vehicle miles	<1 total crashes per 100,000 vehicle miles (17 chargeable and 18 non-chargeable)	Yes	<1 total crashes per 100,000 vehicle miles (12 chargeable and 37 non-chargeable)
Road calls	No more than 1,500 per year	122 road calls	Yes	65 road calls
Complaints & Commendations	PSTA shall be responsible for receiving and ensuring resolution of complaints. The number of complaints should be less than 0.5 percent of all trips provided.	18 complaints 30 commendations	Yes	16 complaints 33 commendations
Call-hold time	95% of all ride-scheduling callers will remain on hold for no longer than one minute and no one shall be placed on hold for over three minutes.	17 seconds*	Yes	16 seconds average hold time*

* Reflects DART and Transportation Disadvantaged services
Data provided by PSTA and also taken from FY 2017/18 Annual Operating Report

Local Standards Comments & Recommendations

Comments: The CTC continues to meet standards and goals; however, the percent of trips on the fixed route system has gone down and the number of road calls has gone up. The fixed route trips could be attributed to how the entire coordinated system is operating, as it includes coordinated contractors and operators. The same is true with road calls, which are still well within the standard. The measures should continue to be monitoring for trends with the CTC, coordination contractors and operators to determine if further action is needed.

Recommendations: None

Compliance with Americans with Disabilities Act

1. **Does public information state that accessible formats are available upon request?** Yes
2. **Are accessible formats on the shelf? If not, what arrangements are in place to have material produced in a timely fashion upon request?** No, this information is available on the CTC's website
3. **Does the CTC have TTY equipment or use the Florida Relay System?** Yes
4. **Is the TTY or Florida Relay System number listed with the office phone number?** Yes

Compliance with ADA Comments & Recommendations

Comments: None

Recommendations: None

Status Report from Last Review

1. **Date of last review:** November 2017
2. **Comments from last review and how the comment has been addressed**
 - a. **Recommendation – Continue to pursue innovations and work to address barriers**

The CTC has continued these efforts.
 - b. **Recommendation – Continue to work with the Florida Department of Transportation to coordinate monitoring efforts of coordination contractors receiving FTA Section 5310 funds**

While the CTC and FDOT have made effort to coordinate reviews, the reviews tend to involve different questions and can be cumbersome to the agency when scheduled at one time.
 - c. **Area of Noncompliance – Decal not in vehicle. Recommendation – Work with operators and contractors to ensure an accessible decal is in all vehicles used in the Coordinated system**

The CTC provided an update on the vehicle decals at the February 20, 2018 LCB meeting, stating that this has been addressed with Care Ride.

On-Site Observation of the System

ON-SITE OBSERVATION OF THE SYSTEM

RIDE A VEHICLE WITHIN THE COORDINATED SYSTEM. REQUEST A COPY OF THE MANIFEST PAGE THAT CONTAINS THIS TRIP.

Date of Observation:

10-18-2018

Please list any special guests that were present:

Location:

FLORIDA SPINE INSTITUTE 2250 DREW ST. CLEARWATER

Number of Passengers picked up (dropped off):

ONE

Ambulatory

YES

Non-Ambulatory

NO

Was the driver on time?

Yes

No, how many minutes late/early?

Did the driver provide any passenger assistance?

Yes

No

Was the driver wearing any identification?

Yes: Uniform Name Tag ID - ?
 Badge

No

Did the driver render an appropriate greeting?

Yes

No

Driver regularly transports the rider, not necessary

NOT SURE BUT PASSENGER WAS FINE WITH RIDE.

If CTC has a policy on seat belts, did the driver ensure the passengers were properly belted?

Yes

No

Was the vehicle neat and clean, and free from dirt, torn upholstery, damaged or broken seats, protruding metal or other objects?

Yes

No

Is there a sign posted on the interior of the vehicle with both a local phone number and the TD Helpline for comments/complaints/commendations?

NOT SURE -

Yes

No

BUT CAR MARKED AS CARE RIDE

Does the vehicle have working heat and air conditioning?

Yes

No

Does the vehicle have two-way communications in good working order?

Yes

No

If used, was the lift in good working order?

NO LIFT

Yes

No

Was there safe and appropriate seating for all passengers?

Yes

No

Did the driver properly use the lift and secure the passenger?

Yes

No

If no, please explain:

NO LIFT

Purchasing Agency Survey(s)

PURCHASING AGENCY SURVEY

Purchasing Agency name: Pinellas County Schools

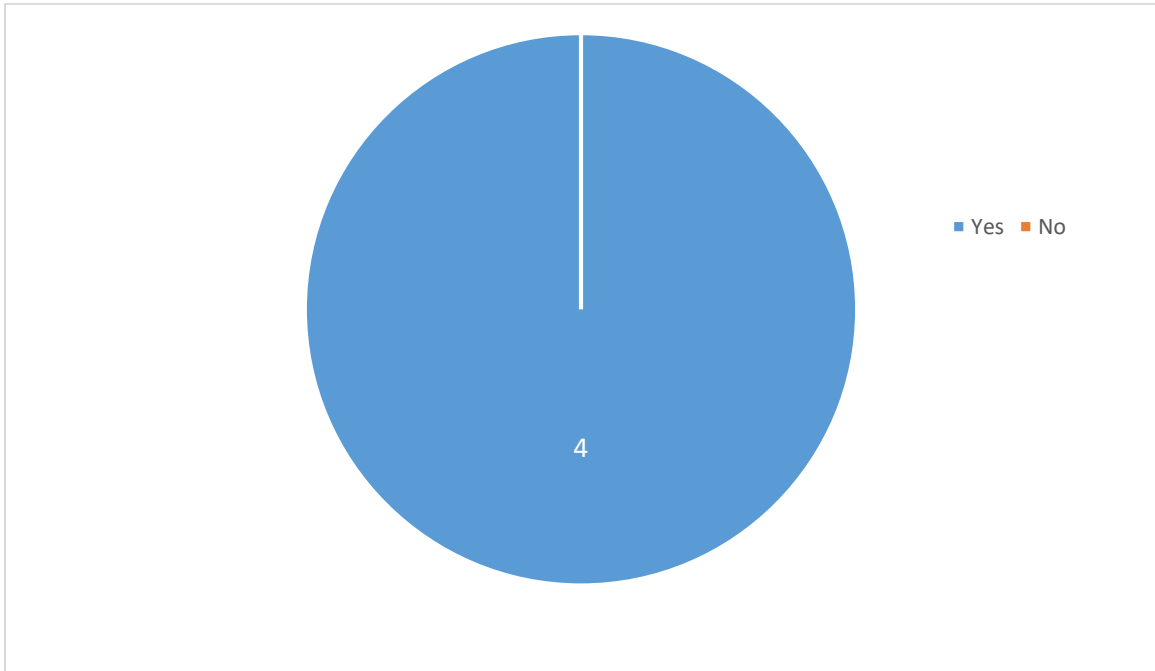
Representative of Purchasing Agency: Mary Putzel

- 1) Do you purchase transportation from the coordinated system?
 YES
 NO If no, why?
- 2) Which transportation operator provides services to your clients? Care Ride
- 3) What is the primary purpose of purchasing transportation for your clients?
 Medical
 Employment
 Education/Training/Day Care
 Nutritional
 Life Sustaining/Other
- 4) On average, how often do your clients use the transportation system?
 7 Days/Week 1-3 Times/Month
 1-2 Times/Week Less than 1 Time/Month
 3-5 Times/Week
- 5) Have you had any unresolved problems with the coordinated transportation system?
 Yes
 No If no, skip to question 7
- 6) What type of problems have you had with the coordinated system?
 Advance notice requirement [specify operator (s)]
 Cost [specify operator (s)]
 Service area limits [specify operator (s)]
 Pick up times not convenient [specify operator (s)]
 Vehicle condition [specify operator (s)]
 Lack of passenger assistance [specify operator (s)]
 Accessibility concerns [specify operator (s)]
 Complaints about drivers [specify operator (s)]
 Complaints about timeliness [specify operator (s)]
 Length of wait for reservations [specify operator (s)]
 Other [specify operator (s)] _____
- 7) Overall, are you satisfied with the transportation you have purchased for your clients?
 Yes – professional and reliable
 No If no, why? _____

Operator Agency Survey(s)

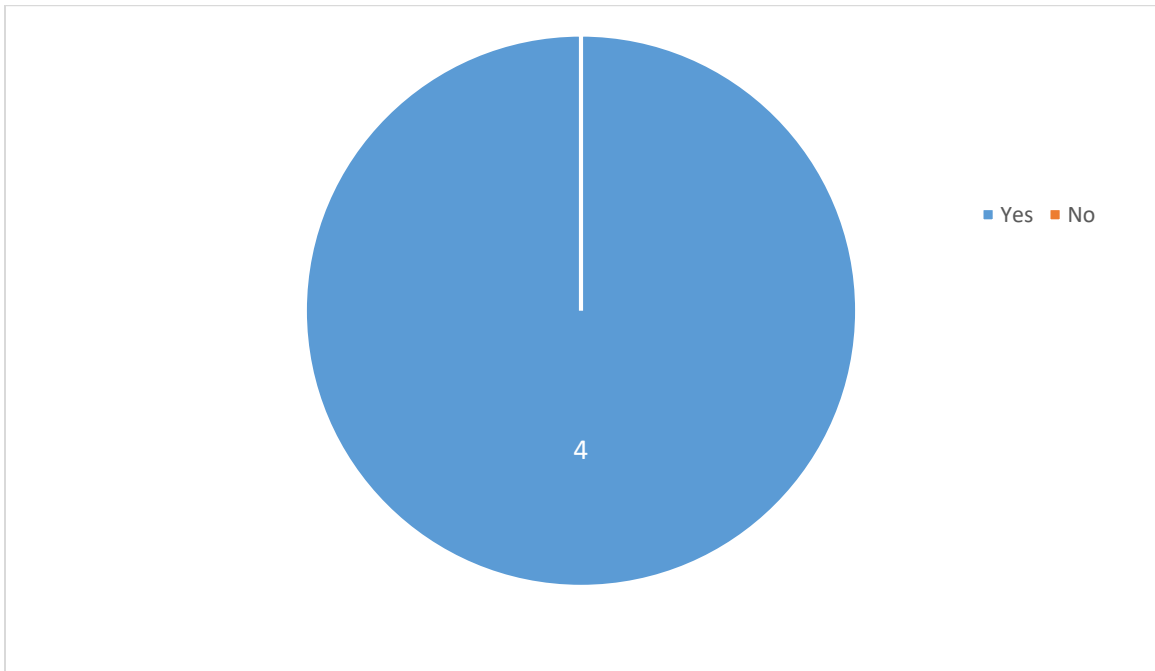
All four operator agencies responded to the survey request.

1. Do the riders/beneficiaries call your facility directly to cancel the trip?

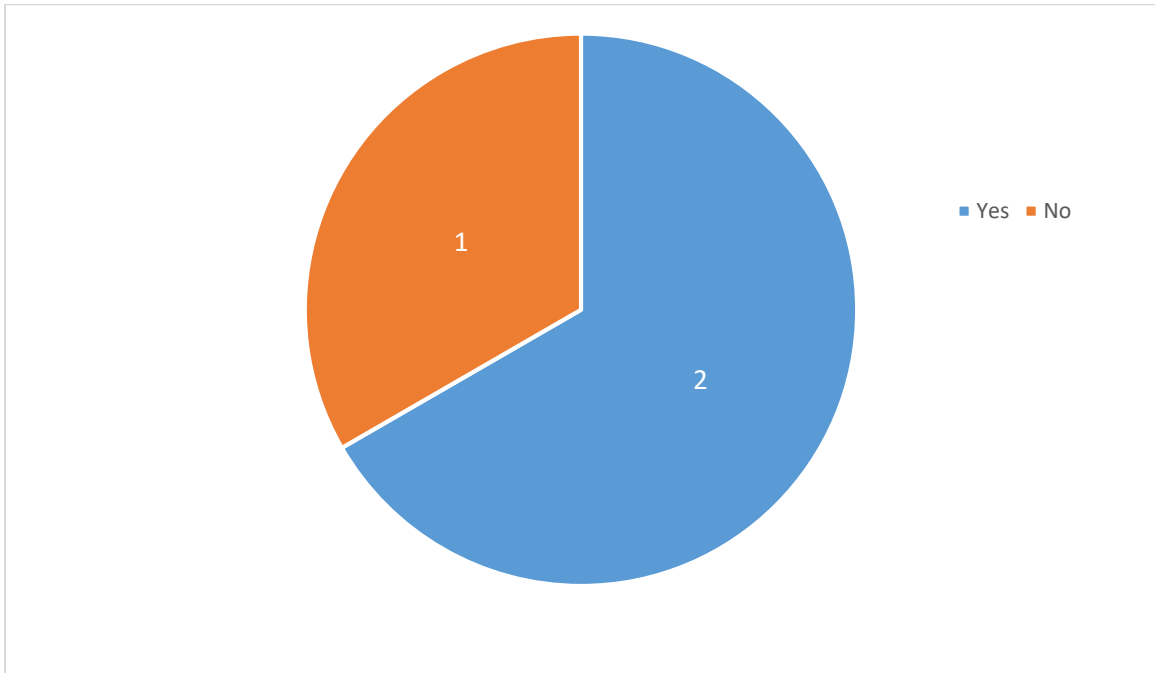


One agency also asks clients to call the transportation provider directly to cancel and to notify them.

2. Do the riders/beneficiaries call your facility directly to issue a complaint?

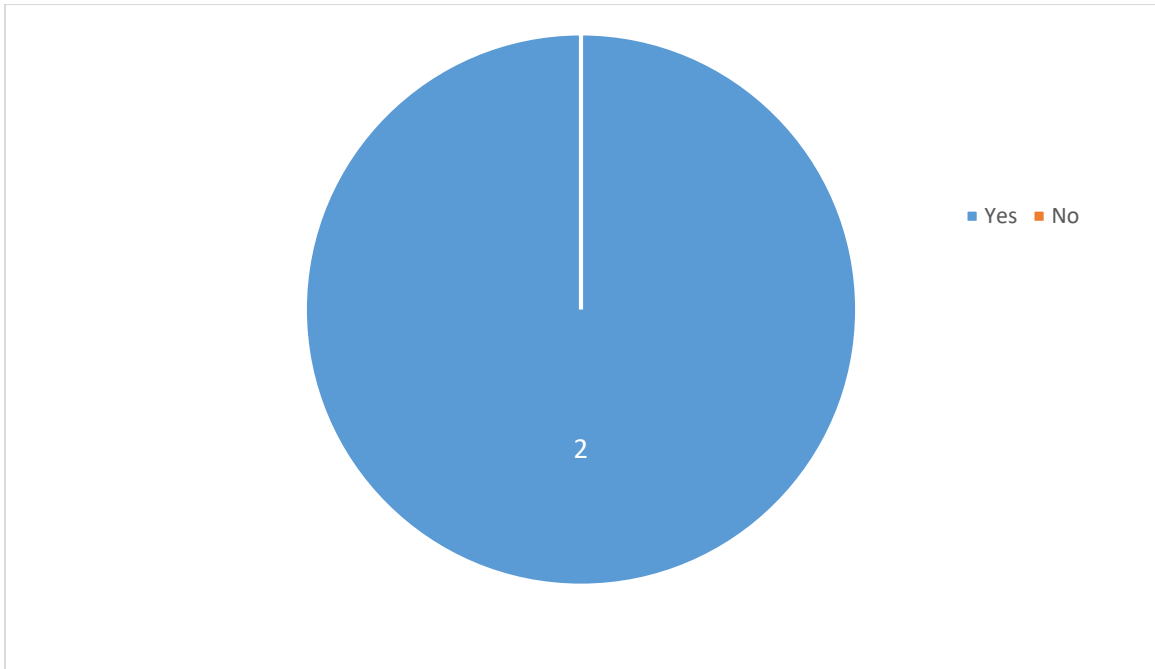


3. Do you have a toll-free phone number for a rider/beneficiary to issue commendations and/or complaints posted on the interior of all vehicles that are used to transport TD riders?



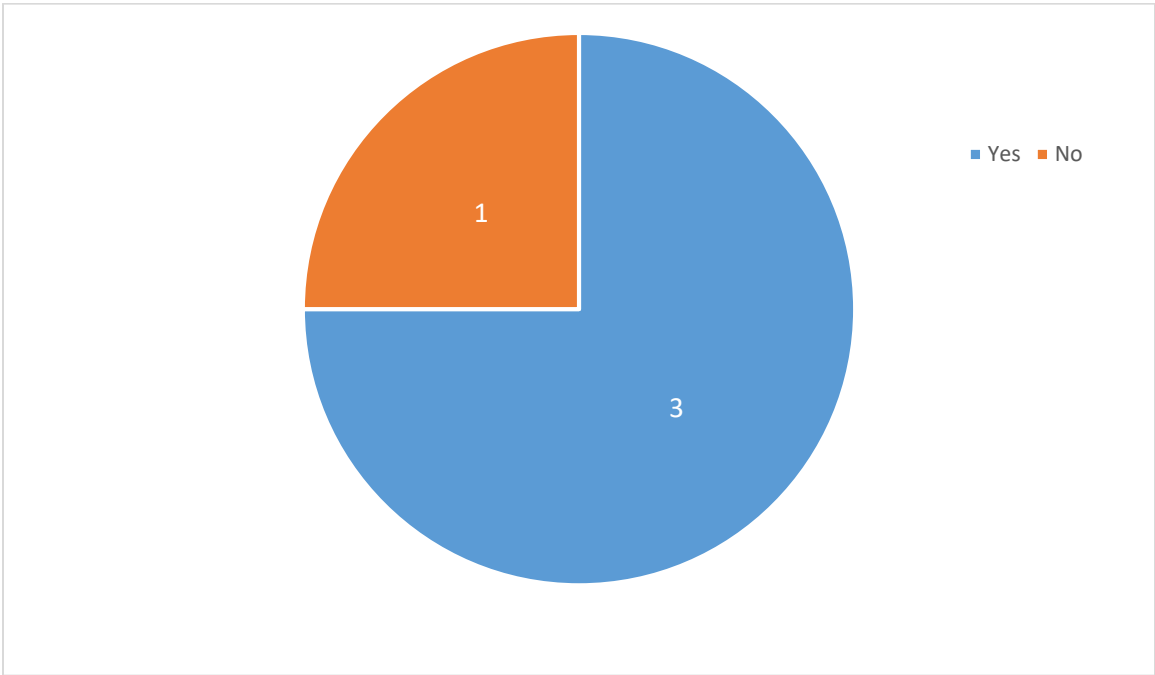
One agency uses United Cab to provide client transportation.

If yes, is the phone number posted the CTC's?

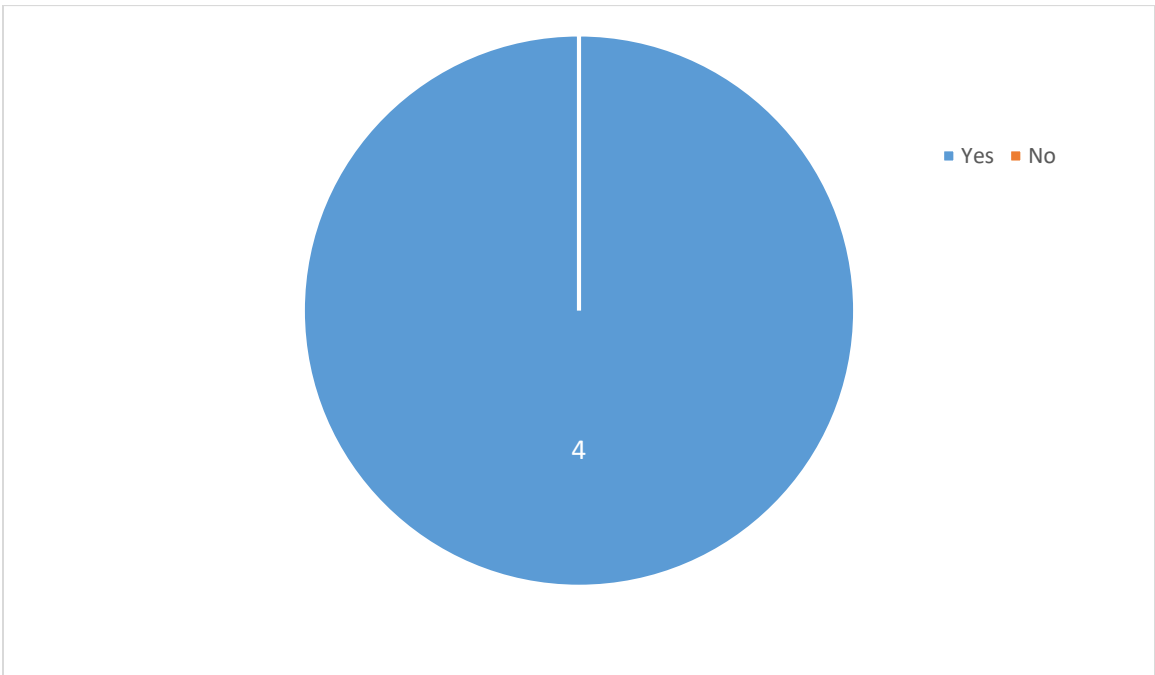


The agency using United Cab responded that they assume so, but have not been over there recently to confirm.

4. Are the invoices you send to the CTC paid in a timely manner?



5. Does the CTC give your facility adequate time to report statistics?



6. Have you experienced any problems with the CTC?



If yes, what type of problems? N/A (all yes)

Survey Comments:

We are very grateful for the funding to assist us with the cost of transporting our low income clients!

I appreciate when a funder says "we want to help you anyway we can" and they do just that. Thank you

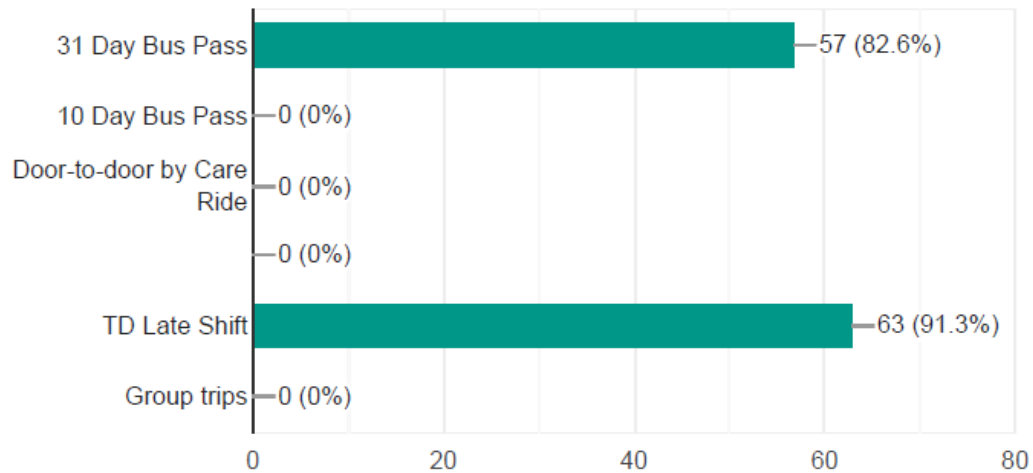
I have been working with Patrick Murray for the last 6 months and he has been very helpful explaining to me everything that this program entails. He responds to my questions and I could not ask for a better support. Ross Silvers has also been helpful.

