

THE PLANNING COUNCIL AND METROPOLITAN PLANNING ORGANIZATION FOR PINELLAS COUNTY

1. **CALL TO ORDER** (1:00)
2. **RECOGNITIONS AND ANNOUNCEMENTS**
 - A. Staff Promotion (Rebecca Stysly)
 - B. National Association of Development Organizations Excellence in Transportation Award
3. **CONSENT AGENDA** (1:10)
 - A. Approval of Minutes of the June 10, 2020 Meeting
 - B. Approval of Committee Appointments
 - C. Map Adjustment – City of Clearwater – Official Acceptance
 - D. Approval of Commission for the Transportation Disadvantaged (CTD) Agreement and Adoption of Associated Resolution
 - E. Approval of Procurement #20-01 Forward Pinellas Planning Consultants Selection
 - F. Approval of Procurement #20-03 Auditing Firm Recommendation
 - G. Approval of the Pinellas Planning Council Work Plan
 - H. Approval of Annual Budget and Millage Rate for FY 21 and Adoption of Associated Resolution
 - I. Approval of Unified Planning Work Program (UPWP) Amendment
 - J. Approval of Counts, Crash Data and Level of Service Program Scope of Services
4. **PUBLIC HEARING ITEMS** – To begin at 1:00 p.m. or as soon thereafter as agenda permits
METROPOLITAN PLANNING ORGANIZATION (1:15)
 - A. Proposed Amendment(s) to the FY 2019/20 – FY 2023/24 Transportation Improvement Program
5. **PRESENTATION AND/OR ACTION ITEMS** (1:20)
 - A. PSTA Activities Report
 - B. TBARTA Activities Report
 - C. TBARTA Envision 2030 Regional Transit Development Plan
 - D. Multimodal Prioritization Process
 - E. Communications Road Map and Monthly Report
6. **DIRECTOR'S REPORT** (2:35)
 - A. SPOTlight Update
 1. Indian Shores Gulf Blvd Sidewalk Update
 2. US 19 Pedestrian Throughway/Underpass Update
 - B. Drew Street Preliminary Engineering Scope of Services
 - C. Safe Streets Pinellas Online Campaign
 - D. Public Participation Plan (PPP) Evaluation Report
 - E. Forward Pinellas Equity Assessment
7. **INFORMATIONAL ITEMS** (3:10)
 - A. Summary of Public Outreach and Stakeholder Meetings
 - B. Communications Report
 - C. CPA Actions and Tier I Countywide Plan Map Amendments
 - D. Fatalities Map
 - E. Pinellas Trail Data
 - F. Draft PAC Action Sheet
 - G. Committee Vacancies
 - H. Correspondence of Interest

I. Other

8. **UPCOMING EVENTS**

- A. July 10th – Tampa Bay Transportation Management Area Leadership Group Virtual Meeting
- B. July 10th – MPO Chairs Coordinating Committee – Regional Priorities Update & Summit with Central Florida MPO Alliance Virtual Meeting

9. **REMINDER – AUGUST FORWARD PINELLAS MEETING CANCELLED**
NEXT MEETING SEPTEMBER 9, 2020

10. **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.

July 8, 2020

**2B. National Association of Development Organizations
Excellence in Transportation Award**



SUMMARY

Resilient Tampa Bay, a regional partnership between the Hillsborough MPO, Forward Pinellas, Pasco MPO and the Tampa Bay Regional Planning Council to address the impacts of sea level rise, has received an Excellence in Transportation Award from the National Association of Development Organizations (NADO).

<http://ruraltransportation.org/2020-excellence-in-regional-transportation-awards-announced/>

ATTACHMENT(S): None

ACTION: None required; informational item only.

July 8, 2020

3. 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.

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- B. Approval of Committee Appointments
- C. Map Adjustment – City of Clearwater – Official Acceptance
- D. Approval of Commission for the Transportation Disadvantaged (CTD) Agreement and Adoption of Associated Resolution
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- F. Approval of Procurement #20-03 Auditing Firm Recommendation
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- H. Approval of Annual Budget and Millage Rate for FY 21 and Adoption of Associated Resolution
- I. Approval of Unified Planning Work Program (UPWP) Amendment

July 8, 2020

3A. Approval of Minutes of the June 10, 2020 Meeting



SUMMARY

The minutes from the June 10, 2020 meeting are attached for the board's review and approval.

ATTACHMENT(S): Minutes of the June 10, 2020 Forward Pinellas meeting

ACTION: Board to review and approve the June 10, 2020 meeting minutes.

THE PLANNING COUNCIL AND METROPOLITAN PLANNING ORGANIZATION FOR PINELLAS COUNTY

The Forward Pinellas Board held this public meeting virtually via Zoom on Wednesday, June 10, at 1 p.m. to ensure public safety in response to the COVID-19 pandemic. The following members appeared virtually:

Dave Eggers, Chair, Pinellas County Commissioner
Darden Rice, Vice-Chair, City of St. Petersburg Councilmember
Janet C. Long, Secretary, Pinellas County Commissioner
Representing Pinellas Suncoast Transit Authority (PSTA)
Joanne “Cookie” Kennedy, Treasurer, City of Indian Rocks Beach Mayor
Representing Beach Communities
David Allbritton, City of Clearwater Councilmember
Sandra Bradbury, City of Pinellas Park Mayor
Julie Ward Bujalski, City of Dunedin Mayor
Connor Donovan, City of Tarpon Springs Commissioner
Representing Oldsmar, Safety Harbor, and Tarpon Springs
Brandi Gabbard, City of St. Petersburg Councilmember
Karen Seel, Pinellas County Commissioner
Suzy Sofer, City of Belleair Bluffs Commissioner
Representing Inland Communities
Kenneth T. Welch, Pinellas County Commissioner

Absent:

Michael Smith, City of Largo Commissioner

Also Present

Whit Blanton, Executive Director, Forward Pinellas
Chelsea D. Hardy, Assistant County Attorney
Forward Pinellas Staff

Commissioner Eggers asked to take a moment of silence for the families and individuals affected by COVID-19, the death of George Floyd, the police officers who have lost their lives, and the businesses that have been affected by the past few weeks’ events.

The Forward Pinellas Board recognized Whit Blanton for his five years of service. His commitment and passion for Pinellas County are truly appreciated.

PUBLIC HEARING ITEMS

The board unanimously approved three land use amendments to the Countywide Plan:

- [The City of Clearwater would like to amend several properties from Residential Low Medium, Retail & Services, Recreation/Open Space and Preservation to Multimodal Corridor and Preservation.](#)
 - Location: 24323 & 24479 US Highway 19 N.
 - Area Size: 26.3 acres

- Existing Uses: Vehicle storage, indoor recreation, closed mobile home park
- Surrounding Uses: Commercial, Preservation, and Mini-Storage

The purpose of this amendment is to allow for the redevelopment of properties along this section of US 19 to strengthen the linkage between the Activity Center in the Countryside area and Sunset Point Road.

- [The City of Largo would like to amend a property from Public/Semi-Public to Retail & Services.](#)
 - Location: 2188 58th Street North
 - Area Size: 1.06 acres
 - Existing Uses: Grass parking lot
 - Surrounding Uses: Residential, administrative offices, convenience store

The purpose of this amendment is to allow for the development of a gas station and convenience store.

- [The City of Largo would like to amend a property from Public/Semi-Public to Residential Low Medium.](#)
 - Location: 2050 58th Street North
 - Area Size: 5.01 acres
 - Existing Uses: Vacant
 - Surrounding Uses: Office, residential

The purpose of this amendment is to allow for single family residential development.

The board unanimously adopted the FY 2020/21-FY 2024-25 Transportation Improvement Program (TIP).

- Forward Pinellas is required to adopt the fiscal year (FY) 2020/21 – FY 2024/25 Transportation Improvement Program (TIP) by July 1, 2020 for the county to receive state and federal funding for transportation projects.
- The TIP incorporates priority projects identified within Advantage Pinellas, our Long Range Transportation Plan, adopted in 2019, as well as other projects covered in the FDOT work program. Priorities for funding in the TIP include projects such as the Pinellas Trail Loop, the Harn Boulevard Overpass, the Curlew Road Interchange, and the Forest Lakes Boulevard project.
- Take a look at the [Interactive TIP Map](#) to explore all the projects included in the adopted TIP.

PRESENTATIONS AND/OR ACTION ITEMS

The Florida Department of Transportation (FDOT) updated the board on the [US Alt-19/Palm Harbor Blvd & Florida Ave Roundabout.](#)

- Though FDOT has received many requests to add a signal at Alt-19 and Florida Avenue, the intersection did not qualify for a signal. FDOT sought community input for two solutions – a roundabout at Florida Avenue and a traffic signal at Alt-19 & Nebraska Avenue.
- The roundabout has been considered since 2015 as part of the Downtown Palm Harbor Master Plan. In 2019, FDOT held two public workshops to discuss the potential roundabout at Florida Avenue. Another community forum was held at the Palm Harbor Library.
- FDOT has made adjustments to the roundabout concept during the design phase based on public feedback. Some of these items include shrinking splitter islands to accommodate needs of surrounding businesses, relocating a sidewalk, and relocating crosswalks with flashing beacons (RRFB). More specifics on these adjustments can be seen in FDOT’s presentation.
- The board previously made this project a priority so that the design phase could begin in 2019. After the presentation the board discussed several questions and concerns with the project, and

ultimately conveyed its support for continuing with construction funding in the adopted Transportation Improvement Program in fiscal year 21-22.

Commissioner Long presented several updates for the PSTA Activities Report.

- USDOT provided \$21.8 Million for the Central Avenue BRT project as the federal share to match state and local funding commitments
- COVID 19 Employee Response Program has been successful, showing no PSTA employees have been diagnosed.
- The first electric charging station is being constructed at PSTA's transfer hub on Scherer Drive and 34th Street North.

Commissioner Seel presented updates for the TBARTA Activities Report.

- [Innovative Transit Technology study](#) is underway and focuses on the technical, financial and regulatory issues for the Hyperloop, Air Taxis, and Aerial Gondolas.

Forward Pinellas Planning Division Manager Rodney Chatman reviewed the preliminary [FY2021 Pinellas Planning Council Budget](#) for informational purposes. The Final budget will be voted on in July.

- Property tax revenues are projected to increase by 4.2% from FY20
- Operating expenses are projected to decrease by 16.4% from FY20
- Unassigned fund balance has been reduced as directed by the Forward Pinellas Board
- The previously proposed millage increase has been postponed due to the COVID 19 pandemic

The Pinellas Planning Council Work Plan includes Countywide Plan Administration, such as land use amendments and consistency reviews, and Technical Assistance for zoning map maintenance, Countywide Rule interpretations and mapping for special projects. Other projects include data analytics, the Knowledge Exchange Series, and other special planning project activities.

[Safe Streets Pinellas Goes Virtual](#). Project Manager Sarah Caper updated the board on the 8 week online campaign and how the public can get involved.

- On average, two people are killed or seriously injured (KSI) on our streets every day. Safe Streets Pinellas is a Vision Zero initiative, based on the principle that loss of life is not an acceptable price to pay for mobility. The goal of Safe Streets Pinellas is to eliminate traffic deaths and severe injuries in the transportation system with a proactive, preventive approach.
- How do we achieve this goal?
 - Leadership
 - Safe Roadways and Speeds
 - Transparency and Accountability with an Equity-focused analysis
- Our 8-week online campaign will include an interactive story map, a feedback map where residents can place pins and attach images, educational social media components, and even prizes for participating.
- Follow our campaign by [signing up for updates through our blog](#), follow us on [social media](#), or check out our website: www.forwardpinellas.org/safestreeets.

The board reviewed the Executive Director Annual Performance Evaluation.

- Board members expressed that Whit Blanton has exceeded expectations especially in leadership, innovation, and developing partnerships. Communications is continually improving internally and his

professionalism and responsiveness is greatly appreciated. His insight and commitment to projects and initiatives throughout the county has been invaluable and made a significant, positive impact. The board authorized a pay increase for the executive director at the same percentage as budgeted for all Pinellas County employees in the Unified Personnel System.

SPOTlight Update:

Gateway Area Master Plan

Director Blanton updated the board on the next phase for the Gateway Area Master Plan, focused on implementing the plan. A Memorandum of Understanding has been developed to guide a shared commitment for achieving guiding principles outlined in the Master Plan. The MOU will be presented to local governments for their consideration this summer, with official action by the governing bodies anticipated by the end of 2020.

Enhancing Beach Access

- The Gulf Boulevard Drainage and Sidewalk Project: Forward Pinellas is continuing discussion between the Town of Indian Shores and FDOT to determine the best way forward with this project.
- Waterborne Transportation Subcommittee, previously postponed due to COVID 19, is planning on resuming in September.

US 19 Corridor

Forward Pinellas is planning a workshop for the US 19 Corridor Vision and Alternatives in 2021 to engage the board and members of the public in thoughtful discussion on the various plans, studies, and design alternatives in an effort to support a clear vision for how corridor mobility, accessibility and desired community and economic development go together. The executive director also reported on work completed by FDOT in response to concerns expressed by local businesses regarding a pedestrian underpass planned for US 19 north of SR 580/Main Street. He will follow up with those businesses in coming days.

Other Items

- TMA Leadership Group Meeting will be in person on July 10, 2020 in Hillsborough County.
- The next Forward Pinellas Board meeting will be in person on July 8, 2020 at 1pm. This meeting will follow CDC social distancing guidelines. The public will still be able to participate and watch via Zoom. More information will be released about these details via social media and the Forward Pinellas website.

Action Sheet

June 10, 2020

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

- **Consent Agenda** (roll call vote: 13-0)
Approved to include the following:
 - A. Approval of Minutes of the May 13, 2020 Meeting
 - B. Approval of Committee Appointments
 - C. Approval of Procurement #20-02 Consultants Selection and Agreement
 - D. Approval of Update(s) to the Transportation Disadvantaged Service Plan

- **Adoption of FY 2020/21-FY 2024/25 Transportation Improvement Program**
Following a presentation by Forward Pinellas staff and public hearing, the board, in its role as the metropolitan planning organization, approved the adoption of the TIP. (roll call vote: 13-0)

- **Countywide Plan Map Amendment(s)**
Three cases were recommended for approval:
 1. CW 20-10 – City of Clearwater (roll call vote: 13-0)
 2. CW 20-11 – City of Largo (roll call vote: 13-0)
 3. CW 20-12 – City of Largo (roll call vote: 13-0)

- **Executive Director Annual Performance Evaluation**
After the chair reviewed the results of the evaluation and the recommendation of the Executive Committee, the board approved a raise for the executive director commensurate with that to be received by all employees in the Unified Personnel System effective October 1, 2020. (roll call vote: 13-0)

Chair

July 8, 2020

3B. Approval of Committee Appointments



SUMMARY

- **CAC**

Mr. Dyllan Furness has submitted his application to the Citizens Advisory committee for an open seat with St. Petersburg. Mr. Furness has a strong interest in urban planning and believes that an equitable society depends on access to clean, safe and efficient transportation.

- **TCC**

The City of Gulfport has made a request to add Jamie Elbert as primary representative for the City of Gulfport to the Technical Coordinating Committee (TCC). Mike Taylor will remain as the alternate representative.

ATTACHMENT(S):

- CAC Membership Listing
- Dyllan Furness's application
- TCC Membership Listing

ACTION: Board, in its role as the metropolitan planning organization, to approve the appointment of Dyllan Furness as a CAC representative for the City of St. Petersburg; to approve the appointment of Jamie Elbert as the City of Gulfport primary representative on the TCC.

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

CITIZENS ADVISORY COMMITTEE MEMBERSHIP LIST

St. Petersburg Area

1. Dylan Carlson (02/13/19)
2. R. Lee Allen (10/10/12)
3. Dyllan Furness (07/08/20)
4. Kimberly Connor-Savoretti (02/14/18)

Clearwater Area

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

Dunedin Area

7. Karen Mullins (Chair) (07/09/14)
8. Bob Henion (01/08/20)

Pinellas Park and Mid-County Area

9. Geneva Waters (02/08/17)
10. Brian Scott (09/11/19)

Largo Area

11. Paul Wallace (03/14/18)
12. Loretta Statsick (05/13/20)

Beaches Area

13. Terri Novitsky (12/09/15)
14. Dimitri Karides (02/13/19)

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

15. Caron Schwartz (02/14/18)

Tarpon Springs, Oldsmar, Safety Harbor Area

16. Tammy Vrana (05/13/15)
17. Steven Graber (03/11/20)

At Large

18. Tony Stillo (05/13/20) (Clearwater)
19. Gary Benjamin (01/08/20) (Clearwater)
20. Gloria Lepik-Corrigan (01/09/19) (Clearwater)
21. Alayna Delgado (01/09/19) (Palm Harbor)
22. Axl David (09/11/19) (Clearwater)
23. Tracey Schofield (02/12/20) (Pinellas Park)
24. Michael Mannino (02/13/19) (Clearwater)
25. Matthew Foster (11/13/19) (Tarpon Spring)
26. Thomas (Tommy) Frain (02/13/19) (Tarpon Springs)

TRAC

27. Duncan Kovar (07/12/17)



ADVISORY COMMITTEE MEMBER APPLICATION

Name: Furness Dyllan
Last First Middle

Home Address: 3719 Prescott St. N. St. Petersburg Florida
Street (Apt.) City, State Zip

Work Address: _____
Street (Apt.) City, State Zip
954-701-3302 deefurness@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: 10/07/1990

Advisory committee you're interested in serving on: Citizens Advisory Committee

Why are you interested in serving on this committee? (you may add an attachment if you need additional space)
I'm a writer and journalist who has begun a career change to urban planning. Over the past few years, I have become increasingly interested in ways land use and planning can help address social, racial, and economic disparities in our communities. I firmly believe that an equitable society depends on access to clean, safe, and efficient transportation for all citizens. As a CAC Member, I hope to help Forward Pinellas...

Education	Name and Location	Degree	Major/Subjects of Study
High School	Cardinal Gibbons High School	HS Diploma	
College or University	University of Florida	BA	Philosophy
Specialized Training, License or Certificate			
Other Education	University of South Florida	N/A	Environmental studies and sustainability

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:
 No.

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.

Dear Forward Pinellas CAC Members,

I'm a writer and journalist who has begun a career change to urban planning. Over the past few years, I have become increasingly interested in ways land use and planning can help address social, racial, and economic disparities in our communities. I firmly believe that an equitable society depends on access to clean, safe, and efficient transportation for all citizens. As a CAC Member, I hope to help Forward Pinellas achieve those goals by leveraging my strong links within the Tampa Bay community, including as an employee at USF St. Petersburg and as Secretary of the Board of Directors at WMNF, a community radio station.

Sincerely,
Dyllan Furness

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

Joseph Camera
Alternate: Autumn Westermann

Department of Environmental Protection

Vacant
Alternate: Vacant

TBARTA

Brian Pessaro
Alternate: Chris DeAnnuntis

Clearwater Planning Department

Vacant
Alternate: Lauren Matzke

Clearwater Traffic Operations

Cory Martens
Alternate: Dave Larremore

Dunedin Traffic Engineering

Russell Ferlita
Alternate: Vacant

Indian Rocks Beach

Hetty Harmon
Alternate: Vacant

Largo Community Development –Engineering

Barry Westmark
Alternate: Rafal Cieslak/Megan Dion, PE

Pinellas Park Planning Department

Erica Lindquist
Alternate: Derek Reeves

Safety Harbor

Brandon Henry
Alternate: Marcie Stenmark

Pinellas County Public Works (Eng.)

Ken Jacobs
Alternate: Brent Hall and Greg Cutrone

Pinellas County Environmental Mgmt.

Sheila Schneider
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

Roger Johnson
Alternate: Bennett Elbo

Dunedin Planning

Frances Leong Sharp
Alternate: Joseph DiPasqua

Gulfport

Jamie Elbert
Alternate: Mike Taylor

Largo Community Development

Rick Perez
Alternate: Vacant

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.

Evan Birk

Alternate: Kevin Jackson

St. Petersburg Transport. & Parking Mgmt. Dept.

Cheryl Stacks

Alternate: Lucas Cruse

Seminole

Mark Ely

Alternate: Jan Norsoph

Treasure Island

Jamie Viveiros

St. Petersburg Plan & Econo. Develop. Dept.

Tom Whalen

Alternate: Derek Kilborn

St. Pete Beach

Wesley Wright

Alternate: Brandon Berry

Tarpon Springs Planning

Pat McNeese

Alternate: Vacant

FDOT (technical support)

Jenson Hackett

July 8, 2020

3C. Map Adjustment MA 20-04 – City of Clearwater



SUMMARY

The Countywide Rules include a procedure allowing local governments within Pinellas County to submit Countywide Plan Map boundary adjustments that are minor in nature and include the Preservation and Recreation/Open Space categories. These categories are often generalized on the Countywide Plan Map and, with adequate documentation, a more specific area can be delineated.

More specifically, as per subsection 7.3.8.5 of the Countywide Rules, adjustments can be:

- Related to and consistent with a jurisdictional boundary determination under state agency rules which is consistent with such rules; or
- Related to and consistent with the purpose and characteristics of the particular plan category being adjusted and, absent a determination by the Executive Director to the contrary, based upon finding the local government with jurisdiction or its designee that such adjustment is de minimis in extent and effect.

The City of Clearwater is requesting a map adjustment to a property located at 1176 Mandalay Point. The subject property includes 1.7 acres, of which 0.6 acres are currently designated Preservation, 0.5 acres are Residential Low Medium, and 0.6 acres are submerged land. A total of 0.15 acres is requested to be adjusted from Preservation to Residential Low Medium.

The proposed adjustment will correct a mapping inconsistency from 1995, in which the Preservation category designated on the beachfront was also erroneously applied landward of the seawall, overlapping an area designated for residential use on the City’s zoning map, and which contains existing residential development. The issue was identified when the owner submitted an application to the City to construct a new detached dwelling. A survey obtained as part of that application process shows the location of the seawall and the area to be adjusted.

The request meets the requirements of the map adjustment process and is submitted for official acceptance. As a supplemental recommendation, it is advised that the City research the adjacent parcels and pursue adjustment of related mapping inconsistencies.

LIST OF MAPS & ATTACHMENTS:

- Map 1 Current Countywide Plan Map
- Map 2 Proposed Countywide Plan Map

Attachment 1 [Boundary and Topographic Survey \(link\)](#)

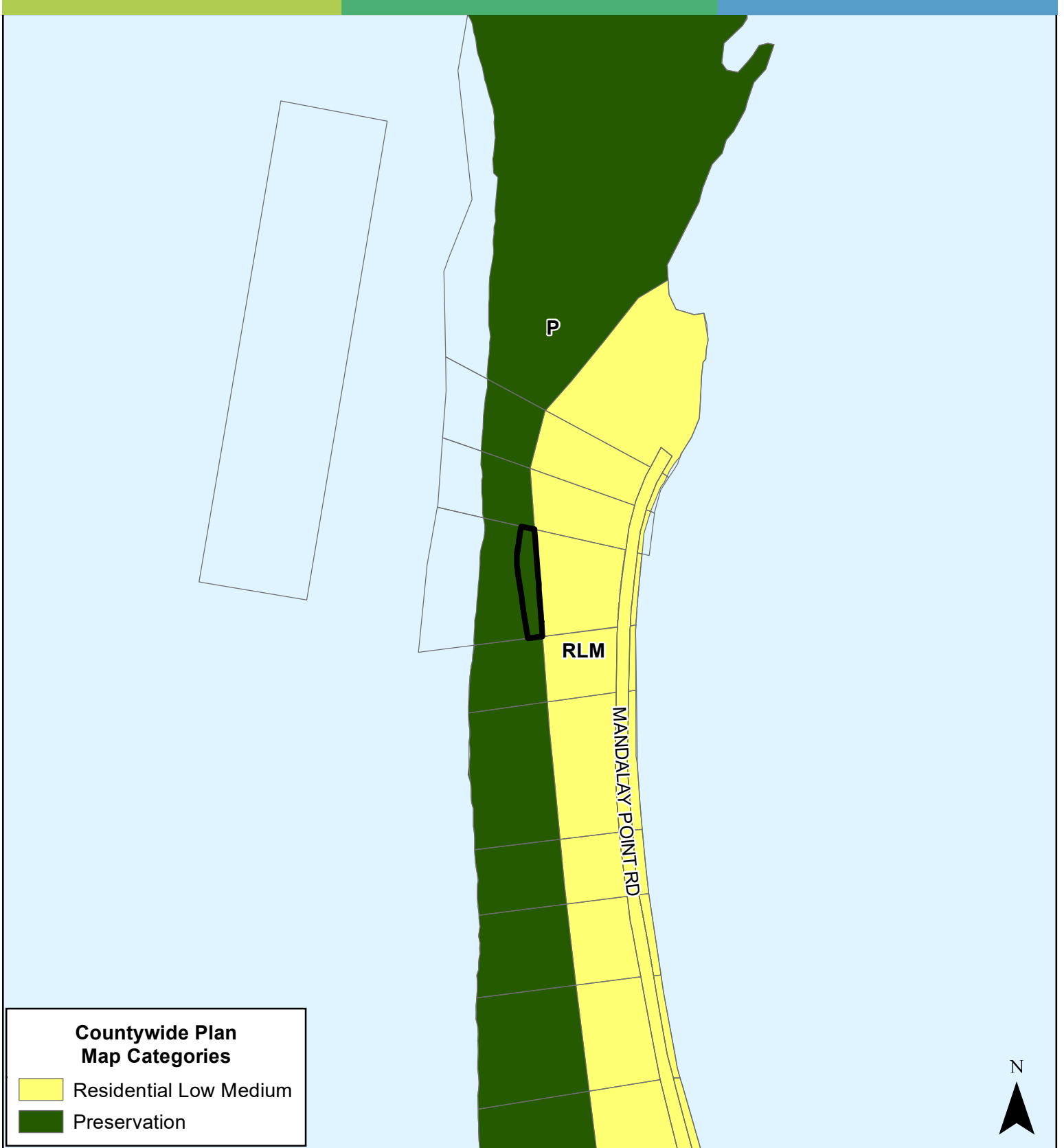
MEETING DATES:

- Planners Advisory Committee, June 29, 2020 at 1:30 p.m.
- Forward Pinellas, July 8, 2020 at 1:00 p.m.
- Countywide Planning Authority, August 11, 2020 at 9:30 a.m.

ADVISORY COMMITTEE RECOMMENDATION: At its June 29, 2020 meeting, the Planners Advisory Committee voted 11-0 to recommend approval of this map adjustment.

Map Adjustment

Map 1: Current Countywide Plan Map

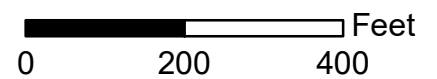


JURISDICTION: Clearwater

FROM: Preservation

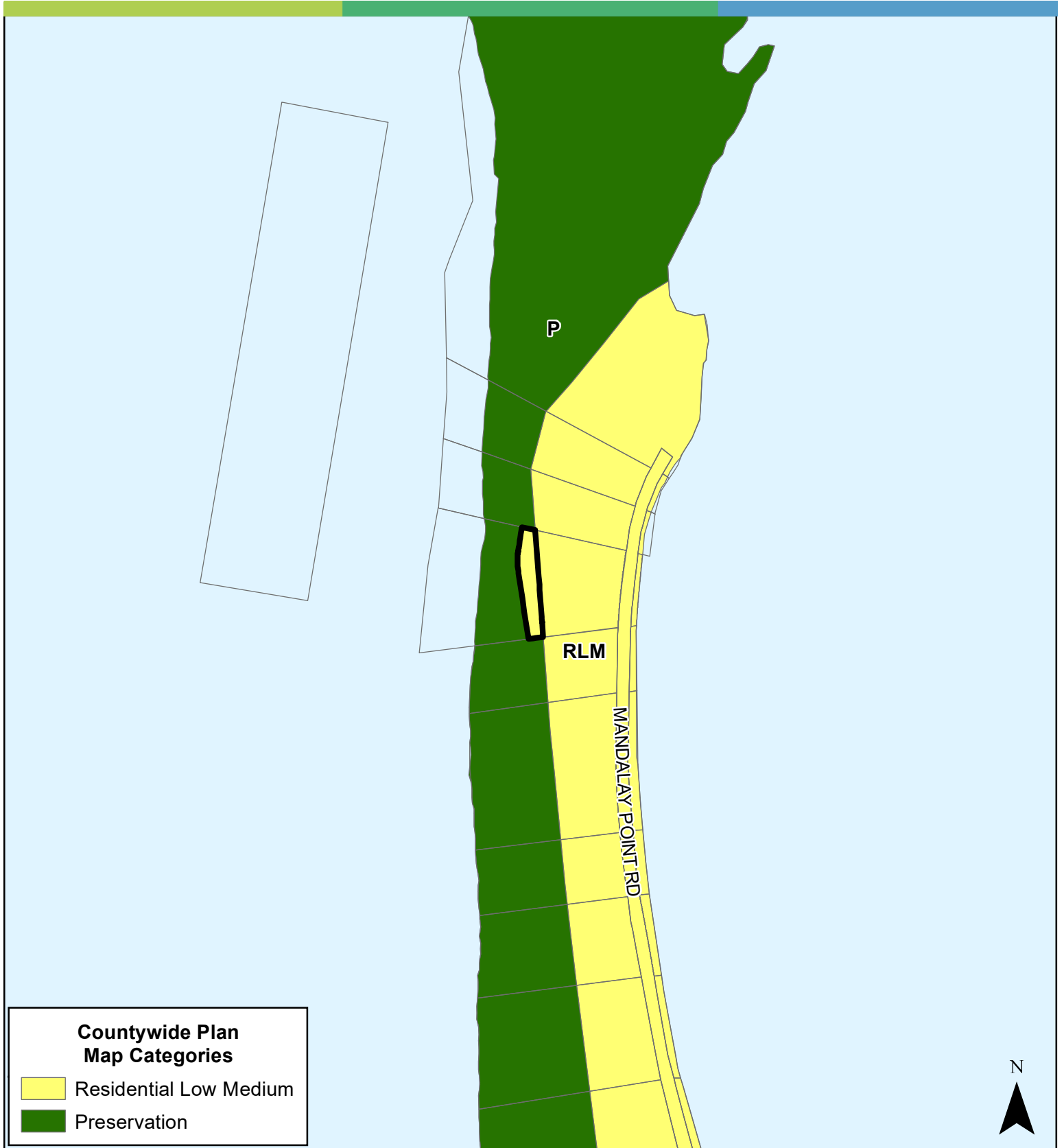
AREA: 0.15 Acres

TO: Residential Low Medium



Map Adjustment

Map 2: Proposed Countywide Plan Map



July 8, 2020



3D. Approval of Commission for the Transportation Disadvantaged (CTD) Agreement and Adoption of Associated Resolution

SUMMARY

Forward Pinellas, in its role as the Pinellas County Metropolitan Planning Organization, is the Planning Agency for the Transportation Disadvantaged Program, pursuant to Chapter 247, F.S. and Rule 41-2, F.A.C. As such, Forward Pinellas anticipates receiving \$39,684 from the Commission for the Transportation Disadvantaged (CTD) for planning work associated with the Transportation Disadvantaged (TD) Program. Planning duties include the development, administration and implementation of the Transportation Disadvantaged Service Plan, the evaluation of the Pinellas Suncoast Transit Authority in its role as the Community Transportation Coordinator for the TD Program, and staff support and technical services provided to the Local Coordinating Board. The attached resolution allows the Executive Director to complete the required documents associated with this grant, including entering into an agreement with the CTD for planning funds.

ATTACHMENT(S): Forward Pinellas Resolution 20-04

ACTION: Board, in its role as the metropolitan planning organization, to adopt Resolution 20-04 approving the CTD agreement.

STAFF RECOMMENDATION: Staff recommends that the board adopt Resolution 20-04 and approve the CTD agreement.

FORWARD PINELLAS RESOLUTION #20-04

A RESOLUTION OF FORWARD PINELLAS, IN ITS ROLE AS THE PINELLAS COUNTY METROPOLITAN PLANNING ORGANIZATION, AUTHORIZING THE FILING AND EXECUTION OF AN AGREEMENT FOR THE 2020/21 TRANSPORTATION DISADVANTAGED PLANNING GRANT WITH THE COMMISSION FOR THE TRANSPORTATION DISADVANTAGED, AND AUTHORIZING THE FORWARD PINELLAS EXECUTIVE DIRECTOR TO SIGN ALL FUTURE DOCUMENTS NECESSARY TO RECEIVE TRANSPORTATION DISADVANTAGED TRUST FUNDS FOR FY 2020/21.

WHEREAS, Forward Pinellas, in its role as the Pinellas County Metropolitan Planning Organization (MPO), is eligible to receive a Transportation Disadvantaged Planning Grant and to undertake a transportation disadvantaged service project as authorized by Section 427.0159, Florida Statutes, and Rule 41-2, Florida Administrative Code.

NOW, THEREFORE, BE IT RESOLVED by Forward Pinellas that:

1. The Florida Commission for the Transportation Disadvantaged Planning Grant Agreement (Grant Agreement) associated and executed contemporaneously herewith is hereby approved and authorized for execution and filing.
2. The Forward Pinellas Executive Director is hereby authorized to sign any and all applications, agreements or contracts, including amendments, assurances, reimbursement invoices, warranties, certifications, and any other documents that may be required in connection therewith, on behalf of Forward Pinellas, in its role as the Pinellas County Metropolitan Planning Organization, with the Commission for the Transportation Disadvantaged as may be necessary to receive 2020/21 Transportation Disadvantaged Trust Funds pursuant to the associated Grant Agreement.

This resolution offered an adopted at the July 8, 2020 meeting of the Forward Pinellas Board as hereinafter set forth: _____ offered the foregoing resolution which was seconded by _____ and the vote was:

AYES:

NAYS:

Absent and not voting:

ATTEST:

Whit Blanton, Executive Director

Dave Eggers, Chair

APPROVED AS TO FORM

By: Chelsea Maudy
Office of the County Attorney

July 8, 2020

**3E. Approval of Procurement #20-01 Forward Pinellas
Planning Consultants Selection**



SUMMARY

In February, the Forward Pinellas board approved Procurement #20-01 Forward Pinellas Planning Consultants. More than 50 proposals were received. A selection committee of Rodney Chatman (Forward Pinellas), Chelsea Favero (Forward Pinellas), Lauren Matzke (City of Clearwater), Christina Mendoza (Forward Pinellas) and Joan Rice (Pinellas County) met and shortlisted firms for presentations. 25 presentations were held. The selection committee met again to review the presentations, score the firms, conduct a pricing analysis and provide a recommendation for selection. The committee decided to recommend the top 20 firms to ensure a broad array of skills and experience over the potential six years of the contracts. Selected firms will be available to all local governments for their own assignments as well as for grants awarded to local agencies by Forward Pinellas.

