

THE PLANNING COUNCIL AND METROPOLITAN PLANNING ORGANIZATION FOR PINELLAS COUNTY

1. **CALL TO ORDER** (1:00)
2. **INVOCATION AND PLEDGE** (1:05)
3. **CITIZENS TO BE HEARD** (1:10)
Citizen comments to the Board are invited on items or concerns not already scheduled for public hearing on today's agenda. Please limit comments to three minutes.
4. **RECOGNITIONS AND ANNOUNCEMENTS** (1:20)
 - A. Staff Service Awards (Rodney Chatman, Maria Kelly, Rebecca Stysly)
 - B. Introduction of New Principal Planner (Christina Mendoza)
5. **CONSENT AGENDA** (1:25)
 - A. Approval of Minutes of the May 8, 2019 Meeting
 - B. Approval of Committee Appointments (BPAC and TCC)
 - C. Approval of Interlocal Agreements for Planning & Place-Making Grants
 1. City of Tarpon Springs
 2. City of Largo
 - D. Authorization to Seek Quotes for the Collection of Traffic Counts
 - E. Approval of Annual Transportation Disadvantaged Service Plan Updates
 - F. Approval of Scope of Services for Advantage Pinellas Cost Feasible Plan Development
6. **PUBLIC HEARING ITEMS** – To begin at 1:00 p.m. or as soon thereafter as agenda permits
METROPOLITAN PLANNING ORGANIZATION (1:30)
 - A. Adoption of the FY 2019/20 – FY 2023/24 Transportation Improvement Program
 - B. Annual Adoption of Transportation Priorities
7. **PRESENTATION AND/OR ACTION ITEMS** (1:50)
 - A. PSTA Activities Report
 - B. TBARTA Activities Report
 - C. Advantage Pinellas Update
 - D. Gulf Boulevard Drainage/Sidewalk Project – Action
 - E. Proposed Amendments to the Countywide Plan – Authorization to Advertise - Action
 - F. 34th Street Lane Re-purposing Project – Action
 - G. Executive Director Annual Performance Evaluation – Action
8. **DIRECTOR'S REPORT** (3:30)
 - A. SPOTlight Update
 - B. TMA Meeting Update
 - C. "The Kennedy Report" on Regional Transit Funding
 - D. Multimodal Impact Fee Ordinance Memo
9. **INFORMATIONAL ITEMS** (3:40)
 - A. Summary of Public Outreach and Stakeholder Meetings
 - B. CPA Actions and Tier I Countywide Plan Map Amendments
 - C. Correspondence of Interest
 - D. Fatalities Map
 - E. Pinellas Trail Data

- F. [Draft PAC Action Sheet](#)
- G. [FDOT District Seven Bi-Weekly Traffic Fatalities Report for April 8-21, 2019](#)
- H. [FDOT District Seven Bi-Weekly Traffic Fatalities Report for April 22-May 5, 2019](#)
- I. [FDOT District Seven Bi-Weekly Traffic Fatalities Report for May 6-19, 2019](#)
- J. [Committee Vacancies](#)
- K. Other

10. **UPCOMING EVENTS**

- A. June 19th 5-7 p.m. Indian Rocks Beach Visioning Project Public Workshop Kickoff Meeting
- B. July 14th [Conference of Minority Transportation Officials National Meeting & Training Conference](#)
- C. July 27th [Florida Bicycle Association Annual Membership Meeting](#) – St. Petersburg Main Library
- D. November 12-14th [National Safe Routes to School Conference](#) in Tampa
- E. November 14th Gulf Coast Safe Streets Summit in Tampa

11. **ADJOURNMENT**

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

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

June 12, 2019

5. Consent Agenda



SUMMARY

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

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

- A. Approval of Minutes of the May 8, 2019 Meeting
- B. Approval of Committee Appointments (BPAC & TCC)
- C. Approval of Interlocal Agreements for Planning and Place-Making Grants
- D. Authorization to Seek Quotes for the Collection of Traffic Counts
- E. Approval of Annual Transportation Disadvantaged Service Plan Updates
- F. Approval of Scope of Services for Advantage Pinellas Coast Feasible Plan Development

June 12, 2019

5A. Approval of Minutes of the May 8, 2019 Meeting



SUMMARY

The minutes from the May 8, 2019 meeting are attached for the board's review and approval.

ATTACHMENT(S): Minutes of the May 8, 2019 Forward Pinellas meeting

ACTION: Board to review and approve the May 8, 2019 meeting minutes.

THE PLANNING COUNCIL AND METROPOLITAN PLANNING ORGANIZATION FOR PINELLAS COUNTY

The Forward Pinellas Board met in regular session in the County Commission Assembly Room, Pinellas County Courthouse, 315 Court Street, Clearwater, Florida at 1:01 P.M. on this date with the following members present:

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
Sandra Bradbury, City of Pinellas Park Mayor
Julie Ward Bujalski, City of Dunedin Mayor
Brandi Gabbard, City of St. Petersburg Councilmember
Karen Seel, Pinellas County Commissioner
Michael Smith, City of Largo Commissioner
Suzy Sofer, City of Belleair Bluffs Commissioner
Representing Inland Communities
Townsend Tarapani, City of Tarpon Springs Vice Mayor
Representing Oldsmar, Safety Harbor, and Tarpon Springs
Kenneth T. Welch, Pinellas County Commissioner

Not Present

David Allbritton, City of Clearwater Councilmember

Also Present

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

A consultant for Pinellas County presented alternative options for improving traffic flow and reducing travel times at the intersection at Gulf to Bay and Belcher Road

- A representative from the county had previously come to the Forward Pinellas Board in February 2017 to discuss original recommendations for the intersection
 - Options of widening the roadway and adding turn lanes would cost between \$15M and \$18M but would not improve the traffic level of service to justify the cost
 - An overpass at Belcher Road would improve traffic flow and level of service, but cost more than \$80M
 - Pinellas County directed staff to look at additional alternatives to improve traffic flow and safety
- The consultant is a national expert in innovative intersection designs

- The new recommended alternative would create “Michigan U-turn” options instead of left turns at the intersection, resulting in a greatly improved estimated level of service
 - Signalized U-turns would be added in the medians 500-700 feet east and west of Belcher, based on observed traffic patterns
 - This would allow better traffic flow with reduced travel time, shorter intersection cycle time, and increase pedestrian safety for crossing
 - This alternative would also allow the signal to remain at Walmart/Publix on Belcher, which would have to be removed in many of the expanded roadway scenario
 - Small amounts of right-of-way would have to be purchased to allow “bump-outs” that would help large trucks make the U-turns safely
 - This would be by the cheapest option of all alternatives, coming in at \$13.4M
 - It would be nearly as effective as the \$80M overpass option previously rejected
- Board members expressed concern about several factors, including the difficulty of conveying advantages to the public, whether the U-turn option would be intuitive for drivers, and whether the U-turn would decrease traffic volume at this intersection but increase congestion at other intersections
- The presentation was not an action item and will come before the Pinellas County Board of County Commissioners for a decision

Forward Pinellas staff presented an update on the Advantage Pinellas Plan

- Staff presented a snapshot of the outreach activity that has been conducted countywide for the past several months, which shows widespread support for spending funds on better bus service, rail and bicycle/pedestrian connections and lack of support for spending on more or wider roads
 - This generated significant discussion among board members, who expressed surprise at the results and felt it told a story that would be valuable in development of the plan
 - Board members asked staff to explain the locations and methodology of the activity
 - The activity is a ball game survey to help people define funding preferences and is not statistically valid
 - Outreach events thus far have occurred mainly in South Pinellas County with more planned for spring and summer elsewhere
 - Board members liked the exercise and expressed desire to see more outreach in all parts of the county
- Staff also spoke about the needs assessment with the roadway network adjustment and priority transit corridors
 - Staff are running computer model tests on various roadways to evaluate changes to the road network, such as widening/reducing lanes or using toll roads, including east-west corridor alternatives
 - Transit needs are being developed, focusing on suitability for improved service to connect existing residents to workforce development and job-training opportunities
 - Premium or priority transit corridors were identified by connecting the highest employment and workforce development areas with transit-supportive neighborhoods, reflecting population and social/economic characteristics
 - This resulted in developing three main types of inter-connected premium transit corridors
 - Regional
 - Tourism-oriented
 - Intra-County
 - Board members expressed a desire that the Gateway area be served by premium transit and that transit corridors serve tourists as well as residents

FDOT District 7 Secretary David Gwynn gave a status update on several Tampa Bay Next projects

- Express lanes on I-275 from I-375 to Gandy are currently being evaluated

- FDOT is in the process of designing a Bus on Shoulder pilot project on I-275 in Pinellas County, with construction estimated to be completed in 2022
- The \$580M Gateway Expressway project is underway, with completion in 2022
 - The Gateway Expressway will provide connections from US 19 and Bayside Bridge to I-275, and the I-275 widening will create a tolled express lane in each direction from south of Gandy to north of 4th Street N
 - Gwynn also discussed the workforce training program that District 7 had implemented for the Gateway Expressway project, which had been very successful in training and retaining workers
- Howard Frankland Bridge construction will begin in early 2020, with a transit envelope designed to support future light rail
- FDOT is still working to obtain funding for the full Westshore interchange, which has been prioritized by Hillsborough, Pinellas and Pasco as the number one regional priority and includes:
 - Three general purpose and two express lanes in each direction
 - Express lane access to Tampa International Airport
 - Dedicated ramp from Kennedy Blvd to the airport
 - Connects Veteran's to I-275 via express lanes
 - Local street connections under I-275
 - New connection from Rio Street to I-275
- The difficulty has been that the downtown interchange still faces community opposition, and the Federal Highway Administration would prefer to move the two interchanges forward at once
 - District 7 would prefer to separate the Westshore interchange and advance that billion-dollar project separately while continuing to work with the community on solutions for the downtown interchange

Forward Pinellas staff outlined changes to the Transportation Alternatives Program, which were approved by the board (vote: 12-0)

- The TA Program uses federal funds to construct pedestrian and bicycle projects, as well as infrastructure to improve non-car access to transit
- In the past, subjective scoring and loose application requirements had led to a long list with many projects and very limited funding, resulting in projects that stayed on the list for long periods of time without funding
- The revised program structure would have a more fully outlined set of criteria
 - Minimum award of \$300K, maximum award of \$2M
 - Forward Pinellas will select a maximum of four projects for funding each year
 - Each jurisdiction would only be allowed to submit two projects per year
 - In the first year of the new criteria, jurisdictions would be allowed to submit three projects if they had projects on the previous list
 - After three years without getting funding, projects will be removed from the list
 - Jurisdictions must meet three prerequisites for projects to be considered
 - Local commitment
 - 100% of right-of-way or easement
 - Have achieved Local Agency Program (LAP) certification, make progress toward LAP certification, or partner with a LAP-certified agency to build the project
- Scoring criteria (including percentage of local match, filling a gap, access to priority transit, and more), are assigned points, for a maximum of 80
- The new TA project priority list will come to the board for approval in March 2020

The board approved amendments to the current Transportation Improvement Program (vote: 12-0)

- An amendment adding \$2.5M in FY2020 toward design for express lanes and lane continuity on I-275
- An amendment adding \$533K to FY2019 for engineering design of a roundabout to improve intersection safety on Alternate US 19 at Florida Avenue

The board recommended approval for two amendments to the Countywide Plan submitted by the City of Largo

- A subthreshold amendment from Retail and Services to Employment for a property on 66th street north, allowing for future development of what is currently a warehouse and storage facility (vote: 11-0, Councilmember Rice had stepped out)
- A regular amendment from Employment and Target Employment Center to Retail and Services and Target Employment Center for a property in the ICOT center, allowing for continued retail and commercial uses on the property (vote: 11-0, Councilmember Rice had stepped out)

Other Items

- Tarpon Springs Vice-Mayor Townsend Tarapani joined the board, filling the seat previously held by Tarpon Springs City Commissioner Jacob Karr
- The board approved amendments to the agency's Public Participation Plan (vote: 12-0)
- The board heard an update from Bike/Walk Tampa Bay about its initiatives to increase safety and biking/walking education in the region
- The Forward Pinellas Legislative Committee will be adjourning until September as the legislative session has ended
- The Indian Shores mayor will be coming before the board in June to talk about drainage issues and sidewalk needs on Gulf Boulevard
- The 2017/18 agency audit was presented and approved, with one internal control finding on the MPO side that had been swiftly addressed

Action Sheet

May 8, 2019

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

- **Consent Agenda** (vote: 12-0)
Approved to include the following:
 - A. Approval of Minutes of the April 10, 2019 Meeting
 - B. Approval of Committee Appointments (CAC & LCB)
 - C. Acceptance of Quarter Two Financial Report
 - D. Approval of Forward Pinellas/FDOT Joint Certification Statement and Summary
 - E. Cancellation of the August Forward Pinellas Meeting
- **Proposed Amendment(s) to FY 2018/19 – FY 2022/23 Transportation Improvement Program (TIP)**
Following a description of the amendments by FDOT, the board, in its role as the metropolitan planning organization, approved two amendments to the TIP by roll call vote to:
 - add \$2.5 million to FY2020 toward the development of design concept plans for improvements to I-275 (SR93) from 54th Avenue South to South of Roosevelt Boulevard (vote: 12-0)
 - add \$533,000 to FY2019 for the preliminary engineering of a roundabout to improve intersection safety on Alternate US 19 at Florida Avenue (vote: 12-0)
- **Proposed Amendments to the Public Participation Plan (PPP)**
Following a staff presentation, the board, in its role as the metropolitan planning organization, approved the amendments to the Public Participation Plan as outlined. (vote: 12-0)

- **Subthreshold Countywide Plan Map Amendment(s)**

One case was recommended for approval:

1. CW 19-09 – City of Largo (vote: 11-0, Councilmember Rice had stepped out of the meeting)

- **Regular Countywide Plan Map Amendment(s)**

One case was recommended for approval:

1. CW 19-10 – City of Largo (vote: 11-0, Councilmember Rice had stepped out of the meeting)

- **FY 2017/18 PPC and MPO Audits**

Following a presentation by the audit firm, the board accepted the final audits for both the PPC and MPO. (vote: 12-0)

- **Transportation Alternatives Program**

Following a staff presentation, the board, in its role as the metropolitan planning organization, voted to approve the changes to the program as outlined. (vote: 12-0)

Chair

June 12, 2019

5B. Approval of Committee Appointments



SUMMARY

- **BPAC**

The City of Pinellas Park has requested Derek Reeves, AICP be appointed as the primary representative for the City of Pinellas Park.

- **TCC**

The City of St. Petersburg has requested Leonard Rowe as primary representative to the TCC for the St. Petersburg Engineer and Capital Improvements Department, to replace Kevin Jackson.

ATTACHMENT(S):

- BPAC Membership Listing
- TCC Membership Listing

ACTION: Board, in its role as the metropolitan planning organization, to approve the appointment of Derek Reeves to the BPAC as primary representative for the City of Pinellas Park; appoint Leonard Rowe to the TCC as primary representative for St. Petersburg Engineer and Capital Improvements Department.

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

BICYCLE PEDESTRIAN ADVISORY COMMITTEE MEMBERSHIP LIST**Voting****St. Petersburg Area (St. Pete/Gulfport/So Pasadena/Tierra Verde)**

1. Mike Milvain (06/13/18)
2. Kimberly Cooper (10/13/99) (reappointed 5/9/18)
3. Charles Johnson (06/14/17)

Clearwater Area

4. Chip Haynes (04/13/11)
5. Robert Yunk (02/09/05)
6. Win Dermody (03/12/14)

Dunedin Area

7. Charles Martin (04/08/09)

Pinellas Park and Mid-County

8. Ronald Rasmussen (12/13/06)
9. Byron Virgil Hall, Jr., (12/13/06)

Largo Area

10. Daniel Alejandro (10/12/16)
11. Georgia Wildrick (08/16/06)

North County Area (Tarpon Springs/Palm Harbor/Ozona/Oldsmar/Safety Harbor)

12. David Feller (07/11/18)
13. Becky Afonso (Vice Chair) (10/08/14)

At Large Area

14. Paul Kurtz (12/11/13)
15. Mike Siebel (03/14/12)
16. Brian Smith (Chairman) (12/12/12)
17. Lynn Bosco (11/14/12)
18. Steve Lasky (11/14/12)
19. Ed Hawkes (11/18/98)
20. Annette Sala (03/12/14)

Seminole Area

21. Jim Wedlake (05/12/10)

Beach Communities

22. Bert Valery (10/1983-10/1998) (reappointed 07/10/02)
23. Alan Johnson (05/09/18)

Technical Support

1. County Traffic Department (Joan Rice – representative; Gina Harvey and Casey Morse – alternates)
2. Pinellas County Planning Department (Caroline Lanford – representative)
3. PSTA (Jacob Labutka – representative; Heather Sobush and Kristina Tranel – alternates)
4. City of Clearwater (Ric Hartman - representative)
5. City of St. Petersburg (Lucas Cruse – representative; Cheryl Stacks - alternate)
6. City of Largo (Diane Friel – representative; Katrina Lunan-Gordon - alternate)
7. City of Oldsmar (Felicia Donnelly – representative)
8. City of Pinellas Park (Derek Reeves – representative)
9. Pinellas County School System (Stephanie Carrier - representative)
10. Pinellas County Health Department (vacant – representative; Eliana Aguilar - alternate)
11. Pinellas Trails, Inc. (Scott Daniels – representative)
12. CUTR (Julie Bond - representative)
13. Safe Routes to School (Tiffany Sabiel – representative)

Sheriff's Office /Police/Law Enforcement Representatives

1. Pinellas Park Police Dept.
2. St Petersburg Police Dept.
3. Largo Police Dept.
4. Sheriff's Office – Deputy Eric Gibson
5. Clearwater Police Dept.

Non-Voting Technical Support

14. FDOT (Alex Henry - representative)
15. County Parks and Conservation Resources (Lyle Fowler – representative; Spencer Curtis – alternate)

*Dates signify appointment

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 Swarengen

Pinellas County School Board

Cammie Weeks

Alternate: Vacant

Department of Environmental Protection

Vacant

Alternate: Vacant

TBARTA

Vacant

Alternates: Michael Case

Clearwater Planning Department

Ric Hartman

Alternate: Lauren Matzke

Clearwater Traffic Operations

Roger Johnson

Alternate: Cory Martens

Dunedin Traffic Engineering

Frances Leong Sharp

Alternate: Katie Agoado

Indian Rocks Beach

Hetty Harmon

Alternate: Vacant

Largo Community Development –Engineering

Barry Westmark

Alternate: Rafal Cieslak/Megan Dion, PE

Pinellas Park Planning Department

Benjamin Ziskal

Alternate: Vacant

Safety Harbor

Brandon Henry

Alternate: Marcie Stenmark

Pinellas County Public Works (Eng.)

Ken Jacobs

Alternate: Brent Hall and Greg Cutrone

Pinellas County Environmental Mgmt.

Ajaya Satyal

Alternate: Vacant

Pinellas Suncoast Transit Authority

Heather Sobush (Vice Chair)

Alternate: Bonnie Epstein

Tampa Bay Regional Planning Council

Brian Ellis

Alternate: Vacant

Beach Communities

Vacant

Clearwater Engineering

Bennett Elbo

Alternate: Dave Larremore

Dunedin Planning

Lucy Fuller

Alternate: Greg Rice

Gulfport

Mike Taylor

Alternate: Jamie Viveiros

Largo Community Development

Rick Perez

Alternate: Katrina Lunan-Gordon

Oldsmar

Marie Dauphinais

Alternate: Michele Parisano

Pinellas Pk. Storm Water & Transportation

Dan Hubbard

Alternate: David Chase

St. Petersburg/Clearwater Int'l Airport

Vacant

St. Petersburg Engineer & Capital Improve Dept.

Leonard Rowe

Alternate: Mike Frederick

St. Petersburg Transport. & Parking Mgmt. Dept.

Cheryl Stacks

Alternate: Lucas Cruse

Seminole

Mark Ely

Alternate: Jan Norsoph

Treasure Island

Bob Bray

St. Petersburg Plan & Econo. Develop. Dept.

Tom Whalen

Alternate: Derek Kilborn

St. Pete Beach

Wesley Wright

Alternate: Brandon Berry

Tarpon Springs Planning

Pat McNeese

Alternate: Heather Urwiller

FDOT (technical support)

Jenson Hackett

June 12, 2019

5C. Approval of Interlocal Agreements for Planning & Place-Making Grants



SUMMARY

At the March Forward Pinellas Board meeting, the board approved grant funding for the cities of Largo, Oldsmar and Tarpon Springs. The Planning and Place-Making Grant Pilot Program, in its second year, solicited applications from all of our local government partners to initiate planning projects that advance the goals and objectives of the Countywide Plan. Four applications were received, one each from the City of St. Petersburg, the City of Largo, the City of Oldsmar and the City of Tarpon Springs. Based on the recommendations from the evaluation subcommittee and Planners Advisory Committee, the board awarded funding to the cities of Largo, Tarpon Springs and Oldsmar.

Forward Pinellas staff has worked with the City Tarpon Springs to draft an agreement to provide \$25,000 and the City of Largo to provide \$50,000 in funding for the projects submitted. The agreement with the City of Oldsmar will be coming to the Forward Pinellas Board for approval at a later time once approved by the city.

ATTACHMENT(S):

- Agreement with the City of Tarpon Springs
- Agreement with the City of Largo

ACTION: Board, in its role as the Pinellas Planning Council, to approve agreements with the cities of Tarpon Springs and Largo for Planning & Place-Making Grant funding.

**INTERLOCAL AGREEMENT BETWEEN FORWARD PINELLAS
AND THE CITY OF TARPON SPRINGS, FLORIDA
FOR PLANNING AND PLACE-MAKING (PPM)
GRANT PILOT PROGRAM FUNDING**

THIS INTERLOCAL AGREEMENT (“AGREEMENT”) is entered into this ____ day of _____, 2019 by and between Forward Pinellas, in its role as the Pinellas Planning Council (PPC), and the City of Tarpon Springs, a Florida municipal corporation (hereinafter referred to as “CITY”), collectively referred to as the “Parties,” each one constituting a public agency as defined in Part I of Chapter 163, Florida Statutes.

WITNESSETH:

WHEREAS, Forward Pinellas has a pilot grant program to assist local governments in initiating planning projects that advance the goals and objectives of the Countywide Plan; and

WHEREAS, the Countywide Plan includes various strategies that are critical to encouraging planned redevelopment of the built environment, improving the countywide economy and maintaining quality of life (hereinafter referred to as “Planning and Place-Making Projects”); and

WHEREAS, during a Countywide call for local governments to submit applications for grant funding for Planning and Place-Making projects, the CITY submitted an application to develop a highest and best use redevelopment scenario for a city-owned distressed property (hereinafter referred to as the “PROJECT”); and

WHEREAS, an evaluation committee comprised of members of the Planners Advisory Committee (PAC) and Forward Pinellas staff met to review each application and develop a recommendation for funding; and

WHEREAS, said evaluation committee recommended Forward Pinellas provide funding to the CITY for the PROJECT; and

WHEREAS, Forward Pinellas is authorized to provide funding to local governments for qualified projects; and

WHEREAS, Forward Pinellas has determined that the PROJECT is eligible for funding and adopted the evaluation committee’s recommendation to provide such funding for the PROJECT on March 13, 2019; and

WHEREAS, the CITY has stated that it is qualified and able to complete the PROJECT with the assistance of Forward Pinellas funding support; and

WHEREAS, it is necessary for the Parties to reduce their mutual agreements to writing.

NOW, THEREFORE, in consideration of the mutual performance of the covenants and promises contained herein, the Parties agree as follows:

1. SCOPE OF SERVICES

- A. The CITY shall develop a highest and best use redevelopment scenario for a city-owned distressed property as outlined in the Planning & Place-Making Grant Pilot Program application which is attached hereto and incorporated herein as Exhibit A.
- B. Funding provided by Forward Pinellas to the CITY shall not exceed the agreed-upon \$25,000, which will be paid to the CITY on a reimbursement basis as further outlined herein.
- C. In accordance with the requirements of 2 CFR 200, Section 287.55 F.S., Federal Brooks Act 23 CFR 172 and 23 USC 112, the CITY can utilize Forward Pinellas procured consultants to fulfill the scope of service requirements as outlined herein.

2. TERM

- A. This shall be a one-time project. The term shall commence upon the CITY receiving a Notice to Proceed from the assigned Forward Pinellas project manager ("project kick-off") and shall terminate one year thereafter or upon PROJECT completion, whichever date is earlier. The CITY agrees to begin and complete the PROJECT in a diligent and timely manner.

3. BILLING AND COMPENSATION

- A. The CITY shall submit one invoice within 30 days of the completion of the project. This invoice must include a transmittal letter signed by the CITY'S project manager as well as a copy of the feasibility study and any other supporting documents that demonstrates completion of the PROJECT. Incomplete invoice submittals and invoices not properly prepared (mathematical errors, billing not reflecting actual work done, no signature, etc.) shall be returned to the CITY for correction. All project documents shall be e-mailed to the attention of the Forward Pinellas project manager.
- B. Forward Pinellas shall have the right to monitor the CITY to ensure funding provided by this AGREEMENT is used for authorized purposes. Forward Pinellas may request additional information and evidence to support the invoice for fees claimed to be earned by the CITY before Forward Pinellas processes the invoice for payment. Reimbursement will be provided only for authorized costs that can be documented as directly related to the PROJECT.
- C. Should the CITY collect any third-party payments for eligible activities for which Forward Pinellas has reimbursed the CITY, the CITY shall reimburse Forward Pinellas up to the total amount reimbursed by Forward Pinellas.
- D. In consideration of the satisfactory performance of the provisions of this AGREEMENT, Forward Pinellas shall compensate the CITY an amount not to exceed \$25,000. Any costs of the PROJECT above and beyond this amount are the sole responsibility of the CITY.
- E. Upon the Forward Pinellas Board or Executive Director approval of the submitted invoice, as applicable, Forward Pinellas shall make payments as invoiced to the CITY within 30 days of approval by the said Board or Executive Director.

4. RECORDS

The CITY will keep adequate records and supporting documentation applicable to this contractual matter including any deliverables related to the PROJECT. Said records and documentation will be retained by the CITY for a minimum of five (5) years from the end of the fiscal year to which it applies, or as required by Florida's Public Records Law, whichever is longer. Forward Pinellas and its authorized agent shall have the right to review, inspect, and copy all such records and documentation as often as it deems necessary during the record retention period stated above; provided, however, such activity shall be conducted only during normal business hours.

5. NOTICE

All notices required to be given by law or under this AGREEMENT shall be in writing and sent to the following addresses, unless the Parties indicate otherwise in writing:

Forward Pinellas
Rodney Chatman, AICP
310 Court Street, 2nd Floor
Clearwater, Florida 33756
rschatman@forwardpinellas.org

City of Tarpon Springs
Attn. Karen Lemmons
324 East Pine Street
Post Office Box 5004
Tarpon Springs, FL 34688-5004
klemmons@ctsfl.us

6. TERMINATION

All services are to be performed by the CITY to the satisfaction of Forward Pinellas' Executive Director based on the requirements of Exhibit A. Forward Pinellas' Executive Director shall decide all questions and disputes, of any nature whatsoever, that may arise in the execution and fulfillment of the services provided for under this AGREEMENT.

a. Termination for Convenience Forward Pinellas may terminate this AGREEMENT, in whole or in part, at any time upon thirty day's (30) written notice to the CITY. The CITY shall be paid its costs, including AGREEMENT close-out costs, and profit on work performed up to the time of termination. The CITY shall promptly submit its invoice to Forward Pinellas for costs incurred up to the effective date of termination, provided CITY has not been previously reimbursed for such costs.

b. Termination for Cause If the CITY fails to perform in the manner called for in the AGREEMENT, Forward Pinellas may terminate this AGREEMENT for default. Termination shall be effected by serving a notice of termination on the CITY setting forth the manner in which the

CITY is in default. The CITY will only be reimbursed for the cost for services performed in accordance with the manner of performance set forth in the AGREEMENT.

If it is later determined by Forward Pinellas that acts beyond the CITY'S control led to the breach or default, including but not limited to a strike, fire, or flood, Forward Pinellas, after setting up a new delivery of performance schedule, may allow the CITY to continue work, or treat the termination as a termination for convenience.

c. Opportunity to Cure Forward Pinellas in its sole discretion may, in the case of a termination for breach or default, allow the CITY an opportunity to cure the defect within 30 days of receiving a notice of termination. In such case, the notice of termination will state the time period in which cure is permitted and other appropriate conditions.

If the CITY fails to remedy to Forward Pinellas satisfaction the breach or default of any of the terms, covenants, or conditions of this AGREEMENT within thirty (30) days after receipt by the CITY of written notice from Forward Pinellas setting forth the nature of said breach or default, Forward Pinellas shall have the right to terminate the AGREEMENT without any further obligation of either party. Any such termination for default shall not in any way operate to preclude Forward Pinellas from also pursuing all available remedies against the CITY and its sureties for said breach or default.

d. Waiver of Remedies for any Breach In the event that Forward Pinellas elects to waive its remedies for any breach by CITY of any covenant, term or condition of this AGREEMENT, such waiver by Forward Pinellas shall not limit Forward Pinellas' remedies for any succeeding breach of that or of any other term, covenant, or condition of this AGREEMENT.

7. INDEMNIFICATION

Forward Pinellas shall in no way be held responsible for any injuries or damage received or sustained by any person, persons, or property by any act, omission, neglect or misconduct of the CITY or third-party consultants hired to conduct the scope of services outlined herein. Nothing herein shall be construed as a waiver of either party's sovereign immunity pursuant to §768.28, Florida Statutes.

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If any provision of this AGREEMENT is held invalid, the remainder of this AGREEMENT will not be affected thereby, and all other parts of this AGREEMENT will remain in full force and effect.

9. WAIVER

Waiver of one or more covenants or conditions of this AGREEMENT by Forward Pinellas shall not be construed as a waiver of a subsequent breach of the same covenant or conditions, and the consent or approval by Forward Pinellas to or of any act by the CITY requiring Forward Pinellas' consent or approval shall not be construed as consent or approval to or of any subsequent similar act by the CITY.

10. ENTIRE AGREEMENT

This AGREEMENT represents the entire written agreement between the parties and supersedes all prior communications and proposals, whether electronic, oral, or written between the parties with respect to this AGREEMENT. This AGREEMENT may be amended only by written instrument signed by both Forward Pinellas and the CITY.

11. FILING OF AGREEMENT; EFFECTIVE DATE

Pursuant to Section 163.01, Florida Statutes, this AGREEMENT must be filed with the Clerk of the Circuit Court in Pinellas County, Florida after execution by the Parties, and shall take effect upon such filing.

12. GOVERNING LAW AND AGREEMENT EXECUTION

The laws of the federal government and the State of Florida shall govern this AGREEMENT.

IN WITNESS WHEREOF, the Parties hereto have caused these presents to be executed, on the days and year reflected below.

FORWARD PINELLAS

By:

Whit Blanton, FAICP
Forward Pinellas Executive Director

By:

Commissioner Dave Eggers
Forward Pinellas Chairman

By:

Commissioner Janet Long
Forward Pinellas Secretary

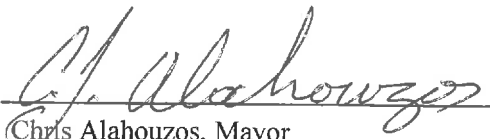
Date:

Approved as to form:

By: 
Chelsea Hardy
Assistant County Attorney

City of Tarpon Springs

By:


Chris Alahouzos, Mayor

Attest:


Irene Jacobs, City Clerk & Collector

Approved as to form:

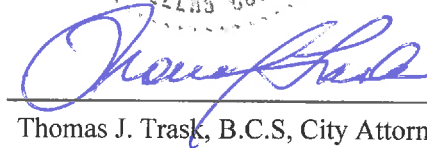

By: Thomas J. Trask, B.C.S, City Attorney

EXHIBIT A

City of Tarpon Springs “Activate Tarpon Springs!” Highest and Best Use Redevelopment Scenario

Scope of Work and Specifications

Introduction

The Spring Bayou, or “Golden Crescent” area is one of the most beautiful in the City, with stately vintage homes surrounding the park and bayou, which fills with manatees during the year. The Greek Orthodox Epiphany celebration is held here annually, attracting tens of thousands of visitors each January. The City’s Community Redevelopment Agency (CRA) purchased and later demolished the derelict Sunbay Motel, a 0.18-acre property located at the bayou (57 West Tarpon Avenue, Parcel #12-27-15-77796-711-0070) and rented the adjacent property at 61 West Tarpon Avenue (Parcel #12-27-15-14814-000-0090) to establish a Community Redevelopment Center (CRC). With the Sunbay Motel gone and the City’s positive relationship with their CRC property landlord, now is the time to take the next step to determine development feasibility for the area. The location of these properties within the CRA, the National Register Historic District, and the City’s Special Area Plan (SAP) district makes it an excellent “poster child” for pursuit of the City’s urban design aspirations in an economically struggling area. The property is uniquely situated in the western gateway to Downtown, and in the center hub of the City’s walkability plan linking Downtown to the Sponge Docks. A successful redevelopment of this parcel is a critical component of the larger downtown revitalization plan and key to long-term viability of the Downtown/Sponge Docks plan.

The City of Tarpon Springs (“City”) is requesting proposals for planning services (“Consultant”) to assist in a developing a portfolio-format best and highest use redevelopment scenario for the properties described above. The land use context for these properties includes the Transect-Based Infill Code (SAP), the Tarpon Springs Historic Districts, the Community Redevelopment Area (CRA), and, the Citywide land development code (LDC). The scenario should illustrate the opportunities resulting from the “marrying” of these standards while at the same time demonstrating how the operation of these existing standards shape the property’s potential.

Project Summary and Objectives

The “Activate Tarpon Springs” project will include a review of the land use context for the properties including the codes listed above; a specific review of the locational, physical and cultural context of the property; market research to expose property potential; development of three concept scenarios with selection of one for further analysis; and, detailed analysis and recommendations of one best and highest use scenario. The project will include a public participation process.

Tasks and Deliverables

Task 1. Project Initiation and Scoping. Upon execution of the contract agreement, the Consultant and the City will hold an on-site kick-off meeting, including a visit to the property site. The project objectives will be discussed including the scope tasks and deliverables, City and Consultant responsibilities, emerging / priority issues or research needs, and, assignments and timeline for completion.

Task 1 Deliverable: Kick-off Meeting Summary Memorandum with summary of topics discussed, list of deliverables, task assignments and project timeline.

Task 2. Review Property Context and Operational Factors. The Consultant shall coordinate with the City to research and review the codes, guidelines and standards affecting the property including the SAP, historic district standards, land development code, community redevelopment area, and any other applicable standards. The property will also be evaluated for its physical, environmental and cultural context including traffic circulation, parking issues, pedestrian circulation, historical context, Greek Epiphany and other regular events and activities, topography, trees, and other characteristics. A meeting with the City's Technical Review Committee should be scheduled during this phase as part of the site research. The surrounding businesses and neighborhoods will also be characterized to the extent that they are relevant to the property. Finally, the relevant economic and market forces context in which the property is currently operating and likely to be operating in the near future (5-10 years) will also be researched.

Task 2 Deliverable: Report with characterization of the subject site, listing of issues, research results and outlined of approach to development of scenarios.

Task 3. Development of Three Concept Scenarios. The Consultant shall provide three concept scenarios for development of the property. The concept scenarios shall include both narrative and graphic components including site view, elevation view and oblique views of the scenarios. The narrative should explain the background and development approach to the scenarios, describe each scenario, and, discuss the strengths and weaknesses of each scenario.

Task 3 Deliverable: Report in narrative and graphic form of three scenarios.

Task 4. Open House. An open house session will be held where the public will be invited to learn about the project, view scenarios, and give input. The open house will be held at the Community Redevelopment Center. The Consultant will supply display materials for the open house and be present, along with City staff, to interact with open house participants.

Task 4 Deliverable: Open house summary report include materials presented and open house results.

Task 5. Final Best and Highest Use Redevelopment Scenario. The Consultant shall provide a final best and highest use scenario for development of the property. The scenario shall include narrative and graphic components including site characterization and analysis of influencing factors researched in Task 2, detailed description of scenario and graphic presentation of scenario (including site views, elevation views, oblique views and architectural renderings). The final scenario shall be delivered as a report, accompanied by a power point presentation. The Consultant shall present the slide show before the Board of Commissioners.

Task 5 Deliverable: Final Best and Highest Use Redevelopment Scenario in report form and accompanying slide show presentation.

Project Timeframe

The project is expected to be conducted over a 12-month timeframe. The specific schedule of tasks will be discussed at the kick-off meeting and may be later modified by agreement of the City and the Consultant if the need arises.

**INTERLOCAL AGREEMENT BETWEEN FORWARD PINELLAS
AND THE CITY OF LARGO, FLORIDA
FOR PLANNING AND PLACE-MAKING (PPM)
GRANT PILOT PROGRAM FUNDING**

THIS INTERLOCAL AGREEMENT (“AGREEMENT”) is entered into this ____ day of _____ 2019 by and between Forward Pinellas, in its role as the Pinellas Planning Council (PPC), and the City of Largo, a political subdivision of the State of Florida (hereinafter referred to as “CITY”), collectively referred to as the “Parties,” each one constituting a public agency as defined in Part I of Chapter 163, Florida Statutes.