Customer Survey(s)

Customer surveys were distributed to an email list of TD Program customers who have signed up for the TD Late Shift program at some point in time. The survey was successfully distributed to 331 email addresses. It was open for one week. 69 responses were received for a 21% completion rate.

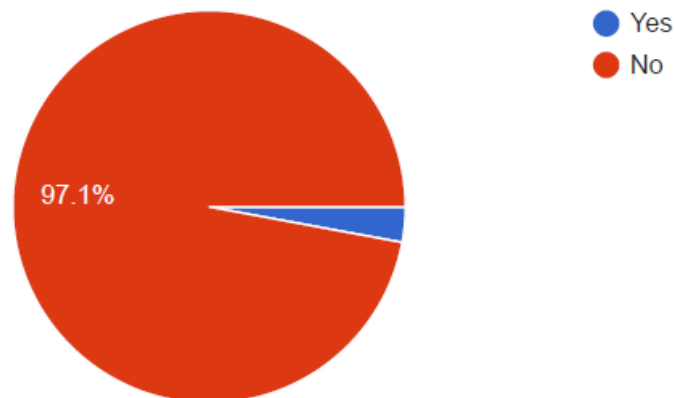
What TD Program services do you use?

69 responses



Have you ever been denied transportation services?

69 responses



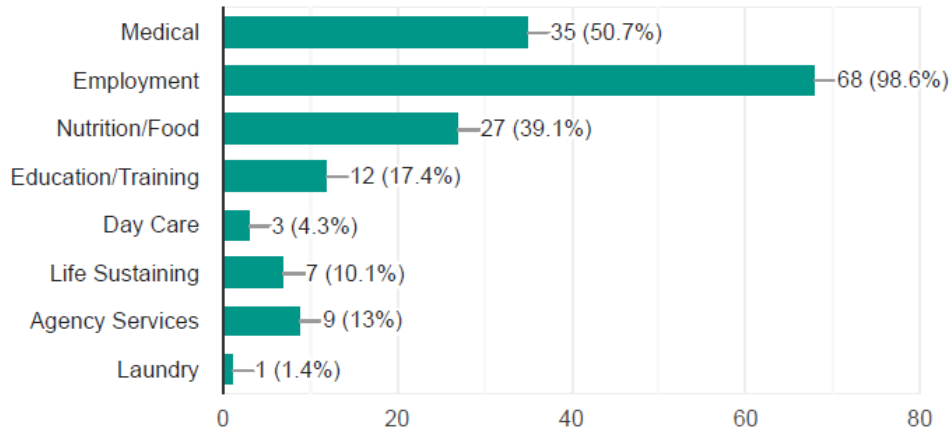
Why?

Ineligible for the TD Program

The uber app acts up sometime and you can't set rides

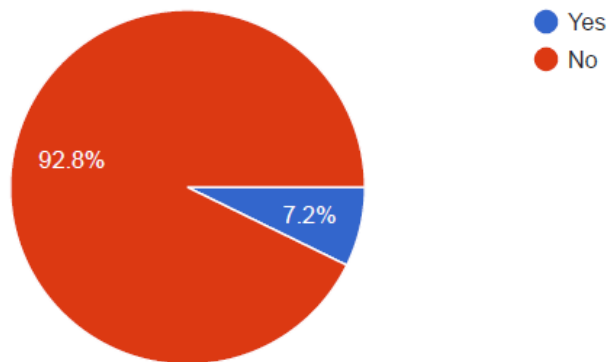
What do you normally use all of the TD Program services for? Select up to 3.

69 responses



Have you had a problem with the TD Program in the past month?

69 responses



Describe the type of problem and if it was resolved

They I used more than the month then when they check back the information they said it was a mistake and they are sorry about it

Can't afford right now

Its closed

Not enough days to get to work

Confusion on my td late pass account and never being able to make a payment at a terminal. An app or online option would be great.

Is there anything else you would like to share about the TD Program?

Very/Really good program (3)

It is helping me a lot (2)

I wish the program I go back to 9 PM it was a lot easier for me to get back-and-forth to work especially if you start work at 10 o'clock

I wondered if u can use the Late Shift program to do a daytime grocery shopping trip once a month? If not, it would be a much appreciated a service.

I would like to be able to use TD Late Shift for a weekly to/from shopping trip. Otherwise I think the programs are excellent, I would not be able to work the shifts i need to work at my job - I might even be terminated from employment if not for TD. Thanks u so much for ALL the programs.

Wish it started a little earlier am/pm

Other then payment options everything is great.

That it should start at 9 to 7 instead of being 10 to 6 because im late to work everyday because i have to be to work at 10 and i cant get the ride til 10 i never been on time for work

There is a time period when there is no bus transportation or care ride and the late night has not started. Is there some way this can be corrected?

Please provide Late night transportation for Entire month instead of 25 days of month

It would be nice if on Sunday the time it starts would be earlier.

Great program it allows me to stay longer at work and to get home in a timely manner

I am so grateful for the TD late shift because it allows me to get to work early and a way to get home

I am truly happy with this service

I Love it it is extremely excellent

I love the late-night program if not for the TD late night shift I could not work because I would have no other way home I am disabled and I take the bus to work and the TD late shift home I appreciate the program and thank you all very much

I want to thank PSTA for implementing the TD program. Specifically the TD Late Shift Program. Many people like myself work later hours when buses are not available. Being able to request an Uber ride to get home safely is the best thing ever! Also, having a monthly bus pass that I can afford is awesome! I am forever grateful for PSTA and the Transportation Disadvantage Program!

I'd like to reapply asap

If the service wasn't available, i would be unable to keep my job. I rely on it to get to and from work.

I'm thankful for the program because it enables me to be able to take care of my responsibilities and also enables me to have a way to or from work.

It is a great helpful program

It is a great program since I get off work at 11pm and no buses run that late. If it was not for this program I would not be able to afford rent or get home.

It is a wonderful program and it helped me immensely with my commute to work. I work overnight and have no vehicle.

It's a wonderful help for people. Tks

It's a awesome program, very convenient

It's an awesome program. Many times I am asked to work late and the buses quit running.

Love the program just need a few adjustments

No I greatly appreciate the program

Nothing at this time and this program has been so helpful. Thank you

Thank so much for this program without this I probably never get to go to my doctors and other really important things. This program is a life saver I'm very grateful

Thank you for helping pinellas and myself.

Thank you for providing this opportunity

thank you for your services. I really need your program.

Thank you so much for providing TD late shift. This is keeping some bills paid and food on my table.

This program helps me out a lot

Very happy with the program. Thank you!!

Without this program i would have to walk 12 miles to work. Thank you for this very critical program.

On Site Observation and Survey Results Comments & Recommendations

Comments: The operators survey indicated that decals are not in all vehicles and that the proper phone numbers are not being posted. The CTC should work with all operators, even those that do not directly operate transportation services, to ensure that all standards and measures are being met. One operator also mentioned that invoices are not being paid in a timely manner. When discussed at the subcommittee meeting, the CTC indicated that this may be because of CTD invoice requirements and formatting changes that have occurred over the past year.

A new survey was conducted for this review, based on select questions from the traditional questions asked in the phone survey. The survey was conducted of customers who have signed up for the TD Late Shift Program at some point in time and provided email addresses. Given the success of the survey, which had a 21% completion rate, it can be used as a model for future surveys and perhaps be available both electronically and in other formats, such as over the phone. This survey was available through an online link only and had about five questions. The survey results indicate that some individuals are only using the TD Late Shift Program and not the bus pass program, that employment, medical and nutrition/food are the three most common services used, and provided insights into customer thoughts on the service, like the desire for expanded hours, and the overall benefits of the program.

Recommendations: Work with operators to ensure that all requirements, including decals, are being met.

Level of Cost Worksheet 1

FLCTD
Annual Operations Report
Section VII: Expense Sources

County: Pinellas		Fiscal Year: July 1, 2017 - June 30, 2018	
Status: Saved with Issues			
Section VII: Financial Data			
2. Expense Sources			
Expense Item	Community Transportation Coordinator	Coordination Contractor	TOTAL EXPENSES
Labor (501):	\$8,448,369.00	\$722,815.00	\$9,171,184.00
Fringe Benefits (502):	\$1,498,614.00	\$152,621.00	\$1,651,235.00
Services (503):	\$259,844.00	\$146,327.00	\$406,171.00
Materials and Supplies Cons. (504):	\$1,186,160.00	\$376,805.00	\$1,562,965.00
Utilities (505):	\$92,289.00	\$19,969.00	\$112,258.00
Casualty and Liability (506):	\$578,874.00	\$290,347.00	\$869,221.00
Taxes (507):	\$349.00	\$3,124.00	\$3,473.00
Purchased Transportation Services (508)			
Bus Pass Expenses:	\$1,401,811.00	\$22,930.00	\$1,424,741.00
School Bus Expenses:	\$0.00	\$0.00	\$0.00
Other:	\$564,261.00	\$15,311.00	\$579,572.00
Miscellaneous (509):	\$730,853.00	\$10,054.00	\$740,907.00
Interest (511):	\$14,740.00	\$2,865.00	\$17,605.00
Leases and Rentals (512):	\$46,979.00	\$27,914.00	\$74,893.00
Annual Depreciation (513):	\$743,076.00	\$162,127.00	\$905,203.00
Contributed Services (530):	\$2,051,620.00	\$0.00	\$2,051,620.00
Allocated Indirect Expenses:	\$360,583.00	\$85,185.00	\$445,768.00
GRAND TOTAL:	\$17,978,422.00	\$2,038,394.00	\$20,016,816.00

Level of Competition Worksheet 2

1. Inventory of transportation operators in the service area

FLCTD Annual Operations Report Section II: General Info

County: **Pinellas**

Fiscal Year: **July 1, 2017 - June 30, 2018**

Status: **Ready**

Section II: Coordinated System General Information

1. Provider Listing (include the CTC, if the CTC provides transportation services)

Number of Private Non-Profits: 13

Number of Private For-Profits: 1

Public Entities:

School Board: 0

Municipality: 1

County: 0

Transit Authority: 1

Other: 0

Total: 16

2. How many of the providers listed in 1 are coordination contractors?

11

2. Breakdown of trips (from AOR)

	Door-to-door (Paratransit and group) trips		Bus Passes	
	Ambulatory	Non-Ambulatory	Weekly/10 Day	Monthly
Private non-profits	439,988	33,122	0	0
Private for-profits	177,387	14,3156	0	0
Municipality	3,381	6,864	0	0
Transit Authority	0	0	134,252	2,557,896

3. Of the operators included in the local coordinated system, how many of the capability of expanding capacity? Multiple operators may have the capability of expanding capacity if

additional funding were available. The CTC could also expand if additional funding were available.

4. **Indicate the date the last transportation operator was brought into the system.** January 2009.
5. **Does the CTC have a competitive procurement process?** Yes
6. **What method(s) have been used for procurement for the selection of transportation operators in the past five years?** Request for Proposals
7. **Which of the following items are incorporated into the review and selection of transportation operators for inclusion in the coordinated system?**

X	Capabilities of operator	X	Scope of Work
X	Age of company	X	Safety Program
X	Previous experience	X	Capacity
X	Management	X	Training Program
X	Qualifications of staff	X	Insurance
X	Resources	X	Accident History
	Economies of Scale	X	Quality
X	Contract Monitoring	X	Community Knowledge
X	Reporting Capabilities		Cost of the Contracting Process
X	Financial Strength	X	Price
X	Performance Bond	X	Distribution of Costs
x	Responsiveness to Solicitation	X	Other: (Experience with seniors and people with disabilities)

8. **Was the request for proposals distributed to a range of potential operators?** Yes, it was distributed locally and nationally.

Level of Availability Worksheet 3

- 1. Planning – What are the coordinated plans for transporting the TD population?** The TDSP outlines the overall plans for the coordinated system. The CTC coordinates transportation by utilizing the contracted provider network and brokered system. The brokered system centralizes the functions of trip requests from TD clients and trip assignment to providers or the bus system. Non-profit social service agencies are contracted with the CTC to provide trips to specific population groups with special needs that can be served more cost-effectively by the agencies than by using the brokered system. Government programs also purchase transportation through the coordinated system.
- 2. Public Information – How is public information distributed about transportation services in the community?** The CTC disseminates information on the TD Program by distributing printed materials, on the PSTA and Forward Pinellas websites, at public events and workshops addressing transportation issues, and public speaking engagements. Furthermore, the CTC communicates with TD Program users and participating agencies through personal contact, surveys, and comment cards.
- 3. Certification – How are individual certifications and registrations coordinated for local TD transportation services?** PSTA determines eligibility of individuals and requested trips through an application process, and in accordance with procedures described in the Service Plan, and CTD policy. Ongoing eligibility is monitored through the use of the client database.
- 4. Eligibility Records – What system is used to coordinate which individuals are eligible for special transportation services in the community?** In order to arrange for non-sponsored services through the TD Program brokered system, individuals must first complete an application that can be obtained by calling PSTA at (727) 540-1900. The application is also available at <http://www.psta.net/tdprogram.php>. The application includes a screening questionnaire designed to determine whether they have access to or can obtain their own transportation, including family or friends. In addition, the client's income cannot exceed 150 percent of the Federal Poverty Level. In the event an individual is determined ineligible, he or she is notified of the appeals process and the CTC's grievance policies and procedures.
- 5. Call Intake – To what extent is transportation coordinated to ensure that a user can reach a Reservationist on the first call?** The provider utilizes a phone system that tracks call hold times and help ensure that a reservationist is available to assist a customer. The CTC requires that 95 percent of calls are answered within one minute and no caller should be on hold more than three minutes from the time the call is received. After-hours calls are recorded on a voice recording system and returned the next day.
- 6. Reservations – What is the reservation process? How is the duplication of a reservation prevented?** Individuals call the provider directly to request a trip reservation.
- 7. Trip Allocation – How is the allocation of trip requests to providers coordinated?** PSTA screens clients for eligibility for service. During this screening process the individual is classified as either ambulatory or non-ambulatory. The client then calls the provider directly to schedule their trip.

8. **Scheduling – How is the trip assignment to vehicles coordinated?** The provider is responsible for assigning trips to their vehicles and drivers.
9. **Transport – How are the actual transportation services and modes of transportation coordinated?** Coordination occurs through the use of PSTA. In the process of determining eligibility, PSTA determines which transportation services and modes of transportation are most appropriate. For example, to determine whether a bus pass is most appropriate, PSTA staff members look at a client’s distance from a bus stop on the origin and destination sides of the trip, and physical and mental ability to access/ride a bus. Hours of service of the bus system are also considered. If it is determined that a person is unable to utilize public transportation, another form of transportation will be provided.
10. **Dispatching – How is the real time communication and direction of drivers coordinated?** The provider is responsible for ensuring real-time communication with drivers.
11. **General Service Monitoring – How is the overseeing of transportation operators coordinated?** PSTA provides oversight of transportation operators. PSTA reviews monthly operations reports from providers and notifies the CTC of any concerns. The CTC inspects provider vehicles and records and conducts rider surveys throughout the year.
12. **Daily Service Monitoring – How are real-time resolutions to trip problems coordinated?** Daily service monitoring and real-time problem resolution is the responsibility of the transportation providers. Problems not resolved at the provider level are transmitted to the CTC for resolution.
13. **Trip Reconciliation – How is the confirmation of official trips coordinated?** The providers submits manifests to PSTA, which utilizes its client/trip database to confirm official trips.
14. **Billing – How is the process for requesting and processing fares, payments, and reimbursements coordinated?** PSTA calculates the number of trips provided and total miles, taking into account co-pays collected, to determine payment due to the providers. PSTA receives the co-pays for bus passes directly from clients.
15. **Reporting – How is operating information reported, compiled, and examined?** PSTA receives and examines reports from the provider and operators and compiles a single report for the CTC. The provider is responsible for submitting its annual operating report to the CTC.
16. **Cost Resources – How are costs shared between the coordinator and the operators (s) in order to reduce the overall costs of the coordinated program?** The brokered system ensures some sharing of costs by centralizing many functions such as eligibility determination, mode assignment, and invoicing.
17. **Information Resources – How is information shared with other organizations to ensure smooth service provision and increased service provision?** Information is shared through outreach presentations to agencies, the PSTA and Forward Pinellas websites, and community events. Printed information (for example TD Brochures) is also available through these outlets.
18. **Overall – What type of formal agreement does the CTC have with organizations, which provide transportation in the community?** The CTC has coordination and provider/operator contracts with organizations and companies that provide transportation in the community.

January 9, 2019

5D. Acceptance of Year-End Financial Report



SUMMARY

The fiscal year ended on September 30, 2018. The unaudited year-end financial report for FY18 is attached for the board's review.

ATTACHMENT(S): Unaudited financial report through year-end FY18

ACTION: Board to receive and accept the financial report.

PINELLAS PLANNING COUNCIL
 UNAUDITED FINANCIAL REPORT FOR THE PERIOD
 SEPTEMBER 2018

SUMMARY:

August, 2018 Balance	1,144,736
September 2018 Revenues	305,853
September 2018 Expenditures	<u>(164,310)</u>
	1,286,279

Accrual Entries:

Accounts Receivable	(307,140)
Accounts Payable	12,038
Accrued Expenses	<u>13,544</u>
Total Accruals	<u>(281,558)</u>
	1,004,721

Operating Account Balance	914,018
Payroll	(10,735)
Petty Cash	100
Investment Pool	<u>101,338</u>
	1,004,721

REVENUES	Sep-18	YEAR-TO-DATE	FY18 BUDGET	VARIANCE	% Of Anticipated REVENUES Received
Interest	284	2,516	1,000	(1,516)	252%
Tax Revenue	204	1,053,338	1,048,870	(4,468)	100%
Local Assistance Contract Services	-	11,602	10,000	(1,602)	116%
MPO Charges for Services (Revenue)	305,365	1,271,915	1,630,310	358,395	78%
TOTALS	305,853	2,339,372	2,690,180	350,808	87%

EXPENDITURES	Sep-18	YEAR-TO-DATE	FY18 BUDGET	VARIANCE	% OF BUDGETED Expenses Allocated
Salaries & Wages	102,894	1,308,259	1,562,280	254,021	84%
FICA & Benefits	47,411	566,244	704,990	138,746	80%
Contractual Support Services	1,139	87,501	500,000	412,499	18%
Legal Services	-	-	-	-	0%
Rent	-	77,859	78,000	141	100%
Equip. & Furn.	1,585	9,251	10,000	749	93%
Telephone	576	3,227	3,100	(127)	104%
Mail	344	2,623	2,500	(123)	105%
Advertising Notice	5,484	18,627	25,000	6,373	75%
Printing/Reproduction	(298)	4,112	22,750	18,638	18%
Office Supplies	435	3,280	7,000	3,720	47%
PAO/Tax Coll Commissions	2,457	30,501	30,000	(501)	102%
Intergovernmental Services	-	90,743	175,000	84,257	52%
Risk Management	408	2,038	5,000	2,963	41%
Travel	3,775	6,693	10,000	3,307	67%
Fleet O&M	70	2,411	4,000	1,589	60%
Communications, Advocacy, & Educ	1,976	11,279	10,000	(1,279)	113%
Audit	-	14,900	20,000	5,100	75%
Council Activities	-	822	9,500	8,678	9%
Contingency	2,342	5,586	10,000	4,414	56%
Miscellaneous Expense (Dom Ptrn)	(6,287)	(6,287)	-	6,287	0%
TOTALS	164,310	2,239,670	3,189,120	949,450	70%

Please note: Adjustments are ongoing due to 2018 audit

January 9, 2019

6A. FY2018/19–FY2022/23 Transportation Improvement Program (TIP) Amendment



SUMMARY

The Federal Highway Administration (FHWA) requires a performance-based, outcome-driven planning process for developing transportation projects and monitoring infrastructure performance. States and metropolitan planning organizations (MPOs) must adopt targets for defined performance measures, including pavement condition, bridge condition and transportation system performance, and to demonstrate progress towards achieving those targets on an annual basis. The implementation of projects identified in the Transportation Improvement Program (TIP) is central to the effort necessary to meet defined targets.

In May 2018, the Florida Department of Transportation (FDOT) adopted targets for the statewide network of National Highway System (NHS) roadways. MPOs throughout the state have the option of supporting the performance targets that are set by FDOT, or setting their own.

Forward Pinellas staff has reviewed the statewide targets with its advisory committees and board. At its November 14th meeting, this board took action to support the statewide targets for pavement condition, bridge condition and system performance, with the understanding that staff will continue to monitor the performance of Pinellas County roadways in relation to those statewide targets and annually report on progress. This amendment is necessary to incorporate those adopted performance measures and targets into the TIP.

ATTACHMENT(S): Amended TIP pages incorporating pavement, bridge and system performance measures and targets

ACTION: Board, in its role as the metropolitan planning organization, to approve TIP amendment.

ADVISORY COMMITTEE RECOMMENDATION(S): The Technical Coordinating Committee reviewed the proposed amendment at its December 5, 2018 meeting and recommended approval. The Citizens Advisory Committee reviewed the proposed amendment at its December 6, 2018 meeting and recommended approval.

Section 10: Performance Measures and Targets

Performance Measures and Targets

This section of the Transportation Improvement Program (TIP) contains performance measures and targets as part of the performance-driven and outcome-based transportation planning process required by both the 2012 Moving Ahead for Progress in the 21st Century (MAP-21) Act and the Fixing America's Surface Transportation (FAST) Act.

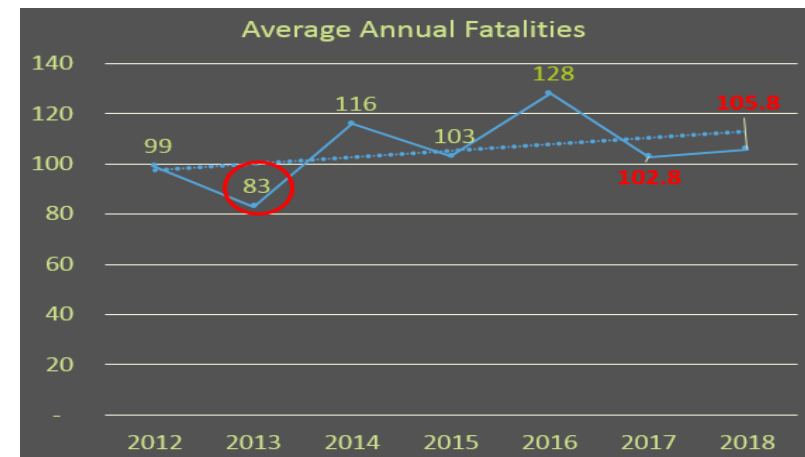
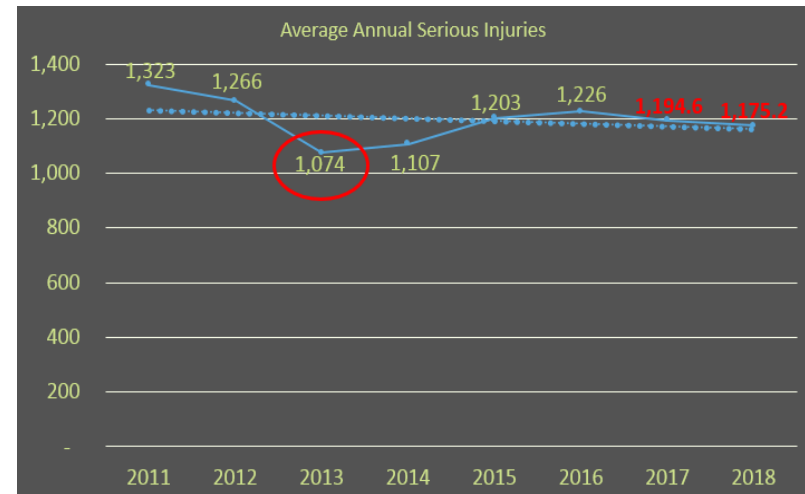
The Federal Highway Administration (FHWA) now requires MPOs to adopt performance targets for defined measures, including for safety, transit asset management, system performance, bridge condition and pavement condition. At this time, only safety and transit asset management targets have been set. This section will be further expanded when targets are set for the additional measures. Forward Pinellas must demonstrate progress towards meeting defined targets through the projects programed for funding in the TIP.