Memos documenting the procurement process are available on the [Forward Pinellas website](#). Following the selection committee meeting, Forward Pinellas staff reached out to references for the top 20 firms and received no concerning comments. Following board approval to move forward with the top 20 firms, staff will begin negotiating agreements with the firms and bring the agreements back to the Forward Pinellas Board for approval in September.

ATTACHMENT(S): Memo

ACTION: Board to approve selecting the top 20 firms from the Forward Pinellas Planning Consultants procurement to proceed with agreement negotiations.

STAFF RECOMMENDATION: Staff recommends that the board approve selecting the top 20 firms from the Forward Pinellas Planning Consultants procurement to proceed with agreement negotiations.



MEMORANDUM
310 Court Street, 2nd Floor
Clearwater, FL 33756
P: 727-464-8250
forwardpinellas.org

THE PLANNING COUNCIL AND METROPOLITAN PLANNING ORGANIZATION FOR PINELLAS COUNTY

TO: Forward Pinellas Board
Whit Blanton, FAICP, Executive Director

FROM: Sarah Caper, AICP, Principal Planner

DATE: June 25, 2020

SUBJECT: Procurement by Competitive Proposals, #20-01 Forward Pinellas Planning Consultants, Summary

In February 2020, the Forward Pinellas board approved Procurement #20-01 Forward Pinellas Planning Consultants. Proposals were due on March 23, 2020, by 1 p.m. and electronic submittals via email were allowed. The due date and submittal method were revised to reflect COVID-19. A total of 52 proposals were received by the due date and time.

All meetings related to this procurement were held virtually and notice was provided online and also provided via email to all qualified proposers. Members of the public were welcome to attend all meetings.

A selection committee of Rodney Chatman (Forward Pinellas), Chelsea Favero (Forward Pinellas), Lauren Matzke (City of Clearwater), Christina Mendoza (Forward Pinellas) and Joan Rice (Pinellas County) met virtually multiple times to discuss and evaluate the proposals, short list firms for presentations and discuss the presentation format and requirements. Forward Pinellas Executive Director Whit Blanton and Division Manager Al Bartolotta were available as advisors to the selection committee on this procurement. Presentations with 25 firms were held virtually through Zoom. Each firm was tasked with identifying the most pressing need for Forward Pinellas and Pinellas County and developing a scope to address that most pressing need.

Once all presentations were completed, the selection committee met twice virtually to review the presentations, score the firms, conduct a pricing analysis and provide a recommendation for selection. For the pricing analysis, the selection committee reviewed a range of rates, including those in the Forward Pinellas current agreements, to determine if the general pricing provided is fair and reasonable with the understanding that rates are subject to change during the negotiation process. Ultimately, the selection committee felt that the top 20 firms should be recommended to be selected for Forward Pinellas Board approval.

After the July 8, 2020 Forward Pinellas board meeting, staff will begin to negotiate agreements pricing with the selected firms. Once agreements are in place, Forward Pinellas and local governments may use the firms for planning work.

The following is a summary of the selection committee discussion on each firm. Firms that provided presentations are noted with a (P). The table at the end notes the final scores and firms that are recommended for selection. Staff has checked with references for each of the firms recommended for selection and found no concerns.

- **AECOM (P).** Good discussion and understanding of Pinellas County and linkage of major areas of concentration from 2020 with team member project experience, understanding of challenge. Solid team with experience in funding and programming, innovative virtual meeting capabilities, lacking in project management discussion
- **Alta (P).** General MPO service firm with a variety of experience but did not show specific understanding of Forward Pinellas and Pinellas County context, people first focus. Presentation felt like it was being read, delivery was lacking, missing innovation and specific proposal/most pressing need, good branding package examples, unclear how discussion could apply to Forward Pinellas
- **Asakura Robinson (P).** Beautiful package, creative outreach, balanced proposal with discussions on equity, neighborhoods and districts, housing and resiliency, lacking detail on management components, unsure if understand role of Forward Pinellas. Presentation was somewhat fragmented with a lot of general information and not much specificity, innovative idea with equity along Central Ave BRT corridor that could have been explored further
- **Atkins.** General purpose firm, lacking a specific approach, emphasized experience with MPOs, did not clearly demonstrate a correlation between their staff and how they can support Forward Pinellas, good understanding of the relationship between land use and transportation planning, fairly generic
- **Ayres.** Strong focus on visualization and engagement, lacking detail on relevant experience
- **Building a Better Block.** Lacking information on how the firm can meet Forward Pinellas's needs and role, liked AARP experience
- **Bruce McLaughlin Consulting.** Understood Forward Pinellas role, low cost, tool for local governments but need to show more on why Forward Pinellas could benefit, lacking detail
- **CALTRAN Engineering Group.** Has provided similar services for several communities, discusses safety, transit, bike/ped, "Big Data" and public involvement challenges/needs, good general overview and discussion of Pinellas County's challenges and needs, lacking link between references, projects and resumes, unsure of experience and fit with Forward Pinellas
- **Calvin, Giordano & Associates (CGA) (P).** Well rounded, good description of approach, demonstrates understanding, could better incorporate staff and key personnel in project discussion. Did not demonstrate innovative methods and how they would apply to Forward Pinellas needs, data analytic capabilities were not incorporated into presentation and appeared limited
- **Clearview Land Design, PL.** Provides options, establish community character, basic understanding of challenges facing land use and transportation, infill experience, little discussion on approach and project management

- **The Corradino Group (P).** Interesting TOC, good understanding of Forward Pinellas responsibilities and role, current conditions, transportation experience is by PEs involved in project implementation. Did not seem to address the most pressing need or how the firm would approach it, clear and concise project management discussion, conceptual scope lacking details
- **CallisonRTKL (CRTKL).** Approach lacking detail, showed basic understanding of Forward Pinellas and linking their roles to anticipated planning functions, would like to see more on digital storytelling
- **Egret+Ox.** Showed basic understanding of Forward Pinellas's needs, but did not demonstrate understanding of the agency's responsibilities and role within Pinellas County, strong graphics
- **evolveEA.** Strong graphics, lacking detail and demonstration of Forward Pinellas's role, unclear project management
- **Fehr and Peers (P).** Strong performance metrics discussion, addresses Pinellas County challenges and showed understanding of the area. Innovative concept presented with relevant examples, strong graphics
- **Gannett Fleming (P).** Lacking good examples of innovation related to performance metrics, liked summary chart, showed broad understanding. Weak demonstration of innovation, clear project management discussion, incorporated performance measures with data driven approach
- **George F Young.** Focused on traffic engineering, complete streets and roadway design (more like an implementing agency), lacking understanding of how firm would meet Forward Pinellas needs, lots of experience
- **HDR (P).** Light on performance measures, solid experience and examples, good understanding of Forward Pinellas and relationship between transportation and land use. Good discussion and use of data analytics, could have further explored equity and inclusion, strong approach
- **HW Lochner (P).** Strong visualization tools, recognizes change is not easy, shows understanding of Forward Pinellas's roles and responsibilities. Solid team, presentation focused on people, generic discussion, would have liked to see more on project management processes and procedures
- **Interface Studios (P).** Graphic approach to planning, varied experience in unique places, good overview and demonstrated understanding. Innovative practices examples were hard to follow, broad discussion of most pressing need, good presentation delivery, extremely visual presentation highlighting storytelling approach
- **Jacobs (P).** Standard proposal, concerned about depth of staff, demonstrated understanding in various focus areas, good project approach narrative. Presentation began well but lost focus, touched on many issues but did not explore them fully
- **JRB Solutions.** Understanding of the local area and needs from a transit and bike/ped perspective, lacking in approach and project experience
- **Kimley Horn (P).** Solid project understanding and description of Forward Pinellas needs, innovative ideas. Clearly understands Pinellas County, did not fully discuss innovative concepts or clear scope of services
- **Kittelson & Associates (P).** Good project approach, focus on equity, health and resiliency. Strong experience, thoughtful scope of services, clear and concise presentation
- **Lambert Advisory.** Focus on economic and real estate analysis, narrative explains key aspects of economic/market related services

- **Landis Evans + Partners (P).** Solid project understanding, good discussion of density, safety, walkability and context-sensitive choices. Presentation included strong examples and ideas for low-cost, implementable solutions, balanced conceptual and practical
- **The Lunz Group.** Generic but clear approach
- **Maser.** Lacking project approach/project management mechanisms, would be most helpful to local partners
- **Ninigret Partners.** Lacking connection to Pinellas County and Forward Pinellas, unclear on project manager, proposal was not organized, unique approach
- **NUE Urban Concepts (P).** Solid understanding of Forward Pinellas needs, would be helpful to local partners, unclear if the team has worked together before. Small, tailored firm that focused on creative process, capabilities and a few relevant projects, good understanding of Pinellas County but approach lacking detail
- **Pennoni.** Focus on municipal planning, did not clearly demonstrate understanding of Forward Pinellas needs, unclear connection between references and experience
- **Partners for Economic Solutions (PES).** Limited project approach, good description of Pinellas County conditions, speaks to importance of collaboration, lacking QA/QC discussion
- **Pritchett Steinbeck Group (PSG).** Good understanding and narrative of Pinellas County and its challenges, lacking approach and project management discussion
- **Rundell Ernstberger Associates (REA).** Experienced with major redevelopment and vision plans, good use of visuals and storytelling, lacking project approach, would like to see greater understanding of Pinellas County and its challenges
- **Renaissance (P).** Tailored proposals to Forward Pinellas needs, experience with public-friendly reporting methods, discussion on approach and project management is lacking. Strong discussion of Pinellas County's economic context, thoughtful approach that was easy to follow, demonstrated visualization and its importance, would have liked to hear more from project manager
- **Sam Schwartz (P).** Solid understanding of needs and area, challenges. Lacked understanding of some of the challenges working in Pinellas County where maintaining road capacity is a sensitive issue, lacking examples and innovation, approach was general
- **Sand Country Studios.** Most of experience is in rural and suburban areas, unclear who would be the project manager
- **SB Friedman (P).** Good explanation of project management process. Unique perspective, comprehensive scope of services, demonstrated understanding of Pinellas County
- **S&ME (P).** Solid understanding of local needs, lacking in project management and approach. Innovative renderings, strong interdisciplinary approach presented
- **Stantec (P).** Solid project understanding. High level presentation that touched on many points, but lacking in detail and innovative concepts outside of autonomous vehicle work
- **Tindale Oliver & Associates (P).** Good project management approach, would have liked to see more details, relevant recent projects. Demonstrated GIS analytics abilities, clear scope development process in a thoughtful manner but discussion of traditional transportation planning or traffic operations somewhat limited

- **Toole Design (P).** Good graphics work, clear description of key personnel and roles, includes matrix of work and on call experience. Unclear how firm would help address identified most pressing need (funding), good overview of team's experience in certain areas and innovative data-driven storytelling
- **Torti Gallas + Partners.** No discussion of project management tools, lacking clear linkage to Forward Pinellas needs
- **TransPro.** Strong focus on performance management but mostly tied to internal operations and processes, primarily works with transit agencies and cited transit service planning projects
- **Urban Arts.** Lacking approach to Forward Pinellas needs, missing discussion on costs and schedule controls, good planning concept illustrations
- **Urbanomics.** Lacking project approach, no discussion of challenges facing Pinellas County
- **The Valerin Group (P).** Solid approach and understanding of needs, good project management chart, strong SPOTlight discussion and experience with visualization and storytelling. Thoughtful discussion and emphasis on building trust, but presentation did not neatly tie together strategies with most pressing need
- **VHB.** Clear understanding of scope, good discussion and understanding of Pinellas County
- **Waldrop Engineering, PA.** Transportation planning work is mostly PEs not planners, broad submittal, would have liked to see more detail
- **WGI.** Clear understanding of needs but limited approach details, diverse examples of relevant projects
- **Wallace Roberts & Todd (WRT) (P).** Strong understanding and approach, good use of visualization, strong project management description. Strong public engagement discussion with a range of strategies, presentation a little disjointed
- **WSP (P).** Clear understanding of needs, tailored approach. Clear, concise presentation with strong visualization that conveyed the firm's understanding of Pinellas County, impressive and innovative videos

Firm	Total Score
AECOM*	885
Alta	694
Asakura Robinson*	784
Atkins	445
Ayres	438
Bruce McLaughlin Consulting	298
Build a Better Block	346
CallisonRTKL (CRTKL)	380
CALTRAN Engineering Group	443
Calvin, Giordano & Associates	766
Clearview Land Design	384
The Corradino Group	744
EGRET+OX	398
evolveEA	415
Fehr and Peers*	851
Gannett Fleming*	791
George F Young	393
HDR*	851
HW Lochner, Inc*	799
Interface Studio LLC*	774
Jacobs*	828
JRB	386
Kimley Horn*	861
Kittelson & Associates*	806
Lambert Advisory	424
Landis Evans + Partners (LE&P)*	788

Firm	Total Score
The Lunz Group	363
Maser	403
Ninigret Partners	394
NUE Urban Concepts*	790
Pennoni	412
Partners for Economic Solutions (PES)	473
Pritchett Steinbeck Group (PSG)	444
Renaissance*	801
Rundell Ernstberger Associates	408
Sam Schwartz	762
Sand Country Studios	437
SB Friedman*	821
S&ME, Inc.*	785
Stantec	760
Tindale Oliver & Associates*	793
Toole Design*	785
Torti Gallas + Partners	396
Transpro	394
Urban Arts	441
Urbanomics	359
The Valerin Group, Inc.*	794
VHB	476
Waldrop Engineering, PA	393
Wallace Roberts & Todd (WRT)*	793
WGI	400
WSP USA Inc*	897

* Recommended firm

July 8, 2020

**3F. Approval of Procurement #20-03 Audit Services
Recommendation**



SUMMARY

In May, the board authorized the issuance of procurement #20-03 for Forward Pinellas audit services. Forward Pinellas received seven proposals. Adhering to changes in state statutes, a selection committee composed of Julie Lupis, PSTA; Debbie Leous, PSTA; John Ondrovic, Pinellas County Office of Management and Budget; and Mayor Cookie Kennedy met on June 30, 2020 to review the proposals, provide a recommendation to the board and conduct a pricing analysis.

A memorandum documenting the review process and selection committee recommendation will be following under separate cover.

ATTACHMENT(S): Memorandum

ACTION: Board to approve audit services procurement recommendation and authorize executive director to negotiate an agreement with the top ranked firm, followed by the next ranked firm.

PPC

STAFF RECOMMENDATION: Staff recommends that the board approve the audit services procurement recommendation and authorize executive director to negotiate an agreement with the top ranked firm, followed by the next ranking firm.



MEMORANDUM
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Clearwater, FL 33756
P: 727-464-8250
forwardpinellas.org

THE PLANNING COUNCIL AND METROPOLITAN PLANNING ORGANIZATION FOR PINELLAS COUNTY

TO: Forward Pinellas Board
Whit Blanton, FAICP, Executive Director
All Proposers

FROM: Sarah Caper, AICP, Principal Planner

DATE: July 6, 2020

SUBJECT: Procurement by Competitive Proposals, #20-03 Forward Pinellas Audit Services

In May 2020, the Forward Pinellas board approved Procurement #20-03 Forward Pinellas Audit Services. Proposals were due on June 15, 2020, by 1 p.m. via electronic or paper submittal. A total of seven proposals were received by the due date and time.

On June 30, 2020, a virtual selection committee meeting was held. Notice was provided to all proposers and was on the Forward Pinellas website. Members of the public were welcome to attend. The selection committee of Mayor Joanne “Cookie” Kennedy (Forward Pinellas Treasurer), Debbie Leous (PSTA), Julie Lupis (PSTA) and John Ondrovic (Pinellas County) met to discuss and evaluate the proposals and conduct a pricing analysis. Forward Pinellas financial staff members Joann Jacobs and Rebecca Stysly were available and participated as advisors to the selection committee.

The selection committee members discussed each proposal individually, scoring the proposal and then discussing and scoring the next proposal. The following is a brief review of each proposal.

- **Cherry Bekaert.** In depth audit work plan, concerns about personnel, did not mention Single Audit experience, well defined focus and step by step approach
- **CRI.** Good summary and detail on understanding scope of services, well outlined approach, missing information related to the timeline of services
- **CS+L.** Detailed approach, included post COVID-19 alternative, strong communications approach, questions on schedule
- **EFPR Group.** Questions on relevant experience, lacking approach detail and unclear if understand MPO/PPC
- **Mauldin & Jenkins.** Lack of clarity regarding scope of services, concerns regarding price
- **MSL.** Liked IT review and electronic options, strong audit process and single audit experience, lacking discussion of understanding requested services
- **RG&Co.** Certified MBE with good experience, questions regarding pricing and single audit

Once all proposals were discussed, the selection committee reviewed pricing information to decide if the general pricing provided was fair and reasonable, with the understanding that the rates are subject to change during the negotiation process. Generally, the selection committee felt the pricing was consistent and reflected market values though there were concerns that if single audits or major programs needed to be added to some of the prices there could be significant increases.

The scoring for the firms is provided below. This was confirmed following the meeting with the signed selection committee evaluation forms.

The selection committee recommends negotiating an agreement with the top ranked firm, followed by the next ranking firm, contingent upon checking with references to ensure positive references with no negative references. Following the selection committee meeting, staff followed up with references for the top two ranked firms and found only positive references with no negative comments, though not all reference requests were returned. Each firm had at least two references returned. Based on the costs listed in the proposals, it is anticipated that the combined cost for audit services for the MPO and PPC will not exceed \$37,000 a year.

Firm	Score
RG&Co	335
CS+L	316
CRI	311
MSL	308
Cherry Bekaert	307
Mauldin & Jenkins	288
EFPR Group	285

July 8, 2020

3G. Approval of the Pinellas Planning Council (PPC) Work Plan



SUMMARY

The alignment of two separate agencies as one under the name Forward Pinellas continues to evolve with each budget cycle. In the past, the Pinellas Planning Council (PPC) adopted an annual and five-year work program to coincide with the adoption of the annual budget. Conversely, the Pinellas County Metropolitan Planning Organization (MPO) is statutorily required to adopt a Unified Planning Work Program (UPWP) that identifies the projects, programs, and activities that will be funded by state and federal grants over a two-year period that begins on July 1st. To better integrate the programs and activities of the agency, Forward Pinellas has aligned the PPC work plan with the UPWP. By taking this approach, the projects and activities can better reflect the priorities of the Strategic Business Plan, the Special Act, and more effectively coordinate the financial and staff resources required for more unified land use and transportation planning activities.

Attached for the board's consideration is the PPC Work Plan for FY 2021/2022 – 2022/2023.

ATTACHMENT(S): PPC Work Plan

ACTION: Board, in its role as the Pinellas Planning Council, to approve the PPC Work Plan for FY 2021/2022 – 2022/2023.

STAFF RECOMMENDATION: Staff recommends that the board approve the PPC Work Plan for FY 2021/2022 – 2022/2023.



**FORWARD
PINELLAS**
Integrating Land Use & Transportation



PINELLAS PLANNING COUNCIL

Work Plan

FY 2021/2022 – 2022/2023

Forward Pinellas, in its role as the Pinellas Planning Council (PPC), works to develop and implement strategies to guide countywide redevelopment efforts and to better integrate land use and transportation factors into decision-making processes.

The Forward Pinellas Strategic Business Plan (SBP) is the guiding document for our agency. The themes of “Adapt”, “Build”, and “Connect” have been woven into the planned activities and projects to ensure that our agency is positioned as a facilitator, consensus-builder, technical assistance resource, and leader for the communities of Pinellas County and the region. Working together with citizens, partner organizations/agencies, various stakeholder groups, and local governments, we will strengthen access to economic opportunity and reinforce the character of our distinct and diverse communities.

OUR MISSION:

“Forward Pinellas will provide leadership to align resources and plans that help to achieve a compelling vision for Pinellas County, our individual communities and our region.”

We work continuously to achieve this mission by:

- Creating integrated land use and transportation plans that provide viable mobility options and sustainable development patterns;
- Engaging the public in the development of transportation and land use plans;
- Forging effective partnerships among public agencies, citizens and the business community;
- Defining cost-effective strategies to meet the transportation and land use goals of Pinellas County; and
- Setting priorities for sound public investment in transportation improvements.

The types of activities and projects that the PPC will accomplish over the next two years falls within one of the following categories. Please refer to the workload and assignments schedule for a list of pending projects and activities.

Countywide Plan Administration

Projects that fall under this category are focused on activities that support the Countywide Plan. The processing of local land use plan map amendments, reviewing local land development regulations and comprehensive plan amendments for consistency, and the maintenance of the Countywide Plan are core functions of the PPC. The Countywide Plan must be periodically amended to reflect changes in Pinellas County's vision as well as to proactively address future needs. In addition, the Planners Advisory Committee (PAC) will continue to be a valuable stakeholder group that serves a key role in advising our agency's land use planning activities.

Technical Assistance

Projects under this category are largely focused on filling the gap in local government capabilities. Examples of projects that fall under this category include maintaining zoning maps for several Pinellas County communities, working with local governments to develop various maps for a wide array of planning projects, serving as a forum for the discussion and/or development of best practices to address a variety of planning challenges, and providing guidance on the policy intent of certain sections of the Countywide Plan.

Data Analytics

All the projects under this category involve analyzing data sets (land use, transportation, housing, health, economic, etc.) to draw conclusions about current and/or future trends that impact the designated Activity Centers within Pinellas County.

Knowledge Exchange Series

All the projects under this category involve the exploration of land use and/or transportation planning challenges that are common to all 25 local governments in Pinellas County. This effort focuses on achieving a better understanding of emerging planning topics through the development of toolkits that can be used by any interested local government.

Special Activities

Projects that fall under this category are focused on using the PPC's financial and regulatory capabilities, staff capacities, and consultant resources to facilitate projects that meet current challenges and/or seize opportunities to promote local multimodal transportation initiatives, address our changing climate, and respond to redevelopment possibilities.

WORKLOAD AND ASSIGNMENTS SCHEDULE

A Rolling Two-Year Outlook for Forward Pinellas in its role as the Pinellas Planning Council

	FY2021/22				FY2022/23			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
	CY 2020	CY 2021			CY 2022			
ON-GOING ASSIGNMENTS	Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sep
Countywide Plan Administration								
Local Land Use Plan Map Amendment Processing								
Consistency Review Determinations								
Planners Advisory Committee (PAC)								
Countywide Plan Maintenance								
Technical Assistance								
Zoning Map Maintenance (10 communities)								
Map Production for Local Projects (as requested)								
Interagency Coordination								
Countywide Rules Interpretations								
ONE-TIME PROJECTS								
Data Analytics								
Pinellas Activity Center Indicators: TBD (Gulfport)								
Pinellas Activity Center Indicators: TBD (PAC Input)								
Pinellas Activity Center Indicators: TBD (PAC Input)								
Pinellas Activity Center Indicators: TBD (PAC Input)								
Knowledge Exchange Series								
Multimodal Transportation Assessment of FLUM Amendments								
Continuing Care Retirement Communities								
TBD								
TBD								
Special Activities								
Gulfport Waterfront Building Form Project								
Citizens Guide to the Countywide Plan								
Other Local Planning Projects (as requested by local governments)								
Countywide Plan Administration Dashboard								
Gateway/Mid-County Master Plan Implementation								
Countywide Housing Strategy								
ArcGIS Urban/Data Visualization								
Central Avenue BRT TOD Strategic Plan								
USF MURP Fellowship								

FY 2019 and 2020 were extremely productive years

Below are highlights from the work that was accomplished:

- **9** Local government consistency reviews conducted
- **34** Tier II amendments processed
- **7** Tier I map amendments processed
- **3** Map adjustments processed
- **55** Data requests fulfilled
- **29** Local government mapping requests fulfilled



In 2020, the COVID-19 pandemic fundamentally changed the American way of life. The national economy was shuttered for a period to limit the spread of the virus to protect public health. Remote working, curbside pick-up, grocery delivery, social-distancing, online shopping, and virtual meetings became more commonplace. As local governments pragmatically move towards re-opening their cities and towns, careful thought must be given to strategies and measures that can balance economic and public health interests. COVID-19 has impacted planning and may have longer-term effects on transit use, commuting patterns, housing design, leisure activities, tax revenues, etc. We will monitor emerging trends in order to be prepared to adapt our guiding documents to this new reality.

- **5** Local government comprehensive plan amendments authored
- **4** Planning & Place-Making (PPM) Pilot Program grants awarded
- **37** Requests for pre-application meetings, Countywide Rules interpretations, and Countywide Plan Map amendment research requests fulfilled



Other noteworthy accomplishments

- Adopted major amendments to the Countywide Plan in support of Advantage Pinellas, which enables communities to create higher-density, transit-oriented activity centers and multimodal corridors within walking distance of future transit routes. This planned approach to redevelopment will accommodate growth efficiently, help preserve the character of our established lower density neighborhoods and create attractive new lifestyle options in Pinellas County.
- Developed a new online Countywide Plan Map web application, which includes various GIS layers including the Coastal High Hazard Area, Countywide Plan Map amendments, Scenic/Noncommercial Corridor subcategories, aerial imagery, and municipal boundaries.
- Continued to offer technical assistance funding through the Planning & Place-Making Grant Pilot Program for projects that implement the Planning & Urban Design Principles of the Countywide Plan.
- Maintained the Truth in Annexation online worksheet in order to provide an unbiased tool to estimate how taxes and fees would change following annexation.

July 8, 2020

3H. Annual Budget and Millage Rate for FY21



SUMMARY

Each year the Pinellas Planning Council (PPC) is required to adopt a budget and millage rate to fund the operations of the agency. The budget serves as an annual financial plan, identifying spending priorities for our agency. The budget is used to balance available resources with countywide needs and serves as a tool for communicating the agency's financial stability and for ensuring accountability to the taxpayers. The information contained in the sections below represent the best estimates from the Office of Management and Budget (OMB) for revenues, expenditures, and reserves for the coming year.

Revenues

The FY21 budget proposes to maintain the current millage rate of 0.0150 mils. This will generate an estimated \$1,266,874 in tax revenues, which represents a 4.1% increase from the previous fiscal year. Charges for technical assistance for our local government partners is estimated to remain relatively flat and generate \$10,000 in revenue. Modest decreases are anticipated in interest earnings (\$2,000) and slight increases are expected in intergovernmental revenue received from the Metropolitan Planning Organization (MPO) to reimburse salary, benefits, and other costs (\$1,587,000).

Expenditures

Agency salaries and benefits are projected to increase due to the standard cost of living adjustment, and general increases in FICA taxes, retirement contributions, and insurance costs. Overall, total expenditures are budgeted to be \$3,126,301, which is a reduction of 14.3% from FY20.

Reserves

The board has an established policy of maintaining a 10% reserve based on Operating Expenses. The reserve is calculated as the Ending Fund Balance added to the Contingency line item. Based on the FY21 request, the reserve requirement level should be \$91,977 or above. Total reserves for FY21 are \$163,370, or 17% of Operating Expenses. Although this is a reduction from the previous fiscal year's beginning fund balance, this amount is still within an acceptable reserve range and is consistent with board policy to reduce the reserve balance.

Overall, the Pinellas Planning Council's fiscal picture is good - the budget is balanced, revenues are increasing, and the reserves have been reduced to the desired level. The next step after Forward Pinellas' final recommendation is a review and budget/millage rate adoption at public hearings conducted by the Pinellas County Board of County Commissioners in September.

ATTACHMENT(S):

- Proposed Budget Resolution 20-05
- Proposed FY21 Proposed Budget Final Draft

ACTION: Board, in its role as the Pinellas Planning Council, to approve and adopt the annual budget and millage rate for FY21 by approving Resolution 20-05 and authorizing corresponding transmittals.

STAFF RECOMMENDATION: Staff recommends that the board approve Resolution 20-05.

**FORWARD PINELLAS
RESOLUTION NO. 20-05**

**A RESOLUTION APPROVING AND ADOPTING THE FORWARD
PINELLAS BUDGET AND ACCOMPANYING MILLAGE RATE
FOR FISCAL YEAR 2019-2020 AND TRANSMITTING SAME TO
THE BOARD OF COUNTY COMMISSIONERS.**

WHEREAS, the Legislature of the State of Florida adopted a new Pinellas Planning Council Special Act, Chapter 2012-245, Laws of Florida; and

WHEREAS, the specific provisions for funding and budget approval by the Council are set forth in Section 8 of the Special Act; and

WHEREAS, the authority for the preparation, approval, and adoption of the Council budget rests with the Council, subject to review by the Board of County Commissioners; and

WHEREAS, the Council has proposed the accompanying budget based on and consistent with the requirements of the Special Act; and

WHEREAS, the Pinellas Planning Council is operating under the fictitious name of Forward Pinellas.

NOW THEREFORE, BE IT RESOLVED AS FOLLOWS:

1. Forward Pinellas, in its role as the Pinellas Planning Council, hereby approves and adopts a budget of \$3,250,141.00 and a corresponding millage rate of 0.0150 for Fiscal Year 2020-2021 as set forth in Exhibit A to this resolution, attached hereto and incorporated herein.
2. Forward Pinellas hereby authorizes the transmittal of this resolution, inclusive of the attached budget and millage rate, to the Pinellas County Board of County Commissioners for its review and action as provided for under the Special Act.

This resolution is hereby adopted at this July 8, 2020 meeting of Forward Pinellas as hereinafter set forth:

_____ offered the foregoing resolution which was seconded by

_____ and the vote was:

AYES:

NAYS:

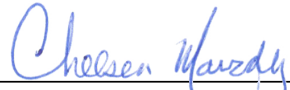
ABSENT AND NOT VOTING:

ATTEST:

Whit Blanton, Executive Director
Forward Pinellas

Dave Eggers, Chairman
Forward Pinellas

APPROVED AS TO FORM

By: 
Office of the County Attorney

**Summary of Resources and Requirements
Pinellas Planning Council
FY21 Proposed Budget**

	FY18 Actual	FY19 Actual	FY20 Budget	FY21 Request
RESOURCES				
Beginning Fund Balance	1,207,443	1,227,159	1,310,867	384,267
REVENUE				
Taxes	1,060,479	1,150,295	1,215,890	1,266,874
Charges for Services	10,741	57,742	15,000	10,000
Interest Earnings	2,518	3,893	2,600	2,000
Other Misc Revenue	1,221,590	1,454,299	1,549,490	1,587,000
TOTAL REVENUE	2,295,328	2,666,229	2,782,980	2,865,874
TOTAL RESOURCES	3,502,771	3,893,388	4,093,847	3,250,141
REQUIREMENTS				
EXPENDITURES				
Personal Services	1,945,714	1,871,790	2,190,920	2,280,000
Operating Expenses	299,499	686,292	1,510,580	919,771
Constitutional Officers Transfers	30,399	25,429	35,830	37,000
TOTAL EXPENDITURES	2,275,612	2,583,511	3,737,330	3,236,771
Reserves	1,227,159	1,309,877	356,517	13,370
TOTAL REQUIREMENTS	3,502,771	3,893,388	4,093,847	3,250,141

Pinellas County
Standard Expenditures by Center - Detail
Entity : C999991 Pinellas Planning-Ctr
Program : Total Program Total Program
Version : Proposed Budget

Fund	Description	FY18 Actual	FY19 Actuals	FY20 Budget	FY20 Estimate	FY21 Request
PERSONAL SERVICES						
F9991	O5110001 Executive Salaries.	1,349,862	463,300	542,640	536,744	550,000
F9991	O5120001 Regular Salaries & Wages	0	806,690	889,940	771,118	950,000
F9991	O5210001 FICA Taxes	100,514	95,000	106,810	97,386	550,000
F9991	O5220001 Retirement Contributions	130,981	165,000	184,560	174,285	100,000
F9991	O5230001 Hlth Life Dntl Std Ltd	364,357	341,800	466,970	443,261	130,000
PERSONAL SERVICES TOTAL		1,945,714	1,871,790	2,190,920	2,022,794	2,280,000
OPERATING EXPENSES						
F9991	O5310001 Professional Services	87,501	221,391	476,640	448,940	172,631
F9991	O5320001 Accounting & Auditing	14,900	19,585	25,000	25,000	25,550
F9991	O5400001 Travel and Per Diem	6,608	7,616	10,000	10,000	10,000
F9991	O5410001 Communication Services	3,515	3,456	3,600	3,600	4,000
F9991	O5420002 Postage	2,623	1,545	2,700	2,700	3,000
F9991	O5442000 Rental&Leases-Buildings	28,095	80,092	78,000	78,000	80,000
F9991	O5444000 Rental&Leases-Equipment	11,840	7,584	18,000	15,000	10,000
F9991	O5470001 Printing and Binding Exp	4,114	3,932	5,000	5,000	5,200
F9991	O5490020 Otr Chgs- Legal Advertising	18,627	17,703	30,000	20,000	30,000
F9991	O5496521 Intgv Sv-Fleet-Op & Maint	7,929	643	-	-	-
F9991	O5496551 Intgv Sv-Risk Financing	7,923	8,970	8,170	8,170	9,080
F9991	O5496901 Intgv Sv-Cost Allocate	90,743	285,025	349,450	349,450	375,310
F9991	O5510001 Office Supplies Exp	3,004	3,924	15,000	10,000	16,000
F9991	O5520001 Operating Supplies Exp	798	3,699	10,000	5,000	9,000
F9991	O5550001 Training&Education Costs	11,279	12,230	20,000	15,000	20,000
OPERATING EXPENSES TOTAL		299,499	677,395	1,051,560	995,860	769,771
CONSTITUTIONAL OFFICERS TRANSFERS						
F9991	O5919960 Trans To Prop Appraiser	0	0	10,210	10,210	10,600
F9991	O5919980 Trans To Tax Collector	30,399	25,429	25,620	25,620	26,400
CONSTITUTIONAL OFFICERS TRANSFERS TOTAL		30,399	25,429	35,830	35,830	37,000
RESERVES						
F9991	O5995000 Reserve-Contingencies	-	8,897	459,020	459,020	150,000
F9991	O5996000 Reserve-Fund Balance	1,227,159	1,309,877	356,517	356,517	13,370
RESERVES TOTAL		1,227,159	1,318,774	815,537	815,537	163,370
REPORT TOTAL		3,502,771	3,893,388	4,093,847	3,870,021	3,250,141

July 8, 2020

3I. Approval of UPWP Amendment



SUMMARY

The Unified Planning Work Program (UPWP) is a planning and budget document that includes all federal and state transportation planning funding and associated activities. The Pinellas Suncoast Transit Authority received a second Federal Transit Administration (FTA) Transit Oriented Development (TOD) grant for \$720,000. This grant will be used to implement the recommendations from the original grant-funded project, develop TOD design guidelines, and develop a business assistance program. This funding will go directly to PSTA to manage and carry out the project. Forward Pinellas and local government partners are actively participating in support and advisory roles.