WITNESSETH:

WHEREAS, Forward Pinellas has a pilot grant program to assist local governments in initiating planning projects that advance the goals and objectives of the Countywide Plan; and

WHEREAS, the Countywide Plan includes various strategies that are critical to encouraging planned redevelopment of the built environment, improving the countywide economy and maintaining quality of life (hereinafter referred to as “Planning and Place-Making Projects”); and

WHEREAS, during a Countywide call for local governments to submit applications for grant funding for Planning and Place-Making projects, the CITY submitted an application to develop a Special Area Plan for the US 19/Roosevelt Boulevard (Largo Town Center) area (PROJECT); and

WHEREAS, an evaluation committee comprised of members of the Planners Advisory Committee (PAC) and Forward Pinellas staff met to review each application and develop a recommendation for funding; and

WHEREAS, said evaluation committee recommended Forward Pinellas provide funding to the CITY for the PROJECT; and

WHEREAS, Forward Pinellas is authorized to provide funding to local governments for qualified projects; and

WHEREAS, Forward Pinellas has determined that the PROJECT is eligible for funding and adopted the evaluation committee’s recommendation to provide such funding for the PROJECT on March 13, 2019; and

WHEREAS, the CITY has stated that it is qualified and able to complete the PROJECT with the assistance of Forward Pinellas funding support; and

WHEREAS, it is necessary for the Parties to reduce their mutual agreements to writing.

NOW, THEREFORE, in consideration of the mutual performance of the covenants and promises contained herein the Parties agree as follows:

1. SCOPE OF SERVICES

- A. The CITY shall develop a Special Area Plan for the US 19/Roosevelt Boulevard (Largo Town Center) area, the scope of which is contained in the proposed third party consultant contract, attached hereto and incorporated herein as Exhibit A.

- B. Funding provided by Forward Pinellas to the CITY shall not exceed the agreed-upon \$50,000, which will be paid to the CITY on a reimbursement basis as further outlined herein.
- C. In accordance with the requirements of 2 CFR 200, Section 287.55 F.S., Federal Brooks Act 23 CFR 172 and 23 USC 112, the CITY can utilize Forward Pinellas' procured consultants to fulfill the scope of service requirements as outlined herein.

2. TERM

- A. This shall be a one-time project. The term shall commence upon the CITY receiving a Notice to Proceed from the assigned Forward Pinellas project manager ("project kick-off"), and shall terminate one year thereafter, or upon PROJECT completion, whichever is earlier. The CITY agrees to begin and complete the PROJECT work in a diligent and timely manner.

3. BILLING AND COMPENSATION

- A. The CITY shall submit one invoice within 30 days of the completion of the draft Special Area Plan. This invoice must include a transmittal letter signed by the CITY'S project manager as well as a copy of the draft Special Area Plan and any other supporting documents that demonstrate substantial completion of the scope of services. Incomplete invoice submittals and invoices not properly prepared (mathematical errors, billing not reflecting actual work done, no signature, etc.) shall be returned to the CITY for correction. All project documents shall be e-mailed to the attention of the Forward Pinellas project manager.
- B. Forward Pinellas shall have the right to monitor the CITY to ensure funding provided by this AGREEMENT is used for authorized purposes. Forward Pinellas may request additional information and evidence to support the invoice for fees claimed to be earned by the CITY before Forward Pinellas processes the invoice for payment. Reimbursement will be provided only for authorized costs that can be documented as directly related to the PROJECT.
- C. Should the CITY collect any third-party payments for eligible activities for which Forward Pinellas has reimbursed the CITY, the CITY shall reimburse Forward Pinellas the amount of the third-party payments, up to the total amount reimbursed by Forward Pinellas.
- D. In consideration of the satisfactory performance of the provisions of this AGREEMENT, Forward Pinellas shall compensate the CITY an amount not to exceed \$50,000. Any costs of the PROJECT above and beyond this amount are the sole responsibility of the CITY.
- E. Upon Board or Executive Director approval of the submitted invoice, as applicable, Forward Pinellas shall make payments as invoiced to the CITY within 30 days of approval by the Board or Executive Director.

4. RECORDS

The CITY will keep adequate records and supporting documentation applicable to this contractual matter including any deliverables related to the PROJECT. Said records and documentation will be retained by the CITY for a minimum of five (5) years from the end of the fiscal year to which it applies, or as required by Florida's Public Records Law, whichever is longer. Forward Pinellas and its authorized agent shall have the right to review, inspect, and copy all such records and documentation as often as it deems

necessary during the record retention period stated above; provided, however, such activity shall be conducted only during normal business hours.

5. NOTICE

All notices required to be given by law or under this AGREEMENT shall be in writing and sent to the following addresses, unless the Parties indicate otherwise in writing:

Forward Pinellas
Rodney Chatman, AICP
310 Court Street, 2nd Floor
Clearwater, Florida 33756
rschatman@forwardpinellas.org

City of Largo – Community Development Department
Richard “Rick” Perez, AICP/MPA
201 Highland Avenue
Largo, FL 33779
rperez@largo.com

Either party may change the persons and addresses to which notices or other communications are to be sent to it by giving written notice of any such change in the manner provided herein for giving notice.

6. TERMINATION

All services are to be performed by the CITY to the satisfaction of Forward Pinellas’ Executive Director based on the requirements of Exhibit A. Forward Pinellas’ Executive Director shall decide all questions and disputes, of any nature whatsoever, that may arise in the execution and fulfillment of the services provided for under this AGREEMENT.

a. Termination for Convenience Forward Pinellas may terminate this AGREEMENT, in whole or in part, at any time upon thirty days’ (30) written notice to the CITY. The CITY shall be paid its costs, including AGREEMENT close-out costs, and profit on work performed up to the time of termination. The CITY shall promptly submit its invoice to Forward Pinellas for costs incurred up to the effective date of termination, provided CITY has not been previously reimbursed for such costs.

b. Termination for Cause If the CITY fails to perform in the manner called for in the AGREEMENT, Forward Pinellas may terminate this AGREEMENT for default. Termination shall be effected by serving a notice of termination on the CITY setting forth the manner in which the CITY is in default. The CITY will only be reimbursed for the cost for services performed in accordance with the manner of performance set forth in the AGREEMENT.

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new delivery of performance schedule, may allow the CITY to continue work, or treat the termination as a termination for convenience.

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The laws of the federal government and the State of Florida shall govern this AGREEMENT.

IN WITNESS WHEREOF, the Parties hereto have caused these presents to be executed, on the days and year reflected below.

PINELLAS PLANNING COUNCIL

Attest:

By: _____

Whit Blanton, FAICP
Forward Pinellas Executive Director

By: _____

Commissioner Dave Eggers
Forward Pinellas Chairman

By: _____

Commissioner Janet Long
Forward Pinellas Secretary

Date: _____

Approved as to form:

By: _____

Chelsea Hardy
Chelsea Hardy
Assistant County Attorney

City of Largo

Attest: _____

By: _____

Henry Schubert
Henry Schubert, City Manager

Reviewed and Approved: _____

[Signature]
City Attorney

Attest: _____

Print Name: _____

Title: _____

Diane Bunker
Diane Bunker, City Clerk



Date: 5-7-19

EXHIBIT A

TASK ASSIGNMENT NO. ____
TO THE CONTRACT FOR PROFESSIONAL CONSULTING SERVICES
FOR PROFESSIONAL PLANNING CONSULTING SERVICES

BETWEEN THE CITY OF LARGO
AND KIMLEY-HORN AND ASSOCIATES, INC.
100 2nd Avenue South, Suite 105N,
St. Petersburg, FL 33701
March 21, 2019

PROJECT TITLE

US 19 / Roosevelt Boulevard Special Area Plan

PROJECT UNDERSTANDING

The purpose of this project is to prepare a Special Area Plan (SAP) for the US 19 and Roosevelt Blvd/East Bay Drive area. The City would like to incentivize catalytic change in the area to update an outdated suburban development model and to create an economically viable urban destination. The proposed planning area is centered at the intersection of two primary corridors (US Highway 19 & Roosevelt Blvd/E. Bay Drive) and is approximately 600 acres in size with the final boundaries to be determined with this scope of services.

The SAP is needed to provide a mix of uses, greater density, and accessibility to multiple modes of transportation. It will be submitted to Pinellas County as an amendment to the Countywide Plan Map to establish the Major Activity Center and Multimodal Corridor land use classification in support of the Forward Pinellas Vision for US 19 and serve as a local implementation tool for this subarea of the Gateway/Mid-County Master Plan.

The SAP will identify opportunities, strategies, capital improvements, and context sensitive development standards to encourage mixed use infill and redevelopment at more concentrated densities and intensities compared to other parts of US 19, Roosevelt Boulevard and East Bay Drive. The scope of work will include:

- Existing Conditions and Establishment of the Preliminary Plan Boundary;
- Economic Analysis and Land Use,
- Transportation and Mobility recommendations,
- Plan Vision and Development Strategies; and,
- Implementation Plan

SCOPE OF SERVICES

PHASE 1: KICKOFF AND SETTING THE STAGE

TASK 1 - PROJECT KICKOFF AND MANAGEMENT

Project administration activities will be undertaken throughout the project that will include the following:

- **Project Setup:** Kimley-Horn will establish project files, a project workplan, initiating accounting system.
- **Kick-off Meeting:** Kimley-Horn will participate in a kick-off meeting to include up to three (3) staff with the City and the project team. It is anticipated that the schedule will be finalized, data needs will be discussed as well as public engagement, and the SAP Boundary will be reviewed (outlined further in Task 2).
- **Progress Calls/Updates:** Kimley-Horn will provide monthly progress calls (up to ten). Two of these meetings could be in conjunction with up to two (2) in-person project meetings.

Deliverables: Project Schedule, Kick-off meeting minutes, Progress Meetings

TASK 2 –SAP BOUNDARY DETERMINATION AND DATA COLLECTION

The SAP Boundary will be further refined in this task. Kimley-Horn will review previous planning efforts and studies to gain insight and determine data points that can be shared between planning efforts. Below are activities included in this task:

- **Development of a basemap.** The SAP Boundary (study area) will start as a 1-mile buffer approximately east of US 19 and Roosevelt Boulevard and will be mapped using existing information from the grant proposal.
- **The SAP Boundary will be further defined to incorporate surrounding neighborhoods around the area that that would be influential in future development of the node.** Drive times and natural and man-made barriers will be considered in the creation of the market, which will be shown on a map. The boundary will be used to define a competitive market to be analyzed further in the market analysis task.
- **Readily available reports, documentation, and GIS information will be obtained including:**
 - **Land Use and Zoning**
 - Existing and Future Land Use Map (GIS format)
 - Zoning districts (GIS format)
 - Neighborhoods and surrounding districts (GIS format)
 - Appropriate comprehensive plan chapters
 - Brownfields
 - Building and site regulations, including signage regulations
 - Urban design standards within the area
 - Priority redevelopment areas

- Water/Waste Water System
- Stormwater
- Property lines/parcels including age of ownership, age of structure, and market value
- Existing city plans including Activity Center Design Guidelines (2009), Strategic Plan, Comprehensive Development Code (CDC), Comprehensive Plan Forwarding Our Future
- Forward Pinellas Countywide Rules, Countywide Plan Map, Transit-Oriented Land Use Vision Map
- US 19 Pedestrian & Bicycle Safe
- Gateway/Mid-County Master Plan information

Transportation

- Roadway characteristics such as number of lanes and roadway classification, FDOT context classification, street types, posted speeds, auto volumes, level of service, signal locations
- Car Ownership
- Trails, bicycle, and sidewalks
- Crosswalks and high crossing locations
- Transit routes and stops including headways and boarding/alighting information
- Truck routes
- Evacuation routes
- Crashes from the last five years (auto, pedestrian, and bicycle). Trends relative to crash frequency, crash type, and other relevant contributing circumstances such as lighting condition, pavement condition, and time of day will be considered when identifying potential design changes.
- Existing plans in the area including Largo's Multimodal Plan and plans from Florida Department of Transportation (FDOT), Forward Pinellas, and the Pinellas Suncoast Transit Authority (PSTA) as well as the city. Includes the US 19 Express Bus Service Concepts Study, US 19 Pedestrian and Bicycle Safe Access to Transit Corridor Study, and PSTA's Community Bus Plan.
- Projects scheduled in the area (City of Largo, FDOT, Pinellas County, and PSTA)

Previous Economic efforts

- Existing demographic and economic reports
- ESRI Community Analyst profiles
- US 19 Land Use and Economic Analysis

Deliverables: Base map, Updated SAP Boundary map, Review of existing studies and plans in the area with key opportunities summarized in the SAP report.

PHASE 2: DEVELOPMENT OF PLAN RECOMMENDATIONS

TASK 3 – PUBLIC ENGAGEMENT

Public engagement is anticipated to be continuous throughout the project to help shape the plan. Below are activities that will be performed under this task:

- This task will include coordination with the Gateway/Mid-County Master Plan to utilize contacts from that planning effort. Kimley-Horn will discuss with City Communications staff in collecting additional information online. City staff will obtain feedback using MindMixer. City staff will provide Kimley-Horn with summary information.
- Up to two (2) combined interview sessions with up to eight (8) stakeholders to include local business owners, brokers, investors, realtors, developers.
- Up to two (2) total meetings will be scheduled with FDOT, Forward Pinellas, PSTA, Pinellas County (Planning, Economic Development, Public Works)
- Up to three (3) interviews with other local stakeholder groups such as neighborhood groups or associations such as the Central Pinellas Chamber of Commerce.
- One (1) community forum to receive feedback from members of the public and stakeholders. The event will be a presentation of draft recommendations. A summary of discussion and decisions will be produced by Kimley-Horn to be included as part of the final report.

Deliverables: Development of presentations and meeting materials, preparation and attendance, summary of input received to be included in the SAP report.

TASK 4 – MARKET ANALYSIS

Kimley-Horn will conduct research to establish a baseline of information on market dynamics and demand drivers that could impact the competitiveness of the area. As possible, we will update data points that were presented as part of previous market analysis efforts, specifically the US 19 Corridor Land Use & Economic Analysis (Largo).

Market Dynamics and Demand Drivers

- **Economic Anchors and Investments:** Kimley-Horn will conduct research to identify existing economic and market anchors, and major public and private investments that could impact the potential of the corridor. These investments could include road improvements, public utility expansions, schools and other civic or cultural facilities, employment centers, and real estate developments.
- **Employment:** Analyze annual at-place employment trends by industry for Pinellas County and the Tampa Bay region, describing overall growth as well as shifts between sectors. Average wage trends by industry will also be analyzed. Kimley-Horn will also provide place-of work employment by sector for the competitive submarket, noting job concentrations near the corridor.
- **Demographics:** Analyze population and household trends by age and income for the Submarket and compare that performance to the Tampa Bay region 2010 to 2018. Kimley-Horn will supplement the demographic data with an analysis of the Submarket's Tapestry Segmentation from ESRI, which divides households into 67 groups based on consumer spending patterns and lifestyle attributes. This type of analysis provides insight into the purchasing preferences for housing and other goods, and is

being used increasingly by developers, builders, and retail tenants in the site selection and due diligence process.

Real Estate Performance Overview

- **Residential:** Using census data, recent building permit information, housing sales and third-party real estate information, we will inventory and categorize the existing housing stock in the submarket. Kimley-Horn will then profile for-sale residential closing trends by price range for a pre-defined submarket encompassing the US 19/Roosevelt Avenue area. Multifamily inventory, construction, absorption, vacancy rates, and rent performance measures for Pinellas County and the larger Tampa Bay market will also be profiled. We will provide trends demonstrating shifts in supply, demand, vacancy, and rent performance over the last five years. We will survey and profile up to five comparable multifamily communities, based on location, age, and construction type. A focus will be on providing quality housing options.
- **Retail:** Based on a pre-defined submarket provided by REIS, a third-party data source, Kimley-Horn will analyze multi-tenant retail trends for Pinellas County and the surrounding area, including construction, net absorption, vacancy rates, and rents. Kimley-Horn will identify and profile completed retail developments over 25,000 square feet that serve the Submarket. Based on input from real estate brokers, developers, planners, and published sources, Kimley-Horn will document the year built, gross leasable area, vacancy rate, quoted rent and anchor tenants for each center.
- **Office:** Analyze multi-tenant office trends for a pre-defined Submarket provided by REIS, which best aligns with the defined submarket. Analyzed trends will include construction, net absorption, vacancy rates, and rents. Trends will be compared to performance in the larger Tampa Bay region. Kimley-Horn will select and profile up to five comparable office developments. The comparables will be selected on the basis of size and proximity to the Project. As available, Kimley-Horn will provide the year built, total square feet, vacancy, minimum and maximum square feet available, quoted rent, anchor tenants, and amenities for each property.
- **Hospitality:** Analyze hotel performance trends for a pre-defined Submarket provided by STR Global. Analyzed trends will include occupancy, RevPAR, and rack rate. Hotels typically serve employment centers, entertainment destinations, and highway travelers. As a result, a hotel submarket map will be produced that overlays the current inventory in the market area with employment center distribution and activity nodes.

SWOT analysis

- Based on the demographic and employment trends, as well as real estate sector performance, Kimley-Horn will prepare a forward-looking analysis of Strengths, Weaknesses, Opportunities, and Threats (SWOT) that could impact development potential in the US 19/Roosevelt Avenue market area.

Development opportunities

- **Best Practices Research:** Kimley-Horn will identify up to three activity nodes that have achieved development momentum in other communities. These nodes should represent aspirational development patterns. The selected activity nodes will be profiled to determine what strategies were leveraged to incentivize development. Profile information will include land uses by type, development timing, and what public incentives or policies were utilized to guide the direction of development to align with local goals.

- **Short- and Long-Term Opportunity Identification:** Incorporating previously prepared forecasts, Kimley-Horn will provide ranges of future demand for residential units, retail and office space, and hotel rooms that could be accommodated in the US 19/Roosevelt Avenue area. Updated market trends and economic metrics be considered. Based on the area's physical and locational attributes, Kimley-Horn will describe the short- and long-term potential for each land use along the corridor.
- **Corridor Demand and Catalyst Sites:** Key sites in the area will be identified, based on location, visibility, or accessibility, would have the greatest potential for short-term development. These sites could also be leveraged to catalyze development for the US-19/Roosevelt Avenue area.
- **Development Strategies:** Strategies that could be leveraged to encourage development patterns identified in the special area plan will be identified. These strategies will be based on feedback from the Client and community, as well as the best practices research previously prepared.

Deliverables: Final chapter in the SAP report with background information and recommendations summarized.

TASK 5 – LAND USE, URBAN FORM, TRANSPORTATION/MOBILITY

This task will provide land use and transportation and mobility analysis in the development of plan recommendations.

Land Use Analysis

- **Land Use Strategy:** Kimley-Horn will work with the City in the development of recommended land use changes following the market analysis to determine the correct balance of mixed land uses for the SAP. Principles from the City's existing plans, Countywide Plan, and Activity Center Guidelines will be incorporated into development of land use scenarios.
- **Land Use Templates and urban design principles:** Kimley-Horn will meet with City staff and confirm the existing City of Largo Comprehensive Plan and CDC recommended changes before moving forward with the development of land use templates. One (1) meeting will also be held with County staff. Using the results of the market study, up to four (4) sites will be shown as illustrative land use templates that could be catalytic shorter-term improvement sites. Kimley-Horn will prepare recommended provisions in a chapter of the SAP report that will include up to eight (8) conceptual development drawings that indicate typical layout, materials, and finishes. Urban design principles that further describe urban form and community character guidelines will be described in a narrative that accompanies the land use templates and will further describe street types, gateways, lot development, landscaping, signage, height and scale. These redevelopment scenarios and guidance will be adopted as the new Land Development Regulations (LDRs) for the SAP.
- **Public Infrastructure and Public Facilities:** A limited due diligence will be conducted on existing infrastructure and facilities to serve the existing area and proposed land uses. Existing studies and data will be utilized such as information from the Gateway/Mid-County master plan and readily available utility and stormwater such as the City's current Utility and Stormwater Master plan. A map and brief narrative will be developed along with a map of public facilities in the area.
- **Sustainability and Resiliency:** Information from the Gateway/Mid-County master plan as well as other Pinellas County efforts such as the new Pinellas County's Digital Elevation Model (DEM) will be

reviewed to provide a limited due-diligence to be summarized in narrative format on impacts in the area of flooding, sea level rise and storm related impacts

Transportation and Mobility recommendations

- Provide recommendations on providing multimodal and healthy options as well as safety for all users through completing the transportation street grid. Opportunities and recommendations will be summarized in the SAP report as a chapter through a narrative and map/graphics series. A focus will be on providing access to recreation facilities and commercial areas (including to Tech Data to the east of the study area) and other points of interest.
- Up to four (4) renderings will be provided with the recommendations to show before and after conditions. It is envisioned that these will include photoshop renderings on photographs to show before and after conditions. Detailed renderings with architectural detail are considered additional services.
- This task will also include up to two (2) field visits to better understand the area and to obtain photos.

Deliverables: Final chapter to include draft Urban form/land development regulations and land use analysis, transportation and mobility recommendations, up to two (2) field visits

PHASE 3: SAP PLAN AND ADOPTION

TASK 6 – SAP IMPLEMENTATION REPORT

The main objective of this project is the adoption of the SAP by the City and the County into the Countywide Plan and Map. Preparation of the SAP document will be being at the start of the project as information is collected, assessed, and developed.

- Develop draft SAP document and provide to City for one (1) round of comments. The City will consolidate department comments into a single round.
- Update SAP per City comments and submit to the City.
- Two (2) rounds of edits if necessary on the SAP based on discussion from Planning Board hearing/City Commission and one after submittal to Forward Pinellas

The SAP will identify implementable recommendations and strategies and will incorporate recommendations from sections described above. The plan will include the following:

- Executive Summary
- Full SAP
 - Introduction and vision
 - Summary of recommendations and strategies
 - Market Analysis
 - Land Use/Zoning
 - Urban Design Guidelines and Principles
 - Transportation/Mobility & Streetscape
 - Countywide Plan & Implementation

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- Appendix information

Deliverables: Draft SAP report for one (1) round of City review and comments, Final SAP report to be used for adoption into the City Comprehensive Plan and Countywide Plan and Map. Two (2) rounds of edits if necessary on the SAP based on discussion from Planning Board hearing/City Commission and one after submittal to Forward Pinellas

TASK 7 – PRESENTATIONS

Kimley-Horn will participate in several presentations to provide updates on the SAP as well as during the adoption of the plan.

- Up to five (5) presentations will be conducted to present the SAP to City Boards and Committees with up to (2) Kimley-Horn staff attending. City staff will conduct presentations using presentations provided by Kimley-Horn identified below (*):
 - *Community Development Advisory Board (CDAB)
 - *City Commission Work Session
 - Planning Board Hearing
 - City Commission First Reading
 - *Forward Pinellas PAC (City staff)
 - Forward Pinellas Board Meeting
 - County Planning Authority Hearing
 - City Commission Adoption Hearing

Deliverables: Development of presentations, preparation and attendance, summary of input received to be included in the SAP report

ADDITIONAL SERVICES

Any services not specifically provided in the above scope of services, as well as any changes in the scope you request, will be considered additional services and will be performed at our then current hourly rates as we agree prior to their performance. Additional services may include, but are not limited to the following:

1. GIS data development or compilation beyond that identified in the above tasks.
2. Update(s) to the City of Largo Future Land Use Map (FLUM), Comprehensive Plan and Comprehensive Development Code.
3. Detailed infrastructure analysis
4. Attendance at additional meetings beyond the meetings identified above.
5. Land planning services
6. Landscape architecture services
7. Marketing materials, such as colored plots, renderings or sales maps.
8. Services required by additional governmental regulations, which might be put into effect after the date of this agreement.
9. Additional analysis resulting from added development analysis or changes in the plan.
10. Any services not specifically described in the above Scope of Services.

INFORMATION PROVIDED BY THE CLIENT

Kimley-Horn shall be entitled to rely on the completeness and accuracy of all information provided by the Client. The Client shall provide all information requested by Kimley-Horn during the project, including but not limited to the following.

- Existing city plans including Activity Center Design Guidelines (2009), Strategic Plan, Comprehensive Development Code, Comprehensive Plan Forwarding Our Future
- Available GIS information (including street data and traffic counts) and any other GIS Data Necessary
- Public comments from online GIS
- Public Works/City Engineering (reports including pavement management of roadways within the study area)
- Existing and proposed City Capital Improvement Programs
- Previous design and implementation studies and manuals, and development projects, including funding and budgeting summaries
- Existing road and right-of-way information for City streets in the area – dimensions, utility locations, etc.
- Utility Master Plans.
- Existing landscaping, lighting, signage and utility locations
- County Property Assessor's data
- Plans and record drawings for existing and programmed improvements
- Existing economic data and analysis.
- Healthy Communities Initiative.

SCHEDULE

This Task Assignment shall commence upon Notice to Proceed. Our anticipated (tentative) is anticipated to include a fourteen (14) month timeframe.

In the event of unforeseen conflicts or delays, schedule modifications will be made with City approval.

FEE AND BILLING

Services outlined in Tasks 1 – 7 will be completed for a lump sum fee of \$120,000.

TASKS	HOURS	FEE
TASK 1 - PROJECT KICKOFF AND MANAGEMENT	67	\$10,000
TASK 2 –SAP BOUNDARY DETERMINATION AND DATA COLLECTION	93	\$14,600
TASK 3 – PUBLIC ENGAGEMENT	166	\$25,500
TASK 4 – MARKET ANALYSIS	80	\$12,000
TASK 5 – LAND USE, URBAN FORM, TRANSPORTATION/MOBILITY	220	\$32,000
TASK 6 – SAP IMPLEMENTATION REPORT	135	\$18,900
TASK 7 – UPDATE AND ADOPTION PRESENTATIONS	47	\$7,000
TOTAL	808	\$120,000

Fees will be invoiced monthly based on the actual amount of service performed (and delivered to the City and accepted by the City) and expenses incurred. Payment will be due within 30 days of your receipt of the invoice.

Task Assignment No. ____

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CLOSURE

This agreement shall be initiated as a work order under the provisions of the Agreement to Furnish Professional Services, dated August 8, 2017. As used in the existing contract, the term "the Consultant" shall refer to Kimley-Horn and Associates, Inc., and the term "the Client" shall refer to the City of Largo.

KHA, in an effort to expedite invoices and reduce paper waste, offers its clients the option to receive electronic invoices. These invoices come via email in an Adobe PDF format. We can also provide a paper copy via regular mail if requested. Please select a billing method from the choices below:

____ Please email all invoices to _____@_____._____.

____ Please email invoices to _____@_____._____ AND provide a hard copy to the address listed above (please note below if it should be to someone else's attention or an alternative address).

____ Please ONLY provide a hardcopy invoice to the address listed above (please note below if it should be to someone else's attention or an alternative address).

ACCEPTED:

CITY OF LARGO

KIMLEY-HORN AND ASSOCIATES, INC.

BY: _____

BY:  _____

Scott Gilner, P.E.

TITLE: _____

TITLE: Senior Associate

DATE: _____

DATE: 4/1/2019

June 12, 2019

5D. Authorization to Seek Quotes for the Collection of Traffic Counts



SUMMARY

In its role as the metropolitan planning organization for Pinellas County, Forward Pinellas has historically employed internal staff to collect traffic count data on roadway segments throughout Pinellas County. With staff retirements, the agency no longer has the in-house resources to collect, review and maintain these data. The agency is seeking quotes from qualified vendors capable of providing professional services to collect, process and perform quality assurance of traffic count data consistent with the tasks listed below.

This traffic count collection and processing project will last for about 11 months, ending on June 30, 2020. The need for future counts will be evaluated at a later date, based on an evaluation of this project.

In light of the nature of the work and the [Forward Pinellas Procurement Manual](#), staff will conduct a small purchase. This process requires the Executive Director to relay the need for these goods/services to the board, the development of a scope of services, a minimum of three price or rate quotations from qualified sources, and a ranking by the Executive Director in an order deemed to be in the best interest of Forward Pinellas and the public as a whole, taking into account the financial, legal and practical ability to perform the desired services. It is anticipated that the award amount will require Forward Pinellas Board approval after this process is complete.

ATTACHMENT(S): Procurement #19-03 Traffic Count Collection and Processing

ACTION: Board, in its role as the metropolitan planning organization, approve procurement #19-03 including the identification of need, scope of services and schedule, and authorizing staff to conduct a small purchase to seek and rank quotes from qualified firms for the traffic count collection and processing.

STAFF RECOMMENDATION: Staff recommends the board authorize proceeding with procurement #19-03.



Small Purchase

FORWARD PINELLAS TRAFFIC COUNT COLLECTION AND PROCESSING

#19-03

Information on Forward Pinellas procurements, including the Internal Control Structure Policy Manual and Forward Pinellas Procurement Manual, is available online at www.forwardpinellas.org. Per procurement procedures, a minimum of three price or rate quotations from qualified sources are required for small purchases.

IDENTIFICATION OF NEED

In its role as the metropolitan planning organization and planning council for Pinellas County, Forward Pinellas has historically employed internal staff to collect traffic count data on roadway segments throughout Pinellas County. With staff retirements, the agency no longer has the in-house resources to collect, review and maintain these data. The agency is seeking quotes from qualified vendors capable of providing professional services to collect, process and perform quality assurance of traffic count data consistent with the tasks listed below.

This traffic count collection and processing project will last for approximately 11 months, from the agreement start date (anticipated in July/August 2019) through June 30, 2020. The need for future counts will be evaluated at a later date, based on an evaluation of this project.

SCOPE OF SERVICES

Task 1 – Collection of Traffic Counts

Consultant will collect 48 hour traffic counts at 120 different count stations annually. This will include 120 count stations in calendar year 2019 and 60 count stations in 2020, 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 2 – Traffic Count Processing

Consultant will perform quality review and process the data collected from each traffic count station to be utilized in a Level of Service database, maintained by Forward Pinellas consultants and used by internal staff and agency partners. 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.

Task 3 – Meetings

Quarterly coordination meetings with Forward Pinellas staff will be included as a part of this effort, including on-going support. Meetings will be held via teleconference whenever possible. Forward Pinellas staff will be responsible for any inter-agency coordination meetings with local government partners. Consultant presentations to any advisory committees or the Board are not anticipated and should not be included as a part of this contract.

DELIVERABLES

- 1.) 48-hour traffic count data at 120 locations throughout Pinellas County each year (120 in 2019 and 60 through June 30, 2020); additional counts as needed on per –unit basis
- 2.) 15-minute interval data for each count station
- 3.) Counts to be provided in suitable electronic format for database import and analysis (e.g. text or Excel files)

PROPOSAL REQUIREMENTS

All proposals should include the following information, at a minimum:

- Primary point of contact's name, title, phone number, address and email address
- Cost broken down by task
- Project approach and qualifications (no more than three pages)
- Disadvantaged Business Enterprise (DBE) status

TIMEFRAME AND SCHEDULE

The work associated with this scope will cover traffic counts from the agreement start date (anticipated in July/August 2019) through June 30, 2020.

Proposals will be due to the designated Forward Pinellas contact by July 1, 2019 at 5 p.m. The proposals received will be ranked by the Forward Pinellas Executive Director in an order deemed to be in the best interest of Forward Pinellas and the public as a whole, taking into account the financial, legal and practical ability to perform the desired services listed above. The Forward Pinellas Board will consider this recommendation at their meeting on July 10, 2019 meeting. Following Forward Pinellas Board approval, the Executive Director will negotiate an agreement with the top ranking firm.

The selected firm will be required to agree to with the following:

- **Notification of Crime Conviction:** Each applicant shall notify Forward Pinellas within 30 days after a conviction of a contract crime applicable to it or any officers, directors, executive, shareholders active in management, employees, or agents of its affiliates. Under Section 337.164, F.S., the privilege of conducting business with Forward Pinellas shall be denied to applicants so convicted until such applicant is properly reinstated pursuant to Section 337.165, F.S., and Rule 14-75, F.A.C.
- **Federal Debarment:** By submitting a quote, the firm certifies that no principal (which includes officers, directors, or executives) is presently debarred, suspended, proposed for debarment,

declared ineligible or voluntarily excluded from participation on this transaction by any federal department or agency.

- **Equal Opportunity and Disadvantaged Business Enterprise Program Statement:** Forward Pinellas, as the metropolitan planning organization for Pinellas County, does not discriminate on any basis, as required by 49 USC 5332 (which prohibits discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity), Title VI of the Civil Rights Act of 1964, as amended 42 USC 2000d to 2000d-4, and Title 49 CFR, Part 21. Forward Pinellas ensures, in accordance with 49 CFR Part 26, that certified Florida Department of Transportation DBE participants have an equal opportunity to receive and participate in FDOT assisted contracts. More information on the MPO's DBE Program may be found on the Forward Pinellas website.
- **Lobbying:** Lobbying of Forward Pinellas employees and elected officials regarding this procurement by any member of a proposer's staff, or those people who are members of, or employed by, any legal entity affiliated with an organization that is responding to the procurement is strictly prohibited. The purpose of this prohibition is to protect the integrity of the procurement process by shielding it from undue influences prior to the contract award, or the competitive selection process is otherwise concluded. Such actions shall cause your proposal, or the proposal you are supporting, to be rejected.
- **Truth in Negotiations:** The firm certifies to the truth-in-negotiation and that wage rates and other factual unit costs supporting the compensation are accurate, complete and current at the time of contracting. Further, the original contract amount and any additions thereto shall be adjusted to exclude any significant sums where Forward Pinellas determines that costs were increased due to inaccurate, incomplete or non-current wage rates and other factual unit costs.

CONTACT AND SUBMITTAL INFORMATION

All correspondence concerning this procurement must be submitted to:

Sarah Caper, AICP
Principal Planner
310 Court Street
Clearwater, Florida 33756
(727) 464-5695
scaper@forwardpinellas.org

CONTRACT AWARD

A contract will be entered into between Forward Pinellas and the selected Consultant to perform the work outlined herein. All deliverables, requirements, timeframes, and specified contract terms referenced herein are material aspects of the proposal that will be incorporated into said contract. As such, the Consultant must be able to meet all such requirements upon submitting a quote.

June 12, 2019

5E. Approval of Annual Transportation Disadvantaged Service Plan Updates



SUMMARY

Forward Pinellas, in its role as the Pinellas County Metropolitan Planning Organization, is the Planning Agency for the Transportation Disadvantaged Program. The Transportation Disadvantaged Service Plan (TDSP) is the guiding plan for the TD Program. Every five years, the planning agency conducts a major update of the TDSP that involves a comprehensive review of the plan, and an assessment of unmet needs based on socioeconomic and population data in the county. The current TDSP is available on the Forward Pinellas website at <http://forwardpinellas.org/document-portal/>.

The TDSP is also updated annually to reflect changes in operations, policies, coordinators, rates and/or information relating to the administration of the program. At its May 21, 2019 meeting, the Local Coordinating Board approved annual updates to the TDSP reflecting the updated Rate Model, coordination and operating contracts and grievance procedures.

Proposed updates to the TDSP include the following:

- Updated costs and rates
- Updated minimum vehicle liability insurance for coordinated contractor agreements
- Updated Evaluation Measures

ATTACHMENT(S): Updated pages of the Transportation Disadvantaged Service Plan

ACTION: Board, in its role as the metropolitan planning organization, to approve the annual updates to the Transportation Disadvantaged Service Plan.

STAFF RECOMMENDATION: Staff recommends the board approve the annual updates to the Transportation Disadvantaged Service Plan.

annual operating report with information on the services provided, such as the number of clients and cost of the trips.

B. COST/REVENUE ALLOCATION AND RATE STRUCTURE JUSTIFICATION

The cost and revenue allocation method for coordinated transportation services, including the different types of trips and modes, takes into account the overall structure of the Coordinated System and how services are provided. The current ambulatory and non-ambulatory provider rates were set through a competitive RFP process using service criteria established by PSTA. Co-payments for TD Program trips go directly to the provider and are considered part of the total trip cost; however, they are not shown in the reimbursement rates table.

Each year, the LCB reviews and approves a rate model, available in Appendix J. This model, which is provided by the Commission for the Transportation Disadvantaged and completed by the CTC, lists the rates at which the CTC and operators are reimbursed for TD Trips.

Table 9. Costs and Rates

Type of Service Provided	Unit	CTD Reimbursement Rate	Actual Cost per Unit	Customer Co-Payment
Ambulatory	Trip	\$20.60 20.40	*	\$3.00
Wheelchair	Trip	\$35.32 34.97	*	\$3.00
Group	Trip	\$10.63 10.42	**	(paid by agency)
31- Day Bus Pass	Pass		\$70.00	\$11.00
10-Day Bus Pass***	Pass		\$45.00	\$5.00

*Per PSTA agreement with operator

**Varies by group trip operator

***The 10-Day pass can be purchased from PSTA or it may be provided by Pinellas County Human Services which has an agreement with PSTA. If provided by Pinellas County Human Services, an individual can upgrade to the 31-day pass by paying the \$6 difference between the regular 10-Day and 31-Day copayments.

Note: The 2017/18 Mobility Enhancement grant-funded TD Late Shift Program has a co-payment of \$9 per month beginning in January 2018.

