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. **CONSENT AGENDA** (1:15)
   A. Approval of Minutes of the February 8, 2017 Meeting
   B. Approval of Continuity of Operations Plan
   C. Approval of Committee Appointments (BPAC, LCB, PAC, TCC)
   D. Quarter 1 Financial Report

5. **RECOGNITIONS AND PROCLAMATIONS** (1:20)
   A. Partners in Action Award - City of Clearwater for the Adoption of US 19 Zoning District Development Standards

6. **PUBLIC HEARING ITEMS** – To begin at 1:00 p.m. or as soon thereafter as agenda permits
   The two cases, CW 17-2 and CW 17-3 as submitted by the City of Pinellas Park, that were advertised for public hearing are being withdrawn.

7. **PRESENTATION AND/OR ACTION ITEMS** (1:25)
   A. PSTA Activities Report
   B. Transportation Disadvantaged Program Overview
   C. Complete Streets Program Recommendation for Funding
   D. Model Ordinance for Waterborne Transportation
   E. Knowledge Exchange Series - Microbreweries

8. **REPORTS/UPDATE** (2:25)
   A. Director’s Report
      1. SPOTlight Update
      2. 2016 Audit Updates
      3. Auditor Request For Proposal Status Update
      4. US DOT Federal Highway Administration (FHWA) Peer Exchange April 11-12, 2017
      5. FDOT Community Working Group
   B. Preliminary Budget FY 17-18
   C. Major Projects Update
   D. Transportation Management Area (TMA) Federal Certification
9. **INFORMATIONAL ITEMS** (3:00)
   A. Forward Pinellas Board Work Session March 31, 2017
   B. MPOAC Legislative Update
   C. Summary of Public Outreach and Stakeholder Meetings
   D. CPA Actions and Tier I Countywide Plan Map Amendments
   E. Correspondence, Fatalities Map and Draft PAC Action Sheet
   F. Committee Vacancies
   G. Other

10. **ADJOURNMENT**

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

Persons are advised that, if they decide to appeal any decision made at this meeting/hearing, they will need a record of the proceedings and, for such purpose, they may need to ensure that a verbatim record of the proceedings is made, which record includes testimony and evidence upon which the appeal is to be based.
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 February 8, 2017 Meeting
B. Approval of Continuity of Operations Plan
C. Approval of Committee Appointments (BPAC, LCB, PAC, TCC)
D. Quarter 1 Financial Report
March 8, 2017

4A. Approval of Minutes of the February 8, 2017 Meeting

ATTACHMENT(S): Minutes of the February 8, 2017 Forward Pinellas meeting

ACTION: Board to receive and accept the February meeting minutes
Forward Pinellas, the Planning Council and Metropolitan Planning Organization Board for Pinellas County, met in regular session in the County Commission Assembly Room, Pinellas County Courthouse, 315 Court Street, Clearwater, Florida, at 1:03 P.M. on this date with the following members present:

John Morroni, Chairman, Pinellas County Commissioner
Doreen Caudell, Vice-Chairman, City of Clearwater Councilmember
Joanne “Cookie” Kennedy, Treasurer, City of Indian Rocks Beach Commissioner

Representing Beach Communities
Dave Eggers, Secretary, Pinellas County Commissioner
Doug Bevis, City of Oldsmar Mayor

Representing Oldsmar, Safety Harbor, and Tarpon Springs
Lari Johnson, South Pasadena Commissioner

Representing the Inland Communities
Bill Jonson, City of Clearwater Vice-Mayor

Representing Pinellas Suncoast Transit Authority (PSTA)
Jim Kennedy, City of St. Petersburg Councilmember
Ed Montanari, City of St. Petersburg Councilmember (representing Darden Rice)
Michael Smith, City of Largo Commissioner
John Tornga, City of Dunedin Commissioner
Kenneth T. Welch, Pinellas County Commissioner

Not Present
Sandra Bradbury, City of Pinellas Park Mayor
Darden Rice, City of St. Petersburg Council Chair