ATTACHMENT(S):

- Proposed UPWP Task 4.1 with amended text
- Proposed UPWP amended budget tables

ACTION: Board, in its role as the metropolitan planning organization, approve amending the FY21-22 UPWP to include the TOD grant.

STAFF RECOMMENDATION: Staff recommends that the board approve amending the FY21-22 UPWP to include the TOD grant.

UPWP Task 4.1 Systems Planning

PURPOSE: Plan for a multi-modal, connected transportation network that considers land use and the safety of all users.

PREVIOUS WORK: In FYs 2019 and 2020, the MPO conducted active transportation, public transportation and transportation disadvantaged planning, as well as coordinated freight and ITS planning activities and supported local government technical assistance. support and assistance to the MPO and committees, conducted procurements, and completed support activities as needed.

	Required Activities	End Products	Completion Date
A	Implement congestion management and congestion management strategies	Trends and Conditions Report Freight Plans ITS/ATMS Plan Corridor Studies CMP	Annually As needed As needed Ongoing through FY22 Spring 2021
B	Public transportation planning efforts, including planning & feasibility studies, service planning, development of innovative pilot programs, agency coordination, transit oriented development (TOD) planning and implementation, and stakeholder engagement	Coordinated public transportation planning Alternatives Analysis Reports and Recommendation Corridor Planning and Development Pilot projects, including Automated Vehicle projects NEPA Analysis Reports Conceptual Design Plans System analysis and visioning Capital facility planning Innovative solutions (e.g. first/last mile, Mobility on Demand)	Ongoing through FY22 As needed Summer 2022 Summer 2022 As needed As needed Ongoing through FY22 Spring 2021 Summer 2022

		Transit Development Plan Progress Reports	September 2020 & 2021
		Transit-focused Sustainability Plan	Fall 2020
		Feasibility Studies	As needed
		TOD design guidelines and business assistance program	Spring 2022
C	Transportation Disadvantaged planning and support, including regional coordination efforts	Transportation Disadvantaged Service Plan	June 2021 & 2022
		Community Transportation Coordinator Evaluation	Fall 2020 & 2021
D	Bicycle and pedestrian planning and program support, including implementing the Pinellas Trail Loop, evaluation of trail crossings, coordinating on regional/ inter-county projects, implementing and amending the Active Transportation Plan and identifying/ correcting hazardous walking conditions by schools	Implementation of Active Transportation Plan	Ongoing through FY22
		Monthly and annual Pinellas Trail User Summary reports	Monthly/ annually
		Pinellas Trail User Survey	As needed
		Bike Your City	Spring 2021 & 2022
E	Plan for and support Complete Streets	Walkability audits	As needed
		Road Safety Assessments	As needed
		Local government Complete Streets projects	June 2021 & 2022
F	Work with local government partners to address transportation needs, provide technical support to local governments and other related transportation planning activities	Support for local government planning and integration of transportation planning efforts	Ongoing through FY22
G	Support travel and tourism	Express Bus Route and Trolley Service Planning	Ongoing through FY22
H	Attendance, registration, organizational membership and travel costs related to professional training, seminars, meetings, workshops and conferences		As needed

RESPONSIBLE AGENCY/AGENCIES: Forward Pinellas*, PSTA, TBARTA, local government partners

*Consultant support may be used to complete this task

**Task 4.1 Systems Planning
May 2020**

Year and Funding Source	FHWA FY 2021		FTA Section 5305 FY 2021 G1501			FTA Section 5305 FY 2021 G1G93			FTA Section 5305 FY 2021 Contract TBD			CTD FY 2021	FTA FY 2021		FY 2021 Total
	PL	SU	Fed.	St.	Loc.	Fed.	St.	Loc.	Fed.	St.	Loc.		Sect. 5307*	TOD**	
Personnel (salary and benefits)	\$ 105,693	\$ 60,000	\$ 13,383	\$ 1,673	\$ 1,673				\$ 68,000	\$ 8,500	\$ 8,500	\$ 39,684			\$ 307,106
Consultant	\$ 100,000	\$ 60,000				\$ 20,000	\$ 2,500	\$ 2,500	\$ 120,000	\$ 15,000	\$ 15,000		\$ 900,000	\$ 720,000	\$ 1,955,000
Travel	\$ 1,500														\$ 1,500
Direct Expenses	\$ -														\$ -
Total	\$ 207,193	\$ 120,000	\$ 13,383	\$ 1,673	\$ 1,673	\$ 20,000	\$ 2,500	\$ 2,500	\$ 188,000	\$ 23,500	\$ 23,500	\$ 39,684	\$ 900,000	\$ 720,000	\$ 2,263,606

Year and Funding Source	FHWA FY 2022		FTA Section 5305 FY 2022 Contract TBD			CTD FY 2022	FTA FY 2022 Sect. 5307* TOD**		FY 2022 Total
	PL	SU	Fed.	St.	Loc.		Sect. 5307*	TOD**	
Personnel (salary and benefits)	\$ 92,148	\$ 75,000	\$ 99,823	\$ 12,478	\$ 12,478	\$ 39,684			\$ 331,611
Consultant	\$ 50,000	\$ 150,000	\$ 104,000	\$ 13,000	\$ 13,000		\$ 800,000		\$ 1,130,000
Travel	\$ 1,500								\$ 1,500
Direct Expenses	\$ -								\$ -
Total	\$ 143,648	\$ 225,000	\$ 203,823	\$ 25,478	\$ 25,478	\$ 39,684	\$ 800,000	\$ -	\$ 1,463,111

	FY 2021 & 2022 TOTAL
Personnel (salary and benefits)	\$ 638,717
Consultant	\$ 3,085,000
Travel	\$ 3,000
Direct Expenses	\$ -
Total	\$ 3,726,717

* PSTA receives federal funding directly from FTA for Section 5307 and TOD funds. These funds follow the federal fiscal year (October to September) and so funding programming overlaps state fiscal years and UPWP years. All PSTA funding from FTA directly is shown as consultant since none of it is received by the Pinellas County MPO. PSTA also has funding programmed for autonomous vehicle projects, which involves planning, and is a funding partnership between FDOT, PSTA and the City of St. Petersburg.

** PSTA has a FTA TOD grant of \$1.2 million programmed in federal FY20, which overlaps with the UPWP fiscal year. PSTA, the City of St. Petersburg and the Pinellas Planning Council are providing matching local funds through staff support. **PSTA received an additional \$720,000 in federal FY 20 (State FY 21) for a TOD project.**

**Agency Participation
May 2020**

CONTRACT	GXXXX (PL, SU)		G1501	G1693	GXXX	GXXX	5307		TOD		TD	
FISCAL YEAR	2021	2022	2021	2021	2021	2022	2021	2022	2021	2022	2021	2022
Available Funding (from Funding Source Table)	\$ 1,569,948	\$ 1,497,948	\$ 76,042	\$ 25,000	\$ 586,314	\$ 544,779	\$ 900,000	\$ 800,000	\$ -	\$ -	\$ 39,684	\$ 39,684
Responsible Agency	MPO	MPO	MPO	MPO	MPO	MPO	PSTA	PSTA	PSTA	PSTA	MPO	MPO
Task 1: Program Administration and Coordination												
Personnel (salary & benefits)	\$ 100,000	\$ 123,700			\$ 82,000	\$ 85,000						
Consultant Services	\$ 57,000	\$ 58,000			\$ -	\$ -						
Travel	\$ 1,000	\$ 1,000			\$ -	\$ -						
Direct Expenses	\$ 291,650	\$ 321,500			\$ -	\$ -						
Sub Total	\$ 449,650	\$ 504,200	\$ -	\$ -	\$ 82,000	\$ 85,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Task 2: Public Participation												
Personnel (salary & benefits)	\$ 72,100	\$ 93,300			\$ -	\$ 35,000	\$ 30,000					
Consultant Services	\$ 50,000	\$ 25,000			\$ -	\$ -	\$ -					
Travel	\$ 500	\$ 500			\$ -	\$ -	\$ -					
Direct Expenses	\$ -	\$ -			\$ -	\$ -	\$ -					
Sub Total	\$ 122,600	\$ 118,800	\$ -	\$ -	\$ 35,000	\$ 30,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Task 3: Monitoring Activities												
Personnel (salary & benefits)	\$ 74,892	\$ 68,800	\$ 21,892	\$ -	\$ 35,000	\$ 25,000						
Consultant Services	\$ 108,000	\$ 81,000	\$ -	\$ -	\$ -	\$ -						
Travel	\$ 250	\$ 250	\$ -	\$ -	\$ -	\$ -						
Direct Expenses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -						
Sub Total	\$ 183,142	\$ 150,050	\$ 21,892	\$ -	\$ 35,000	\$ 25,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Task 4: Systems Planning												
Personnel (salary & benefits)	\$ 165,693	\$ 167,148	\$ 16,729	\$ -	\$ 85,000	\$ 124,779					\$ 39,684	\$ 39,684
Consultant Services	\$ 160,000	\$ 200,000	\$ -	\$ 25,000	\$ 150,000	\$ 130,000	\$ 900,000	\$ 800,000				
Travel	\$ 1,500	\$ 1,500	\$ -	\$ -	\$ -	\$ -						
Direct Expenses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -						
Sub Total	\$ 327,193	\$ 368,648	\$ 16,729	\$ 25,000	\$ 235,000	\$ 254,779	\$ 900,000	\$ 800,000	\$ -	\$ -	\$ 39,684	\$ 39,684
Task 5: Long Range Plan and Transportation Improvement Program Development and Implementation												
Personnel (salary & benefits)	\$ 58,900	\$ 79,600	\$ 17,408	\$ -	\$ 30,000	\$ 30,000						
Consultant Services	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -						
Travel	\$ 550	\$ 550	\$ -	\$ -	\$ -	\$ -						
Direct Expenses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -						
Sub Total	\$ 59,450	\$ 80,150	\$ 17,408	\$ -	\$ 30,000	\$ 30,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Task 6: Regional Planning and Coordination												
Personnel (salary & benefits)	\$ 59,700	\$ 72,700	\$ 9,381	\$ -	\$ 20,000	\$ 30,000						
Consultant Services**	\$ 5,000	\$ 5,000	\$ -	\$ -	\$ -	\$ -						
Travel	\$ 4,000	\$ 4,000	\$ -	\$ -	\$ -	\$ -						
Direct Expenses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -						
Sub Total	\$ 68,700	\$ 81,700	\$ 9,381	\$ -	\$ 20,000	\$ 30,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Task 7: Special Projects												
Personnel (salary & benefits)	\$ 96,913	\$ 114,100	\$ 10,632	\$ -	\$ 77,779	\$ 45,000						
Consultant Services	\$ 262,000	\$ 80,000	\$ -	\$ -	\$ 71,535	\$ 45,000						
Travel	\$ 300	\$ 300	\$ -	\$ -	\$ -	\$ -						
Direct Expenses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -						
Sub Total	\$ 359,213	\$ 194,400	\$ 10,632	\$ -	\$ 149,314	\$ 90,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL*	\$ 1,569,948	\$ 1,497,948	\$ 76,042	\$ 25,000	\$ 586,314	\$ 544,779	\$ 900,000	\$ 800,000	\$ -	\$ -	\$ 39,684	\$ 39,684
* ties to available funds or agreement												
***Annual allocation for Chair Coordinating Committee (funds to Hillsborough MPO) for Regional Planning Activities (Consultant Services)												

July 8, 2020

3J. Counts, Crash Data and Level of Service Program Scope of Services



SUMMARY

In June, the Forward Pinellas Board approved authorizing the Executive Director to negotiate, beginning with the top ranked firm, for counts, crash data and level of service program services (Procurement #20-02). Staff worked with Tindale Oliver, the top ranked firm, to develop a scope of services and associated cost, which includes optional services. The total amount for two years, including optional services, is not to exceed \$159,535.64.

ATTACHMENT(S):

- Scope of Services
- Budget

ACTION: Board to approve scope of services and budget for counts, crash data and level of service program services, including optional services, and authorize executive director to negotiate and execute an agreement with Tindale Oliver.

STAFF RECOMMENDATION: Staff recommends that the board approve the scope of services and budget for counts, crash data and level of service program services, including optional services, and authorize executive director to negotiate and execute an agreement with Tindale Oliver.

Forward Pinellas Crash Data, Traffic Counts and Level of Service Database Program Scope of Services

TASK 1 – TRAFFIC COUNT COLLECTION AND PROCESSING

Task 1A. Collection of Traffic Counts

Consultant will collect 48-hour traffic counts at 60 different count stations every six months. This will include 60 count stations in calendar year 2020 (for Fall 2020), 120 count stations in 2021 (60 counts for Spring 2021 and 60 counts for Fall 2021) , and 60 count stations in the first half of calendar year 2022 (for Spring 2022), until expiration of the agreement. These counts will include 15-minute interval data for each count station. The schedule to collect these counts will be determined by Forward Pinellas staff, in consultation with local governments and the consultant. The locations of the counts will be based on the historical locations to ensure continuity of data, and will be determined by Forward Pinellas staff, in consultation with the consultant. Additional count stations may be added at the request of Forward Pinellas and will be billed by the Consultant at a per-unit cost.

Task 1B. Traffic Count Processing

Consultant will perform quality review and process the data collected from each traffic count station to be utilized into the Traffic Data Management System (TDMS) database for use by internal and external stakeholders. The data will be provided to the database consultant in a mutually agreed upon format supported by the database for level of service and volume/capacity processing, as well as for displaying actual count numbers for internal and external agency use. The database will have an export function so that Forward Pinellas will have the ability to access and download any traffic count data for each location included in the database. FDOT counts will also be imported from the FDOT FTI database each year when available from FDOT. Seasonal adjustments factors annually supplied by FDOT will also need to be included in this module of the database so that accurate AADT can be calculated. The traffic count module will need to be able to maintain a master list of approximately 813 count stations including 435 active count stations (assigned for level of service road segments measures) with the option of adding more count stations in the future.

Task 1C. Agency Partner Count Processing

On an annual basis, agency partners will be providing traffic count data. The database should provide for the ability for these partners to remotely upload their traffic count information (date and average daily traffic) and locations (count station). These locations must match the locations of the historical count stations automatically, to the greatest extent possible. The Consultant will be responsible for ensuring these locations match and that the count data is consistent with historical trends to avoid any data errors.

TASK 2 – CRASH DATA MANAGEMENT SYSTEM

Consultant will provide a dynamic crash data management system whose capabilities must include: automated Geographic Information System (GIS) crash mapping, crash record selection, automated collision diagrams, specialized reporting, data exports (KML, Shapefile, Excel, PDF), access to scanned crash reports, hot spot analysis, counter measures, intersection and corridor crash rates, and dashboard functionality. The database must include crash data that covers a significant portion of the transportation network, including local roadways not on the state highway system. The database will have the ability to report on crashes for all modes of travel. The system must be able to provide both PDF and Shapefile data exports.

Task 2A. Database Maintenance and Management

Consultant shall host, maintain, and provide tape back-up services for the WebCDMS application, crash database, and scanned crash report image archive. Should the WebCDMS system become unavailable due the Consultant's loss of network connectivity or hardware failure during normal working hours (8 – 5, MTWTF), the Consultant shall notify the Forward Pinellas Project Manager via phone or email, provide an estimated timeframe for system restoration, and make all reasonable attempts to restore the WebCDMS service within five working days. Maintenance activities which require the system to be shut down during normal working hours will be avoided/minimized, but if necessary, will be coordinated with the Forward Pinellas Project Manager in advance. From time to time the Consultant may elect to provide enhancements to the WebCDMS application and will notify the Forward Pinellas Project Manager prior to implementing enhancements and will provide documentation and training related to the enhancements, as necessary. The Consultant will upload data and scanned crash report images received from the County (or its crash data vendors) as monthly or as received from the County. As part of this process, the Consultant will notify the Forward Pinellas Project Manager by email when data and scanned crash report images are received, including the number of records, number missing or extra images, and the date range of the records received. The Consultant will then post the records and images to the WebCDMS database and/or notify the County of significant issues with the data or images (e.g. corrupt database files, significant missing records or images) within ten (10) working days of receipt.

Task 2B. Crash Location Service

As part of the Database Management process, the Consultant shall apply database automation to assign crash records with a reference node (intersection) identification number based on the crash location information included in the crash data records. Based on past performance, it is estimated that approximately 50 percent of Pinellas County crashes can be located in this way. The Consultant shall utilize up to twenty hours per month of crash data technician staff effort to perform the following crash location services:

a. Within thirty (30) days of receiving crash data and scanned images, the Consultant shall review available crash location data and scanned report images for crashes coded as Fatal, Incapacitating Injury, Bicycle, Pedestrian, or Motorcycle to verify the automated node assignment or assign a node ID, if none was assigned through the automated location process. A list/spreadsheet of Fatal, Incapacitating Injury, Bicycle, Pedestrian, and Motorcycle crashes which the Consultant cannot locate (generally due to incomplete data or missing crash report images) will be compiled and transmitted to the Forward Pinellas Project Manager on a quarterly basis.

b. Within sixty (60) days of receiving crash data and scanned images, the Consultant shall review available crash location data and scanned report images for crash records which were not assigned a node through the automated process in the following order of priority until the remainder of the available crash data technician effort allocation is consumed:

1. Fatal crashes
2. Bicycle, pedestrian, and motorcycle crashes
3. Injury crashes
4. Possible injury and property damage crashes

Based on past Pinellas County crash data characteristics and the allocation of twenty (20) hours of crash data technician effort per month it is expected that 85 percent of all crashes will be assigned a Node ID and that at least 95 percent of Fatal, Incapacitating Injury, Bicycle, Pedestrian, and Motorcycle crashes will be assigned a Node ID.

In addition to crash data technician staff, the Consultant will:

- supervise the data entry staff,
- conduct quarterly crash data audits (to verify completeness of data based on historic trends)
- post XY data provided by the FDOT safety office on a quarterly basis/as available and provide a report listing crashes where FDOT XY locations differ significantly from node locations,
- will post corrected crash node assignments or node descriptor changes provided by the Forward Pinellas Project Manager within five (5) working days of receipt.

Task 2C. Crash Data On-Call Support

The Consultant will provide up to 30 hours of technical assistance to the Forward Pinellas Project Manager to assist in producing the Forward Pinellas Crash Facts reports, additional WebCDMS user training, and/or GIS and database administration support to Forward Pinellas staff or other public agency staff included in the WebCDMS user group. Use of technical assistance or training allocations will be approved in advance in writing by the Forward Pinellas Project Manager and will be in addition to any support or WebCDMS modifications resulting from software “bugs”/issues.

TASK 3 – LEVEL OF SERVICE DATABASE

Consultant will develop a traffic data management database for Forward Pinellas with the capability to handle the needs listed below. The database can be either Cloud based or stored on internal servers but must be compatible with standard operating machines and computer software programs. Initially, Forward Pinellas needs a database to handle traffic count data and roadway level of service information, but the system should be expandable to handle future multimodal data and analysis needs.

Task 3A. Automobile Level of Service Module

The database must be able to process level of service information on all monitored roadways for existing conditions using the latest FDOT generalized tables (currently 2012 tables, future updates to these tables will be integrated into this database under a separate, one-time work order, outside of the scope of this

project). The LOS analysis method will be Peak Hour Directional, Urbanized Areas, Table 7, and will utilize the input value assumptions of Table 7. The analysis will be linked to the Federal Functional Classification of the roadway. Forward Pinellas staff will be using the database to develop an annual level of service report of existing conditions and this data should be available by July each year and catalogued on an annual basis to retain historical records. The existing roadway segmentation of approximately 2217 that is included in the existing Forward Pinellas database must be maintained going forward for historical reporting purposes. Approximately 1297 of the 2217 road segments are monitored roads for LOS measures, the database must be able to expand LOS measures to the other road segments.

Task 3B. Reporting Mechanisms

The database must include the ability to report data on an as-needed basis, including traffic count information and roadway level of service data. This data must be available for the most recent year and the twenty years prior for count station data and ten years prior for level of service data. Data must be available for download in both tabular (Microsoft Excel) and GIS file format to allow for mapping of the data outputs. Also, the database must have the capability of providing growth rates of AADT's, perhaps at five, ten, fifteen, and twenty-year periods.

TASK 4 – OPTIONAL SERVICES

Task 4A. Multimodal Data Development

In the future, Forward Pinellas has the desire to incorporate into the database and reporting mechanisms, data for other modes of transportation, including sidewalk, bicycle facility and transit data. The database should have the ability to be expanded in the future to include these other modes of travel. The ability to import crash data should also be considered for a future phase. Such future data incorporation needs may include, but may not be limited to, the following:

- Segments of roadway with sidewalk and % coverage
- Miles of sidewalk coverage
- % of congested roadways with sidewalk coverage
- Segments of roadway with bicycle facilities and % coverage
- Miles of bicycle facility coverage
- Segments of roadway with transit and % coverage
- Miles of transit coverage
- % of congested roadways with transit coverage
- % of heavy vehicle classification
- Traffic study summary reports from interval data
- Crash rates on road segments

FY 20/21									
	Project Manager	Computer Programmer	Senior Engineer	Engineer	Project Planner	Technician / Intern	GIS Specialist	Total Hours	Total Cost
	\$ 147.01	\$ 192.99	\$ 222.05	\$ 129.02	\$ 119.16	\$ 51.98	\$ 103.89		
Task 1 - TRAFFIC COUNT COLLECTION AND PROCESSING	3	36	6	18	0	138	20	221	\$ 20,294.37
Task 1A - Collection of Traffic Counts	3	0	0	0	0	0	0	3	\$ 441.03
Task 1B - Traffic Count Processing	0	20	6	18	0	120	20	184	\$ 15,829.86
Task 1C - Historical and Agency Partner Count Processing	0	16	0	0	0	18	0	34	\$ 4,023.48
TASK 2 – CRASH DATA MANAGEMENT SYSTEM	0	29	0	0	0	261	0	290	\$ 19,163.49
Task 2A - System Maintenance and Database Management	0	19	0	0	0	21	0	40	\$ 4,758.39
Task 2B - Crash Location Service	0	10	0	0	0	240	0	250	\$ 14,405.10
Task 2C - On-Call Support	0	10	0	0	0	0	10	20	\$ 2,968.80
TASK 3 – LEVEL OF SERVICE DATABASE	0	24	0	0	0	0	0	24	\$ 4,631.76
Task 3A - Automobile Level of Service Module	0	12	0	0	0	0	0	12	\$ 2,315.88
Task 3B - Reporting Mechanisms	0	12	0	0	0	0	0	12	\$ 2,315.88
TASK 4 – OPTIONAL SERVICES	0	0	0	0	0	0	0	0	\$ -
Task 4A - Multimodal Data Development	0	0	0	0	0	0	0	0	\$ -
Consulting Services Subtotal:	3	89	6	18	0	399	20	535	\$ 44,089.62

Direct Expenses	Units	Rate	Total
Fall 2020 Traffic Counts Data Collection - Volume Counts	60	\$ 155.00	\$ 9,300
Spring 2021 Traffic Counts Data Collection - Volume Counts	60	\$ 155.00	\$ 9,300
Direct Expense (Data Collection) Subtotal:			\$ 18,600

FY 20/21 TOTAL \$ 62,689.62

FY 21/22									
	Project Manager	Computer Programmer	Senior Engineer	Engineer	Project Planner	Technician / Intern	GIS Specialist	Total Hours	Total Cost
	\$ 147.01	\$ 192.99	\$ 222.05	\$ 129.02	\$ 119.16	\$ 51.98	\$ 103.89		
Task 1 - TRAFFIC COUNT COLLECTION AND PROCESSING	3	36	6	0	0	138	20	203	\$ 17,972.01
Task 1A - Collection of Traffic Counts	3	0	0	0	0	0	0	3	\$ 441.03
Task 1B - Traffic Count Processing	0	20	6	18	0	120	20	184	\$ 15,829.86
Task 1C - Historical and Agency Partner Count Processing	0	16	0	0	0	18	0	34	\$ 4,023.48
TASK 2 – CRASH DATA MANAGEMENT SYSTEM	0	29	0	0	0	261	0	290	\$ 19,163.49
Task 2A - System Maintenance and Database Management	0	19	0	0	0	21	0	40	\$ 4,758.39
Task 2B - Crash Location Service	0	10	0	0	0	240	0	250	\$ 14,405.10
Task 2C - On-Call Support	0	10	0	0	0	0	10	20	\$ 2,968.80
TASK 3 – LEVEL OF SERVICE DATABASE	0	24	0	0	0	0	0	24	\$ 4,631.76
Task 3A - Automobile Level of Service Module	0	12	0	0	0	0	0	12	\$ 2,315.88
Task 3B - Reporting Mechanisms	0	12	0	0	0	0	0	12	\$ 2,315.88
TASK 4 – OPTIONAL SERVICES	12	56	16	20	48	88	72	332	\$ 36,478.76
Task 4A - Multimodal Data Development	12	56	0	0	48	48	48	212	\$ 25,773.00
Task 4B - Contingency Count Selection and Processing	4	16	16	20	0	40	24	120	\$ 14,381.64
Consulting Services Subtotal:	15	145	22	20	48	487	92	849	\$ 78,246.02

Direct Expenses	Units	Rate	Total
Fall 2021 Traffic Counts Data Collection - Volume Counts	60	\$ 155.00	\$ 9,300
Spring 2022 Traffic Counts Data Collection - Volume Counts	60	\$ 155.00	\$ 9,300
Direct Expense (Data Collection) Subtotal:			\$ 18,600

FY 20/21 TOTAL \$ 96,846.02

2-Year Contract Total \$ 159,535.64

July 8, 2020



4A. Proposed Amendment(s) to the Transportation Improvement Program (TIP)

SUMMARY

The Florida Department of Transportation (FDOT) is proposing an amendment to the FY 2019/20 – 2023/24 Transportation Improvement Program (TIP). The proposed amendment would add a resurfacing project (445886-1) along I-275 from the Sunshine Skyway Bridge to the Maximo Point Bridges. This is a new project, with preliminary engineering being added to the TIP for \$1,362,942 in FY 2021. This project will not affect any current projects in the FY 2019/20-2023/24 TIP.

ATTACHMENT(S): TIP amendment forms

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

ADVISORY COMMITTEE RECOMMENDATION(S): The Technical Coordinating Committee reviewed the proposed amendments at its June 24, 2020 meeting and recommended unanimous approval.

FORWARD PINELLAS
TIP - FY 2020-2024

Fund	<2020	2020	2021	2022	2023	2024	>2024	All Years
Item Number: 445886 1; Project Description: I-275/SR 93 FROM N END OF SKYWAY BRIDGE TO N OF MAXIMO PT BRIDGE *SIS*								
District: 07 County: PINELLAS Type of Work: RESURFACING Project Length: 7.551								
Extra Description: 4 LANES								
TIP AMENDMENT: NEW PROJECT			AMENDED: 7/8/2020			LRTP Reference: Objective 2.2		
PE CONSULTANT/ MITIGATION/ ENVIRONMENTAL CONTINGENCY / MANAGED BY FDOT								
PE – PRELIMINARY ENGINEERING	0	0	1,362,942	0	0	0	0	1,362,942
Item 445886 1 Totals:	0	0	1,362,942	0	0	0	0	1,362,942

July 8, 2020

5A. 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

July 8, 2020

5B. 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

July 8, 2020

5C. TBARTA Envision 2030 Regional Transit Development Plan



SUMMARY

The Tampa Bay Area Regional Transit Authority (TBARTA) approved Tampa Bay's first Regional Transit Development Plan – Envision 2030 – at its last board meeting on June 22nd. The plan is both a vision and a strategy to improve economic opportunity, mobility and quality of life in Tampa Bay through improved regional transit service connecting Hernando, Hillsborough, Manatee, Pasco and Pinellas counties. The plan outlines how regional transit service can work in a complementary manner with local transit service and mobility on demand services provided at the local level in each county.

Completing the Regional TDP makes TBARTA eligible for funding from Florida's Public Transit Block Grant and other state grant programs, contingent on state and local agency agreement for sharing in that revenue source. Envision 2030 followed the state's requirements for preparing a Transit Development Plan.

- Identify the best ways for regional transit to connect people and places in Tampa Bay
- Develop a long-term strategy for TBARTA and its partners to make regional transit improvements over the next 10 years
- Determine what types of regional transit work best for us – operationally and financially
- Find ways TBARTA can better serve people right away.

The plan included an examination of several financial scenarios to cover the cost of funding for an increased role for TBARTA in delivering regional transit services. Those included the status quo, a low impact scenario and a high impact scenario, each with a distinct array of transit capital and operating service assumptions for TBARTA's operations. The financial scenarios looked at different funding sources for consideration in adopting the plan. Ultimately, the TBARTA board adopted the status quo scenario.

On behalf of the six MPOs comprising the West Central Florida MPO Chairs Coordinating Committee (CCC), Forward Pinellas served on the Envision 2030 Transportation Advisory Committee created to provide guidance and review the plan. A letter documenting the CCC's comments on the Envision 2030 Regional TDP from Executive Director Whit Blanton is attached for reference.

A representative from TBARTA will provide an overview of the Envision 2030 process and its recommendations for the future of regional transit in Tampa Bay.

ATTACHMENT(S):

- Letter from Forward Pinellas to TBARTA on Envision 2030
- [Presentation](#)

ACTION: None required; informational item only



June 17, 2020

David Green, Executive Director
Tampa Bay Area Regional Transit Authority
4350 West Cypress Street, Suite 700
Tampa, FL 33607

RE: Envision 2030 Regional Transit Development Plan

Dear David –

Planning, developing, and funding the transit network in the Tampa Bay region is a necessarily collaborative process. It takes different partners working together to overcome decades of missed opportunities, false starts, siloed responsibilities, and unfulfilled expectations. Transit agencies depend on strong partnerships with the federal, state, and local government for financial assistance and complementary land development activities. Regional support is also critical. The role of metropolitan planning organizations (MPOs) is essential for transit projects to receive federal and state funding by establishing transportation spending priorities and ensuring a well-connected multimodal network is in place to support transit investments.

Serving on TBARTA's Transit Advisory Group as a staff representative of the West Central Florida MPO Chairs Coordinating Committee (CCC), I offer the following comments on behalf of the six MPOs in the region.

The Envision 2030 Regional TDP is a thorough, well-organized planning document that builds upon prior plans to define a series of transit improvements to better connect our rapidly growing region. The plan recognizes a regional transit role in supporting economic opportunity, access to education and health care, and fostering a cleaner environment. TBARTA has an important, evolving role to play in an expanded regional transit network that uses traditional and new forms of mobility to connect with local transit services in each county, the foundation of the Tampa Bay area's public transportation network.

More importantly, Envision 2030 advances the important conversation in our growing region about transportation funding, particularly by examining alternatives to the transit status quo. Transit is an underrated, undervalued, and underfunded part of how we connect people to places. That situation makes each transit agency protective of the limited funding streams that sustain existing operations. We understand that TBARTA is prepared to adopt the "Status Quo" financial scenario for the Regional TDP, but that is not a sustainable strategy for TBARTA or any of the public transportation providers in Tampa Bay. For instance, the annual legislative earmarks to TBARTA harm existing transit agencies because those funds are re-allocated from current projects; it isn't new money into the system.

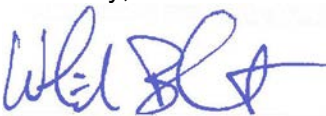
The MPOs in the region emphatically support expanding the region's public transportation network. Doing that requires a commitment to growing the share of transportation funding that goes to worthy transit projects and recognizing the tremendous unmet capital and operating needs of current operators primarily serving each county. We encourage TBARTA to join us in the mission to grow the funding "pie" for transit rather than cut it into smaller slices. Some examples where we could work together include the topic of eligibility for programs like the Strategic Intermodal System (SIS) and other FDOT funding categories, as well as the use of toll revenues collected on the region's highways. We believe funds should be allocated to the best solution among all modes of transportation, and that state spending priorities should be re-evaluated in urban areas where regional transit authorities like TBARTA and cooperative metropolitan planning processes like the CCC exist to clearly define priorities. Legislative action may be needed in some cases, and TBARTA's participation in a regional advocacy coalition would be very welcome.

The Tampa Bay Partnership's 2019 [Regional Economic Competitiveness Report](#) illustrates that a lack of transit access to employment opportunities is a critical weakness that holds down household incomes in the Tampa Bay region. Particularly for lower income households and people of color, poorly funded and inaccessible public transportation hinders economic opportunity. To illustrate, the [Pinellas County Equity Profile](#) published in 2019 documented more than \$3 billion lost to the county's economy due to racial economic disparities. A lack of transportation options is a key factor. Underfunded and nonexistent transit service – at both the local and regional levels – is a significant equity issue for the entire region.

The COVID-19 pandemic has forced everyone to adapt. The next 12-18 months will reveal how profound those impacts will be in the longer term to the office, retail, agriculture, tourism and transit markets, and which responses will be successful. The MPO staff directors encourage the TBARTA board to take a truly collaborative approach to work in partnership with local, regional and state organizations to find viable, long-term solutions to transit funding in Tampa Bay.

Please let me know if you have questions or would like to discuss these comments further. Thank you for your consideration, ongoing collaboration, and leadership.

Sincerely,



Whit Blanton, FAICP
Executive Director

Enclosure

cc: Beth Alden, AICP, Hillsborough MPO
Ronnie Blackshear, Pasco MPO
Dave Hutchinson, Sarasota/Manatee MPO
Steve Diez, Citrus-Hernando MPO
Chandra Frederick, AICP, Polk TPO
Justin Hall, Florida Department of Transportation District 7
Wayne Gaither, Florida Department of Transportation District 1

July 8, 2020

5D. Multimodal Prioritization Process



SUMMARY

As the metropolitan planning organization, Forward Pinellas adopts an annual list of multimodal project priorities that are transmitted to the Florida Department of Transportation (FDOT) for funding. As FDOT develops the new Five-Year Work Program, it schedules and allocates funding for projects from this list based on available state and federal funding. In recent years, Forward Pinellas has added projects to the priority list that help advance cost feasible projects in the Long Range Transportation Plan (LRTP) in addition to supporting local priorities.

With the adoption of Advantage Pinellas, the 2045 LRTP for Pinellas County, Forward Pinellas has a solid framework to help identify priority transportation projects for funding. Staff has been working with members of the Technical Coordinating Committee (TCC) to develop a new process to prioritize planned transportation projects for the Multimodal List. This process is intended to solicit proposals from all local government and regional partners each year, selecting a certain number of projects to add to the priority list on a competitive basis. This will streamline the current prioritization process and provide improved clarity to local partners and agencies that may be seeking state and federal funding for their own projects. This process will also include the application of criteria designed to score and rank the project proposals based on the goals of the Advantage Pinellas Plan and the context of local government sponsors.