III. QUALITY ASSURANCE

A quality assurance review of PSTA is conducted annually. The review evaluates how well PSTA is following the guidelines set forth by the CTD in the quality assurance manual. This includes a review of PSTA's services; surveys of TD customers, purchasing agencies and transportation operators; and recommendations on potential changes for the next year. Whenever possible, a subcommittee of the LCB works with the Planning Agency on the initial review, a comprehensive review is then presented to the entire LCB and the recommendations are then presented to the Planning Agency Board (Forward Pinellas). Follow up regarding any concerns or outstanding issues is presented at the LCB meeting following the presentation and review of PSTA in their role as the CTC.

Local Complaint & Grievance Procedures/Process

The complaint and grievance process will be conducted in accordance with state regulations and the Memorandum of Agreement between PSTA and the Commission for the Transportation Disadvantaged (CTD). All TD Program complaints received by the CTC are registered and require the call-taker to document the nature of the complaint on a standard form. The complaint is either addressed immediately if possible or researched further. The LCB shall receive updates on complaints and commendations.

If the complaint is not able to be resolved to the satisfaction of the customer through contact with PSTA or the CTD Ombudsman Program, the formal grievance process may be initiated following the established grievance procedures (available in Appendix H). The grievance procedures are reviewed and approved annually by the LCB.

CTC Monitoring of Contracted Operators/Coordinated System

PSTA, as the CTC, annually reviews contracted operators and coordination contractors. As part of this review, the CTC reviews files provided by the operator/contractor for required driver and insurance coverage information, vehicle maintenance and audit records, and the availability of a SSPP.

In addition to the annual review, the CTC conducts random field reviews of ride-scheduling services and vehicle inspections.

All the review information is documented in the forms provided in Appendix I. These forms are kept on file in the CTC's office and the transportation provider receives a copy of the form for their records. Review information is shared with the LCB.

As part of the annual evaluation of the CTC, information from the provider, operators and coordination contracts may be reviewed. Surveys of riders may also be conducted at that time.

Coordination Contract Evaluation Criteria

To enter into a coordinated contractor agreement with the CTC, participating agencies must agree to comply with the coordinated transportation operator and/or contractor provisions contained in Chapter 427 Florida Statutes, and Rule 41-2, Florida Administrative Code. These provisions include the following:

- A minimum vehicle liability insurance requirement of ~~\$100,000~~ \$200,000 per person and ~~\$200,000~~ \$300,000 per incident;
- Development of a SSPP;
- Reporting requirements that include, but are not limited to the following:
 - A brief description of the overall agency function and transportation program;
 - The expected amount of funds to be used for transportation and per trip or unit cost;
 - The estimated number of one-way trips to be provided; and
 - Other information as required by the CTC to complete its Annual Operating Report

Agencies working with the CTC through coordination contracts are evaluated regularly to verifying whether they are providing trips in the most effective and efficient manner. The CTC receives an

Table 4. Goals, Objectives and Strategies

Goal	Objective	Strategy	Measure	Evaluation of Measure*
1. Deliver cost-effective and efficient transportation services to the transportation disadvantaged in Pinellas County who do not have access to transportation to meet their transportation needs.	1.1. Utilize fixed route bus system whenever possible	a. Provide training to transportation disadvantaged customers <u>and staff of agencies that serve them</u> on how to utilize the fixed route system	· Number of trainings provided that resulted in <u>about</u> using the fixed route system	<u>Record of an average of at least 2 trainings per month.</u>
		b. Analyze <u>Locate</u> bus stop <u>proximity to</u> near common destinations for the transportation disadvantaged <u>as stops are consolidated to make the routes more efficient, including major employers, educational institutions, social service agencies, medical facilities and housing, with ADA accessibility safe connections between the destination and of remaining transit stops as focus</u>	· Location of Routes with consolidated bus stops will have high percentage of ADA accessible stops near - TD customers will not identify existing common destinations <u>with bus stop removed.</u> · Number of safe connections (e.g. sidewalks) added between common destinations and bus stop	<u>< 1 valid TD complaint for the year about a bus stop on a consolidated route being inaccessible or not serving an existing major TD trip attractor.</u>
	1.2. Promote trip sharing	a. Utilize group trips when feasible	· Number of group trips	<u>Group TD trips will be greater than individual TD ambulatory or wheelchair trips</u>
		b. Encourage paratransit service provider to book shared trips	· Number of shared trips	<u>Care Ride will document more shared trips than in prior year.</u>

~~*Updated annually beginning with 2018 TDSP update, this evaluation may include establishing a baseline target or progress towards an established target.~~

Goal	Objective	Strategy	Measure	Evaluation of Measure*
2. Provide reliable transportation services to the transportation disadvantaged while also being innovative and responsive to community needs and local, state and federal policies.	2.1. <u>Develop innovative services to fill gaps left by traditional services.</u> <u>Streamline application process to meet local and state requirements while being user-friendly</u>	a. Internal review of application process, including required forms and application review timeframes ab. Consult <u>In response to social services agencies regarding the application process and services provided initiated and sustained TD Late Shift service.</u>	Review of application process Feedback from social service agencies and TD Late Shift riders who complete surveys.	<u>TD Late Shift surveys will document > 90% satisfied with service.</u>
		bc. Explore ways to work with other agencies to provide efficiencies and improve services <u>Seek innovative ideas from other CTC's and transit agencies thru CTD, FPTA, ABBG & other workshops.</u>	Development of additional ideas which have consensus support. to provide efficiencies and improve services Implementation of ideas developed	<u>LCB members give positive feedback on new innovative concepts for serving TD.</u>
	2.2. Conduct community outreach to promote TD Program and engage in discussion on community	a. Develop bulletin <u>Keep PSTA TD webpage updated</u> for social service agencies on services for the transportation disadvantaged	Bulletin produced and distributed to social service agencies <u>TD webpage has latest poverty guidelines & updates.</u>	<u>TD webpage will remain up-to-date within 30 days of change in TD eligibility criteria.</u>
		b. Develop materials tailored to TD individuals, "front line" workers and social service agency office staff	Materials developed for distinct audiences	<u>Several versions of outreach presentations will have been used each year.</u>

	needs	c. Participate in community events	→Participation in community events	Average at least 1 community event each month
		d. Speak and listen to interested groups about the transportation disadvantaged, available services and need	→Interactions with interested groups	Average of at least one group will be engaged in TD dialogue each month.
	2.3. Promote innovative services	a. Develop pilot programs to explore service delivery options	→Exploration of service delivery options and d →Development of pilot programs	The LCB or Tri-county LCB will give feedback on service delivery options &/or pilot projects at least twice per year.

~~*Updated annually beginning with 2018 TDSP update, this evaluation may include establishing a baseline target or progress towards an established target~~

Goal	Objective	Strategy	Measure	Evaluation of Measure*
3. Address the transportation needs of the elderly, disabled and low-income citizens within the Tampa Bay region.	3.1. Coordinate transportation disadvantaged planning in the Tampa Bay region.	a. Establish a regional LCB advisory committee with semi-annual meetings, at a minimum.	→Set up and maintain regional LCB subcommittee	Regional LCB subcommittee met multiple times in 2018
		b. Participate in FTA Section 5310 project review / selection process.	→Participation in regional project review / selection process	Forward Pinellas staff participated in the FTA Section 5310 review process.
		c. Monitor and update regional element of the Tampa Bay TDSPs.	→Up-to-date regional element	2014 regional needs assessment is up-to-date

June 12, 2019

5F. Approval of Scope of Services for Advantage Pinellas Cost Feasible Plan Development



SUMMARY

Advantage Pinellas is the countywide 2045 Long Range Transportation Plan (LRTP) for Pinellas County. It is being developed in partnership with the Pinellas Suncoast Transit Authority's (PSTA) Community Bus Plan effort. Advantage Pinellas is the first countywide transportation plan developed since the merger of the Pinellas County Metropolitan Planning Organization (MPO) and the Pinellas Planning Council (PPC) as Forward Pinellas, and seeks to further align and reinforce strategic land use/redevelopment and transportation policy and decision-making for lasting community and regional benefit.

AECOM, under an existing General Planning Consultant contract with Forward Pinellas, has been providing on-call technical assistance on several tasks as a part of the development of Advantage Pinellas. Having developed projections of revenues through 2045, Forward Pinellas must now match transportation projects identified through the ongoing needs assessment, with those projected revenues from reasonably anticipated sources of funding. This Cost Feasible analysis essentially develops a list of projects that Forward Pinellas can expect to be able to afford to program in five-year increments through 2045. Forward Pinellas has asked AECOM to assist with this task. The attached scope and fee cover the expected level of effort for this work.

ATTACHMENT(S): Cost Feasible Analysis Scope and Fee

ACTION: Board, in its role as the metropolitan planning organization, to approve the scope and fee for the Cost Feasible Analysis in support of Advantage Pinellas.

STAFF RECOMMENDATION: Staff recommends the board approve the scope and fee for the cost feasible analysis.

SCOPE OF WORK GENERAL PLANNING CONTRACT

Cost Feasible Analysis Continuation of Support for Forward Pinellas 2045 LRTP Time and Materials, with a Cap

AECOM

05/06/2019

This scope outlines tasks that support the continued development of a 2045 Long Range Transportation Plan (LRTP) by the Forward Pinellas Metropolitan Planning Organization (MPO). The Pinellas 2045 LRTP is on track for adoption by December 2019, as required by federal mandate.

AECOM, under an existing General Planning Contract with the MPO, has provided Forward Pinellas continued technical assistance on several on-call tasks as part of the development of the 2045 LRTP. AECOM assisted with developing revenue projections for the 2045 LRTP and provided this information to the MPO in January 2019. The MPO is in the final stages of completing a Needs Plan of projects through 2045. Based on this list of projects, Forward Pinellas is requesting assistance from AECOM to match the projected revenues (developed by AECOM) with the Needs Plan projects. This Cost Feasible analysis essentially develops a list of projects the Pinellas MPO can afford to program and a list of projects that remain unfunded and on the Needs List for this 2019 LRTP cycle.

This is an iterative process, as the Draft Cost Feasible Plan is taken to elected officials and the public for consideration and revisions between May and October. AECOM will be assisting with matching revenues as the list of projects is revised based on the priorities of the MPO's Committees, the MPO Board and citizen input.

AECOM is not assisting with developing the list of Needs Plan projects, as this list is under development by the MPO, Pinellas County, and the MPO's local, regional and state partners.

Construction costs associated with the Needs Plan list of projects will be provided to the MPO by several agencies, such as the Florida Department of Transportation (FDOT), District Seven; Pinellas County Departments; the Pinellas Suncoast Transit Authority (PSTA); and other planning partners. The MPO will also coordinate with adjacent MPOs (Pasco, Hillsborough, etc.) through its Tampa Bay Transportation Management Area Leadership Group functions to ensure consistency of costs with projects to be included in the regional 2045 LRTP.

Forward Pinellas is requesting assistance from AECOM to match the provided construction costs to the projected revenues and is requesting that AECOM include on this task work order staff who have expertise in cost estimating for county and state transportation projects. Under this task, AECOM is not developing detailed programming or construction costs and will not be

responsible for construction and right-of-way costs that could be used for programming/budgeting at a detailed level. AECOM may be asked to coordinate with the planning partners on assumptions or provide the MPO an opinion on the costs provided to the MPO based on the reasonable test for use with the Cost Feasible.

Tasks:

Task 1: Project Management

On-going coordination with MPO staff to manage project tasks. A project kick-off meeting will be conducted to confirm schedule, deliverables, and agencies who will be participating in this process. AECOM will provide monthly progress reports and invoices, and the MPO has requested this task go through Plan adoption, which is scheduled for December 2019.

Schedule: Within 15 days of NTP, as scheduled by Forward Pinellas.

Deliverable: Proposed schedule through December 2019, key dates for deliverables, and approved invoicing format.

Task 2: Develop Planning Level Cost Estimates

Forward Pinellas staff will provide AECOM with project construction, permitting and right-of-way costs estimates that are currently available from the County, FDOT, PSTA or other planning partners such as adjacent MPOs.

Upon request, AECOM will review the associated project construction costs submitted to the MPO, and provide a reasonableness check on the construction cost estimates. The review will include a very general, high-level estimate (not an official FDOT Long Range Estimate) to assist the MPO to match costs to revenues. AECOM will use an in-house construction cost model similar to FDOT's LRE System where costs can be updated more frequently. This review may include coordinating with the planning partners that provided the estimate to determine assumptions, or to provide the MPO an opinion as to why the cost does not meet the reasonable test.

Schedule: NTP through development of Draft Cost Feasible Plan.

Deliverable: AECOM will provide an opinion of reasonableness for the construction cost estimates provided to the MPO by the originating planning agency; but, AECOM will not be responsible for updating another entity's estimate. AECOM will develop an opinion based on a high-level, construction cost estimate using present day dollars of construction cost estimates provided by others.

AECOM has budgeted hours in this task to review and provide an opinion of reasonableness for up to forty (40) transportation projects as submitted to the MPO for the Needs list. If AECOM is unable to produce an opinion due to lack of information or other details, AECOM will guide the MPO in items to be collected such that a reasonableness review can be conducted.

If no costs are provided, or more detailed construction cost estimates are needed, AECOM has the appropriate staff to assist the MPO with a direct request to develop costs; and such construction cost estimates shall be prepared under a separate task work order.

Task 3: Identify Priority Projects for Cost Feasible Analysis

AECOM will hold a working session with Forward Pinellas staff to identify/discuss priority projects included in the Needs Analysis (Forward Pinellas staff to provide AECOM with a copy of current report and list of projects in Excel format). Anticipated timeframes for project completion, along with potential policy decisions that could impact project selection/implementation, will be discussed with Forward Pinellas staff.

The project team, in coordination with Forward Pinellas staff, will identify preliminary year of expenditure bands for the high priority projects. Forward Pinellas staff will also provide Operations & Maintenance (O&M) costs to AECOM. Forward Pinellas staff will provide AECOM with the Excel files used to complete the 2040 LRTP analysis, and a copy of the previous 2040 Cost Feasible analysis in Word format for updating.

AECOM will provide analysis for up to 3 iterations of analysis if the list of priority projects shifts in ranking due to outreach and Committees and Board input.

Schedule: Working Session with 30 days of NTP, as scheduled by Forward Pinellas.

Deliverable: Summary of Working Session Action Items, Schedule of key Dates for Completion of Cost Feasible analysis per MPO's scheduled meetings with Committees, MPO Board and outreach events.

Task 4: Confirm Reasonable Revenues

AECOM will confirm with Forward Pinellas staff the reasonable revenues to use through the year 2045 (broken-out to the appropriate bands consistent with FDOT guidance). Assumptions for arriving at the reasonable revenues will be documented. AECOM will provide Forward Pinellas staff a draft of the proposed LRTP revenue scenario. This assumes that one revenue scenario will be developed for the Cost Feasible analysis to be used for matching with the priority list of projects.

Schedule: Within 30 days of NTP.

Deliverable: AECOM will provide Forward Pinellas a draft of the proposed LRTP revenue scenario, and respond to comments for an approved revenues document. AECOM will produce one revenue scenario for use with the Cost Feasible analysis, and revise up to 1 time.

Task 5: Conduct Cost Feasible Plan Analysis

AECOM will prepare a Cost Feasible Plan calculations summary document per the guidelines issued by FDOT for MPO 2045 Long Range Plans, as provided to each MPO. The guidelines state that all reasonable revenues should be reported in year of expenditure (YOE) dollars. In order to escalate to YOE dollars, an inflation factor will be used. The rate or rates to be used will be agreed upon by Forward Pinellas staff and FDOT, if necessary. AECOM proposes to use the inflation estimates through 2045 as developed by FDOT and provided to the MPOs. If unavailable, AECOM proposes to use the FDOT inflation factors through 2037 as found here:

https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/content/planning/policy/economic/inflation.pdf?sfvrsn=d84ee4d0_0

The inflation factor of 3.3% will be carried forward after 2037. Funds and projects will be allocated to the FDOT-recommended time periods of 2020-2024, 2025, 2026-2030, 2031-2035, and 2036-2045. YOE estimates at the mid-point of the respective 5- and 10-year periods will be reported.

The Cost Feasible Plan calculations will include FDOT-provided project costs as found in the SIS, state capacity programs as provided to each MPO, and operating and maintenance costs provided at the MPO level. Forward Pinellas staff will provide AECOM with all FDOT YOE cost estimates, phasing, and project descriptions for projects in the SIS Cost Feasible Plan for use in developing the Cost Feasible Plan calculations.

Additional project costs, developed in Task 2 and/or provided by Forward Pinellas staff, will be used as needed to complete the cost feasible analysis. AECOM will discuss with Forward Pinellas staff the possibility of splitting projects into phases to stay within the confirmed YOE band budget.

This task includes all documentation to the MPO on development of the Cost Feasible Plan calculations for use by the MPO in a Summary Document format, using WORD. AECOM will coordinate with Forward Pinellas on the format desired to document the calculations and cost feasible analysis process for use with the Cost Feasible Plan.

If requested, AECOM can produce a summary info-graphic for use with the Cost Affordable Plan to illustrate the Needs Plan Costs, Available Resources, and Proposed Cost Feasible Matching Process. This can be done in the format requested by the MPO, using available software packages including InDesign. It can be used for public outreach events prior to adoption, and revised 1 time for use with final documentation. The MPO will approve the final information to be used in the Graphic before production in formats such as InDesign.

This task does not include text development outside of the calculations work. The MPO is developing the text for the Cost Feasible Plan document that is produced for final review and consumption by the public and adopting agencies.

Schedule: Based on Forward Pinellas Schedule, with majority of work conducted between June and August, with up to 2 revisions in September if necessary.

Deliverable: Cost Feasible Plan Calculations and Summary Documentation with up to 2 revisions to Summary Document, if needed. If requested, a summary Info-Graphic illustrating process of matching Needs Plan with Available Funding to produce a Cost Feasible Plan for use with outreach and MPO Board.

Task 6: Present Draft Cost Feasible Plan Calculations and Summary Document

AECOM will meet with Forward Pinellas staff to present the Draft Cost Feasible Plan calculations and supporting Report Documentation. As part of this meeting, it is anticipated that potential implementation/phasing options will be discussed to demonstrate the impact of allocating projects to different YOE bands. It is anticipated that projects could potentially be split into construction/implementation phases to stay within the YOE band budget.

Schedule: Based on Forward Pinellas Schedule, with majority of work conducted between June and August, with up to 2 revisions in September/October if necessary.

Deliverable: Draft Cost Feasible Plan Calculations and Documentation

Task 7: Develop Final Cost Feasible Plan Summary Report

AECOM will incorporate the feedback received from Forward Pinellas staff on the draft plan and will develop a Final Cost Feasible Plan Summary Report for use by the MPO. This deliverable will be provided as a memo that will document the cost feasible methodology, and fiscally constrained projects as assigned to YOE bands. AECOM will provide Forward Pinellas with electronic copies of the summary report and working files (anticipated to be Excel files to conduct the analysis).

If requested, AECOM can produce a summary info-graphic for use with the Cost Affordable Plan to illustrate the Needs Plan Costs, Available Resources, and Final Cost Feasible Plan and process. This can be produced for use with the Final Cost Feasible Plan documentation, in a format requested by the MPO, using available software packages including InDesign. The MPO will approve the final information to be used in the info graphic before production, particularly if using InDesign.

Schedule: Based on Forward Pinellas schedule, Final Cost Feasible Summary Documentation no later than October 30, 2019 for use with Adoption Process schedule. If necessary, AECOM will provide 1 revision to this document after Plan is adopted by December 31, 2019.

Deliverable: Final Cost Feasible Plan Summary Documentation and if requested, Final Info Graphic Illustrating Process of Matching Needs to Available Funding, and the Final Cost Feasible Plan Process.

NOTES

- No travel for AECOM staff located outside the Tampa region is anticipated. Local AECOM staff will coordinate with Forward Pinellas staff to arrange in person meetings during the study process.
- All deliverables will be provided in electronic format (no hard copies are included).
- Assumes all GIS mapping will be completed by Forward Pinellas staff (no GIS labor included in SOW).

Schedule: NTP to December 31, 2019.

AECOM _ Time and Material with a Cap - Forward Pinellas Allows AECOM to charge Raw Rates		Support for 2045 LRTP Cost Feasible Analysis									
Forward Pinellas Negotiated Categories		Project Management Kasey Cursey	Senior Professional Jim Meyer	Senior Specialist Robert Peskin	Chief Professional Paul Schmid Lead D7 Engineer	Chief Professional David Cabage Lead Estimator	Project Professional Carey Barr	Project Professional Eric Jones Estimator	Professional Daniel Barefoot	Secretary Clerical Trish Torres	
	AECOM Raw Rates X 2.82 Negotiated Multiplier	\$178.39	\$178.68	\$344.41	\$234.93	\$213.30	\$143.51	\$151.21	\$84.40	\$77.94	AECOM Loaded Rates
											Hours by Task
Task 1	Project Management/Kick-Off and Meetings	6	2	0	0	0	8	0	0	2	18
Task 2	Review Planning Level Cost Estimates	0	0	0	12	16	0	80	0	0	108
Task 3	Identify Priority Projects for Cost Feasible Analysis	0	2	2	0	0	20	0	0	0	24
Task 4	Confirm Resonable Revenues	0	6	2	0	0	20	0	0	0	28
Task 5	Conduct Cost Feasible Plan Analysis	0	24	2	0	0	30	0	0	0	56
Task 6	Develop Draft Cost Feasible Plan	2	10	2	0	0	12	0	20	2	48
Task 7	Develop Final Cost Feasible Plan	2	6	0	0	0	10	0	20	2	40
Hours		10	50	8	12	16	100	80	40	6	322
		\$1,783.93	\$8,933.76	\$2,755.25	\$2,819.21	\$3,412.88	\$14,350.98	\$12,096.67	\$3,376.10	\$467.67	\$49,996.46

June 12, 2019

6A. Adoption of the FY 2019/20 – FY 2023/24 Transportation Improvement Program (TIP)



SUMMARY

Forward Pinellas is required to adopt a fiscal year (FY) 2019/20 – FY 2023/24 Transportation Improvement Program (TIP) by July 1, 2019 for the county to receive state and federal funding for transportation projects. The TIP contains project descriptions, schedules, and corresponding funding allocations regarding scheduled transportation improvement projects for the 25 local governments of Pinellas County, the Pinellas Suncoast Transit Authority (PSTA), local airports, and the Port of St. Petersburg. The projects include new construction, reconstruction, capital purchases, and maintenance work associated with roads, sidewalks, trails, transit services, airports, the Port of St. Petersburg, and the Transportation Disadvantaged Program. Projects included in the TIP for state and federal funding must be in the adopted Long Range Transportation Plan.

The annual TIP adoption process involves incorporating the attached Florida Department of Transportation (FDOT) FY 2019/20 – FY 2023/24 Final Tentative Work Program into the TIP. The FDOT Work Program includes a five-year schedule of state and federally-funded transportation projects, including new projects introduced in the fifth year (2023/2024). At its November 14, 2018 meeting, the Forward Pinellas Board approved the draft version of this document.

The FDOT Work Program can be viewed in Section 3 on page 3-1 of the TIP (see link below)
<http://forwardpinellas.org/wp-content/uploads/2019/05/TIP1920.pdf>

ATTACHMENT(S):

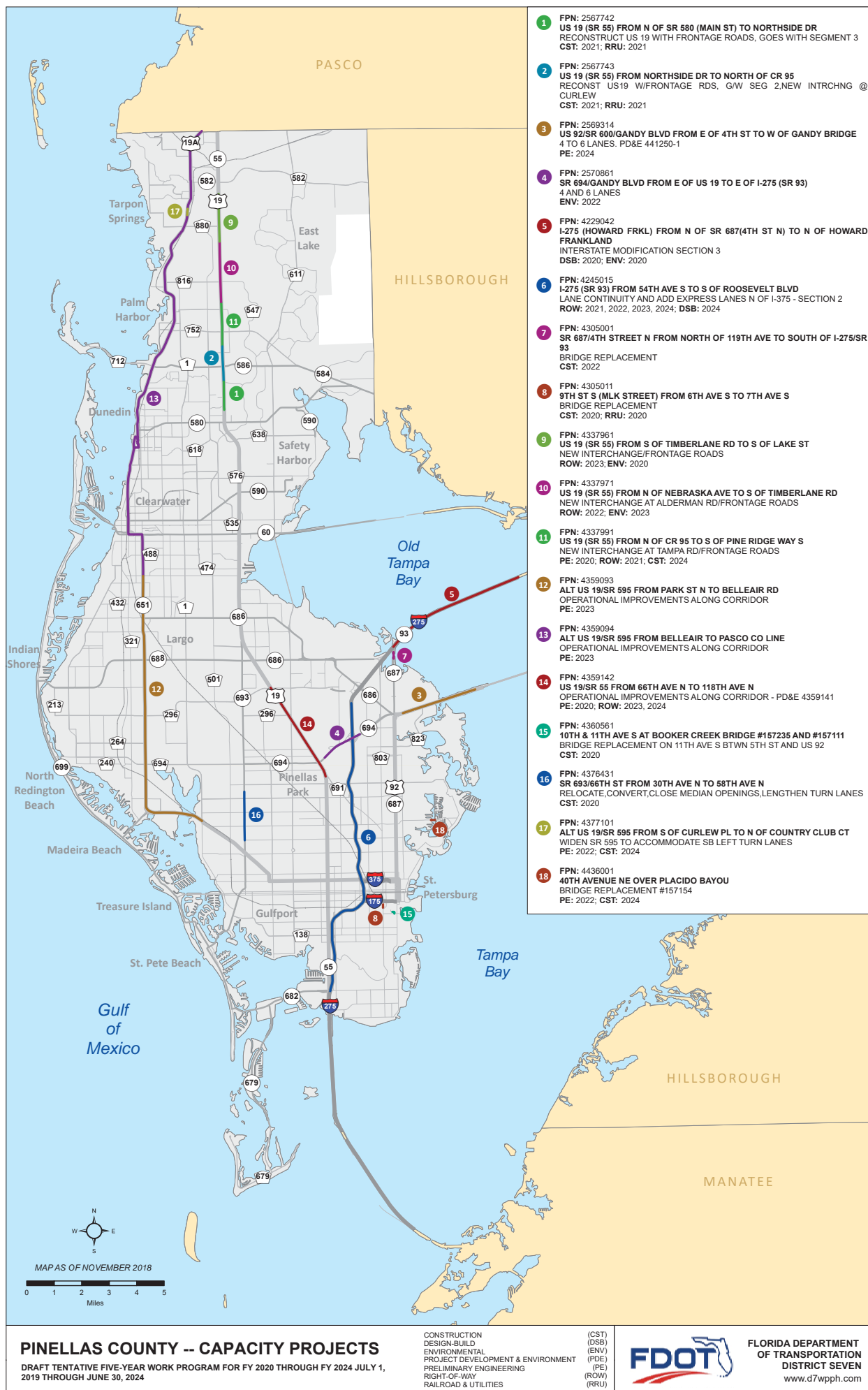
- FDOT Road Project Maps: Capacity Projects
- FDOT Road Project Maps: Resurfacing Projects
- FDOT Road Project Maps: Traffic Operations and Safety
- Summary Table of Road Projects: FY 2019/20-20123/24
- FDOT Bike/Ped Projects Map: Bicycle Pedestrian Projects
- Summary Table of Bicycle Pedestrian Projects: FY 2019/20-20123/24
- FDOT ATMS/ITS Projects: Intelligent Transportation Systems (ITS)
- Summary Table of ATMS/ITS Projects: FY 2019/20-20123/24

ACTION: Board, in its role as the metropolitan planning organization, to approve the proposed FY 2019/20 – FY 2023/24 TIP.

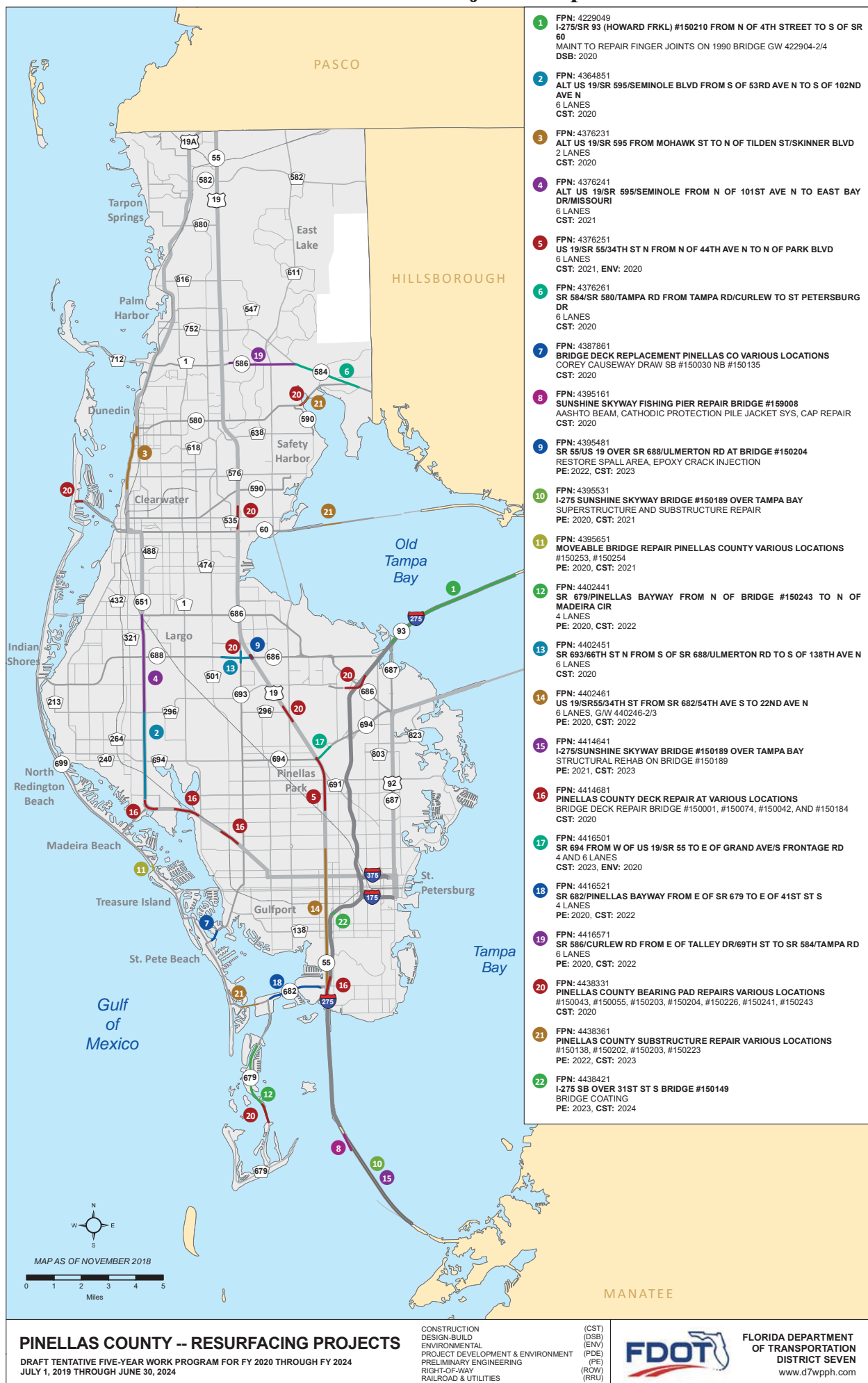
STAFF RECOMMENDATION: Forward Pinellas staff recommends the board approve the proposed FY 2019/20 – FY 2023/24 TIP.

ADVISORY COMMITTEE RECOMMENDATION(S): The Technical Coordinating Committee reviewed the proposed FY 2019/20 – FY 2023/24 TIP at its May 22nd, 2019 meeting and recommended approval. The Citizens Advisory Committee reviewed the proposed FY 2019/20 – FY 2023/24 TIP at its May 23rd, 2019 meeting and recommended approval, with emphasis on prioritizing the pedestrian overpass on Gulf to Bay Boulevard at Bayshore Boulevard, as well as improvements to the Gulf to Bay Boulevard and Belcher Road intersection, although it was understood that the scope of these improvements has yet to be determined and scheduled in the TIP.