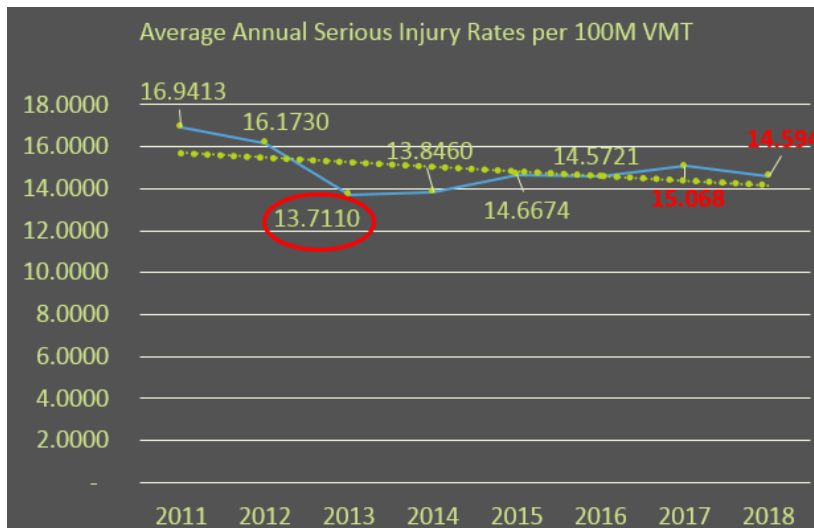
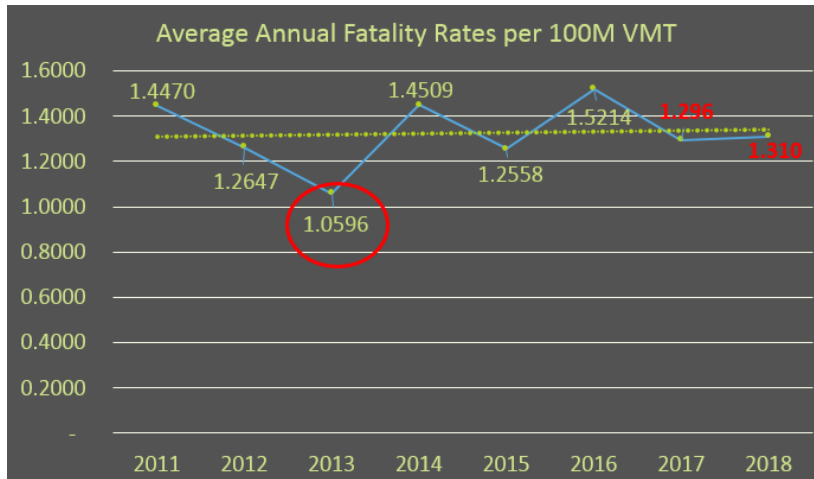
Safety Measures

In 2017, FDOT set a statewide target of zero traffic deaths and injuries. While this is an aspirational goal that Forward Pinellas supports, the FHWA has encouraged the MPOs to set realistic, data-driven targets for all performance measures.

Forward Pinellas has chosen to set slightly aspirational targets for safety performance measures, targeting the percent difference between a trendline projection to the lowest number of the previous five years for the 2018

target. Another approach would be to adopt the trend line projection for the target, as shown by the 2017 and 2018 numbers on the graphs shown below and on the next page. This approach was not favored by the Forward Pinellas Board however and the lower number was preferred by the Technical Coordinating Committee, the Citizens Advisory Committee, as well as the full Board.





On February 14, 2018, the Forward Pinellas Board adopted safety performance targets for the five categories of fatality and serious injury data represented on the graphs. The targets are based on the number or rate of fatalities and serious injuries for the 2016 five year rolling average compared to the trendline projection. These categories and corresponding targets are listed below.

- Number of fatalities : 21.6% decrease
- Number of serious injuries: 8.6% decrease
- Rate of fatalities: 19.1% decrease
- Rate of serious injuries: 6% decrease
- Number of non-motorized fatalities and serious injuries: 9.995% decrease

As Forward Pinellas is required to show progress towards meeting these adopted targets, it is important to note that the agency already includes a large number of projects in the TIP and LRTP that are intended to enhance and improve the safety of the traveling public. Some representative examples include the following:

- Construction of a bicycle and pedestrian overpass along the Courtney Campbell Causeway near Bayshore Blvd.
- Reconstruction of paved shoulders to reduce the incidence of run-off-the-road crashes
- Construction of sidewalks along Haines-Bayshore Rd.
- Construction of an overpass at US 19 and Harn
- ADA and other sidewalk upgrades along Park Blvd.
- Construction of sidewalks along Hercules
- PD&E Studies to identify safety improvements along Pasadena Ave. and Alt US 19

Transit Asset Management Measures

Forward Pinellas has coordinated with the Pinellas Suncoast Transit Authority to develop targets for transit asset management measures. The Transit Asset Management Plan developed by FDOT is adopted here by reference. The targets for 2017 are as follows:

- Rolling Stock – Percent of revenue vehicles that have met or exceeded their useful life benchmark:
 - Over the road bus: 100%
 - Bus: 7.8%
 - Cutaway: 0%
- Equipment – Percent of service vehicles that have met or exceeded their useful life benchmark:
 - Automobiles: 24%
 - Trucks and other Rubber Tire Vehicles: 29%
- Facility – Percent of facilities rated below 3 on the condition scale:
 - Passenger/Parking Facilities: 25%
 - Administrative/Maintenance Facilities: 0%

Forward Pinellas includes funding for a variety of transit projects in the TIP including for the replacement of vehicles, facility repair and service development programs.

-Over the road bus: Coach style bus used on express routes

-Cutaway - Smaller bus used on Connector, circulator, or other neighborhood oriented routes

-Passenger/Parking facilities - transfer centers, Park & ride lots

Pavement, Bridge and System Performance Measures

On May 20, 2018, FDOT set targets for the performance measures related to pavement, bridge and system performance. Forward Pinellas evaluated those targets against the role the agency plays as the MPO for Pinellas County and the fact that the performance of the National Highway System roadways in Pinellas County mostly fall within the statewide targets set by FDOT. At its meeting on November 14, 2018, the Forward Pinellas Board took action to support the statewide targets for pavement, bridge and system performance. Those measures and targets are as follows:

- % of Interstate pavements in Good condition
 - 2 year target: n/a
 - 4 year target: >60%
- % of Interstate pavements in Poor condition
 - 2 year target: n/a
 - 4 year target: <5%
- % of non-Interstate NHS in Good condition
 - 2 year target: >40%
 - 4 year target: >40%
- % of non-Interstate pavements in Poor condition
 - 2 year target: <5%
 - 4 year target: <5%
- 5 of NHS bridges classified as in Good condition by deck area

- 2 year target: >50%
 - 4 year target: >50%
- % of NHS bridges classified as in Poor condition by deck area:
 - 2 year target: <10%
 - 4 year target: <10%
- % of person miles traveled on the Interstate that are reliable
 - 2 year target: 75%
 - 4 year target: 70%
- % of person miles traveled on the non-Interstate NHS that are reliable
 - 2 year target: n/a
 - 4 year target: 50%
- Truck travel time reliability ratio on the Interstate
 - 2 year target: 1.75
 - 4 year target: 2

January 9, 2019

6B1. Case CW 19-01 – Pinellas County



SUMMARY

From: Residential Low Medium
To: Public/Semi-Public
Area: 2.9 acres m.o.l.
Location: 2897 Belcher Road

This proposed amendment is submitted by Pinellas County and seeks to amend a site totaling approximately 2.9 acres in the unincorporated area from Residential Low Medium (used to depict areas that are primarily well-suited for suburban, low density or moderately dense residential uses at a maximum density of 10 dwelling units per acre) to Public/Semi-Public (intended to recognize institutional and transportation/utility uses that serve the community or region, especially larger facilities having acreage exceeding the thresholds established in other plan categories, and which are consistent with the need, character, and scale of such uses relative to the surrounding uses, transportation facilities, and natural resource features).

The subject property is part of a larger 9.59-acre parcel and is home to the Clearwater Community Church. The amendment area, which is the southern 2.9 acres of the larger 9.59-acre parcel, was purchased by the church at a later date, but is also for church use. If approved, this amendment will be consistent with Pinellas County's Comprehensive Plan.

FINDINGS

Staff submits the following findings in support of the recommendation for approval:

- A. The Public/Semi-Public category is appropriate for the proposed use of the property, and is consistent with the criteria for utilization of this category.
- B. The proposed amendment either does not involve, or will not significantly impact, the remaining relevant countywide considerations.

Please see accompanying attachments and documents in explanation and support of these findings.

LIST OF MAPS & ATTACHMENTS:

- Map 1 Location Map
- Map 2 Current Countywide Plan Map & Jurisdictional Map
- Map 3 Aerial Map
- Map 4 Current Countywide Plan Map
- Map 5 Proposed Countywide Plan Map

Attachment 1 Forward Pinellas Staff Analysis

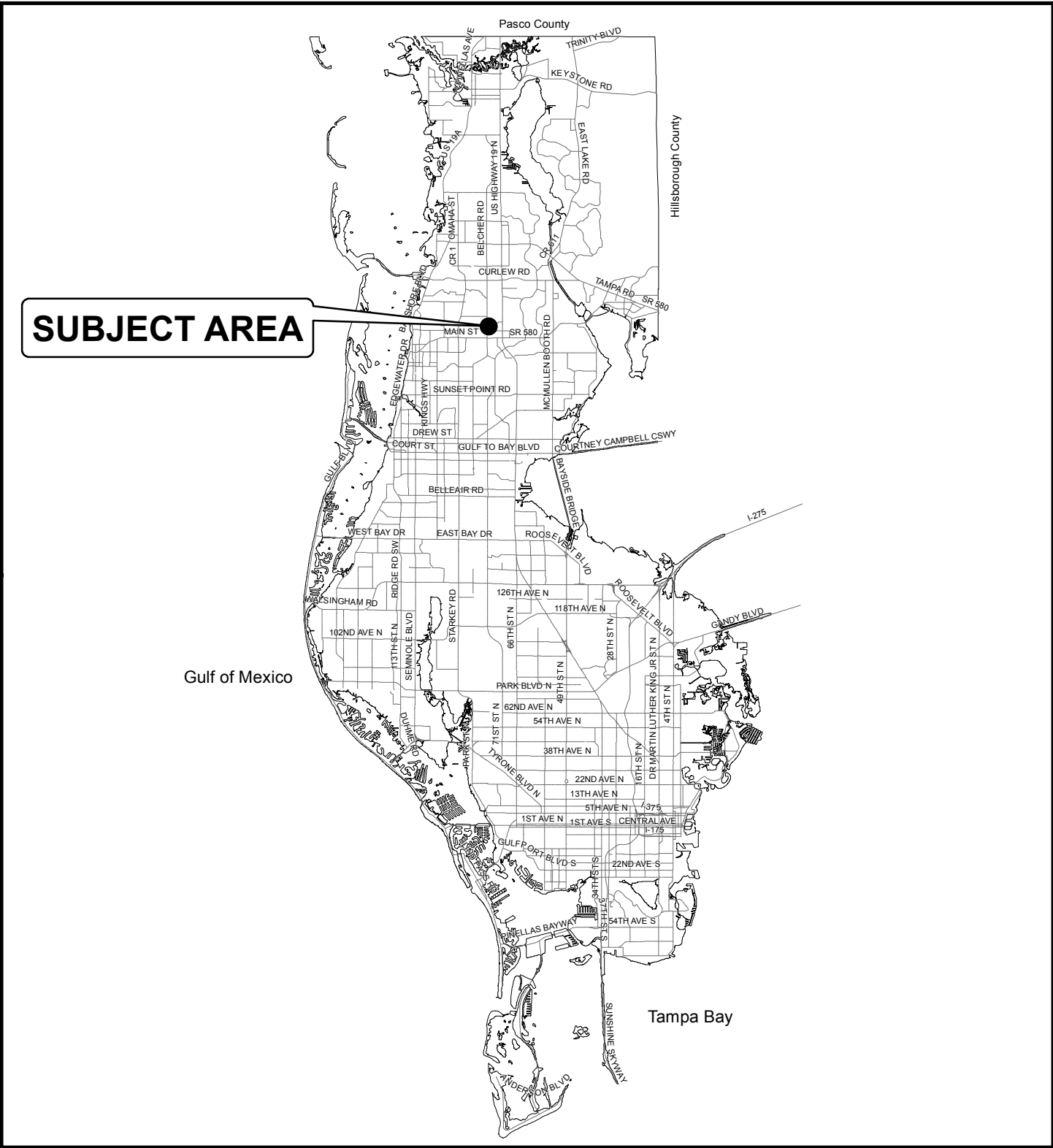
MEETING DATES:

Planners Advisory Committee, January 2, 2019 at 1:30 p.m.
Forward Pinellas, January 9, 2019 at 1:00 p.m.
Countywide Planning Authority, February 5, 2019 at 9:30 a.m.

ACTION: Board, in its role as the Pinellas Planning Council, to recommend approval or denial of the requested amendment to the Countywide Planning Authority.

STAFF RECOMMENDATION: The staff recommends to the board that it recommend approval of the requested amendment.

ADVISORY COMMITTEE RECOMMENDATION: At its January 2, 2019 meeting, the Planners Advisory Committee voted 11-0 to recommend approval of this amendment.



Map 1 - Location

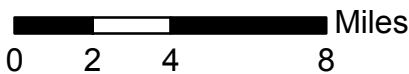
CASE #: CW19-01

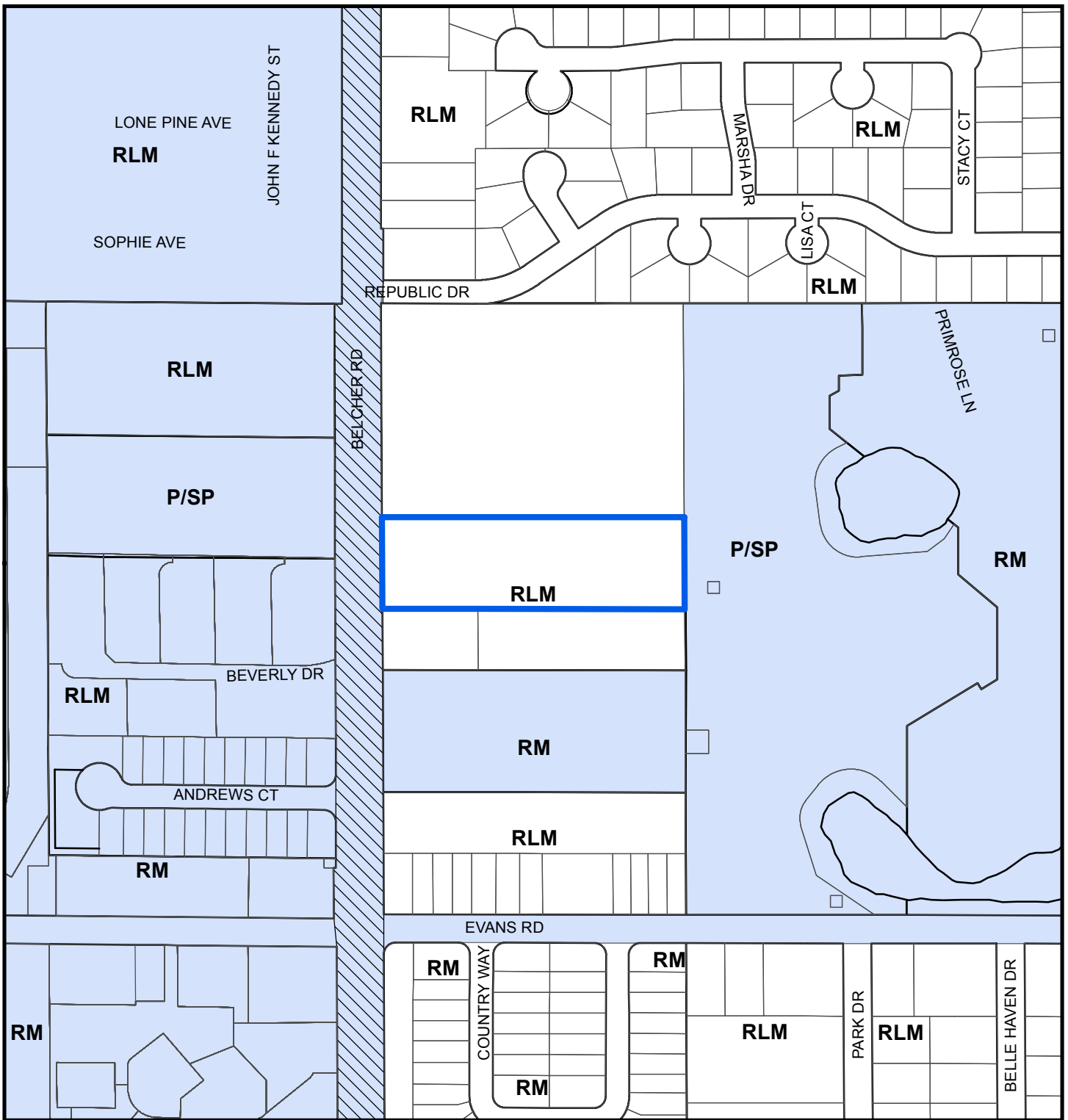
FROM: Residential Low Medium

AREA: 2.9 Acres

JURISDICTION: Pinellas County

TO: Public/Semi-Public





Map 2 - Current Countywide Plan Map & Jurisdictional Map

CASE #: CW19-01

FROM: Residential Low Medium

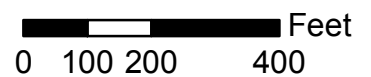
AREA: 2.9 Acres

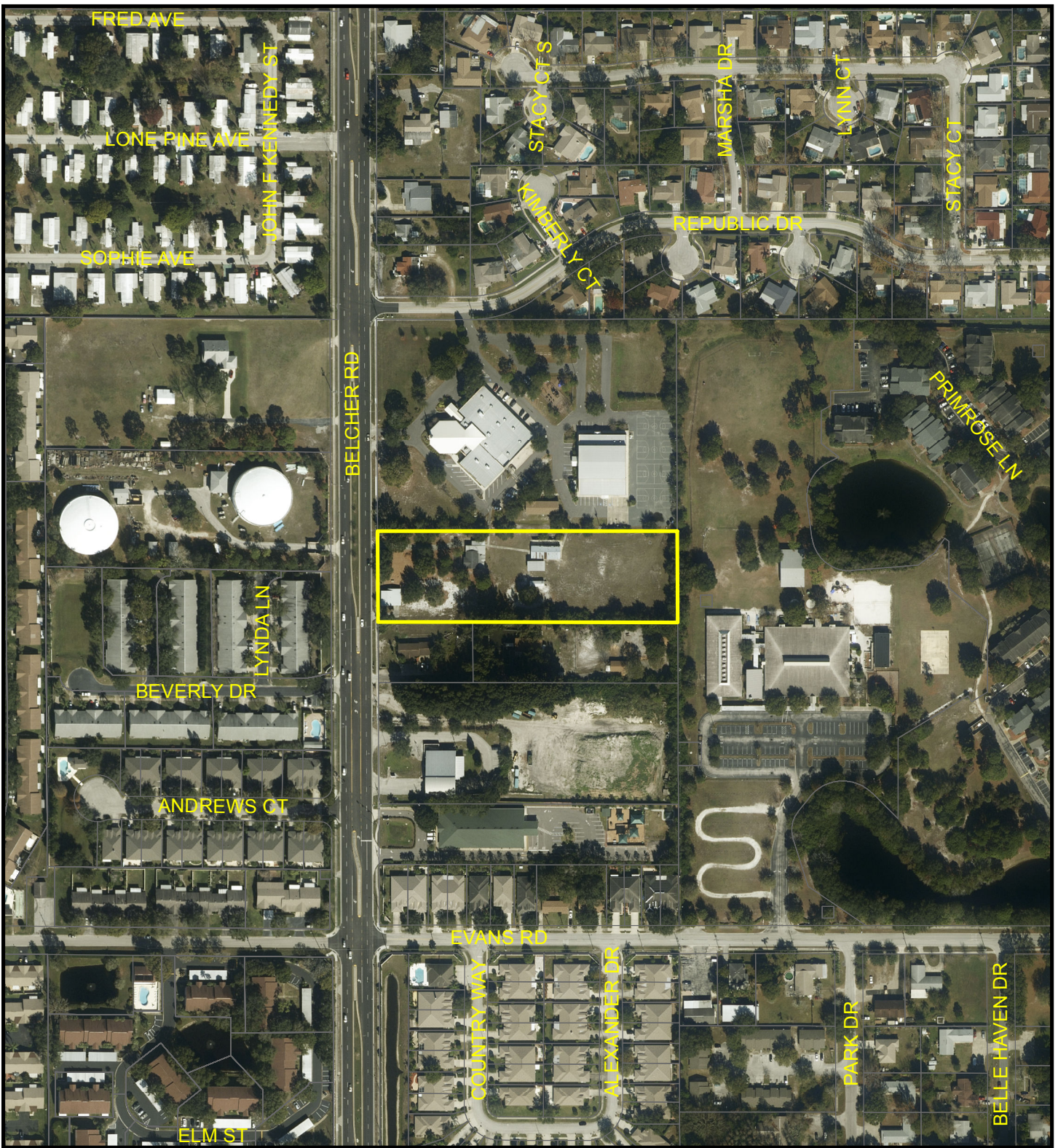
JURISDICTION: Pinellas County

TO: Public/Semi-Public

LEGEND:

- Dunedin
- Unincorporated





Map 3 - Aerial

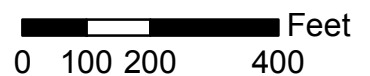
CASE #: CW19-01

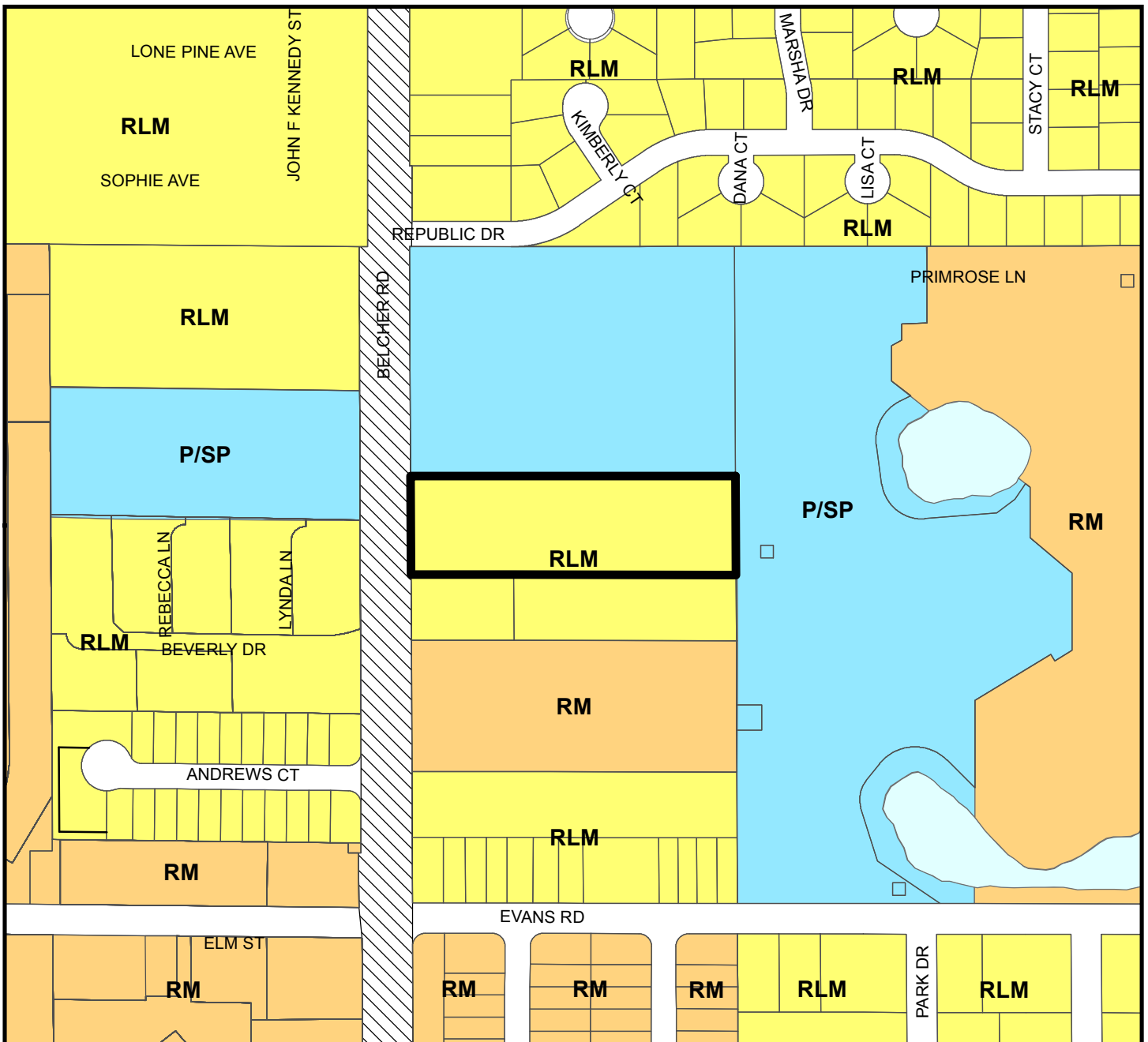
FROM: Residential Low Medium

AREA: 2.9 Acres

JURISDICTION: Pinellas County

TO: Public/Semi-Public





Countywide Plan Map Categories

- Residential Low Medium
- Public/Semi-Public
- Residential Medium
- Scenic/Noncommercial Corridor

Map 4 - Current Countywide Plan Map

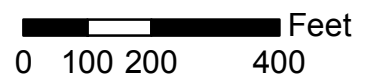
CASE #: CW19-01

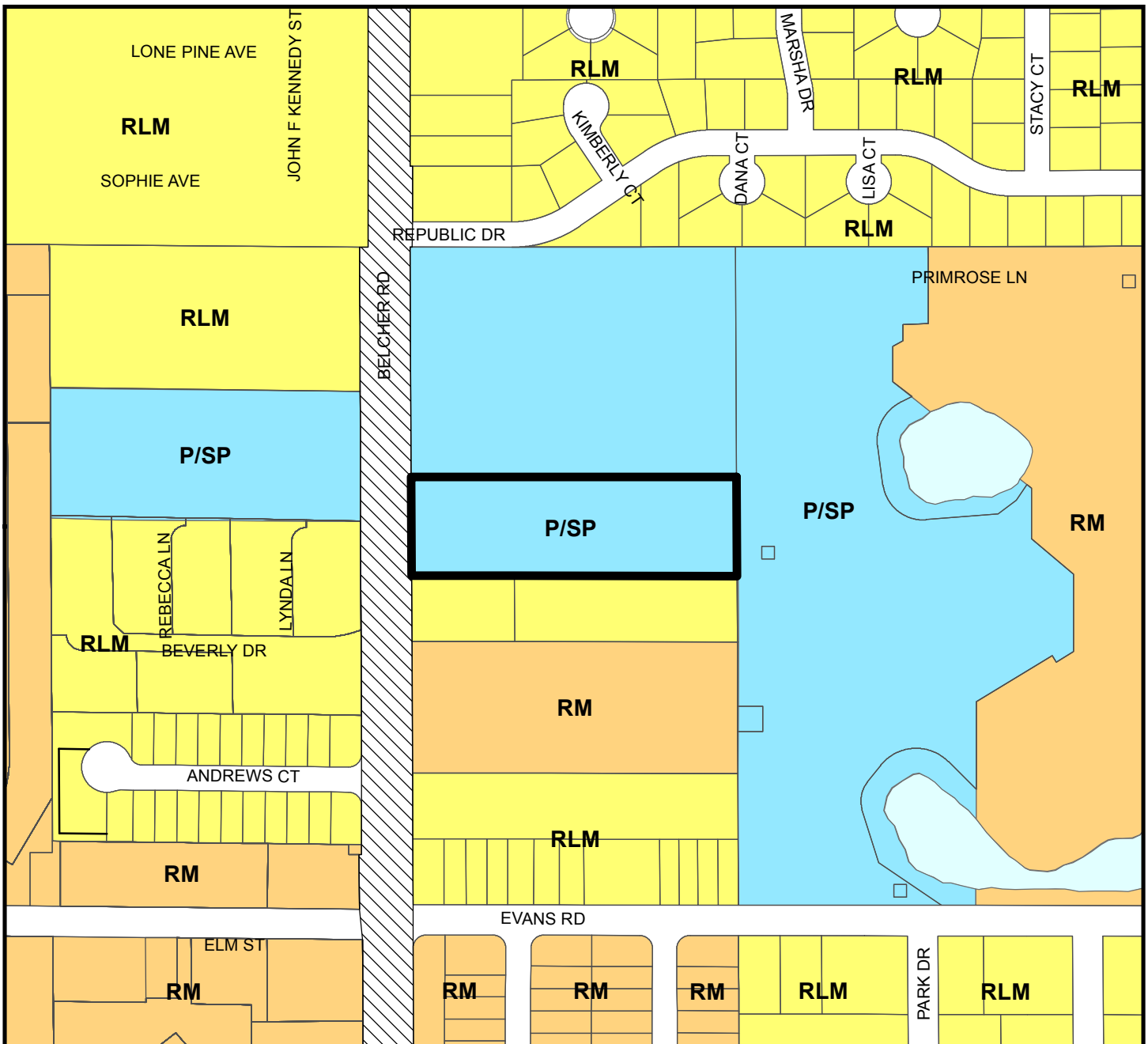
FROM: Residential Low Medium

AREA: 2.9 Acres

JURISDICTION: Pinellas County

TO: Public/Semi-Public





Countywide Plan Map Categories

- Residential Low Medium
- Residential Medium
- Public/Semi-Public
- Scenic/Noncommercial Corridor

Map 5 - Proposed Countywide Plan Map

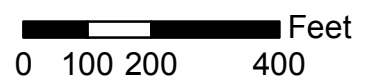
CASE #: CW19-01

FROM: Residential Low Medium

AREA: 2.9 Acres

JURISDICTION: Pinellas County

TO: Public/Semi-Public



CW 19-01 Forward Pinellas Staff Analysis

Relevant Countywide Considerations:

- 1) **Consistency with the Countywide Rules** – This proposed amendment is submitted by Pinellas County, and seeks to amend a site totaling approximately 2.9 acres in the unincorporated area from Residential Low Medium to Public/Semi-Public.

The subject property is part of a larger 9.59-acre parcel and is home to the Clearwater Community Church. The amendment area, which is the southern 2.9 acres of the larger 9.59-acre parcel, was purchased by the church at a later date, but is also for church use. The Countywide Rules state that the Public/Semi-Public category is "...intended to recognize institutional and transportation/utility uses that serve the community or region."

The requested amendment is consistent with the purpose and locational characteristics for the Public/Semi-Public category. The purpose of the Public/Semi-Public category is to provide institutional and transportation/utility uses serving the community and this request is consistent with that objective. If approved, this amendment will be consistent with Pinellas County's Comprehensive Plan.

This amendment can be deemed consistent with this Relevant Countywide Consideration.

- 2) **Adopted Roadway Level of Service (LOS) Standard** – The amendment area is located on a roadway segment where the existing Level of Service is operating at a LOS "D" or better, therefore those policies are not applicable.
- 3) **Location on a Scenic/Noncommercial Corridor (SNCC)** – The amendment area is located on a "residential sub-classification" of Scenic/Noncommercial Corridors. The Public/Semi-Public category is consistent with the residential sub-classification of SNCCs, according to Table 4 of Section 6.5.4.1.4 of the Countywide Rules.
- 4) **Coastal High Hazard Areas (CHHA)** – The amendment area is not located within CHHA, therefore those policies are not applicable.
- 5) **Designated Development/Redevelopment Areas** – The amendment area is not located within a designated development/redevelopment area, so those policies are not applicable.
- 6) **Adjacent to or Impacting an Adjoining Jurisdiction or Public Educational Facility** – The proposed amendment area is adjacent to the City of Dunedin. City staff reviewed the application and found no issues with the amendment. The City of Dunedin will have opportunity to comment at the PAC Meeting on January 2, 2019, if needed. The amendment area is not adjacent to a public educational facility, therefore those standards are not applicable.
- 7) **Reservation of Industrial Land** – The proposed amendment area does not involve the Employment, Industrial, or Target Employment Center categories, therefore those standards are not applicable.

Conclusion:

On balance, it can be concluded that the proposed amendment is deemed consistent with the Relevant Countywide Considerations found in the Countywide Rules.

January 9, 2019

7A. PSTA Activities Report



SUMMARY

This item includes a report from the board member representing the Pinellas Suncoast Transit Authority (PSTA). This report will provide an opportunity for the PSTA representative to share information concerning planning initiatives, partnerships and collaboration and other relevant matters with the board.

ATTACHMENT(S): None

ACTION: None required; informational item only

January 9, 2019

7B. TBARTA Activities Report



SUMMARY

This item will include a report from a TBARTA representative regarding regional transit planning and development activities. The report will provide an opportunity to share information concerning planning initiatives, partnerships, collaboration and other relevant matters.

ATTACHMENT(S): None

ACTION: None required; informational item only

January 9, 2019

7C. Advantage Pinellas Update



SUMMARY

Advantage Pinellas is the countywide Long Range Transportation Plan (LRTP) for Pinellas County being developed in partnership with the Pinellas Suncoast Transit Authority's (PSTA) Community Bus Plan. As the metropolitan planning organization (MPO) for Pinellas County, Forward Pinellas is responsible for developing a long range transportation plan every five years to account for changes in transportation needs, land uses, shifting regional travel patterns and any demographic changes that may have occurred since the LRTP was adopted last adopted in 2014. PSTA's Community Bus Plan provides a planning framework for transit service development over the next five to 10 years. By developing these plans together, Advantage Pinellas will provide a coordinated vision and strategy for aligning transit investments to serve Pinellas County's economic, redevelopment and community goals.

Forward Pinellas has been working with its consultant team to identify the revenues that could potentially be available to support all transportation improvements through the 2045 horizon year of the plan. Existing and other potential additional revenues have been identified that covers all modes of transportation. Staff will provide an overview of the revenue sources available and how those revenues may be spent on transportation projects for the next 20 years.

PSTA staff will provide an overview of its fiscal position relative to revenues and expenses necessary to maintain its bus fleet and current service levels. This information will serve as background for the joint transportation funding workshop scheduled for January 18th at the Seminole Campus of St. Petersburg College.

ATTACHMENT(S): Draft Financial Resources Technical Memorandum

ACTION: None required; informational item only

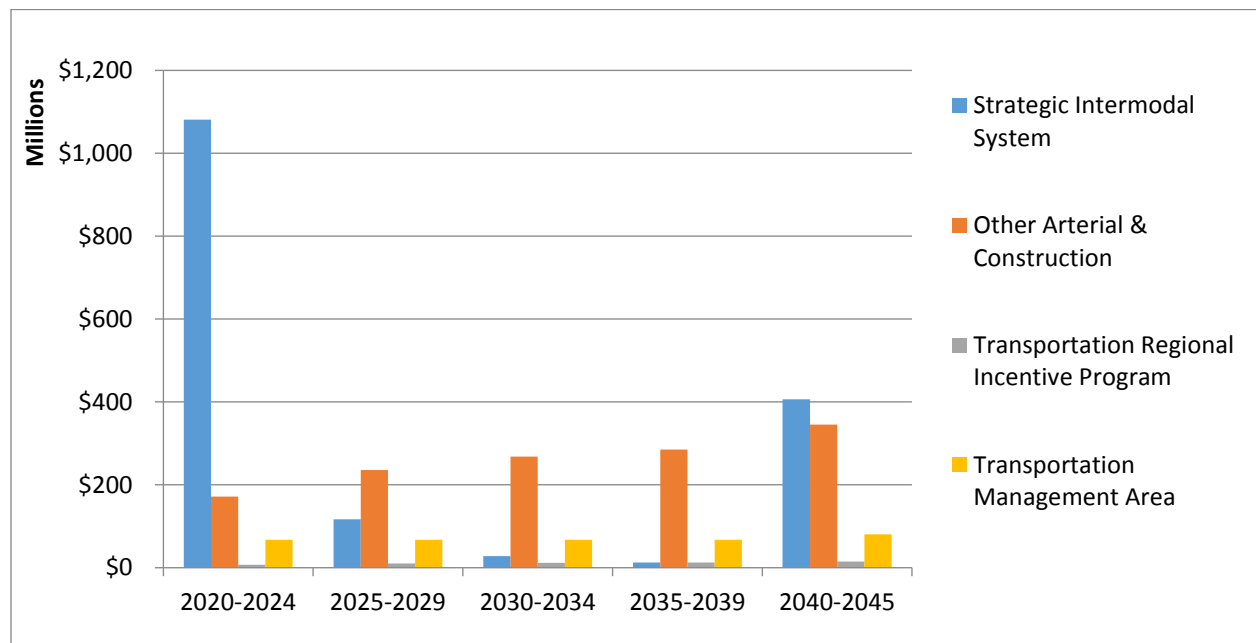
Financial Resources for Transportation Projects

One of the most important roles of Forward Pinellas as the metropolitan planning organization for Pinellas County is to develop a long range transportation plan every five years. The plan currently in development, known as Advantage Pinellas, identifies those projects that are needed for future mobility throughout the county and aligns those projects with funding that can be reasonably assumed to be available over the next 20 years. All funding sources must be considered in development of the plan, including public and private funding commitments to build, operate or maintain transportation facilities or services.

Forward Pinellas has been working to identify those funding resources and project their potential amounts out to the Advantage Pinellas 2045 horizon year. Additional funding resources that may not be currently available, but could be a potential source for transportation projects in the future, must also be identified. While the resources below are not exhaustive, and do not include the myriad discretionary grants available at the federal or state level, the following constitute those that are most readily available to Forward Pinellas and our partner implementing agencies. In the coming months, as needed transportation projects are identified and deemed a priority for funding, those projects will be matched against these financial resources to develop the cost feasible Advantage Pinellas Plan, with project phases (e.g., planning, design, right-of-way, construction) aligned to the funding available in five-year periods through 2045. Needed projects that are not cost feasible are included in an unfunded needs plan.

State and Federal Resources

There are four main sources of state and federal funding for transportation projects available to Forward Pinellas. Some of the sources may only be used on state roadways, others are more flexible.



Strategic Intermodal System (SIS)

The SIS funding category is the largest state transportation funding program, and is reserved for transportation facilities categorized by the State of Florida as being on the SIS network, which represents facilities deemed by the state to be most critical for the movement of people and goods throughout Florida. The projects that receive this funding are determined according to the statewide SIS Cost Feasible Plan. Forward Pinellas has an opportunity to recommend projects for SIS funding, and to comment on the SIS Cost Feasible Plan, but the ultimate decision on what projects to fund rests with the Central Office of the Florida Department of Transportation in Tallahassee based on requests from each FDOT District. For that reason, the amount of funding available for Pinellas County projects fluctuates greatly from year to year. In addition, Pinellas County has a comparatively small number of SIS facilities and few future projects planned on those facilities, so smaller amounts of revenue from this category are projected for Pinellas beyond the next five years when the Howard

Frankland Bridge is scheduled to be replaced. It is estimated that about \$1.64 billion will be available for SIS projects in Pinellas between 2020 and 2045, inflated for the year of expenditure (YOE).

Other Arterial (OA)

This is a capacity program providing funds for construction, improvements, and associated ROW on the State Highway System roadways not designated as part of the SIS or FIHS. Other Arterials (OA) revenue includes additional funding for the Economic Development Program and the County Incentive Grant Program. The Economic Development Program is a sub-program of the OA program which may provide funds for access roads and highway improvements for new and existing businesses and manufacturing enterprises that meet certain criteria. OA funding for Pinellas County is estimated to be \$1.3 billion, from 2020-2045, in YOE dollars.

Transportation Regional Incentive Program (TRIP)

TRIP funds are allocated by formula to Florida Department of Transportation Districts based on population and fuel tax collections. The funding is then made available to local governments on a discretionary 50/50



SIS facilities in Pinellas County

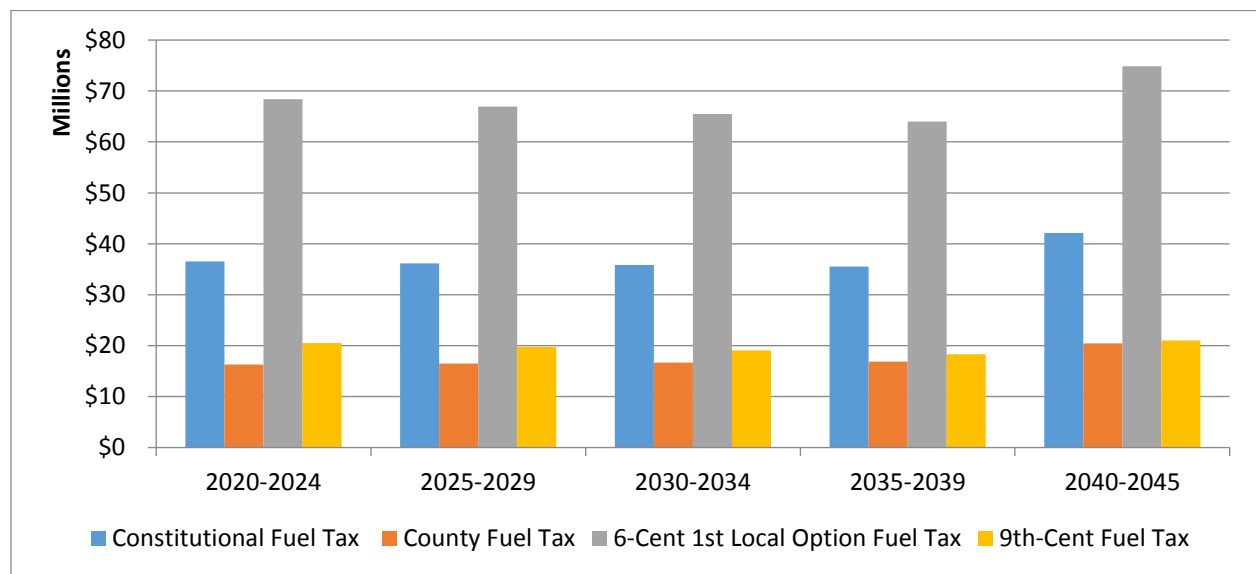
matching basis for projects that increase capacity of regionally significant roadways. TRIP projects must be defined through a regional transportation planning and priority-defining process, such as the West Central Florida MPO Chairs Coordinating Committee. In Pinellas County, this funding source has been used to augment the 9th Cent fuel tax to invest significantly in countywide Intelligent Transportation System (ITS) technology to optimize the traffic signal system.

Transportation Management Area Funding (SU)

SU dollars are a statewide funding source that are allocated to Transportation Management Areas (urbanized areas with populations exceeding 200,000) for transportation projects. This funding is distributed by formula according to population to the FDOT District office and is then distributed amongst the MPOs. These funds can be used for roadway, sidewalk, bicycle facility or transit capital projects. This is the most flexible statewide funding category available for Forward Pinellas priority projects. About \$350 million will be available for projects in Pinellas County from 2020-2045.

Fuel Taxes

A major source of transportation revenue is fuel taxes. There are a variety of fuel taxes that provide funding for transportation projects in Pinellas County. Some of these taxes are automatically collected and others are subject to control by the Board of County Commissioners. Unlike state fuel taxes, which are also automatically collected, local fuel taxes are not indexed for inflation. Projections of revenue from these funding sources consider increases in the fuel economy of vehicles and a greater share of electric vehicles through 2045.



Constitutional Fuel Tax (2 cents per gallon)

This is a state fuel tax available for local use and can be used for acquisition, construction and maintenance of roads. While a county has the option of sharing the proceeds of this tax with its municipalities, Pinellas County currently retains 100% of the revenue received from this funding resource for transportation projects.

County Fuel Tax (1 cent per gallon)

This is a state fuel tax that is available for local use and may be used for any legitimate transportation-related expenses, including reduction of bond indebtedness incurred for transportation purposes. Authorized uses include acquisition of ROW; construction, reconstruction, operation, maintenance, and repair of transportation facilities, roads, bridges, bicycle paths, and pedestrian pathways; or reduction of bond indebtedness incurred for transportation purposes. Counties have the option of sharing the proceeds with their municipalities but Pinellas County retains 100% of this tax source for transportation projects.

6-Cent 1st Local Option Fuel Tax

This is a local option fuel tax currently levied by Pinellas County that can be used for any legitimate transportation purpose. The County shares this funding with the municipalities, with 60% of proceeds going to Pinellas County and the remaining 40% being distributed amongst the municipalities by population. Of this revenue, 98% is available for transportation purposes and 2% is reserved for administration.