Staff worked with the TCC through two formal committee meetings, as well as through two virtual work sessions, to review and refine the proposed structure and criteria. The attached recommended program structure and criteria are the result of those meetings. Staff will provide the board with an overview of the proposed process and criteria and will request that the Board authorize staff to issue a Call for Projects to solicit applications from our local government and regional partners. Upon approval, the Call for Projects would be released in the summer of 2020, with applications for funding due later in the year.

ATTACHMENT(S):

- Forward Pinellas Multimodal Priority List Program Proposed Structure
- Forward Pinellas Multimodal Priority List Program Scoring Spreadsheet
- Forward Pinellas Proposed 2020 Call for Projects Timeline
- [Presentation](#)

ACTION: Board, in its role as the metropolitan planning organization, to approve the Multimodal Priority Program Prioritization Process.

COMMITTEE RECOMMENDATIONS: The Technical Coordinating Committee approved the Multimodal Priority List Proposed Structure and Scoring by unanimous vote.

Forward Pinellas Multimodal Priority List

Proposed Program Structure

DRAFT 6/17/2020

Program Purpose

One of the most important things we do as an agency is to work closely with the public and our partners at the state, local and regional levels to develop plans and advance transportation projects that serve the needs of Pinellas County's residents, businesses and visitors. Serving as the metropolitan planning organization (MPO) for Pinellas County, Forward Pinellas develops an annual priority list to advance transportation projects. This is achieved through a competitive process that prioritizes projects for state, regional and local sponsors to receive state and federal funding. This process has evolved over time, and will likely continue to evolve into the future, to address the complex and changing realm of publicly funded transportation projects. Through this program, Forward Pinellas strives to fund projects of countywide significance that improve mobility and accessibility for all users of our transportation network, while supporting the land use and redevelopment vision for the county and its many diverse communities.

The multimodal priority list is for projects seeking a wide array of federal and state funding sources that support and reinforce the Countywide Land Use Plan through their implementation. However, if a local government would like to specifically seek Transportation Alternatives (TA) and Transportation Regional Incentive Program (TRIP) funding, there are separate prioritization processes for those programs that reflect their unique nature of the funding. If an applicant is unsure which funding would be best suited for their project, they are encouraged to contact Forward Pinellas staff before submitting an application to discuss their options.

While local matching dollars are not always required for state and federal funding, the intent of Forward Pinellas is to leverage our partners' local funding resources to draw state and federal funding sources into our communities when possible. Projects that demonstrate the ability to use local resources to bring additional funding into the county will be viewed favorably through this program, although that is just one consideration, as outlined in the prioritization process below.

Forward Pinellas has established six overarching goals to guide decision making for our agency through this program. These goals are consistent with Advantage Pinellas and the Countywide Plan, the two main guiding documents for our agency, and are not listed in any particular order. These goals set the framework for how the projects evaluated for this program will be prioritized against one another and ultimately advanced for funding.

- A. Improve Safety
- B. Enhance Equitable Outcomes
- C. Improve Mobility
- D. Foster Economic Growth
- E. Protect the Environment
- F. Improve Resiliency

Projects will be prioritized according to these overarching goals and by other factors, as outlined below. These goals are not intended to replace any of the criteria or requirements of existing funding programs. Any project considered must also meet the requirements of the funding program and the project sponsor must agree to continue to meet those requirements through project completion. It should be noted that investments in technological applications are supported by each of the above goals. Projects will be reviewed with a consideration given towards the extent to which emerging technologies are included in the project.

Funding Capacity

The multimodal priority list advances projects that will be considered for addition to the FDOT 5 Year Work Program. As this is a five-year programming document, the projects included in the Work Program are generally considered to be funded with anticipated revenues. Additional revenues within the five-year period are not expected. Projects advanced through the multimodal priority list will be considered for the new 5th year of the Work Program. While funding may be available before the new 5th year, project sponsors should not expect to have their project scheduled any earlier than that new 5th year. Economic conditions may warrant earlier project implementation but may also defer projects out to a longer time frame. Project sponsors must be willing to accept this uncertainty and remain flexible throughout project implementation. It is recognized that this may affect local matching resources, but project sponsors must commit to local funding resources pledged through their grant applications to ensure the timely receipt of state and federal funding resources as they become available.

Project Prioritization

The broad categories below will be used to evaluate and rank the project applications to determine which of them are advanced for funding consideration by the Florida Department of Transportation.

- A. Ability of the Project to Meet the Goals of the Program
 - a. Improve Safety
 - b. Enhance Equitable Outcomes
 - c. Improve Mobility
 - d. Foster Economic Growth
 - e. Protect the Environment
 - f. Improve Resiliency
- B. Countywide Significance of the Project
- C. Project Readiness
- D. Project Coordination and Support

While projects will be competitively scored, projects will be grouped into scoring ranges. This will allow the Forward Pinellas Board to choose to advance projects that serve a diverse range of modes and serve all areas of the county.

Eligible Applicants

Entities that are eligible to submit applications and receive funding directly are limited to the following:

- A. Any incorporated municipality within Pinellas County
- B. Pinellas County Government

- C. Pinellas Suncoast Transit Authority
- D. Tampa Bay Area Regional Transit Authority
- E. Florida Department of Transportation

Any other entity that wishes to receive funding through this program must partner with an eligible applicant and determine how to receive and expend funds in compliance with the requirements of the funding source being sought.

- a. Applicants must acknowledge and agree to comply with the specific requirements of the identified fund source prior to receiving funds programmed through the Work Program.
- b. Applicants must provide the expertise and staff resources necessary or partner with a qualified agency to provide the resources to successfully deliver projects within the constraints of the fund source requirements.
- c. Applicants must identify and maintain a staff position that serves as the single point of contact for FDOT and Forward Pinellas through project implementation.
- d. Forward Pinellas will coordinate with FDOT to include state-sponsored projects in the competitive review process.

Tentative Timeline

- Call for Projects Issued – Summer 2020
- Local Government to notify Forward Pinellas of intent to submit application – August 21, 2020
- Applications Due - December 4, 2020
- Staff review and meetings with applicants – January 2021
- TCC review and Recommendation – February 2021
- Forward Pinellas Board Review and Approval – March 2021
- Transmittal Deadline to FDOT for Feasibility Review – March 31, 2021
- Selected projects added to Priority List – June 2021

Eligible Projects

Eligible Projects are as follows:

- A. Projects must demonstrate a public benefit towards moving people or goods within Pinellas County
- B. Projects must be publicly accessible and provide direct benefits to the public transportation infrastructure and operations
- C. Projects must be in, or consistent with, Advantage Pinellas, the long range transportation plan for Pinellas County.
- D. Eligible capital infrastructure projects may include, but are not limited to:
 - a. Street and roadway modifications
 - i. May include capacity, intersection or operational improvements
 - ii. May include highway or local roadway improvements
 - 1. Local roadway projects must demonstrate that they are of countywide significance, per the scoring criteria
 - 2. All roadway projects must demonstrate how they support implementation of the Countywide Land Use plan

- iii. Resurfacing projects are not eligible without a substantial multimodal improvement, above and beyond the maintenance of the roadway surface.
 - b. Transit infrastructure enhancements and expansion
 - i. May include bus replacements, capital for additional buses, infrastructure to support bus rapid transit services, off-board collection system capital costs, construction of intermodal centers, capital for ride sharing vehicles, transit signal priority or related technology capital, and capital funding for waterborne or aerial transportation services
 - ii. Operational funding for transit services are not eligible for this program.
 - c. Construction of safety improvements along roadways of countywide significance or areas identified as on the high injury network/hotspots
 - d. Transportation improvements that provide greater transit access or safety for residents of low-income and disadvantaged communities
 - e. Technology improvements such as Intelligent Transportation Systems, transit signal priority, alternative fuels infrastructure, innovative uses of technology as it pertains to the improvement and maintenance of the reliability of the transportation system, and technology applications for transportation micromobility, ridematching and traffic management centers.
 - f. Standalone bicycle and pedestrian improvements are not eligible. Forward Pinellas has committed to funding projects identified in the Active Transportation Plan through this program. Those identified projects will be added by Forward Pinellas in priority order as identified in the Active Transportation Plan and will not be added through this program.
- E. Eligible non-capital projects may include, but are not limited to:
 - a. Planning activities and studies for all modes
 - b. Transportation demand or traffic management programs

Eligible projects must meet the eligibility requirements of the funding sources and programs that are ultimately programmed by FDOT.

Funding Award Limits

The minimum request for funding is \$300,000. While there is no maximum request for funding for this program, it should be noted that available funding may be limited and the most competitive projects will be those that do not seek full funding through this program, absent a local match or public-private partnership.

Maximum Number of Applications

The maximum number of applications that can be submitted by any eligible agency for funding consideration is three (3).

Local Agency Program (LAP) Requirements

In order to receive funding, the agency receiving the funding must be LAP certified. If the applicant is not LAP certified, they must demonstrate a willingness to obtain LAP certification (for the agency or project-specific certification) within a reasonable time frame or provide a plan for how they will partner with a

LAP certified agency to complete the project on their behalf. This requirement does not apply to transit agencies.

Matching Requirements

There is no local match required for this program. However, it should be noted that those projects that utilize local funding to help secure state and federal resources will be given additional consideration in the development of the final listing of projects advanced for funding.

Project Selection Criteria

Projects are prioritized based on their ability to provide the greatest transportation benefit and performance for the countywide network in Pinellas County. Projects will be scored against the criteria included in the scoring matrix and grouped into categories based on the total number of points received. The advancement of projects for funding will be at the sole discretion of the Forward Pinellas Board and will consider the ultimate project scoring, as well as other factors including modal and geographic diversity.

This next section is intended to give additional details to support the scoring matrix. Please refer to the scoring matrix for a simplified version of the details below.

Ability of the project to meet the principles of the program.

- Does the project provide a safety benefit to the public?
 - Max 6 points. To be awarded on a sliding scale depending on the project and will include all modes of transportation. The exact points will be recommended by Forward Pinellas staff.
 - This may include projects that have enhancements that provide a safety benefit for all users, including motorists, transit riders, cyclists, pedestrians and freight users. Such enhancements may include street lighting, access management improvements, crosswalk treatments, and advance traveler notification systems.
- Any improvement on an uncontrolled access facility where the speed limit is 35 mph or less, that includes safety benefits for nonmotorized users. Or, if the project includes physical separation for non-motorized users on any facility with a speed limit exceeding 35 mph.
 - 0 or 4 points.
 - Physical separation may include a buffered sidewalk or bike lane. Substandard bike lanes with flexible post separation will not be considered eligible for these points.
- Does the project improve mobility to or within an Environmental Justice (EJ) area, as identified by Forward Pinellas?
 - 0 or 3 points
 - A map of EJ areas can be found at: https://forwardpinellas.org/wp-content/uploads/2018/06/2045-EJ-Report_Final.pdf.
- Does the project support access to workforce/educational facilities (PTEC, SPC, etc.)?
 - 0 or 2 points
- Does the jurisdiction within which the project is located have a commitment to support the Countywide Affordable Housing Strategy?
 - 0 or 1 point

- Does the project support an affordable, workforce, senior or low income housing strategy adopted by a local government?
 - 0 or 1 point
- Does the project improve mobility to a USDA-designated low income and low access census tract?
 - 0 or 1 point
 - USDA-designated low income and low access census tracts can be found here: www.ers.usda.gov/data-products/food-access-research-atlas/
- Is the project within a quarter of a mile of a PSTA route with a Passengers per Revenue Hour above the network-wide median for 2019?
 - 0 or 1 point
 - Contact Forward Pinellas Staff to access this data
- Does the project intend to improve traffic flow?
 - 0 or 1 point
 - This is intended to cover all modes of transportation. If the project provides an alternative to single-occupant-vehicle (SOV) travel, then the point would be received. A point would also be received for technology projects that improve the flow of traffic.
- Does the project provide a new service or facility that does not currently exist? Or, does the project provide a significant expansion or upgrade of an outdated facility?
 - 0 or 1 point
 - This may include transit services that are above/beyond existing services or the development/upgrade/replacement of transit centers. This does NOT include replacement of vehicles currently in operation.
- Does the project complete a gap in the network?
 - 0 or 1 point
 - This covers all modes of transportation.
 - Must physically touch the ends of the gap the project intends to close.
- Is the project supportive of the designated investment corridors, as identified in Advantage Pinellas?
 - 0 or 1 point
 - This covers all modes of transportation.
 - Information on Advantage Pinellas and the investment corridors can be found here: <https://forwardpinellas.org/guiding-plans/long-range-transportation-plan/>
- Does the project improve mobility to and within the Gateway area, as defined by the Gateway Area Master Plan?
 - 0 or 1 point
- Does the project improve mobility in the US 19 corridor?
 - 0 or 1 point
- Does the project enhance access and mobility to or within Activity Centers or Target Employment Centers, as designated on the Countywide Plan Map?
 - 0 or 1 point
- Does the project support the maintenance of the transportation network in a state of good repair?
 - 0 or 1 point

- Does the project improve the movement of tourists and visitors through and to Pinellas County?
 - 0 or 1 point
- Does the project improve access to the beaches?
 - 0 or 1 point
- Does the project intend to improve air quality through less vehicle idling or encourage alternatives to SOV?
 - 0 or 2 points
 - This covers all modes of transportation
- Does the project include drainage improvements that would enhance the quality of stormwater runoff?
 - 0 or 1 point
- Does the project avoid and minimize wetland and surface water impacts to the maximum extent practicable?
 - 0 or 1 point
- Does the project improve mobility on a designated evacuation route?
 - 0 or 1 point
 - This may include technological solutions to improve traffic flow, advance traveler notification systems, additional capacity on evacuation routes, and may also include the procurement of additional transit vehicles that could be used to assist in an emergency evacuation situation.
- Does the project include consideration or impacts of sea level rise and inundation?
 - 0 or 1 point
- Does the project include a commitment to design to the 100 year flood?
 - 0 or 1 point
- Has the project applicant signed on to the Tampa Bay Regional Planning Council Climate Compact?
 - 0 or 1 point

Countywide Significance of the Project

- Is the project located on the High Injury Network, as defined by Safe Streets Pinellas?
 - Max 1 point
- Is the roadway along which the project is located/travels along classified as a Minor Arterial, per the Federal Functional Classification System?
 - 0 or 1 point
- Is the roadway along which the project is located/travels along classified as a Major Arterial, per the Federal Functional Classification System?
 - 0 or 2 points
- Is the roadway along which the project is located/travels along classified as a Principal Arterial or Interstate, per the Federal Functional Classification System?
 - 0 or 3 points
- Does the project improve access to an employment land use category, as identified on the Countywide Plan Map?
 - 0 or 1 point

- The project must physically touch the parcels included in the Employment Category designation
- Is the project located within, or directly connecting to, a Multimodal Corridor, as designated on the Countywide Land Use Plan?
 - 0 or 1 point
 - The project must physically touch the parcels included in the Multimodal Corridor designation
- Does the project improve access to/through a designated Community Redevelopment Area?
 - 0 or 1 point
 - The project must physically touch the CRA or be included within it

For Non-Transit Projects:

- Is a concept plan complete?
 - 0 or 1 point
- Is the PDE complete?
 - 0 or 1 point
- Is the design complete?
 - 0 or 1 point
- Is all necessary ROW acquired?
 - 0 or 2 points

For Transit Projects:

- Is a concept plan complete, including ridership estimates?
 - 0 or 1 point
- Has an operating plan been developed?
 - 0 or 1 point
- Is all necessary ROW and/or property acquired?
 - 0 or 2 points

Coordination and Support

- Does the application include a letter of support from local community/neighborhood association?
 - 0 or 1 point
- Does the application include a letter of support from neighboring local governments/partners?
 - 0 or 1 point
- Does the application include financial support from neighboring local governments/partners?
 - 0 or 1 point
- Does the project include financial support from a public or private entity (not including a match from the applicant agency)?
 - 0 or 4 points

Project Scoring

Projects will be grouped into categories with those that receive scores in a similar range. The ranges will be as follows:

Low	Fewer than 25 points
Medium	25-35 points
Medium-High	36-50 points
High	More than 50 points

Forward Pinellas staff will conduct an initial review of the applications received and assign points for each application. Staff will then meet with each applicant to review the scoring of each project and answer any questions about points assigned.

The projects will be advanced to the Forward Pinellas Board in the scoring categories above, without individual points reflected. As previously stated, the selection of projects to advance for funding consideration will be at the sole discretion of the Forward Pinellas Board. The ultimate selection of projects may not be in exact ranking order of the points received as adjustments may be made in order to account for geographic equity, modal distribution and other considerations that the Board may take into account at the time of approval.

For questions, please contact Chelsea Favero at cfavero@forwardpinellas.org or 727-464-8250.

DRAFT FORWARD PINELLAS MULTIMODAL PRIORITIZATION CRITERIA

June 17, 2020

Ability of the project to meet the principles of the program	Max Points: 40
Improve Safety	
Does the project provide a safety benefit to the general public?	6
Any improvement on an uncontrolled access facility where speed limit is 35 mph or less, that includes safety benefits for nonmotorized users. Or, if the project includes physical separation for non-motorized users on any facility with a speed limit of 35 mph or greater.	4
Equity	
Does the project improve mobility to or within an EJ area, as identified by Forward Pinellas?	3
Does the project support access to workforce/educational facilities (PTEC, St. Petersburg College, etc.)	2
Does the jurisdiction within which the project is located have a commitment to support the Countywide Affordable Housing Strategy?	1
Does the project support an affordable, workforce, senior or low income housing strategy adopted by a local government?	1
Does the project improve mobility to a USDA-designated low income and local access census tract?	1
Is the project within a quarter of a mile of PSTA route with Passengers per Revenue hour above the median for 2019	1
Improve Mobility	
Does the project intend to improve traffic flow? This could include providing an alternative to SOV modes.	2
Does the project provide a new service or facility that does not currently exist? This could include transit services above/beyond what is currently existing. Not a 1-for-1 transit vehicle replacement.	1
Does the project complete a gap in the network (any mode)?	1
Is the project supportive of the designated investment corridors, as identified in Advantage Pinellas?	3
Foster Economic Growth	
Does the project improve mobility to and within the Gateway area, as defined in the Gateway Master Plan?	1
Does the project improve mobility in the US 19 corridor?	1
Does the project enhance access and mobility to or within Activity Centers or Target Employment Areas, as identified on the Countywide Plan Map?	1
Does the project support the maintenance the transportation network in a state of good repair?	1
Does the project improve the movement of tourists through and to Pinellas County?	1
Project improves access to the beaches?	1
Protect the Environment	
Does the project intend to improve air quality through less vehicle idling or encourage alternatives to SOV?	2
Does the project include drainage improvements that would enhance the quality of stormwater runoff?	1
Will the project avoid and minimize wetland and surface water impacts to the maximum extent practicable?	1
Improve Resiliency	
Does the project improve mobility on a designated evacuation route?	1
Does the project include consideration of impacts of sea level rise and inundation?	1
Commitment to design to 100 year flood??	1
Project applicant has signed on to the Tampa Bay RPC Climate Compact.	1

DRAFT FORWARD PINELLAS MULTIMODAL PRIORITIZATION CRITERIA

June 17, 2020

Is the project of countywide significance	Max Points: 8
Is the project located on the high injury network	1
The corridor is Functionally Classified as a Minor Arterial	1
The corridor is Functionally Classified as a Major Arterial	2
The corridor is Functionally Classified as a Principal Arterial or Interstate	3
Does the project improve access to an employer in an employment LU category?	1
Does the project reinforce the functionality of the countywide transportation network?	1
Is the project located within, or directly connecting to, a MM corridor?	1
Is the project located within, or directly connecting to, a CRA?	1

Project Readiness	Max Points: 5
For ITS/roadway projects	
Concept Plan Complete	1
PDE Complete	1
Design Complete	1
ROW Acquired	2
For transit capital projects	
Concept Plan Complete, including ridership estimates	1
Operating Plan developed	1
ROW and/or property acquired for project	3

Coordination and Support	Max Points: 7
Includes a letter of support from local community/neighborhood association.	1
Includes a letter of support from neighboring local governments/partners.	1
Includes financial support from a neighboring local government/partner.	1
Includes financial support from a private sector entity in writing (could include ROW donation, operating funding, etc.)	4

Total Possible Points: 60

Projects will be grouped into the ranges below for final recommendations to the Forward Pinellas Board.

Low	< 25
Medium	25-35
Medium-High	36-50
High	>50

CALL FOR PROJECTS

2020 PROPOSED SCHEDULE

JULY 2020
OPEN CALL FOR PROJECTS

AUG 21, 2020
INTENT TO SUBMIT DEADLINE

SEPT 4, 2020
TECHNICAL SUPPORT REQUEST
DEADLINE FOR TA APPLICATIONS

SEPT 25, 2020
TA PROGRAM PROJECT
APPLICATION DEADLINE

OCT 2, 2020
TECHNICAL SUPPORT REQUEST
DEADLINE FOR COMPLETE STREETS
APPLICATIONS

OCT 23, 2020
COMPLETE STREETS
APPLICATION DEADLINE

NOVEMBER 2020
STAFF & SUBCOMMITTEE REVIEW &
RANKING FOR TA & COMPLETE
STREETS

DEC 11, 2020
MULTIMODAL PRIORITY PROJECT
APPLICATION DEADLINE

FEBRUARY 2021
COMMITTEE REVIEW/APPROVAL OF TA, COMPLETE STREETS AND
MULTIMODAL PRIORITIES

MARCH 2021
BOARD APPROVAL

July 8, 2020

5E. Communications Road Map and Monthly Report



SUMMARY

The Communications Road Map provides an overview of where we are now, where we want to go, and how we can get there, setting key objectives and target metrics to ensure Forward Pinellas is able to continue excelling in communications and outreach.

In addition, a monthly communications report will track target analytics, including website hits, blog views, news interviews, and social media reach. The goal of this item is to provide a more comprehensive view of the communications and outreach initiatives undertaken by Forward Pinellas, and the ways in which they engage and serve the community.

ATTACHMENT(S):

- Communications Road Map
- Monthly Report
- [Presentation](#)

ACTION: None required; informational item only



FORWARD
PINELLAS
Integrating Land Use & Transportation

COMMUNICATIONS ROAD MAP

2020

WHERE ARE WE NOW?

BACKGROUND

With almost 1 million people living in Pinellas, the communications team works to provide clear, timely, and vetted information. In return, our community's voice is critical to ensuring we are planning for everyone. Our audience consists of elected officials, planners, local government staff, professional partners, and the public. We are here to help them grow, sustain and transform: whatever it takes to move Pinellas forward.

CURRENT SITUATION

Community Outreach

- Special Area Project Outreach Events
 - Safe Streets Pinellas
 - Gateway Master Plan
- Guiding Plans Outreach Events
 - Countywide Plan
 - Advantage Pinellas
- Strategic Business Plan
- Partners in Action Awards

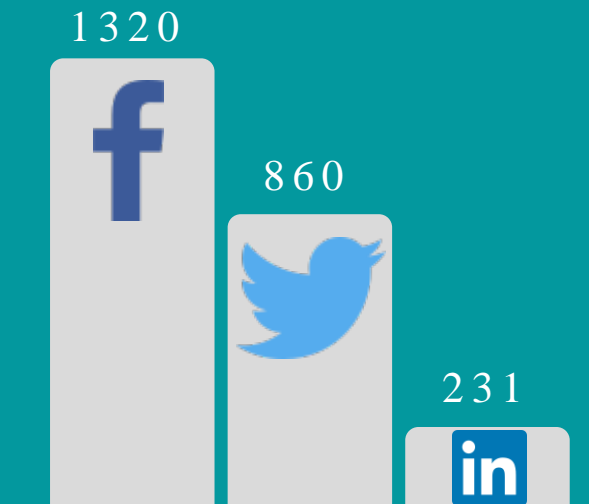
Public Communications

- Social Media Posts (Facebook, Twitter, LinkedIn)
- Website Updates
- Blog Posts
- Email Blasts
- Graphic Design
- Public Presentations
- Event Planning
- Knowledge Exchange Series
- Meeting Agenda Summaries
- Reporting & Analytics (yearly)

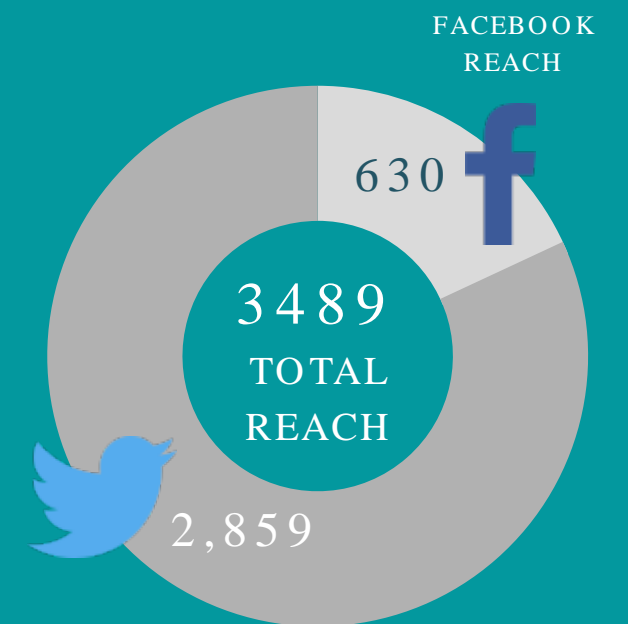
Communications Collaboration

- Guiding Documents & Plans (LRTP, PPP, TIP, UPWP)
- Special Area Projects
- Brand Awareness
- Outreach Strategic Planning
- "Disarming Planner-Speak"

CURRENT METRICS



2411
FOLLOWERS



KEY IDEAS

- Communication Collaboration & Responsiveness is Key.
- Communications should be involved at the beginning of every project.
- We have to ensure we're speaking in an understandable way (no acronymns/jargon)
- Continual Brand Awareness is essential.
- We need to meet the public where they are.
- Creating internal communications tools is vital to the culture of the team.

WHERE DO WE WANT TO GO?

INCREASE



- Tracking & Reporting
- Video Storytelling
- Blog Posts
- Social Media Presence

SUSTAIN



- Collaboration
- Outreach Coordination
- Event/Workshop Planning
- Consultant Collaboration
- Special Area Projects
- Guiding Plan Communications
- Meeting Agenda Summaries

REVAMP



- Website
- Media Library
- PPT Templates
- Brand Awareness

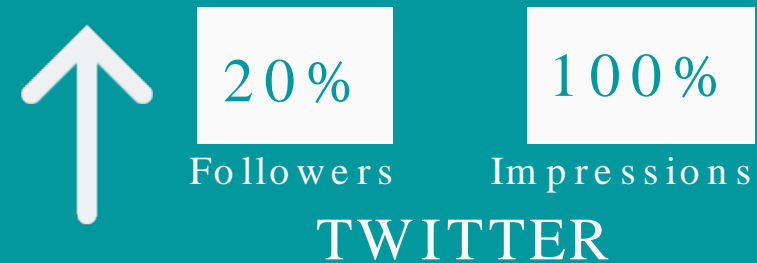


CREATE

- Instagram
- Blog Schedule
- Social Media Schedule
- ADA Compliance Policy
- Prezi Templates
- Community Conversations
- Speakers Bureau
- Quarterly Newsletter
- Calendar of Events
- News Releases
- Resolutions
- Podcasts
- Internal Website
- Communications SOP's
- Communications Forms
- Internal Media Library
- Internal Calendar



TARGET METRICS



100

Monthly Views

BLOG

300

Monthly Hits

WEBSITE

5K

Monthly Views

NEWS

AUDIENCE

10

In Total

NEWS

RELEASES

HOW DO WE GET THERE?

1 YEAR PLAN

In 2020, Forward Pinellas Communications will focus on analyzing current levels of service, continuing excellent outreach and collaboration, and increasing digital storytelling in the form of social media, videos, and websites. In order to achieve these goals, productivity tools will be created, such as a social media content manager, blog post schedule, internal SOP's and forms, internal media library, and an internal website. In addition, monthly analytics reports will ensure that we are on track with our communications target goals. Last, we will create new storytelling initiatives, including an Instagram account, pop-up events, a speakers bureau, and a quarterly newsletter.

KEY OBJECTIVES

OUT REACH	Brand Awareness Programs Develop Improvement Strategy for underserved communities
SOCIAL MEDIA	Create Instagram Account Implement Social Media Schedule
WEB	Revamp Website Layout Set Blog Post Schedule
NEWS	Create News Releases Reach out to local reporters
INTERNAL	Internal Communications Tool Communications SOP's & Forms

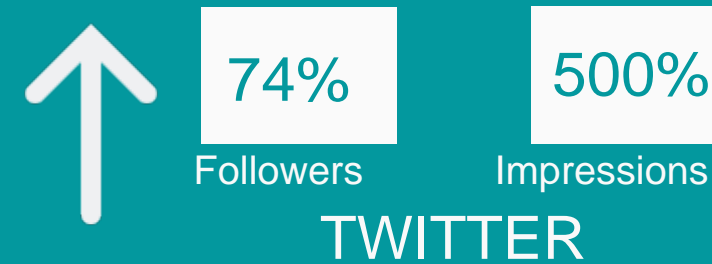
HOW DO WE GET THERE?

3 YEAR PLAN

From 2020 - 2023, Forward Pinellas will focus on continuing digital storytelling initiatives, but will also provide new concepts of reaching people where they are. This could include a complete modernization of the Forward Pinellas website, advanced comments for public hearings, facebook live opportunities, educational programming for schools, a Forward Pinellas App. Forward Pinellas will continue to promote brand awareness through outreach events and will prioritize partnership opportunities with board members, local libraries, extension offices, local non-profits, local colleges and universities, professional planning organizations, and other transportation organizations.

KEY OBJECTIVES

Educational Programs Partnership Events Pop Up Events	OUT REACH ⁵
Facebook Live Meetings Webinar Presentations Public Hearing Comments	SOCIAL MEDIA
Modern Design Revamp ADA Compliance Conversion	WEB



TARGET METRICS





FOLLOW AND SHARE OUR SOCIAL MEDIA



@ForwardPinellas

GET INVOLVED

The success of Forward Pinellas involves everyone, from our stakeholders, to our board members, neighborhoods, and local partners. We need your help to keep moving Pinellas forward!

SPREAD THE NEWS

Share news articles, social media posts, and other discussions with the public so our community knows we are here to support them.

SIGN UP FOR OUR EMAIL LIST

Stay up to date by signing up for the Forward Pinellas Blog on our website:

6

SIGN UP FOR OUR BLOG

Stay up to date by signing up for the Forward Pinellas Blog on our website:

ForwardPinellas.org/Blog

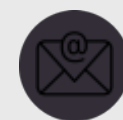
REQUEST A SPEAKER

Forward Pinellas can come speak at your community meeting, school, or even do a Virtual Webinar on a topic you request.



Phone

727.464.8250



Email

info@forwardpinellas.org



Message Us

[@ForwardPinellas](https://www.instagram.com/ForwardPinellas)

Get in touch:

310 Court Street, Clearwater, FL 33756

www.ForwardPinellas.org

MONTHLY COMMUNICATIONS REPORT

May 2020

7

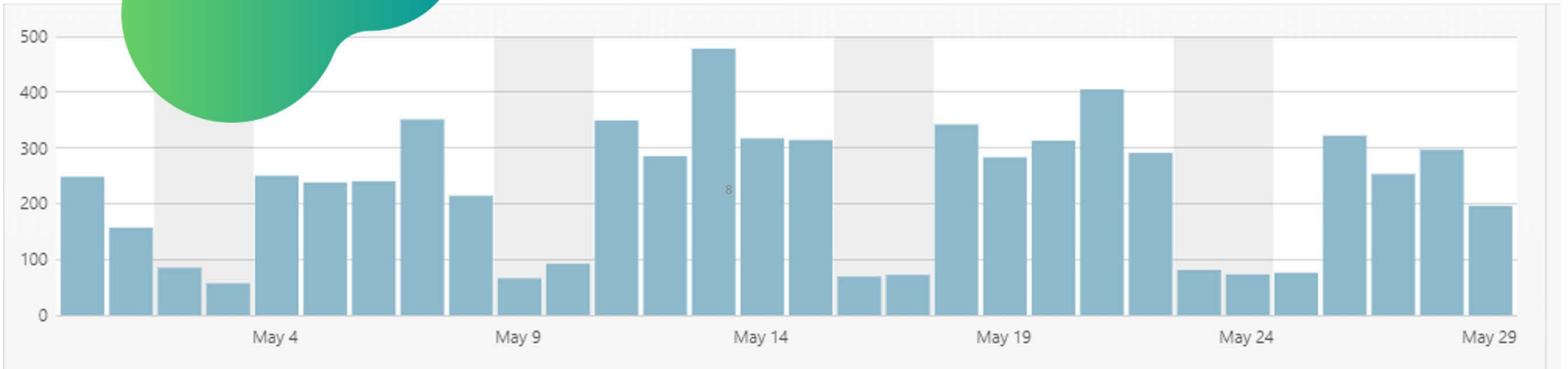


**FORWARD
PINELLAS**
Integrating Land Use & Transportation

WEBSITE HITS

TOTAL: 6.5K

Highest Day: 478
May 13 - FP Board Meeting



31 PUBLIC PARTICIPATION
EXTERNAL MEETINGS & OUTREACH

5 MEDIA INTERVIEWS

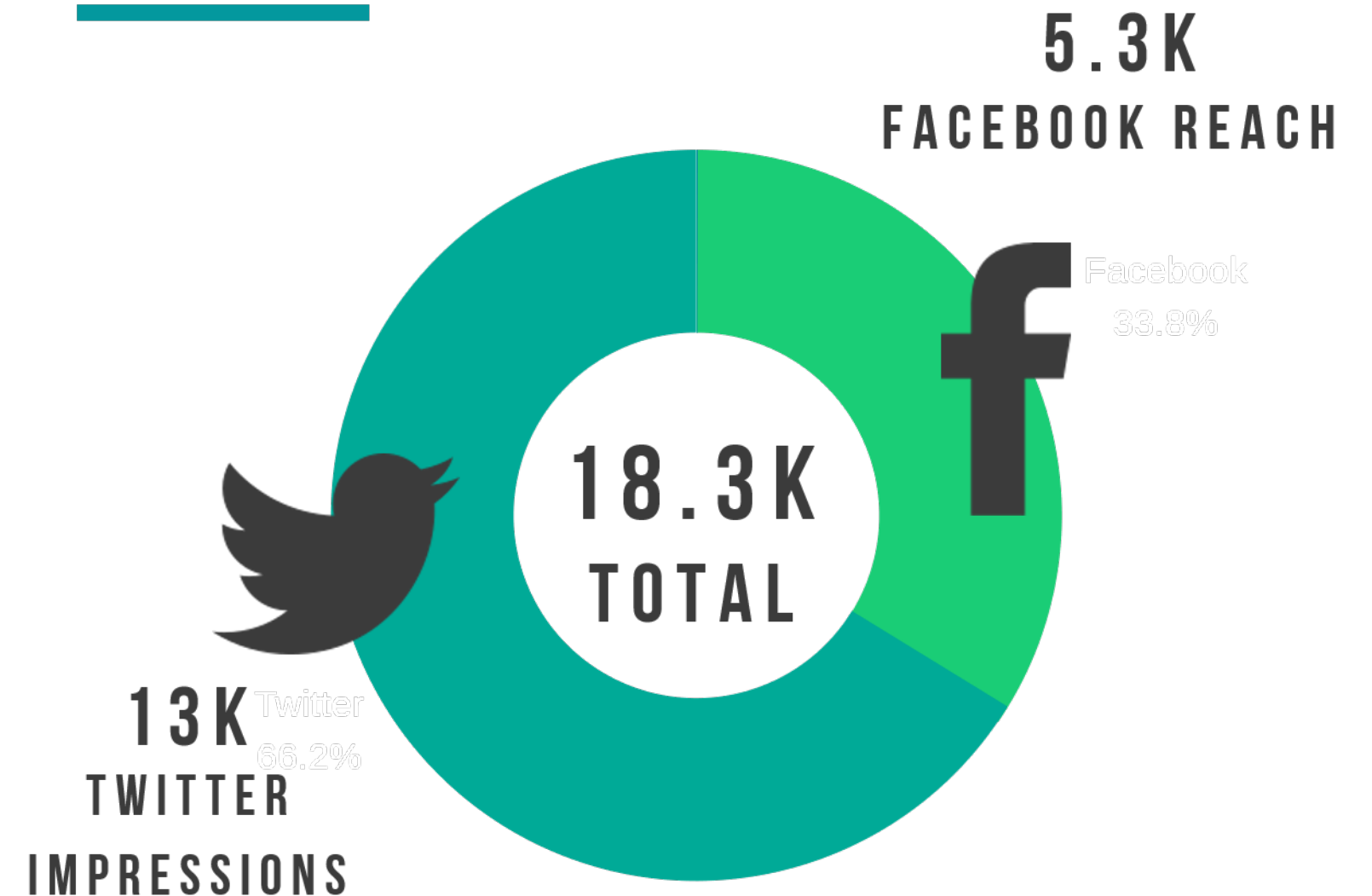
2.5K SOCIAL MEDIA FOLLOWERS

1.2K BLOG VIEWS

174 EMAIL FOLLOWERS

SOCIAL MEDIA ANALYTICS

@FORWARDPINELLAS



*Reach and Impressions is the total number of people who see your posts.