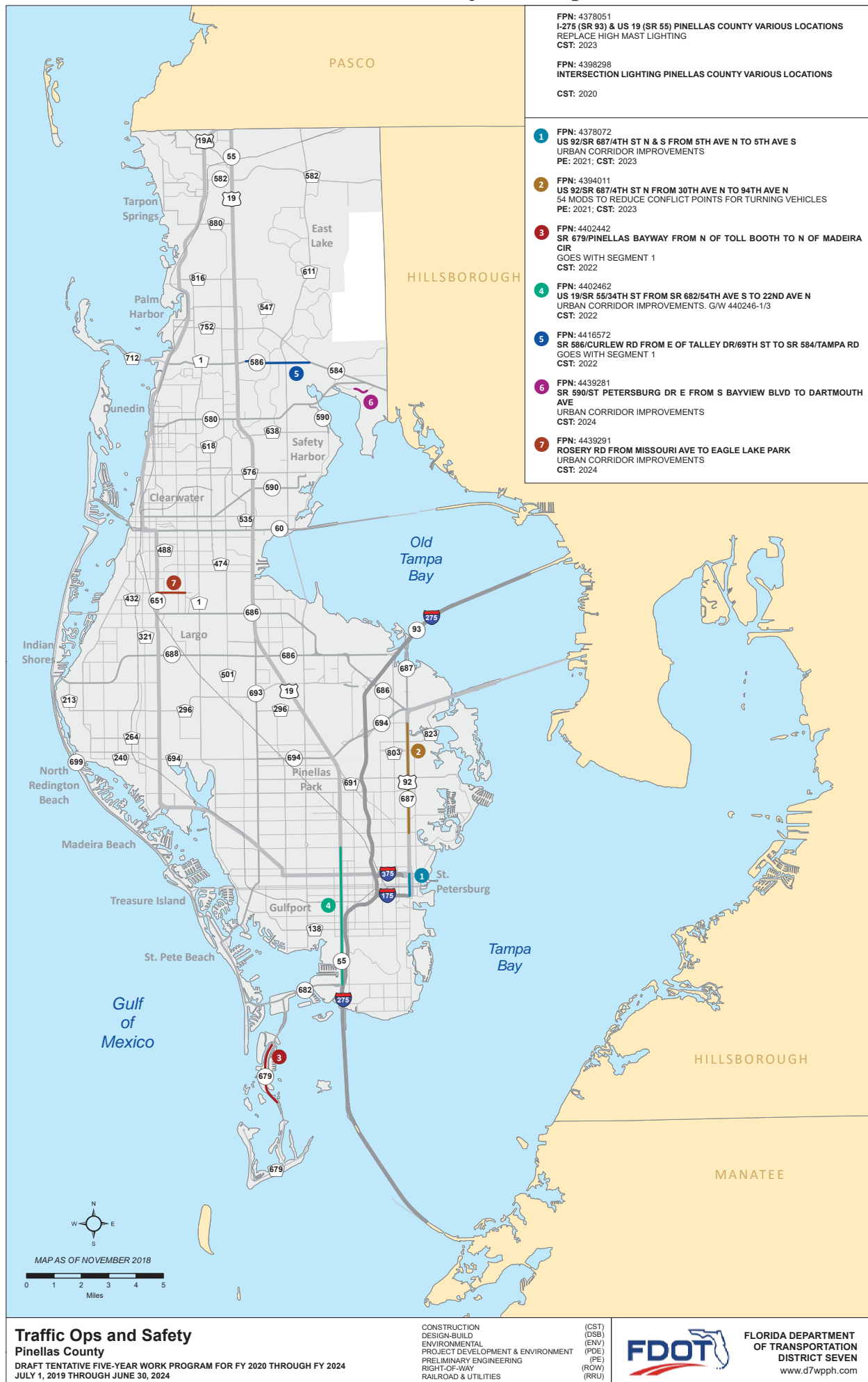
Road Projects Map #1



Road Projects Map #2



Road Projects Map #3



**SUMMARY TABLE OF ROAD PROJECTS IN THE
STATE FIVE YEAR WORK PROGRAM
FY 2019/20 – 2023/24**

PROJECT NUMBER	LOCATION	PROJECT DESCRIPTION	STATUS
4338801*	Gateway Expressway/118 th Ave N/CR 296 (Future 690) from US 19 (SR 55) to E of 28 th St N	New Road Construction	DSB underway
4245012*	I-275 (SR 93) from S of Gandy Blvd (SR 694) to N of 4 th St N	Interstate Express Lanes	DSB underway
4245015 MAP 1: #6	I-275 (SR 93) from 54 th Ave S to Gandy Blvd	Add Lanes and Reconstruct	Added ROW to 2020/21-2023/24; DSB to 2024
4229042 MAP 1: #5	I-275 (Howard Frankland) from N of SR687(4TH ST N) to N of Howard Frankland	Bridge Replacement and Add Lanes	PE 2018/19, DSB added 2019/20
4229049 MAP 2: #1	I-275 (SR 93) NB Howard Frankland Bridge	Bridge Replacement and Add Lanes	CST added to 2019/20
4370401*	I-275 (SR 93) from SB I-275 exit ramp to 22 nd Ave S	Interchange Improvement	CST 2018/19
2570861 MAP 1: #4	SR 694 (Gandy Blvd) from E of US 19 (SR55) to E of I-275 (SR93)	Add Lanes & Reconstruction 4 to 6 lanes	ROW FY2018/19, ENV FY2021/22
2569314/ 4412502 MAP 1: #3	SR 694 (Gandy Blvd) from E of 4 th St to W of Gandy Bridge	Add Lanes & Reconstruction	PE deferred to 2023/24
2567742 MAP 1: #1	US 19 (SR 55) from N of SR 580 (Main St) to Northside Dr (Phase I including Republic Dr overpass)	Add Lanes, Reconstruction, Resurfacing and New Interchange	Deferred CST from 2020/21 to 2021/22
2567743 MAP 1: #2	US 19 (SR 55) from Northside Dr to North of CR 95 (Phase II including Curlew Rd Interchange)	Add Lanes, Reconstruction, Resurfacing and New Interchange	Deferred CST to 2021/22
4337971 MAP 1: #10	US 19 (SR 55) from N of Nebraska Ave to S of Timberlane Rd (Interchanges at Alderman Rd and Innisbrook/Citrus Dr)	Add Lanes, Reconstruction and New Interchanges	Design underway
4337961 MAP 1: #9	US 19 (SR 55) from S of Timberlane Rd to S of Lake St (Interchanges at Klosterman Rd and Mango St)	Add Lanes, Reconstruction and New Interchanges	PE underway ROW 2022/23
4395161 MAP 2: #8	Sunshine Skyway fishing pier bridge repair	Bridge Repair/Rehabilitation	CST 2018/19

**SUMMARY TABLE OF ROAD PROJECTS IN THE
STATE FIVE YEAR WORK PROGRAM
FY 2019/20 – 2023/24**

PROJECT NUMBER	LOCATION	PROJECT DESCRIPTION	STATUS
4376431 MAP 1: #16	SR 693/66 th St N from 30 th Ave N to 58 th Ave N	Add Turn Lanes	CST 2019/20
4107552*	SR 679 (Pinellas Bayway) Structure E Intercoastal Waterway	Bridge Replacement and Repaving	DSB Underway
4377101 MAP 1: #17	Alt US 19 (SR 595)/S Pinellas Ave from S of Curlew Pl to N of Country Club Ct	Intersection Improvements	PE 2021/22, CST added 2023/24
4359093 MAP 1: #12	Alt US 19 (SR 595) Corridor Study I from Park St N to Belleair Rd	Operational Improvements	PE 2021/22
4359094 MAP 1: #13	Alt US 19 (SR 595) Corridor Study II from Belleair Rd to Pinellas/Pasco County Line	Operational Improvements	PE 2021/22
4359142 MAP 1: #14	US 19 (SR 55) from 66 th Ave N to SR 690/118 th Ave N	Interchange & Operational Improvements	Added ROW to 2022/23-2024/25, Moved CST out from 2023
4378081*	70 th Ave N from US 19 (SR 55) to Cypress Terrace	Interchange Improvements	CST underway
4360561 MAP 1: #15	Brooker Creek Bridge from 10 th Ave S to 11 th Ave S	Bridge Replacement	CST Deferred to 2022/23
4305011*	Dr Martin Luther King Jr St S (9 th St S) between 6 th Ave S and 7 th Ave S	Bridge Replacement	CST 2019/20
4394011 MAP 3: #2	US 92/SR 687/4 th St N from 30 th Ave N to 94 th Ave N	Operational & Safety Improvements	CST 2022/23
4376251 MAP 2: #5	US 19 (SR 55)/34 th St N from N of 44 th Ave N to N of Park Blvd	Resurfacing & Operational Improvements	CST 2020/21
4416501 MAP 2: #17	SR 694 from W of US 19 (SR 55) to E of Grand Ave/S Frontage Rd	Resurfacing	Deferred CST to 2022/23
4364861*	SR 586 (Curlew Rd) from E of Fisher Rd to W of Tally Dr/69 th St N	Resurfacing	CST underway
4325871*	SR 679 (Pinellas Bayway) from N end of Boca Ciega Bridge to SR 682 (54 th Ave S)	Resurfacing	DSB underway
4348391*	SR 682 (Pinellas Bayway) from US 19 (SR 55) to 41 st St S	Resurfacing	CST underway
4376261 MAP 2: #3	SR 584/SR 580/Tampa Rd from Tampa Rd/Curlew Rd to St. Petersburg Dr	Resurfacing	CST 2019/20

**SUMMARY TABLE OF ROAD PROJECTS IN THE
STATE FIVE YEAR WORK PROGRAM
FY 2019/20 – 2023/24**

PROJECT NUMBER	LOCATION	PROJECT DESCRIPTION	STATUS
4402451 MAP 2: #13	SR 693/66 th St N from S of SR 688/Ulmerton Rd to S of 138 th Ave N	Resurfacing	CST 2019/20
4364881*	Alt US 19 (SR 595)N and S Myrtle Ave from SR 60/Chesnut to Mohawk St	Resurfacing	CST 2018/19
4364871*	Alt US 19 (SR 595)/4 th Ave N from 5 th Ave N to 3 rd St N	Resurfacing	CST 2018/19
4364851 MAP 2: #2	Alt US 19 (SR 595)/Seminole Blvd from S of 53 rd Ave N to N of 101 st Ave N	Resurfacing	CST 2019/20
4376241 MAP 2: #4	Alt US 19 (SR 595)/Seminole Blvd from 101 st Ave N to East Bay Dr/Missouri Ave	Resurfacing	CST 2019/20
4376231 MAP 2: #3	Alt US 19 (SR 595) from Mohawk St to Tilden St/Skinner Blvd	Resurfacing	CST 2019/20
4348061*	SR 693 (South Pasadena Ave) from SR 699 (Blind Pass Rd) to Park St	Resurfacing	CST Underway
4305001 MAP 1: #7	SR 687/4 th Street N From South of I-275/SR 93 to North of 119TH Ave	Bridge Replacement	CST added 2021/22
4378072 MAP 3: #1	US 92/SR 687/4 th St N & S from 5 th Ave N to 5 th Ave S	Urban Corridor Improvements	PE added to 2020/21, CST added to 2022/23
4402441 MAP 2: #12	SR679/Pinellas Bayway from N of Bridge 150243 to N of Madeira Circle	Resurfacing	Added PE to 2019/20, CST to 2021/22
4402442 MAP 3 #3	SR679/Pinellas Bayway from N of toll booth to N of Madeira Circle	Urban Corridor Improvement	Added CST to 2021/22
4402461 MAP 2: #14	US 19/SR55/34 th St from SR 682/54 th Ave S to 22 ND Ave N	Resurfacing	Added PE to 2019/20, CST to 2021/22
4402462 MAP 3 #4	US 19/SR55/34 th St From SR 682/54 th Ave S to 22 ND Ave N	Urban Corridor Improvement	Added CST to 2021/22
4414641 MAP 2: #15	I-275/Sunshine Skyway Bridge # 150189 over Tampa Bay	Bridge Repair/ Rehabilitation	Added PE to 2020/21, CST to 2022/23
4395531 MAP 2: #10	I-275/Sunshine Skyway Bridge # 150189 over Tampa Bay	Bridge Repair/ Rehabilitation	Added PE to 2019/20, CST to 2020/21
4416521 MAP 2: #18	SR 682/Pinellas Bayway from E of SR 679 to E of 41 st St S	Resurfacing	Added PE to 2019/20, CST 2021/22
4416571 MAP 2: #19	SR 586/Curlew Rd from E of Talley Dr/69 th St to SR 584/Tampa Rd	Resurfacing	Added PE to 2019/20, CST to 2021/22
4416572 MAP 3: #5	SR 586/Curlew Rd from E of Talley Dr/69 th St to SR 584/Tampa Rd	Urban Corridor Improvements	Added CST to 2021/22
4436001 MAP 1: #18	40 th Avenue NE over Placido Bayou	Bridge Replacement	Added PE to 2021/22, CST 2023/24
4395481 MAP 2: #9	SR 55/US 19 over SR 688/Ulmerton RD at Bridge #150204	Bridge Repair/Rehabilitation	CST 2022/23
4395651 MAP 2: #11	Moveable Bridge Repair Pinellas County (Multiple Locations)	Bridge Repair/Rehabilitation	PE added 2019/20, CST added 2020/21

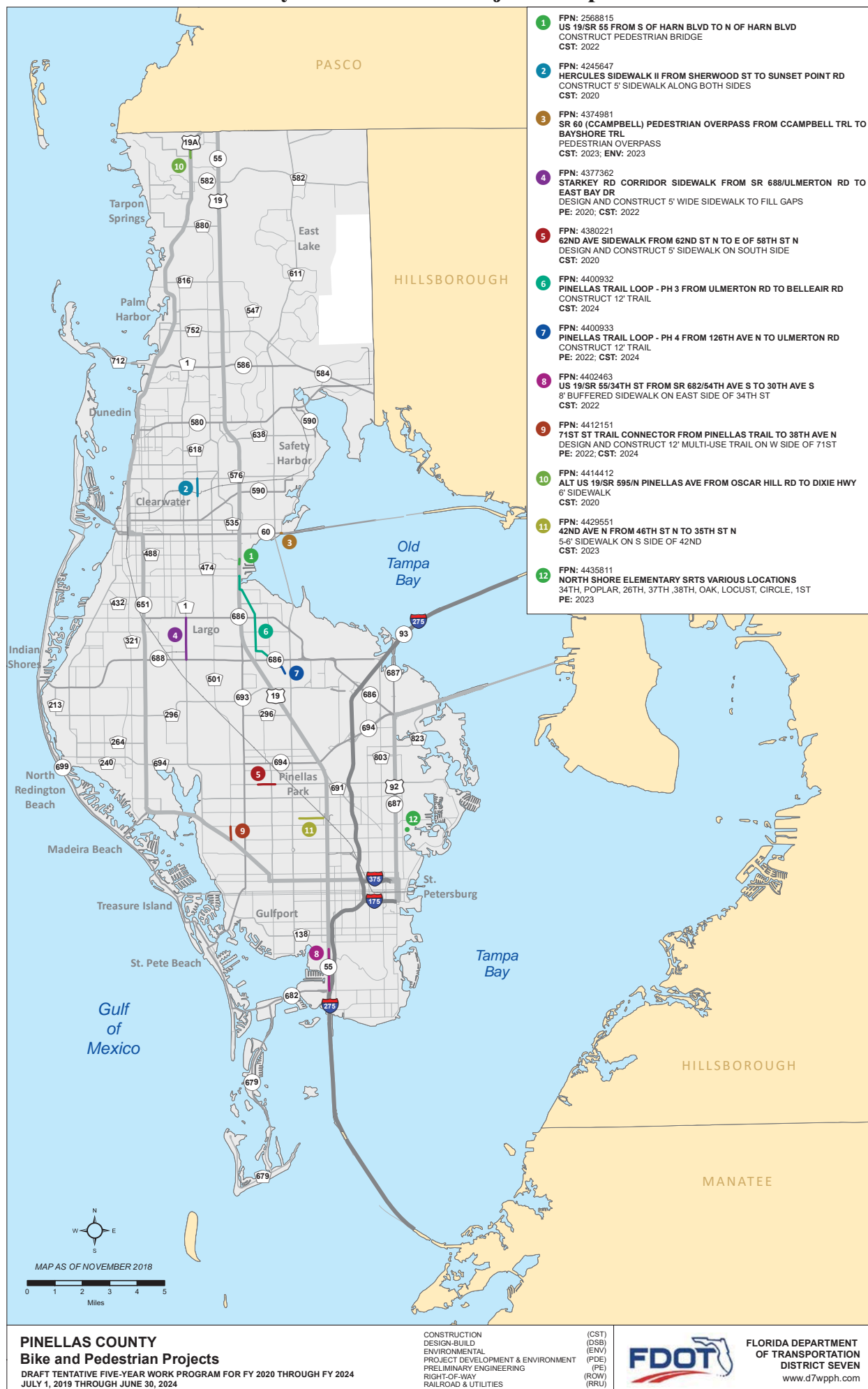
**SUMMARY TABLE OF ROAD PROJECTS IN THE
STATE FIVE YEAR WORK PROGRAM
FY 2019/20 – 2023/24**

4387861 MAP 2: #7	Bridge Deck Rehabilitation (Various Locations)	Bridge Repair/Rehabilitation	CST 2019/20
4414681 MAP 2: #16	Pinellas County Deck Repair (Various Locations)	Bridge Repair/Rehabilitation	CST 2019/20
4438331 MAP 2: #20	Pinellas County Bearing Pad Repairs (Various Locations)	Bridge Repair/Rehabilitation	CST 2019/20
4438361 MAP 2: #21	Pinellas County Substructure Repair (Various Locations)	Bridge Repair/Rehabilitation	CST 2022/23
4438421 MAP 2: #22	I-275 SB Over 31 st ST S Bridge #150149	Bridge Repair/Rehabilitation	CST 2023/24
4439281 MAP 3: #6	St. Petersburg DR E from S Bayview to Dartmouth AVE	Urban Corridor Improvements	CST 2023/24
4439291 MAP 3: #7	Rosery RD from Missouri Ave to Eagle Lake Park	Urban Corridor Improvements	CST 2023/24
4337991 MAP 1: #11	US 19 (SR 55) From N of CR 95 to S of Pine Ridge Way S	Interchange (NEW)	CST 2023/24

Notes:

- 1) DSB = Design-Build (combines construction and design/preliminary engineering phases to reduce costs and expedite construction); CST = Construction; PE = Preliminary Engineering; ROW = Right-of-Way; PD&E = Project Development and Environment study. Status column of shaded projects indicates change from previous year TIP.
- 2) This project summary table does not include projects such as landscaping, drainage work, railroad crossings and routine maintenance and repairs.
- 3) This table is presented as a summary version of the FY 2019/20 – 2023/24 State Five Year Work Program as of April 1st, 2019.
- 4) * Indicates a project not included on the road projects maps.

Bicycle/Pedestrian Projects Map #4



**SUMMARY TABLE OF BICYCLE/PEDESTRIAN PROJECTS IN THE
STATE FIVE YEAR WORK PROGRAM
FY 2019/20 – 2023/24**

PROJECT NUMBER	LOCATION	PROJECT DESCRIPTION	STATUS
4107552*	Bayway South Trail Connection (Phase I) on the Pinellas Bayway South (SR 679) from N end of Boca Ciega Bridge to SR 682/54 th Ave S	Bike Path/Trail	CST underway
	Bayway South Trail Connection (Phase II) from S end of Boca Ciega Bridge to City limits S of Madonna Blvd		
4245328*	30 th Ave N from 58 th St N to Dr Martin Luther King Jr St N	Bike Path/Trail	CST underway
4325801*	Druid Trail from S Betty Lane to the Duke Energy Trail	Bike Path/Trail	CST underway
4157387*	Oldsmar Trail Phase 6 Extension along Douglas Rd between Racetrack Rd and Tampa Rd	Shared Use Bike Path/Trail	CST 2018/19
4344971*	Sexton Elementary School – sidewalk along 19 th St N from 38 th Ave N to 52 nd Ave N	Sidewalk	CST underway
4245647/ 2686A MAP 4: #2	Hercules Ave/Greenbriar Blvd (Phase II) from Sherwood St to Sunset Point Rd	Sidewalk	CST 2019/20
4245644/ 1512A*	CR 694 (Park Blvd) from Starkey Rd to 66 th St N	Sidewalk	CST underway
4245646/ 2012A*	Haines Bayshore Rd from US 19 N to Sunrise Blvd	Sidewalk	CST underway
4377362 MAP 4: #4	Starkey Rd Corridor Sidewalk Project (Bryan Dairy Rd to East Bay Dr)	Sidewalk	CST 2021/22
2568815 MAP 4: #1	US 19 (SR 55) (N of Harn Blvd)	Pedestrian Overpass	Dropped ROW in 2022/2023, advance CST from 2023/24 to 2020/21

**SUMMARY TABLE OF BICYCLE/PEDESTRIAN PROJECTS IN THE
STATE FIVE YEAR WORK PROGRAM
FY 2019/20 – 2023/24**

PROJECT NUMBER	LOCATION	PROJECT DESCRIPTION	STATUS
4380221/ 3306A MAP 4: #5	62 nd Ave N Sidewalk (62 nd St N to 55 th St N)	Sidewalk	CST 2019/20
4344961*	West Bay Dr Pinellas Trail Gateway (from Washington Ave to 4 th Ave SW)	Shared Use Bike Path/Trail	CST underway
4374981 MAP 4: #3	Courtney Campbell Causeway (SR 60) Pedestrian Overpass at Bayshore Blvd	Pedestrian Overpass	Deferred CST from 2022/23 to 2023/24
4412151 MAP 4: #9	71 st St N Trail from the Fred Marquis Pinellas Trail to 38 th Ave N	Shared Use Bike Path/Trail	Advanced PE from 2022/23 to 2021/22. Added CST to 2024;
4402463*	US 19/SR55/34 th St From SR 682/54 th Ave S to 30 TH Ave S	Sidewalk	Added CST to 2021/22
4400932 MAP 4: #6	Pinellas Trail Loop - PH 3 from Ulmerton Rd to Belleair Rd	Bike Path/Trail	Added CST to 2023/24
4400933 MAP 4: #7	Pinellas Trail Loop - PH 4 from 126 th Ave N to Ulmerton Rd	Bike Path/Trail	Added PE to 2021/22, CST to 2023/24
4414412 MAP 4: #10	Alt US 19/SR 595/N Pinellas Ave from Oscar Hill Rd to Dixie Hwy	Sidewalk	Added CST to 2019/20
4429551 MAP 4: #11	42 nd Ave N From 46 th St N to 35 th St N	Sidewalk	Added CST to 2022/23
4435811 MAP 4: #12	North Shore Elementary SRTS Various Locations	Sidewalk	Added PE to 2022/23

Notes:

- 1) DSB = Design-Build (combines construction and design/preliminary engineering phases to reduce costs and expedite construction); CST = Construction; PE = Preliminary Engineering; PD&E = Project Development and Environment; SRTS = Safe Routes to School. Status column of shaded projects indicates change from previous year TIP.
- 2) The term "Bicycle Facilities" may include bicycle paths, trails and/or lanes.
- 3) This project summary table does not include projects such as drainage work, landscaping, railroad crossings and routine maintenance and repairs.
- 4) This table is presented as a summary version of the FY 2019/20 – 2023/24 State Five Year Work Program as of March 1st, 2019.
- 5) Some projects shown on this table and corresponding maps are not listed in the FDOT Final Tentative Work Program, because they are managed by Pinellas County and receive state funding. These projects are, however, included in Pinellas County's Capital Improvements Program (CIP) and are included in Section 8 of the TIP.
- 6) * Indicates a project not included on the Bike and Pedestrian Projects map.

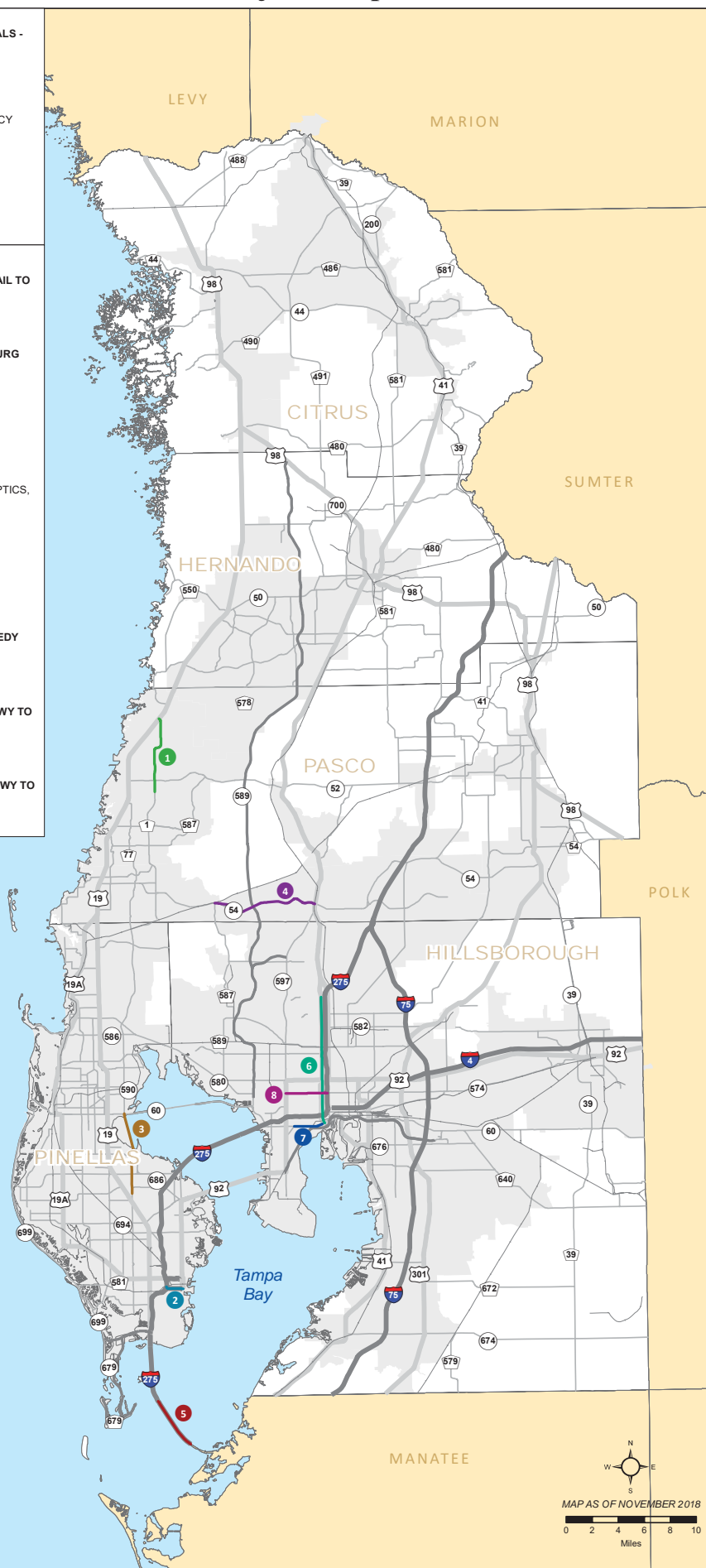
ATMS/ITS Projects Map #5

FPN: 4242133
CITY OF TAMPA DOWNTOWN TAMPA ATMS 176 SIGNALS - PHASE 2
UPGRADE LEGACY TRAFFIC SIGNAL SYSTEMS
PE: 2020; DSB: 2020

FPN: 4242134
CITY OF TAMPA ATMS 122 SIGNALS - PHASE 3
KENNEDY/HYDE PARK/DALE MABRY UPGRADE LEGACY TRAFFIC SIGNAL
DSB: 2020

FPN: 4242136
CITY OF TAMPA USF AREA/BUSCH BLVD ATMS 104 SIGNALS - PHASE 4
UPGRADE LEGACY TRAFFIC SIGNAL SYSTEMS
DSB: 2020

- 1 FPN: 4353612
LITTLE ROAD (CR 1) ATMS PHASE III FROM STAR TRAIL TO US 19
INSTALL ATMS/ITS SYSTEM
CST: 2020
- 2 FPN: 4366781
I-75/I-375/BAYSHORE DR DOWNTOWN ST PETERSBURG
INSTALL ATMS/ITS EQUIPMENT
CST: 2020
- 3 FPN: 4370471
CR 611 (49TH ST N) FROM 46TH AVE N TO SR 60
INSTALL ATMS/ITS EQUIPMENT
CST: 2020
- 4 FPN: 4413201
SR 56/54 FROM GUNN HWY TO CR 581
ADDING CAMERAS, BLUETOOTH READERS, FIBER OPTICS, SYSTEM DET
PE: 2020; CST: 2023
- 5 FPN: 4433531
I-275 SKYWAY BRIDGE FROM SOUTHERN END TO NORTHERN END
INSTALL ITS COMPONENTS TO DETECT STOPPED VEHICLES
PE: 2020; CST: 2020
- 6 FPN: 4434442
USB 41/SR 685/FLORIDA AVE/TAMPA ST FROM KENNEDY BLVD TO BEARSS AVE
INTEGRATED CORRIDOR MANAGEMENT
DSB: 2024
- 7 FPN: 4434452
SR 60/KENNEDY BLVD FROM WEST OF MEMORIAL HWY TO EAST OF ASHLEY DR
INTEGRATED CORRIDOR MANAGEMENT
PE: 2022; CST: 2023
- 8 FPN: 4434453
SR 574/W MLK BLVD FROM WEST OF DALE MABRY HWY TO EAST OF I-275
INTEGRATED CORRIDOR MANAGEMENT
DSB: 2023



Intelligent Transportation Systems (ITS)

DRAFT TENTATIVE FIVE-YEAR WORK PROGRAM FOR FY 2019 THROUGH FY 2023
JULY 1, 2018 THROUGH JUNE 30, 2023

CONSTRUCTION
DESIGN-BUILD
ENVIRONMENTAL
PROJECT DEVELOPMENT & ENVIRONMENT
PRELIMINARY ENGINEERING
RIGHT-OF-WAY
RAILROAD & UTILITIES

(CST)
(DSB)
(ENV)
(POE)
(PE)
(ROW)
(RRU)



FLORIDA DEPARTMENT
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DISTRICT SEVEN
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**SUMMARY TABLE OF ATMS/ITS PROJECTS IN THE
STATE FIVE YEAR WORK PROGRAM
FY 2019/20 – 2023/24**

PROJECT NUMBER	LOCATION	PROJECT DESCRIPTION	STATUS
4348911/ 2598A*	Alternate US 19 S (SR 595) from 34 th St S to SR 60	ITS/ATMS Improvements	CST underway
4366781/ 2599A*	I-275 (SR 93)/I-375/Bayshore Dr (Downtown St. Petersburg)	ITS Communication System	CST 2019/20
4245073*	Courtney Campbell Causeway (SR 60) from McMullen Booth Rd in Pinellas County to Rocky Point Drive in Hillsborough County	ITS Freeway Management & Lighting Improvements	CST underway
4370461/ 2601A*	Phase 3 ATMS Expansion (various locations)	ATMS Improvements	CST 2018/19
4370471/ 2600A MAP 5: # 3	CR 611 (49 th St N) from 46 th Ave N to SR 60	ITS Communication System	Deferred Project from 2018/19 to 2019/20; CIGP per agency request
4335811/ 2156A*	Keene Rd (CR 1) from Gulf-to-Bay Blvd (SR 60) to Alderman Rd	ITS Communication System	CST underway
4370461/ 1030A*	Belcher Rd from Druid Rd to Park Blvd N	ATMS Improvements	CST 2018/2019
4290681/ 1031A*	Gulf Blvd from Belleair Beach Causeway (SR 686) to S of 35 th Ave/Pinellas Bayway	ATMS Improvements	CST underway
4370461/ 197A*	Main St (SR 580), Curlew Rd (SR 586) and Tampa Rd (SR 584) from Alt US 19 (SR 595) to the Hillsborough County Line	ITS/ATMS Improvements	CST 2018/19
4370461/ 3145A*	66 th St N (SR 693) from Park Blvd to US Hwy 19 N (SR 55)	ATMS Improvements	CST 2018/19
4433531*	I-275 Skyway Bridge from Southern end to Northern end.	ITS Surveillance System	Added PE to 2021/22, and CST to 2019/20.

Notes:

- 1) DSB = Design-Build (combines construction and design/preliminary engineering phases to reduce costs and expedite construction); CST = Construction; PE = Preliminary Engineering; ATMS = Arterial Traffic Management Systems; ITS = Intelligent Transportation Systems; TRIP = Transportation Regional Incentive Program;
- 2) Status column of shaded projects indicates change from previous year TIP.
- 3) This project summary table does not include projects such as drainage work, landscaping, railroad crossings and routine maintenance and repairs.
- 4) This table is presented as a summary version of the FY 2019/20 – 2023/24 State Five Year Work Program as of March 2019.
- 5) Projects not shown on corresponding State Five Year Work Program ITS/ATMS Projects FY 2019/20 – FY 2023/24 map: TBD
- 6) Some projects shown on this table and corresponding maps are not listed in the FDOT Final Tentative Work Program, because are managed by Pinellas County and receive state funding. These projects are, however, included in Pinellas County's Capital Improvements Program (CIP) and are included in Section 8 of the TIP.
- 7) * Indicates a project not included on the ITS projects map.

June 12, 2019

6B. Annual Adoption of Transportation Priorities



SUMMARY

Forward Pinellas adopts project priority lists for its Transportation Improvement Program (TIP) on an annual basis. These lists are used by the Florida Department of Transportation (FDOT) for the allocation of state and federal funding. These lists include Multimodal Transportation Priority and Transportation Alternatives (TA) Program projects. Forward Pinellas also adopts the Tampa Bay Transportation Management Area (TMA) priority lists, as recommended by the TMA Leadership Group. The approved priority lists are used by FDOT to create its Five Year Work Program within each urbanized area. A description of these lists and proposed changes is provided in the discussion below.

A. Multimodal Priority List

With the development of a new draft Work Program and the completion of some projects on the current list, it is necessary to update the multimodal priority list. Once the list is adopted, these multimodal priorities, will be transmitted to FDOT for consideration in the development of its next five-year Work Program. Since the last update of this list in 2018, one project has been completed and is being removed and nine additional projects were allocated funding for implementation and are being moved from the 'Unfunded' section of the list. Staff is also proposing to add several projects, including one complete streets construction project, and update the project descriptions of several existing priorities. Forward Pinellas staff will provide an overview of proposed changes to the list.

ATTACHMENT(S): Draft 2019 Multimodal Transportation Project Priorities

ACTION: Board, in its role as the metropolitan planning organization, to approve the 2019 Multimodal Transportation Project Priorities.

STAFF RECOMMENDATION: Forward Pinellas staff recommends the board approve the Multimodal Project Priorities.

ADVISORY COMMITTEE RECOMMENDATION(S): The Technical Coordinating Committee reviewed the proposed priorities at its May 22, 2019 meeting and recommended approval. The Citizens Advisory Committee reviewed the proposed priorities at its May 23, 2019 meeting and recommended approval, with the additional motion that the Courtney Campbell Causeway trail overpass at Bayshore Boulevard and the State Road 60/Belcher Road projects be given a higher priority for funding.

B. Transportation Alternatives (TA) Program Priority List

The TA program provides funding for smaller non-road building projects, such as the construction of bicycle and pedestrian facilities and the implementation of safety improvements. The TA priority list for Pinellas County is attached and includes information regarding the status of the projects. As a reminder, at its last meeting in May, the board approved revisions to the criteria for ranking projects for inclusion on the TA priority list, and those changes will take effect in the next cycle.

The projects shown in strike-through are proposed for removal from the list. The City of St. Petersburg's Bicycle Facilities on 30th Avenue North and Fred Marquis Pinellas Trail Extension Landscaping projects will be removed from the list because they have been completed.

The City of Gulfport is no longer pursuing TA funding for Phase 2 of its Multi-Use Trail project and was able to fund Phase 4 of the project through another funding source. Therefore, these phases will be removed from the priority list.

Other changes to the list include the renumbering of only unfunded projects to better clarify which projects are next in line for funding. Forward Pinellas staff will provide a brief overview of these changes.

ATTACHMENT(S): Draft 2019 Transportation Alternatives Program Priority List

ACTION: Board, in its role as the metropolitan planning organization, to approve the 2019 Transportation Alternatives Program Priority List.

STAFF RECOMMENDATION: Forward Pinellas staff recommends the board approve the Transportation Alternatives Program Priority List.

ADVISORY COMMITTEE RECOMMENDATION(S): The Technical Coordinating Committee reviewed the proposed priorities at its May 22, 2019 meeting and recommended approval. The Citizens Advisory Committee reviewed the proposed priorities at its May 23, 2019 meeting and recommended approval.

C. Transportation Management Area 2019 Top Priorities

The Tampa Bay TMA Leadership Group convened in 2014 to develop a regional consensus on transportation priorities for the urbanized area that is comprised of Pinellas County and the urban portions of Hillsborough and Pasco counties. The Leadership Group serves in an advisory capacity to each MPO Board, which has final approval of TMA work products. Each year, the TMA Leadership Group endorses a Top 5 list of major transportation projects, which is transmitted to each individual MPO for approval. The Leadership Group met on April 5th and approved the TMA 2019 Top Priorities by consensus.

In addition, the TMA approved a multiuse trail priority list for the Tampa Bay TMA, developed by MPO staff from Pinellas, Pasco and Hillsborough Counties. Each of the MPOs in the TMA continue to maintain their own local TA Program priority lists to reflect the priorities of their respective jurisdictions in terms of bicycle and pedestrian projects.

Forward Pinellas staff will provide an overview of the final lists approved by the TMA Leadership Group.

ATTACHMENT(S):

- Transportation Management Area 2019 Top Five Priorities
- Transportation Management Area 2019 Top Priorities for Multiuse Trails

ACTION: Board, in its role as the metropolitan planning organization, to approve the 2019 Transportation Management Area Priority Lists.

STAFF RECOMMENDATION: Forward Pinellas staff recommends the board approve the 2019 Transportation Management Area Priority Lists.

ADVISORY COMMITTEE RECOMMENDATION(S): The Technical Coordinating Committee reviewed the proposed priorities at its May 22, 2019 meeting and recommended approval, with the additional motion to demonstrate continued support for the recommended Bus Rapid Transit catalyst project resulting from the Regional Transit Feasibility Plan, which is now entering a design phase under the Tampa Bay Area Regional Transit Authority (TBARTA). The Citizens Advisory Committee reviewed the proposed priorities at its May 23, 2019 meeting and recommended approval.