9th Cent Fuel Tax

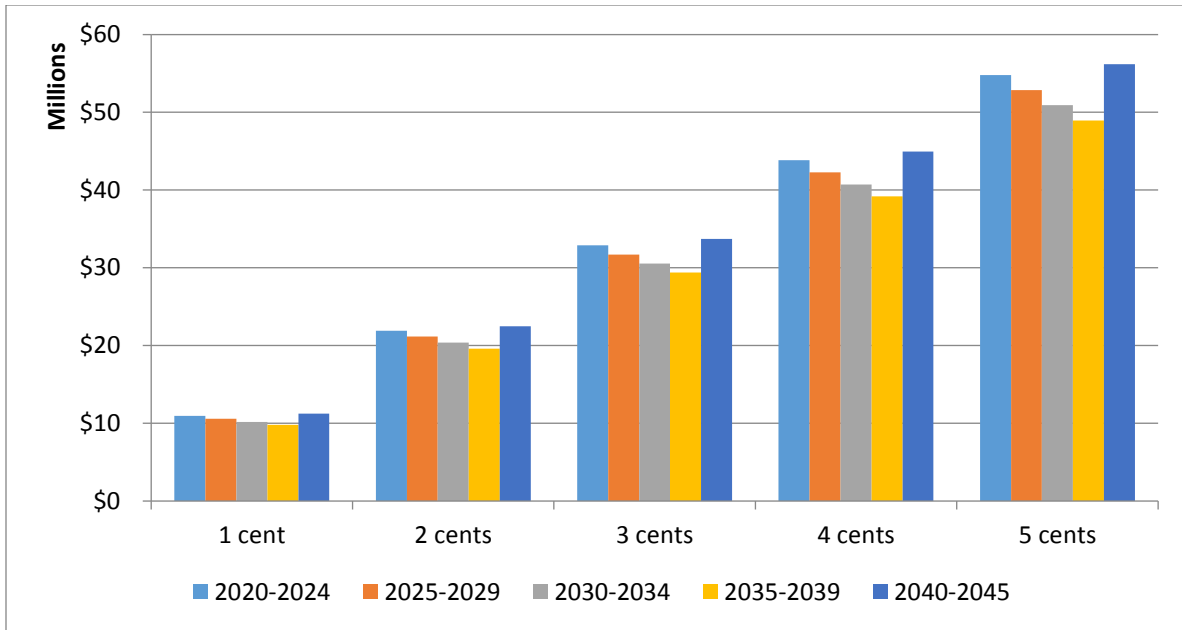
This is a local option fuel tax levied by Pinellas County and can be used for any legitimate transportation purpose. Pinellas County has dedicated this funding resources to Intelligent Transportation Systems (ITS)/Advanced Traffic Management System (ATMS) technologies, and has used this resource as a local match to bring significant amounts of TRIP and other discretionary grant funding into the county.

6-Cent 1st Local Option Fuel Tax

This is a local option fuel tax currently levied by Pinellas County that can be used for any legitimate transportation purpose. The County shares this funding with the municipalities, with 60% of proceeds going to Pinellas County and the remaining 40% being distributed amongst the municipalities by population. Of this revenue, 98% is available for transportation purposes and 2% is reserved for administration.

2nd Local Option Fuel Tax (not currently levied)

Up to 5 cents of tax on sales of fuel in the county that may be used for transportation. Although not currently levied in Pinellas, this tax may be added to local fuel sales for construction, maintenance, and other capital or operating transportation expenses. The distribution of this tax amongst the County and municipalities would need to be established via interlocal agreement. This tax may be levied via vote by the Board of County Commissioners. The anticipated revenue from this funding resource is projected to be roughly \$2-2.4 million per year, per cent, with about \$264 million total from the full five cents from 2020-2045. These projections are based on the assumption that the County would share revenues with the municipalities according to the same interlocal agreement for the 1st local option gas tax, 60% to Pinellas County and the remaining 40% shared with the municipalities.



Local Sales Taxes

County governments have the option of increasing local sales taxes to fund a variety of capital and operating expenses, including using those funds for transportation projects. Pinellas County currently levies the Local Government Infrastructure Sales Tax (Penny for Pinellas) and has the ability to implement the Charter County Transportation Sales Tax, but does not currently. The Penny for Pinellas revenues are used for a variety of infrastructure projects and is not exclusively used for transportation, which is why the revenues are significantly lower than for the Charter County tax that is reserved exclusively for transportation projects. The current Penny for Pinellas runs through 2029, but it is assumed to continue through 2045. Pinellas County also receives a portion of the state’s sales tax under the Local Government ½ Cent Sales Tax, apportioned based on formula. Together, the existing sales taxes (Penny and Local Government ½ Cent) are estimated to generate \$3.5 billion between 2020 and 2045.

Local Government Infrastructure Sales Surtax (Penny for Pinellas)

This tax is levied at the rate of 1 percent pursuant to an ordinance enacted by a majority vote of the County’s governing body and approved by voters in a countywide referendum. Generally, the proceeds must be expended to finance, plan, and construct infrastructure; to acquire land for public recreation, conservation, or protection of natural resources; or to finance the closure of local government-owned solid waste landfills that have been closed or are required to be closed by order of the Department of Environmental Protection. The surtax proceeds are distributed to the County and its respective municipalities according to an interlocal agreement.

Based on Penny for Pinellas allocation estimates and projections for 2010 to 2020, about 51.3% of the County’s portion of the sales tax revenues is dedicated to transportation. In 2017, voters overwhelmingly approved a 10 year extension of the Penny for Pinellas, guaranteeing revenue for transportation projects through the end of 2029. For the purposes of the Advantage Pinellas Plan, the additional revenues that would be available, contingent upon re-adoption, were projected. For these projections, it was assumed that Penny for Pinellas will be re-approved and will continue to be assessed through 2045. Additionally,

it is assumed that the current allocation levels (52.3% percent to the County, 51.3% of County portion to transportation) will remain constant through 2045.

Charter County Transportation Sales Tax

This tax may be levied at the rate of up to 1 percent pursuant to approval by a majority vote of the county's electorate. Generally, the proceeds are for the development, construction, operation, and maintenance of fixed guideway rapid transit systems, bus systems, on-demand transportation services, and roads and bridges. The surtax proceeds must be deposited into the County trust fund or remitted by the county's governing body to an expressway, transit, or transportation authority created by law.

There is currently no plan to schedule a referendum to adopt and implement the Charter County Transportation Sales Tax. Should one be scheduled, it is projected that this source could bring \$6.6 billion in revenue for transportation projects in Pinellas County from 2020-2045 (YOE).

Other Revenue Sources

Transportation Impact Fees

Transportation impact fees (TIFs) are assessed to provide revenue for financing the addition and expansion of roadway facilities needed to accommodate new growth and development. Historically, TIFs have been limited to roadway capacity expenditures only, but many communities have transitioned to multimodal or mobility impact fees to provide greater spending flexibility with regard to impact fee revenues. In 2011, Pinellas County adopted an ordinance that allowed its TIF revenues to be used for multimodal transportation-related improvements including roadway, bicycle, pedestrian, transit, or transportation systems management (TSM) projects. Section 150 of the Pinellas County Land Development Code provides additional detail on eligible transportation improvements. In general, TIFs must provide a transportation system benefit and may not be used for maintenance projects.

PSTA Property Tax Revenue

These local revenue projections include ad valorem revenue as well as funding from passenger bus fares, interest income, ancillary revenue, and debt financing related revenues.

Legislative Earmarks

This is a potential funding source, but runs counter to the position of Forward Pinellas and the Metropolitan Planning Organization Advisory Council (MPOAC) because these allocations come out of the state DOT District budget, and likely result in delays or eliminated funding from projects already on the priority list. If the governor vetoes an earmark from the state budget, the DOT is statutorily prohibited from doing any work on the project for one year, which can result in deferral of an already funded phase, such as design or right-of-way acquisition.

Tax Increment Financing in Community Redevelopment Areas

CRAs currently use TIFs to finance projects, including transportation projects that occur within the boundaries of a CRA. TIFs are a form of value capture, capturing the increase in property taxes generated in a pre-set area (that is designated an area of slum and blight). Projects must be part of an established plan.

Tourist Development Tax

The construction of public facilities, including transportation, is an allowable cost for the Tourist Development Tax (TDT). But there are several requirements for that to happen. Projects must have a life expectancy of at least 5 years. The County must generate a certain amount of TDT revenues (\$10M), and TDT funds cannot comprise more than 70% of the cost of the public facility. At least 40% of TDT has to go to promote and advertise tourism. In addition, an independent professional analysis must be performed at the expense of the Tourist Development Council, demonstrating a positive impact of the infrastructure project on tourist-related businesses in the county.

Public-Private Partnerships

Public-Private Partnerships, or P3s, are a potential funding opportunity that is generally identified on a case-by-case basis. With P3s, a private entity contributes some combination of funding to include capital, operating expenses or both to complement public funding for a given project, with an expected return on that investment based on planned development, revenue from fares or other methods of payback to cover the investment.

Next Steps

In the coming months, Forward Pinellas staff will continue to refine these revenue forecasts as well as investigate other innovative financing options that may be available in the future for transportation projects. As this work continues, staff will also be working with our partners and the board to identify the listing of multimodal projects necessary for future mobility in Pinellas County to be included in the Advantage Pinellas Plan. Once these projects are identified and prioritized, they will be matched against the anticipated future revenue summarized above, in five year increments.

This is a key step in the process of developing the Advantage Pinellas Plan, as developing a cost feasible plan is one of the major responsibilities of Forward Pinellas as a metropolitan planning organization. Board input will be sought at each phase of the development of Advantage Pinellas, including project prioritization and the ultimate selection of cost feasible projects to include in the Plan. Advantage Pinellas will be presented to the board for final adoption in November of this year.

January 9, 2019

**7D. Florida Department of Transportation FY 2019/20-2023/24
Five Year Draft Tentative Work Program**



SUMMARY

The Florida Department of Transportation (FDOT) District 7 Office is developing the Five-Year Tentative Work Program for Fiscal Years 2019/20 through 2023/24. The Work Program outlines the state and federally-funded transportation projects for the next five years, including new projects introduced in the fifth year (2023/24).

The Tentative Work Program is developed based on adopted metropolitan planning organization (MPO) priorities and in collaboration with adjacent FDOT Districts, Central Office and the Turnpike Enterprise. During the development phase, funding availability is considered, project scenarios are analyzed and any impacts are evaluated before the draft tentative work program is released for public comment. Two weeks before the beginning of the legislative session, the Tentative Work Program is submitted to the Florida Legislature, the Executive Office of the Governor, the Florida Transportation Commission, and the Department of Economic Opportunity for review.

Following the presentation to the board and receipt of comments, the Work Program will be submitted to the Florida Legislature and adopted into the MPO Transportation Improvement Programs in the summer of 2019.

This link below is to the FDOT website where the full Draft Tentative Work Program is posted. The attached Summary Highlights of the Draft Tentative Work Program provides highlights of the differences between the adopted Work Program and the Draft Tentative Work Program for Pinellas County.

This item will include a presentation by FDOT staff, and an opportunity for member comments. Forward Pinellas must submit its comments on the Draft Tentative Work Program by the end of January.

ATTACHMENT(S):

- [Five-Year Tentative Work Program for Fiscal Years 2019/20 through 2023/24](#)
- Summary Highlights of the Draft Tentative Work Program

ACTION: Board, in its role as the metropolitan planning organization, to approve the Five-Year Draft Tentative Work Program, and provide any comments or questions as deemed necessary.

ADVISORY COMMITTEE RECOMMENDATION(S): The Technical Coordinating Committee reviewed the Draft Tentative Work Program at its December 5, 2018 meeting and recommended approval. The Citizens Advisory Committee reviewed the Draft Tentative Work Program at its December 6, 2018 meeting and recommended approval.



#	FPN	Phase	Description	Work Mix	Project Comments
1	439338-4	Plan	Forward Pinellas MPO FY 2022/2023-2023/2024 UPWP	TRANSPORTATION PLANNING	Added 600k in 2024; SU
2	438747-2	Studies	PINELLAS COUNTY MODEL STUDIES	PLANNING MODELS/DATA UPDATE	Added funds to 2024; SU
3	440246-1	PE/CST	US 19/SR55/34TH ST FROM SR 682/54TH AVE S TO 22ND AVE N	RESURFACING	Added PE to 2020, CST to 2022; Goes with segment 2 and 3, DAF
3	440246-2	CST	US 19/SR55/34TH ST FROM SR 682/54TH AVE S TO 22ND AVE N	URBAN CORRIDOR IMPROVEMENTS	Added CST to 2022; Complete Streets, goes with segment 1 and 3, DAF
3	440246-3	CST	US 19/SR55/34TH ST FROM SR 682/54TH AVE S TO 30TH AVE S	SIDEWALK	Added CST to 2022; goes with segment 1 and 2, DAF
4	443928-1	CST	SR 590/ST PETERSBURG DR E FROM S BAYVIEW BLVD TO DARTMOUTH AVE	URBAN CORRIDOR IMPROVEMENTS	Added CST to 2024; DAF/LF
5	443929-1	CST	ROSEY RD FROM MISSOURI AVE TO EAGLE LAKE PARK	URBAN CORRIDOR IMPROVEMENTS	Added CST to 2024; DAF/LF
6	437710-1	CST	ALT US 19/SR 595 FROM S OF CURLEW PL TO N OF COUNTRY CLUB CT	ADD LEFT TURN LANE(S)	Added CsT to 2024, DAF
8	444332-1	Studies	ST PETERSBURG GREATER DOWNTOWN AREA NETWORK ANALYSIS	TRAFFIC ENGINEERING STUDY	Added a study to 2020; DAF
9	256931-4	PE	US 92/SR 600/GANDY BLVD FROM E OF 4TH ST TO W OF GANDY BRIDGE	ADD LANES & RECONSTRUCT	PE deferred from 2022 to 2024; REC reduction
11	422904-9	CST	I-275/SR 93(HOWARD FRKL)#150210 FROM N OF 4TH STREET TO S OF SR 60	BRIDGE-REPAIR/REHABILITATION	Added CST to 2020; G/W HFB, TBN 3; BRRP
11	424501-5	ROW/ DSB	I-275 (SR 93) FROM 54TH AVE S S OF ROOSEVELT BLVD	ADD LANES & RECONSTRUCT	Added ROW to 2022-2024 (not required); DSB to 2024; TBN 2, ACNP, DAF
12	256881-5	ROW/CST	US 19/SR 55 FROM S OF HARN BLVD TO N OF HARN BLVD	PEDESTRIAN/WILDLIFE OVERPASS	Dropped ROW in 2022/2023, advance CST from 2024 to 2022
13	440093-2	CST	PINELLAS TRAIL LOOP - PH 3 FROM ULMERTON RD TO BELLEAIR RD	BIKE PATH/TRAIL	Added CST 2024; DAF
18	440093-3	PE/CST	PINELLAS TRAIL LOOP - PH 4 FROM 126TH AVE N TO ULMERTON RD	BIKE PATH/TRAIL	Added PE to 2022, CST to 2024; TLWR
23	435914-2	ROW/CST	US 19/SR 55 FROM 66TH AVE N TO 118TH AVE N	INTERCHANGE IMPROVEMENT	Added ROW to 2023-2024, Moved CST out from 2023; DAF
1	441215-1	PE/CST	71ST ST TRAIL CONNECTOR FROM PINELLAS TRAIL TO 38TH AVE N	BIKE PATH/TRAIL	Advanced PE from 2023 to 2022. Added CST to 2024; TA
8	442955-1	CST	42ND AVE N FROM 46TH ST N TO 35TH ST N	SIDEWALK	Added CST to 2023; TA
	443600-1	PE/CST	40TH AVENUE NE OVER PLACIDO BAYOU	BRIDGE REPLACEMENT	Added PE to 2022, CST to 2024; ACBR
	441441-2	CST	ALT US 19/SR 595/N PINELLAS AVE FROM OSCAR HILL RD TO DIXIE HWY	SIDEWALK	Added CST to 2020; DAF
	437047-1	CST	CR 611 (49TH ST N) FROM 46TH AVE N TO SR 60	ITS COMMUNICATION SYSTEM	Deferred Project from 2019 to 2020; CIGP per agency request
	444422-1	CST	I-175/SR 594 FROM END OF BROOKER CREEK BRIDGE TO W END OF	LANDSCAPING	Added CST to 2020; DAF 1.5%
	438785-1	PE/CST	I-275 HOWARD FRANKLAND BRIDGE SB #150210 SUBSTRUCTURE REPAIR	BRIDGE-REPAIR/REHABILITATION	Moved out PE from 2022, CST from 2023 due to HFB conflicts
	443842-1	PE/CST	I-275 SB OVER 31ST ST S BRIDGE # 150149	BRIDGE-REPAIR/REHABILITATION	Added PE to 2023, CST to 2024; BRRP
	443353-1	PE/CST	I-275 SKYWAY BRIDGE FROM SOUTHERN END TO NORTHERN END	ITS SURVEILLANCE SYSTEM	Added PE and CST to 2020; DITS
	439553-1	PE/CST	I-275 SUNSHINE SKYWAY BRIDGE #150189 OVER TAMPA BAY	BRIDGE-REPAIR/REHABILITATION	Added PE to 2020, CST to 2021; DSB1
	437805-1	CST	I-275(SR93)&US19(SR55) PINELLAS COUNTY VARIOUS LOCATIONS	LIGHTING	Added CST to 2023; DAF
	443684-1	CST	I-275/SR 93 BUS ON SHOULDER	TRANSIT IMPROVEMENT	Added CST to 2020; DPTO
	441464-1	PE/CST	I-275/SUNSHINE SKYWAY BRIDGE # 150189 OVER TAMPA BAY	BRIDGE-REPAIR/REHABILITATION	Added PE to 2021, CST to 2023; DSB1
	444423-1	CST	I-375/SR 595 FROM E END OF 5TH AVE N BR #128 TO W END OF	LANDSCAPING	Added CST to 2020; DAF 1.5%
	439829-8	CST	INTERSECTION LIGHTING PINELLAS COUNTY VARIOUS LOCATIONS	LIGHTING	Added CST to 2020; ACSS safety
	443581-1	PE	NORTH SHORE ELEMENTARY SRTS VARIOUS LOCATIONS	SIDEWALK	Added PE to 2023; SR2T
	443833-1	CST	PINELLAS COUNTY BEARING PAD REPAIRS VARIOUS LOCATIONS	BRIDGE-REPAIR/REHABILITATION	Added CST to 2020; BRRP

#	FPN	Phase	Description	Work Mix	Project Comments
443836-1		PE/CST	PINELLAS COUNTY SUBSTRUCTURE REPAIR VARIOUS LOCATIONS	BRIDGE-REPAIR/REHABILITATION	Added PE to 2022, CST to 2023; BRRP
444064-1		Studies	SR 580/MAIN ST FROM ALT US 19/SR595/BROADWAY TO TAMPA RD	CORRIDOR/SUBAREA PLANNING	Added a study to 2020; DAF
441657-1		PE/CST	SR 586/CURLEW RD FROM E OF TALLEY DR/69TH ST TO SR 584/	RESURFACING	Added PE to 2020, CST to 2022; DAF
441657-2		CST	SR 586/CURLEW RD FROM E OF TALLEY DR/69TH ST TO SR 584/TAMPA RD	URBAN CORRIDOR IMPROVEMENTS	Added CST to 2022; Complete Streets, goes with segment 1, DAF
437554-1		PE/CST	SR 590 @ RR CROSSING 626839-W FROM E OF PHILIPPE PKWY TO W OF PARRISH LN	RAILROAD CROSSING	Dropped PE in 2021 and CST in 2023, CSX doing CST
440244-1		PE/CST	SR 679/PINELLAS BAYWAY FROM N OF BRIDGE 150243 TO N OF MADEIRA CIR	RESURFACING	Added PE to 2020, CST to 2022; DSB3
440244-2		CST	SR 679/PINELLAS BAYWAY FROM N OF TOLL BOOTH TO N OF MADEIRA CIR	URBAN CORRIDOR IMPROVEMENTS	Added CST to 2022; Complete Streets, goes with segment 1, DAF
441652-1		PE/CST	SR 682/PINELLAS BAYWAY FROM E OF SR 679 TO E OF 41ST ST S	RESURFACING	Added PE to 2020, CST to 2022; DAF
430500-1		CST	SR 687/4TH STREET N FROM SOUTH OF I-275/SR 93 TO	BRIDGE REPLACEMENT	Added CST to 2022; ACBR
441650-1		CST	SR 694 FROM W OF US 19/SR 55 TO E OF GRAND AVE/	RESURFACING	Deferred CST from 2021 to 2023; DAF, Due to lane miles
434807-3		ROW/CST	US 19 (SR 55) FROM N OF ANCLOTE RIVER BRIDGE TO S	DRAINAGE IMPROVEMENTS	Added ROW to 2021, CST to 2023; DAF
444052-1		Studies	US 19 FRONTAGE ROADS FROM S 49TH ST N TO N OF SR 580	TRAFFIC ENGINEERING STUDY	Added a study to 2020; DAF
444424-1		CST	US 19/SR 55 FROM CYPRESS ST TO PINELLAS TRAIL	LANDSCAPING	Added CST to 2020; DAF 1.5%
437807-2		PE/CST	US 92/SR 687/4TH ST N & S FROM 5TH AVE N TO 5TH AVE S	URBAN CORRIDOR IMPROVEMENTS	Added PE to 2021, CST to 2023; DAF

January 9, 2019



7E. US 19/Gandy Blvd. Project Development and Environment Study

SUMMARY

The Florida Department of Transportation (FDOT) has been completing a re-evaluation of the US 19 Project Development and Environment Study (PD&E) from 66th Avenue North to 118th Avenue North that was originally completed in 1990. The previous study identified roadway capacity changes that included the construction of overpasses at Mainlands Boulevard and at 86th Avenue North, along with frontage roads north of 78th Avenue. Proposed improvements now focus on capacity expansion of the US 19 interchange with Gandy Boulevard along with multimodal accommodations and safety treatments through the study limits.

The Department held a public hearing for the re-evaluation on October 30, 2018 in Pinellas Park. FDOT staff will present the recommended alternative and discuss comments from the public hearing as well as next steps for design of short term improvements within the project limits.

ATTACHMENT(S): [Public Hearing Newsletter](#)

ACTION: Board, in its role as the metropolitan planning organization, to review and comment.

January 9, 2019

8. Director's Report



The Executive Director will update and seek input from board members on the following items:

DIRECTOR'S REPORT

- A. SPOTlight Update
- B. TBARTA CCC Meeting of December 14, 2018 Summary
- C. Forward Pinellas Legislative Committee Update
- D. "The Kennedy Report" on Transit Funding

ATTACHMENT(S): None

ACTION: None required; informational items only

January 9, 2019

8A. Pinellas SPOTlight Emphasis Areas Update



SUMMARY

The Executive Director will provide a brief update on the status of activities related to the board's adopted SPOTlight Emphasis Areas, which currently include a vision for the US 19 corridor, a master plan for the Gateway/mid-county area, and enhancing beach community access.

ATTACHMENT(S): None

ACTION: None required; informational item only

January 9, 2019

8C. Forward Pinellas Legislative Committee Update



SUMMARY

The Forward Pinellas Legislative Committee met on November 14, 2018 prior to the regular Forward Pinellas Board meeting. Discussions continued regarding potential areas of interest at both the state and federal level. At the January meeting, the committee will discuss a bill aimed at protecting the state's affordable housing trust fund. The committee will be finalizing a list of proposed legislative priorities and position statements to bring to the full board for consideration.

The Executive Director and/or committee members will provide an update to the board.

ATTACHMENT(S): None

ACTION: None required; informational item only

January 9, 2019

8D. “The Kennedy Report” on Transit Funding



SUMMARY

This is a standing agenda item to keep the board updated on discussions between Pinellas County, Hillsborough County and Pasco County representatives regarding steps needed to reach agreement on a local funding commitment in support of improved regional transit service. The executive director will provide an update for the board’s consideration.

To begin addressing that issue, Forward Pinellas is hosting a transportation funding workshop at the St. Petersburg College Seminole Campus on January 18. The workshop is being developed in coordination with Pinellas County and the Pinellas Suncoast Transit Authority, and will focus on sharing information, gathering input and identifying next steps to define a countywide funding strategy for all transportation needs, including roadway maintenance, transit and multimodal connectivity and safety.