*Engagement is the total number of people who clicked, liked or commented on your posts. 9

MONTHLY COMMUNICATIONS REPORT

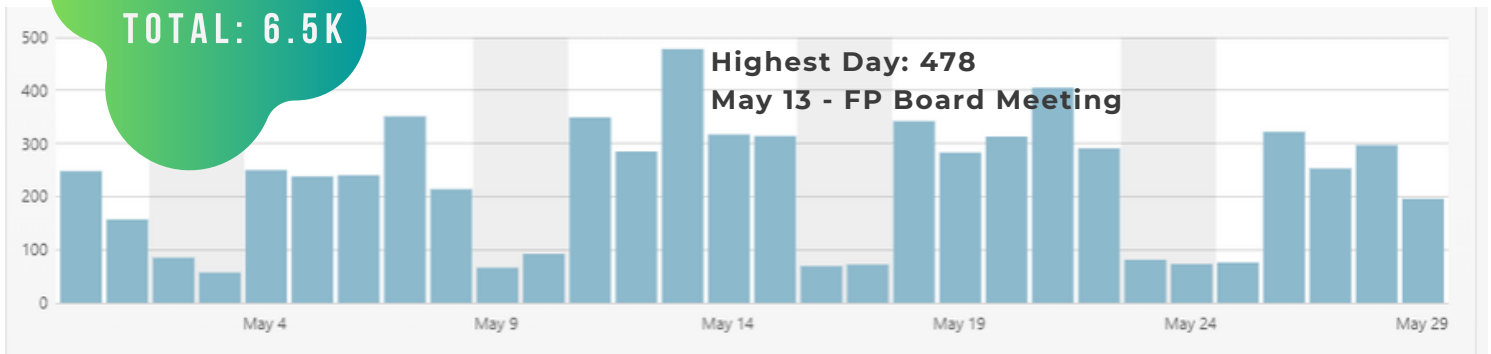
May 2020



FORWARD PINELLAS

Integrating Land Use & Transportation

WEBSITE HITS



31 PUBLIC PARTICIPATION
EXTERNAL MEETINGS & OUTREACH

5 MEDIA INTERVIEWS

2.5K SOCIAL MEDIA FOLLOWERS

1.2K BLOG VIEWS

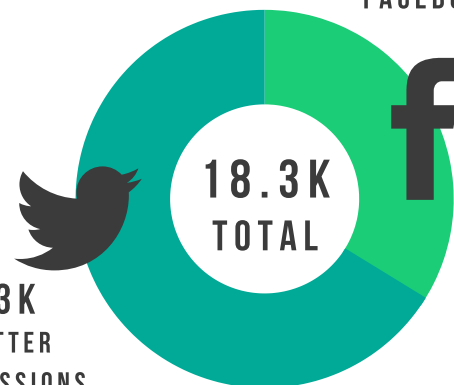
174 EMAIL FOLLOWERS

SOCIAL MEDIA ANALYTICS

@FORWARDPINELLAS

5.3K
FACEBOOK REACH

13K
TWITTER
IMPRESSIONS



*Reach and Impressions is the total number of people who see your posts.

*Engagement is the total number of people who clicked, liked or commented on your posts.

July 8, 2020

6. Director's Report



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

DIRECTOR'S REPORT

- A. SPOTlight Update
 - 1. Indian Shores Gulf Blvd Sidewalk Update
 - 2. US 19 Pedestrian Throughway/Underpass Update
- B. Drew Street Preliminary Engineering Scope of Services
- C. Safe Streets Pinellas Online Campaign
- D. Public Participation Plan (PPP) Evaluation
- E. Forward Pinellas Equity Assessment

ATTACHMENT(S): None

ACTION: None required; informational items only.

July 8, 2020



6A. Pinellas SPOTlight Emphasis Areas Update

SUMMARY

The Executive Director will provide a brief update on the status of the activities related to the three SPOTlight Emphasis Areas, which include Enhancing Beach Community Access, a vision for the US 19 corridor and the Gateway/Mid-County Area Master Plan.

1. Indian Shores Gulf Blvd Sidewalk Update

Executive Director Whit Blanton and FDOT District 7 Director of Development Richard Moss have been working with the Town of Indian Shores on a Gulf Boulevard drainage project to add a sidewalk with a vertical curb to increase pedestrian safety. This is a legacy of a more significant project from 15 years ago that never received funding. The Town Council held two workshops in June to respond to FDOT design concepts for the sidewalk, which would be added to a drainage improvement project under contract. Ultimately, due to community and adverse drainage impacts with alternative sidewalk designs, FDOT and the Town have agreed on dropping the sidewalk for now and modifying the existing bi-directional bicycle/pedestrian shared path to make it more visible using green pavement pigment, signage and markings.

The Town continues to advocate for a more complete separated sidewalk and drainage project, which was a priority of the MPO in the early 2000s, but failed to obtain funding after the recession. While the project is now back on the priority list, staff recommends a re-evaluation of the preferred design concept with community input before the state commits full funding in the work program.

2. US 19 Pedestrian Throughway/Underpass Update

Design is underway for construction of grade separated overpasses and interchanges on US 19 from SR 580 to CR 95 in Palm Harbor. The design includes a pedestrian throughway, or underpass) between SR 580 and Republic Drive, a U-turn overpass at Boy Scout Road (designed for all vehicles, bicyclists and pedestrians) and a pedestrian overpass bridge at Northside Drive. Those elements help fulfill the Forward Pinellas Board's request to have bicycle and pedestrian crossings every ¼ mile as US 19 is reconstructed. The quarter mile spacing cannot be accommodated in this segment, so the design is incorporating non-motorized crossing points every half mile.

In response to concerns expressed by adjacent businesses about visual obstructions and the need for the pedestrian underpass south of Republic Drive, the Florida Department of Transportation prepared video animations of the design and a memo providing an assessment of the feasibility of moving the underpass from the location in the design. The memo's conclusion is that, due to geometric conflicts, the design location for the underpass is the only way to incorporate a crossing with half-mile spacing between SR 580 and a U-turn overpass at Boy Scout Road.

Forward Pinellas, FDOT staff and the design consultant met with the adjacent business representatives a second time on June 25 (virtually) to review the memo findings and animated videos. The conversation was professional, candid and forthcoming; however, the business interests continued to express their opposition to the underpass, stating that the underpass is not needed due to a lack of existing demand and does not justify the expense.

The links below show the US 19 videos from different perspectives.

US19 NB Frontage Rd

<https://www.youtube.com/watch?v=OO8fCQ2y75M&feature=youtu.be>

US19 NB Mainline Rd

<https://www.youtube.com/watch?v=16dJqFHFV98&feature=youtu.be>

US19 SB Frontage Rd

<https://www.youtube.com/watch?v=KGILwjYyLm8&feature=youtu.be>

US19 SB Mainline

<https://www.youtube.com/watch?v=UI3eqW0Pk-E&feature=youtu.be>

This is only for information; no board action is needed at this time. Construction of the US 19 segment between SR 580 and CR 95 is funded in the TIP approved last month for FY22 and is expected to take 3-4 years to complete.

ATTACHMENT(S):

- Email from Indian Shores Mayor with MPO Newsletter attachment
- Memo from FDOT

ACTION: None required; informational item only.

From: Patrick Soranno <psoranno@myindianshores.com>

Sent: Tuesday, June 30, 2020 10:30 AM

To: Blanton, Whit <wblanton@co.pinellas.fl.us>; Moss, Richard <Richard.Moss@dot.state.fl.us>

Cc: Bonnie Dhonau <bdhonau@myindianshores.com>; Gwynn, David <David.Gwynn@dot.state.fl.us>; rkardash@swflgovlaw.com; Richard Swann <rswann@myindianshores.com>

Subject: Indian Shores Sidewalks

Importance: High

CAUTION:	This message has originated from Outside of the Organization . Do Not Click on links or open attachments unless you are expecting the correspondence from the sender and know the content is safe.
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Whit and Richard,

After a comprehensive review of the historical documents and information regarding proper sidewalks and drainage on Gulf Boulevard in Indian Shores, it is abundantly clear that my town has been shortchanged over the last 15 years with respect to minimum requirements of Pedestrian safety.

You have all seen the written documentation and listened to our verbal arguments that have addressed this issue.

Granted, some of this falls on the Town's elected officials for not pressing this issue after the 2005 FDOT decision to abandon sidewalks here in Indian Shores due to lack of funding.

However, I have attached for your consideration documents from the Pinellas County MPO dated May 14, 2003, that specifically state in article XI. "The MPO discussed the fact that the Gulf Boulevard project between Walsingham Road and Park Boulevard was on **the Priority List but was not funded.**"

Somehow, in the intervening years we were dropped from the priority list as described in the MPO document attached.

Since I have been told capital projects like this have a typical lead time of 8 to 12 years, you can readily see that even if we were low on the priority list at that time our sidewalk project would have been completed by now!

This new information makes our case for an *immediate reconsideration of an improved and guaranteed timetable* for sidewalks from both FDOT and Forward Pinellas.

Your earliest will be appreciated.

Sincerely,

Patrick C. Soranno
Mayor



Newsletter/Action Sheet
May 14, 2003

I. CALL TO ORDER

Chairman John Doglione called the meeting to order.

II. INVOCATION AND PLEDGE

Mayor Mischler conducted the services for the MPO.

III. CITIZENS TO BE HEARD

The MPO received citizen comments from Greg Geegan.

IV. CONSENT AGENDA

The MPO approved the Consent Agenda, which included the April 9 MPO minutes; invoices from Tindale-Oliver & Associates, Renaissance Planning Group, Grimail Crawford, and Transportation Engineering, Inc., the 2003/04 Unified Planning Work Program; printing of traffic count maps; GPTMS contract; and purchase of event T-shirts.

V. PUBLIC HEARING REGARDING TIP AMENDMENTS FOR FDOT AND ST PETERSBURG

Following public comment, the MPO approved amendments to the FY 2006/07 and 2007/08 Transportation Improvement Programs, including right-of-way acquisition for the new Roosevelt Boulevard and funding for the St. Petersburg Bicycle Plan improvements.

VI. PUBLIC HEARING AND ADOPTION OF THE AIR QUALITY CONFORMITY REPORT AND PROPOSED FY 2003/04 – 2007/08 TIP

Following public comment, the MPO approved the new Transportation Improvement Program for 2003/04 – 2007/08 and associated Air Quality Conformity Report. It was noted this program includes additional funding for U.S. 19 and for Ulmerton Road, among other projects.

At this point in the meeting, the MPO took up Agenda Item XI.

XI. GULF BOULEVARD IMPROVEMENT BETWEEN WALSINGHAM ROAD AND PARK BLVD

The MPO discussed the fact that the Gulf Boulevard improvement project between Walsingham Road and Park Boulevard was on the priority list but not funded, design was underway for this segment, and there were other projects such as future resurfacing and a reclaimed water project that could be related to the improvement with a financial benefit through coordination. It was agreed that the MPO staff would meet with FDOT and identify the specifics of the program and relationship of other projects for a discussion of future funding of the next meeting of the MPO.

VII. CITY OF GULFPORT'S REQUEST FOR ADDITIONAL TRANSPORTATION ENHANCEMENT FUNDING

The MPO approved the Gulfport request for a modification to the Enhancement project on 49th Street.

GULF BLVD. ROADWAY IMPROVEMENT PROJECT WALSINGHAM RD. TO PARK BLVD.

WHAT ARE WE REQUESTING?

A commitment from FDOT to fund and complete this project, with State funding of between \$4 and \$6 million.. The total cost is estimated at between \$8 and \$10 million.

- FDOT currently has \$2 million budgeted for resurfacing the road.
- Approximately \$2 million in “maintenance of traffic” costs can be saved if the project is conducted concurrently with Pinellas County’s reclaimed water project. This project is scheduled to begin in the next two years.
- There is a possibility that Pinellas County can “front end” the project using Local Option Gas Tax funds if they are assured that the State will refund the money at some time in the future.
- It may be possible to obtain a SWFWMD grant for a portion of the project if the project appears in the MPO work plan, as surface water quality improvements for the Intracoastal Waterway are part of the design.

WHAT IS THE PROJECT?

The current project scope includes the following improvements on Gulf Blvd. between Walsingham Rd. and Park Blvd:

- Improved 2-lane roadway surface.
- Sidewalks on both sides of the road.
- “Undesignated” bike lanes.
- Parallel parking in the “Narrows” so that access to the Intracoastal and beach can be maintained with improved parking and ingress/egress management.
- Stormwater drainage and surface water quality improvements.

The project is currently being designed – with ⁹⁰/~~80~~% complete construction plans anticipated in a few months. The project was originally presented by FDOT as a road-widening project (3-lane) at a cost of over \$60 million.

WHY IS THE PROJECT NEEDED?

- Gulf Blvd. between Walsingham Rd. and Park Blvd. represents the last substandard two-lane road between St. Pete Beach and Clearwater Beach.
- Gulf Blvd. is classified as a minor arterial serving as the only direct route west of Seminole Blvd. to south St. Petersburg and the Sunshine Skyway.
- Conditions on this roadway will continue to deteriorate as traffic increases.
- FDOT had promised road improvements to mitigate the adverse impact of doubling the capacity of the Walsingham bridge (completed in 2000). The project was later abandoned because of its cost.

GULF BOULEVARD IMPROVEMENT BETWEEN WALSINGHAM RD AND PARK BLVD

At the last meeting, the MPO tabled until the September meeting its discussion of funding options for improvements to the segment of Gulf Boulevard between Park Boulevard and Walsingham Road. Previously, the MPO directed staff to work with the Florida Department of Transportation to bring back a report as to when Gulf Boulevard could go to construction if funding were available, along with a listing of potential funding sources that might be used at that time. It was recognized that some funding sources might be committed for the time when the Gulf Boulevard project would be construction ready.

Presently, the 90% design plans for Gulf Boulevard are complete. The 100% plans will be done around January 2004. As such, the project would be ready for construction during FY 2004/05.

√ The attached staff report summarizes funding sources and identifies projects that may be impacted if the MPO were to shift funding to the Gulf Boulevard project. Included are pages listing projects and funding allocations in FY 2004/05 from the Transportation Improvement Program.

ATTACHMENTS: Staff Report
Excerpts From the Transportation Improvement Program

ACTION: As deemed appropriate based on discussion

could this fall with

SUMMARY OF REVENUE OPTIONS FOR GULF BOULEVARD IMPROVEMENTS

Surface Transportation Program (STP) State Arterial Funds – Surface Transportation Program funds, also referred to as XU/Transportation Management Area funds, are federal funds that flow to the MPOs through the Florida Department of Transportation. The MPO establishes the priorities for the STP/XU funds. These funds can be used for improvements to any state highway system facility.

The majority of STP/XU funds for FY 2004/05 are allocated to projects on Ulmerton Road, including \$4.9 million for the widening of Ulmerton Road between U.S.19 and 49th Street, as well as \$1 million for completion of the widening project between Oakhurst and 113th Street (see attached TIP pages).

Transportation Enhancement Funds – Transportation Enhancement Funds are federal funds that flow to the MPOs through the Florida Department of Transportation. Transportation Enhancement Funds can be used for bicycle and pedestrian facilities, streetscaping, renovation of historic transportation properties, etc. The MPO receives approximately \$1.5 million per year. All funds are committed through the Five-Year Work Program. FY 2004/05 funds in the amount of \$3,045,095 are allocated to the Bayway sidewalk project.

Congestion Mitigation Air Quality (CMAQ) – Congestion Mitigation Air Quality funds are federal funds that flow to MPOs designated as non-attainment or maintenance for air quality. As an air quality maintenance area, Pinellas County is eligible for and receives approximately \$5 million annually. While there are CMAQ reserves in FY 2004/05, the MPO is expected to, by separate action, allocate those funds to previously-approved priorities.

SB 676 (enacted by the 2003 Legislature) – Senate Bill 676 contains a provision allowing the Florida Department of Transportation to bond toll proceeds from the Bayway and Sunshine Skyway Bridges to fund State Highway System improvements in Pinellas County. As a state facility, Gulf Boulevard would be eligible for this funding.

Local Sources – Potential local revenue sources include the proposed Local Option Gas Tax currently under discussion by the Board of County Commissioners. If the BOCC decides later this year to implement a local option gas tax and further decides to bond the proceeds, funding could be made available in FY 2004/05 or 2005/06.

County Utilities Project – Pinellas County has a reclaimed water pipe installation project programmed for this section of Gulf Boulevard. Discussions are underway as to performing this work at the same time as the road improvement project. If that can be accomplished, there may be a funding benefit in that work for the utilities project could then be credited against the cost of the road project. Additionally, there would be the benefit of disrupting this corridor on a one-time basis.

Other Funds Sources – In addition to the sources listed above, the MPO's Transportation Improvement Program includes a number of other revenue sources; however, some of those sources include restrictions on how the funds are used. As an example, funds for the National Highway System can only be used on facilities such as U.S. 19, I-275 and Gandy Boulevard. Funds dedicated to resurfacing, bridges, safety, etc., can only be used for those programs.

PINELLAS

Five Year Final Tentative Work Program FY July 1, 2003 Through June 30, 2008 District Seven Florida Department of Transportation

February 10, 2003

Facility	Item No.	Phase	Fund	2003/04	2004/05	2005/06	2006/07	2007/08
SR 60 (MEMORIAL CWY)	FPN: 2570931							
FROM CLEARWATER HARBOR	TO BRIDGE #150044							
DESCRIPTION: REPLACE MEDIUM LEVEL BRIDGE								
CONSTRUCT BRIDGE								
	CST	BRT		1,191,740	0	0	0	0
	LAR	ACBR		0	6,300,000	0	0	0
	Total:			1,191,740	6,300,000	0	0	0
SR 666 (TOM STUART)	FPN: 2571361							
FROM SR 699 (GULF BLVD)	TO E OF DUHME RD							
DESCRIPTION: RESURFACING								
4 LANES								
	CST	DDR		0	0	753,789	0	0
	CST	DIH		0	0	98,746	0	0
	INC	DS		0	0	50,000	0	0
	PE	DDR		217,158	0	0	0	0
	Total:			217,158	0	902,535	0	0
SR 679 (PINE BAYWAY)	FPN: 4130031							
FROM FT DESOTO	TO WEST SHORES BLVD							
DESCRIPTION: SIDEWALK								
PINELLAS BAYWAY SIDEWALK FROM FT DESOTO BOAT LAUNCH DRIVEWAY								
	CST	* SE		0	2,690,145	0	0	0
	PE	* SE		0	354,950	0	0	0
	Total:			0	3,045,095	0	0	0

water

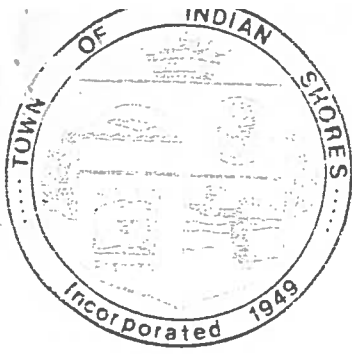
PDE-Project Development Environment; PE Preliminary Engineering; ROW-Right of Way; CST-Construction; RRU-Rail Road/Utilities; INC-Incentive; ENV-Environmental Mitigation; CAP Capital Grant; OPS-Operations Grant; LAR-Local Advance Reimbursement; DSB-Design Build

PINELLAS

Five Year Final Tentative Work Program FY July 1, 2003 Through June 30, 2008 District Seven Florida Department of Transportation

February 10, 2003

Facility	Item No.	Phase	Fund	2003/04	2004/05	2005/06	2006/07	2007/08
SR 688 (ULMERTON RD) FPN: 2570501								
FROM 500' E OAKHURST RD TO 500' E 119TH ST								
DESCRIPTION: ADD LANES & RECONSTRUCT								
4 TO 6 LANES								
	CST	XU		12,455,733	0	0	0	0
	CST	XU		1,286,400	0	0	0	0
	INC	XU		0	1,000,000	0	0	0
	RRU	LF		3,500,000	0	0	0	0
	Total:			17,242,133	1,000,000	0	0	0
SR 688 (ULMERTON RD) FPN: 2571391								
FROM E OF US 19 TO W OF 49TH ST								
DESCRIPTION: ADD LANES & RECONSTRUCT								
STAGE 2 OF 6, 4 TO 6 LANES								
	CST	CM		0	2,418,289	0	0	0
	CST	LF		0	8,519,630	0	0	0
	CST	XU		0	1,896,904	0	0	0
	INC	DS		0	0	0	625,600	0
	ROW	DDR		77,550	0	0	0	0
	ROW	DS		873,030	0	0	0	0
	ROW	LF		1,480,370	0	0	0	0
	Total:			2,430,950	15,834,823	0	625,600	0



Town of
INDIAN SHORES, FLORIDA

19305 Gulf Boulevard
Indian Shores, Florida 33785-2214
Tel. << 727 >> 595-4020
FAX: 596-0050
E-Mail: indshore@Tampabay.rr.com

MAYOR
Donald L. Taber

August 1, 2003

VICE MAYOR
James J. Lawrence

*Senator Jim Sebesta
9887 - 4th Street N., Suite 319
St. Petersburg, FL 33702*

COUNCILORS
Sandra L. Shuler
Joan G. Herndon
William F. Smith

*Re: Gulf Boulevard Roadway Improvements
Walsingham Road to Park Boulevard*

TOWN CLERK
Marcia Register

Dear Senator Sebesta:

DIRECTOR OF
FINANCE &
PERSONNEL
Betty J. Doster

As Chairman of the Senate Transportation Committee I understand you will be attending an upcoming MPO meeting regarding funding for the above referenced project, and I would like to take this opportunity to introduce myself and provide some background information relative to this project.

CHIEF OF POLICE
E.D. Williams

I am into my second term as Mayor of the Town of Indian Shores and served as a Council member for four years prior to being elected Mayor. During my tenure, and previous administrations, more than a decade has been dedicated toward efforts to have an approximately three-mile stretch of Gulf Boulevard (SR 699) widened to increase public safety and traffic flow in this sole two-lane portion of the highway. The Town's number one priority is our FDOT Gulf Boulevard Improvement Project.

PUBLIC SERVICES
DIRECTOR
Rick Porthouse

BUILDING OFFICIAL
Lawrence G. Nayman

At this location, Gulf Boulevard is a two-lane undivided road with an inferior road surface, no sidewalks or pedestrian facilities, no bikeway facilities and no stormwater drainage or surface water quality treatment of any kind. The road is unsightly, performs poorly, is hazardous to motorists, pedestrians and cyclists alike, is subject to flooding and is a source of pollutants for the Intracoastal Waterway.

Senator Jim Sebesta
August 1, 2003
Page 2

This is the only portion of Gulf Boulevard between Clearwater Beach and St. Pete Beach that has not been improved since the 1950's. This roadway is not just of local importance, but serves as the only means of reaching south St. Petersburg and the Sunshine Skyway west of Seminole Boulevard. Because of its strategic location, it continues to be overburdened and is in decline, and as such remains the single most blighting factor on the Barrier Islands.

Since 1988 to date, efforts have been on and off, and in various development stages to perform roadway improvements, drainage and sidewalks for this area, however appropriate funding has never been identified and the project again becomes dormant.

*Costs for this project have varied greatly from \$80 million, now pared down to a cost of approximately \$10 million, **and** may be reduced another \$2 million if done in conjunction with the "reclaimed water project", which would not require the road to be opened twice, lower traffic control cost and impact on businesses, which makes it a very "do-able project".*

At the last MPO meeting held on July 28, 2003, even though the item was deferred due to the absence of Mr. Hartmann, there was positive feedback for this project to be funded.

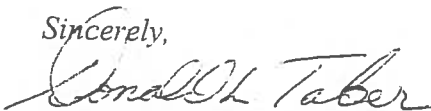
Senator Sebesta, on behalf of the Town of Indian Shores, its residents and visitors, I am soliciting your support and assistance in funding this most needed project, whereby all the work and funds spent to date on PD&E funds will not be lost again.

I cannot put into words how "vitally important" this project is to our Town, as well as a benefit to the entire Barrier Islands.

If you have any questions regarding this project, please feel free to call me at any time. My office number is (727) 595-4020 and my cell phone number is (727) 580-4956.

Thanking you in advance for your assistance in this matter.

Sincerely,



DONALD L. TABER
Mayor

C: Mayor Di Nicola, City of Indian Rocks Beach

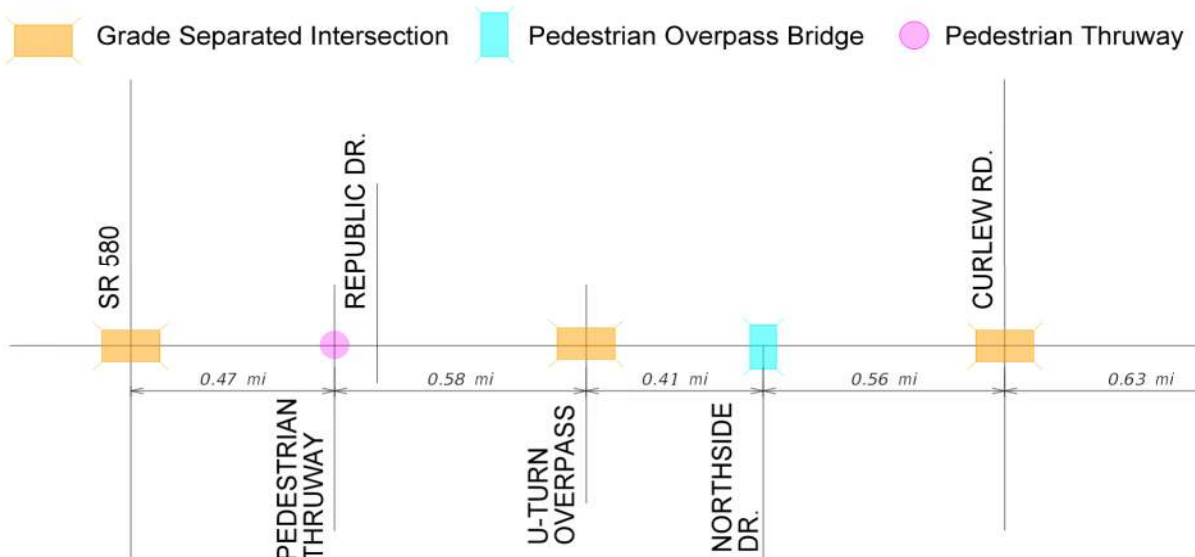
256774-2/-3, US 19 from SR 580 to CR 95 Grade Separation Location Assessment

The current design for this section of US 19 includes four grade separated crossings, three with both vehicle and pedestrian accommodations and one specifically designated for pedestrians, called a pedestrian thruway (shown below for renderings). In addition to the designated thruway, the design also provides a pedestrian overpass to allow pedestrians to safely cross over or under US 19. Early discussions with the locals indicated a desire for available pedestrian crossings at ¼ mile spacing. However due to limited Right-of-Way and geometric constraints, this was not feasible in this section of US 19 so a goal of ½ mile spacing was identified.

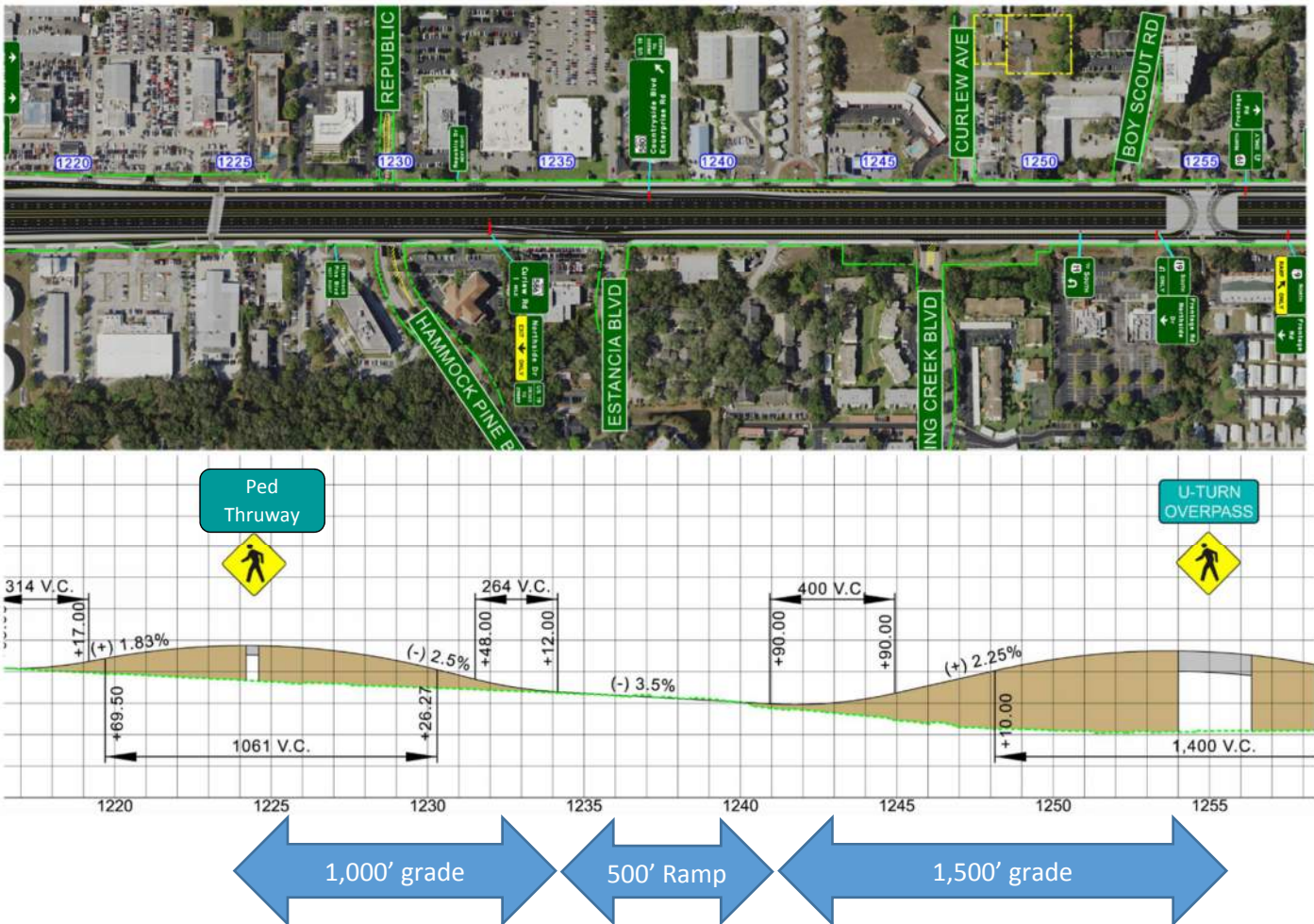


The locations of these crossings are shown on the graphic below. The pedestrian overpass at Northside Drive cannot be moved due to Right-of-Way constraints and the overpass at SR 580 is existing and cannot be moved. The distance between these points is 1.5 miles, which requires two pedestrian crossings to meet the Department’s ½ mile spacing goal. The pedestrian thruway is located approximately 2,500’ (0.47 mile) north of the existing overpass at SR 580 and 3,000’ (0.58 mile) south of the proposed U-Turn Overpass near Boy Scout Road which is approximately 2,150’ (0.41 mile) south of the proposed pedestrian overpass at Northside Drive. These distances are in-line with the Department’s ½ mile spacing goal for pedestrian crossing on US 19.

US 19 PEDESTRIAN CROSSING OPPORTUNITIES



The design for US 19 is controlled largely by the vertical profile as it transitions from elevated sections where pedestrian and vehicles can cross underneath to at-grade sections where slip ramps can connect mainline and frontage lanes. In general, it takes approximately 1,000' to 1,500' to transition from an overpass to an at-grade section of roadway and each ramp requires approximately 500' to transition from mainline to frontage (or vice-versa). See graphic below illustrating the profile and the vertical constraints.



If the Pedestrian Thruway was shifted north 450' to Republic Drive, there would not be sufficient distance to develop the ramps that connect northbound and southbound mainline with the frontage roads. The elimination of these ramps would reduce access to the frontage lanes and reduce the overall level of services of the system. Additionally, the U-Turn overpass cannot be shifted any further north because it is constrained by the location of the pedestrian overpass at Northside Drive and two pairs of ramps that are required to meet traffic and access needs south of Curlew Road.