DRAFT 2019 FORWARD PINELLAS MULTIMODAL TRANSPORTATION PROJECT PRIORITIES

Proposed Priority	FPN	Responsible Agency	Project	From	To	Description	Funded Phase	Year Funded	Status
PRIORITY PROJECTS UNDER CONSTRUCTION OR FUNDED FOR CONSTRUCTION/IMPLEMENTATION									
P	43380-1	FDOT	SR 686/Roosevelt Boulevard (CR 296 Connector)	49th Street North	I-275/SR 93	Construction of grade separated toll facility linking US 19 and the Bayside Bridge with I-275	CST	2017/18	Underway
			CR 296 (Future SR 690)/East-West 118th Avenue Expressway/Gateway Express	US 19 SR55	East of 40th Street				
P	256774-2 256774-3	FDOT	US 19/SR 55 (including Republic Dr Overpass and Curlew Road Interchanges)	North of SR 580	Northside Drive	Construction of grade separated roadway improvements	CST	2021/22	CST deferred one year
			Phase I – Boy Scout Overpass Phase II – Curlew Road Interchange	Northside Drive	North of CR 95		CST	2021/22	
P	422904-2	FDOT	I-275/SR 93/Howard Frankland Bridge Replacement	North of SR 687 (4th St. N.)	North of Howard Frankland Bridge	Bridge Replacement, addition of express lanes, and a multiuse trail.	Design-Build	2019/20	
P	424501-2	FDOT	I-275 Express Lanes	South of SR 694/Gandy Boulevard	North of 4th Street North	Construction of one managed lane in each direction providing interregional connectivity from Gateway Expy and south of Gandy Blvd to Howard Frankland Bridge	Design-Build	2017/18	Underway
P	4366771	PSTA/ HART	PSTA Regional Farebox	N/A	N/A	Implementation of a regional farebox system			Funded in Hillsborough and Pinellas
P	4377362	Pinellas County	Phase II - Park/Starkey Sidewalks	Ulmerton Road	East Bay Drive	Construction of continuous sidewalks along both sides of corridor	PE CST	2019/20 2021/22	
P	4400931	Pinellas County	Pinellas Trail Loop, Phase 2 North Gap (partially on Duke Energy ROW)	Enterprise Road	Chesnut Park	Construction of Phase 2 of the Pinellas Trail Loop	Design-Build	2016/17	Underway
P	437498-1 #30 TA	FDOT	Courtney Campbell Causeway Trail Overpass	SR 60/Gulf-to-Bay Boulevard at Bayshore Boulevard	N/A	Construction of a bicycle/pedestrian overpass over SR 60 near Bayshore.	CST	2023/24	Design underway
P	441401-1	Forward Pinellas	Gateway/MidCounty Master Plan	Gateway Area	N/A	\$500,000 to augment the development of the Gateway/MidCounty Master Plan	Planning Study	2018/19	Study completed in 2019
P	440246-1	FDOT	U.S. 19	54th Avenue South	22nd Avenue North	\$1 million Complete Streets upgrade to FDOT resurfacing project to construct a wide sidewalk on west side of roadway	CST	2021/2022	
P	443928-1	Oldsmar	St. Petersburg Drive	Dartmouth Avenue	Bayview Boulevard	\$1 million to supplement a City of Oldsmar Complete Streets project.	CST	2023/24	
P	443929-1	Largo	Rosery Road	Missouri Avenue	Eagle Lake Park	\$1 million to supplement a City of Largo Complete Streets project.	CST	2023/24	

Proposed Priority	FPN	Responsible Agency	Project	From	To	Description	Funded Phase	Year Funded	Status
P	437710-1	FDOT	Alt. US 19	South of Curlew Place	North of Country Club	Add SB left turn lane	CST	2023/24	
P	444332-1	FDOT	St. Petersburg Greater Downtown Area Network Alternatives Analysis	Downtown St. Petersburg Area		Funding to study traffic circulation in the downtown St. Petersburg area.	Study	2019/20	
P	2568815	FDOT	Harn Boulevard Overpass	Harn Boulevard	North of 1st Street	Construction of a pedestrian overpass across US 19	CST	2020/21	Design of alternatives is underway
P	424501-5	FDOT	I-275	South of 54th Avenue South	South of Roosevelt Boulevard	Lane continuity improvements throughout the corridor. And a hardened shoulder for transit operations from I375 to Gandy Boulevard.	ROW	2020/21	
							DSB	2023/24	
P	<u>440093-2</u> #15 TA	Pinellas County	Pinellas Trail Loop	Ulmerton Road	Belleair Road	South Gap - Phase 2, 3, 4	CST	2023/24	
P	<u>440093-3</u> #15 TA	Pinellas County	Pinellas Trail Loop	126th Ave N	Ulmerton Road	South Gap - Phase 1	CST	2023/24	
P	437807-2	FDOT	4th Street North and South	5th Avenue S	5th Avenue N	Urban corridor improvements including sidewalks, pedestrian signal modification and high emphasis crosswalks	CST	2022/2023	

Proposed Priority	FPN	Responsible Agency	Project	From	To	Description	Funded Phase	Year Funded	Status
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UNFUNDED MULTIMODAL TRANSPORTATION PRIORITY PROJECTS

1	439338-2 439338-3	Forward Pinellas	Systems and Operations Planning Funds	N/A	N/A	\$600,000 annually for planning activities	N/A	N/A	N/A
2	438747-2	FDOT	Pinellas County Model Studies	N/A	N/A	\$148,000 annually to conduct surveys to update planning models	N/A	N/A	N/A
3	N/A	St. Petersburg	22nd Street South	11th Avenue South	5th Avenue South	\$1 million for St. Petersburg Complete Streets Project	N/A	N/A	
4	N/A	PSTA	Bus Replacement Capital Funding	N/A	N/A	Up to \$1.5 million of capital funding for PSTA Bus Replacements	N/A	N/A	
5	N/A	Pinellas County	Dunedin Causeway Operational Improvements	Honeymoon Island State Park	Alt US 19	Operational improvements to mitigate congestion on the Dunedin Causeway	N/A	N/A	
6	N/A	PSTA	Central Ave Bus Rapid Transit	N/A	N/A	Limited stop transit service from downtown St. Petersburg to the beaches	Design	2018/19	CST unfunded
7	256931-4	FDOT	SR 694/ Gandy Boulevard	East of 4th Street	West of Gandy Bridge	Construction of grade separated overpass at Brighton Bay Blvd. and a trail facility crossing Tampa Bay in the corridor.	PD&E	2024/25	PD&E of both FPDIDs to go together. CST unfunded
	441250-2								
8	433799-1	FDOT	US 19/SR 55 (including Tampa and Nebraska Interchanges)	North of CR 95	South of Pine Ridge Way South	Construction of grade separated roadway interchanges with frontage roads and pedestrian crossings every 1/4 mile.	Design	Underway	CST unfunded
							ROW	2020/21	
9	440743-1	PSTA	Clearwater Beach to TIA Regional Transit Service	N/A	N/A	Regional Express transit service and PD&E study of connections from downtown Clearwater to Clearwater Beach.	Capital	2021/22	
10	N/A	PSTA	US 19 Transit Corridor Investments	54th Avenue South	Gateway Area	Corridor investments to support express transit service	N/A	N/A	
11	256998-1	FDOT	SR 686/Roosevelt Boulevard	I-275/SR 93	West of 9 th Street North/Dr Martin Luther King Jr Street North	Construction of a connection between the Gateway Express and Roosevelt Blvd.	Design	Underway	CST unfunded
12	257086-1	FDOT	SR 694/Gandy Boulevard	40th Street	East of I-275 (SR 93)	Construction of frontage roads and a ramp from NB I-275 to WB Gandy Blvd.	ENV	2021/22	CST unfunded
13	445376-1	Pinellas County	Pinellas Trail Loop (South Gap) Phase 5	126th Avenue North	Roosevelt Boulevard	Shared Use Bike Path/Trail	N/A	N/A	
	#15 TA								
14	445376-1	Pinellas County	126th Avenue North	US 19/SR 55	34th Street	Construction of 2 lane divided continuous roadway	N/A	N/A	Pinellas County has reserved funding for design 2016-2020
15	433797-1	FDOT	US 19/SR 55 (including Alderman Interchange)	North of Nebraska Avenue	South of Timberlane Road	Capacity, operational and safety improvements with pedestrian crossings every 1/4 mile.	Design	Underway	
							ROW	2021/22	
16	433796-1	FDOT	US 19/SR 55 (including Klosterman Interchange)	South of Timberlane Road	South of Lake Street	Capacity, operational and safety improvements with pedestrian crossings every 1/4 mile.	Design	Underway	
							ROW	2022/23	
17	435914-2	FDOT	U.S. 19	66th Avenue North	118th Avenue North	Operational improvements along the corridor	ROW	2023/24	Corridor study underway; partial ROW funding in work program

Proposed Priority	FPN	Responsible Agency	Project	From	To	Description	Funded Phase	Year Funded	Status
18	435909-4	FDOT	Alt. US 19	Belleair Road	Pasco County Line	Operational improvements along the corridor	PE	2020/21	Corridor study underway
19	437636-1	FDOT	Alt. US 19	at Florida Avenue	N/A	Roundabout to improve intersection safety	PE	2019/2000	Construction funding needed
20	435909-3	FDOT	Alt. US 19	Park Street North	Belleair Road	Operational improvements along the corridor	PE	2020/21	Corridor study underway
21	N/A	FDOT	SR 60 Multiuse Accomodations	Courtney Campbell Causeway Trail	Druid Road Trail	Multiuse accomodations connecting the Courtney Campbell Causeway Trail to the Druid Road Trail per the SR 60 Multimodal Implementation Plan	N/A	N/A	
22	N/A	FDOT	Gulf Boulevard Sidewalk Improvements	195th Street	Walsingham Road	Construction of sidewalk with drainage improvements	N/A	N/A	
23	N/A	Forward Pinellas	Aerial Transit Feasibility and Operations Plan	N/A	N/A	Clearwater and downtown St. Petersburg	N/A	N/A	
24	N/A	PSTA	Downtown Clearwater Intermodal Center	N/A	N/A	PSTA Intermodal Center for the downtown Clearwater area.	N/A	N/A	
25	444244-1	FDOT	4th Street Trail Connection	Gandy Boulevard	Big Island Gap Bridge	Trail connection to the Howard Frankland Bridge	N/A	N/A	
26	444243-1	FDOT	Ulmerton Trail Connection	Fountain Parkway North	I-275	Trail connection to the Howard Frankland Bridge	N/A	N/A	
27	N/A	FDOT	SR 580 Corridor Study	Alt US 19	SR 584	Operational and safety improvements along the corridor.	N/A	N/A	
28	N/A	FDOT	Drew Street	Osceola Avenue	McMullen Booth Road	Operational and safety improvements along the corridor.	N/A	N/A	

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

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

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

Draft ~~2018~~ 2019 FORWARD PINELLAS TRANSPORTATION ALTERNATIVES PROGRAM PRIORITY PROJECTS

Priority	Project Number	Responsible Agency	Project	From	To	Description	Funded Phase	Year Funded	Status
PRIORITY PROJECTS UNDER CONSTRUCTION OR FUNDED FOR CONSTRUCTION/IMPLEMENTATION									
P	4344971	City of St. Petersburg	Sexton Elementary School – sidewalk along 19 th St N	38th Ave N	52nd Ave N	Sidewalk	Construction	2018/19	Construction scheduled in TIP for FY 2018/19
P	4245329	City of Largo	Citywide Sidewalk and Trails Initiative - Adrian Ave and Gladys St Sidewalk Improvements	Indian Rocks to Trotter Rd	and from Drye to Hillsdale	Sidewalk	Construction	FY 2015/16	Construction underway
P	4245328	City of St. Petersburg	Bicycle Facilities – 30th Ave N	Dr Martin Luther King Jr St N	58th St N	Bike Path/Trail	Construction	FY 2015/16	Completed
P	4245647/ 2686A	Pinellas County	Hercules Ave/Greenbriar Blvd Sidewalk - Phase II	Sherwood St	Sunset Point Rd	Sidewalk	Construction	FY 2017/18	Scheduled in TIP for construction in FY 2019/20
P	4245644/ 1512A	Pinellas County	Park Blvd/CR 694 ADA Ramp and Sidewalk Improvements	Starkey Rd	66th St N	Sidewalk	Construction	FY 2018/19	Scheduled in TIP for construction in FY 2018/19
P	4245651	City of St. Petersburg	Fred Marquis Pinellas Trail Extension Landscaping	Fred Marquis Pinellas Trail at Central Avenue W	Bayshore Dr	Bike Path/Trail Landscaping	Construction	FY 2015/16	Completed
P	4245646/	Pinellas County	Haines Bayshore Rd Sidewalk	US 19	Sunrise Blvd	Sidewalk	Construction	FY 2017/18	Construction underway
P	4325801	City of Clearwater	Druid Trail	S Betty Lane (Glen Oaks Park)	Duke Energy Trail	Bike Path/Trail	Construction	FY 2016/17	Completed
P	4344961	City of Largo	West Bay Dr Pinellas Trail Gateway	Washington Ave	4th Ave SW	Shared Use Bike Path/Trail	Construction	FY 2018/19	Construction scheduled in TIP for FY 2018/19
P	4157387	City of Oldsmar	Oldsmar Trail Phase 6 Extension	along Douglas Rd between Racetrack Rd and Tampa Rd	N/A	Shared Use Bike Path/Trail	Construction	FY 2018/19	Construction scheduled in TIP for FY 2018/19
P	4325871	City of St. Petersburg	Bayway South Trail Connection (Phase I) on the Pinellas Bayway South (SR 679) from N end of Boca Ciega Bridge to SR 682/54th Ave S	North end of Boca Ciega Bridge	SR 682/ 54th Ave S	Shared Use Bike Path/Trail	Design-Build	FY 2017/18	Construction underway
P	4107552	City of St. Petersburg	Bayway South Trail Connection (Phase II) on the Pinellas Bayway South (SR 679)	South end of Boca Ciega Bridge	City limits south of Madonna Blvd	Shared Use Bike Path/Trail	Design-Build	FY 2017/18	Construction underway
P	4377362	Pinellas County	Starkey Rd Corridor Sidewalk Project	Bryan Dairy Rd	East Bay Dr	Sidewalk	Construction	FY 2021/22	Scheduled in TIP for construction in FY 2021/22
P	4380221/ 3306A	Pinellas County	62nd Ave N Sidewalk Project	62nd St N	55th St N	Sidewalk	Construction	FY 2019/20	Scheduled in TIP for construction in FY 2019/20

Draft ~~2018~~ 2019 FORWARD PINELLAS TRANSPORTATION ALTERNATIVES PROGRAM PRIORITY PROJECTS

Priority	Project Number	Responsible Agency	Project	From	To	Description	Funded Phase	Year Funded	Status
P	4400931/ 186A/186B	Pinellas County	Duke Energy Trail (North gap on the Duke Energy right-of-way)	the pedestrian overpass at US Hwy 19 ant Enterprise Rd	Chesnut Sr Park	Shared Use Bike Path/Trail	Construction (Design-Build)	FY 2016/17	Construction underway
	186A		Phase 1 (North Gap) on the Duke Energy right-of-way	Sunset Point Rd	the pedestrian overpass at US Hwy 19 and Enterprise Rd		Construction	FY 2016/17	Construction completed for this portion of the North Gap
	186B		Phase 2 (North Gap) on the Duke Energy right-of-way	NE Coachman Rd/SR 590	Sunset Point Rd		Construction	FY 2016/17	Construction underway
P	4157432	City of St. Petersburg	Treasure Island Causeway/Fred Marquis Pinellas Trail Connection (linking the west end of Treasure Lane to the existing Fred Marquis Pinellas Trail) (Phase II)	west end of Causeway Blvd N	east end of Causeway Blvd N	Bike Path/Trail	Construction	<u>FY</u> 2018/19	Construction scheduled in TIP for 2018/19
P	4374981	City of Clearwater/FDOT/SUNTrail	Courtney Campbell Causeway Recreational Trail Overpass	SR 60/Gulf-to-Bay Blvd at Bayshore Blvd	N/A	Pedestrian/Trail Overpass	Construction	FY 2022/23 <u>2023/24</u>	Construction scheduled in TIP for 2023/24
P	4400932	Pinellas County	Pinellas Trail Loop (South Gap)	Ulmerton Rd	Belleair Rd	Shared Use Bike Path/Trail	CST	FY 2023/24	Construction funded in TIP 2023/24 with SU funds
P	4400933	Pinellas County	Pinellas Trail Loop (South Gap)	126th Ave N	Ulmerton Rd	Shared Use Bike Path/Trail	CST	FY 2023/24	Construction funded in TIP in 2023/24 with Suntrail funds
<u>P</u>	<u>4429551</u>	<u>Pinellas County</u>	<u>42nd Ave N Sidewalk Project</u>	<u>46th St N</u>	<u>35th St N</u>	<u>Sidewalk</u>	<u>N/A</u>	<u>FY 2022/23</u>	Construction funded in TIP in 2022/23
<u>P</u>	<u>4412151</u>	<u>City of St. Petersburg</u>	<u>71st St N Trail - Pinellas Trail Connector</u>	<u>Fred Marquis Pinellas Trail</u>	<u>38th Ave N</u>	<u>Shared Use Bike Path/Trail</u>	<u>Design</u>	FY 2022/23 <u>2023/24</u>	Construction scheduled in TIP for 2023/24

UNFUNDED TRANSPORTATION ALTERNATIVES PROGRAM PRIORITY PROJECTS

Draft ~~2018~~ 2019 FORWARD PINELLAS TRANSPORTATION ALTERNATIVES PROGRAM PRIORITY PROJECTS

Priority	Project Number	Responsible Agency	Project	From	To	Description	Funded Phase	Year Funded	Status
1	4412151	City of St. Petersburg	71st St N Trail - Pinellas Trail Connector	Fred Marquis Pinellas Trail	38th Ave N	Shared Use Bike Path/Trail	Design	2022/23	Construction scheduled in TIP for 2023/24
2 <u>1</u>		City of St. Petersburg	North Bay Trail Extension (Phase I)	83rd Ave N	Duke Energy Trail	Shared Use Bike Path/Trail	N/A	N/A	Unfunded.
3 <u>2</u>		City of St. Petersburg	North Bay Trail Extension (Phase II)	North of the Duke Energy Trail	Gandy Blvd	Shared Use Bike Path/Trail	N/A	N/A	Unfunded.
4 <u>3</u>		City of St. Petersburg	Central Ave Corridor Complete Streets (Phase I)	31st St	34th St	Shared Use Bike Path/Trail	N/A	N/A	Unfunded
5 <u>4</u>		City of St. Petersburg	Central Ave Corridor Complete Streets - Streetscape Improvements (Phase II)	34th St	58th St	Streetscape Improvements	N/A	N/A	Unfunded
6 <u>5</u>		City of Oldsmar	Tampa Rd/SR 584 Trail Overpass	intersection of SR 584/Tampa Rd and St Petersburg Dr	N/A	Pedestrian/Trail Overpass	N/A	N/A	Unfunded
7 <u>6</u>		City of St. Petersburg	Bike Lane Improvements	1st Ave N from Dr Martin Luther King Jr St N to 66th St N and 1st Ave S from Dr Martin Luther King Jr St S to Pasadena Ave S	N/A	Bike lane improvements	N/A	N/A	Unfunded
8	4429551	Pinellas County	42nd Ave N Sidewalk Project	46th St N	35th St N	Sidewalk	N/A	N/A	Unfunded
9 <u>7</u>		City of St. Petersburg	School Crossing Enhancements User-activated LED stop paddles at 30 various locations	User-activated LED stop paddles at 30 various locations	N/A	User-activated LED stop paddles at 30 various locations	N/A	N/A	Unfunded
10 <u>8</u>		City of St. Petersburg	9th Avenue North Complete Streets (9th Ave N)	66th St	Dr. Martin Luther King Jr St	Complete Street improvements	N/A	N/A	Unfunded
11 <u>9</u>		City of St. Petersburg	Gandy Boulevard Sidewalk Connections	various locations near Gandy Blvd from 16th St N to Brighton Bay	N/A	Sidewalks	N/A	N/A	Unfunded
12 <u>10</u>		City of St. Petersburg	18th Avenue South Complete Street	4th St S	34th St S	Complete Street improvements	N/A	N/A	Unfunded
13 <u>11</u>		City of St. Petersburg	St Pete City Trails Priority Sidewalks	between 31st St S and Dr Martin Luther King, Jr St	N/A	Trails/Sidewalks	N/A	N/A	Unfunded
14 <u>12</u>		Pinellas County	Pinellas Bayway Trail Segment	East Shore Blvd	Tierra Verde Bridge	Shared Use Bike Path/Trail	N/A	N/A	Unfunded

Draft ~~2018~~ 2019 FORWARD PINELLAS TRANSPORTATION ALTERNATIVES PROGRAM PRIORITY PROJECTS

Priority	Project Number	Responsible Agency	Project	From	To	Description	Funded Phase	Year Funded	Status
44 <u>12</u>		City of Gulfport	Multi-Use Trails - Phase 1 (existing Fred Marquis Pinellas Trail Spur Connection/55th St S/Beach Blvd S)	Jersey Ave S	28th Ave S	Shared Use Bike Path/Trail	N/A	N/A	Unfunded
			Multi-Use Trails - Phase 2	existing Skyway Trail Connection	47th St S/Del Rio Way S	Shared Use Bike Path/Trail	N/A	N/A	City is no longer pursuing TA funds for this Phase
			Multi-Use Trails - Phase 3 (31st Ave S)	Tifton Dr S	54th St S/Shore Blvd S	Shared Use Bike Path/Trail	N/A	N/A	Unfunded
			Multi-Use Trails - Phase 4 (Shore Blvd S)	54th St S	58th St S	Shared Use Bike Path/Trail	N/A	N/A	Project has been completed via an alternative funding source
			Multi-Use Trails - Phase 5 (58th St S)	Shore Blvd S	28th Ave S	Shared Use Bike Path/Trail	N/A	N/A	Unfunded
45 <u>13</u>		City of Largo	Citywide Sidewalk and Trails Initiative	Lake Ave	Alt Keene Rd	Sidewalks and trails	N/A	N/A	Project added to the end of the priority list in 2010 for the purpose of qualifying for other funding sources
45 <u>13</u>		Pinellas County	Pinellas Trail Loop (South Gap) Phase 3 (partially on Duke Energy ROW)	Haines Bayshore Rd	Ulmerton	Shared Use Bike Path/Trail	N/A	N/A	Project added to the end of the priority list in 2010 for the purpose of qualifying for other funding sources
45	4400933	Pinellas County	Pinellas Trail Loop (South Gap) Phase 4 (partially on Duke Energy ROW)	Ulmerton Rd	126th Ave N	Shared Use Bike Path/Trail	N/A	N/A	Design for 126th Ave N to Ulmerton Rd funded in the TIP in 2021/22 & Construction in 2023/24
45 <u>13</u>		Pinellas County	Pinellas Trail Loop (South Gap) Phase 5	126th Ave N	Gandy Blvd	Shared Use Bike Path/Trail	N/A	N/A	Project added to the end of the priority list in 2010 for the purpose of qualifying for other funding sources

- 1) Projects number 13 (remaining gaps in the Pinellas Trail Loop) were added to the priority list in 2010 for the purpose of qualifying for other potential funding sources such as SUNTrail funding.
- 2) The term "Bicycle Facilities" may include bicycle paths, trails and/or lanes.
- 3) FY = fiscal year; P = programmed
- 4) At its June 11, 2014 meeting, the Forward Pinellas Board allowed local jurisdictions to add new TA projects to the bottom of the priority list and also allowed project substitutions and modifications
- 5) Projects on this priority list need not be limited to funding from the TA Program/set-aside funds under the STBG Program.



Hillsborough MPO
Metropolitan Planning
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**FORWARD
PINELLAS**
Integrating Land Use & Transportation

Tampa Bay Transportation Management Area (TMA) Leadership Group

2019 Top Priorities

Approved by Consensus on April 5, 2019

Funded Priorities

- ❖ **Howard Frankland Bridge Replacement**
- ❖ **Gateway Expressway**
- ❖ **I-75 interchange at Overpass (Phase I)**
- ❖ **I-275 Express Lanes from I-375 to Gandy Blvd.**
- ❖ **I-75 Interchange at Big Bend Road**

Top Priorities for the Tampa Bay Region

- ❖ **I-275/SR 60/Westshore Interchange**
- ❖ **I-75 Interchange at Gibsonton**
- ❖ **I-75 Interchange at Overpass (Phase II)**
- ❖ **Central Avenue Bus Rapid Transit**
- ❖ **I-275 Operational Improvements north of downtown Tampa**



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Metropolitan Planning
for Transportation



**FORWARD
PINELLAS**
Integrating Land Use & Transportation

Tampa Bay Transportation Management Area (TMA) Leadership Group

2019 Top Priorities for Multi-Use Trails

- ❖ **Duke Energy Trail** - The trail is partially funded with one remaining gap needing design and construction, from the San Martin Bridge to 126th Avenue North. Once completed, the Duke Energy Trail will link with the Pinellas Trail to create a 75-mile loop that includes a connection to Hillsborough County via the Courtney Campbell Trail.
- ❖ **South Coast Greenway** - Part of the Gulf Coast Trail, the South Coast Trail would go from Adamo Drive and extend south the Manatee County line. The entire South Coast Greenway trail has been broken into seven phases. Phase I is funded with construction expected to begin in 2019. Phase II will be constructed as the Waterset DRI builds out. Part of Phase III is entering design and the other portion is seeking funding for construction. Request/Status: funding for PD&E and design of remaining Phases.
- ❖ **Bypass Canal Trail** – A 17+ mile trail southward from Flatwoods Park, on the banks of the Bypass Canal per agreement with the Southwest Florida Water Management District. Using existing parks in Temple Terrace and the Florida State Fairgrounds areas as trailheads, the corridor expands future access to the Old Fort King and Withlacoochee State Trail. Request/Status: Hillsborough County requests funding for the design and construction of the next phase.
- ❖ **Orange Belt Trail** – The approximately 37 mile long trail would extend from the Starkey Trail (C2C connector) in the Trinity area of southwest Pasco County to the existing Withlacoochee State Trail trailhead (connects to Good Neighbor/South Sumter Connector) at U.S. Highway 301 in Trilby in northeast Pasco County. The planned trail alignment generally follows the historic Orange Belt Railroad line that crosses Pasco County in a southwest to northeast direction. The Orange Belt Trail is scheduled for a route study which will determine exact alignment and preliminary engineering funded (\$1.9M) in 2019/20. Request/Status: Pasco County requests \$15.5M for right-of-way acquisition and construction.

----- Tampa Bay TMA Leadership Group Purpose -----

There is a role for a TMA-focused group, not currently performed by any existing transportation organization. That role includes developing regional consensus priorities for the TMA, especially in the allocation of federal & state funds. The group will focus on major cross-county transportation markets and traffic movements, and on helping the Tampa Bay metropolitan area speak with one voice in discussions of regional transportation prioritization issues and financial resources.

June 12, 2019

7A. PSTA Activities Report



SUMMARY

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

ATTACHMENT(S): None

ACTION: None required; informational item only

June 12, 2019

7B. TBARTA Activities Report



SUMMARY

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

ATTACHMENT(S): None

ACTION: None required; informational item only

SUMMARY

Advantage Pinellas is the 2045 Long Range Transportation Plan (LRTP) for Pinellas County. It is the first countywide transportation plan developed since the merger of the Pinellas County Metropolitan Planning Organization (MPO) and the Pinellas Planning Council (PPC) as Forward Pinellas, and seeks to further align and reinforce land use/redevelopment and transportation policy and decision-making. This LRTP is being developed in partnership with other initiatives, including the Pinellas Suncoast Transit Authority's (PSTA) Community Bus Plan, a new Bicycle & Pedestrian Master Plan for Pinellas County, and a climate hazards assessment of the regional transportation system.

Forward Pinellas staff will provide an overview of the status of the climate hazards assessment of the regional transportation system – Resilient Tampa Bay: Transportation.

In coming months, staff will present additional elements of Advantage Pinellas leading up to the adoption of the plan in November.

ATTACHMENT(S): Resilient Tampa Bay: Transportation Fact Sheet

ACTION: None required; informational item only

Resilient Tampa Bay Transportation



Hillsborough MPO
Metropolitan Planning
for Transportation



RESILIENT TAMPA BAY: Transportation Pilot Background

- A 2014 federal report, the Third National Climate Assessment, labeled the Tampa Bay area as one of three areas in Florida particularly vulnerable to rising sea levels. (Tampa Bay Times, 10/5/18)
- An insurance industry group has ranked the Tampa Bay region as the most vulnerable metropolitan area in the United States to storm surge, with \$175 billion in potential losses. (Tampa Bay Times, 10/5/18)
- This initiative is one of 11 Federal Highway Administration Resilience and Durability to Extreme Weather Pilot Program projects to improve transportation infrastructure.
- Pilot's purpose is two-fold: 1) to address Fixing America's Surface Transportation (FAST) Act requirements for MPO long range transportation planning to consider way to improve the resilience and reliability of the transportation system, and 2) to provide information and recommendations to ensure the region's transportation system meets near and long term functional, economic, and quality of life goals of Tampa Bay's residents, businesses, and visitors.

www.fhwa.dot.gov/environment/sustainability/resilience/pilots/resdurpilot.cfm

» Key Facts

- 2.8 million persons
- 2nd largest population in Florida
- 1000+ miles of shoreline
- 58% population in flood zones
- 2,990 lane miles of roads in Hillsborough, Pinellas, and Pasco Counties potentially affected by Category 3 hurricane with sea level rise (2017 NOAA High projection)
- 1,214 lane miles of roads in Hillsborough, Pinellas, and Pasco Counties potentially affected by a rain even that results in 9 inches over 24 hours

CONTACT:

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Executive Planner
Hillsborough MPO
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Rodney Chatman, AICP
Planning Division Manager
Forward Pinellas
rschatman@co.pinellas.fl.us

John Villeneuve
Director
Pasco MPO
jvilleneuve@pascocountyfl.net

www.planhillsborough.org/resilient-tampa-bay-transportation/

Project Timeline



Stakeholder Engagement:

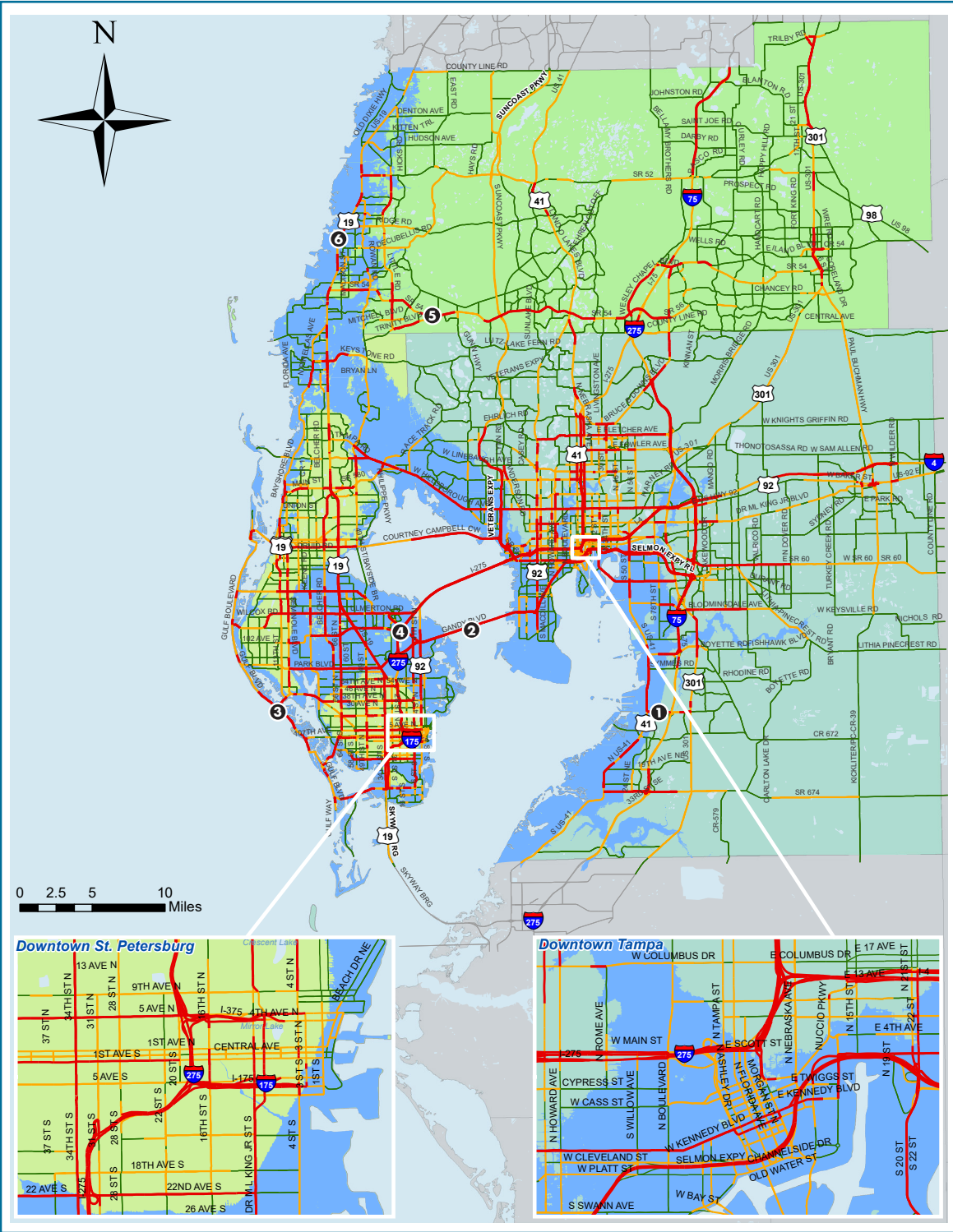
- ONE BAY Livable Communities Working Group
- Local Mitigation Strategy Working Groups (Hillsborough, Pasco, and Pinellas Counties)
- Hillsborough MPO, Pasco MPO, and Forward Pinellas Boards and Committees
- Criticality and Flooding Survey (agency and public stakeholders)

Critical Transportation Facilities and Category 3 Storm Surge with NOAA High Sea Level Rise Projection for 2045

The following information was used to determine criticality. Each factor was given a score from 1-3. Segments with scores greater than 13 are classified of “High” criticality. Those with scores of 11 through 13 are “Moderate” and the remainder are “Low” criticality.

Factor	Max
Evacuation Route	3
Projected 2040 Traffic volume	3
Proximity or primary route to major economic and social activity centers	3
Projected Population density	3
Transit Corridor	2
Part of adopted land use and/or transportation plans (ex. LRTP, TIP, SIS, National Highway Freight Network)	2
Projected Employment density	2
Percentage of Zero-Car Households (house hold with no access to a personal vehicle)	2
Intermodal Connectivity (Port/Rail connectors)	1
Projected Truck Traffic or Freight Corridor	1
Equity areas (Environmental Justice/Disadvantaged Populations, as identified by the metropolitan planning organizations)	1

The 2017 Nation Oceanic and Atmospheric Administration (NOAA) high sea level rise projection for 2045 is 2.18 feet increase, with 8.46 feet projected for 2100.



LEGEND

Counties

- Outside Study Area
- Hillsborough
- Pasco
- Pinellas
- Water Bodies

Transportation Network Criticality

- Low
- Moderate
- High

Inundated Land

-

Representative Projects

- 1 Big Bend Rd from US 41 to I-75
- 2 Gandy Blvd from 4th St to S Dale Mabry Hwy
- 3 Gulf Blvd Bath Club Cir to I25 Ave & Tom Stuart Cswy Bridge
- 4 Roosevelt Blvd/SR 686 from Ulmertn Rd/SR 688 to Gandy Blvd
- 5 SR 54 from US 19 to Suncoast Pkwy
- 6 US 19 from SR 54 to SR 52

The surface transportation system and these six projects will be evaluated regarding mobility and economic impacts for the region, as well as to identify appropriate mitigation strategies and costs for consideration as part of the Long Range Transportation Plan process.

June 12, 2019

7D. Gulf Boulevard Drainage/Sidewalk Project



SUMMARY

Gulf Boulevard, from Walsingham Road in Indian Rocks Beach to Park Boulevard in Indian Shores, is scheduled for a drainage improvement project this year. It is expected to be completed by late 2021 at a cost of \$4.3 million.

Stormwater on this three mile section of Gulf Boulevard currently drains into the bicycle and pedestrian paths, which are level with and adjacent to the road surface. The project is intended to alleviate the ponding conditions that occur following a storm event. It includes the installation of trench drains and piping and replacing the top layer of the bicycle and pedestrian paths, which is comprised of pervious material.

In addition to the drainage issues, the affected cities have expressed concern about bicycle and pedestrian safety on the corridor. In the absence of a curb or raised buffer separating the bicycle and pedestrian paths from the vehicle lanes, motorists have been warned and cited by Indian Shores police for driving on these paths to pass slower moving vehicles on the right.

Rather than moving forward with the currently scheduled project, the City of Indian Shores has urged FDOT to address the safety and drainage issues on the corridor in the same project that would include construction of curb and sidewalk as was originally planned in 2000. This was conveyed in a February 11, 2019 letter from Indian Shores Mayor Patrick Soranno to FDOT District 7 Secretary David Gwynn (see attached).

FDOT staff have been working diligently to identify interim solutions that can be implemented as part of the currently scheduled project. From Park Boulevard to 195th Street, where there is 60 feet of right-of-way (ROW) available, FDOT is planning to construct six foot sidewalks on both sides of the road with sod/landscape buffers between the sidewalks and the vehicle lanes. The vehicle lanes would be 10 feet. For the section between 195th Street and Walsingham Road, where most of the ROW is limited to 40 feet, FDOT has developed four options. These options were discussed at the Bicycle Pedestrian Advisory Committee (BPAC), Technical Coordinating Committee (TCC) and Citizens Advisory Committee meetings in May. The preferred option will be carried forward in a future project.

All of the committees endorsed option two for the 195th Street to Walsingham Road section. This option calls for two feet of curb and gutter separating the 10 foot vehicle lanes from eight foot shared use paths on both sides of the road. Mayor Soranno and the Indian Shores police chief and town administrator attended the BPAC and TCC meetings and they concurred with the committees regarding option two. The BPAC, TCC and Indian Shores representatives also recommended that option two include shared use markings (i.e., "sharrows") in the vehicle lanes.

FDOT staff will be in attendance at the board meeting to present the design options for the project. Mayor Soranno will also be in attendance to share the perspective of the Town of Indian Shores. The preferred option, with refined cost estimates, will become a separate project to be completed following the current project as soon as funds become available. It is included on the draft Multimodal Project Priority List that will be considered for approval by the board under item 6B.

ATTACHMENT(S):

- Letter dated February 11, 2019 from Indian Shores Mayor Patrick Soranno to FDOT District 7 Secretary David Gwynn

ACTION: Board to approve a design option for the section of the Gulf Boulevard project from 195th Street to Walsingham Road.

STAFF RECOMMENDATION: Staff recommends the board approve option two, as recommended by the advisory committees, with the inclusion of shared-use markings (i.e., sharrows) in the vehicle lanes.

ADVISORY COMMITTEE RECOMMENDATION(S): The TCC, BPAC and CAC recommended option two, as presented by FDOT staff at their May meetings, for the design of the 195th Street to Walsingham Road section of the Gulf Boulevard project. The BPAC and TCC also recommended that option two include shared use markings (i.e., “sharrows”) in the vehicle lanes.

INDIAN SHORES

Ph 727.595.4020 Fax 727.596.0050
19305 Gulf Boulevard, Indian Shores, FL 33785
www.myindianshores.com

Received
FEB 18 2019



February 11, 2019

Mr. David Gwynn, P.E.
District 7 Secretary
Florida Department of Transportation
11201 N. McKinley Drive,
M.S. 7-100
Tampa, FL 33612-6456

Dear Mr. Gwynn:

Pursuant to our last meeting on the subject of pedestrian safety in Indian Shores, enclosed you will find two (2) recently published articles in the local news and editorial sections of the Tampa Bay Times on January 24 and 25, 2019.

The local news headline reads "**Streets unsafe for pedestrians**". It describes Tampa Bay as among the ten most dangerous areas for pedestrian safety in the country.

The editorial headline reads "**Make region safer for walkers and cyclists**". These articles clearly underscore and corroborate the need for sidewalks here in Indian Shores.

As you know, Gulf Boulevard is not a rural road. It is imperative that we all agree on finding an effective solution for pedestrian safety here in Indian Shores.

I believe that our only solution is to install sidewalks as originally envisioned in full-blown engineering plans with cost estimates as created by the Florida Department of Transportation (FDOT) back in early 2000. It is clear to me that FDOT leadership at that time understood the gravity of our situation and were prepared to implement a solution. The Great Recession put a halt to that endeavor.