Also Present
Whit Blanton, Executive Director, Forward Pinellas
Al Bartolotta, Rodney Chatman, Chelsea Favero, Tina Jablon, Hilary Lehman, Alicia Parinello, Sarah Perch, and Sarah Ward, Forward Pinellas
Chelsea Hardy, Assistant County Attorney
Valerie Brookens, Planners Advisory Committee (PAC) Chair
Other interested individuals
Tony Fabrizio, Board Reporter, Deputy Clerk
AGENDA

1. CALL TO ORDER

2. INVOCATION AND PLEDGE

3. CITIZENS TO BE HEARD

4. CONSENT AGENDA
   A. Approval of Minutes of the January 11, 2017 Meeting
   B. Authorization to Issue Request for Proposals (RFP) for Auditing Firm
   C. Approval of Committee Appointments (LCB and CAC)

5. PUBLIC HEARING ITEMS
   A. Proposed Amendments to the FY 2016/17 – FY 2020/21 Transportation Improvement Program
   B. Subthreshold Countywide Plan Map Amendment – None
      Regular Countywide Plan Map Amendment
      1. Case CW 17-1 – City of Largo

6. PRESENTATION AND/OR ACTION ITEMS
   A. PSTA Activities Report
   B. Update of Impact Fee Study and Multimodal Impact Fee Ordinance
   C. S.R. 60 at Belcher Road Study Reevaluation
   D. Regional Transit Feasibility Plan Update
   E. Rule Interpretations Annual Update
   F. Committee Recommendations (BPAC) – Gulf Coast Trail Alliance – Action

7. REPORTS/UPDATE
   A. Director’s Report
      1. SPOTlight Update
      2. MPOAC Meeting of January 26, 2017
         a. Draft 2017 Legislative Policy Positions
         b. MPOAC Alternates – Action
   B. February 3, 2017 TMA Meeting Update

8. INFORMATIONAL ITEMS
   A. TBRPC Regional Transportation Summit February 16, 2017
   B. Forward Pinellas Board Work Session March 31, 2017 from 9 A.M. to Noon at SPC
   C. Economic Symposium coming April 20-21, 2017
   D. Collaborative Lab to kick off regionalization study May 12, 2017, 10 A.M. to 2 P.M.
   E. Summary of Public Outreach and Stakeholder Meetings
   F. CPA Actions and Tier I Countywide Plan Map Amendments
   G. Correspondence, Fatalities Map, and Draft PAC Action Sheet
   H. Committee Vacancies
   I. Other

9. ADJOURNMENT
1. **CALL TO ORDER**

Chairman Morroni called the meeting to order at 1:03 P.M. and welcomed those in attendance. A sign-in sheet and all documents referred to in the minutes have been made a part of the record.

2. **INVOCATION AND PLEDGE**

Mayor Bevis provided the Invocation and requested a moment of silence to remember former Madeira Beach Mayor and City Commissioner Pat Shontz; whereupon, Chairman Morroni asked for prayers for Councilmember Rice, indicating that she is battling cancer, and Commissioner Cookie Kennedy led the Pledge of Allegiance.

The members introduced themselves, and Chairman Morroni welcomed Councilmember Montanari, indicating that he is in attendance on behalf of Councilmember Rice.

3. **CITIZENS TO BE HEARD**

Tom Nocera, BeachTran USA, LLC, provided an update on his proposal for a public-private aerial rapid transit system, and asked the Board for a resolution of support. Chairman Morroni requested that he provide information to Mr. Blanton for evaluation.

4. **CONSENT AGENDA – APPROVED**

Chairman Morroni presented the Consent Agenda items as follows:

A. Minutes of the January 11, 2017 meeting

B. Authorization to Issue Request for Proposals (RFP) for Auditing Firm

   Responding to query by Commissioner Welch, Mr. Blanton indicated that the Staff Auditor Selection Committee is composed of accounting staff and individuals responsible for the agency’s grants; whereupon, he agreed to email a list of the members to the Board.