In order to meet the goal of ½ mile spacing for pedestrian crossings of US 19, the only location for the pedestrian thruway is the location currently shown in the plans, 450' south of Republic Drive.

July 8, 2020

6B. Drew Street Preliminary Engineering Scope of Services



SUMMARY

The Florida Department of Transportation has developed a scope of services for the Drew Street preliminary engineering study intended to build upon and advance concepts from the City of Clearwater's Complete Street Concept Plan for Drew Street, or other feasible alternatives as necessary. The roughly \$400,000 study is expected to begin this summer, with the consulting firm WSP conducting the study. The scope is attached for reference. The City of Clearwater, Pinellas County and Forward Pinellas will be involved in the study as it progresses, along with various community stakeholders.

ATTACHMENT(S): Scope of Services

ACTION: None required; informational item only.

ATTACHMENT "A"
SCOPE OF SERVICES

Drew Street (SR 590) Corridor Study and Concept Evaluation from N Osceola Avenue to US 19 in Pinellas County

I. DESCRIPTION OF SERVICES

On October 7, 2018, Clearwater City Council voted in support of the *Complete Drew Street Concept Plan*. The *Complete Drew Street Concept Plan* encompasses the Drew Street right-of-way from North Osceola Avenue to U.S. Highway 19.

The purpose of the project is to review the *Complete Drew Street Concept Plan*, other plans associated with Drew Street and provide ~~an engineering engineering fatal flaws~~ analysis of the impacts of the *Complete Drew Street Concept Plan* preferred concepts to the surrounding areas. ~~During the analysis, if the CONSULTANT identifies other concepts that will improve traffic conditions and reduce impacts, the CONSULTANT shall develop up to two additional concepts, per segment, for analysis.~~

II. SERVICES TO BE PROVIDED

For this task assignment, the CONSULTANT will complete the following services. The specific timeframe for completion of each subtask will be established by the DEPARTMENT's Project Manager. Tasks to be performed under this assignment include:

STAKEHOLDER OUTREACH / COORDINATION

Stakeholders Coordination Meetings: The CONSULTANT shall provide technical input, coordination and support for the DEPARTMENT to hold or participate in various meetings, which are anticipated to include:

- **DEPARTMENT and Stakeholder Kick-off Meeting** (1): The CONSULTANT will hold a kick-off meeting with the DEPARTMENT's Project Manager, appropriate DEPARTMENT staff, and stakeholders to discuss the scope of work, schedule, and gain any preliminary insights prior to study initiation.
- **Field Visit** (e.g. bus tour) (if necessary) (1): The CONSULTANT will travel along the corridor by driving, walking, and / or transit to gain another point of view for the non-vehicular users. The CONSULTANT will coordinate with Pinellas Suncoast Transit Authority (PSTA) to travel a portion of the corridor on public transportation.
- **Stakeholder Meetings** (~~4x22~~ **Group Meetings**): The CONSULTANT shall conduct ~~stakeholder interviews~~ **two group work sessions with stakeholders** to identify and document the local governments' visions for the corridor, and gather feedback on final Concepts analysis/development. The ~~initial outreach should~~ **first work session will**

focus on taking a high-level look at the future vision for the corridor, its users, and the role the facility should play in the transportation network. The second work session will review the final alternative and findings of the analysis prior to finalizing the Executive Summary. The CONSULTANT's participation in both sessions will include facilitation and participation during the meetinggroup meeting, providing a PowerPoint presentation (as appropriate to illustrate planning principles, potential Concepts, and/or lessons learned on similar projects), and any additional materials (roll plot or aerial) needed for a productive discussion. The CONSULTANT will take notes and summarize the meeting.

- **Internal DEPARTMENT Work Session** ~~(up to 2)~~: One Internal DEPARTMENT unit staff work sessions will provide guidance and direction during the evaluation of existing Concepts and determination of Concept options/strategies to move forward.
- **Stakeholder Update Presentation(s)** (up to 62 unique presentations): ~~Presentations to the Forward Pinellas Board, advisory committees (Citizens Advisory Committee, Technical Coordinating Committee (TCC), and Bicycle Pedestrian Advisory Committee), City of Clearwater Council, and Pinellas County (as requested)~~The CONSULTANT will provide two rounds of presentations to support the DEPARTMENT, including three committees and one Board meeting.
- **Project Hand-off Meeting with FDOT**

The CONSULTANT will pre-coordinate all meeting preparations with the DEPARTMENT Project Manager and staff and conduct a post-meeting debriefing.

This Drew Street Concept Evaluation will assess and utilize previous studies, incorporate planned and programmed improvements, and utilize any ongoing planning efforts by the City of Clearwater, Pinellas County, and Forward Pinellas. Relevant data from these other studies and efforts will be incorporated as appropriate for planning consistency. The corridor analysis will also evaluate travel patterns within the corridor and parallel facilities to support the evaluation and identification of viable Concepts. This and other data to be collected for the evaluation will be critical to understand the unique characteristics of the corridor.

EXISTING CONDITIONS

- **Review of Previous Studies**

The CONSULTANT shall collect and assemble relevant data to support the corridor planning process. This will include community, transportation, and environmental characteristics obtained through review of previous studies, field reviews, coordination with agencies, and other publicly available data sources such as agency GIS resources and the FDOT databases. This project will consider historic traffic count data, traffic characteristics, previous traffic projections (DRIs, other DEPARTMENT studies and comprehensive plans), previous equivalent single-axle load (ESAL) calculations and, where available, current information from the Florida Standard Urban Transportation Model Structure (FSUTMS) model or Tampa Bay Regional Planning Model (TBRPM). This documentation will include future physical

and environmental conditions, such as adjacent land uses and projected private sector development expansion plans along the corridor.

- **Existing Travel Demand Characteristics**

The purpose of this phase is to gain a better understanding of the travel characteristics within the corridor and how the key land uses interact with each other to determine ways to support this with a multi-modal approach. The CONSULTANT shall assess key land use elements such as the identification of activity centers, significant employment, and other uses. The data to be collected will include an estimation of current mode split to include usage by bicyclists, pedestrians and transit riders, as well as vehicular traffic.

The data required to support an evaluation of travel characteristics is **analyzed** with the intent of providing a representative sampling sufficient to support a planning-level evaluation.

- **Existing Traffic Data Collection**

Existing traffic counts, bicycle, pedestrian and other pertinent traffic data will be obtained from previous traffic studies and the FDOT Florida Transportation Information (FTI) database. Based on a review of the FTI database, from 2014 to 2018, there has been minimal growth in the corridor. This is primarily due to the built-out nature of the corridor, with a magnitude of traffic volumes and travel patterns that have remained constant over these years. Therefore, the study will use any traffic data from studies within the last 6 years. In addition, conducting a traffic count program is not possible now due to the reduced magnitude of traffic volumes and irregular travel patterns from existing travel restrictions. The CONSULTANT will reach out to all agencies in the area to see what traffic information is available.

~~In addition, the CONSULTANT will obtain phasing and signal timing information for all signalized (14) intersections within the corridor study limits from the maintaining agency(ies).~~

The CONSULTANT will conduct a field review to collect and document lane geometry, lane widths, posted speed limits, traffic control devices, length of storage lanes, sidewalk inventory and conditions of pavement markings. Typically, during the field review, observations of traffic conditions, such as hot spots for severe congestion and queuing issues would be observed and documented, but due to the current travel restrictions this will not be possible.

Photos and/or detailed graphics will be included in the *Existing Conditions Traffic Report* documenting the existing conditions.

- ~~Existing Traffic Analysis~~

FPN: [1234567890259109-1-12-26](#)

Contract No. [C-0660A720](#)

Task Work Order No. [542](#)

~~The consultant will perform intersection analyses on the following signalized intersections within the Drew Street (SR 590) where existing traffic counts are available:~~

- ~~* Osceola Avenue~~
- ~~* N. Ft. Harrison Avenue~~
- ~~* Alternate 19~~
- ~~* MLK Jr. Avenue~~
- ~~* Missouri Avenue~~
- ~~* N. Betty Lane~~
- ~~* N. Highland Avenue~~
- ~~* N. Saturn Avenue~~
- ~~* N. Keene Road~~
- ~~* N. Hercules Avenue~~
- ~~* NE Coachman Road~~
- ~~* N. Belcher Road~~
- ~~* Old Coachman Road~~
- ~~* US 19~~
- ~~* In addition, bicycle and pedestrian counts will try to be attempted at the following two crossings:~~
 - ~~○ Pinellas Trail (west of NE Avenue)~~
 - ~~○ Pedestrian crossing (West of N. Corona Avenue)~~

~~The Synchro software will be used to perform the intersection analyses for the AM and PM peak hours. Level of service, vehicle delay and queuing will be documented for these intersections.~~

~~Existing Corridor Operations Summary~~

~~Using the travel characteristics data collected for the study corridor, the CONSULTANT shall perform a Level of Service (LOS) evaluation per Highway Capacity Manual (HCM) procedures as they apply to roadway links, and intersections. A qualitative assessment to establish existing conditions for multi-modal mobility will also be considered. This will identify existing transit usage and potential improvements to encourage or further enhance future mobility. As applicable, the CONSULTANT shall document a summary of the Multimodal Quality of Service for the corridor to set the stage for a look to the future that considers overall operational performance within the context of a Complete Streets approach, and incorporate within the *Corridor Existing Conditions Report*.~~

• **Crash Data Analysis**

The CONSULTANT will collect and review the most recent five (5) years of crash data.

• **Safety Assessment**

The CONSULTANT will summarize the five (5) years of crash data and identify crash patterns, elevated crash locations (intersections / segments), and potential near-term and long-term safety improvement strategies. As part of the evaluation of the crash history, the pedestrian / cyclist crashes will be assessed to identify locations of concern, ADA compliance, and connectivity concerns, as well as identify potential improvement strategies. The CONSULTANT will consider predictive crash analysis as part of this effort. As applicable, any additional issues noted through field reviews or further research will be documented, with a focus on best practices to accommodate multimodal users in the corridor.

- **Land Use and Community Characteristics**

Once the land use data along the corridor is collected, the CONSULTANT shall create a series of maps utilizing available GIS data. Examples of characteristics within the map should include: most-recent available aerial photography, parcel / property lines, major roads, zoning, existing / future land use, significant environmental features (wetlands, threatened & endangered species, contamination, historic & archaeological sites), and available utility information. Other layers for consideration may include regional and local Department of Revenue (DOR) Codes, total assessed value of parcels, and total assessed value of parcel structures. This will be summarized in the context of the land use policies and land development regulations established through recent and ongoing planning efforts within the *Corridor Existing Conditions Report*.

- **Issues / Constraints Identification**

Based on the previous subtasks, the CONSULTANT shall review the data collected to identify the preliminary issues and / or constraints on the corridor. This will include issues and / or constraints based on community, transportation, and environmental characteristics obtained through review of previous studies, field reviews, coordination with agencies, previous public workshops / meetings, and other publicly-available data sources such as agency GIS resources and the FDOT databases.

PROJECT DELIVERABLES

- ***Corridor Existing Conditions Report:*** The results of the existing conditions evaluation will be documented within the *Corridor Existing Conditions Report*. This deliverable will set the stage for additional documentation to be developed in subsequent phases.
- ***Existing Conditions Traffic Report:*** An *Existing Conditions Traffic Report* will be prepared to document the methodology, data and assumptions, and results of the existing conditions traffic analysis.

FUTURE CONDITIONS

The project perspective gained through the community's previous visioning work and coordination with project stakeholders sets the stage for an assessment of improvement Concepts in context of the future vision. Following a context-sensitive approach that emphasizes the livability and multimodal planning vision for the corridor, the CONSULTANT will:

- Review relevant traffic projections from other studies, local and regional growth trends, and LRTP future year model projections;
- Assess the future land use and development potential within the study corridor, including known or expected major generators, and determine a reasonable projected build out scenario to be considered for the design year;
- As defined by the Tampa Bay Regional Freight Plan, consider improvements that will contribute to efficient trucking operations, or potential impacts to freight operations within existing planning efforts;
- Identify future land use changes, planned and programmed improvements to utilities, roadway, pedestrian, bicycle and transit elements;
- Use readily available model outputs and/or a trends analysis with assumed growth rates to identify a reasonable estimated range of person trip volume projections within the study area during the design year (anticipated to be 2045);
- Perform an initial operational analysis with future traffic volumes to identify deficiencies at key intersections and roadway segments based on the existing conditions;

The Future Conditions analysis will include:

- **Identification of Corridor Needs and Vision**

The stakeholders have conducted extensive study efforts as part of the *Complete Drew Street Concept Plan* and other planning initiatives to identify the corridor needs and vision, including engagement from the community. The CONSULTANT will collect the visioning work already conducted and summarize efficiently to understand the key goals for development and context sensitive improvements to transform Drew Street into a multimodal urban thoroughfare. Using the data collected and feedback during the kickoff meeting, the CONSULTANT will summarize and identify challenges and opportunities related to multimodal improvement strategies within the corridor (based on land use, safety, capacity, and multimodal improvements envisioned). The CONSULTANT will utilize available data and plans from FDOT, the City of Clearwater, Pinellas County, and Forward Pinellas.

Utilizing the results of this previous visioning work effort and input received, the CONSULTANT will begin to further define the policy elements of the Corridor Planning process that led to the identification of improvement strategies and assessment of existing Concepts. The CONSULTANT will conduct stakeholder interviews as needed to discuss and clarify the purpose and need for the project and gain additional perspective on the goals and objectives that guided previous evaluations.

A solid understanding of project need, and the goals and objectives for the corridor will support a detailed analysis of the Drew Street Concept Plan improvements and impacts, and potentially identify any necessary design Concepts.

The CONSULTANT will utilize the previous community engagement, stakeholder planning efforts, as well as additional analysis conducted as part of this study, to analyze potential improvements.

- **Future (2045) Traffic Projections**

The consultant will utilize the most recent version of FDOT District 7's TBRPM travel demand model. The travel demand model will run for the following 3 future scenarios

1. No Build (existing 4-lane undivided facility)
2. Build Concept 1 – Drew Street Preferred Corridor Concept
3. Build Concept 2 – Drew Street Corridor Concept Modification with two-way continuous left turn where homes are located, and raised median with directional and full openings closer to US 19 through business area (for access management analysis)
4. Build Concept 3 – Alternative Variation

The growth rate will be obtained from the model runs and applied to the existing traffic count information to develop the 2045 AADT volumes and peak hour volumes.

- **Future Traffic Analysis**

Intersection analyses will be performed for signalized intersections (as listed under Existing Traffic Analysis) using the Synchro software for the AM and PM peak hours. Level of service, vehicle delay and queueing will be documented for these intersections.

- **Future Corridor Operations Summary**

Using the future travel characteristics forecast for the short-term and long-term conditions, the CONSULTANT will perform a Level of Service (LOS) evaluation per Highway Capacity Manual (HCM) procedures as they apply to roadway links and intersections. A qualitative assessment to establish future conditions for multi-modal mobility and freight mobility will also be considered if future development is anticipated to occur along the corridor and / or multimodal or freight improvements are planned / programmed. As applicable, a summary of the Multimodal Quality of Service and/or freight quality of service will also be documented for the corridor to set the stage for potential Concepts that consider overall operational performance within the context of a Complete Streets approach.

Utilizing the forecast data, results of the future conditions assessment, the CONSULTANT shall identify a series of improvement needs to be evaluated. Development patterns, redevelopment opportunities, and regulations play a major role

in determining the type of multimodal Concepts that are appropriate for the corridor. Consideration shall be given to maximizing opportunities for utilization of non-vehicular modes such as bicycle, pedestrian and transit. Types of enhancement needs could possibly include:

- a. Improving parallel roadways and/or network connectivity near the corridor;
- b. Operations strategies to provide for long-term capacity needs;
- c. Multimodal strategies to increase the movement of people in and through the corridor.
- d. Truck strategies to increase the movement of freight in and through the corridor.

- **Multimodal Accommodations**

The CONSULTANT will utilize existing planning and visioning efforts, as well as coordination with transit entities and local government officials to determine the multimodal accommodations to be studied and evaluated as part of the project improvement. While this task is focused primarily on identification of existing and planned multimodal facilities, provisions for additional transit service and/or facilities identified through the previous visioning efforts shall also be considered. Bicycle and pedestrian facilities are also included in this analysis per Chapter 14 of the Project Development & Environment Manual and FDOT Design Manual.

- **Parallel Corridor Impact Analysis**

For the two Build Concepts, the consultant will evaluate the potential impacts on the surrounding roadway network due to the reduction of travel lanes along Drew Street (SR 590). Because Drew Street (SR 590) will be a constrained facility, it is anticipated that vehicles that normally travel along Drew Street (SR 590) will divert to other facilities. The consultant will use FDOT District 7's TBRPM travel demand model to assess the increase in traffic volumes on parallel facilities with an emphasis on SR 60). A high-level daily traffic analysis will be performed. The consultant will analyze the change in daily levels of service on the adjacent roadways. The consultant will also derive the percent change in traffic volumes from the daily traffic volumes and apply this percent change to the peak hour volumes. A high-level assessment will be performed to determine the impact on surrounding roadway network during peak hour conditions with the reduction in through lanes along Drew Street (SR 590). The results of the potential adverse impacts on a daily and peak hour basis will then be documented in the report.

PROJECT DELIVERABLES

- **Future Conditions Summary Report:** The result of the future conditions evaluation and identification of potential corridor needs and community visioning developed will be documented within the *Future Conditions Summary* and provided to the DEPARTMENT project manager. This technical memorandum is a concise document

which will set the stage for the discussion of the purpose and need, as well as future corridor conditions, and stakeholder coordination.

- **Future Conditions Traffic Report:** A *Traffic Technical Memorandum* will be prepared to document the methodology, data and assumptions, and results of the future conditions traffic analysis.

CONCEPTUAL DESIGN REVIEW AND DEVELOPMENT

The CONSULTANT will complete the following Conceptual Design Review and Development effort, as follows:

1. Complete a ~~comprehensive~~ design review of the concepts set forth by the *Complete Drew Street Concept Plan*.
 2. Develop up to two design options per segment that either address perceived shortcomings, support, and/or compliment the *Complete Drew Street Concept Plan* concepts.
 3. Define an Implementation Plan for the recommended design concepts as defined by FDOT.
- **Conceptual Design Review:** The Conceptual Design Review will focus on an ~~e~~Engineering fatal flaw examination of existing concept plans developed through previous studies, and additional concept development based on study analysis and development.

The CONSULTANT will review engineering considerations and constraints related to previously developed concept plans from the *Complete Drew Street Concept Plan*. The CONSULTANT will identify potential modifications and updates to existing concepts that may be necessary based on evaluation of existing and future conditions, and FDOT guidance. The CONSULTANT will also identify any additional Concepts that should be examined as part of this corridor study and concept evaluation.

Examples of the types of additional improvement recommendations that can be anticipated for this evaluation phase may include, but are not limited to:

- a. Conceptual geometric improvements that may include intersection modifications, or improvements to parallel facilities that improve network connectivity. Exhibits to include sufficient detail to support an assessment of potential impacts and project costs (Design, R/W, and Construction).
- ~~b. Operational improvements such as signal system modifications and utilization of newer technologies such as Adaptive Signal Control, and/or enhance ITS communication/monitoring tools;~~
- ~~c. Consideration of innovative and emerging technology capabilities to improve pedestrian and bicycle safety and notification, as well as system operational responsiveness, including but not limited to lidar, camera analytics, and flashing beacon communication devices.~~
- ~~d.~~ Recommendations for crosswalks, improved crossings, and other pedestrian and bicycle-oriented access improvements;

- e-c. Recommendations for physical intersection modifications that enhance truck operations including turning movements; and/or
- f-d. Transit capital and system improvements.

The CONSULTANT will meet with and collaborate with key DEPARTMENT unit staff and agency stakeholders to discuss the engineering evaluation of existing concept plans and any modifications or Concept improvement strategies. The CONSULTANT will develop necessary materials, including exhibits and roll plots to display updates, and present relevant data from the Existing and Future Conditions analysis to support any findings or Concepts. Any major fatal flaws, design impacts, traffic impacts or level of magnitude cost impacts will be presented to facilitate identification of further Concepts development.

The result of this task will be a *Conceptual Design Review and Development Report* that includes ~~the evaluation matrix, along with~~ level of magnitude comparative cost estimates for Design, R/W, and Construction, as well and identification of issues related to potential ~~near-term and long-term~~ implementation strategies related to the concept plans developed previously. This process will compare various Concepts (existing and new) alongside the DEPARTMENT's policy on Context Classification.

Leading into the Concepts development process, the DEPARTMENT should have a complete understanding of key project issues, purpose and need, and the evaluation criteria with which improvement strategies are evaluated in order to determine their measures of success. To support this process, the CONSULTANT ~~will facilitate stakeholder meetings in which stakeholders are engaged~~will utilize feedback from the stakeholder engagement to review existing and ~~any modified~~potential modifications of the Concepts with assistance from the DEPARTMENT.

- **SUPPORTING DESIGN CONCEPTS DEVELOPMENT**

As stated previously, the CONSULTANT will develop up to two additional design concepts per segment. It is anticipated that the corridor will be broken into three segments; west, central, and east. Specifics of each segment will be defined by FDOT guidance. Following ~~a collaborative process of~~ conceptual design review, evaluation, and development; the CONSULTANT will develop refined conceptual designs based on feedback from FDOT and stakeholders.

- a. Initial Concepts Brainstorming

Based on the previous task, the CONSULTANT shall prepare initial conceptual plans for ~~each of~~ the Concepts defined and selected to move forward. The plans will be planning-level conceptual plans. It should be noted that the conceptual plans will be analyzed in greater detail again during any future Project Development and Environment (PD&E) stage (not within the scope of this study). If an environmental assessment is not needed in the future, the concepts will be vetted during a future Concept Development stage.

~~b. Identification of Viable Concepts~~

~~The CONSULTANT will formulate a summary of potential options and coordinate with the DEPARTMENT to identify a range of viable improvement Concepts to be further advanced as part of the Corridor Study and Concept Evaluation. This will involve further refinements to the exhibits created in the initial brainstorming to a level of detail sufficient to communicate the project concepts to various disciplines within the DEPARTMENT that will provide input into the planning process.~~

~~Once developed and refined, planning level conceptual plans will be shared with the Project Manager, who will review the Concepts in detail and provide a better understanding for potential issues and other challenges to be considered in further detail. The Project Manager will ensure that any significant potential issues with the project are identified at an early stage so that they can be addressed before advancing beyond planning.~~

~~e. Supporting Concept Development~~

~~For the viable Concepts identified to move forward during the internal review, the CONSULTANT will develop additional detail to identify corridor segmentation, specific typical section elements and options, alignment Concepts, consistency with locally adopted plans, and other aspects to be considered for a future PD&E, if applicable.~~

~~d.b. Preliminary Engineering / Environmental Assessment~~

~~The CONSULTANT shall conduct an assessment of the operational characteristics of a fatal flaws analysis of the improvement strategies as input into the evaluation of future "build" conditions. For the types of improvement strategies likely to be included as part of this Corridor Planning and Concept Evaluation Study, a network analysis involving use of the regional travel demand model will be developed to evaluate the network benefits that will be realized by the proposed improvements that have been identified through the planning process. A more refined operational analysis of viable Concepts will include using Synchro or other HCM compatible analysis tools to evaluate projected peak hour conditions, and better identify turning capacity needs at intersections.~~

~~Future conditions should be developed as a Multimodal Quality of Service analysis with a series of figures and tables that highlight the various results.~~

~~Utilizing the evaluation criteria and input received from the stakeholders, the CONSULTANT will conduct a due diligence / fatal flaw evaluation of the improvement strategies and recommendations that involves:~~

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- Evaluation of future travel service characteristics and/or target utilization assumptions for the multimodal distribution between vehicular (single-occupant, carpool), transit, bicycle & pedestrian modes;
- Preliminary assessment of engineering issues (geometrics, drainage, potential R/W needs, and others) as needed to support a review and comparison of Concepts by the DEPARTMENT;
- Desktop assessment (using the Environmental Screening Tool and/or GIS) to evaluate the potential for environmental impacts (social, natural and physical) to be further explored during subsequent phases;
- Assessment of the financial and policy implications of the individual options to include relative project costs (Design, R/W, and Construction) utilizing planning-level estimates (see below); and
- Assessment of potential land use patterns to support the options, and a fatal flaw screening process of these options.

e-c. Planning-Level Cost Estimates

The CONSULTANT shall develop project cost estimates for viable Concept improvements as part of the Conceptual Design Evaluation and Development. Total project cost is comprised of components that include design, right-of-way, construction, and CEI. The Construction cost estimate can be developed using the DEPARTMENT's long-range estimating (LRE) system, or other comparable estimating methods. The design component can be estimated using the District's Staff-Hour estimation guidelines and related forms using average estimated staff-hour rates. For improvements requiring substantial additional right-of-way for improvements such as off-site stormwater ponds, the DEPARTMENT will provide support to develop the right-of-way cost estimate. Right-of-way impacts are not anticipated for most Corridor Planning Studies having a focus on multimodal improvements. However, investigation of one-way pairs or other Concepts involving parallel corridors and/or operational improvements that enhance truck operability may require an assessment of right-of-way impacts. The DEPARTMENT will review and concur with all cost estimates for each of the Concepts.

Note: Some of the improvements identified may not be eligible for funding through the DEPARTMENT. Examples would include, but are not limited to most aesthetic enhancements such as irrigated landscaping, decorative lighting fixtures, and street furniture. To the extent that such enhancements are incorporated into state facilities, this would be funded by an agency partner or through other secured funding sources under a joint project agreement.

The CONSULTANT shall provide a set of the conceptual plans and exhibits ~~because~~ based on the Concepts development, which includes the previous preliminary assessment and qualitative comparison / evaluation. This will likely include a table of

design criteria to guide the future development of multimodal recommendations, safety enhancements, freight related improvements and bicycle/ pedestrian improvements. The conceptual plans will be provided to the DEPARTMENT on roll plots to help facilitate thought and feedback, as well as on aerial figures summarizing the type of proposed Concept(s), location, and caveat to the various improvement strategies.

As part of this evaluation, the CONSULTANT will hold a project review work session with District planning, program management, design, and traffic operations staff with the purpose of reviewing key elements such as design speeds, typical sections, and the configuration proposed improvements. Discussions will incorporate any upcoming projects and push button capabilities to implement any Concepts in an interim or phased approach. This will help to facilitate implementation strategies and next steps.

- **CONCEPT(S) ADVANCEMENT AND NEXT STEPS**

Based on the engineering analysis, coordination with the project stakeholders, previous public involvement feedback from the *Complete Drew Street Concept Plan*, and project team work session coordination, the CONSULTANT will develop an outline of project priorities and a recommended implementation plan with descriptions of the phases needed for each proposed project on the priority list, anticipated timelines, and responsible parties to help guide the next step of the project, whether the improvements are short-term, medium-term or long-term improvements. In addition, the purpose and needs statement should be revisited and revised (if necessary) for each of the selected Concept(s).

- a. Select Concept(s) for Advancement

Improvement Concepts will be refined from the Concepts Evaluation and Development Phase. Selected Concepts will be documented, alongside stakeholder feedback and technical assessment. The CONSULTANT shall finalize the conceptual design with consideration of the desires of the community and stakeholders in order to satisfy the requirements of the DEPARTMENT's policy on Context Classification.

As required, the CONSULTANT may be asked to prepare a final Typical Section Package in accordance with the DEPARTMENT's FDOT Design Manual and obtain concurrence from the District Design Engineer. This will set the stage for future approvals as various plan elements are brought forward for implementation. As applicable, the CONSULTANT will also document and coordinate any necessary design variations or exceptions for conceptual approval and to receive buy-in from other divisions within FDOT related to the proposed improvements. It is noted that the summary may also provide policy guidance or a "Roadway Typology" that addresses recommended surfaces, crosswalk layout/design, landscaping, lighting, and other features to be incorporated into the design.

- b. Access Management Plan

~~An-detailed-~~ access management plan will be developed for these concepts. Spacing criteria will be developed and locations of full and partial median openings will be determined.

c. Interdepartmental Coordination

Also, as part of the Concepts Evaluation phase, the appropriate coordination shall be conducted to identify and potentially obtain Joint Project Agreements needed with project stakeholders and agency partners to the extent possible. This may include secured agreements, or written commitments from official stakeholders at a minimum that can be documented later as necessary.

d. Project Phasing and/or Ranking

The CONSULTANT will assess the priority and appropriate phasing of plan elements (as appropriate), based on input from the DEPARTMENT and other stakeholders and technical analysis, and develop a multi-year, multi-phase plan for the preferred concept(s) to include a summary of required expenditures for each phase.

e. Implementation Strategy

This phase of the Corridor Planning and Concept Evaluation will formulate an implementation strategy for advancing the study recommendations, along with priorities (as needed and appropriate) based on factors that consider safety and operational needs, multimodal / transit needs, and potential partners / funding options. ~~This will involve continued dialogue with project stakeholders and agency partners to identify funding strategies, joint participation opportunities, and other elements related to the development of an implementation plan.~~ Depending on the nature of the improvements that are identified during the study, some elements may be identified for near-term implementation by a partner agency, or through one of the DEPARTMENT's on-call services contracts. Other recommendations such as those with higher costs, or longer-term timeframes for implementation may be recommended for programming as a future PD&E Study, or eventual screening through ETDM.

f. Identify Funding Partners

This task will research funding options and recommend a funding plan that will be required to pay for the recommended improvements and associated implementation strategies. Funding sources may include State or Federal funds, competitive grant applications, private contributions, local government impact fees, special assessment for infrastructure as part of a Community Redevelopment Area (CRA) or Tax Increment Financing (TIF), ad-valorem assessments, special sales tax, public-private partnerships (P3s), or other revenue and financing options.

g. Next Steps / Action Plan

The CONSULTANT shall coordinate with the local governments to assist the DEPARTMENT in developing the implementation strategy, which may include identifying the next steps of the project based on the conceptual plans developed, such as the development of Joint Project Agreements which could impact the design scope as well as right-of-way and construction costs. Consideration shall also be given to in securing Maintenance Agreements for lighting, maintenance, and related elements involving the corridor, as applicable. Any Joint Project Agreements with the project stakeholders and agency partners will be identified, and any written commitments from the official stakeholders will be obtained, as possible In addition, the purpose and needs statement should be revisited and revised (if necessary) for each of the selected concept(s).

h. Management Meeting

Following the selection of the concept(s) and determination of next steps, the CONSULTANT shall meet with the DEPARTMENT Project Manager and appropriate department staff as part of a work session to review the outcomes and recommendations from the study process. The CONSULTANT will discuss general feedback from stakeholders and technical findings related to existing or modified Concepts.

i. Summary Report

The CONSULTANT shall provide a report summarizing the results of the Concepts evaluation and the decision-making process leading to the identification of the recommended improvement strategies and phasing/implementation strategies. This will likely include a table of design criteria to guide the future development of multimodal recommendations, safety enhancements, and bicycle/ pedestrian improvements. The information provided in the ~~Corridor Concepts and Strategies Report~~Conceptual Design Review and Development Report and the Implementation Action Plan is a compilation of material that was gathered in previous tasks.

The CONSULTANT shall provide a summary of the Concepts and strategies developed to date. This summary shall provide an updated set of the conceptual plans and exhibits as a result of the Concepts assessment and evaluation, which includes the previous preliminary assessment and qualitative comparison / evaluation. This will likely include a table of design criteria to guide the next steps.

The conceptual plans will be provided to the DEPARTMENT on roll plots to help facilitate thought and feedback, as well as on aerial figures summarizing the type of proposed Concept(s), location, and caveat to the various improvement strategies.

PROJECT DELIVERABLE:

- ~~Corridor Development Plan and Strategies Report~~Conceptual Design Review and Development Report: The CONSULTANT shall provide a report summarizing the results

of the Concepts Evaluation and Development and the decision-making process leading to the identification of the recommended improvement strategies and phasing/implementation strategies. This will likely include a table of design criteria to guide the future development of multimodal recommendations, safety enhancements, and bicycle/ pedestrian improvements. The information provided ~~in the Corridor Concepts and Strategies Report will be~~ is a compilation of material that was gathered in previous tasks.

The CONSULTANT shall provide a summary of the concepts and strategies developed to date. This summary shall provide an updated set of the conceptual plans and exhibits as a result of the Concepts assessment and evaluation, which includes the previous preliminary assessment and qualitative comparison / evaluation. This will likely include a table of design criteria to guide the next steps.

The conceptual plans will be provided to the DEPARTMENT on roll plots to help facilitate thought and feedback, as well as on aerial figures summarizing the type of proposed Concept(s), location, and caveat to the various improvement strategies.

- Implementation/Action Plan: A brief summation of recommended actions will be assembled to incorporate potential funding strategies, prioritization and partnership opportunities.
- Executive Summary: An Executive Summary will be developed to discuss each phase of the analysis briefly, along with the results and next steps. This summary will reference key documentation that provides supporting technical evaluation to support the findings.

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PROJECT WRAP-UP

Once approved, a copy of the ~~Corridor Development Plan and Strategies Report and Executive Summary, Implementation/Action Plan and Conceptual Design Review, and Development Report, along with technical documents providing~~ the results of the planning study ~~to date~~ will be shared with the local stakeholders. ~~This~~ will likely involve presentations to the various stakeholders, as requested. In addition, a one to two-page executive summary should be developed and provided to the various board committee members summarizing the key aspects of the study (e.g. purpose and need, traffic condition assessment, developed Concept(s) and strategies, conceptual plans, and recommendations).

In addition, the CONSULTANT will provide a complete package of relevant project materials and consolidation of final documents to the DEPARTMENT, as it is an important step when the study is passed to the next phase. The final package of the study should include, but not limited to:

- Project Archive CD of all Study-related materials / Final Documents
- Comments & Coordination Summary
 - PowerPoint Presentations and Study-related Materials
 - Project contacts / listing of stakeholders
 - Summary table of all public meetings (PVT, meetings, workshops) with dates, attendees, number of comments received.
 - Summary of comments received with responses.
 - Spreadsheet of issues/Observations and recommendations by Roadway ID and Mile Post.

- **PROJECT DEBRIEF MEETING**

The CONSULTANT shall attend a post-project debriefing meeting with the DEPARTMENT to discuss lessons learned and evaluate the effectiveness of various elements involved in the project. The purpose of this meeting is to provide a positive and open interaction as part of a valuable feedback loop that will support the continued evolution and refinement of the Corridor Planning and Concept Development Study process.