Patrick C. Soranno
Mayor

Diantha Schear
Vice Mayor

Mike Hackerson
Councilor

Michael (Mike) Petruccelli
Councilor

William F. (Bill) Smith
Councilor

Bonnie Dhonau
Town Administrator

E.D. Williams
Interim Chief of Police

Susan L. Scrogham
Director of Finance
and Personnel

Freddie G. Lozano
Town Clerk

Steve Tetlak
Building Official

Regina Kardash, Esq.
Town Attorney

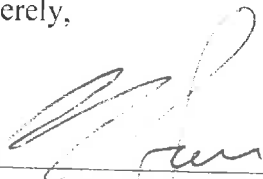
As you may be aware, several years ago our Town Administrator, Bonnie Dhonau, contacted FDOT officials requesting the re-milling of the pedestrian and bike lanes (recommended every 5 years). FDOT officials responded with a proposal to re-engineer Gulf Boulevard to alleviate the flooding and ponding on Gulf Boulevard.

While this drainage project is a welcome relief to a serious problem, it remains a band-aid as described by your FDOT officials, but it is certainly a step in the right direction.

I became Mayor in December of 2016 and rapidly recognized it did not address the critical problem of pedestrian safety on a very busy state road.

Your continued consideration and support for our residents is greatly appreciated.

Sincerely,



Patrick C. Soranno
Mayor

Enclosures (2):

- 1.) Tampa Bay Times, January 24, 2019, "Streets unsafe for pedestrians".
- 2.) Tampa Bay Times, January 25, 2019, "Make region safer for walkers, cyclists".

cc: Whit Blanton, FAICP, Forward Pinellas
T. Hood, P.E., FDOT
Richard Moss, P.E., FDOT
T. O'Brien, P.E., FDOT
Brian W. Pickard, P.E., FDOT
A. Bartolotta, Forward Pinellas
Mayor Cookie Kennedy
R. H. Brotherton, P.E.

Streets unsafe for pedestrians

The Tampa-St. Petersburg-Clearwater area is on a top 10 list for deadly places in the U.S.

BY CAITLIN JOHNSTON
Times Staff Writer

The Tampa Bay area and seven other Florida metro areas are among the top 10 most dangerous places in America to walk, according to a report released Wednesday.

The advocacy group Smart Growth America compares pedestrian safety among cities of different sizes as part of its Dan-

gerous By Design report. Tampa Bay's rank among the most deadly regions dropped from 7 to 9 since the group's last study in 2016, but the number of pedestrian deaths increased in that same time period.

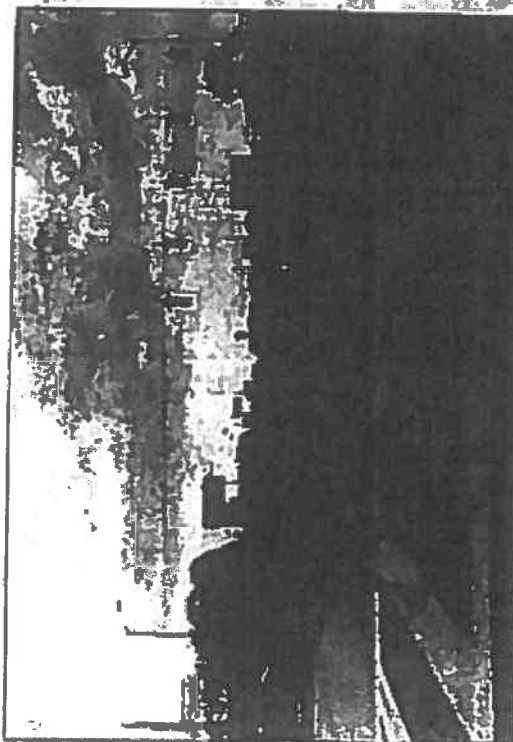
Also, Florida remains the nation's most deadly state for those who journey on foot, topping the group's study for the last three reports since 2014. The

state's numbers are "significantly, significantly higher" than Alabama, which ranked second, said Emiko Atherton, director of the National Complete Streets Coalition with Smart Growth America.

She added that, nationwide, 2016 and 2017 were the two most deadly years for pedestrians in the past three decades.

"The bottom line is we are killing more people," Atherton said. The report also highlights that the elderly, minorities, people with disabilities and those living

» See FATALITIES, 5B



Tampa Bay's three main cities had 800 pedestrian deaths over a 10-year period through 2016, a new report says.

From the front page »

» FATALITIES continued from 1B

in low-income neighborhoods are more at risk than their counterparts.

"This sobering report confirms what we have known for years," said Jeff Johnson, AARP's Florida state director. "Florida is the deadliest state in America to simply walk. And older Floridians are especially at risk."

Back in 2016, the seven most dangerous metro communities for pedestrians were all in the Sunshine State. Bakersfield, Calif., broke up those rankings this year, claiming the seventh position.

The Tampa-St. Petersburg-Clearwater area had 900 pedestrian deaths over a 10-year period through 2016, the new report says. That's up from the 821 pedestrians who were killed across the region over a 10-year period through 2014.

The rise in fatalities comes after Tampa Bay has made investments in "complete streets," an urban design approach that promotes safety and convenience for all users and modes of transportation.

Several local governments in Florida, including Hillsborough County, Tampa and Orlando (the most dangerous area, according to the report), have recently adopted a "Vision Zero" goal of eliminating pedestrian and bicycle fatalities. Safety planning often addresses both bicyclists and pedestrian issues in tandem, seeking to make streets safe for all users, not just drivers.

St. Petersburg has committed to a 20-year initiative that over the next five years would add 60 miles of bike lanes, trails and markings and about 92 pedestrian crossings to city streets.

The city drew ire from some residents after replacing one traffic lane on Martin Luther

The most dangerous places for pedestrians

Below are the top 10 most dangerous metro areas for pedestrians as determined by the advocacy group Smart Growth America.

The ranking compares communities of different sizes by controlling for the number of people who live in the area and the number of people that walk to work.

1. Orlando-Kissimmee-Sanford
2. Deltona-Daytona Beach-Ormond Beach
3. Palm Bay-Melbourne-Titusville
4. North Port-Sarasota-Bradenton
5. Lakeland-Winter Haven
6. Jacksonville
7. Bakersfield, Calif.
8. Cape Coral-Fort Myers
9. Tampa-St. Petersburg-Clearwater
10. Jackson, Miss.

King Jr. Street between Fourth and 30th avenues N with extra-wide bike lanes as part of its complete streets efforts.

Tampa quashed a plan to add bike lanes on Bay-to-Bay Boulevard after facing similar criticism. Bike and pedestrian advocates said the plan to convert a traffic lane to a bike lane would also improve safety for those who walk by slowing speeds and calming traffic. The city instead decided that traffic flow takes precedence over bicyclists and pedestrians.

Atherton referenced the debate over Bay-to-Bay Boulevard when encouraging cities to evaluate whether resources are being spent on the streets that have the heaviest pedestrian traffic and need the most work, or if those funds are being diverted to other roads that have less of an impact but more political will backing their improvements.

"Sometimes the streets that need retrofitting the most face the most political opposition,"

she said.

Karen Kress, director of transportation and planning for the Tampa Downtown Partnership, said local planners prioritize projects based on areas that have the highest number of crashes.

"From my experience, the local governments are really trying to go about (making safety improvements) by starting with the most dangerous areas," Kress said.

Hillsborough's recently approved transportation sales tax aims to dedicate a percentage of the revenue directly to safety improvements, as long as a lawsuit filed by Hillsborough Commissioner Stacy White doesn't overturn the tax. One of the first priorities, Kress said, is to spend some of the money on sidewalks and crosswalks around schools.

"Everybody wants safer streets," Kress said. "I personally think that's part of the reason why the referendum passed. ... I think people are fed up and it's time to do something about it."

Hundreds of the mid-block, flashing crosswalks have been installed on popular roadways throughout Tampa Bay, including Gulf Boulevard along Pinellas County's beaches, Fourth Street in St. Petersburg and Bayshore Boulevard in Tampa. More are planned over the next decade.

Meanwhile, Hillsborough's Vision Zero project aims to slow traffic, educate the community, and provide fair enforcement of the law. Efforts to connect sidewalks, install mid-block crossings and improve intersections have increased in recent years.

Still, the number of pedestrian deaths continues to rise.

"These changes take time," Atherton said. "We spent decades building an unsafe system."

Contact Caitlin Johnston at cjohnston@tampabay.com or (727) 893-8779. Follow @cjohnst.

A Times editorial

Make region safer for walkers, cyclists

It's dangerous to go for a walk in the Tampa Bay region, and it shouldn't be. Nine hundred pedestrians died in the Tampa-St. Petersburg-Clearwater area between 2008 and 2017, making Tampa Bay the ninth-most dangerous region to walk in the entire United States, according to *Dangerous By Design*, a report out this week by the advocacy group Smart Growth America. It doesn't have to be this way, and the region's embrace of "complete streets" — urban planning that stresses safety for walkers and cyclists and transit riders as well as drivers — should help to ensure that it won't. But personal responsibility plays a big role as well. No road engineering will protect a pedestrian from a texting driver who is oblivious to the flashing signal at the crosswalk.

Florida is by far the most dangerous state and has eight of the nine most pedestrian-hostile metro areas, and it's much worse than other Sun Belt states, so it's not just the weather. *Dangerous By Design* looks not only at pedestrian fatalities per 100,000 people (Tampa Bay has 3.07; for comparison's sake, the murder rate in Tampa is 10.3). Its "Pedestrian Danger Index" also controls for the share of people who walk to work, meaning the numbers are comparable across all states and metro areas.

This is a civil rights issue as well as one of safety. The study shows that, nationally, African-Americans pedestrians are at 50 percent more risk than whites. (Incredibly, a separate study from Las Vegas showed drivers were likelier to yield to a white woman in a crosswalk than a black woman.) People walking in lower-income neighborhoods die at 2.5 times the rate as those in well-to-do neighborhoods. Anyone over 50 years old faces a higher risk and, for the elderly, it's far higher still.

While driving has become safer thanks to air bags and other safety features, walking has become more dangerous. Miles driven increased only 8.1 percent in the decade of the study, but pedestrian deaths rose at more than four times that rate (35.4 percent). The study blames decades of design that emphasized moving cars quickly with little regard for the safety of others, and its authors surmise that Sun Belt states fare badly because so many of their roads were engineered in the age of the automobile.

Improvements already are happening. Tampa has added bike lanes and markings to 98 miles of its

roads in recent years, and it plans 20 more miles of bike projects in the next fiscal year. St. Petersburg plans to add 60 miles of bike lanes, trails and markings and about 92 pedestrian crossings to city streets in the next five years. And Clearwater has just completed a bike trail that makes it possible to ride from Clearwater Beach across the Courtney Campbell trail to Tampa.

The countywide transportation tax that Hillsborough County voters approved in November commits a dedicated portion to transportation safety improvements. All told, nearly one-fourth of the \$300 million the tax is expected to generate each year will be used to improve safety on existing roads and bridges, including projects that are specifically intended to make walking and cycling safer. Hillsborough and its three cities will have tens of millions of new dollars every year for road safety and sidewalk improvements, which will mean better lighted streets, new crosswalks and safety barriers and safer intersections from Plant City to Town 'N Country.

In a region where school children are routinely asked to walk up to two miles to school, there should be adequate sidewalks and safe crosswalks. Drivers, especially frustrated ones, should remember to share the road. They must yield to pedestrians in a crosswalk. It's not an inconvenience for drivers — it's the law, whether or not a signal is flashing.

Better road designs will help. But it's a people problem, too. Drivers have a responsibility when they get behind the wheel, one that is deadly serious.

June 12, 2019



7E. Proposed Amendments to the Countywide Plan – Authorization to Advertise

SUMMARY

The *Countywide Plan for Pinellas County* guides land use planning through the county, coordinating decision-making among the 25 local governments and ensuring that redevelopment is planned together with major transportation improvements. The Countywide Plan implements Pinellas by Design, a long range communitywide vision to create a network of centers, corridors and districts that can accommodate higher-density and -intensity redevelopment and support an enhanced transit system.

The current Countywide Plan was adopted in August 2015. It created a framework of Activity Centers and Multimodal Corridors, recognizing existing downtowns, redevelopment districts and mixed-use corridors, while allowing limited development of new centers and corridors in concert with transit planning. It was closely coordinated with the Greenlight Pinellas plan, which included a proposed light rail corridor and a network of supportive bus routes.

While the 2015 plan framework has generally worked well in the nearly four years since its adoption, a number of conditions have changed:

- Since the unsuccessful Greenlight Pinellas referendum, the countywide transit vision has moved away from a centralized light rail line, toward a network of multiple premium bus corridors.
- The end of the Great Recession has led to significant improvement in the real estate economy and greater opportunities for transit-oriented development, which the current plan cannot easily accommodate.
- Federal Transit Administration criteria favor communities that have transit-oriented densities and intensities in place when applications for funding are made.

Staff recommends updating the Countywide Plan to address these changed conditions, and has worked closely with our local government partners and the Advantage Pinellas effort to draft a package of proposed amendments.

This proposed update will revise the framework for adopting and amending Activity Centers and Multimodal Corridors, allowing transit-oriented development across a broader network of future transit corridors. Additional options will also be created to encourage more walkable mixed-use development in areas outside of these centers and corridors. Lastly, the overall user-friendliness of the Countywide Plan Map amendment process will be improved.

At the June meeting, staff will introduce the proposed changes to the board, with a request to schedule a public hearing for transmittal to the Countywide Planning Authority in July.

ATTACHMENT(S):

- [Draft Countywide Plan Strategies](#)
- [Draft Countywide Rules](#)

ACTION: Board, in its role as the Pinellas planning council, to authorize a public hearing to be advertised for the July meeting.

STAFF RECOMMENDATION: Staff recommends the board authorize a public hearing.

ADVISORY COMMITTEE RECOMMENDATION: At its June 3, 2019 meeting, the Planners Advisory Committee voted 8-0 to recommend that the board authorize a public hearing.

June 12, 2019

7F. 34th Street Lane Re-purposing Project



SUMMARY

As part of its US 19 visioning initiative, Forward Pinellas has been working with the Florida Department of Transportation (FDOT), City of St. Petersburg, and the Skyway Marina District to evaluate the concept of re-purposing the outside lanes of 34th Street from 22nd Avenue South to 54th Avenue South for bus use and business access (i.e., shared bus and right-turn lanes). This would be implemented as part of an FDOT resurfacing project, from 22nd Avenue North to 54th Avenue South, scheduled for construction in 2022.

The lane repurposing project would also include the construction of six to 10 foot sidewalks on both sides of the road and pedestrian activated crosswalks. The purpose of these improvements is to improve the safety of the road for pedestrians, bicyclists and transit users as well as motorists. The project is also intended to support the vision of the Skyway Marina District to create a safe walkable environment that provides viable alternatives to automobile travel while supporting the development of a vibrant local economy. The project provides an opportunity to implement complete street improvements that move the District closer to achieving this vision. The 34th Street corridor traverses the center of the Skyway Marina District.

In 2018, Forward Pinellas planning consultant HDR, Inc. completed the *34th Street South Lane Elimination Study*, a feasibility analysis to evaluate the effect of the lane re-purposing project on roadway operations. The analysis showed that converting the outside lanes from general use traffic to bus use and business access would not have an adverse impact on roadway performance related to vehicle travel. A web link to the results of the analysis is listed as an attachment below.

On April 4, 2019 a public workshop was held at the St. Petersburg College Allstate Center on 34th Street South to provide an opportunity for citizen input on the 34th Street South corridor as well as the lane re-purposing project. There were 64 people in attendance and 61 of them completed a survey intended to gauge their level of support for the project and to identify their main concerns about the corridor. A summary of the survey results is attached. Regarding the proposed lane re-purposing, 54 percent of the respondents were in support of the improvements compared to 36 percent who did not support them and 10 percent who were not sure.

The project was approved by the Bicycle Pedestrian Advisory Committee, Technical Coordinating Committee and Citizens Advisory Committee at their May meetings. The City of St. Petersburg has also endorsed the project as conveyed in the attached letter from Mayor Rick Kriseman to Board Chairman Dave Eggers. Additional information about the project is available at <http://forwardpinellas.org/projects/34th-street-lane-repurposing-study>.

ATTACHMENT(S):

- [34th Street South Lane Elimination Study](#)
- 34th Street Lane Re-purposing Workshop Survey Results
- Letter dated June 5, 2019 from Mayor Rick Kriseman to Board Chairman Dave Eggers
- Article from *Planning Magazine* – “Next-Gen BRT”

ACTION: Board, in its role as the metropolitan planning organization, to approve 34th Street Lane Repurposing Project.

34th Street Lane Re-purposing Workshop, April 4, 2019 - Survey Results

1. What is your home zip code?

33711	29% (Skyway Marina District)
33712	17% (Skyway Marina District)
33705	12%
33713	8%
others	34%

2. Do you work or attend school on 34th Street between 22nd Avenue South and 54th Avenue South?

Yes: 20%

No: 80%

3. What do you feel are the most important issues regarding 34th Street?

	VI	I	NI	NO
Safe accommodations for pedestrians and bicyclists	61%	29%	11%	
Traffic congestion/delays	41%	32%	27%	
Motorist behavior (e.g., speeding, red light running, aggressive driving, etc.)	58%	33%	7%	2%
Need for improved transit service (e.g., less time between stops, later hours,	39%	27%	20%	14%
Lack of retail/shopping establishments and restaurants	59%	22%	17%	2%
Need for public gathering places (e.g., parks, outdoor markets)	56%	23%	21%	
Need for landscaping along the corridor	41%	36%	22%	
Need for mixed-use development (e.g., residential/office or	36%	41%	21%	2%

VI = Very Important; I = Important; NI = Not Important; NO = No Opinion

4. Below are improvements proposed to be included in the scheduled resurfacing of 34th Street, 22nd Avenue South to 54th Avenue South. Check the appropriate box corresponding to your preference for each as follows:

	S	DS	NS
Conversion of outside lanes to shared bus use and right turns (i.e., Business Access and Transit lanes)	54%	36%	10%
Wide sidewalks on both sides of road to accommodate pedestrians and bicyclists	85%	13%	2%
Pedestrian activated crosswalks at multiple locations	80%	18%	2%

S = Support; DS = Don't Support; NS = Not Sure

5. What types of additional improvements/strategies should be considered for 34th Street South in the future?

	VI	I	NI	NO
Adding vehicle lanes	12%	18%	62%	8%
Better enforcement of traffic laws	34%	47%	16%	3%
More frequent/expedited bus service	37%	29%	17%	17%
Bus stop amenities (e.g., covered shelters, bike racks, etc.)	47%	29%	12%	12%
Pedestrian friendly land use design (e.g., parking oriented to side or rear of properties, tree canopy along sidewalks and in parking areas, pedestrian connections between properties and surrounding sidewalk network, etc.)	62%	18%	15%	5%
Access management strategies that include shared driveways and sharing parking areas between neighboring land uses	31%	36%	17%	17%
Encouragement of mixed-use development	49%	34%	12%	5%
Provision of public gathering places (e.g., parks, outdoor markets)	55%	20%	20%	5%
Landscaping along corridor and on adjacent properties	47%	30%	17%	7%

VI = Very Important; I = Important; NI = Not Important; NO = No Opinion

Ques. 3 - Other

Do not take a lane of general purpose vehicle traffic out when traffic is increasing & transit is decreasing, taking a lane of vehicle traffic out will create congestion.

Traffic signals added at key points of entry to 34th south

The walkways are wide enough, the pinellas trail is accessible. Beautification of CURRENT green space is important.

Anyone who actually lives in this neighborhood knows this area is not going to be a social walking area...that is within the neighborhoods

Allowance for crosswalk to safely cross the highway, on foot or bike, at the Aldi, Ceridian cross street. Is a pedestrian overpass possible?

I live in the Disston Heights neighborhood and use the 34th Street corridor often. My concern for the area is the prostitution and having people trying to "shake me down" for money when I am pumping gas at 5th Ave N and 34th St. I no longer stop in that area because of so many incidents.

Better timing of traffic lights to keep traffic moving more smoothly.

Branded restaurants and stores. Remove the indoor flea market type of shopping centers, or the restaurants and shopping centers that are sitting empty for years. Time to get new, and modern shopping and restaurant choices to keep the money in the Marina District. Right now we leave and eat on 4th street or Seminole but we live in a \$450,000 townhouse in the Suntex Marina. There are many well to do people who live here that want the shopping and restaurants here. More jobs and more money will stay local. Get the Sprouts Market and Olive Garden.

Slower traffic speeds to improve safety

An Express bus service on 34th St. would be great. I'd love to see better, more modern bus shelters.
Safer access into/out of businesses located along 34th St S.
Planning seems to have been complete before public comment was sought.
Traffic lights at 42nd Ave S and 34th St S

Ques. 5 - Other

Those of us that live in the area do not want 34th St. S to turn into 9th St. N where they took out important car lanes & it's impossible to get through the lights (we used to live off 8th St. and 24th Ave. & moved South for more space). Do not make 99% of people traveling miserable. The view of the Flamingo, storage units, fast food, and XTC ...taking lanes away doesn't make it more beautiful. Space is ample currently...add trees and don't waste \$ on shrinking the road. Do YOU drive there during winter visitor season? On Sat or Sun during beach season?

Keep us moving forward in this area of St Petersburg! Thank you!

I avoid this area now because it's dangerous

It's a pretty nice area once you get rid of all the empty restaurant and shopping center buildings and build new nice complexes and restaurants. Please no check cashing or payday loan type stores. People can go down two blocks for those services.

Protected bike lanes

But will the cyclists use the sidewalks? They make making a right turn very scary for a driver when they're on the road!!

Public sessions might have been more positive if public input had been sought earlier.

Traffic lights at 42nd Ave S and 34th St S



OFFICE OF THE MAYOR

CITY OF ST. PETERSBURG

RICK KRISEMAN, MAYOR

June 5, 2019

Mr. David Eggers, Chair
Forward Pinellas
310 Court Street
Clearwater, FL 33756

Re: 34th Street South Pending Resurfacing and lane Re-purposing Project

Dear Mr. Eggers:

I would like to thank Forward Pinellas for your leadership and vision as it relates to US 19/34th Street as one of three designated Spotlight Emphasis Areas. The advancement of the Skyway Marina District located along 34th Street has been, and continues to be, one of my top economic development priorities. Our vision for the corridor is clearly aligned - and the realization of our mutual goals is already beginning to come together. The agenda item scheduled for your June 12th Board meeting will be another positive step towards achieving more success.

Just over five years ago today, the City's Skyway Marina District Plan was approved. Two top goals of the Skyway Marina District Plan's Transportation Element are to improve the safety of the overall transportation system and improve the transit system. A Plan strategy to pursue those goals was exploration of a dedicated bus lane. In addition to providing more reliable transit service upon completion of the project, the City aims to continue work with Forward Pinellas, Pinellas County, PSTA, FDOT and other agencies as necessary to improve transit service in South St. Petersburg and particularly on 34th Street. We see tremendous opportunity for 34th Street to serve as a premium transit service corridor for increased efficiency in the immediate term and then hope to see more frequent service as well as Express Bus and BRT to link up with the Central Avenue Corridor BRT and Regional BRT service in the future.

The concept developed as a part of the 34th Street Lane Repurposing analysis to provide a Business Access and Transit Lane along with additional landscaped medians, wider sidewalks, new pedestrian crossings at mid-block locations and pedestrian improvements at signalized intersections is the result of extensive positive coordination between agencies and public engagement. We especially appreciate how receptive and collaborative FDOT has been through this process in being responsive to the desires of the City and community.

The City of St. Petersburg supports Forward Pinellas and the FDOT in moving forward with the concept plan as presented and looks forward to working with all agencies and the community to finalize design.

Thank you, your fellow Board Members, Executive Director Whit Blanton, and agency staff for your leadership, vision, and partnership on this and other improvement projects in St. Petersburg, Pinellas County and the region.

Sincerely,

A handwritten signature in blue ink, appearing to read "Rick Kriseman", with a stylized flourish at the end.

Mayor Rick Kriseman

Cc: Charlie Gerdes, Chair, and Members of City Council
Whit Blanton, FAICP, Forward Pinellas Executive Director



According to the U.S Census Bureau and the Virginia Employment Commission, two-thirds of the jobs in Richmond are located along the BRT Pulse corridor. Photo by Cameron Davidson, Kimley-Horn.

By Jake Blumgart

Last June, Richmond, Virginia, made a transportation move few other U.S. cities dare to attempt: It converted two all-traffic lanes along three miles of its two busiest streets into dedicated bus lanes. The politically challenging switch was a key component of a brand new 7.6-mile rapid bus launched by the Greater Richmond Transit Company in 2018 — the city's first.

In a city that hasn't seen rail mass transit since the electric streetcars were ripped out in 1949, Richmond's new rapid bus line, in conjunction with a larger bus network redesign, has attracted a 12 percent surge in ridership, up from 647,000 bus trips per week in October 2017 to 785,000 in October 2018 — of which the BRT line, dubbed the Pulse, handles 40,000.

Despite concerns by some neighborhood groups that the project would accomplish little but disrupting parking availability, the Pulse has far surpassed its initial weekday ridership projection.

Instead of 3,500 weekday riders, it was attracting more than 6,000 at the start of 2019. With strategic upzoning along the route on the part of the city, that rate is expected to climb even further in the future — impressive in an era when most mass transit systems in the U.S. are losing ridership.

"Our old bus routes hadn't changed in decades. Now we have a new network, including the Pulse, and we are one of only a couple transit agencies in the country right now seeing an increase in ridership," says Carrie Rose Pace, public relations manager for the Greater Richmond Transit Company.

Despite the fact that the Pulse doesn't technically constitute the strict "gold standard" long championed by transit advocates, it in many ways embodies everything praiseworthy about the BRT concept, having proven to be a relatively cheap (\$64.9 million total cost) way to boost transit ridership in the city by speeding up nonrail public transit in a distinctly branded fashion.

In a country so indelibly wedded to the car and tightfisted with transit funding, these kinds of results are impressive and, some say, just go to show that even for cities where the gold standard is out of reach, planners can still use the broader lessons of BRT to win positive benefits for their communities.

Beyond Richmond

Richmond isn't alone in its BRT efforts. For a small but growing number of U.S. cities, the return on investment BRT offers is quite attractive.

"A lot of mid-sized cities are showing interest in BRT, in part because they recognize that if they want to do a big capital investment, rail is usually just so much more expensive that they are not going to be able to find the funding to support it," says Scudder Wagg, senior associate with the transit advisory company Jarrett Walker + Associates. "So BRT-type of investments are much more realistic."

Cleveland's HealthLine is considered one of America's premiere BRT lines. Launched 10 years ago, it is similar in scope to the Pulse. Along with a newer counterpart in Hartford, Connecticut (CTFastrak), it is the highest ranked system by the Institute for Transportation and Development Policy, which awarded it silver status based on its service planning and infrastructure. (No fully implemented American system yet holds gold status.)

Local leaders celebrated the 10th anniversary of the system last November, highlighting its role in the renewal of the formerly derelict Euclid Avenue corridor. Boosters claim the presence of rapid transit helped spur more than \$9 billion in private investment along the route, which serves several employment hubs and the old downtown. A variety of BRT techniques were used to speed up the system, including reducing the number of stops from 108 to 36 and only using the onboard farebox late at night.

Beyond Richmond, the most notable advancement for BRT lines in the U.S. in recent years have been in Minneapolis, where the Orange Line is expected to be complete by the early 2020s. In Indianapolis, the Red Line is expected to launch this summer.

Toward the end of the year, a BRT line is expected to debut in the East Bay, connecting Uptown Oakland, California, to a BART station nine miles away. Eugene, Oregon, has continued expanding its system, first launched in 2007.

An Alternative to Rail



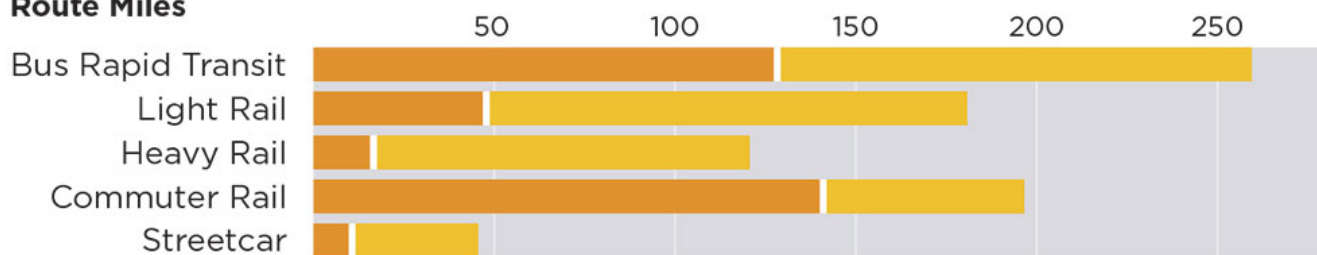
Cleveland's HealthLine was launched about a decade ago. It is one of the two highest-ranking BRTs in the U.S. Photo by Mariana Gil/Embarq Brasil.

Although large-scale rail networks provide greater connectivity and speed, a typical BRT system is estimated to cost around 60 percent less to build per mile than a typical light-rail system. Differences between BRT systems also offer cost-saving options.

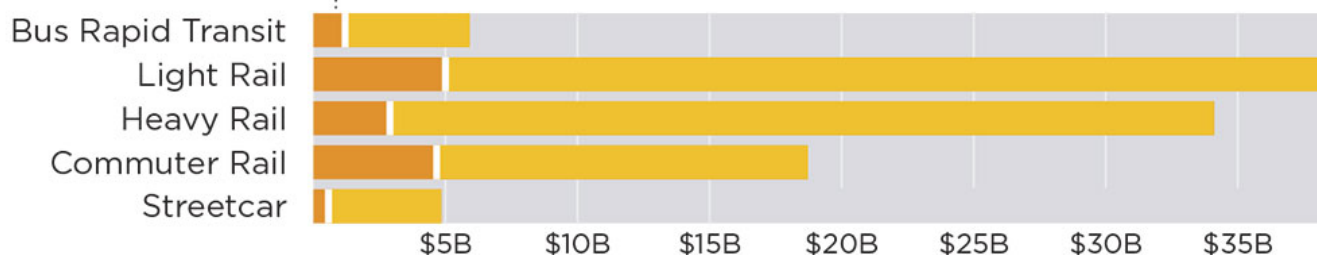
HIGH-END BRT VERSUS BRT 'LITE'

	HIGH-END BRT/ FULL SERVICE	LOW-END BRT/ BRT LITE/ MODERATE SERVICE
Running Ways	Dedicated bus lanes; some grade separation	Mixed traffic
Stations/ Stops	Enhanced shelters to large, temperature-controlled transit centers	Stops sometimes have shelter, seating, lighting, and passenger information
Service Design	Frequent service; integrated local and express service; timed transfers	More traditional bus service designs
Fare Collection	Off-vehicle collection; smart cards; multidoor loading	More traditional bus fare media
Technology	Automated vehicle location; passenger information systems; traffic signal preferences; vehicle docking/guidance systems	More limited technological applications

Source: *Bus Rapid Transit*, U.S. Berkeley Institute of Urban Regional Development. Graphic by Haisam Hussein based on graphic by Yonah Freemark.

NORTH AMERICAN TRANSIT CONSTRUCTION, 2018**Route Miles****Project Costs**

PROJECTS OPENING IN 2018



Source: The transportpolitic.com. Graphic by Haisam Hussein based on graphic by Yonah Freemark.

Bumps in the road

One of the most notable BRT achievements is in Albuquerque, New Mexico, which debuted a rapid bus line in late 2017, earning accolades from ITDP. The advocacy organization usually waits six months after a system debuts to give a ranking, but in Albuquerque's case it made an exception because it included many BRT best practices, including dedicated busways, frequent service (every 10 minutes), stations where fares can be collected prior to boarding, and an all-electric fleet.

"The committee decided that it made sense [to bend the rules] because it was such a huge effort in the U.S.," says Michael Kodransky, the U.S. Director for ITDP.

But then the system hit a big snag, as the electric buses it commissioned ended up needing far more frequent recharging than first thought. The manufacturer had promised they could last 275 miles between charging, but once on the ground in Albuquerque, that number dropped to about 175 miles; the buses proved incapable of handling both the passenger load and the New Mexico heat.

The system is currently on hold until diesel buses can be obtained and likely won't be up and running again until 2020.

From a design perspective, Kodransky says, the system is still impressive.

"We are waiting to see what happens once they procure new nonelectric buses," says Kodransky. "They were the first to try electric buses, and hiccups are not unusual in the beginning, which is usually why we wait to give the distinction."

Indianapolis's forthcoming BRT line is also using all-electric buses from the same manufacturer and is facing similar battery life and overheating issues.

Despite these hitches, Kodransky says he is optimistic about the future of BRT and its derivations, in part because there is so much unmet demand for good transit.

Worldwide BRT ridership is stagnating, with ridership slightly down from a couple of years ago (from 34.6 million riders a day in 2017 to 33.7 million today, according to Global BRT).

But in the U.S., he argues, the possibilities are nearly limitless because there is such a large amount of pent-up demand for noncar travel and so many opportunities to meet it.

"In the U.S. [BRT] is still very much a solution that cities are figuring out how to build," says Kodransky. "I think things are hopeful — the East Bay project has a lot of potential, Minneapolis has a lot of potential, and the Pulse in Richmond is really hopeful. The Richmond corridor carries double the number of people they thought it would carry, which is not a lot by international standards but is a lot for Richmond."

The case for a la carte

For practitioners like Wagg, there is also a sense that the lessons of BRT can be applied to traditional bus systems. In many cities, where concerns about parking or travel lanes will probably overwhelm the capacity to institute a gold standard BRT, individual aspects of this infrastructure can still be applied more widely — perhaps in conjunction with one central line that comes closer to the ideal.

San Francisco's entire bus system, for example, has adopted the all-door boarding, which is a staple of BRT systems. In some communities, signal priority for buses, which causes traffic lights to change to accommodate the more densely packed vehicles — another BRT standard — is becoming a norm. In Richmond, the network redesign that accompanied the roll out of the Pulse included BRT-like aspects as well.

"I hear a lot of criticism about BRT projects getting watered down or being little more than a slightly better bus," says Wagg. "But in a lot of ways that's a sensible thing to do, because on a lot of busy bus corridors in this country you don't need to build a gold standard BRT. You just need to apply a lot of the pieces and tools that you would use on a BRT corridor."

Another lesson from Richmond's efforts is that planning for a BRT route requires patience, as with light rail or streetcar lines. When first articulated and branded in the early years of the 21st century, rapid bus lines were promoted as a cheap alternative to rail, which established a perhaps unrealistic expectation that BRT would be easier and faster to build than its rail-bound cousins.

That hasn't been borne out. In Richmond's case, the studies for the line that would become the Pulse began in 2010. Even though so many things went right for the Virginia project — from a sizable federal funding infusion in 2014 to a launch date that arrived on time and on budget — the entire process still took around 10 years.

"It took a decade for us to get here," says Carrie Rose Pace of GRTC, when asked why she thinks more cities haven't pursued similar projects. "I think it can be challenging for people to see a 10-year project through when they are thinking, 'oh, I need this now.' But we couldn't just snap our fingers and make it happen."

That means 10 years from now, the Pulse could well be in the position Cleveland's HealthLine is in today. It may have even grown — something that its predecessors in the U.S. have yet to do.

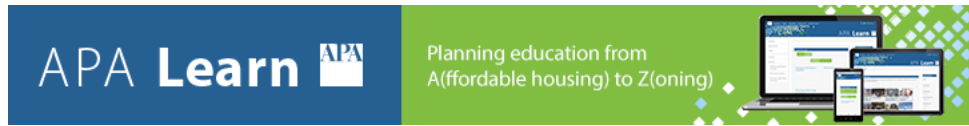
Preliminary studies have shown how the Pulse could be expanded westward or eastward into the suburban county that surrounds Richmond, though Pace admits there is no timeline for such elongation of the system. It's all dependent on funding in the future. Nonetheless, "we expect to continue to grow," she says.

Jake Blumgart is a writer and editor based in Philadelphia.

RESOURCES

Checking the Pulse: After the first week of free rides on the Pulse, a veteran transit rider offers suggestions, revelations, and first-hand testimonies (<https://www.styleweekly.com/richmond/checking-the-pulse/Content?oid=9976376>).

Designing Complete Streets Series: In this APA Learn course, learn how U.S. cities are successfully using street design (https://learn.planning.org/local/catalog/view/product.php?globalid=LRN_WEB_007), to improve transit reliability, ridership, and value, and how active transportation networks create more equitable, better connected, and sustainable cities.



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June 12, 2019

7G. Executive Director's Annual Performance Evaluation



SUMMARY

Board Operating Procedures allow for the annual evaluation of the executive director. Whit Blanton has served in this capacity with Forward Pinellas since June of 2015 and has been evaluated annually during his tenure.

The Executive Committee is tasked with managing the process of the evaluation each year. The committee initially met on March 8, 2019 and agreed upon the process for the 2019 executive director annual performance evaluation. Pinellas County Human Resources assisted in the confidential process again this year by attending meetings and creating a summary of the board member evaluations, which was provided to the Executive Committee for review and consideration.