C. Approval of Committee Appointments to the Local Coordinating Board (LCB) and Citizens Advisory Committee (CAC)
Thereupon, Commissioner Welch moved, seconded by Mayor Bevis and carried unanimously, that the Consent Agenda be approved (Vote 12 - 0).

5. **PUBLIC HEARING ITEMS**

Upon request by the Chairman, all persons planning to give testimony were duly sworn by the Deputy Clerk.

**METROPOLITAN PLANNING ORGANIZATION**

A. **Proposed Amendments to the FY 2016/17 – FY 2020/21 Transportation Improvement Program (TIP) – Approved**

Brian Beaty, Florida Department of Transportation (FDOT), indicated that the first proposed amendment is the annual allocation of Section 5339 Grant Funds from the Federal Transit Administration to the Pasco County Transportation Authority; that Pinellas County is the designated recipient for Pasco County; and that the total amount of $263,938 is for bus purchases and replacements. Commissioner Eggers moved, seconded by Commissioner Welch, that the proposed amendment be approved. Upon call for the vote, the motion carried unanimously (Roll Call Vote 12 - 0).

Referring to a map, Mr. Beaty related that the second proposed amendment provides $274,735 from the FDOT Highway Safety Program to construct permanent median curbs on Tampa Road from Sandpiper Court to Cornerstone Center in the Eastlake Woodlands area. Commissioner Eggers moved, seconded by Commissioner Cookie Kennedy, that the proposed amendment be approved. Upon call for the vote, the motion carried unanimously (Roll Call Vote 12 - 0).

**PINELLAS PLANNING COUNCIL**

B. **Subthreshold Countywide Plan Map Amendments – None**

Regular Countywide Plan Map Amendment

CASE CW 17-1, A PROPOSAL BY THE CITY OF LARGO TO AMEND THE COUNTYWIDE PLAN MAP FROM PUBLIC/SEMI-PUBLIC TO RESIDENTIAL LOW MEDIUM (RLM) – APPROVED
Pursuant to legal notice published in the January 21, 2017 issue of the *Tampa Bay Times* as evidenced by affidavit of publication filed with the Clerk, public hearing was held on Case CW 17-1, a proposal by the City of Largo to amend the Countywide Plan Map from P/SP to RLM, re 1.35 acres m.o.l., located at 1685 Belcher Road.

Ms. Parinello referred to aerial and street-level photographs and the Countywide Plan Map, related that the parcel is adjacent to unincorporated Pinellas County on its north and south sides, and provided an overview of the amendment, indicating that staff recommends approval.

Ms. Brookens indicated that the PAC unanimously recommended approval of the item.

No one responded to the Chairman’s call for persons wishing to be heard; whereupon, he closed the public hearing. Commissioner Welch moved, seconded by Vice-Mayor Jonson and carried unanimously, that Case CW 17-1 be approved as recommended by staff (Vote 12 - 0).

6. **PRESENTATION AND/OR ACTION ITEMS**

A. **PSTA Activities Report**

Vice-Mayor Jonson reported that the PSTA Board met on January 25 and made policy decisions as follows:

- Approved a Memorandum of Understanding (MOU) with Hillsborough Area Regional Transit (HART) formalizing existing and planned regional cooperation, but not signaling the start of a merger.

- Approved an MOU for the Flamingo Fares Tampa Bay regional fare collection system in anticipation of the project moving toward full implementation.

- Selected the South Pasadena to South St. Pete Beach route over two other options for a proposed Bus Rapid Transit (BRT) corridor from downtown St. Petersburg to the beach.
Vice Mayor Jonson also reported that:

- The PSTA Board welcomed Commissioner Tornga as a new member.

- Chief Executive Officer Brad Miller and PSTA staff members are in Tallahassee talking to the Legislature about upcoming priorities. The priorities include requesting $2.1 million in annual operating support for express bus service from Clearwater Beach to Tampa International Airport, increased funding for Transportation Disadvantaged programs, and advancement of the Clearwater Busway to include a bus-only lane from downtown to the beach.