ATTACHMENT(S): Draft workshop agenda

ACTION: None required; informational item only

DRAFT



Joint Transportation Funding & Coordination Workshop

Agenda

January 18, 2019

8 a.m. – 2 p.m.

SPC Seminole Campus Conference Center

9200 113th Street

Seminole, FL 33772

Register: <https://www.eventbrite.com/e/joint-transportation-funding-and-coordination-workshop-tickets-53096622427>

Desired outcomes of the workshop:

- 1) *A vision for improved mobility and associated funding needs;*
- 2) *Understanding potential funding sources and constraints;*
- 3) *Guidance on funding strategies to explore further.*

The outcomes will be presented to the Forward Pinellas Board as part of an update on the Advantage Pinellas Plan in the spring. Advantage Pinellas includes the Long Range Transportation Plan for Pinellas County, a necessary document to receive state and federal funding for transportation projects. The Forward Pinellas Board will need to make a decision by July 2019 regarding the cost feasible projects for the Advantage Pinellas Plan, and what projects are in the needs plan without a funding source. The Advantage Pinellas Plan must include a transportation investment strategy.

Doors open 7:30 a.m.

8:00 Welcome & Introductions

8:10 Transportation Funding

- Interactive Polling
- Transportation 101
- Small Group Discussions
- Interactive Plenary Discussion

11:25 Lunch/Panel Discussion

12:35 Regional Transportation Decision-Making

- MPO Regional Coordination Best Practices Study Presentation
- Discussion of Study Recommendation(s)



January 9, 2019

9A-G. Informational Items



Staff and/or board members will provide information and updates on the following items:

INFORMATIONAL ITEMS

- A. Summary of Public Outreach and Stakeholder Meetings
- B. CPA Actions and Tier I Countywide Plan Map Amendments
- C. Correspondence, Fatalities Map, Pinellas Trail Data and Draft PAC Action Sheet
- D. Quarterly Report on Executive Director Approvals
- E. FDOT District Seven Bi-Weekly Traffic Fatalities Report for December 3-16, 2018
- F. Committee Vacancies
- G. Other

ATTACHMENT(S):

- Correspondence of Interest
- Fatalities Map
- Pinellas Trail Data
- Draft PAC Action Sheet
- FDOT District Seven Bi-Weekly Traffic Fatalities Report for December 3-16, 2018

January 9, 2019

9A. Summary of Public Outreach and Stakeholders Meetings



SUMMARY

Each month the board will be informed of any meetings staff members are actively participating in that involve citizens, business groups or other agencies. The goal of this item is to provide a more comprehensive view of the conversations that Forward Pinellas staff are a part of, and the ways in which they act as resources for the wider community.

ATTACHMENT(S): Public Outreach and Stakeholders Meetings Summary

ACTION: None required; informational item only

Meeting Date	Organization	Location	Description	Staff members in attendance
11/1/2018	FDOT	FDOT Offices	Tampa Bay Technical Review Team. Regular meetings to coordinate on technical matters to the FDOT District 7 MPOs, including the maintenance of the regional travel demand model.	Chelsea Favero, Jared Austin
11/1/2018	MPOAC	Orlando	Quarterly meeting of the MPO Advisory Council.	Whit Blanton
11/1/2018	FDOT	FDOT Offices	Tampa Bay Transportation Applications Group meeting. Regular meeting amongst regional planners to discuss transportation topics. Includes a presentation from Forward Pinellas staff on the regional long range transportation plan.	Chelsea Favero, Hilary Lehman
11/2/2018	Tampa Bay TMA	FDOT Offices	TMA Leadership Group meeting	Whit Blanton, Chelsea Favero, Hilary Lehman
11/2/2018	Forward Pinellas/ Metroplan	Forward Pinellas	Coordination meeting with Metroplan staff on Transportation systems management and operations projects	Multiple
11/2 - 11/4 2018	TBT Home Show	Tropicana Field	Outreach activities associated with the development of the Advantage Pinellas Plan	Multiple
11/5/2018	Pinellas County/Forward Pinellas/City of St. Petersburg	Forward Pinellas offices	Coastal High Hazard Area mitigation discussion	Whit Blanton, Rodney Chatman
11/6/2018	TBARTA	TBARTA Offices	Meeting with new TBARTA Director David Green	Whit Blanton
11/6/2018	Clearwater/ Forward Pinellas	Clearwater City Hall	Coordination meeting on the development of population and employment projections.	Chelsea Favero, Linda Fisher, Jared Austin
11/6/2018	Safety Harbor/Forward Pinellas	Safety Harbor Offices	Coordination meeting on the development of population and employment projections.	Chelsea Favero, Linda Fisher, Jared Austin

11/7-11/9/2018	Forward Pinellas/PSTA	Indianapolis	Fact finding mission with PSTA to learn about successful transit and transportation implementation in Indianapolis	Whit Blanton, Alicia Parinello
11/8/2018	Largo/ Forward Pinellas	Largo Offices	Coordination meeting on the development of population and employment projections.	Chelsea Favero, Linda Fisher, Jared Austin
11/8/2018	Oldsmar/ Forward Pinellas	Oldsmar Offices	Coordination meeting on the development of population and employment projections.	Chelsea Favero, Linda Fisher, Jared Austin
11/9/2018	FDOT/Forward Pinellas	Teleconference	Monthly coordination meeting	Whit Blanton, Chelsea Favero
11/13/2018	City of Indian Rocks Beach	Indian Rocks Beach City Hall	Attending City Council Meeting to discuss possible Forward Pinellas project regarding Gulf Boulevard	Whit Blanton
11/13/2018	Forward Pinellas	SPC Epicenter	Study Management Team Meeting for the Gateway Area/Mid County Master Plan	Chelsea Favero, Whit Blanton
11/13/2018	Forward Pinellas	Pinellas Park Auditorium	Public Workshop for the Gateway Area/Mid County Master Plan	Hilary Lehman
11/13/2018	PSTA/FDOT/ Forward Pinellas	PSTA	Monthly transit coordination meeting	Whit Blanton, Sarah Caper
11/13/2018	City of St. Petersburg	City Hall	St. Petersburg Complete Streets Committee	Al Bartolotta
11/13/2018	Forward Pinellas	FDOT Offices	Vision Zero discussion	Rodney Chatman, Sarah Caper
11/14/2018	Forward Pinellas	Franklin Templeton	Public Workshop for the Gateway Area/Mid County Master Plan	Chelsea Favero
11/14/2018	City of St. Petersburg	City Hall	St. Petersburg BPAC	Al Bartolotta
11/15/2018	FDOT	Four Points By Sheraton, Tampa	Westshore / West Tampa Areas Community Working Group	Al Bartolotta
11/15/2018	Dunedin	Dunedin Offices	Stakeholder coordination meeting for the Skinner Blvd. complete streets projects	Chelsea Favero
11/15/2018	Clearwater City Council	City Hall	Presenting to Clearwater City Council on Forward Pinellas projects and planning	Whit Blanton

11/15/2018	St. Petersburg Area Chamber	Chamber Offices	Attending meeting of St. Pete Chamber Transportation Committee to discuss Brightline and other issues	Hilary Lehman
11/15/2018	Forward Pinellas	Largo Library	Public Workshop for the Gateway Area/Mid County Master Plan	Chelsea Favero
11/16/2018	Dunedin Council of Organizations	Dunedin Golf Club	Attending the meeting of Dunedin Council of Organizations that discussed the FDOT Alt 19 study	Whit Blanton
11/16/2018	TBARTA	PSTA Offices	TBARTA board meeting	Chelsea Favero
11/16/2018	UNITE Pinellas	Juvenile Welfare Board offices	Attending meeting of UNITE PolicyLink Profile Committee	Whit Blanton
11/16/2018	TBARTA CCC Staff Directors	Teleconference	CCC Staff Directors Conference Call	Whit Blanton, Chelsea Favero
11/19/2018	Forward Pinellas	Forward Pinellas	Coordination meeting with Kimley Horn and Associates staff	Whit Blanton, Chelsea Favero
11/20/2018	Clearwater Regional Chamber of Commerce	Chamber Offices	Attending Public Policy/Economic Development Committee Meeting	Whit Blanton
11/20/2018	FDOT/Forward Pinellas	Teleconference	TIP Priorities Meeting	Multiple
11/26/2018	Forward Pinellas/ Pinellas County/ PSTA	Forward Pinellas	Coordination meeting with Pinellas County staff, PSTA	Whit Blanton, Al Bartolotta, Chelsea Favero, Rodney Chatman, Sarah Caper
11/27/2018	Forward Pinellas	Clearwater East Library	Focus Group meeting for the development of the Advantage Pinellas plan.	Whit Blanton, Chelsea Favero, Hilary Lehman, Al Bartolotta
11/27/2018	Florida Automated Vehicles (FAV)	Tampa Waterside Marriott	FAV Summit	Al Bartolotta
11/28/2018	Forward Pinellas	St. Petersburg Municipal Services	34th Lane Elimination Study and Complete Streets Project	Sarah Caper, Al Bartolotta
11/29/2018	Forward Pinellas	Bike Walk Tampa Bay	Vision Zero discussion	Rodney Chatman, Sarah Caper

Meeting Date	Organization	Location	Description	Staff members in attendance
12/3/2018	City of Gulfport/ Forward Pinellas	City of Gulfport Offices	Coordination meeting on the development of population and employment projections.	Chelsea Favero, Linda Fisher, Jared Austin
12/3/2018	FDOT	Teleconference	Discussing St. Pete Beach and plans for Gulf Boulevard	Whit Blanton, Rodney Chatman
12/3/2018	Pinellas County Economic Development	SPC Collaborative Labs	Penny IV Economic development capital projects and housing fund meeting	Whit Blanton, Rodney Chatman
12/3/2018	Pinellas Trails Inc	Largo Library	Attending meeting of Pinellas Trails Inc	Whit Blanton
12/4/2018	City of Pinellas Park	Forward Pinellas offices	Meeting with new Pinellas Park Planning Director Ben Ziskal	Whit Blanton
12/4/2018	Forward Pinellas	St. Petersburg Municipal Svcs Bldg	22nd Ave S project meeting	Al Bartolotta
12/5/2018	PSTA	PSTA	Attended PSTA Board Meeting	Whit Blanton
12/5/2018	TBARTA CCC Staff Directors	Teleconference	CCC Staff Directors Conference Call	Whit Blanton, Chelsea Favero
12/5/2018	PSTA	PSTA	Participated in PSTA climate resiliency strategic planning discussion	Whit Blanton, Rodney Chatman
12/6/2018	UNITE Pinellas	Juvenile Welfare Board offices	Monthly meeting of UNITE Pinellas Collective	Whit Blanton
12/6/2018	Forward Pinellas	FDOT District 7	34th Street Lane Elimination Study/Resurfacing Project	Sarah Caper, Al Bartolotta
12/6/2018	FDOT	FDOT Offices	Tampa Bay Technical Review Team. Regular meetings to coordinate on technical matters to the FDOT District 7 MPOs, including the maintenance of the regional travel demand model.	Chelsea Favero, Jared Austin
12/7/2018	Forward Pinellas	Forward Pinellas offices	Meeting with staff and consultant to discuss new bicycle/pedestrian master plan	Multiple
12/7/2018	Federal Census	Lealman Exchange	Kickoff meeting to discuss Census participation in Pinellas County	Hilary Lehman

12/10/2019	Pinellas County	County Administration Offices	Meeting with new County Administrator Barry Burton	Whit Blanton
12/10/2019	Bike/Walk Tampa Bay	Downtown Tampa	Bike/Walk Tampa Bay Board meeting	Whit Blanton
12/10/2018	PSTA	PSTA	Central Ave BRT Project Management Team meeting	Sarah Caper
12/11/2018	Forward Pinellas/ PSTA/ FDOT	PSTA	Monthly coordination meeting	Whit Blanton, Chelsea Favero, Hilary Lehman, Sarah Caper
12/12/2018	St. Petersburg Area EDC	St. Petersburg Area Chamber	Presenting to St. Petersburg Area EDC on Gateway Master Plan	Whit Blanton
12/12/2018	St. Petersburg	Empath Health Community Svc Ctr, St. Petersburg	St. Petersburg Complete Streets Public Workshop	Al Bartolotta
12/12/2018	Forward Pinellas	Forward Pinellas	Forward Pinellas/PC Public Works and Planning Coordination Meeting	Whit Blanton, Rodney Chatman, Chelsea Favero, Al Bartolotta
12/12/2018	Forward Pinellas	Teleconference	Resiliency Workshop for the Gateway Area Master Plan	Chelsea Favero, Linda Fisher
12/13/2018	TBARTA	TBARTA Offices	Coordination meeting for the Regional MPO Best Practices Study	Whit Blanton, Chelsea Favero
12/14/2018	TBARTA	Sarasota	Attending CCC Board Meeting	Whit Blanton
12/14/2018	St. Petersburg	Mayor's Office	Meeting with St. Petersburg Mayor Rick Kriseman to discuss transportation funding workshop and projects in St. Petersburg	Whit Blanton
12/18/2018	St. Petersburg Area Chamber	Chamber offices	Meeting of the St. Pete Chamber discussing St. Petersburg Complete Streets implementation plan	Hilary Lehman, Whit Blanton
12/19/2018	Forward Pinellas/ Pinellas County	Forward Pinellas	Monthly coordination meeting with Pinellas County staff	Whit Blanton, Al Bartolotta, Chelsea Favero, Rodney Chatman

January 9, 2019

9B. CPA Actions and Tier I Countywide Plan Map Amendments



SUMMARY

This information is presented in order to better, and more systematically, apprise the Forward Pinellas Board of final action(s) by the Board of County Commissioners, in their role as the Countywide Planning Authority (CPA) on matters that have been previously considered. This summary also includes the Tier I Countywide Plan Map Amendments that have been administratively reviewed by Forward Pinellas staff.

CPA Actions December 2018:

PUBLIC HEARINGS

Subthreshold Plan Map Amendments:

- Case CW 18-24, a City of Belleair Bluffs case located at 2726 Bayway Avenue. The Board of County Commissioners, in its role as the Countywide Planning Authority, **approved** the amendment from Residential Low Medium to Retail & Services (vote 7-0).
- Case CW 18-25, a City of Clearwater case located at 1434 & 1446 North Martin Luther King Jr. Avenue. The Board of County Commissioners, in its role as the Countywide Planning Authority, **approved** the amendment from Retail & Services to Residential Medium (vote 7-0).

Regular Plan Map Amendments:

- Case CW 18-19, a City of St. Petersburg case located at 5908 4th Street North. The Board of County Commissioners, in its role as the Countywide Planning Authority, **approved** the amendment from Residential Medium to Multimodal Corridor (vote 7-0).
- Case CW 18-21, a City of Clearwater case located at 3474 Aspen Trail, 3490 Lake Shore Lane and 3492 Lake Shore Lane. The Board of County Commissioners, in its role as the Countywide Planning Authority, **approved** the amendment from Public/Semi-Public and Preservation to Residential Low Medium (vote 7-0).
- Case CW 18-23, a City of St. Petersburg case generally bounded by 5th Avenue South to the north, 10th Street South to the west, Booker Creek and Roser Park Drive South to the south, and following the Coastal High Hazard boundary line to the east. The Board of County Commissioners, in its role as the Countywide Planning Authority, **approved** the amendment to the Activity Center category at this location, amending the local land use categories, uses, intensities and other development standards and regulations for the subject area, known as the Innovation District, to better integrate supportive uses and create a more cohesive district that reflects the theme of technological and economic innovation (vote 7-0).
- Case CW 18-22, a Pinellas County case located at 1003 Virginia Avenue, Palm Harbor. The Board of County Commissioners, in its role as the Countywide Planning Authority, **approved** the amendment from Office to Retail & Services (vote 7-0).

REGULAR AGENDA ITEMS

- Countywide Plan Map Adjustment – Pinellas County – Official Acceptance, The board officially accepted the map adjustment (vote 7-0).

- Countywide Plan Map Annual Update 2018 – Official Acceptance. The board officially accepted the annual update of the Countywide Plan Map for filing (vote 7-0).

Tier I Countywide Plan Map Amendments November and December 2018:

There were no Tier I Amendments to report.

ATTACHMENT(S): None

ACTION: None required; informational item only

**BOARD OF COUNTY
COMMISSIONERS**

Dave Eggers

Pat Gerard

Charlie Justice

Janet C. Long

Kathleen Peters

Karen Williams Seel

Kenneth T. Weich



Barry A. Burton
County Administrator

December 4, 2018

Whit Blanton, FAICP
Executive Director
Forward Pinellas
310 Court Street
Clearwater, FL 33756

Dear Whit:

Pinellas County is dedicated to providing, maintaining and operating a safe and efficient multi-modal transportation network. The County has always followed the Florida Department of Transportation Standard Plans for Road Construction in the design and construction of projects, including maintenance of traffic (MOT) plans for the various modes of travel. As you are aware this state criteria does not currently provide for a methodology for maintenance of traffic for bikes lanes, side-paths or trails and the County has occasionally provided MOT plans for some of these types of closures. To ensure consistency on all projects, the County's Public Works Department is in the process of developing a policy that will require the identification and maintenance of traffic for all transportation facility closures affecting all modes of travel.

Pinellas County will work with our municipal partners and Forward Pinellas as we develop a legal and acceptable MOT Policy for all modes of transportation. This policy could also be adopted by other municipalities to ensure consistency across the County.

Thank you and your team for your continued partnership.

Sincerely,

A handwritten signature in blue ink, appearing to read "Rahim", is written over a blue horizontal line.

Rahim Harji, P.E. CFM, ENV-SP
Assistant County Administrator

cc: Addie Javed, P.E., Public Works Director

Pinellas County Administration
315 Court St. • Room 601
Clearwater, FL 33756
Main: (727) 464-3485
FAX: (727) 464-4384
V/TDD: (727) 464-4062
www.pinellascounty.org



December 10, 2018

David Gwynn, PE
District Secretary of Transportation
FDOT District Seven
11201 N. Malcolm McKinley Dr.
Tampa, FL 33612

RE: Request for Business Access and Transit (BAT) Lane on 34th Street South

Dear Secretary Gwynn:

PSTA understands that the 34th Street South Lane Elimination Study from 54th Avenue South to 22nd Ave South has concluded that this section of 34th Street South has sufficient capacity to accommodate travel demand as a 4-lane facility. PSTA also understands that Forward Pinellas and the City of St. Petersburg have been looking at options for repurposing the lane as either a bike lane, shared use path, or bus lane. Any of these would be consistent with the Skyway Marina District's goals for redevelopment, slowing traffic, and facilitating multimodal travel.

PSTA's Route 34 travels from the Largo Transit Center at US Highway 19 and Roosevelt Boulevard to Eckerd College via 34th Street. It is PSTA's 3rd highest ridership route, carrying almost 1 million people per year. It operates every 20 minutes in peak hours and every 30 minutes in off-peak and on Saturdays. On Sundays, it has 50 minute headways. Proposed improvements include increasing frequency to 15 minutes in the peak hours.

Given that a wide sidewalk along the corridor is already funded for construction, PSTA requests that the outside lanes be repurposed as BAT lanes that with the other improvements will make 34th Street South a truly multi-modal corridor. The BAT lanes would allow cars to enter to make right turns while also making bus service faster and therefore provide more competitive mobility options. Any improvements in frequency and travel speeds, including those gained from the BAT lanes, would most likely attract new riders and allow existing to use the route for more trip purposes. This could also position the corridor as a future Bus Rapid Transit (BRT) route with potential support from Federal Transit Administration (FTA).

PSTA would also work with FDOT, Pinellas County and the City to evaluate transit signal priority in the corridor to further improve bus travel speeds, to identify appropriate number of bus stops and locations near major intersections or crosswalks, and to add bus stop amenities where appropriate.

By providing improved transit service, wider sidewalks, and other complete streets treatments, 34th Street would be a truly multi-modal corridor that would support the economic development goals of the Skyway Marina District while also benefiting residents of the area. Therefore, PSTA requests that the repurposing of the outside lanes of 34th Street to BAT lanes be included in the design scope for the 34th Street resurfacing.

My staff and I look forward to working with you to advance this project. If you have any questions or comments about this request, please don't hesitate to contact me at (727) 540-1806 or bmiller@psta.net.

Sincerely,

A handwritten signature in black ink, appearing to read "Brad Miller", is positioned above the typed name.

Brad Miller
Chief Executive Officer
Pinellas Suncoast Transit Authority

CC: Richard Moss, PE, FDOT; Ming Gao, PE, FDOT; Evan Mory, City of St. Petersburg; Whit Blanton, AICP, Forward Pinellas; Rahim Harji, Pinellas County Government

Pinellas Suncoast Transit Authority

3201 Scherer Drive, St. Petersburg, FL 33716 • Phone: 727-540-1800 • InfoLine: 727-540-1900 • www.PSTA.net  



OFFICE OF THE MAYOR

CITY OF ST. PETERSBURG

RICK KRISEMAN, MAYOR

December 5, 2018

Secretary David Gwynn
FDOT District Seven Secretary of Transportation
Florida Department of Transportation District Seven
11201 McKinley Drive
Tampa, FL, 33612

Re: Westshore Area (I-275/SR 60) Interchange

Dear Secretary Gwynn:

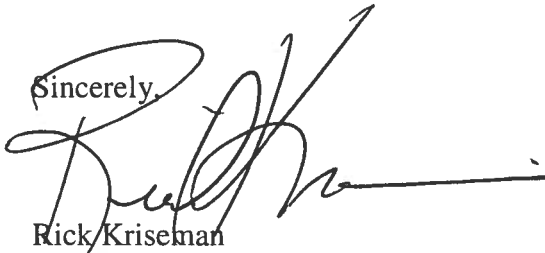
As the Mayor of the City of St. Petersburg, I commend the FDOT District Seven's leadership in the planning and implementation of limited access road improvements across and on both sides of Tampa Bay. The Gateway Expressway project and express lanes on I-275 in northern St. Petersburg are under construction. We greatly appreciate that FDOT has placed a design build project for additional capacity on I-275 from Roosevelt Boulevard to 54th Avenue South in the Tentative Five-Year Work Program. Construction of the new span of the Howard Frankland Bridge, which will include two express lanes in each direction, is expected to begin a year from now. On the Hillsborough County side, the operational improvements that will add one lane in each direction of I-275 from the Westshore area (I-275/SR 60) interchange to Dale Mabry Highway will help improve traffic flow in this heavily congested area.

While these enhancements will improve traffic flow through the areas they traverse, I am very concerned about the schedule for the reconstruction of the Westshore interchange. The Westshore District and Pinellas County's Gateway area at the western end of the bridge comprise one of the largest employment areas in the Southeast, serving a rapidly growing regional population of more than 2.5 million residents. In the Long Range Cost Feasible Plan for Florida's Strategic Intermodal System, construction funding for the interchange is listed in the FY 2029 to FY 2045 period of the plan. We do not believe that the Tampa Bay region can wait ten or more years to see the reconstruction of this critical interchange to begin. It has been a regional bottleneck for decades, and will likely experience even higher traffic volumes over the next ten years as the rapid growth of the Tampa Bay region's population and economy continues to occur.