The Executive Committee met again on May 10, 2019, and discussed the findings with the executive director. As a result of the annual performance evaluation, the Executive Committee is recommending to the full board that the executive director receive the same three percent salary adjustment as granted to all employees of the Pinellas County Unified Personnel System.

Additionally, the Executive Committee considered the request of the executive director to adjust his salary to more accurately reflect the routine necessary travel expenses incurred throughout FDOT District 7. Previously, the executive director's salary included a built-in amount of \$125.00 per month for anticipated routine and necessary travel within District 7 (Citrus, Hernando, Pasco, Hillsborough and Pinellas County). The executive director may seek reimbursement for work travel costs outside of District 7. The Executive Committee is recommending to the full board that this amount be increased to \$250 per month, which equates to a one-time increase of \$1,500.00 to the annual salary of the executive director, consistent with the existing arrangement. The committee recommends that this become effective beginning July 1, 2019. An Amendment to the Executive Director Employment Agreement is attached for approval.

ATTACHMENT(S):

- Summary of board member evaluations
- Executive Director Employment Agreement
- Amendment to the Executive Director Employment Agreement

ACTION: Board to approve the recommendations of the Executive Committee or alternative action as deemed appropriate.

EXECUTIVE COMMITTEE RECOMMENDATION: The Executive Committee is recommending the executive director receive a one-time salary increase in the amount of \$1,500.00 effective July 1, 2019 for routine and necessary travel within District 7. Additionally, the committee is recommending the executive director receive the same three percent salary adjustment granted to employees of the Pinellas County Unified Personnel System for 2019, effective October 1, 2019.



Forward Pinellas
Annual Performance Evaluation for
Whit Blanton, Executive Director

SUMMARY OF RESULTS

EVALUATION PERIOD: July 1, 2018 - June 30, 2019

4	Excellent (Outstanding)	Consistently exceeds performance expectations
3	Commendable (Above Average)	Frequently exceeds performance expectations
2	Satisfactory (Average)	Meets performance expectations
1	Marginal (Below Average)	Usually does not meet performance expectations
N/A	Not applicable or unobservable	

Overall Scores

Board Member	Raw Score	Percentage	Score to Scale
David Allbritton	138/148	93	3.7
Darden Rice	147/148	99	3.9
Janet Long	129/144	90	3.5
Dave Eggers	133/148	90	3.5
Karen Seel	125/128	98	3.9
Julie Ward Bujalski	114/140	81	3.2
Kenneth Welch	130/148	88	3.5
Michael Smith	146/148	99	3.9
Joanne Kennedy	145/148	98	3.9
Brandi Gabbard	134/144	93	3.7
Sandra Bradbury	141/148	95	3.8
Suzy Sofer	120/120	100	4
Townsend Tarapani	N/A	N/A	N/A
Average		94	3.7

2018-2019 Comparison: Overall and Section Scores		
Section	2018 Average Score	2019 Average Score
Partnerships	3.6	3.6
External Communications	3.6	3.8
Leadership Effectiveness	3.5	3.6
Fiscal management	3.5	3.6
Internal Communications & Reporting	3.5	3.8
Overall Score	3.5	3.7

Scoring Detail

PARTNERSHIPS

Average Rating

3.6

_____ A. Coordinates work with staff from other agencies or County departments in a collaborative manner in order to accomplish goals

3.8

_____ B. Effectively builds and leverages relationships with the local governments

3.2

_____ C. Effectively builds and leverages relationships within the private sector

3.7

_____ D. Maintains awareness of developments and plans potentially affecting the vision for Pinellas County and the region

3.6

_____ E. Willingly participates with other governmental entities in sharing resources

3.7

_____ F. Initiates and collaborates with other regional, state and federal government agencies

Overall Section Average: 3.6

Comments related to this section:

Continues to work closely with others at the Federal, State, and Local levels. - D. Eggers

Whit has been extremely willing to work with local governments sharing resources and helping communities move forward with their vision. – J. Kennedy

Whit is a community builder and advocate for collaboration throughout the Tampa Bay area. I can speak specifically to his continued work with our partner agencies, cities and business community in effort to build consensus on projects that affect numerous stakeholders. – B. Gabbard

Whit is constantly working with folks outside the agency to coordinate projects. He's well respected in his field. – J. Bujalski

EXTERNAL COMMUNICATIONS/MESSAGING

Average Rating

3.7

_____ A. Answers the issues presented and is able to communicate opinions precisely

3.7

_____ B. In written communications (including strategic planning documents), has proper organization, clarity, conciseness, precision and grammar

3.9

_____ C. In oral communication, has the ability to speak clearly, concisely and persuasively

3.5

_____ D. Makes a positive impression on citizens and is respected within Pinellas County

3.9

_____ E. Is willing to meet with members of the community and discuss areas of concern

3.7

_____ F. Has appropriate visibility in the community

4

_____ G. Maintains a positive image of Forward Pinellas representing professionalism while enhancing the identity of the organization

Overall Section Average: 3.8

Comments related to this section:

Overall external messaging remains excellent. – D. Eggers

Whit is always willing to meet with members of the community. - J. Kennedy

Whit has a great reputation in the community especially to those who are interested or working on transportation issues. He is a great representative for Forward Pinellas. – B. Gabbard

Whit is a consummate professional. - J. Bujalski

LEADERSHIP EFFECTIVENESS

Average Rating

3.7

_____ A. Works effectively with Forward Pinellas Board Members, agency heads, staff, and the public

3.7

_____ B. Is flexible in day-to-day duties

3.5

_____ C. Is dependable and volunteers to do more on own initiative

3.8

_____ D. Follows up to ensure decisions are implemented

3.8

_____ E. Has strong work ethic and desire for professional excellence

3.8

_____ F. Demonstrates forward thinking and strategic planning ability

3.7

_____ G. Performs executive duties in a timely fashion to permit the Forward Pinellas Board and staff to meet established deadlines

3.8

_____ H. Professionally and competently implements Forward Pinellas Board decisions

3.6

_____ I. Maintains an organization that is efficient, helpful and courteous to the public and its employees

3.4

_____ J. Creates a quality workforce in a positive, supportive organization

3.8

_____ K. Demonstrates understanding and maintains compliance with statutory requirements

3.3

_____ L. Able to build consensus amongst board members and other key stakeholders

Overall Section Average: 3.6

Comments related to this section:

The 2019 Forward Pinellas Organizational chart appears to be antiquated. A flatter organization with a clearly outlined #2 and more evenly delineated span of control would go a long way towards providing upward mobility as well as better communication and oversight. – J. Long

Overall maintains strong leadership as exemplified in transit/transportation conversations with Barry Burton and Brad Miller. - D. Eggers

It is not easy to build a consensus with elected officials. – J. Kennedy

Excellent leadership overall - Communication comments from staff need to be addressed. – K. Welch

Whit has done a great job of attempting to build consensus in the community. This however is not an easy job and It is my hope that he will continue to work on this, stay focused on the mission of collaboration and not get complacent with others inability to work together effectively. – B. Gabbard

Again, Whit is a true professional! - J. Bujalski

FISCAL MANAGEMENT

Average Rating

3.7

_____ A. Prepares a balanced budget to carry out the initiatives and projects at a level intended by the board with consideration for a reasonable planning period

3.7

_____ B. Presents the budget and budgetary recommendations in an intelligent and accessible format

3.7

_____ C. Expends funds within budgeted amounts and takes appropriate corrective action when unexpected budget issues develop

3.5

_____ D. Creates a working environment that encourages responsibility, decision-making, and fiscal accountability within the agency

3.7

_____ E. Monitors and manages fiscal activities of the organization appropriately

Overall section average: 3.6

Comments related to this section:

Maintains expenses within budget and keeps millage constant and only considers slight increase when needed. - D. Eggers

Creates new initiatives to enhance cities; Example - grant program. – J. Kennedy

I have complete confidence in Whit's ability regarding fiscal soundness and responsibility. I feel as a board member fully aware of all budgetary items and any concerns that come up along the way. He is completely transparent in all budgetary items and makes everything very clear in his explanations. – B. Gabbard

INTERNAL COMMUNICATIONS AND REPORTING

Average Rating

3.9

_____ A. Provides regular information and reports to the board concerning matters of importance (including potential opportunities and threats facing the organization)

3.4

_____ B. Keeps the Forward Pinellas Board and staff apprised of administrative decisions affecting the agency and its environment

3.8

_____ C. Helps the board understand policy and legislative initiatives and their impacts to the agency's work programs

3.5

_____ D. Disseminates complete and accurate information equally to all members in a timely manner

3.6

_____ E. Responds in a timely manner to requests from the board for information or special reports

3.6

_____ F. Takes the initiative to provide information, advice, and recommendations to the board on matters that are non-routine and not administrative in nature

3.5

_____ G. Produces reports that are accurate and comprehensive

Overall section average: 3.8

Comments related to this section:

Have always been so appreciative of Whit's monthly updates and briefing prior to the BOD meetings. I think these meetings make me a better BOD member and made my learning curve much easier to navigate. Two thumbs up on this category! - B. Gabbard

Whit works with us very well. He regularly helps us navigate needs and info that come our way both as a board and individual community representatives. - J. Bujalski

NARRATIVE EVALUATION

What would you identify as the Executive Director's greatest strength(s), expressed in terms of the principal accomplishments during this rating period?

Being able to pull all governmental agencies together for a cause - D. Allbritton

1. Communication - spotlight, blogs, social media; 2. Strategic Planning - planning products, meeting discussions; 3. Productive partnerships with county and state; 4. Vision and proactive in outlook - D. Rice

Calm demeanor, willingness to listen. - J. Long

Communication of all types and willingness to investigate, improve and expand on partnership relationships. - D. Eggers

Whit's ability to collaborate with any group and find solutions is his greatest strength. - J. Kennedy

Coordinating complete streets with most cities - K. Seel

Visioning; Partner development (State/Local/Federal); Communication (Board and External); Technical/functional translation - K. Welch

Whit is an excellent communicator and I think this is his greatest strength. He treats all BOD members fairly and seems to have great relationships with his staff. - B. Gabbard

Besides his day to day board duties, I'd commend him on his ability to work with individual communities on agency planning items. He's out and about and has a good understanding of Pinellas County's needs. - J. Bujalski

Whit's greatest strength is his staff that he has surrounded himself with, that is a reflection of Forward Pinellas, which is a reflection of him. Secondly, Whit has made it a point not only to meet with the board on a monthly basis, he has made it a point to meet throughout the county with municipalities and with the citizens of our great county. - S. Bradbury

I am too new to the Board to judge or give an opinion on Whit's greatest strengths. I look forward to being able to answer this question clearly on next year's evaluation form. - S. Sofer

NARRATIVE EVALUATION

What constructive suggestions or recommendations can you offer the Executive Director to enhance performance?

Keep doing what you're doing.... it works - D. Allbritton

It's always a challenge to keep track of so many moving pieces, budgeting process, and messaging concisely to the public. Any help with BOD to assist better understanding is always appreciated. I am always impressed by our staff. They all seem to care about the audit, other work and what it means for bettering the community. - D. Rice

See narratives in prior sections.- J. Long

Continue to work closely with managers to enhance employee accessibility to you. - D. Eggers

Continue progress with employees. - J. Kennedy

Addressing staff comments. Day to Day Manager? Internal administration and communication
- K. Seel

Work on internal communication (survey responses) - K. Welch

N/A - B. Gabbard

Continue doing what you do best! - J. Bujalski

Keeping the listed projects moving up the line, no substitutes if it is new it goes to the bottom.
- S. Bradbury

NARRATIVE EVALUATION

Overall, how do you feel about the performance of the Executive Director this rating period as compared to the last?

N/A. Wasn't here last period - D. Allbritton

Whit clearly listens and makes changes based on feedback. Because of this leadership / management trait, I see performance improvements over last year. - D. Rice

Have not been involved with Forward Pinellas long enough to judge. - J. Long

About the same as last year. - D. Eggers

Excellent overall performance by Whit; need to address internal issues raised in survey, primarily communication. - K. Welch

This is my first evaluation - B. Gabbard

I was not here for last year's rating. However, I was a part of the team that hired him and I'm greatly satisfied in our decision. - J. Bujalski

Whit is a wonderful director for Forward Pinellas and I believe he listens to the County as a whole. - S. Bradbury

I have nothing to compare my rating to since I have only been on the Board for 4 months. – S. Sofer

NARRATIVE EVALUATION

What comments do you have for the Executive Director (e.g. priorities, expectations, goals, or objectives) for the next rating period?

Transportation planning; how to enhance our service and how we pay for it. - D. Allbritton

The next year will bring opportunities and challenges with CABRT final stretch. There will be more scrutiny and public expectations for improvements to regional transit. - D. Rice

Revise organizational chart to be more flat - thereby providing opportunities for growth and have more of a sense of urgency. - J. Long

Continue improving internal messaging and employee development. Would like to see all monthly staff work for Board meetings translated through Granicus this year. - D. Eggers

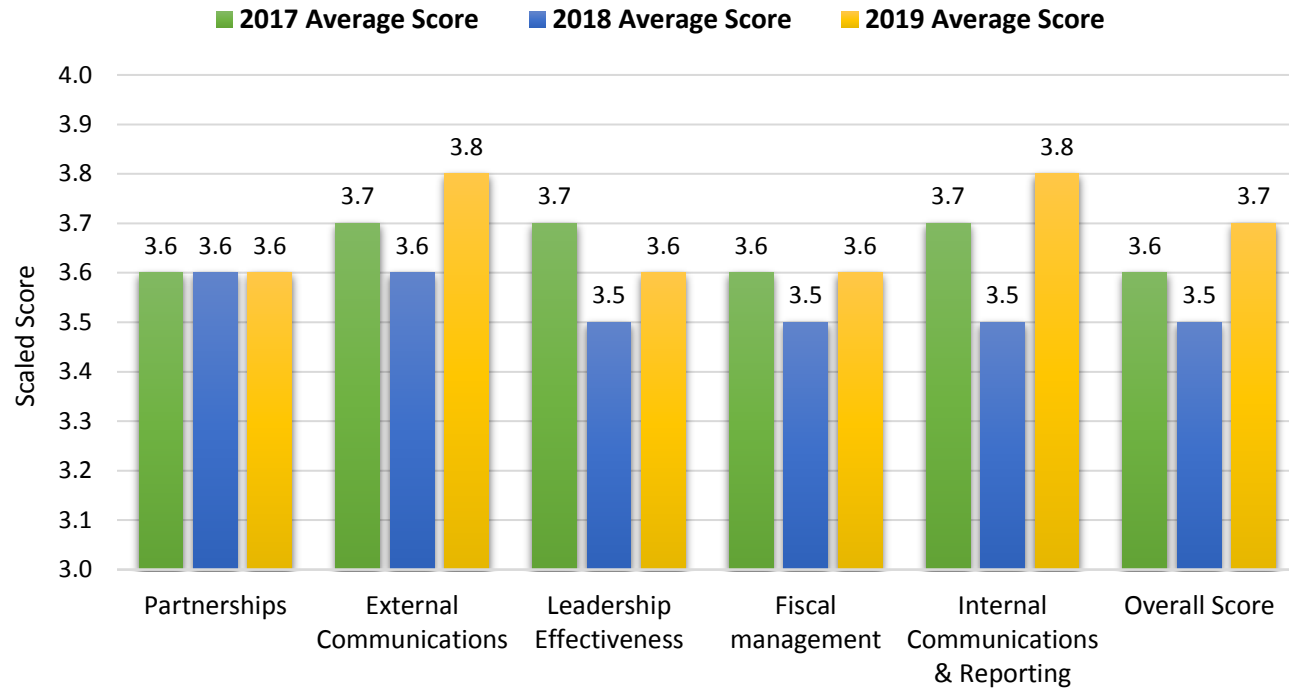
Whit has done an excellent job overall - we will need him to continue to facilitate planning, funding and implementation of transportation improvements and impactful planning for land use and growth management for one Community. - K. Welch

Please continue to push forward in regional collaborations and also continued relations with our community and agency partners. It has improved even in my time on the BOD but I feel we have a long way to go especially with our legislative delegation and other MPO's in the region. - B. Gabbard

Finalize funding scenarios with PSTA & County; Finalize a plan for all of US19; Continue working towards better connections to all beaches; work towards a sustainable management plan for local waterborne transportation. - J. Bujalski

I look forward to Whit's guidance and leadership for this upcoming year. - S. Sofer

Annual Performance Evaluation 2017 - 2019



Source: Forward Pinellas BOD Survey

Employment Agreement for Whit Blanton

PPC and MPO Executive Director

Employment Agreement

THIS AGREEMENT, made and entered into this 28 day of April, 2015, is by and between the Pinellas Planning Council, hereinafter referred to as 'PPC,' as party of the first part, and Charles Whitney Blanton, hereinafter referred to as "Mr. Blanton," as party of the second part, collectively referred to as the "parties."

NOW THEREFORE, in consideration of the mutual covenants herein contained, the parties agree as follows:

1. Duties & Responsibilities: Mr. Blanton agrees to serve, at the pleasure of the PPC, as the Executive Director of both the PPC and Pinellas County Metropolitan Planning Organization (MPO), to fulfill the duties and responsibilities specified in PPC and MPO rules and statutes, and to perform such other legally permissible and proper duties and functions as the PPC and MPO may assign. Employment hereunder is at-will employment. Nothing herein shall be construed to create a fixed term of office or any interest on behalf of Mr. Blanton to employment for any specified duration.

Mr. Blanton shall remain, during the term of this Agreement, in the exclusive employ of the PPC and shall not, without prior approval of the PPC, engage in any other employment or business activity. Nothing herein shall limit Mr. Blanton's right to participate in non-paid volunteer work or activities.

2. Effective Date: This Agreement shall be effective upon execution by the PPC.

3. Term: The term of this Agreement shall commence on June 22, 2015 and continue until terminated by either party hereto.

4. Amendment: The parties acknowledge and agree that the terms herein may be amended by mutual written agreement of the parties.

5. Compensation:

(a) Salary: Mr. Blanton shall be paid an annual beginning salary of \$151,500.00 paid on a bi-weekly basis for the term of his employment as Executive Director of the PPC and MPO. In addition to the annual salary, Mr. Blanton shall be entitled to any and all stipends, dues, membership fees, and other such monetary benefits as further provided in this Agreement and in the Office Policy and Internal Control Structure for the Pinellas Planning Council as incorporated herein.

(b) Benefits: Mr. Blanton shall be entitled to all the benefits provided to an exempt employee in the Pinellas County Unified Personnel System (UPS), including but not limited to federal social security; state pension contributions; paid time off to include annual leave, floating holidays, holidays, and personal days; reimbursement for expenses under state law and Pinellas County policy; long and short term disability coverage and life insurance. Additionally, Mr. Blanton shall be entitled to participation in all benefit plans offered to exempt employees in the County UPS according to the terms of said plans.

6. Transportation: Mr. Blanton will use an automobile that he will provide for any and all regional travel necessary on behalf of the PPC and MPO, and shall only be entitled to reimbursement for travel in accordance with Chapter 112, Florida Statutes for travel beyond regional travel. For purposes of this Agreement, regional travel shall refer to travel within Florida Department of Transportation District 7, of which includes Pinellas, Pasco, Hillsborough, Citrus, and Hernando Counties. All travel costs occurring from travel within said region shall be

the sole responsibility of Mr. Blanton unless otherwise agreed by written instrument by the parties.

7. Dues and Memberships: Annual membership fees and dues for membership in the American Planning Association and American Institute of Certified Planners shall be paid on behalf of Mr. Blanton by the PPC. Any fees and dues for other professional associations shall be paid only upon the express approval of the PPC.

8. Termination: This Agreement may be terminated unilaterally by either of the parties or by mutual agreement of both parties. This Agreement may be terminated immediately for cause, at the discretion of the PPC by a vote of the majority of the PPC. Cause shall mean misfeasance, malfeasance, neglect of duty, or commission of a felony or employment related misdemeanor. This Agreement may also be terminated without cause, at the discretion of the PPC, by a vote of the majority of the PPC. In the event of voluntary resignation, Mr. Blanton is expected to give reasonable notice (30 days) in writing so that a replacement can be found.

9. Severance Pay: Mr. Blanton shall be entitled to receive 30-day severance pay, as defined in §215.425, Florida Statutes, if the PPC terminates this Agreement without cause. If this Agreement is terminated due to any misconduct as defined in §443.036, Florida Statutes, or for cause as defined herein, Mr. Blanton shall not be entitled to any severance pay.

10. Severability: If any provision or portion of this Agreement is held to be unconstitutional, invalid, or unenforceable, the remainder of this Agreement shall remain in full force and effect.

11. Entire Agreement: This Agreement constitutes the entire agreement between the parties, and, except as otherwise provided herein, can only be changed, modified, or amended by a written instrument executed by the parties hereto.

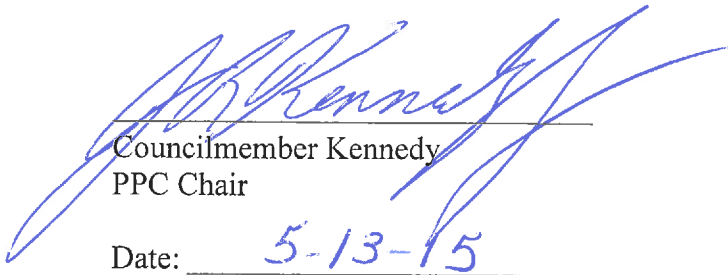
12. Governing Law: This Agreement shall be governed by the laws of the State of Florida and the parties agree that venue for any dispute arising out of this agreement shall be in Pinellas County, Florida.

13. Notices: Notices pursuant to this contract shall be given to each party at the following address: Pinellas Planning Council, 310 Court Street, 5th Floor, Clearwater, Florida 33756.

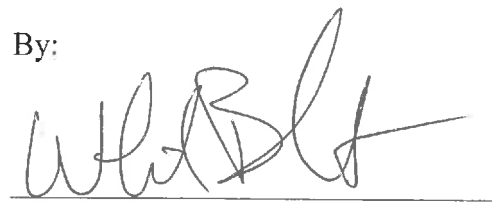
IN WITNESS WHEREOF, the parties have duly executed this Agreement on the day and year reflected below.

PINELLAS PLANNING COUNCIL

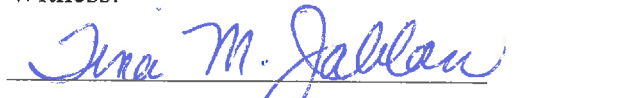
By:


Councilmember Kennedy
PPC Chair
Date: 5-13-15

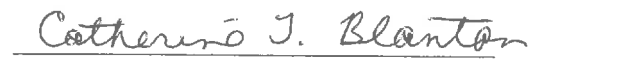
By:


Whit Blanton
Executive Director
Date: 4/28/15

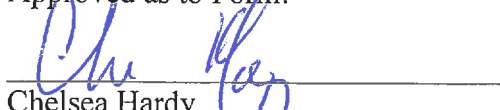
Witness:


Print Name: Tina M. Jablon

Witness:


Print Name: Catherine J. Blanton

Approved as to Form:


Chelsea Hardy
Assistant County Attorney

Forward Pinellas Executive Director

Employment Agreement

First Amendment

This Amendment to Forward Pinellas' Executive Director Employment Agreement (hereinafter the "Amendment"), is made and entered into this 12th day of June 2019, by and between Forward Pinellas, in its role as the Pinellas Planning Council ("PPC"), and Whit Blanton ("Mr. Blanton").

WITNESSETH:

WHEREAS, the PPC entered into an agreement with Mr. Blanton on the 13th day of May, 2015, whereby Mr. Blanton agreed to serve as the Executive Director of the PPC and Pinellas County Metropolitan Planning Organization (MPO) (hereinafter the "Agreement"); and

WHEREAS, as part of initial employment negotiations, Mr. Blanton's salary included a built-in amount to account for anticipated routine and necessary travel throughout Florida Department of Transportation (FDOT) District 7 in an amount equal to approximately \$125.00 per month; and

WHEREAS, the PPC and Mr. Blanton wish to amend the Agreement to provide an increase in salary to more accurately reflect the routine necessary travel expenses incurred by Mr. Blanton throughout FDOT District 7; and

WHEREAS, the parties desire to specify that Mr. Blanton's cell phone allowance is an entitled benefit.

NOW, THEREFORE, in consideration of the mutual covenants hereinafter set forth agree as follows:

1. Compensation Increase: Mr. Blanton's annual base salary shall be increased by a one-time amount of \$1500.00 (equivalent to \$125/month), to account for routine and necessary travel throughout FDOT District 7, which will equate to a total of approximately \$250.00 per month.
2. Cellular Phone Allowance: The following shall be added after the first sentence of Section 5(b) of the Agreement (Benefits):

Further, Mr. Blanton shall be entitled to all allowances and stipends provided to employees in the UPS, with the exception of travel, including but not limited to a monthly cellular phone allowance.

3. Notices: Section 13 of the Agreement (Notices) shall be amended to reflect the correct address of Forward Pinellas, as follows:

310 Court Street, 2nd Floor, Clearwater, Florida 33756

4. All other provisions of the AGREEMENT shall remain unaltered and in full force and effect.

IN WITNESS WHEREOF, the parties hereto have duly executed this Amendment on the day and year reflected below.

PINELLAS PLANNING COUNCIL

Dave Eggers, Chair

Date: _____

WITNESS:

Print Name: _____

WHIT BLANTON

Whit Blanton, Executive Director

Date: _____

WITNESS:

Print Name: _____

APPROVED AS TO FORM

By: Chelsa Hardy
Office of the County Attorney

June 12, 2019

8. 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
- B. TMA Meeting Update
- C. "The Kennedy Report" on Regional Transit Funding
- D. Multimodal Impact Fee Ordinance Memo

ATTACHMENT(S): None

ACTION: None required; informational items only

June 12, 2019

8A. 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.

ATTACHMENT(S): None

ACTION: None required; informational item only

June 12, 2019

8C. “The Kennedy Report” on Transit Funding



SUMMARY

This is a standing agenda item to keep the board updated on discussions between Pinellas County, Hillsborough County and Pasco County representatives regarding steps needed to reach agreement on a local funding commitment in support of improved regional transit service.

The executive director will provide an update on recent activities and/or next steps.

ATTACHMENT(S): None

ACTION: None required; informational item only

June 12, 2019

8D. Multimodal Impact Fee Ordinance Memo



SUMMARY

As the Pinellas County Metropolitan Planning Organization (MPO), Forward Pinellas administers the Pinellas County Multimodal Impact Fee Ordinance (MIFO), which has been the situation since adoption of the Transportation Impact Fee Ordinance (TIFO) in 1986. The MIFO is applied countywide and requires development projects to be assessed a fee for any new vehicle trips generated on the surrounding road network. The funds are shared among the county and cities for multimodal transportation improvement projects that help address the impacts of additional development.

The administrative duties carried out by Forward Pinellas include conducting periodic updates to the MIFO, preparing associated amendatory language and providing technical support to local governments regarding questions related to the application of the Ordinance. Those duties also include handling any challenges to local MIFO decisions that are brought to the Forward Pinellas Technical Coordinating Committee, in its role as the MIFO Review Committee, for a recommendation.

As outlined in the attached memorandum, Forward Pinellas is advising that the administrative duties associated with the MIFO be assumed by Pinellas County staff. This is largely due to changes in the responsibilities of the MPO following its consolidation with the Pinellas Planning Council (PPC) in 2014. As a result of the consolidation, the MPO no longer has any jurisdictional obligations related to the MIFO and no site plan review duties associated with its previous role as transportation planning staff for the County Planning Department. The memorandum also expresses Forward Pinellas' willingness to support the efforts of County staff should they decide to consider ideas for restructuring the MIFO in the interest of making it a more effective transportation funding option.

ATTACHMENT(S): Memo to Pinellas County Planning Department from Forward Pinellas

ACTION: None required; informational item only



MEMORANDUM
310 Court Street, 2nd Floor
Clearwater, FL 33756
P: 727-464-8250
F: 727-464-8212
forwardpinellas.org

THE PLANNING COUNCIL AND METROPOLITAN PLANNING ORGANIZATION FOR PINELLAS COUNTY

TO: Renea Vincent, Director, Pinellas County Planning Department

FROM: Whit Blanton, Executive Director, Forward Pinellas *CWB*

COPY: Jake Stowers, Assistant County Administrator
Dave Sadowsky, Senior Assistant County Attorney
Addie Javed, Director, Pinellas County Public Works

DATE: May 6, 2019

SUBJECT: Multimodal Impact Fee Ordinance Administrative Responsibility

As you know, the Multimodal Impact Fee Ordinance (MIFO) is applied countywide under the authority of the Board of County Commissioners. Adopted in 1986 as the Transportation Impact Fee Ordinance (TIFO), it requires developers to pay impact fees to local governments for new vehicle trips generated by their projects. It is codified under Chapter 150 of the Pinellas County Land Development Code.

Roles and Responsibilities

Since the adoption of the TIFO, when the MPO was staffed by the County Planning Department, the MPO has taken on the responsibility of administering the Ordinance. This has included providing technical support to local government staff responsible for its implementation across the County and to the TIFO Review Committee. Comprised of planners and development review staff from the County's local governments, the TIFO Review Committee was responsible for addressing issues related to the Ordinance's interpretation. They also addressed disputes between local governments and developers regarding the application and interpretation of the Ordinance. The MPO Technical Coordinating Committee (TCC) assumed this role from the TIFO Review Committee in 2007 following an amendment to Section 150-46. But the TCC has rarely been called on for this purpose, as MPO staff generally has been able to address questions and disagreements regarding application of the MIFO through correspondence with local government staff via phone or email.

One of the primary administrative responsibilities associated with the MIFO is the conduct of biennial reviews pursuant to Section 150-47. These reviews are focused on identifying amendments necessary to update the fee schedule and/or the construction cost figure used in

the impact fee calculation formula based on current data. The MPO has carried out this function since the adoption of the TIFO. Any proposed amendments resulting from a biennial review is written into an amendatory ordinance that is ultimately presented to the Board of County Commissioners for adoption.

The responsibility for developing and processing amendatory ordinances is now handled by the County Planning Department. All other administrative duties associated with the MIFO are still carried out by the MPO. With the consolidation of the MPO and Pinellas Planning Council (PPC) in 2014, the MPO no longer has any jurisdictional obligations related to the MIFO. In addition, the MPO no longer has a role in the County's site plan review process where it had been involved in decisions regarding the application of the Ordinance in unincorporated County. This site plan review experience was central to informing the guidance and recommendations provided by the MPO to the cities regarding the application of the Ordinance.

Moving Forward

The multi-jurisdictional composition of the Forward Pinellas Board and TCC provide an ideal forum for the review of MIFO updates and proposed amendments. We strongly support the continuation of this collaborative and coordinated review process as a forum for ensuring policy and methodological consistency across local governments. However, with the MPO no longer serving as the County's transportation planning staff and not having jurisdictional responsibilities associated with the MIFO, we believe that County staff should assume the responsibilities associated with its administration as described above and pursuant to the terms of the MIFO and Chapter 163, F.S.

Forward Pinellas recognizes that development-generated impact fees or mobility fees can provide a useful mechanism for complementary or even full funding of needed transportation projects as more intensive redevelopment occurs. Unlike most other counties in Florida, Pinellas County's development pattern limits its ability to use development fees to add roadway capacity, which is the technical basis of the MIFO. As part of a broader conversation about transportation funding to meet the needs of our redeveloping county, consideration should be given to restructuring the MIFO into a mobility fee that supports desired redevelopment in priority areas and corridors. A revised MIFO can be an effective policy tool that reinforces good multimodal design for our community. Forward Pinellas would be willing to play a role in furthering that conversation.

June 12, 2019

9. Informational Items



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

INFORMATIONAL ITEMS

- A. Summary of Public Outreach and Stakeholder Meetings
- B. CPA Actions and Tier I Countywide Plan Map Amendments
- C. Correspondence of Interest
- D. Fatalities Maps
- E. Pinellas Trail Data
- F. Draft PAC Action Sheet
- G. FDOT District Seven Bi-Weekly Traffic Fatalities Report for April 8-21, 2019
- H. FDOT District Seven Bi-Weekly Traffic Fatalities Report for April 22-May 5, 2019
- I. FDOT District Seven Bi-Weekly Traffic Fatalities Report for May 6-19, 2019
- J. Committee Vacancies
- K. Other

ATTACHMENT(S):

- Correspondence of Interest
- Fatalities Map
- Pinellas Trail Data
- Draft PAC Action Sheet
- FDOT District Seven Bi-Weekly Traffic Fatalities Report for April 8-21, 2019
- FDOT District Seven Bi-Weekly Traffic Fatalities Report for April 22-May 5, 2019
- FDOT District Seven Bi-Weekly Traffic Fatalities Report for May 6-19, 2019

June 12, 2019

9A. Summary of Public Outreach and Stakeholders Meetings



SUMMARY

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

ATTACHMENT(S): Public Outreach and Stakeholders Meetings Summary

ACTION: None required; informational item only

Meeting Date	Organization	Location	Description	Staff members in attendance
5/2/2019	City of Clearwater	City Hall	Presenting to Clearwater City Council regarding Advantage Pinellas Plan	Whit Blanton
5/2/2019	FDOT	FDOT	Tampa Bay Technical Review Team. Regular meetings to coordinate on technical matters to the FDOT District 7 MPOs, including the maintenance of the regional travel demand model.	Chelsea Favero, Jared Austin
5/2/2019	St. Petersburg	City Hall	City Council Review of Complete Streets Implementation Plan	Al Bartolotta, Whit Blanton
5/2/2019	UNITE Pinellas	JWB Boardroom	Attending UNITE Pinellas Collective Monthly Meeting	Whit Blanton
5/3/2019	City of Clearwater, Pinellas County	Druid Road	Attending ribbon-cutting for Druid Trail opening	Whit Blanton
5/3/2019	Forward Pinellas/FDOT	Forward Pinellas Offices	Coordination meeting for the Gateway Intermodal Center Study	Chelsea Favero, Whit Blanton
5/6/2019	District 7 MPOs	Teleconference	Coordination meeting for regional environmental consultation activities for the Long Range Transportation Plan development.	Rodney Chatman, Chelsea Favero
5/6/2019	Indian Rocks Beach	Teleconference	Conference call to discuss vision for Gulf Boulevard	Whit Blanton
5/6/2019	FDOT	Jacksonville	Vision Zero workshop	Sarah Caper
5/6/2019	City of Safety Harbor	City Hall	Presenting to Safety Harbor City Commission regarding Advantage Pinellas Plan	Whit Blanton
5/7/2019	FDOT	Jacksonville	Long Range Visioning Session	Sarah Caper
5/7/2019	Forward Pinellas/FDOT	Conference Call	Coordination meeting for the upcoming annual certification process	Multiple
5/7/2019	Forward Pinellas	Conference Call	Coordination meeting with WRT on the Gateway Area Mid County Master Plan	Chelsea Favero, Whit Blanton
5/7/2019	Gulfport	Gulfport City Hall	Advantage Pinellas Presentation to the Gulfport City Council	Chelsea Favero
5/9/2019	Port Tampa Bay	Port Tampa Bay	Port Tampa Bay presentation and tour	Chelsea Favero

5/9/2019	Pinellas Independent Real Estate Professionals	Parkshore Condominiums	Advantage Pinellas Presentation to the Independent Realtor Group	Chelsea Favero
5/9/2019	Pinellas County	County Courthouse	Budget information session presentation	Whit Blanton, Rodney Chatman
5/9/2019	Tampa Bay Partnership	Community Foundation of Tampa Bay	Attending stakeholder roundtable for TB Partnership Regional Competitiveness Report	Whit Blanton
5/9/2019	Forward Pinellas / City of St Petersburg / FDOT	Forward Pinellas Offices	Downtown St Petersburg Mobility Study Meeting	Whit Blanton, Sarah Caper
5/10/2019	Pinellas County	West Bay Drive	Walking audit with County and Largo staff for West Bay Drive complete streets improvements	Chelsea Favero
5/10/2019	CCC MPOs	Teleconference	Conference call to review transportation priority projects for Transportation Regional Incentive Program funding source.	Chelsea Favero
5/13/2019	PSTA	PSTA Offices	Central Ave BRT Project Management Team Meeting	Sarah Caper
5/14/2019	St. Petersburg Area Chamber	Chamber offices	Attending monthly meeting of the St. Petersburg Chamber transportation committee	Hilary Lehman
5/14/2019	Forward Pinellas / FDOT/ PSTA	PSTA Offices	Monthly transit coordination meeting	Whit Blanton, Sarah Caper
5/14/2019	Forward Pinellas	PSTA Offices	Study Management Team Meeting for the Gateway Area/Mid County Master Plan	Multiple
5/15/2019	Tampa Bay Partnership	Tampa	Meeting with Rick Homans of the Tampa Bay Partnership to discuss regional coordination	Whit Blanton
5/15/2019	PSTA	PSTA Offices	Attending PSTA Planning Committee Meeting	Whit Blanton
5/15/2019	Pinellas County, PSTA, Forward Pinellas	Forward Pinellas Offices	Meeting with County Administrator Barry Burton and PSTA CEO Brad Miller to discuss transit funding options	Whit Blanton
5/15/2019	City of Clearwater and City of Dunedin	Pinellas Trail	Downtown to Trail Town bike tour of Pinellas Trail	Whit Blanton