- At its next meeting on February 22, the PSTA will consider the proposed purchase of two zero-emission electric buses, a procurement for trolley services, and partnerships for enhanced park and ride services in Clearwater during spring break.

Responding to query by Chairman Morroni regarding correspondence between the Board and St. Petersburg Mayor Rick Kriseman pertaining to funding for an electric bus charging system, Vice-Mayor Jonson indicated his understanding that Mr. Miller met with Mayor Kriseman and County Administrator Mark Woodard and reached a tentative agreement under which the County will make a one-time capital investment through the PSTA and the City will bear the larger share of the expense through ongoing operational support.

Councilmember Jim Kennedy noted the electric bus project’s importance to the City of St. Petersburg; whereupon, he suggested a name change for the Central Avenue BRT to better reflect the route, and inquired about the timeline for the service becoming operational. Vice-Mayor Jonson concurred with regard to the name change; and PSTA Chief Development Officer Cassandra Borchers indicated that the timeline calls for operations to begin in 2021.

Commissioner Welch noted that the County has set aside funds from the BP Oil Spill Settlement for the charging station and expressed support for the BRT route, opining that it has the best chance of succeeding, but noting that he had reservations about taking the route to St. Pete Beach since it is not part of the PSTA ad valorem tax base. Mr. Blanton indicated that the PSTA Board had the same concern, but decided that the route made sense; whereupon, he discussed options for St. Pete Beach to contribute to the BRT and noted that the matter could be revisited after the St. Pete Beach municipal election in March.

Responding to comments and query by Councilmember Caudell, Ms. Borchers indicated that she did not know whether members of other boards were invited to accompany the
PSTA delegation to Tallahassee; that an FDOT study completed last November shows capacity on the Clearwater Memorial Causeway to add a bus lane to the high bridge span; and that the bus lane could also be used for emergency vehicles and evacuation.

Ms. Borchers indicated that the study looked at the functionality of a bus lane from downtown to the smaller Mandalay Bay Bridge; that options for constructing a bus lane across Mandalay Bay have been discussed; and that PSTA plans to ask the state for $1 million for an engineering study that would determine the feasibility of building a bus lane all the way to the beach.

Responding to query by Chairman Morroni, Ms. Borchers related that the PSTA has a government advocacy team; and that it includes lobbyist Alan Suskey. Mr. Blanton reminded the Board that it authorized him to send a letter to St. Pete Beach officials last year encouraging them to participate in the BRT project; whereupon, Chairman Morroni thanked Mr. Jonson for the report.

B. Update of Impact Fee Study and Multimodal Impact Fee Ordinance

Mr. Bartolotta referred to the Board’s discussion last October concerning the Multimodal Impact Fee Ordinance and a request by the City of St. Petersburg to update the impact fee study and indicated that:

- An impact fee study update cannot be funded from the four percent of impact fees that local governments are allowed to set aside for administrative costs, as the County reports that its set-aside has been expended; and a consultant has advised that the study update would cost about $115,000 for ten land use categories, but could cost less if pared to fewer categories.

- Still due is the biennial update, required by the ordinance and put on hold in 2011 while the Pinellas County Mobility Plan was being developed. It includes updates to the impact fee rates based on the latest Institute of Transportation Engineers trip generation manual and the construction cost figure, which goes into the calculation of fees.

- The County’s “reduction factor” should be reviewed by staff and the Technical Coordinating Committee (TCC), as it allows impact fees significantly lower than those in other communities.

Responding to queries by Councilmember Jim Kennedy, Mr. Blanton indicated that the set-aside for administrative costs would have been about four percent of $4 million last
year; that local governments sometimes hire consultants to review applicant requests for a reduction in fees, which is one way in which those funds could have been spent; and that staff will attempt through the TCC review to obtain a breakdown of how the set-aside is used. Councilmember Jim Kennedy explained that the City of St. Petersburg needs the study updated before it can consider taking action on impact fees for downtown development.