- **PROJECT HAND-OFF (if needed)**

Intra-departmental coordination is an important element in the development and acceptance of the Corridor Development Plan. The CONSULTANT shall assist the DEPARTMENT in facilitating coordination with the District Traffic Operations and Design Staff to receive buy-in on the recommendations documented within the plan so that various staff from these groups can help support its future implementation. As part of this effort, the CONSULTANT shall prepare a presentation to review the final Corridor Development Plan with the DEPARTMENT. If required, the CONSULTANT will assist in preparation of a Typical Section Package, as well as the required documentation for any design variations or exceptions for approval by District staff in accordance with the DEPARTMENT's FDOT Design Manual.

Depending on the nature of the improvement recommendations, the CONSULTANT may assist the DEPARTMENT in preparation of an input package to support the Project Manager. This will involve development of a summary information package that includes project overview information, exhibits that describe the proposed improvements in PDF format, a purpose and need statement, and other elements as requested by the DEPARTMENT's ETDM Coordinator.

MISCELLANEOUS SERVICES (project management & schedule)

Project Management efforts for complete setup and maintenance, developing monthly progress reports, schedule updates, work effort to develop and execute sub-CONSULTANT agreements etc. Progress reports shall be delivered to the DEPARTMENT in a format as prescribed by the DEPARTMENT and no less than 10 days prior to submission of the corresponding invoice. Judgment on whether work of sufficient quality and quantity has been accomplished will be made by the Project Manager by comparing the reported percent complete against actual work accomplished.

Within ten (10) days after the Notice to Proceed, the CONSULTANT shall provide a project schedule to include anticipated timelines for key project elements and target deadlines for deliverables. To assist the DEPARTMENT in coordination with internal staff and project stakeholders, the project schedule should also include relationships / dependencies between key milestones with anticipated durations. The anticipated duration for this effort is **six (6) to nine (9) months**. Details should be provided to cover the lead times for notifications and pertinent details affecting the scheduling of coordination meeting and other major public events.

PROJECT REQUIREMENTS

- **LIAISON OFFICE**

The DEPARTMENT and the CONSULTANT shall designate a Liaison Office and a Project Manager who shall be the representative of their respective organizations for the Project. While it is expected the CONSULTANT shall seek and receive advice from various state, regional, and local agencies, the final direction on all matters of this project remain with the DEPARTMENT Project Manager.

- **KEY PERSONNEL**

The CONSULTANT's work shall be performed and directed by the key personnel identified in the proposal presentations by the CONSULTANT. Any changes in the indicated personnel shall be subject to review and approval by the DEPARTMENT.

- **PROGRESS REPORTING**

The CONSULTANT shall meet with the DEPARTMENT as required and shall provide a written monthly progress report with approved schedule, schedule status, and payout curve or by using the earned value method that describe the work performed on each task. The report will include assessing project risk through monthly documentation of identifying and updating the risk category and approach for monitoring those tasks. Invoices shall be submitted after the DEPARTMENT approves the monthly progress report and the payout curve or with earned value analysis. The Project Manager will make judgment on whether work of sufficient quality and quantity has been accomplished by comparing the reported percent complete against actual work accomplished.

- **CORRESPONDENCE**

Copies of all written correspondence between the CONSULTANT and any party pertaining specifically to this contract shall be provided to the DEPARTMENT for their records within one (1) week of the receipt or mailing of said correspondence.

- **PROFESSIONAL ENDORSEMENT**

The CONSULTANT shall have a Licensed Professional Engineer in the State of Florida sign and seal all reports, documents, technical special provisions and plans as required by DEPARTMENT standards.

- **COMPUTER AUTOMATION**

The CONSULTANT will maintain PC computer capabilities capable of running the Tampa Bay Regional Planning Model and/or other planning models and analysis.

The CONSULTANT will maintain or have readily available access at all times the most current version of the Florida Standard Urban Transportation Modeling

System (FSUTMS) and the current version of the Tampa Bay Regional Planning Model, plus a current version of any other modeling and analysis tool directed by the Department.

The CONSULTANT should also maintain or have readily available access to the latest versions of key traffic operations models, Level of Service Analysis models and other traffic simulation methodologies. These may include TRANSYT-7F, PASSER, SOAP, ARTTAB, ARTPLAN, HCS, SIDRA, CORSIM and others deemed appropriate.

The CONSULTANT should also maintain a recent version of ArcGIS for preparation of maps and graphics and a recent version of Microsoft Word, Excel, Access, and PowerPoint for preparation of documents.

The project shall be developed utilizing Computer Aided Drafting and Design (CADD) systems. The DEPARTMENT makes available software to help assure quality and conformance with policy and procedures regarding CADD. It is the responsibility of the CONSULTANT to meet the requirements in the DEPARTMENT's CADD Manual and **CADD Production Criteria Handbook (including the minimum 95% compliance threshold for all design files)**. The CONSULTANT shall submit final documents and files as described herein.

- **COORDINATION WITH OTHER CONSULTANTS**

The CONSULTANT firm shall coordinate its work with any and all adjacent and integral CONSULTANT's so as to effect complete and homogenous plans and specifications for the project(s) described herein.

- **OPTIONAL SERVICES**

N/A

INVOICING LIMITS

Payment for the work accomplished shall be in accordance with the Method of Compensation of this contract. Invoices shall be submitted to the DEPARTMENT in a format prescribed by the DEPARTMENT. The DEPARTMENT Project Manager and the CONSULTANT shall monitor the cumulative invoiced billings to insure the reasonableness of the billings compared to the project schedule and the work accomplished and accepted by the DEPARTMENT.

The CONSULTANT shall provide a list of key events and the associated total percentage of work considered to be complete at each event. This list will be used to control invoicing. Payments will not be made that exceed the percentage of work for any event until those events have occurred and the results are acceptable to the DEPARTMENT.

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Each invoice shall be accompanied by a certification by the CONSULTANT's Project Manager, that the invoicing is consistent with the project's progress.

July 8, 2020

6C. Safe Streets Pinellas Online Campaign



SUMMARY

Forward Pinellas is in the midst of an eight-week campaign to gather input and share information about its Vision Zero effort to eliminate deaths and serious injuries on our roadways: [Safe Streets Pinellas](#). Staff released an interactive mapping tool in June for the public to identify roads and intersections with safety problems. The executive director will provide an update on the campaign and highlight the current activities.

ATTACHMENT(S): None

ACTION: None required; informational item only.

July 8, 2020

6D. Public Participation Plan (PPP) Evaluation Report



SUMMARY

The Forward Pinellas Public Participation Plan (PPP) guides the agency's public involvement activity in its role as the metropolitan planning organization (MPO) for Pinellas County. These activities are monitored and evaluated to gauge their effectiveness in achieving the objectives of the plan. This includes the production of an evaluation report following adoption of the Long-Range Transportation Plan (LRTP) every five years. In addition to gauging the plan's effectiveness, these evaluation reports are utilized to identify any necessary PPP amendments.

A link to the draft 2020 PPP Evaluation Report is provided below. The report focuses on Forward Pinellas' public involvement activity from 2017 to 2019, which revolved around its "SPOTlight" initiative and the development of the 2045 LRTP, "Advantage Pinellas." Citizen participation was a critical element in the planning activity of the SPOTlight emphasis areas and the development of the Advantage Pinellas Plan during these years.

To provide opportunities for local residents to learn about and shape the outcome of these and other planning efforts, Forward Pinellas carried out a robust citizen participation program during this time. This included conducting public workshops, staff participation at citizen and business group meetings, social media outreach, assembling and coordinating focus group meetings, and staff interaction with local residents at various public events around the county.

Although an update to the narrative contents of the PPP is needed to more accurately reflect current public involvement practices, the 2020 PPP Evaluation Report does not identify any necessary amendments. Some highlights of the 2020 PPP Evaluation Report are provided below.

- Forward Pinellas has participated in an average of 150 meetings, workshops and public events per year from 2017 to 2019.
- There were 68 thousand unique page views on the Forward Pinellas website in 2019, an increase of 12 percent from the prior year.
- Forward Pinellas Facebook posts reached nearly 50 thousand people in 2019, more than three times higher than the number of people reached the prior year.
- Nearly 7,400 Pinellas County residents provided input in the development of the Advantage Pinellas Plan through public surveys conducted in 2018 and 2019.
- Each of the county's 14 planning sectors were represented by participants of Forward Pinellas surveys conducted in 2018 and 2019.

The director will highlight some key findings of the agency's evaluation of the effectiveness of its Public Participation Plan, completed following adoption of Advantage Pinellas. While the PPP evaluation does not entail specific recommended changes to the plan, Forward Pinellas staff acknowledge the need for continual improvement in its engagement efforts.

ATTACHMENT(S): [Forward Pinellas 2020 PPP Evaluation Report](#)

ACTION: None required; informational item only.

July 8, 2020

6E. Forward Pinellas Equity Assessment



SUMMARY

Amid a global pandemic that is disproportionately affecting minorities, and continuing protests about police violence toward people of color and the role that urban planning has played in social and economic segregation, Forward Pinellas intends to formally examine its planning process and outcomes from an equity perspective. This important evaluation is in the initial scoping phase, which will include interviews with diverse stakeholders and community interests. The effort is expected to address all aspects of the organization, our work plans, advisory committee structure, community engagement activities, funding of projects and project outcomes. The work scope will be presented to the board for consideration in the fall.

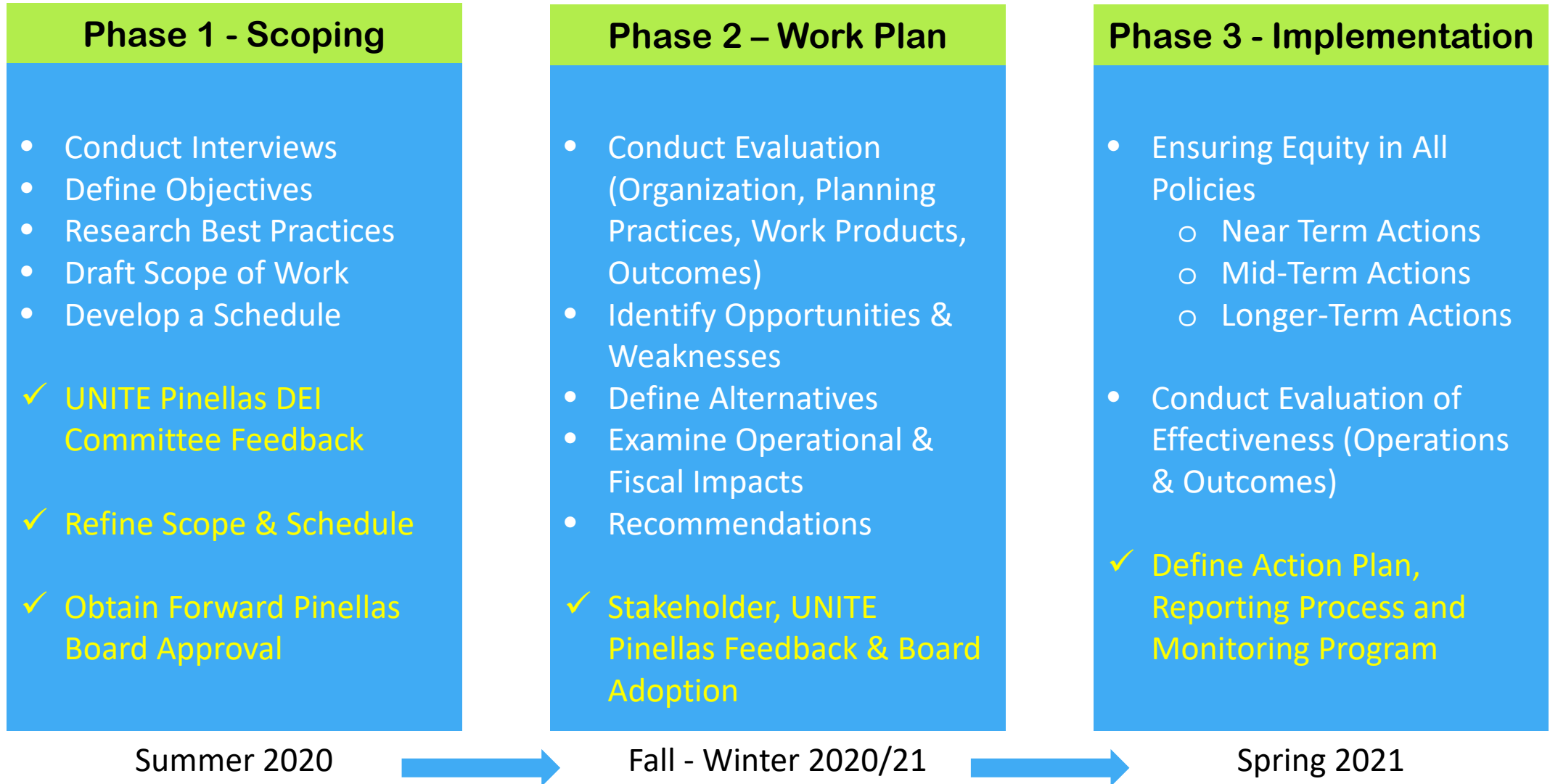
As a member of UNITE Pinellas, the executive director has taken an equity pledge to make diversity, equity and inclusion a priority in the agency's practices. Additionally, the Code of Ethics of the American Institute of Certified Planners (AICP), adopted by Forward Pinellas as its ethics guide, requires planners to advocate for social justice. Finally, federal policy requires MPOs to address the "benefits and burdens" of transportation projects to avoid disproportionate impacts on minority and lower income communities.

The executive director will introduce this topic to solicit board guidance in the development of the scope of work.

ATTACHMENT(S): Forward Pinellas Equity Assessment Work Plan Outline

ACTION: None required; informational item only.

Forward Pinellas Equity Assessment



July 8, 2020

7. 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. Communications Report
- C. CPA Actions and Tier I Countywide Plan Map Amendments
- D. Fatalities Map
- E. Pinellas Trail Data
- F. Draft PAC Action Sheet
- G. Committee Vacancies
- H. Correspondence of Interest
- I. Other

ATTACHMENT(S):

- Fatalities Map
- Pinellas Trail Data
- Draft PAC Action Sheet
- Correspondence of Interest

July 8, 2020

7A. 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
5/4/2020	Forward Pinellas	Virtual	Coordination meeting between FP, PSTA and St. Petersburg staff on the Regional Rapid Transit project led by TBARTA	Whit Blanton, Chelsea Favero
5/5/2020	Forward Pinellas	Virtual	Downtown St. Petersburg Mobility Study team meeting	Whit Blanton, Amy Elmore, Sarah Caper
5/5/2020	Forward Pinellas, FDOT	Virtual	Monthly FDOT-Forward Pinellas coordination meeting	Whit Blanton, Chelsea Favero, Rodney Chatman, Al Bartolotta
5/6/2020	MPOAC	Virtual	Weekly conference call with MPOs in Florida on activities related to COVID-19	Chelsea Favero
5/6/2020	American Planning Association	Virtual	Webinar - Effectively Managing Virtual Teams	Led by Whit Blanton and Rick Willson (external)
5/7/2020	FDOT	Virtual	Alt US 19/5th Ave N Discussion	Al Bartolotta
5/8/2020	FDOT	Virtual	Coordination meeting with FDOT representatives on the development of a regional data sharing platform.	Chelsea Favero
5/11/2020	PSTA	Virtual	Central Ave BRT PMT meeting	Sarah Caper
5/11/2020	Forward Pinellas, FDOT	Virtual	Coordination meeting with FDOT to discuss the proposed process to prioritize projects for state and federal funding.	Whit Blanton, Chelsea Favero
5/12/2020	Forward Pinellas, PSTA, FDOT	Virtual	Monthly transit coordination meeting	Whit Blanton, Sarah Caper
5/12/2020	Forward Pinellas, FDOT, Hillsborough MPO	Virtual	Discussion on the use of a common platform for regional data sharing	Whit Blanton, Chelsea Favero, Jared Austin
5/12/2020	FDOT, Pinellas County & Forward Pinellas	Virtual	Coordination of system management and operational improvement planning for the Dunedin Causeway corridor	Whit Blanton
5/14/2020	Forward Pinellas	Virtual	accessibility	Amy Elmore, Chelsea Favero

5/15/2020	Forward Pinellas	Virtual	Safe Streets Pinellas task force meeting	Whit Blanton, Rodney Chatman, Sarah Caper
5/15/2020	MPO Chairs Coordinating Committee	Virtual	Staff Directors meeting	Whit Blanton, Chelsea Favero

Meeting Date	Organization	Location	Description	Staff members in attendance
6/1/2020	Mayor Kennedy	Indian Rocks Beach	Facebook Live Event with the Mayor	Whit Blanton
6/1/2020	Forward Pinellas	Virtual	Central Avenue Bus Rapid Transit Transit Oriented Development Strategic Plan Community Leader Listening Session	Rodney Chatman, Christina Mendoza, Amy Elmore
6/2/2020	SPC	Virtual	Kresge SPCCP	Sarah Caper
6/2/2020	Forward Pinellas	Virtual	Downtown St Pete Mobility Study technical advisory group	Whit Blanton, Amy Elmore, Sarah Caper
6/2/2020	Pinellas County, Forward Pinellas	Virtual	Discussion of design plans for 62nd Ave N from 66th St. to 49th St.	Angela Ryan, Chelsea Favero
6/2/2020	Forward Pinellas, FDOT	Virtual	Monthly FDOT-Forward Pinellas coordination meeting	Whit Blanton, Chelsea Favero, Rodney Chatman, Al Bartolotta
6/3/2020	Forward Pinellas	Virtual	Central Avenue Bus Rapid Transit Transit Oriented Development Strategic Plan Community Leader Listening Session	Rodney Chatman, Christina Mendoza, Amy Elmore
6/3/2020	Forward Pinellas, PSTA, St. Pete	Virtual	Discussion of downtown St Pete transit stations and the Regional Rapid Transit Project	Whit Blanton, Chelsea Favero, Sarah Caper
6/4/2020	FDOT & large MPO/TMA representatives	Virtual	Discussion of programming projects for surface transportation grant funding	Chelsea Favero, Whit Blanton
6/4/2020	UNITE Pinellas	Virtual	Monthly meeting to focus on diversity, equity & inclusion activities	Whit Blanton
6/8/2020	PSTA	Virtual	Monthly Central Avenue Bus Rapid Transit Project Management Team meeting	Sarah Caper
6/8/2020	Forward Pinellas	Virtual	Central Avenue Bus Rapid Transit Transit Oriented Development Strategic Plan Project Management Team Meeting	Rodney Chatman, Christina Mendoza, Amy Elmore
6/9/2020	St. Pete Chamber Transportation Committee	Virtual	Monthly meeting to discuss transportation issues, plans and projects	Whit Blanton
6/9/2020	FDOT, PSTA, Forward Pinellas	Virtual	Monthly coordination meeting	Whit Blanton, Sarah Caper
6/11/2020	Forward Pinellas	Virtual	Safe Streets Pinellas task force meeting	Whit Blanton, Rodney Chatman, Sarah Caper
6/11/2020	TBARTA	Virtual	Regional Rapid Transit Station Areas Working Group meeting	Whit Blanton, Rodney Chatman, Christina Mendoza
6/12/2020	Forward Pinellas	Virtual	Central Avenue Bus Rapid Transit Transit Oriented Development Strategic Plan Community Leader Listening Session	Rodney Chatman, Christina Mendoza, Amy Elmore
6/12/2020	Tampa Bay Partnership	Virtual	Regional discussion on infrastructure indicators, best practices and potential goals	Chelsea Favero

6/12/2020 FDOT	Virtual	FDOT District 7 Bike/Ped Mobility Plan	Al Bartolotta, Rodney Chatman, Angela Ryan
6/15/2020 Appointing Authorities	315 Court St. - Clerk's Conference Room	Review and selection of candidates for Pinellas County	Whit Blanton Human Resources Director interviews
6/15/2020 Forward Pinellas	Virtual	Central Avenue Bus Rapid Transit Transit Oriented Development Strategic Plan Community Leader Listening Session	Rodney Chatman, Christina Mendoza, Amy Elmore
6/17/2020 St. Petersburg	Virtual	St. Pete BPAC	Al Bartolotta
6/18/2020 Association of MPOs	Virtual	Presentation and review of federal transportation legislation	Whit Blanton
6/18/2020 FDOT	Virtual	Regular meeting of the Technical Review Team to discuss regional transportation and data sharing	Chelsea Favero
6/19/2020 MPO Staff Directors	Virtual	Staff Directors meeting	Whit Blanton, Chelsea Favero
6/19/2020 Forward Pinellas	Virtual	Central Avenue Bus Rapid Transit Transit Oriented Development Strategic Plan Community Leader Listening Session	Rodney Chatman, Christina Mendoza, Amy Elmore
6/19/2020 Forward Pinellas, FDOT, FHWA	Virtual	Florida MPO Resilience Peer Exchange Planning Meeting	Rodney Chatman
6/23/2020 Oldsmar	Virtual	Pre-application meeting to discuss the proposed redevelopment of the Oldsmar Flea Market property	Rodney Chatman, Linda Fisher, Nousheen Rahman
6/24/2020 Indian Rocks Beach	Virtual	Meeting to discuss Indian Rocks Beach Commission Workshop	Rodney Chatman, Christina Mendoza, Amy Elmore
6/25/2020 FDOT, local stakeholders	Virtual	Meeting with local businesses to discuss pedestrian underpass design on US 19 north of SR 580	Whit Blanton
6/26/2020 Indian Shores	Telephone	Town Council workshop to discuss Gulf Blvd sidewalk/drainage project and options	Whit Blanton
6/29/2020 American Planning Association - Florida Chapter	Virtual	Development of APA Florida 2020-21 Legislative Platform	Whit Blanton
6/30/2020 American Planning Association	Virtual	Climate Change Policy Guide Town Hall	Whit Blanton

July 8, 2020

7B. Communications Report



SUMMARY

Each month the board will receive a Communications Report that will track target analytics, including website hits, blog views, news interviews, and social media reach. The goal of this item is to provide a more comprehensive view of the communications and outreach initiatives from Forward Pinellas, and the ways in which they engage and serve the community.

ATTACHMENT(S): Monthly Communications Report

ACTION: None required; informational item only.

MONTHLY COMMUNICATIONS REPORT

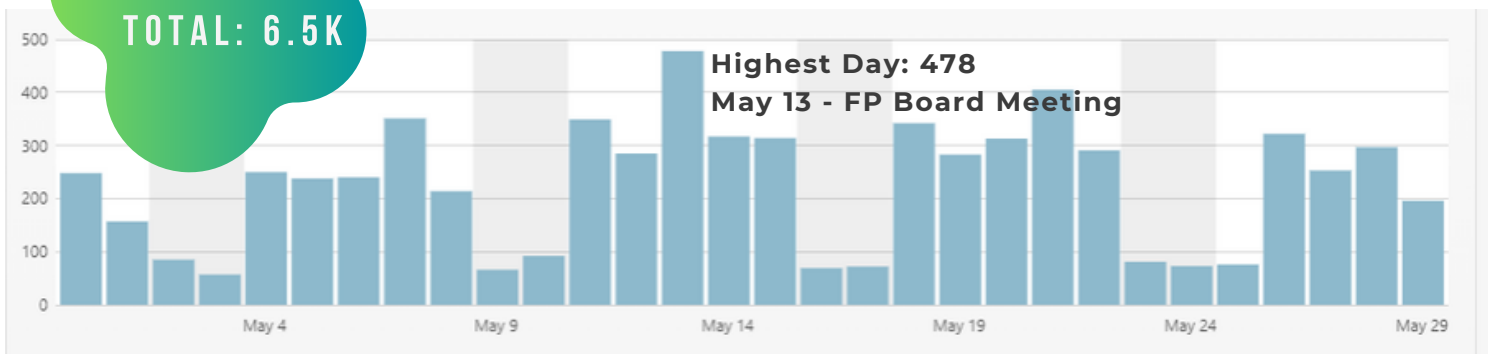
May 2020



FORWARD PINELLAS

Integrating Land Use & Transportation

WEBSITE HITS



31 PUBLIC PARTICIPATION
EXTERNAL MEETINGS & OUTREACH

5 MEDIA INTERVIEWS

2.5K SOCIAL MEDIA FOLLOWERS

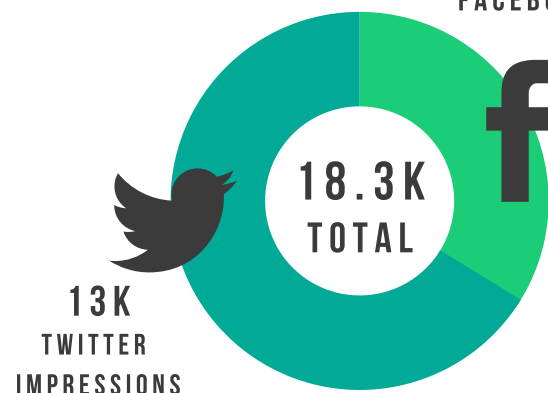
1.2K BLOG VIEWS

174 EMAIL FOLLOWERS

SOCIAL MEDIA ANALYTICS

@FORWARDPINELLAS

5.3K
FACEBOOK REACH



*Reach and Impressions is the total number of people who see your posts.

*Engagement is the total number of people who clicked, liked or commented on your posts.

July 8, 2020

7C. 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 June 2020:

PUBLIC HEARINGS

The Board of County Commissioners, acting in its role as the Countywide Planning Authority, held public hearings on June 2, 2020 to consider the following amendments to the Countywide Plan Map:

- CW 20-05, a City of Tarpon Springs case located at the Northwest corner of North Safford Avenue and East Live Oak Street. The Board of County Commissioners, in its role as the Countywide Planning Authority, **approved** the amendment from Activity Center to Activity Center (vote: 6-0).
- CW 20-07, a City of Largo case located at Highland Avenue SE, approximately 400 feet south of East Bay Drive. The Board of County Commissioners, in its role as the Countywide Planning Authority, **approved** the amendment from Recreation/Open Space to Employment (vote: 7-0).
- CW 20-08, a City of Clearwater case located at 407 N. Belcher Road. The Board of County Commissioners, in its role as the Countywide Planning Authority, **approved** the amendment from Public/Semi-Public to Office (vote: 7-0).
- CW 20-09, a City of Safety Harbor case located at 1550 Martin Luther King Jr. Street North. The Board of County Commissioners, in its role as the Countywide Planning Authority, **approved** the amendment from Residential Low Medium to Recreation/Open Space (vote: 7-0).

PUBLIC HEARINGS RESCHEDULED FOR RULES AMENDMENT

The Board of County Commissioners, in its role as the Countywide Planning Authority, has changed the schedule for the two public hearings on the proposed Rules Amendment to add Residential Rural. The first public hearing will now be held on July 21, 2020 at 6pm. The second, and final, public hearing will be held on August 11, 2020 at 9:30am. For the latest information regarding the physical and/or virtual location of these meetings, please visit the Pinellas County website calendar at: <https://go.activecalendar.com/pinellascounty>.

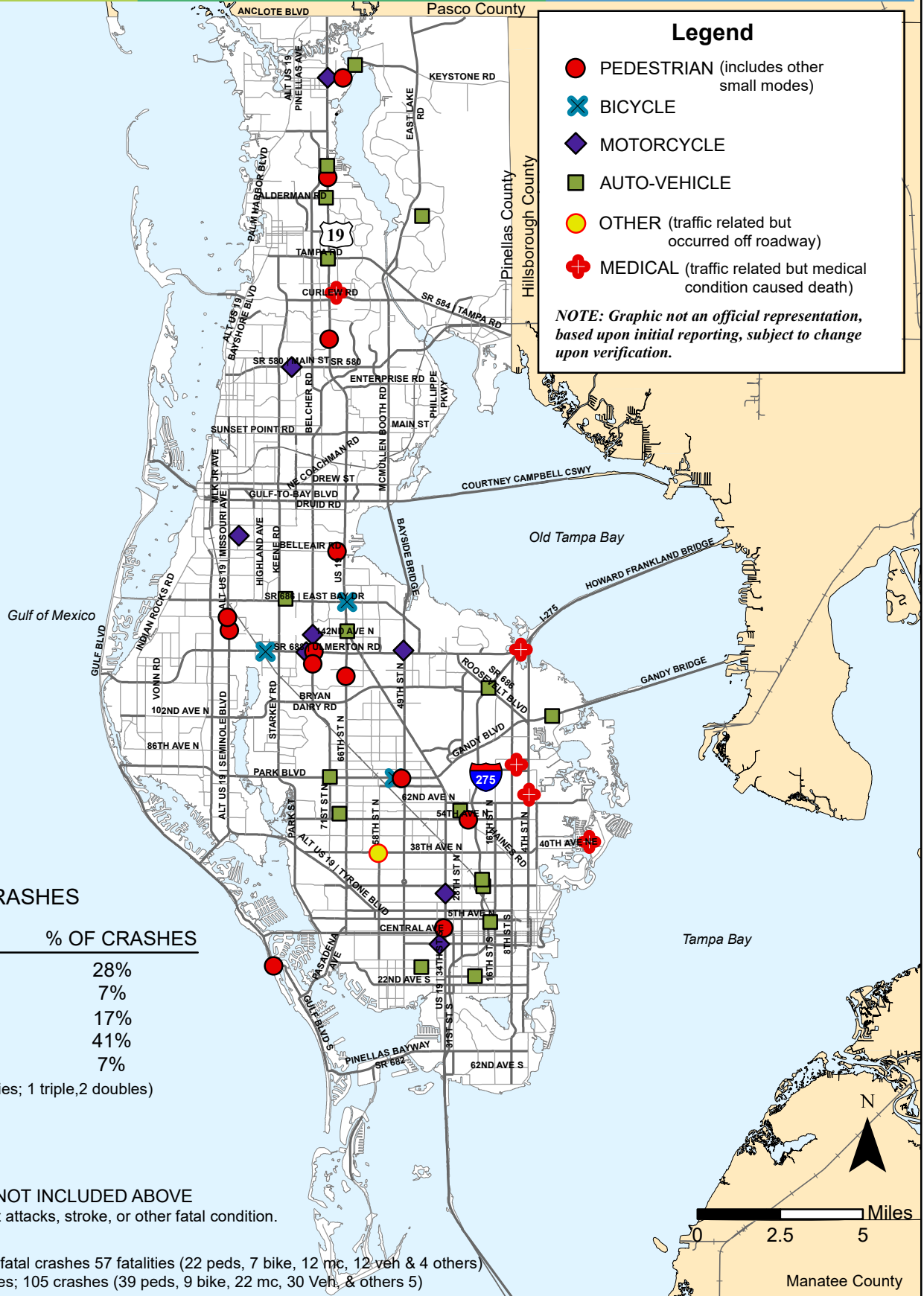
Tier I Countywide Plan Map Amendments June 2020:

There were no Tier I amendments to report.

ATTACHMENT(S): None

ACTION: None required; informational item only

Locations of Reported Traffic Fatalities



FATAL CRASHES

TOTALS	46	% OF CRASHES
*PEDESTRIAN	13	28%
*BICYCLE	3	7%
*MOTORCYCLE	8	17%
AUTO-VEHICLE	19	41%
OTHER	3	7%

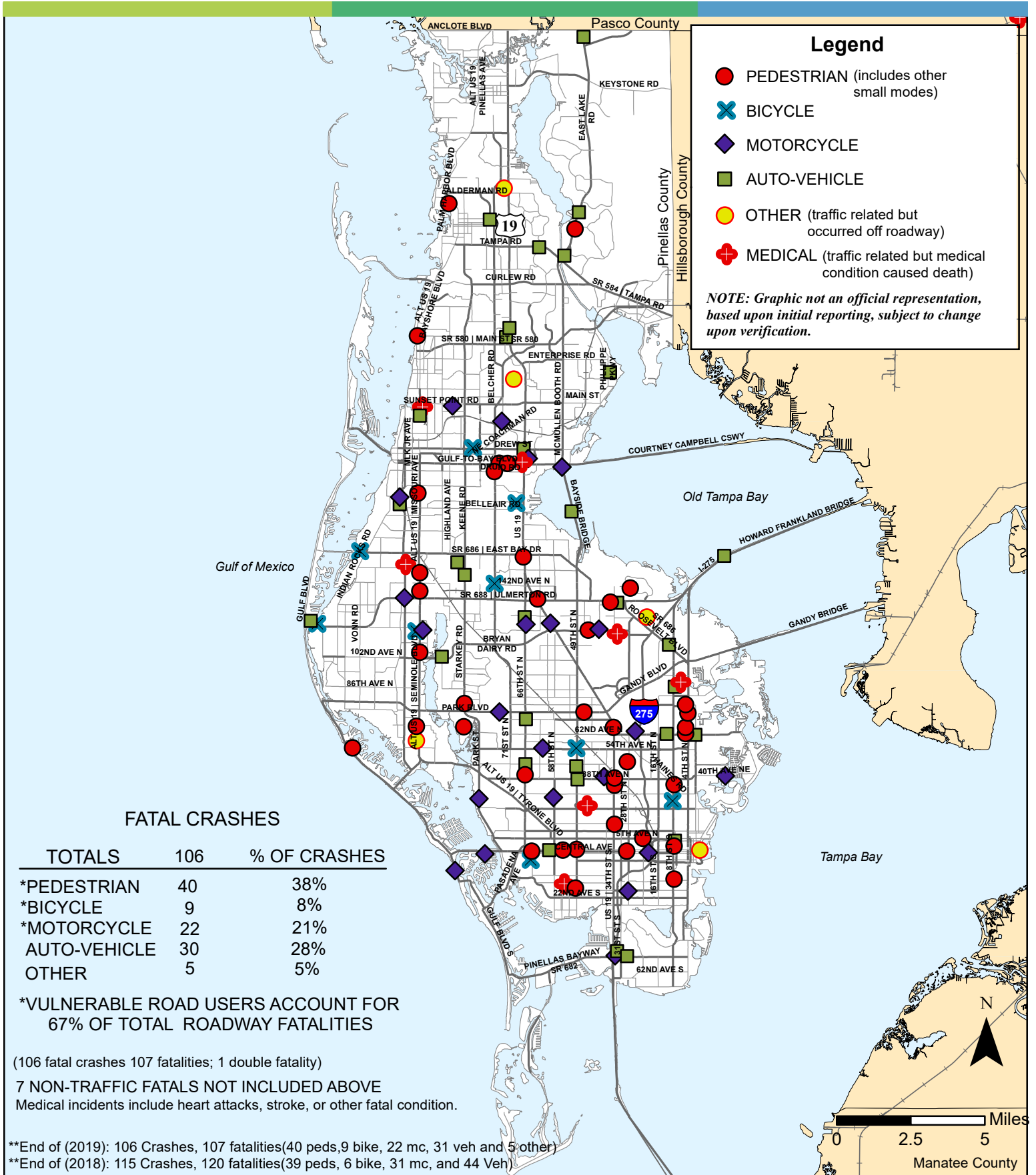
(46 fatal crashes 50 fatalities; 1 triple, 2 doubles)

2 NON-TRAFFIC FATALS NOT INCLUDED ABOVE
Medical incidents include heart attacks, stroke, or other fatal condition.

**Same time June 30, 2019: 57 fatal crashes 57 fatalities (22 peds, 7 bike, 12 mc, 12 veh & 4 others)

**End of year (2019) 106 fatalities; 105 crashes (39 peds, 9 bike, 22 mc, 30 Veh. & others 5)

Locations of Reported Traffic Fatalities



FATAL CRASHES

TOTALS	106	% OF CRASHES
*PEDESTRIAN	40	38%
*BICYCLE	9	8%
*MOTORCYCLE	22	21%
AUTO-VEHICLE	30	28%
OTHER	5	5%

***VULNERABLE ROAD USERS ACCOUNT FOR 67% OF TOTAL ROADWAY FATALITIES**

(106 fatal crashes 107 fatalities; 1 double fatality)
7 NON-TRAFFIC FATALS NOT INCLUDED ABOVE
Medical incidents include heart attacks, stroke, or other fatal condition.