5/16/2019	FDOT	FDOT	Tampa Bay Technical Review Team. Regular meetings to coordinate on technical matters to the FDOT District 7 MPOs, including the maintenance of the regional travel demand model.	Chelsea Favero
5/17/2019	Urban Land Institute	Centre Club Westshore	Participating in panel for ULI Leaders Council	Whit Blanton
5/17/2019	TBARTA	PSTA Offices	TBARTA board meeting	Chelsea Favero
5/17/2019	CCC Staff Directors	Teleconference	CCC Staff Directors Conference Call	Whit Blanton, Chelsea Favero
5/20/2019	Council of North County Neighborhoods	Palm Harbor Library	Advantage Pinellas presentation to the Council of North County Neighborhoods	Whit Blanton, Hilary Lehman
5/21/2019	Clearwater Regional Chamber of Commerce	Ruth Eckerd Hall	Attending Clearwater Regional Chamber legislative breakfast	Whit Blanton
5/21/2019	City of Pinellas Park	City Hall	Presenting to Pinellas Park City Council on Advantage Pinellas Plan	Whit Blanton
5/21/2019	St. Petersburg	City Hall	Complete Streets Committee	Al Bartolotta
5/21/2019	South Pasadena Bc	South Pasadena	Presentation to the South Pasadena Board regarding the indicators project we have been developing for them.	Jared Austin
5/22/2019	Tampa Bay Regional Planning Council	Hilton Carillon Park	Attending TBRPC resilience meeting	Whit Blanton, Rodney Chatman
5/22/2019	Indian Shores, FDOT, Forward Pinellas	Teleconference	Gulf Boulevard Project discussion	Al Bartolotta
5/23/2019	FDOT	Tampa	Attending FDOT District 7 SEIS Public Workshop	Whit Blanton
5/23/2019	Pinellas County	County Offices	Coordination meeting with County and Clearwater staff on Drew Street complete streets improvements	Whit Blanton, Chelsea Favero
5/23/2019	Pinellas County	County Offices	Coordination meeting with County and Pinellas Park staff on the PD&E study for 126th Ave.	Chelsea Favero

[illegible]

Meeting Date	Organization	Location	Description	Staff members in attendance
6/3/2019	Commission for the Transportation Disadvantaged	Tampa	Business meeting	Sarah Caper
6/3/2019	District 7 MPOs	Conference Call	Regional coordination for environmental mitigation activities for the development of the L RTP	Chelsea Favero, Rodney Chatman, Jared Austin
6/3/2019	Forward Pinellas/ FDOT	Conference Call	Monthly coordination meeting on ongoing activities	Multiple
6/3/2019	City of Belleair Beach	Belleair Beach	Advantage Pinellas presentation to city council	Chelsea Favero
6/4/2019	City of Oldsmar	City Hall	Presenting to Oldsmar City Council on Advantage Pinellas Plan	Whit Blanton
6/4/2019	Clearwater Center on Aging	Clearwater Center on Aging Offices	Advantage Pinellas presentation to community meeting	Chelsea Favero
6/5/2019	Forward Pinellas/St. Pete	City of St. Pete Offices	Coordination meeting on the Gateway Area Mid County Master Plan	Chelsea Favero
6/5/2019	Lealman Community Association	Lealman VFW	Advantage Pinellas presentation to the Lealman Community Association	Chelsea Favero
6/6/2019	Urban Land Institute	Centre Club Westshore	Attending ULI breakfast with transit oriented development discussion	Whit Blanton
6/6/2019	UNITE Pinellas Collective	JWB Boardroom	Attending UNITE Pinellas Collective Monthly Meeting	Whit Blanton
6/6/2019	FDOT	FDOT	Tampa Bay Technical Review Team. Regular meetings to coordinate on technical matters to the FDOT District 7	Chelsea Favero, Jared Austin
6/7/2019	Pinellas County, PSTA, Forward Pinellas	County Administrator's Office	Meeting with County Administrator Barry Burton and PSTA CEO Brad Miller to discuss transit funding options	Whit Blanton
6/7/2019	Tampa Bay TMA	Pasco County	TMA Leadership Group meeting	Whit Blanton, Chelsea Favero, Hilary Lehman
6/7/2019	CCC MPOs	Teleconference	Conference call to review transportation priority projects for Transportation Regional Incentive Program	Chelsea Favero
6/10/2019	PSTA	PSTA	Central Avenue BRT Project Management Team meeting	Sarah Caper
6/10/2019	St. Petersburg Area Chamber	St. Petersburg	Meeting with Kevin Hennessy, chair of the St. Pete Chamber transportation committee, to discuss local and regional transportation issues	Whit Blanton
6/11/2019	Forward Pinellas / FDOT / PSTA	PSTA	Monthly transit coordination meeting	Whit Blanton, Sarah Caper
6/11/2019	St. Petersburg Area Chamber	Chamber offices	Attending monthly meeting of the St. Petersburg Chamber transportation committee	Whit Blanton, Hilary Lehman
6/11/2019	TBARTA	PSTA	Transit Committee meeting	Whit Blanton, Sarah Caper
6/11/2019	FDOT, City of Largo	Largo City Hall	Largo City Commission meeting - discussion of Alt. 19	Al Bartolotta

6/11/2019 TBARTA	PSTA	Attending Transit Management Committee meeting to discuss development of Regional Transit Development Plan	
6/13/2019 City of St. Petersburg	City Hall	Attending St. Petersburg City Council meeting to discuss Central Avenue BRT	Whit Blanton
6/13/2019 TBARTA / FDOT/ Tri-County TD MPOs	TBARTA	Meeting to discuss regional transportation disadvantaged project	Sarah Caper
6/14/2019 TBARTA	HART	TBARTA board meeting	Chelsea Favero
6/14/2019 TBARTA	Teleconference	TBARTA CCC Staff Directors meeting	Whit Blanton
6/15/2019 Florida Dream Center	Tarpon Springs	Participating in Adopt-A-Block initiative for Advantage Pinellas outreach	Maria Kelly, Hilary Lehman
6/17/2019 Pinellas County/Forward Pinellas	County Offices	Strategic Planning meeting for the next generation of ITS technology	Chelsea Favero, Whit Blanton
6/18/2019 South Pasadena	South Pasadena	Advantage Pinellas presentation to city council	Chelsea Favero
6/18/2019 St. Petersburg	City Hall	St. Petersburg Complete Streets Committee	Al Bartolotta
6/19/2019 St. Petersburg	City Hall	St. Petersburg BPAC	Al Bartolotta
6/20/2019 FDOT	FDOT	Tampa Bay Technical Review Team. Regular meetings to coordinate on technical matters to the FDOT District 7	Chelsea Favero, Jared Austin
6/21/2019 District 7 MPOs	Brooker Creek Preserve	Regional meeting with environmental permitting agencies to review mitigation options for the long range	Chelsea Favero
6/24/2019 Forward Pinellas, PC Public Works and Planning	Forward Pinellas	Coordination meeting	Al Bartolotta, Whit Blanton, Rodney Chatman
6/25/2019 Forward Pinellas	Forward Pinellas	Memorial Causeway Busway Coordination Meeting	Multiple

June 12, 2019

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



SUMMARY

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

CPA Actions May 2019:

PUBLIC HEARINGS

Subthreshold Plan Map Amendment(s)

- Case CW 19-07, a City of Clearwater case located at 1625 Union Street, Clearwater. The Board of County Commissioners, in its role as the Countywide Planning Authority, **approved** the amendment from Public/Semi-Public to Residential Low Medium (vote 7-0).
- Case CW 19-08, a Pinellas County case located at the southwest corner of Alternate US 19 and Wai Lani Road; approximately 400 ft. west of Alternate US 19 and Harry Street. The Board of County Commissioners, in its role as the Countywide Planning Authority, **approved** the amendment from Residential Low Medium and Preservation to Recreation/Open Space. (vote 7-0).

REGULAR AGENDA ITEMS

There were no regular agenda items in May to report.

Tier I Countywide Plan Map Amendments May 2019:

There were no Tier I Amendments to report.

ATTACHMENT(S): None

ACTION: None required; informational item only



June 4, 2019

Via email

Commissioner Les Miller
Chairman, Hillsborough MPO
601 E. Kennedy Blvd, 2nd Floor
Tampa, FL 33602

Dear Chairman Miller:

We are writing in our role as the Pasco County Board of County Commissioners in support of the LRTP amendment requested by the Florida Department of Transportation on I-275 from north of Martin Luther King Jr. Boulevard to Bearrs Avenue. This will be under consideration at your June 11th public hearing.

Adding these general use lanes is an important priority to help the flow of people and commerce throughout our region. Not moving forward will have a detrimental effect on the proposed regional Bus Rapid Transit project. As you are aware, this project is also a priority of the Tampa Bay Transportation Management Area Leadership Group.

Thank you for your consideration on this important project and LRTP amendment. Please feel free to reach out if you have any questions.

Sincerely,

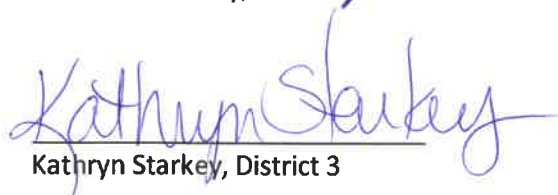
Board of County Commissioners of Pasco County, Florida



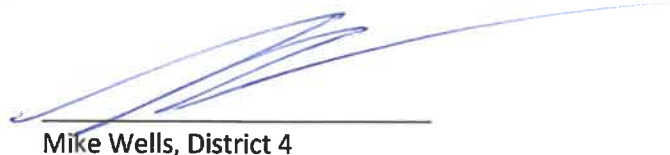
Ronald E. Oakley, Chair



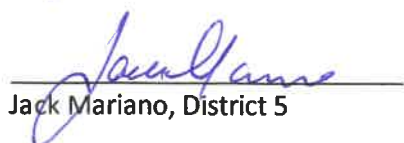
Mike Moore, Vice Chair



Kathryn Starkey, District 3



Mike Wells, District 4



Jack Mariano, District 5

Pasco County Board of County Commissioners

352.521.4111 | Pasco County Historic Courthouse | 37918 Meridian Avenue, Dade City, FL 33525

CC:

Hillsborough County Metropolitan Planning Organization Board Members

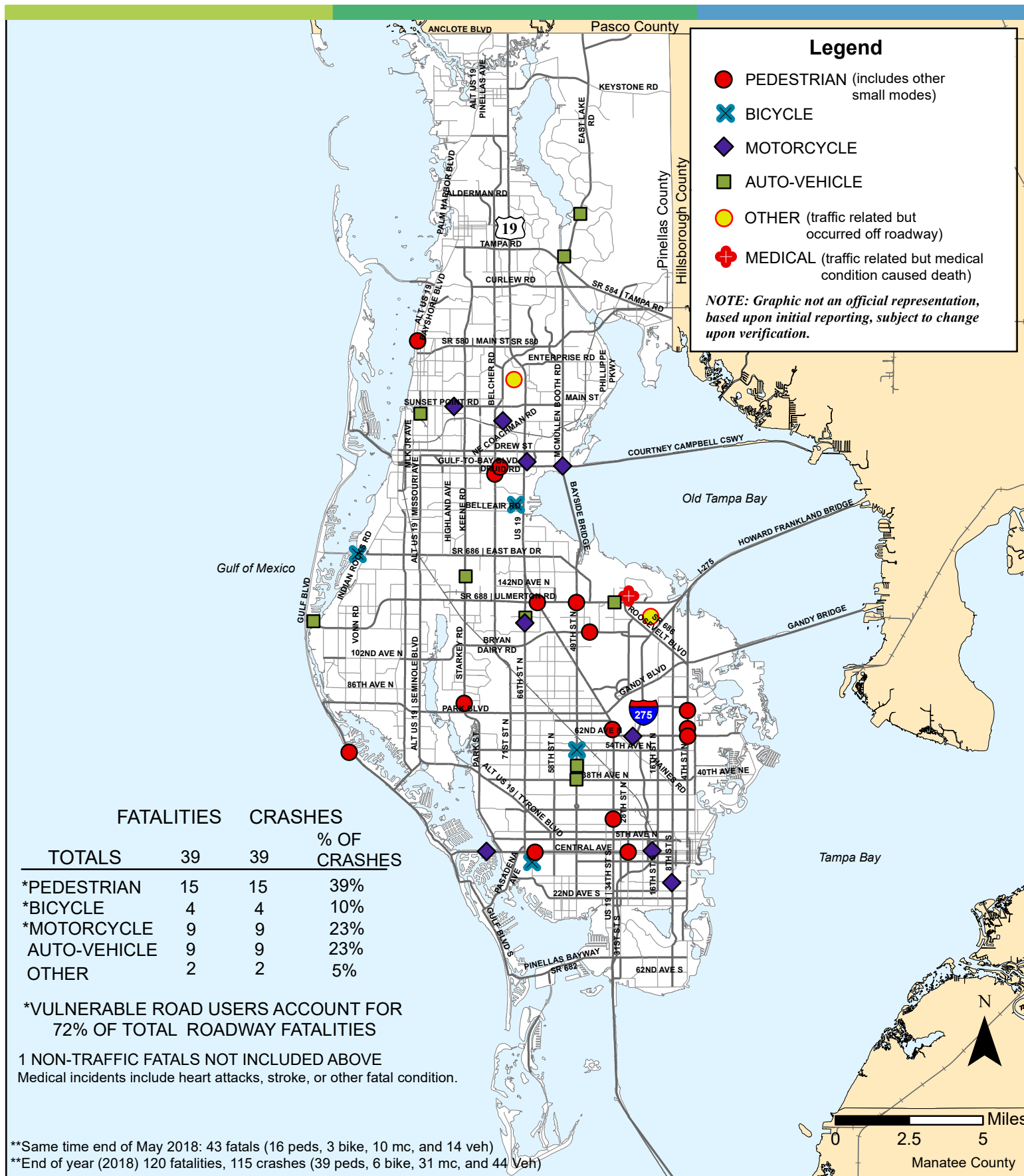
Hillsborough County Board of County Commissioners

Pinellas County Board of County Commissioners

Tampa Bay Area Regional Transit Authority Board Members

YEAR 2019
(thru May 31st)

Locations of Reported Traffic Fatalities



Data Source: U.S. Department of Transportation, 2016. Map Produced: May 29, 2019.

\\pinellascounty-fl.gov\pcg\Plan_Dept\USERS\Autocadd\Apps\Sandra_MPO & PLN_afatalmapunofficial\2019fatalmapfile.mxd

Pinellas Trail User Count Data Summary

Automated Trail Counter Data Collection Period:
April 1 – April 30, 2019 (30 days)

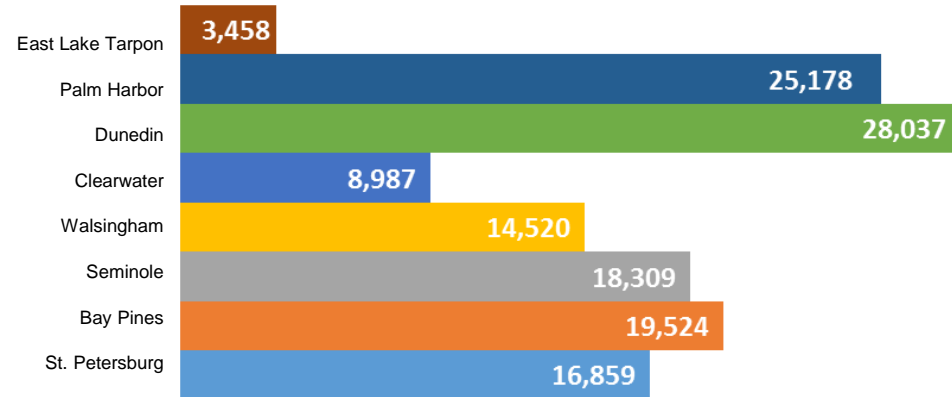
Total Usage

30-Day Count Total: 134,872
Daily Average Users: 4,496

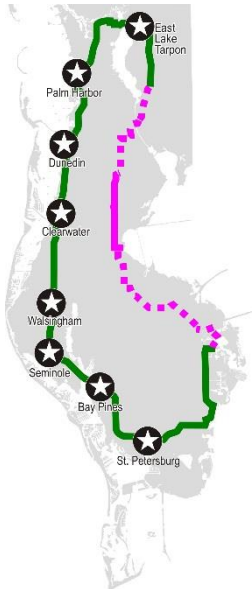
Highest Daily Totals:

- #1 – Saturday, April 27th (Dunedin - 1,478)
- #2 – Sunday, April 7th (Palm Harbor - 1,313)
- #3 – Sunday, April 7th (Bay Pines - 1,068)

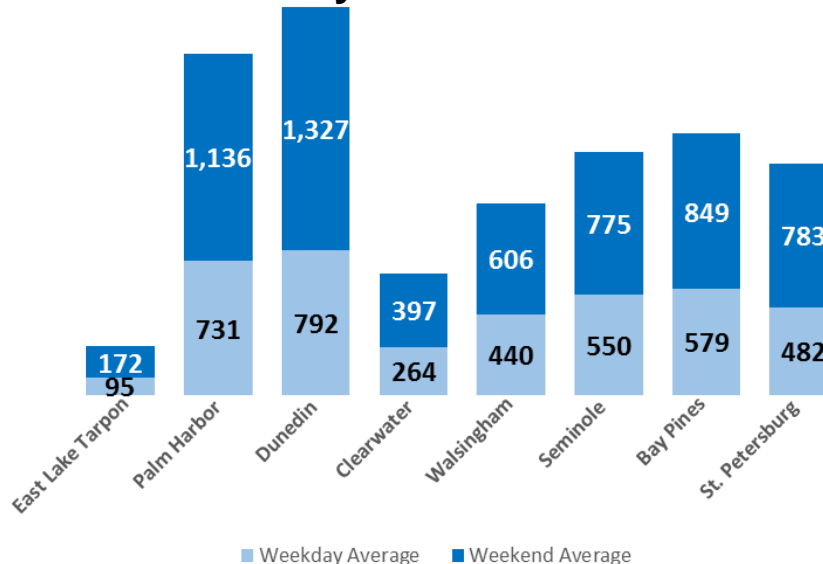
Monthly Trail Users by Counter Location





Counter Locations



Weekday & Weekend Profile



Trail User Mode Split

		
East Lake Tarpon:	3%	97%
Palm Harbor:	9%	91%
Dunedin:	14%	86%
Clearwater:	21%	79%
Walsingham:	12%	88%
Seminole:	29%	71%
Bay Pines:	29%	71%
St. Petersburg:	39%	61%

Source: Forward Pinellas April 2019
National Weather Service: [April 2019](#)

PAC AGENDA – SUMMARY AGENDA ACTION SHEET
DATE: JUNE 3, 2019

ITEM	ACTION TAKEN	VOTE
1. <u>CALL TO ORDER AND INTRODUCTIONS</u>	The meeting was called to order at 1:33 p.m. * A quorum was not reached	
2. <u>MINUTES OF REGULAR PAC MEETING OF APRIL 29, 2019</u>	Motion: Lauren Matzke Second: Marcie Stenmark	8-0
3. <u>REVIEW OF FORWARD PINELLAS AGENDA FOR JUNE 12, 2019 MEETING PUBLIC HEARINGS</u>	There are no scheduled public hearings for the June 12, 2019 Forward Pinellas Board meeting.	
<u>REGULAR AGENDA ITEMS</u> A. CPA Actions and Tier I Countywide Plan Map Amendments May 2019	None required; informational item only	
4. <u>PLANNING TOPICS OF INTEREST</u> A. Transportation Alternatives Program Updates	Chelsea Favero provided the historical background regarding the Transportation Alternatives Program for grant funding. She then outlined the revised program structure as was recently adopted by the Forward Pinellas Board along with the details of the new scoring system. She advised there will be a call for projects in the fall of 2019.	
B. Gateway Master Plan Update	Chelsea Favero introduced the PAC members to the draft Gateway Area Master Plan and alerted them to next steps in the development process. Marshall Touchton pointed out the potential concurrent impacts on schools in the area if residential density is increased.	
C. Proposed Amendments to the Countywide Plan	Linda Fisher updated the PAC members on the status of the proposed amendments to the Countywide Plan. She outlined the schedule for the remainder of the process through final adoption. She walked the members through a proposed change, adding a new category of Planned Redevelopment District in response to PAC member feedback. She advised that any final comments are due to be submitted in writing by June 14, 2019. The PAC voted unanimously to recommend that the Forward Pinellas Board authorize advertising for a public hearing in July on the proposed amendments. Motion: Marshall Touchton Second: Marie Dauphinais	8-0

D. Countywide Plan Map Amendment Submittal Guidelines	Jared Austin reviewed the process for submitting Countywide Plan Map amendments. He referenced the Forward Pinellas website as a useful resource and highlighted some examples of best practices for handling unique situations.	
5. <u>OTHER PAC BUSINESS/PAC DISCUSSION AND UPCOMING AGENDA</u> A. Pinellas SPOTlight Emphasis Areas Update	Rodney Chatman updated the PAC members on the latest information concerning the Forward Pinellas SPOTlight Emphasis Areas. He advised that Forward Pinellas, Indian Shores and FDOT continue working together to find the best solutions for sidewalk, bike lane and drainage improvements in the city. This item will be further addressed at the Forward Pinellas Board meeting next week. FDOT also continues its efforts on innovative design concepts for road intersections on the northern segments of US 19. These will be presented to the Forward Pinellas Board and Advisory Committees in the coming months.	
B. Legislative Update	Linda Fisher updated the PAC members on the bills of concern that were passed during the session.	
C. Cancellation of the August PAC Meeting	Motion: Marshall Touchton Second: Marcie Stenmark	8-0
	In response to query from Marcie Stenmark of Safety Harbor, Rodney Chatman explained that an agenda item would be forthcoming to amend the PAC Bylaws concerning attendance and quorum.	
6. <u>UPCOMING EVENTS</u>	The PAC members received and shared information regarding upcoming events of interest.	
7. <u>ADJOURNMENT</u>	The meeting was adjourned at 2:52 p.m.	

Respectfully Submitted,

PAC Chairman

Date

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

April 8, 2019



[Kodie Tyler Jauss](#), [18, Zephyrhills](#): Kodie was traveling southbound on Curley Street, approaching the Curley Road intersection. For unknown reasons, Kodie lost control of the vehicle, which departed the roadway, entered the east shoulder and overturned. Kodie was not wearing a seatbelt at the time of the crash. Kodie died at the scene of the crash. Kodie is survived by his mother, family and friends.

April 9, 2019



Name Withheld: *Due to Florida Statue 316.066 (2)(d)*: A vehicle was traveling northbound on Smitter Road, the vehicle stopped at a stop sign to make a left turn onto Bearss Avenue. The driver failed to yield to the eastbound traffic on Bearss Avenue and was struck, causing the driver to suffer fatal injuries at the scene of the crash. The driver is survived by family and friends.

April 10, 2019



[Lawrence Gordon Sehr](#), 58, Pinellas Park: Lawrence was traveling eastbound on 62nd Avenue North. At the intersection of 25th Street North, a vehicle turned left into his path, causing him to collide with the vehicle. Lawrence was transported to Bayfront Health St. Petersburg Hospital, where he later died from his injuries. Lawrence is survived by family and friends.



Name Withheld: *Due to Florida Statue 316.066 (2)(d)*: A woman was driving a moped north on Nebraska Avenue near East 112th Avenue. The moped hit a pedestrian and the moped rider was thrown into the street. A vehicle struck her while she was in the roadway and she died at the scene of the crash. She is survived by her children, brother, family, and friends.

April 11, 2019



[Edwin DeLeon](#), 49, Tampa: Edwin was crossing northbound lanes of Dale Mabry Highway, near Hamilton Avenue. Edwin was in his motorized wheelchair just south of a crosswalk when he entered the path of a vehicle and was struck. Edwin was transported to Advent Hospital Carrollwood where he later died from his injuries. Edwin is survived by family and friends.

April 12, 2019



[Joshua Omar Santiago, 43, Tampa](#): Joshua was traveling northbound in the outside lane of I-275, approaching SR 580. He entered the exit lane for SR 580 and as he entered the exit lane, a vehicle that was traveling next to Joshua attempted to enter the same lane. As a result, the vehicle collided with his motorcycle, causing Joshua to hit the guardrail. Joshua died at the scene of the crash. Joshua is survived by family and friends.



[Name Withheld: *Due to Florida Statue 316.066 \(2\)\(d\)*](#): A bicyclist was hit by a dump truck at North 50th Street and Harney Road. The bicyclist passed away at the scene of the crash. The bicyclist is survived by family and friends.

April 13, 2019



Two fatalities, Names Withheld: *Due to Florida Statue 316.066 (2)(d)*: A vehicle was traveling on Shell Point Road when, for unknown reasons, it veered off the road. It hit a telephone pole and struck a tree. The driver and the passenger were pronounced dead at the scene of the crash. Both victims are survived by family and friends.



[Norma Paula Bonard, 85, Hernando](#): Norma was exiting the YMCA on Norvell Bryant Highway, when she was struck on the driver's side by a westbound vehicle. The collision caused Norma's vehicle to roll over twice and the vehicle came to rest on its passenger side. Norma was transported to Ocala Regional Medical Center, where she later died from her injuries. Norma is survived by family and friends.

April 14, 2019



[Michael S. Tapp, 49, Tampa](#): Michael was traveling northbound on Dale Mabry Highway, approaching Idlewild Avenue. At the intersection, a vehicle turned left into his path. To avoid a collision, Michael applied hard braking and lost control of the motorcycle, which overturned. Michael was transported to St. Joseph's Hospital, where he later died from his injuries. Michael is survived by family and friends.



[Fernando Gomez Hernandez, 21; William "Billy" Burt Kresge, 26, Zephyrhills](#): Fernando was traveling southbound on US 301, south of Stacy Road. For unknown reasons, he entered the northbound lane of US 301 and sideswiped William's car, then collided head-on with a third vehicle. Post-impact, William's vehicle departed the roadway and overturned. Fernando's vehicle departed the roadway and burst into flames. Both Fernando and William suffered fatal injuries and died at the scene of the crash. William loved skiing, skydiving and the outdoors. William is survived by his parents, grandmother, sister, brothers, girlfriend, family, and friends. Fernando is survived by family and friends.



Safety in Seven



April 18, 2019



Name Withheld: *Due to Florida Statue 316.066 (2)(d)": A vehicle collided with a pedestrian as the driver was entering the Mama's Kitchen parking lot from Seminole Boulevard. On April 22, the pedestrian died at the hospital from injuries received in the crash. The pedestrian is survived by family and friends.

April 20, 2019



[Kilbert Medina Rijos](#), [31, Tampa](#): Kilbert was traveling westbound on I-4, west of Branch Forbes Road when the vehicle suffered a tire blow out. Kilbert lost control of the vehicle, which entered the center median and overturned. Kilbert, who was not wearing a seatbelt, was ejected from the vehicle and died at the scene of the crash. Kilbert is survived by his wife, daughters, sons, sisters, brothers, mother, family, and friends.



Safety in Seven



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

April 27, 2019



[Hermel R. Levesque](#), [74, Port Richey](#): Hermel was unloading items from his SUV and trailer at St. Marks Church flea market when his vehicle was stolen with Hermel inside. The driver of the stolen vehicle lost control of the SUV, left the roadway, struck a palm tree, and ultimately overturned. Hermel died at the scene of the crash. Hermel was a parishioner at St. Ann's Church, Bristol and was a great artisan. Hermel is survived by his wife of 54 years, son, two daughters, six grandchildren, family, and friends.

April 28, 2019



[Quinten Lance Perez](#), [23, Land O' Lakes](#): Quinten was traveling north on I-75 north of State Road 52, when he lost control of his truck. This crash caused his passenger to become trapped in the vehicle. Quinten got out of his truck to help free his passenger, when an oncoming car, whose driver did not see the truck, crashed into the scene. Quinten died at the scene of the crash. Quinten loved anything related to being outdoors, especially bass fishing and hunting. He had recently begun an apprenticeship with Withlacoochee Power Electric Cooperative to become a lineman like his uncle. Quinten is survived by his parents, sisters, grandparents, family, and friends.



Name Withheld: "Due to Florida Statue 316.066 (2)(d)": A motorcyclist was heading west on Columbus Drive near the intersection of Florida Avenue when an eastbound vehicle turned in front of him. The motorcyclist was taken to a local hospital where he later died from injuries sustained in the crash. He is survived by family and friends.

April 29, 2019



Name Withheld: "Due to Florida Statue 316.066 (2)(d)": A vehicle was traveling eastbound on Adamo Drive near the intersection of Orient Road when, for unknown reasons, the driver lost control of his motorcycle and hit the guardrail. The driver was pronounced dead at the scene of the crash. The driver is survived by family and friends.



Name Withheld: "Due to Florida Statue 316.066 (2)(d)": A vehicle was traveling northbound on Independence Parkway near the intersection of George Road when for unknown reasons the driver lost control of the vehicle. The vehicle hit several fixed objects, including a tree, before it caught fire. The passenger was taken to a local hospital, where she later died from injuries sustained in the crash. She is survived by family and friends.

April 30, 2019



[Tyler Andrew White](#), 22, Mulberry: Tyler was traveling north on US 301 near Lenfred Drive when he attempted to pass other vehicles. While attempting to pass, Tyler collided nearly head-on with a semi-truck. Tyler was taken to Blake Medical Center, where he later died from his injuries. Tyler is survived by family and friends.

May 1, 2019



Name Withheld: "Due to Florida Statue 316.066 (2)(d)": A vehicle was traveling north on Park Road near the intersection of Sam Allen Road, when it failed to stop at the stop sign and hit another vehicle that was traveling east on Sam Allen Road. The driver of the vehicle was taken to a local hospital where she later died from injuries sustained in the crash. She is survived by family and friends.

May 2, 2019



[William J. Henion, Jr.](#), 34, Port Richey: William was driving his vehicle north on US 19 near Stahl Drive when he lost control. His vehicle departed the road, where it overturned, hitting an electrical box and a concrete pole. William was not wearing a seatbelt at the time of the crash. William owned his own lawn care company. William died at the scene of the crash. William is survived by his parents, grandparents, sons, daughter, brothers, family, and friends.



[Adam Thomas Gendreau](#), 24, Tampa: Adam was traveling eastbound on Wesley Chapel Blvd. when he lost control of his vehicle. Adam's vehicle sped up towards a stopped vehicle on Gateway Blvd., where he struck the car before continuing eastbound, hitting trees and bushes. Adam's vehicle ultimately ended up in a retention pond. Adam, who was not wearing a seatbelt at the time of the crash, died at the scene. Adam was a graduate of the International Baccalaureate Program at Land O' Lakes High School and received his BS in Accounting from USF Saint Petersburg College of Business. Adam volunteered for United Way VITA. Adam is survived by his parents, two brothers, family, and friends.



Safety in Seven



May 3, 2019



[Charles "Dylan" Jeffrey Brackett, 27, St. Petersburg](#): Charles was driving his motorcycle south on I-275 when he tried to pass several other vehicles. While passing, Charles lost control of his motorcycle and struck one of the vehicles he was passing. Charles was ejected from his motorcycle and subsequently run over by another oncoming vehicle. Charles was taken to Bayfront Health St. Petersburg where he later died from his injuries sustained in the crash. Charles is survived by his mother, grandmother, sister, aunt, great aunts and uncles, family, and friends.



Name Withheld: "Due to Florida Statute 316.066 (2)(d)": A vehicle was traveling northbound on Florida Avenue when a pedestrian walked into the path of the vehicle. The pedestrian was taken to a local hospital where he later died from injuries sustained in the crash. The pedestrian is survived by family and friends.



Safety in Seven



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

May 6, 2019



[Jona Kay Wright](#), 27, Tampa: Jona was traveling southbound on I-75 at a high rate of speed attempting to overtake other vehicles. Jona lost control of the vehicle, departed the roadway and overturned several times. Jona was transported to St. Joseph's Hospital South, where she later died from her injuries. Jona is survived by her sons, family and friends.

May 8, 2019



[Carmen H. Charrez](#), 49, Clearwater: Carmen was riding south on the trail when she rode out into the street and was struck by an oncoming vehicle. Carmen was taken to Bayfront Health St. Petersburg Hospital where she later died from her injuries. Carmen had an infectious laugh and will be missed. Carmen is survived by family and friends.

May 10, 2019



[George Brown](#), 74, Homosassa: George was a passenger in a vehicle traveling westbound on US 98 when a northbound vehicle from Citrus Way entered his vehicle's path. This impact caused the northbound vehicle to rotate and collide with a third vehicle. George, who was not wearing a seatbelt, was transported to Bayfront Health Brooksville, where he later died from his injuries. George is survived by family and friends.



[Jeffrey Lee Bickel](#), 57, Seminole: Jeffrey was attempting to cross Gulf-to-Bay Blvd., not in a crosswalk, when he walked into the path of an oncoming vehicle. Jeffrey was taken to Bayfront Health St. Petersburg where he later died from his injuries. Jeffrey is survived by family and friends.

May 11, 2019



[Eric John Peterson](#), 24, Hudson: Eric was walking west crossing Little Road when he entered the path of an oncoming vehicle. Eric died at the scene of the crash. Eric is survived by family and friends.



[Rene Vasquez](#), [21, Riverview](#): Rene was traveling northbound in the southbound lanes of US 301 near Sun City, when he collided head on with a southbound vehicle. Rene, who was not wearing a seatbelt, died at the scene of the crash. Rene is survived by family and friends.

May 12, 2019



[Courtney Ellen Krysa](#), [22, Tampa](#): Courtney was standing on the side of a vehicle parked on the shoulder of I-75 near Ruskin when, for unknown reasons, she stepped into the path of an oncoming vehicle. Courtney died at the scene of the crash. Courtney was an intelligent and compassionate young woman who made a difference in the lives she touched. Courtney is survived by her parents, sister, grandparents, family, and friends.



[Christopher Mathew Babcock](#), [22, Clearwater](#): Christopher was traveling north on US 19 near Bryan Dairy Road at a high rate of speed when he lost control of his motorcycle. Christopher was ejected from his bike and struck by another vehicle. Christopher died at the scene of the crash. Christopher is survived by his parents, sisters, brothers, family, and friends.

May 13, 2019



[Jeffrey Showen](#), [58, Valrico](#): Jeffrey was traveling south on I-75, just north of I-4, when he lost control of his three-wheeled motorcycle and collided with the guardrail. Jeffrey was ejected from the bike and thrown into the northbound median shoulder. Jeffrey was taken to Tampa General Hospital, where he later died from his injuries. Jeffrey proudly served in the United States Air Force and worked at iGov TACLAN and the Tampa VA. Jeffrey is survived by his son, brother, niece, nephew, family, and friends.

May 19, 2019



[Christian Duff Morrow](#), [56, Tampa](#): Christian was attempting to cross US 19 just north of Edna Ave. when he entered the path of an oncoming vehicle and was struck. Christian died at the scene of the crash. Christian is survived by family and friends.

June 12, 2019

9J. Committee Vacancies



SUMMARY

- **Citizens Advisory Committee (CAC)**

The CAC currently has four openings. One for the Pinellas Park/Mid-County Area, one for St. Petersburg and two for At Large vacancies.

- **Local Coordinating Board (LCB)**

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

ATTACHMENT(S):

- CAC Membership Listing
- LCB Membership Listing

ACTION: None required; informational item only

CITIZENS ADVISORY COMMITTEE MEMBERSHIP LIST

St. Petersburg Area

1. Dylan Carlson (02/13/19)
2. R. Lee Allen (10/10/12)
3. Vacant
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. Nicholas Johnson (05/08/19)

Pinellas Park and Mid-County Area

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

Largo Area

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

Beaches Area

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

At Large

18. John Estok (Vice-Chair) (11/01/16)
19. Vacant
20. Gloria Lepik-Corrigan (01/09/19)
21. Alayna Delgado (01/09/19)
22. Vacant
23. Tammy Vrana (05/13/15)
24. Michael Mannino (02/13/19)
25. Zamiul Haque (02/13/19)
26. Thomas (Tommy) Frain (02/13/19)

TRAC

27. Duncan Kovar (07/12/17)

LOCAL COORDINATING BOARD
FOR THE TRANSPORTATION DISADVANTAGED

Chairman

Patricia Johnson (Chair – 02/18/2014)

Agency for Health Care Administration – Area 5 Medicaid Office

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

Citizens

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

FL Dept. of Elder Affairs

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

Persons with Disabilities

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

Pinellas County Dept. of Veterans Services

Zeffery Mims (11/08/2017) (Alternate: Mark Swonger (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

Pricilla McFadden (03-8-2017)

Division of Blind Services

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

Career Source Pinellas

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

Local Medical Community

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)

Dave Newell (Alternate: Katina Kavouklis / Chris Leffert (04/10/2019))

June 12, 2019

10. Upcoming Events



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

UPCOMING EVENTS

- A. June 19th 5-7 p.m. Indian Rocks Beach Visioning Project Public Workshop Kickoff Meeting
- B. July 14th [Conference of Minority Transportation Officials National Meeting & Training Conference](#)
- C. July 27th [Florida Bicycle Association Annual Membership Meeting](#) – St. Petersburg Main Library
- D. November 12-14th [National Safe Routes to School Conference in Tampa](#)
- E. November 14th Gulf Coast Safe Streets Summit in Tampa

ATTACHMENT(S): None

ACTION: None required; informational item only