Responding to comments and queries by Commissioner Welch, Mr. Bartolotta related that the County only has an impact fee for transportation; and that cities can charge additional impact fees for categories such as fire and parks; whereupon, at the request of Commissioner Welch, he agreed to provide a spreadsheet itemizing the impact fees charged by cities.

Discussion ensued as to the merits of impact fee discounts for downtown districts, and Mr. Blanton related that a city cannot currently opt in or out of a discount as designated on the Transportation Impact Fee Ordinance Map, but the TCC could look into the matter. At the request of Councilmember Caudell, Mr. Bartolotta agreed to provide impact fee information from Hillsborough and Pasco Counties, and indicated that he will appoint a subcommittee to research the fees. Chairman Morroni suggested scaling back the scope of the study update to reduce the cost; whereupon, Mr. Blanton stated that he will address the matter with the TCC and bring back a funding recommendation.

C. State Road 60 at Belcher Road Study Reevaluation

John Carpenter, Public Works Transportation Engineering Division, introduced Hisham Sunna, consultant project manager with Ayres Associates, who conducted a PowerPoint presentation on the State Road (S.R.) 60 at Belcher Road Project Development and Environment (PD&E) Study Reevaluation and provided historical background information and alternatives for improving the intersection.

Mr. Sunna related that the original study was completed in 2008; that it encompassed the broader area of Belcher Road from Druid Road to Sunset Point Road; and that the update was prompted by a Roadway Safety Audit (RSA) following pedestrian fatalities at S.R. 60 (Gulf to Bay Boulevard) and Belcher Road and focuses on that intersection. He stated that the study aims to accomplish an acceptable Level of Service for the year 2037 and examines environmental impact, safety issues, long-range transportation plans, and stakeholder concerns; whereupon, he presented recommended alternatives as follows:
1. Adding left- and right-turn lanes for all four legs with left roadway widening of Belcher Road (estimated cost $15,310,346).
2. Adding left- and right-turn lanes for all four legs with center roadway widening of Belcher Road (estimated cost $15,516,126).
3. Adding left- and right-turn lanes for all four legs with right roadway widening of Belcher Road (estimated cost $17,645,521).
4. Constructing an S.R. 60 overpass at Belcher Road (estimated cost $80,922,365).
5. No build, with at-grade safety enhancements only (estimated cost $0).

Responding to comments and queries by the members, Mr. Sunna, with input by Mr. Carpenter, related that:

• The construction costs estimates are in current dollars.

• Some of the safety concerns identified by the RSA are being addressed by the City of Clearwater, the County, and FDOT. Improvements include the addition of a partial right-turn lane from westbound S.R. 60 onto northbound Belcher Road.

• The study group is engaged in agency coordination and has met with the FDOT and City of Clearwater and talked to the Citizens Advisory Committee.

• Funding will determine the next steps. Federal funding requires a full National Environmental Policy Act (NEPA) process, which can take up to five years from study to bid; FDOT funding requires a Program Environmental Impact Report and can only be used for S.R. 60; and County-only funding would have to adhere to County rules and ordinances.

• The overpass alternative impacts an expensive utility pole. Utility relocation costs are borne by the utilities unless they are in a dedicated easement and are estimated at $10,000 for coordination for Alternatives 1 through 3.

Councilmember Caudell noted that Senator Jack Latvala and the FDOT District 7 Secretary have been working to address the safety concerns at the intersection; whereupon, she opined that the S.R. 60 corridor is so congested that other transit options may be the only alternative. Discussion ensued, and Mr. Blanton indicated that staff has considered traffic signal preemption or priority for buses as potentially being part of the solution.

Mr. Blanton stated that the Board could direct staff to put the to-be-selected alternative on the Forward Pinellas 2017 Multimodal Priority List for FDOT funding; whereupon,
Chairman Morroni encouraged staff to pursue the less-expensive non-overpass alternatives and thanked Messrs. Sunna and Carpenter for the presentation.