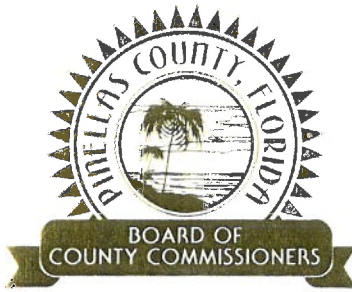
The Hillsborough County MPO, Tampa Bay Area Transportation Management Area Leadership Group, and Forward Pinellas all agree that the reconstruction of the I-275/SR 60 interchange is the top transportation project priority for the Tampa Bay region - and I concur. **The City of St. Petersburg considers the Westshore interchange (Segments 4 and 5 of the Tampa Bay Next Program) to be the region's number one priority for SIS funding at this time.**

With such strong support for the Westshore interchange reconstruction project on both sides of Tampa Bay, we hope that the FDOT will be able to obtain the necessary state and federal funding for construction sooner than originally anticipated.

Sincerely,

A handwritten signature in black ink, appearing to read 'Rick Kriseman', with a long horizontal line extending to the right.

Rick Kriseman
Mayor



PINELLAS COUNTY BOARD OF COUNTY COMMISSIONERS

PHONE (727) 464-3614 • FAX (727) 464-3022 • 315 COURT STREET • CLEARWATER, FLORIDA 33756
www.pinellascounty.org

KENNETH T. WELCH
CHAIRMAN

November 29, 2018

David Gwynn
FDOT District Seven Secretary of Transportation
Florida Department of Transportation District Seven
11201 McKinley Drive
Tampa, FL, 33612

Dear Secretary Gwynn:

Each day, more than 170,000 vehicles cross the Howard Frankland Bridge between Pinellas and Hillsborough Counties, a linchpin of Florida's Strategic Intermodal System in Tampa Bay. That traffic must interact with the State Road 60 interchange that connects the Westshore District and Tampa International Airport. With four lanes of traffic coming from the east and the west along I-275, and the Veterans Expressway and SR 60 coming into the interchange from the north and south, the SR 60/I-275 interchange is the most significant transportation bottleneck in the Tampa Bay region. The Howard Frankland Bridge is four lanes wide coming into the interchange and, with exit ramps for SR 60, narrows to just two through lanes, creating daily recurring traffic congestion for traffic within and moving through Tampa.

The Westshore District and Pinellas County's Gateway area at the western end of the bridge comprise one of the largest employment areas in the Southeast, serving a rapidly growing regional population of more than 2.5 million residents. Despite this situation, the Florida Department of Transportation currently shows no construction funding for the interchange within the next five years. Planned improvements will include local street connectivity in the Westshore District to strengthen local access, improve public health and safety, and reduce pressure on the regional roadway network.

Resolving this critical transportation bottleneck will have a significant economic benefit for the entire Tampa Bay region. To improve travel time reliability, safety, and personal mobility, it is imperative that FDOT allocate funds for reconstruction of this critical interchange at the earliest opportunity.

The Pinellas County Board of County Commissioners supports making the reconstruction of the I-275/SR 60 interchange the top transportation project priority for the Tampa Bay region.

We look forward to continued collaboration on this priority as well as other projects within District Seven.

Sincerely,

A handwritten signature in black ink that reads "Kenneth T. Welch".

KENNETH T. WELCH, Chairman
Pinellas Board of County Commissioners

FORWARD PINELLAS

P: (727) 464.8250

F: (727) 464.8212

forwardpinellas.org

310 Court Street

Clearwater, FL 33756



December 7, 2018

David Gwynn
FDOT District Seven Secretary of Transportation
Florida Department of Transportation District Seven
11201 McKinley Drive
Tampa, FL, 33612

RE: I-275 Westshore Interchange Reconstruction

Dear Secretary Gwynn:

The Howard Frankland Bridge between Pinellas and Hillsborough Counties is essential to Florida's Strategic Intermodal System in the Tampa Bay region. Traffic using the I-275 bridge across Tampa Bay must interact with the State Road 60 interchange that connects the Westshore District and Tampa International Airport. With four lanes coming from the east and the west along I-275, and the Veterans Expressway and SR 60 coming into the interchange from the north and south, the SR 60/I-275 interchange is the most significant traffic bottleneck in the Tampa Bay region. The Howard Frankland Bridge is four lanes wide coming into the interchange and, with exit ramps for SR 60, narrows to just two through lanes, creating daily recurring traffic congestion for traffic within and moving through Tampa.

Tampa's Westshore District and Pinellas County's Gateway area at the western end of the bridge comprise one of the largest employment areas in the Southeast, serving a rapidly growing regional population of more than 2.5 million residents. Despite that, the Florida Department of Transportation currently shows no construction funding for the interchange within the next five years. Reconstructing this interchange will enable local street connectivity in the Westshore District to strengthen local access, improve public health and safety, enable regional transit connectivity, and reduce pressure on the regional roadway network.

When the Forward Pinellas Board adopted its regional priorities in September, it also took action, in its role as the metropolitan planning organization, to specifically identify the I-275/SR 60 interchange as the top regional transportation priority in the Tampa Bay area. This is because the board strongly believes that providing construction funding to reconstruct and modernize this interchange will have a significant economic benefit for the entire region, while improving travel time reliability, safety and personal mobility.

It is imperative that FDOT allocate funds for reconstruction of this critical interchange at the earliest opportunity. We look forward to working with you and our other regional transportation partners on this important priority within District Seven. Thank you for your support and leadership.

Sincerely,

Whit Blanton, FAICP
Executive Director



4350 West Cypress Street, Suite 700
Tampa, FL 33607
Phone: 813.282.8200
Fax: 813.282.8700
www.TBARTA.com

December 14, 2018

Whit Blanton
Executive Director
Forward Pinellas
310 Court Street
Clearwater, FL 33756

RECEIVED
12-19-18

Dear Mr. Blanton

In accordance with the Memorandum of Understanding (MOU) entered into by TBARTA, FDOT, HART, Forward Pinellas, the Hillsborough MPO, Pasco County Public Transit, Pasco MPO and PSTA, the TBARTA Governing Board has received and approved the Regional Transit Feasibility Plan. Enclosed please find a copy of the resolution adopted by the TBARTA Governing Board acknowledging receipt of the RTFP.

The TBARTA Governing Board has advanced the catalyst regional transit project into the FDOT Project Development and Environment (PD&E) phase, where the impacts, benefits, design options and costs will be examined. Additional public outreach, planning, design and engineering work is necessary to prepare a plan for implementation. In accordance with the MOU, when the implementation plan is complete, TBARTA will present it to all MOU partners for their approval.

Thank you for your partnership in the RTFP and your support of TBARTA's mission to improve regional transportation in the TBARTA region.

Sincerely,

A handwritten signature in black ink, appearing to read "David Green", with a large, stylized flourish at the end.

David Green
Executive Director

Cc: Commissioner Janet Long, Pinellas County
Commissioner Karen Seel, Pinellas County
Secretary David Gwynn, Florida Department of Transportation, District 7

Enclosure: TBARTA Signed Resolution 2018-11

RESOLUTION NO. 2018-11

**A RESOLUTION OF THE TAMPA BAY AREA REGIONAL TRANSIT AUTHORITY
GOVERNING BOARD ACCEPTING AND APPROVING
THE REGIONAL TRANSIT FEASIBILITY PLAN**

WHEREAS, the Tampa Bay Area Regional Transit Authority ("TBARTA") is an agency of the State of Florida created to improve mobility and to plan, develop, finance, construct, own, purchase, operate, maintain, relocate, equip, repair, manage, and expand multimodal transportation systems and options for passengers and freight in its defined region; and

WHEREAS, TBARTA, Florida Department of Transportation, Forward Pinellas, Hillsborough Area Regional Transit Authority, Hillsborough Metropolitan Planning Organization, Pasco County Public Transit, Pasco Metropolitan Planning Organization and the Pinellas Suncoast Transit Authority entered into that certain Memorandum of Understanding ("MOU") regarding the development of the Regional Transit Feasibility Plan ("RTFP") to identify a catalyst regional transit project; and

WHEREAS, pursuant to the MOU, the RTFP was presented to the TBARTA Governing Board for acceptance and approval; and

WHEREAS, the TBARTA Governing Board, having received the RTFP, wishes to acknowledge its acceptance and approval of the RTFP and express its support for continuing to study the implementation of the catalyst regional transit project.

NOW, THEREFORE, BE IT RESOLVED by the Governing Board of TBARTA that:

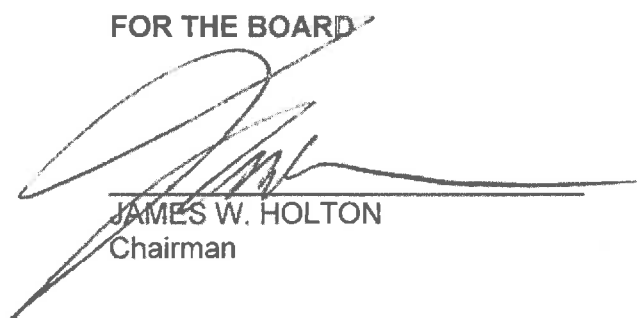
1. The Governing Board has received and approves the RTFP and expresses its support to continue to study the implementation of the catalyst regional transit project by proceeding with the FDOT project Development and Environment (PD&E) phase, where the impacts, benefits, design options and costs will be examined.

2. The Executive Director shall transmit copies of this resolution to TBARTA's partners in the RTFP and the MOU.

APPROVED AND ADOPTED by the Governing Board of TBARTA on this 16th day of November 2018.

FOR THE BOARD

ATTEST:


JAMES W. HOLTON
Chairman


Commissioner Janet C. Long
Secretary-Treasurer



Received

DEC 26 2018

Pinellas Planning
Council

OFFICE OF THE MAYOR

CITY OF ST. PETERSBURG

RICK KRISEMAN, MAYOR

December 21, 2018

Whit Blanton, FAICP
Executive Director
Forward Pinellas
310 Court Street
Clearwater, FL 33756

Re: Downtown St. Petersburg Network Analysis

Dear Whit:

As Mayor of the City of St. Petersburg, I am keenly aware that the pending availability of the 85-acre Tropicana Field site for redevelopment (with or without the Tampa Bay Rays), combined with continued strong economic growth in downtown St. Petersburg and throughout Tampa Bay, is creating demand for office, housing, services, and especially, better transportation alternatives. To that end, I've made it a priority during my Administration to establish and nurture partnerships that have brought about such mobility options as the Cross Bay Ferry, Coast bike share, and a revamped transit service that distributes service around our downtown grid of streets.

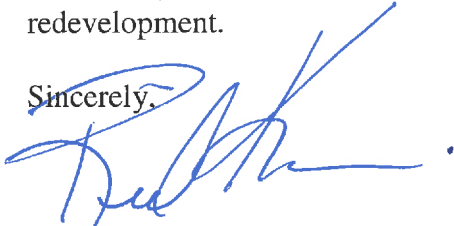
To ensure continued, inclusive economic growth and opportunity, and sustain downtown St. Petersburg's vibrant mix of institutions, jobs, services, arts and culture, it is critical to understand the ways in which the transportation network can continue to meet the area's needs for improved access, connectivity, and mobility even as our community grows. Therefore, I respectfully request that the Downtown St. Petersburg Network Analysis Study is initiated according to the draft scope of work that has been developed by Forward Pinellas.

I understand that such a study requires significant partnerships, and am pleased that FDOT has included \$300,000 state dollars toward this effort in their draft Tentative Work Plan in FY20. Recognizing that this funding is provided with an understanding that a \$100,000 local match is required, I am committed to including a \$100,000 request in the City's FY20 budget toward the Study. Please note this request is subject to final City Council appropriation, though once approved we would be ready to provide the City funding on October 1, 2019, or shortly thereafter. Given the relatively low match requirement (approximately 25% of the overall cost) and the importance of this effort, I am confident that City Council will approve this request. Therefore, I would also request that the study commence on or shortly after July 1, 2019, when

the state fiscal year begins, given the rapid expansion of growth in downtown and pending Tropicana Field Site redevelopment efforts.

I'd be remiss if I didn't thank you for your leadership at Forward Pinellas. I know you fully understand how vitally important these types of projects, that recognize the connection between land use and transportation, are to our continued growth. Together with FDOT, through this study, I look forward to continuing to develop Downtown St. Petersburg as a well-connected, accessible, and safe street network for all users, while supporting economic development and redevelopment.

Sincerely,

A handwritten signature in blue ink, appearing to read "Rick Kriseman". The signature is stylized with a large initial "R" and "K".

Rick Kriseman
Mayor

Cc: City Council Member Brandi Gabbard, District 2 and Forward Pinellas Board Member
City Council Member Darden Rice, District 4 and Forward Pinellas Board Member
Alan DeLisle, City Development Administrator
Evan Mory, Transportation and Parking Management Department Director

**BOARD OF COUNTY
COMMISSIONERS**

Dave Eggers
Pat Gerard
Charlie Justice
Janet C. Long
Kathleen Peters
Karen Williams Seal
Kenneth T. Welch



January 2, 2019

Commissioner Dave Eggers, Forward Pinellas Chair
Pinellas County
315 Court Street
Clearwater, FL 33756

**RE: January 2019 Forward Pinellas in its role as the Pinellas Planning Council
Agenda**

Dear Commissioner Eggers:

Pinellas County has reviewed the items on the January 9, 2019 Council agenda. Attached is Pinellas County's comments on the map amendment items on the agenda. I hope this information is helpful to Forward Pinellas in its discussions at the January meeting. It should be noted that comments provided at the Forward Pinellas meeting and the deliberations of the Council can influence County staff concerns or issues regarding an agenda item.

Sincerely,

Renea Vincent,
Planning Director

Attachment:

Cc. Barry A. Burton, County Administrator
Jacob Stowers, Assistant County Administrator
Commissioner Karen Williams Seal
Commissioner Janet C. Long
Commissioner Ken Welch

Pinellas County Planning
310 Court St.
Clearwater, FL 33756
Main Office: (727) 464-8200
FAX: (727) 464-8201
V/TDD: (727) 464-4062

www.pinellascounty.org



**PINELLAS COUNTY STAFF COMMENTS
ON THE DECEMBER, 2019 FORWARD PINELLAS AGENDA**

PUBLIC HEARINGS

Countywide Plan Map Amendments

Subthreshold Amendments

None

Regular Amendments

- A. CW 19-1 Pinellas County: County staff **concur with the Forward Pinellas staff recommendation** that the proposed amendment to Public/Semi-Public be approved.

Rick Scott
GOVERNOR



*Board Correspondence
agenda for Jan.*

Cissy Proctor
EXECUTIVE DIRECTOR

December 21, 2018

Received

JAN 02 2019

**Pinellas Planning
Council**

The Honorable Doreen Caudell, Chair
Forward Pinellas
310 Court Street
Clearwater, Florida 33756

Dear Chair Caudell:

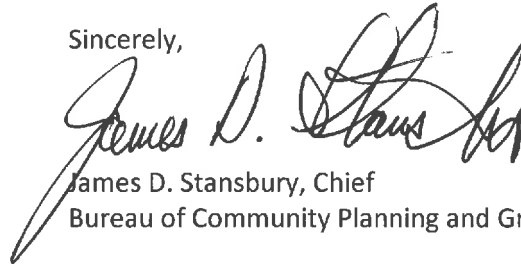
Thank you for submitting the Forward Pinellas Transportation Improvement Program (TIP) for fiscal years 2018/2019 through 2022/2023. In accordance with Section 339.175(8)(g), Florida Statutes, the Department of Economic Opportunity reviews each MPO's annual TIP for consistency with the comprehensive plans of affected local governments for the purpose of identifying projects that are inconsistent with those plans.

Consistency of the TIP with local government comprehensive plans is important: transportation projects developed with federal aid require consistency with local plans to the extent feasible; and, inclusion of TIP projects in local government comprehensive plans serves as an acknowledgement of those local governments' support for the projects.

Our review of the Forward Pinellas TIP indicates that it is consistent with the comprehensive plans for each of the MPO's member local governments.

We appreciate your ongoing efforts to coordinate with your member local governments to ensure that the transportation projects in your TIP are consistent with local government comprehensive plans. Should you have any questions concerning this determination or the review process, please contact Matt Preston at (850) 717-8490, or matt.preston@deo.myflorida.com.

Sincerely,



James D. Stansbury, Chief
Bureau of Community Planning and Growth

JDS/mp

cc: Mr. Whit Blanton, Executive Director, Forward Pinellas
Mr. Alex Gramovot, Statewide Metropolitan Planning Coordinator, FDOT

Florida Department of Economic Opportunity | Caldwell Building | 107 E. Madison Street | Tallahassee, FL 32399
850.245.7105 | www.floridajobs.org
www.twitter.com/FLDEO | www.facebook.com/FLDEO

An equal opportunity employer/program. Auxiliary aids and service are available upon request to individuals with disabilities. All voice telephone numbers on this document may be reached by persons using TTY/TTD equipment via the Florida Relay Service at 711.

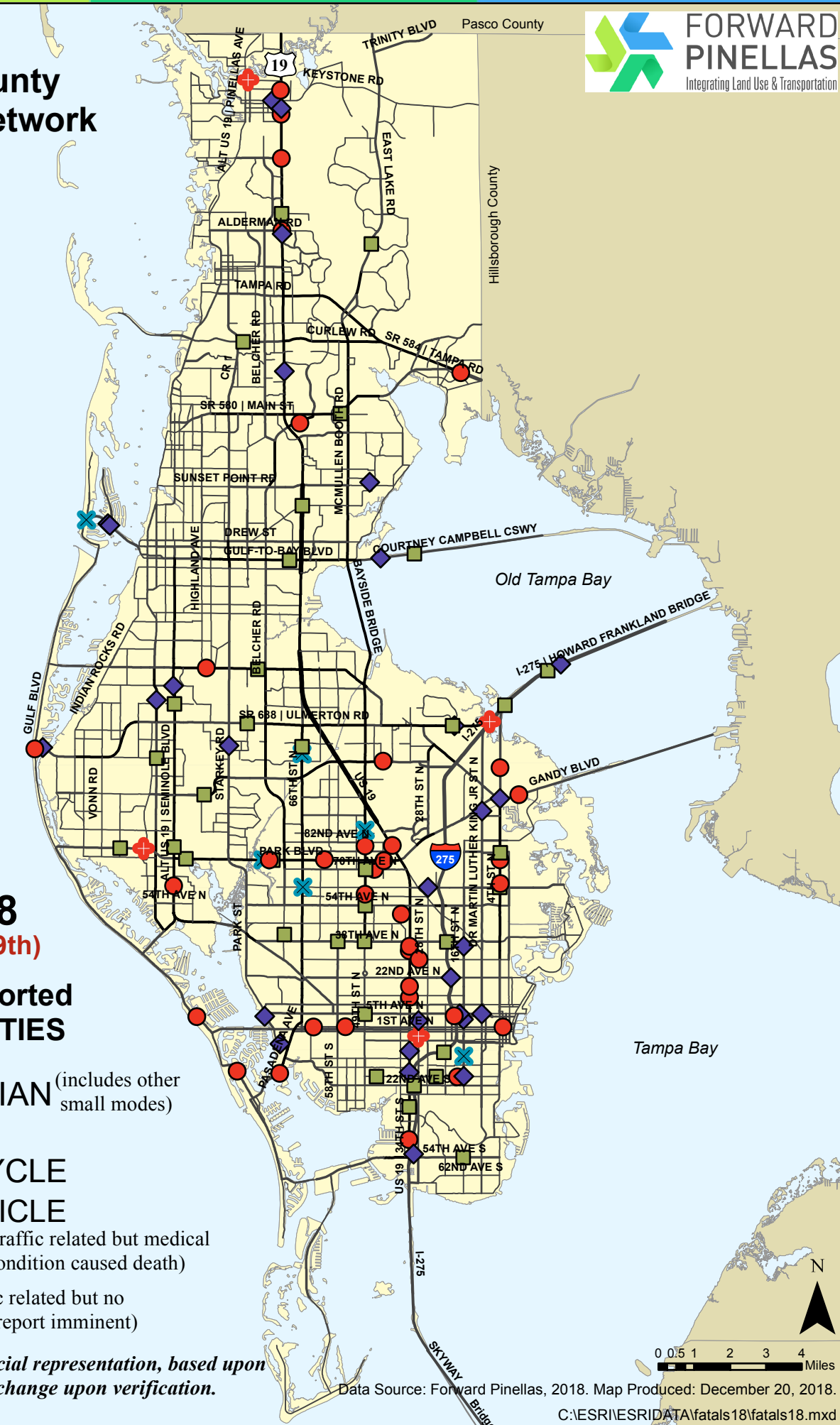
Pinellas County Major Road Network

YEAR 2018 (thru December 19th)

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.