**End of (2019): 106 Crashes, 107 fatalities(40 peds,9 bike, 22 mc, 31 veh and 5 other)
**End of (2018): 115 Crashes, 120 fatalities(39 peds, 6 bike, 31 mc, and 44 Veh)

# CRASHES	DATAID	ON STREET	CROSS STREET	MODE	DATE	# FATAL	APPROX TIME	DHSMV	LEO	SEX/AGE
1	002F19	DR MLK JR ST S	MELROSE AVE S	PED/MCINTOW	1/7/2019	1	10:01PM	88601549	SP/SP	M/30
1	004F19	34TH ST N	14TH AVE N	PED/DELAY	1/18/2019	1	11:20PM	88601721	SP/SP	M/49
1	005F19	GULF BLVD	AT 17120	PED	1/25/2019	1	11:19PM	88803534	PCSO/NRB	M/61
1	010F19	FEATHER SOUND DR	VIZCAYA DR	PED	2/4/2019	1	5:02PM	88075367	FHP/UNINC	M/67
1	011F19	4TH ST N	NE LINCOLN CIR N	PED	2/8/2019	1	8:18PM	88602248	SP/SP	F/58
1	017F19	4TH ST N	62ND AVE N	PED/DELAY	2/18/2019	1	11:52PM	88602393	SP/SP	M/27
1	019F19	CR 296 / 118TH AVE N	457FT WEST OF 44TH ST N	PED	2/23/2019	1	7:48PM	87788720	PP/PP	M/61
1	021F19	76TH AVE	4TH ST	PED/DELAY	3/6/2019	1	6:45PM	88602788	SP/SP	F/78
1	022F19	BAYSHORE BLVD	CEDAR ST	PED	3/6/2019	1	7:22PM	88803900	PCSO/DUN	M/75
1	024F19	US HWY 19	800 FT S OF 70TH AVE	PED	3/11/2019	1	6:30AM	87788832	PP/PP	M/71
1	027F19	CENTRAL AVE	28TH ST N	PED/DELAY	3/16/2019	1	8:27PM	88603095	SP/SP	M/74
1	028F19	STARKEY RD	583FT S OF 87TH AVE N	PED	3/17/2019	1	1:23AM	88804035	PCSO/UNINC	M/41
1	030F19	SR688/ULMERTON RD	US HWY 19	PED/DELAY	3/21/2019	1	8:50PM	88087558	FHP/UNINC	M/54
1	031F19	SEMINOLE BLVD/USA 19	21ST AVE SE	PED	3/24/2019	1	11:54AM	88786020	LA/LA	M/76
1	033AF19	PARK BLVD	46TH AVE N	PED	3/30/2019	1	2:10AM	87673599	PP/PP	M/57
1	035F19	SOUTH BELCHER RD	DRUID RD	PED	4/7/2019	1	9:22PM	88757867	CLW/CLW	M/61
1	037F19	28TH ST N	48TH AVE N	PED	4/15/2019	1	1:30AM	88091874	FHP/UNINC	F/39
1	039F19	49TH ST N	ULMERTON RD	PED/DELAY	4/18/2019	1	5:28PM	88103221	FHP/UNINC	M/36
1	043F19	GULF TO BAY BLVD	AT 2275 BLOCK	PED	5/11/2019	1	9:50PM	88758346	CLW/CLW	M/57
1	047F19	CENTRAL AVE	6400 BLOCK	PED/DELAY	5/25/2019	1	9:18PM	88604856	SP/SP	F/43
1	051F19	38TH AVE N	34TH ST N	PED	6/14/2019	1	11:15PM	88605448	SP/SP	F/62
1	055F19	CENTRAL AVE	NEAR 58TH ST	PED	6/26/2019	1	3:56PM	88605699	SP/SP	F/70
1	061F19	EAST LAKE RD	WOODLANDS BLVD	PED	7/4/2019	1	3:09AM	88146173	FHP/UNINC	M/34
1	062F19	SEMINOLE BLVD	NORTH OF 66TH AVE N	PED	7/9/2019	1	9:23PM	88804836	PCSO/UNINC	F/50
1	064F19	DR MLK JR ST N	3400 BLOCK	PED	7/15/2019	1	12:18AM	88606112	SP/SP	F/26
1	066F19	5TH AVE N	20TH ST N	PED	7/18/2019	1	9:30PM	88804870	PCSO/UNINC	F/30
1	069F19	SOUTH MISSOURI AVE	KINGSLEY ST/1300BLK	PED	8/2/2019	1	12:32AM	89236603	CLW/CLW	M/54
1	072F19	4TH ST N	7600 BLOCK	PED/DELAY	8/22/2019	1	8:29PM	88607042	SP/SP	F/67
1	074F19	SOUTHBOUND FRONTAGE R	SO OF EAST BAY DR	PED	8/23/2019	1	8:44PM	88785773	LA/LA	M/67
1	082F19	66TH ST N	41ST AVE N	PED/DELAY	9/25/2019	1	7:51PM	88172583	FHP/UNINC	M/53
1	083F19	49TH ST	CENTRAL AVE	PED	9/28/2019	1	7:07PM	88607951	SP/SP	M/66
1	089F19	34TH ST N	3400 BLOCK	PED/DELAY	10/17/2019	1	7:37PM	88608405	SP/SP	M/89
1	094F19	SEMINOLE BLVD	104TH AVE N	PED	11/14/2019	1	5:52PM	88805704	PCSO/SEM	F/61
1	096F19	SR 688/ULMERTON RD	34TH ST NORTH	PED	11/20/2019	1	9:16PM	88173973	FHP/UNINC	F/23
1	102F19	PINEHURST DR	40FT W OF BURNING TREE	PED	12/7/2019	1	10:21PM	88806003	PCSO/SEM	M/66
1	103F19	SEMINOLE BLVD	100FT SOUTH 11TH AVE SW	PED/DELAY	12/9/2019	1	6:16PM	89042496	LA/LA	M/79
1	107F19	GULF TO BAY BLVD	NEAR FERNWOOD AVE	PED	12/18/2019	1	7:08AM	89238486	CLW/CLW	M/80
1	109F19	49TH ST S	20TH AVE S	PED	12/22/2019	1	6:52PM	88805998	PCSO/GP	F/60
1	110F19	3RD AVE N	DR MLK JR ST N	PED	12/23/2019	1	4:42PM	89378882	SP/SP	F/17
1	111F19	PALM HARBOR BLVD	S OF MARYLAND AVE	PED	12/24/2019	1	8:07PM	88245503	FHP/UNINC	M/59
1	003F19	64TH ST S	500 BLOCK	BIC	1/10/2019	1	07:22AM	88601552	SP/SP	M/64
1	012F19	SB 49TH ST N	54TH AVE N	BIC	2/9/2019	1	12:43PM	88091841	FHP/UNINC	F/28
1	016F19	WEST BAY DR	HARBOR VIEW LN	BIC	2/17/2019	1	8:42PM	88803733	PCSO/BB	M/56
1	042F19	NURSERY ROAD	AT DUKE ENERGY TRAIL/PIN	BIC	5/8/2019	1	8:26PM	88758338	CLW/CLW	F/49
1	045F19	142ND AVE N	S BELECHER RD	BIC/DELAY	5/14/2019	1	6:44AM	89041781	LA/LA	M/60
1	054F19	DREW ST	AREA BY 1873	BIC/DELAY	6/23/2019	1	2:10PM	89235956	CLW/CLW	M/81
1	057F19	INDIAN ROCKS CSWY BRIDG	WEST BOUND SIDE	BIC	6/28/2019	1	10:31PM	88804739	PCSO/UNINC	F/17
1	080F19	DR MLK JR ST N	2800 BLOCK	BIC	9/19/2019	1	12:02PM	88607700	SP/SP	F/25
1	095F19	SEMINOLE BLVD	117TH DR N	BIC/DELAY	11/19/2019	1	10:19AM	88236457	FHP/UNINC	M/82
1	015F19	CENTRAL AVE	TREASURE ISL. CSWY.	MC	2/16/2019	1	4:50PM	86602423	SP/SP	M/20
1	018F19	OLD COACHMAN RD	WETHERINGTON RD	MC	2/23/2019	1	9:33AM	88060699	FHP/UNINC	M/66
1	032F19	66TH ST N	121ST AVE	MC	3/24/2019	1		88785323	LA/LA	M/29
1	033BF19	SERVICE RD / US HWY 19	JUST N OF GULF TO BAY BL	MC	3/30/2019	1	5:45AM	88757796	CLW/CLW	M/31
1	036F19	62ND AVE	25TH ST	MC	4/10/2019	1	7:21PM	88101896	FHP/UNINC	M/58
1	040F19	GULF TO BAY BLVD	MCMULLEN BOOTH RD	MC/DELAY	4/18/2019	1	9:04PM	88758021	CLW/CLW	M/76
1	041F19	I 275	AT MILE MARKER 23	MC	5/3/2019	1	10:02PM	88117665	FHP/UNINC	M/27
1	044F19	US HIGHWAY 19	JUST SOUTH OF 126TH AVE	MC	5/12/2019	1	3:43AM	87674015	PP/PP	M/22
1	046F19	SUNSET POINT ROAD	SHARONDALE DR/WEST OF	MC	5/17/2019	1	5:50PM	88758358	CLW/CLW	M/20
1	048F19	S FT HARRISON AVE	BELLEVIEW BLVD	MC	6/1/2019	1	5:02PM	88758532	CLW/CLW	M/56
1	053F19	40TH AVE NE	1100 BLOCK	MC	6/22/2019	1	8:30PM	88605654	SP/SP	M/26
1	058F19	106TH AVE N	PARK PL (TI)	MC	6/29/2019	1	8:10PM	88804749	PCSO/UNINC	M/62
1	060F19	54TH AVE	WEST OF 58 ST N	MC	7/1/2019	1	1:26PM	88841315	KC/KC	F/21
1	063F19	29TH AVE N	58TH ST N	MC	7/13/2019	1	9:51PM	88606092	SP/SP	M/31
1	067F19	18TH AVE S	28TH ST S	MC/DELAY	7/19/2019	1	11:03PM	88606237	SP/SP	M/49
1	070F19	WALSINGHAM RD	SEMINOLE BLVD/USA19	MC/DELAY	8/15/2019	1	11:12PM	88173941	FHP/UNINC	M/64
1	071F19	113TH AVE N	ULMERTON RD	MC/DELAY	8/18/2019	1	9:08PM	89041745	LA/LA	M/65
1	078F19	PARK BLVD	73RD ST	MC	9/2/2019	1	7:25PM	87674287	PP/PP	M/32
1	085F19	PARK ST	28TH AVE N	MC	10/2/2019	1	5:49PM	88608022	SP/SP	M/60
1	098F19	CR 296 / 118TH AVE N	40TH ST N	MC	11/21/2019	1	10:52PM	89420720	PP/PP	M/55
1	097F19	I275	54TH AVE S	MC/DELAY	11/21/2019	1	9:34AM	88201573	FHP/UNINC	M/56
1	112F19	38TH AVE N	40TH ST N	MC/DR/DELAY	12/24/2019	1	11:49PM	89378881	SP/SP	M/23
1	001F19	49TH ST N	46TH AVE N	VEH	1/5/2019	1	2:33PM	88020751	FHP/UNINC	M/69
1	006F19	EAST LAKE RD	PASADO RD	VEH/PASS	1/27/2019	1	4:40AM	88019386	FHP/UNINC	M/37

Pinellas Trail User Count Data Summary



Automated Trail Counter Data Collection Period:
May 1 – May 31, 2020 (31 days)

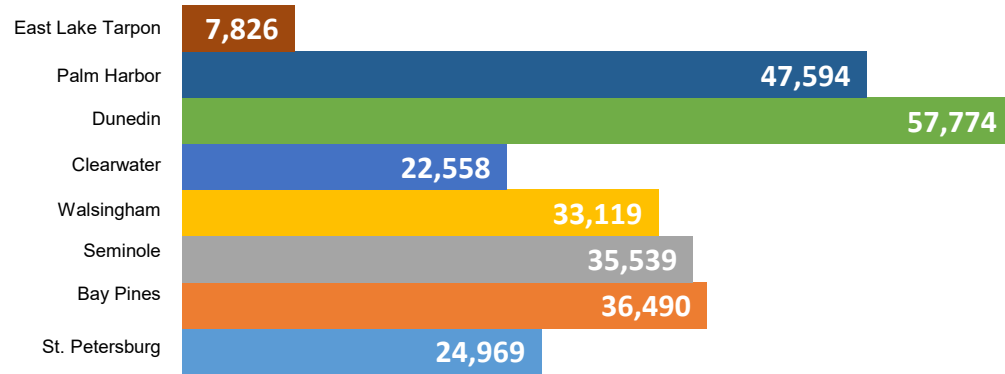
May 2020

31-Day Count Total: **265,869**
Daily Average Users: **8,576**

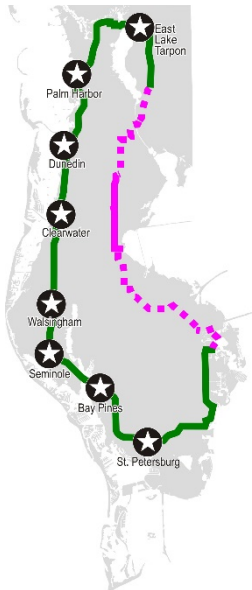
Highest Daily Totals:

- #1 – Saturday, May 2nd (Dunedin - 3,296)
- #2 – Saturday, May 16th (Palm Harbor - 2,366)
- #3 – Saturday, May 2nd (Bay Pines - 2,213)

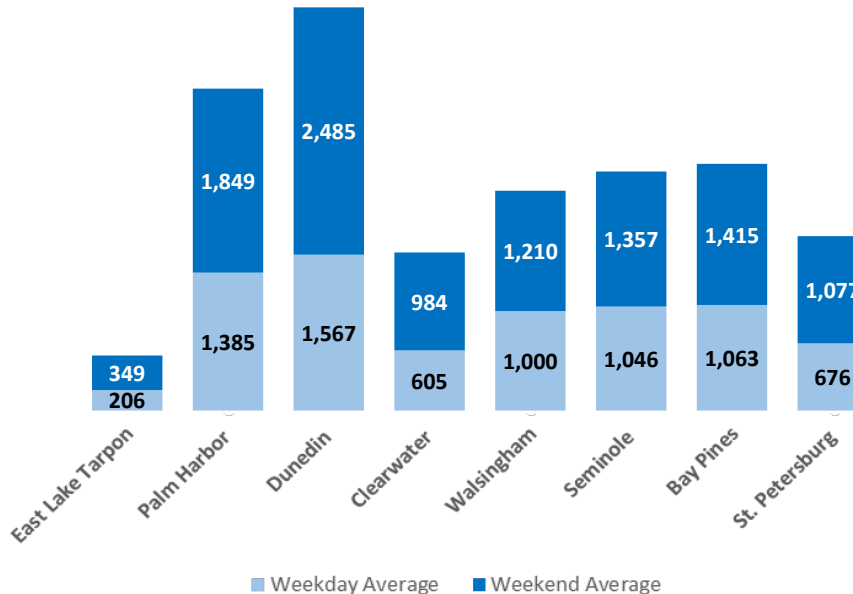
May Trail Users by Counter Location



Counter Locations



Weekday & Weekend Profile

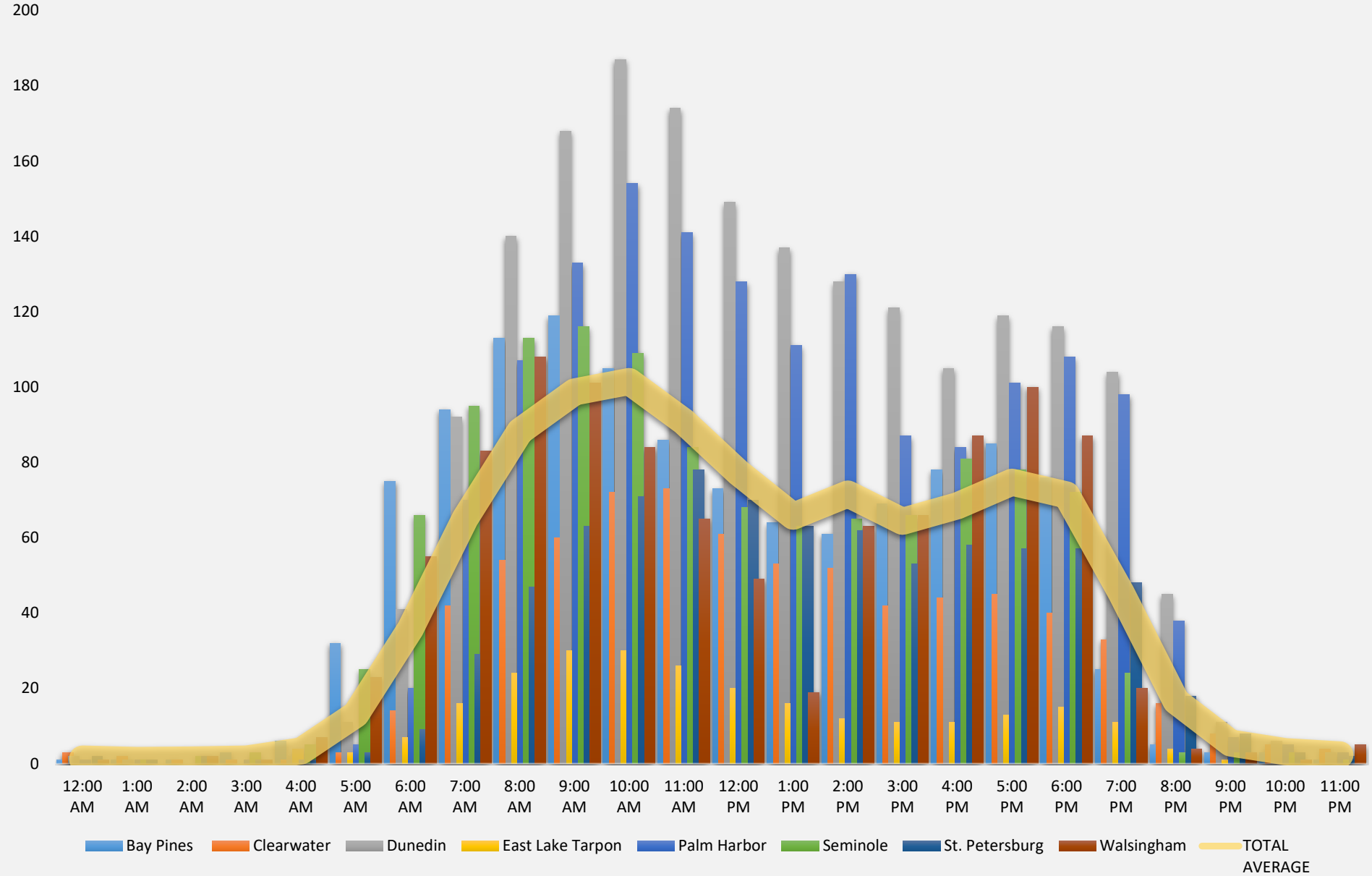


Trail User Mode Split

Counter Location	Walking (Pedestrian)	Bicycling (Bicycle)
East Lake Tarpon:	7%	93%
Palm Harbor:	21%	79%
Dunedin:	14%	86%
Clearwater:	23%	78%
Walsingham:	25%	75%
Seminole:	26%	74%
Bay Pines:	13%	87%
St. Petersburg:	9%	91%

Source: Forward Pinellas May 2020
National Weather Service: [May 2020](#)

May 2020 Average Hourly Counter Report



Pinellas Trail User Count Data Summary

Automated Trail Counter Data Collection

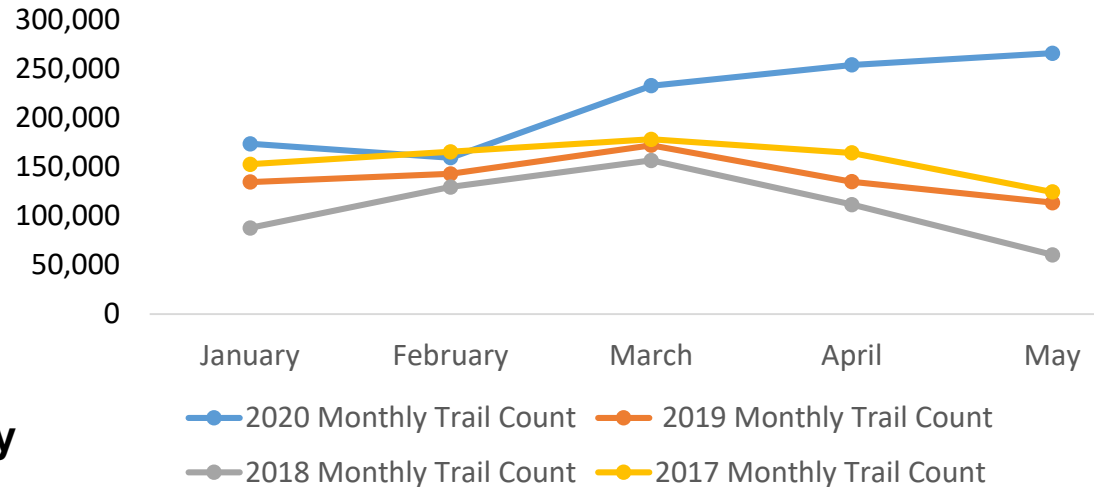
Period: January – May, 2020 Data*



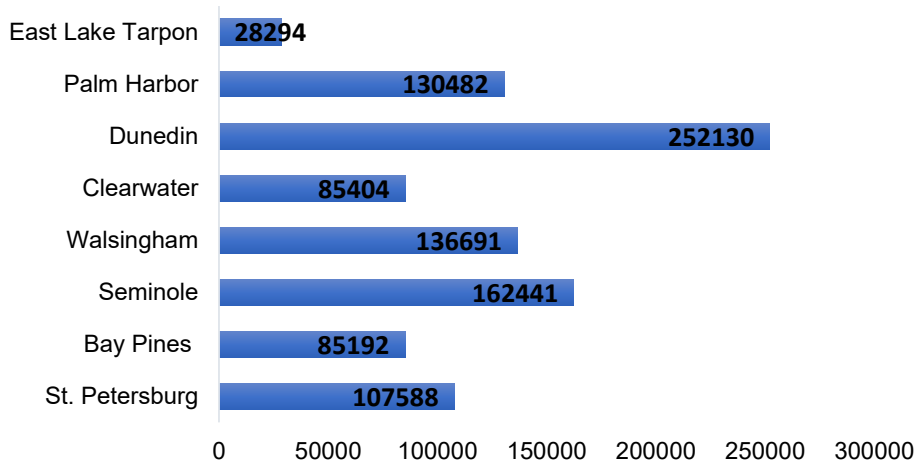
**Jan-May, 2020 Total Count:
1,085,324**

** Technical issues with the Clearwater Counter resulting in several missing days of data during February and March.*

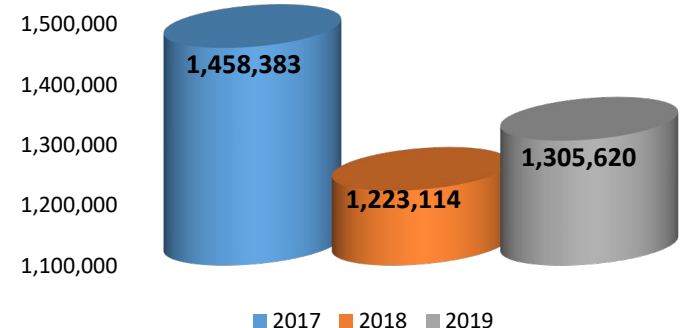
Monthly Trail Counts 2017 - 2020



Counter Data Year to Date by Location



Pinellas Trail Use 2017 - 2019



** 2010 – 2016 Survey Data & 2017-2019 Counter Data. Technical issues with several counters in 2019 resulting in several missing days of data during 2019.*

PAC AGENDA – SUMMARY AGENDA ACTION SHEET

DATE: JUNE 29, 2020

ITEM	ACTION TAKEN	VOTE
1. <u>CALL TO ORDER AND ROLL CALL</u>	The meeting was called to order at 1:35 p.m. and roll call was taken of the members present. Those committee members in virtual attendance included: Kyle Brotherton, Derek Reeves, Michael Schoderbock, Felicia Donnelly, Marshall Touchton, Marie Dauphinais, Rick Perez, Pat McNeese, Jan Norsoph, Britton Wilson, Frances Leong-Sharp, Marcie Stenmark and Zain Hussain. Forward Pinellas staff included Rodney Chatman, Linda Fisher, Jared Austin, Christina Mendoza, Nousheen Rahman, Tina Jablon, Amy Elmore and Whit Blanton. Note: Zain Hussain did not cast any votes during the meeting and left early due to technical issues.	
2. <u>MINUTES OF REGULAR PAC MEETING OF JUNE 1, 2020</u>	Motion: Jan Norsoph Second: Britton Wilson	11-0
3. <u>REVIEW OF FORWARD PINELLAS AGENDA FOR JULY 8, 2020 MEETING REGULAR AGENDA ITEMS</u> A. Map Adjustment – City of Clearwater – Official Acceptance	Motion: Jan Norsoph Second: Frances Leong-Sharp	11-0
B. CPA Actions and Tier I Countywide Plan Map Amendments	None required; informational item only	
4. <u>PLANNING TOPICS OF INTEREST</u> A. Highest and Best Use Analysis – City of Tarpon Springs	In 2019, the City of Tarpon Springs was awarded a Planning & Place-Making Grant to assess the redevelopment potential of a group of key properties in the downtown area that are publicly and privately-owned. Luis Serna, consultant with Calvin, Giordano & Associates, reviewed the major conclusions and findings of the analysis with the PAC members.	
B. Tri-City District Special Area Plan – City of Largo	In 2019, the City of Largo was awarded a Planning & Place-Making Grant to assist in the development of a Special Area Plan (SAP) for the US 19 and Roosevelt Boulevard/East Bay Drive area. Rick Perez, City of Largo, presented the final draft of the Tri-City District Special Area Plan to the PAC members.	
C. Online Countywide Plan Map	Linda Fisher alerted the PAC members that the interactive Countywide Plan Map on the Forward Pinellas website has been updated to include additional information that may be useful. The application now includes layers on the Coastal High Hazard Area, Countywide Plan Map amendments, Scenic/Noncommercial Corridor subcategories, Aerial imagery, Municipal boundaries, and Parcels. She provided the PAC members a demonstration on how to use the new tools.	

<p>5. <u>OTHER PAC BUSINESS/PAC DISCUSSION AND UPCOMING AGENDA</u></p> <p>A. Pinellas SPOTlight Emphasis Areas Update (Information)</p>	<p>Rodney Chatman updated the PAC members on the latest information concerning the Forward Pinellas SPOTlight Emphasis Areas. He advised that staff is in the process of receiving comments from the local funding partners to finalize the Memorandum of Understanding for the Gateway Area Master Plan.</p>	
<p>B. Cancellation of the August 3, 2020 PAC Meeting</p>	<p>Motion: Marshall Touchton Second: Britton Wilson Note: Marcie Stenmark left the meeting early</p>	<p>10-0</p>
<p>C. Hybrid Virtual/In-Person Meetings</p>	<p>Tina Jablon advised the PAC members that meeting platforms may be changing after the August break depending on Executive Orders from the Office of the Governor. Meetings may continue to be virtual or move to a hybrid version if physical quorums are once again required. She alerted the members that information would be forthcoming on the status as the next meeting approaches.</p>	
<p>7. <u>ADJOURNMENT</u></p>	<p>The meeting was adjourned at 2:43 p.m.</p>	

Respectfully Submitted,

PAC Chairman

Date

July 8, 2020

7G. Committee Vacancies



SUMMARY

- **Local Coordinating Board (LCB)**

The LCB currently has three openings. An opening for a Citizen who is a TD rider, a Public Education representative and a Children At Risk representative.

ATTACHMENT(S):

- LCB Membership Listing

ACTION: None required; informational item only

**LOCAL COORDINATING BOARD
FOR THE TRANSPORTATION DISADVANTAGED**

Chairman

Commissioner Michael Smith (05/13/2020)

Agency for Health Care Administration – Area 5 Medicaid Office

Emily Hughart (01/08/2020) Ian Martin (Alternate- 10/09/2016)

Citizens

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

FL Dept. of Elder Affairs

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

Persons with Disabilities

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

Pinellas County Dept. of Veterans Services

Zeffery Mims (11/08/2017) Mark Swonger (Alternate - 05/08/2019)

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

Vacant

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) Jennifer Brackney (Alternate - 05/12/2017)

Local Medical Community

Heath Kirby (03/13/2019)

Regional Agency for Persons with Disabilities

Michael Taylor (03/13/2019) (Alternates: Debra Noel and Brett Gottschalk 03/13/2019)

Technical Support – Florida Department of Transportation (FDOT)

Tracy Noyes (Alternate: Dave Newell (03/11/2020)



June 17, 2020

David Green, Executive Director
Tampa Bay Area Regional Transit Authority
4350 West Cypress Street, Suite 700
Tampa, FL 33607

RE: Envision 2030 Regional Transit Development Plan

Dear David –

Planning, developing, and funding the transit network in the Tampa Bay region is a necessarily collaborative process. It takes different partners working together to overcome decades of missed opportunities, false starts, siloed responsibilities, and unfulfilled expectations. Transit agencies depend on strong partnerships with the federal, state, and local government for financial assistance and complementary land development activities. Regional support is also critical. The role of metropolitan planning organizations (MPOs) is essential for transit projects to receive federal and state funding by establishing transportation spending priorities and ensuring a well-connected multimodal network is in place to support transit investments.

Serving on TBARTA's Transit Advisory Group as a staff representative of the West Central Florida MPO Chairs Coordinating Committee (CCC), I offer the following comments on behalf of the six MPOs in the region.

The Envision 2030 Regional TDP is a thorough, well-organized planning document that builds upon prior plans to define a series of transit improvements to better connect our rapidly growing region. The plan recognizes a regional transit role in supporting economic opportunity, access to education and health care, and fostering a cleaner environment. TBARTA has an important, evolving role to play in an expanded regional transit network that uses traditional and new forms of mobility to connect with local transit services in each county, the foundation of the Tampa Bay area's public transportation network.

More importantly, Envision 2030 advances the important conversation in our growing region about transportation funding, particularly by examining alternatives to the transit status quo. Transit is an underrated, undervalued, and underfunded part of how we connect people to places. That situation makes each transit agency protective of the limited funding streams that sustain existing operations. We understand that TBARTA is prepared to adopt the "Status Quo" financial scenario for the Regional TDP, but that is not a sustainable strategy for TBARTA or any of the public transportation providers in Tampa Bay. For instance, the annual legislative earmarks to TBARTA harm existing transit agencies because those funds are re-allocated from current projects; it isn't new money into the system.

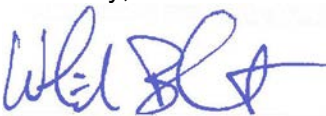
The MPOs in the region emphatically support expanding the region's public transportation network. Doing that requires a commitment to growing the share of transportation funding that goes to worthy transit projects and recognizing the tremendous unmet capital and operating needs of current operators primarily serving each county. We encourage TBARTA to join us in the mission to grow the funding "pie" for transit rather than cut it into smaller slices. Some examples where we could work together include the topic of eligibility for programs like the Strategic Intermodal System (SIS) and other FDOT funding categories, as well as the use of toll revenues collected on the region's highways. We believe funds should be allocated to the best solution among all modes of transportation, and that state spending priorities should be re-evaluated in urban areas where regional transit authorities like TBARTA and cooperative metropolitan planning processes like the CCC exist to clearly define priorities. Legislative action may be needed in some cases, and TBARTA's participation in a regional advocacy coalition would be very welcome.

The Tampa Bay Partnership's 2019 [Regional Economic Competitiveness Report](#) illustrates that a lack of transit access to employment opportunities is a critical weakness that holds down household incomes in the Tampa Bay region. Particularly for lower income households and people of color, poorly funded and inaccessible public transportation hinders economic opportunity. To illustrate, the [Pinellas County Equity Profile](#) published in 2019 documented more than \$3 billion lost to the county's economy due to racial economic disparities. A lack of transportation options is a key factor. Underfunded and nonexistent transit service – at both the local and regional levels – is a significant equity issue for the entire region.

The COVID-19 pandemic has forced everyone to adapt. The next 12-18 months will reveal how profound those impacts will be in the longer term to the office, retail, agriculture, tourism and transit markets, and which responses will be successful. The MPO staff directors encourage the TBARTA board to take a truly collaborative approach to work in partnership with local, regional and state organizations to find viable, long-term solutions to transit funding in Tampa Bay.

Please let me know if you have questions or would like to discuss these comments further. Thank you for your consideration, ongoing collaboration, and leadership.

Sincerely,



Whit Blanton, FAICP
Executive Director

Enclosure

cc: Beth Alden, AICP, Hillsborough MPO
Ronnie Blackshear, Pasco MPO
Dave Hutchinson, Sarasota/Manatee MPO
Steve Diez, Citrus-Hernando MPO
Chandra Frederick, AICP, Polk TPO
Justin Hall, Florida Department of Transportation District 7
Wayne Gaither, Florida Department of Transportation District 1

July 8, 2020

8. Upcoming Events



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

UPCOMING EVENTS

- A. July 10th – Tampa Bay Transportation Management Area Leadership Group Virtual Meeting
- B. July 10th – MPO Chairs Coordinating Committee – Regional Priorities Update & Summit with Central Florida MPO Alliance Virtual Meeting

ATTACHMENT(S): None

ACTION: None required; informational item only.