PINELLAS COUNTY

INITIAL REPORTING

of Traffic Fatalities
thru December 19, 2018

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	049F18	16TH ST S	900 BLOCK (delayed fatality)	BIC	3/28/2018	1	9:05 AM
1	053F18	CORONADOR DR	S GULFVIEW BLVD (delayed fatality)	BIC	6/16/2018	1	12:08 PM
1	044F18	PARK BLVD	78TH ST N	BIC	6/25/2018	1	11:40 AM
1	070F18	66TH ST N	62ND AVE N	BIC	9/3/2018	1	12:15 AM
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 WALSINGHAM 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	055F18	RIDGE RD 113TH ST SW	14TH AVE SW	MC	4/1/2018	1	10:30 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	038F18	US 19 HWY	NEAR ROYAL BLVD	MC	6/6/2018	1	9:15 PM
1	039F18	PARK ST S	400 BLOCK	MC	6/9/2018	1	11:00 PM
1	040F18	36TH AVE N	16TH ST N	MC	6/11/2018	1	5:10 PM
1	043F18	GANDY BLVD	4TH ST N	MC	6/24/2018	1	11:45 PM
1	046F18	THIRD ST N	1000 BLOCK (Safety Harbor)	MC	7/7/2018	1	2:50 AM
1	047F18	I-275	22ND AVE N	MC	7/15/2018	1	7:54 PM
1	054F18	5TH AVE N	1700 BLOCK	MC	7/26/2018	1	7:49 AM
1	060F18	MEMORIAL CAUSEWAY	AT ISLAND WAY	MC	8/12/2018	1	8:49 AM
1	066F18	ULMERTON RD	FOUNTAIN PARKWAY	MC	8/24/2018	1	9:10 AM
1	071F18	62ND AVE N	28TH ST N	MC	9/11/2018	1	4:21 PM
1	072F18	COURTNEY CAMPBELL CAUSEWAY	E OF DAMASCUS RD	MC	9/14/2018	1	3:16 AM
1	073F18	PARK ST N	400 BLOCK	MC	9/15/2018	1	5:30 PM
1	077F18	5TH AVE N	8TH ST N (scooter)	MC	9/23/2018	1	2:22 AM
1	087F18	SEMINOLE BLVD	8TH AVE SE	MC	10/24/2018	2	11:25 PM
1	094F18	US 19 HWY	MARTIN L KING JR BLVD	MC	11/12/2018	1	10:00 AM
1	102F18	16TH ST S	18TH AVE S	MC	11/12/2018	1	12:30 AM
1	097F18	31ST ST N	3RD AVE N	MC	11/15/2018	1	2:16 PM
1	099F18	I-275 HOWARD FRANKLAND BRIDGE	NEAR 34 MILEPOST	MC	11/18/2018	1	2:54 AM
1	105F18	I-275	JUST NORTH OF 54TH AVE S	MC	11/18/2018	1	2:30 AM
1	027F18	PARK BLVD	11600 BLOCK	MED	3/30/2018	1	4:17 PM
1	060F18	DODECANESE BLVD LIVE OAK ST	900 BLOCK	MED	5/31/2018	1	7:55 AM
1	052F18	ULMERTON RD	I-275	MED	6/14/2018	1	8:05 AM
1	091F18	31ST ST S	300 BLOCK	MED	11/8/2018	1	4:07 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	056F18	COUNTRYSIDE BLVD	VILLAGE DR (delayed fatality)	PED	4/2/2018	1	5:48 PM
1	057F18	US 19 HWY 34TH ST N	50TH AVE N	PED	4/8/2018	1	10:00 PM
1	058F18	PASADENA AVE	SHORE DR	PED	5/4/2018	1	3:14 PM
1	059F18	1ST AVE N	63RD ST N	PED	5/7/2018	1	8:21 AM
1	037F18	GULF BLVD	117TH AVENUE	PED	6/2/2018	2	6:30 PM
1	042F18	US 19 HWY	E KLOSTERMAN RD	PED	6/20/2018	1	1:40 AM
1	045F18	US 19 HWY 34TH ST N	BETWEEN 35TH AVE N AND 38TH AVE N	PED	6/29/2018	1	2:30 AM
1	050F18	GANDY BLVD	POPLAR ST NE	PED	7/26/2018	1	6:26 AM
1	067F18	TAMPA RD	3900 BLOCK (Oldsmar)	PED	8/28/2018	1	8:30 PM
1	079F18	US 19 HWY 34TH ST N	1200 BLOCK (wheelchair, delayed fatality)	PED	9/15/2018	1	8:00 PM
1	074F18	US 19 HWY	JUST S OF ML KING JR BLVD (wheelchair)	PED	9/17/2018	1	11:30 PM
1	078F18	I-275	BT I-375 AND 5TH AVE N (mile marker 23)	PED	9/20/2018	1	9:08 PM
1	076F18	US 19 HWY	JUST S OF SPRUCE ST	PED	9/22/2018	1	6:08 AM
1	080F18	US 19 HWY 34TH ST S	46TH AVE S	PED	9/29/2018	1	8:41 PM
1	083F18	PARK BLVD	4300 BLOCK	PED	10/15/2018	1	9:14 PM
1	088F18	18TH AVE S	18TH ST S	PED	10/29/2018	1	1:41 AM
1	089F18	US 19 HWY 34TH ST N	1700 BLOCK	PED	11/5/2018	1	6:17 PM
1	090F18	30TH AVE N	31ST ST N	PED	11/6/2018	1	9:15 AM
1	092F18	GULF BLVD	FOURTH AVE	PED	11/12/2018	1	1:50 PM
1	093F18	49TH ST N	JUST N OF 58TH AVE N	PED	11/12/2018	1	9:06 PM
1	095F18	4TH ST N	6300 BLOCK	PED	11/14/2018	1	7:15 PM
1	103F18	3RD ST N	100 BLOCK	PED	11/22/2018	1	2:53 AM
1	107F18	SEMINOLE BLVD	61ST AVE N	PED	12/6/2018	1	7:01 PM
1	110F18	PARK BLVD	7500 BLOCK	PED	12/19/2018	1	10:05 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
1	041F18	EAST LAKE RD	JUST S OF SANDY POINT DR	VEH	6/13/2018	1	7:30 AM
1	061F18	SEMINOLE BLVD	LAKE VISTA DR	VEH	6/28/2018	1	3:05 PM
1	048F18	I-275	22ND AVE S (mile marker 19)	VEH	7/13/2018	1	3:39 PM
1	051F18	PARK BLVD	104TH LANE	VEH	7/28/2018	2	7:00 PM
1	062F18	49TH ST N	5TH AVE N	VEH	8/2/2018	1	5:00 AM
1	063F18	COURTNEY CAMPBELL CSWY	NEAR ACCESS ROAD	VEH	8/19/2018	1	4:13 AM
1	064F18	US 19 HWY	NE COACHMAN RD	VEH	8/19/2018	1	3:02 AM
1	065F18	PARK BLVD	125TH ST N	VEH	8/20/2018	1	6:44 PM
1	068F18	CURLEW RD	1700 BLOCK	VEH	8/28/2018	1	6:55 PM
1	075F18	ULMERTON RD	FEATHER SOUND DR	VEH	9/21/2018	1	7:15 PM
1	081F18	4TH ST N	62ND AVE N	VEH	9/26/2018	1	3:20 PM
1	082F18	I-275	JUST WEST OF 22ND ST S	VEH	10/5/2018	1	3:10 PM
1	086F18	GULF TO BAY BLVD	W OF OLD COACHMAN RD	VEH	10/16/2018	1	10:57 AM
1	084F18	US 19 HWY 34TH ST S	30TH AVE S	VEH	10/18/2018	1	NIGHT
1	085F18	I-275 HOWARD FRANKLAND BRIDGE	NEAR 4TH ST N (32 mile post)	VEH	10/19/2018	2	5:54 AM
1	096F18	77TH AVE N	4TH ST N	VEH	11/3/2018	1	8:34 AM
1	098F18	PARK BLVD	7500 BLOCK	VEH	11/15/2018	1	10:30 AM
1	109F18	18TH AVE S	44TH ST S (delayed fatality)	VEH	11/17/2018	1	1:55 PM
1	100F18	38TH AVE N	49TH ST N	VEH	11/19/2018	2	4:10 AM
1	101F18	102ND AVE N	AT 97TH ST N	VEH	11/19/2018	1	6:30 PM
1	104F18	38TH AVE N	58TH ST N	VEH	11/23/2018	1	11:40 PM
1	106F18	18TH AVE S	25TH ST S (delayed fatality)	VEH	11/24/2018	1	N/A
1	108F18	WALSINGHAM RD	113TH ST N	VEH	12/7/2018	1	12:39 PM

115 FATALITIES INCLUDING MEDICAL INCIDENTS *

111 FATALITIES EXCLUDING MEDICAL INCIDENTS

110 CRASHES (fatal) INCLUDING MEDICAL INCIDENTS *

106 CRASHES (fatal) EXCLUDING MEDICAL INCIDENTS

0 OTHER TRAFFIC RELATED FATALITIES BUT NO IMMEDIATE CRASH REPORT

38 AUTO-VEHICLE FATALITIES

34.2% (medical crashes not included)

35 AUTO-VEHICLE CRASHES (fatal)

VULNERABLE ROAD USERS

30 MOTORCYCLE FATALITIES

27.0% of all traffic fatalities

29 MOTORCYCLE CRASHES (fatal)

6 BICYCLE FATALITIES

5.4% of all traffic fatalities

6 BICYCLE CRASHES (fatal)

37 PEDESTRIAN FATALITIES

33.3% of all traffic fatalities (includes other small modes)

36 PEDESTRIAN CRASHES (fatal)

73 VULNERABLE USER FATALITIES

71 VULNERABLE USER CRASHES (fatal)

65.8% 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.

Pinellas Trail User Count Data Summary

Automated Trail Counter Data Collection Period:
October 1 – October 31, 2018 (31 days)

Total Usage

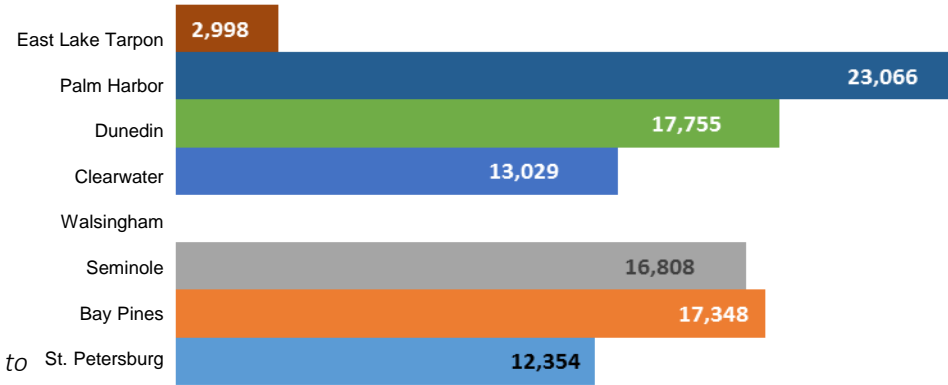
31-Day Count Total: 103,358
Daily Average Users: 3,334

Highest Daily Totals:

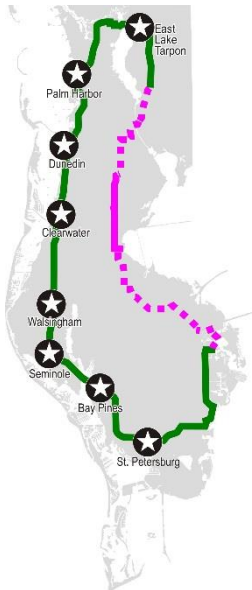
- #1 – Sunday, October 28th (Dunedin - 1,615)
- #2 – Sunday, October 28th (Palm Harbor - 1,338)
- #3 – Sunday, October 28th (St. Petersburg - 1,068)

Note: Walsingham counts unavailable, St. Petersburg counts begin 10/11 due to technical issues.

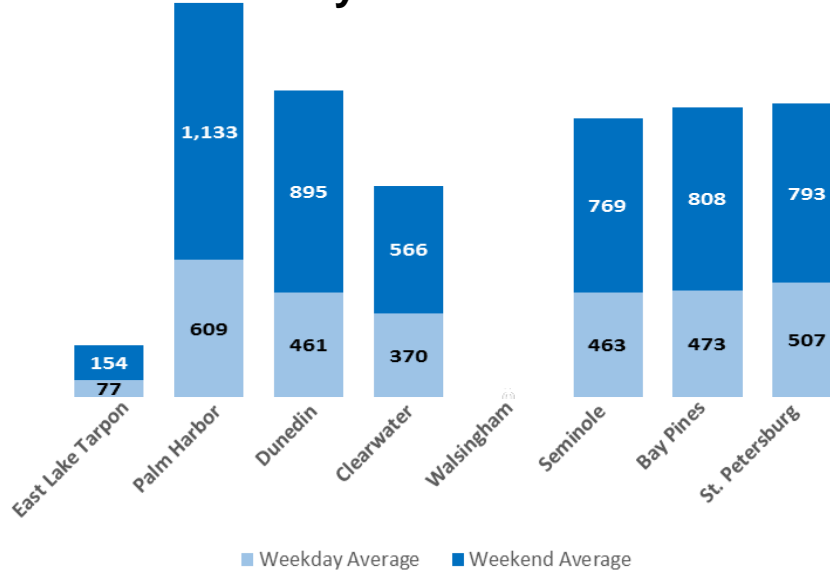
Monthly Trail Users by Counter Location



Counter Locations



Weekday & Weekend Profile



Trail User Mode Split

Counter Location	Walking (Pedestrian)	Bicycling (Bicycle)
East Lake Tarpon:	5%	95%
Palm Harbor:	12%	88%
Dunedin:	25%	75%
Clearwater:	50%	50%
Walsingham:	NA	NA
Seminole:	36%	64%
Bay Pines:	36%	64%
St. Petersburg:	47%	53%

Source: Forward Pinellas October 2018
National Weather Service: [October 2018](#)

PAC AGENDA – SUMMARY AGENDA ACTION SHEET
DATE: JANUARY 2, 2019

ITEM	ACTION TAKEN	VOTE
1. <u>CALL TO ORDER AND INTRODUCTIONS</u>	The meeting was called to order at 1:34 p.m.	
2. <u>MINUTES OF REGULAR PAC MEETING OF NOVEMBER 5, 2018</u>	Motion: Lauren Matzke Second: Marie Dauphinais	11-0
3. <u>REVIEW OF FORWARD PINELLAS AGENDA FOR JANUARY 9, 2019 MEETING PUBLIC HEARINGS</u> <u>Subthreshold Countywide Plan Map Amendments</u> None		
<u>Regular Countywide Plan Map Amendments</u> A. CW 19-1 – Pinellas County	Motion: Jan Norsoph Second: Heather Urwiller	11-0
<u>REGULAR AGENDA ITEMS</u> B. CPA Actions and Tier I Countywide Plan Map Amendments November and December 2018	None required; informational item only	
4. <u>PLANNING TOPICS OF INTEREST</u> A. Countywide Plan Map Category Standards	Linda Fisher provided a summary table of Countywide Plan Map categories, density/intensity standards and allowable uses. She advised that while local governments may be more restrictive if desired, some may not be aware of all the options available to them. She further advised that there may be minor changes in acreage thresholds in the upcoming Countywide Plan amendments, and that the table will be updated at that time.	
B. Proposed Amendments to the Countywide Plan	Linda Fisher reviewed the highlights from the discussion on the proposed amendments to the Countywide Plan from the last PAC meeting in November. After which, she introduced some additional topics for discussion which included: <ul style="list-style-type: none"> • Proposed density/intensity standards for a revised set of Activity Center subcategories and preliminary reclassification of existing Special Centers • Revisions to the proposed areawide density/intensity approach • Proposed changes to the Activity Center/Multimodal Center submittal requirements and amendment process <p>She outlined next steps and a timeline for adopting the amendments. The PAC members were advised individual meetings with the local governments would be occurring to solicit input prior to moving forward.</p>	

<p>C. Forward Pinellas/PSTA Fact Finding Trip to Indianapolis</p>	<p>Alicia Parinello summarized the key lessons learned and shared a video account of the trip. She advised that a blog post was also written and would be posted soon. Whit Blanton further elaborated on the trip, citing the parallels between Indianapolis and Pinellas County.</p>	
<p>5. <u>OTHER PAC BUSINESS/PAC DISCUSSION AND UPCOMING AGENDA</u> A. Pinellas SPOTlight Emphasis Areas Update</p>	<p>Linda Fisher updated the PAC members on the SPOTlight Emphasis Areas:</p> <p>She summarized the outcomes of the December 12, 2018 Gateway/Mid-County Area Master Plan workshop which was held with the consultant team to review concepts for a sustainable and resilient infrastructure and development approach.</p> <p>For the US 19 effort, it was stated that FDOT is conducting a study of the frontage roads on the completed segments of US 19 to ensure safety for all users, and incorporate those findings into future designs on the northern segments. Additionally, in the southern segment, a resurfacing project to incorporate conversion of the outside lanes for potential Bus Rapid Transit is being considered on 34th Street South in the Skyway Marina District. The design phase should be completed in the fiscal year beginning July 1st.</p> <p>Ms. Fisher also updated the PAC members on the status of submissions for the Planning & Place-Making and Complete Streets Grants. Noting that there were relatively few applications, the group discussed potential barriers and ways to increase the number of submittals for these valuable grant funds.</p>	
<p>B. Election of Officers for 2019</p>	<p>After discussion, Marie Dauphinais nominated Katrina Lunan-Gordon of Largo to serve as the Vice-Chair and Lauren Matzke nominated Frances Leong Sharp of Dunedin to serve as Chair. A motion was made and seconded to accept the nominations as presented which was approved unanimously.</p> <p>Motion: Jan Norsoph Second: Heather Urwiller</p>	<p>11-0</p>
<p>6.</p>	<p>Derek Kilborn, current Acting PAC Chair, suggested he would like to send out a letter to the membership emphasizing the value in the meetings and encouraging attendance. Forward Pinellas staff agreed to allow him to do so.</p>	

7. <u>UPCOMING EVENTS</u>	The PAC members received and shared information regarding upcoming events of interest.	
7. <u>ADJOURNMENT</u>	The meeting was adjourned at 2:53 p.m.	

Respectfully Submitted,

PAC Chairman

Date

DRAFT

The Forward Pinellas Internal Control Structure Policy Manual authorizes the Executive Director the ability to approve certain instruments, such as contracts under \$25,000, amendments and extensions to contracts previously approved by the board, PPC Budget line item transfers not to exceed \$10,000, and invoice approvals and submittals. The full list of items are available on page 4 of the Internal Control Structure Policy Manual. The manual notes that documents and instruments approved by the Executive Director under this authority shall be placed as an informational item on the board agenda at least quarterly and aligned with quarterly financial reporting.

The board approved the Internal Control Structure Policy Manual on February 14, 2018. The first report was at the May 9, 2018 Board meeting. The manual includes references to the Federal Acquisition Thresholds, which have since been updated. The adjusted numbers were added for reference to the manual in July 2018.

Grant-Related Submittals

- Quarterly Invoice submitted to FDOT on 8/21/2018, FTA Section 5305 Funds, contract G0E13 for period April – June 2018, request of \$155,188.13
- Contract close-out confirmation form submitted to FDOT on 9/14/2018 for FTA Section 5305 funds, contract G0E13
- Quarterly Invoice submitted to FDOT on 8/21/2018, FTA Section 5305 Funds, contract G0R98 for period April – June 2018, request of \$147,614.42
- Quarterly Invoice submitted to FDOT on 8/21/2018, FHWA PL and STP Funds, contract G0D07 for period April – June 2018, request of \$329,953.70
- Contract close-out confirmation form submitted to FDOT on 9/11/2018 for FHWA PI and STP Funds, contract G0D07

Agreements and Contracts

- Local Transportation Disadvantaged Program Administrative Support Agreement with PSTA, effective July 1, 2018 through June 30, 2019 to support Transportation Disadvantaged Program planning activities. Project cost of \$39,810. Agreement supports Unified Planning Work Program and Resolution 18-3.
- Liability insurance premium for July – September, Preferred Governmental Insurance Trust. Amount of \$5,660.

Work Authorizations

- Project Title: Crash Data Management System Maintenance; Firm: Tindale Oliver; Total Project Cost: \$22,580.87; Date Submitted: 9/5/2018

District Seven's Bi-Weekly Crash Report Update - A Summary of Traffic Fatalities that has occurred on public highways in the Tampa Bay Region. For more information, please note names of victims highlighted in blue are hyperlinked to news stories as published by the media and text highlighted in green are hyperlinked to obituaries as available. **"Safety Doesn't Happen by Accident."** **Suggestions and/or ideas to enhance safety are welcomed [here](#) or by contacting Matthew Nance at 813-975-6747 or Matthew.Nance@dot.state.fl.us.** Please note the word "here" is hyperlinked to District Seven's Innovation Share Point Site.

December 3, 2018



[Miguel Alexis Hernandez Jr.](#), 21, [Plant City](#): Miguel was walking eastbound on SR 574 after leaving Fuego Bar & Grille with two other men when they were struck by a vehicle traveling eastbound. The vehicle continued to travel eastbound after the collision. Law enforcement are still looking for the hit and run driver. Miguel died at the scene of the crash. Miguel is survived by his parents, brother, sisters, family, and friends.



[Veronica Collins](#), 64, Sun City: Veronica was found in the 1900 block of Sterling Glen Court. For unknown reasons her vehicle traveled off the roadway and entered a pond near the Caloosa Golf and Country Club. Veronica was found dead at the scene of the crash. Veronica is survived by family and friends.

December 4, 2018



[Shawn Clement](#), 59, [Tarpon Springs](#): Shawn was walking southbound across Flora Avenue east of Brightwell Drive when she was struck by a vehicle that fled the scene. Law enforcement officers are still looking for the hit and run driver. Shawn was transported to Florida Hospital of North Pinellas, where she later died from her injuries. Shawn is survived by family and friends.

December 5, 2018



[Richard Eugene Duignan](#), 56, Tampa: Richard was riding a motorcycle westbound on I-4, west of McIntosh Road, when he attempted to overtake another vehicle. Richard collided with the utility trailer being towed by the other vehicle. Richard died at the scene of the crash. Richard is survived by family and friends.

December 6, 2018



[Felicia Wilkerson](#), 57, Seminole: Felicia was crossing Seminole Boulevard near 61st Avenue North, in a poorly lit segment and outside of a crosswalk, when she was struck by a vehicle traveling southbound. Felicia was transported to Bayfront Hospital St. Petersburg, where she later died from injuries. Felicia is survived by family and friends.

December 7, 2018



[Marilyn Frances Martin](#), 71, Largo: Marilyn was traveling eastbound on Walsingham Road when she entered the intersection under a red light. Marilyn's vehicle collided with a vehicle traveling southbound, causing both vehicles to be propelled into a third vehicle. Marilyn died at the scene of the crash. Marilyn is survived by family and friends.

December 8, 2018



[Jose Luis Jimenez Jr.](#), 35, Land O' Lakes: Jose was a passenger in a vehicle traveling east on Chancey Road when, for unknown reasons, the car left the roadway and struck a tree. Jose and the driver had been drinking and he was not wearing a seatbelt. Jose was taken to St. Joseph's Hospital where he later died from his injuries. Jose was the owner and operator of Vallarta's Mexican Restaurant in Lutz. Jose is survived by his wife, children, brothers, sister, family, and friends.

December 14, 2018



[Gerald Leon Sellas](#), 60, Hudson: Gerald was driving east on SR 52 when, for unknown reasons, he traveled across the center median into the westbound lanes. Gerald then collided head on with another vehicle. Gerald was taken to Regional Medical Center Bayonet Point where he later died from his injuries. Gerald is survived by family and friends.



[Joel Cameron Pelton](#), 21, Inverness: Joel was driving east on West Cardinal Street near the intersection of South Kirk Point when, for unknown reasons, he lost control of his vehicle. Joel's vehicle rotated counter-clockwise into the westbound lane and collided with the passenger side of a westbound vehicle. Joel was transported to Regional Medical Center Bayonet Point in Hudson where he later died from his injuries. Joel is survived by his parents, brother, grandmother, step-siblings, family and friends.

December 15, 2018



[Charles Edward Kinsey](#), 46, Tampa: Charles was a pedestrian that was struck while walking on Fowler Avenue near Hoyt Avenue. Law enforcement say that Charles was dead when they arrived at the scene and they are still looking for information on the hit and run driver. Charles is survived by family and friends.



[Joel Lopez Mendez](#), 26, Wimauma: Joel was returning from a fishing trip with his family in a vehicle traveling along CR 39 when, for unknown reasons, the driver of the vehicle drifted off the roadway. The vehicle hit a mailbox, returned to the road, then departed the roadway again and crashed into a tree. Joel died at the scene of the crash. Joel is survived by family and friends.

SUMMARY

- **Citizens Advisory Committee (CAC)**

The CAC currently has five openings. An opening for a Beaches Area, Pinellas Park/Mid-County Area and three openings for at-large representatives. The CAC is currently lacking at-large representatives residing in the northern portion of the county between approximately Curlew Road and the City of Tarpon Springs.

- **Local Coordinating Board (LCB)**

The LCB currently has two openings. An opening for a Citizen who is a TD rider and an opening for Public Education representative.

ATTACHMENT(S):

- CAC Membership Listing ([5Bd](#))
- LCB Membership Listing ([5Be](#))

ACTION: None required; informational item only

January 9, 2019

10. Upcoming Events



Staff and/or board members will provide information on the following upcoming events as needed:

UPCOMING EVENTS

- A. [January 18, 2019 Joint Transportation Funding and Coordination Workshop](#)
- B. [May 31-June 2, 2019 MPOAC Weekend Institute for Elected Officials](#)
- C. [November 12-14, 2019 National Safe Routes to School Conference in Tampa](#)
- D. November 14, 2019 Gulf Coast Safe Streets Summit in Tampa

ATTACHMENT(S): None

ACTION: None required; informational item only