D. Regional Transit Feasibility Plan Update

Marco Sandusky, HART Manager of Public Involvement and Equal Employment Opportunity, and Scott Pringle, Project Manager with Jacobs Engineering, conducted a PowerPoint presentation titled *Regional Transit Feasibility Plan, A Route Map to Implementation* and provided an update on a HART-administered, FDOT-funded study of transit options to connect Pinellas, Hillsborough, and Pasco Counties.

Mr. Sandusky related that the first phase of the study is underway; that 55 transportation studies conducted over 30 years have been gathered; and that from that research, the study group will identify top performing corridors and the best projects for regional premium transit that could be funded through the Federal Transit Administration (FTA). He related that the evaluation will be based on three main questions: What are the best projects? How will they be funded? Who is responsible for building and maintaining them?

Mr. Pringle discussed the following steps for establishing premium transit: (1) planning, (2) feasibility studies, (3) FTA project development, (4) FTA engineering and funding, and (5) construction and operation; whereupon, he related that only one premium transit project in the three-county area has ever received FTA funding, and only four have become operational through state and/or local funding. Later in the meeting, Commissioner Welch requested a list of the four projects, and Mr. Pringle agreed to provide it.

Discussion ensued, and Mr. Pringle acknowledged that due to the timeline set forth by the FTA, a federally funded project resulting from the study would likely not become operational until 2026 to 2028; whereupon, Councilmember Jim Kennedy suggested that the protracted timeline could provide motivation for seeking other funding sources that would advance the schedule.

The members expressed general agreement that public engagement will be critical to the project’s success, referring to a discussion on that topic at the recent Tampa Bay Transportation Management Area Leadership Group (TMA) meeting; and Mr. Sandusky indicated that HART has asked Jacobs Engineering to provide its public involvement plan. Commissioner Eggers requested an outline of public engagement activities planned for Pinellas County, and Mr. Blanton indicated that a schedule will be provided at the April 6 TMA meeting.
Responding to members’ queries, Mr. Pringle indicated that the group is reviewing more than 85 projects that were proposed over the years; and that the regional project sprung from a TMA discussion; whereupon, Mr. Sandusky invited the members to contact him or Mr. Pringle with any questions.

E. Rule Interpretations Annual Update

Mr. Blanton explained that Forward Pinellas is required by the Special Act to report annually on its interpretations of the Countywide Rules and introduced Mr. Chatman, who conducted a PowerPoint presentation on the topic.

Mr. Chatman summarized seven rule interpretations that were made during 2016 and indicated that staff has identified two that may need amendments to improve clarity or address unintended consequences:

- Official Interpretation No. 1 involves the process by which amendments are made to Special Centers on the Transit-Oriented Land Use Vision Map. Staff will bring a proposed amendment to the Board within the next few months.

- Official Interpretation No. 3 involves density calculations for assisted living facilities within Continuing Care Retirement Communities. An amendment may be needed to adjust for emerging demographic trends.

Responding to query by Commissioner Welch, Mr. Blanton discussed why the Vision Map still shows the light rail line transit stops that were proposed as part of Greenlight Pinellas and acknowledged that a map update should be considered; whereupon, Chairman Morroni directed that the topic be put on the March 31 work session agenda.

F. Committee Recommendations (BPAC) – Gulf Coast Trail Alliance – Action

Mr. Chatman conducted a PowerPoint presentation titled BPAC Recommendation – Gulf Coast Trail Alliance and provided an overview of the state’s existing and planned regional multi-use trail networks, explaining that the Gulf Coast Trail (formerly Southwest Coastal Regional Trail) when completed will stretch along the eastern portion of the County south to Collier County. Bicycle Pedestrian Advisory Committee (BPAC) Chairman Brian Smith provided additional background information and recommended that the Board approve the Committee’s Position Statement that outlines the Tampa Bay Area Regional
Transit Authority’s (TBARTA) responsibility to lead a regional alliance for the Gulf Coast Trail.

Mr. Smith related that there was no state funding for trails before 2014; that the Florida Greenways and Trails Foundation conceived the Coast-to-Coast Trail as a vision to attract state funding; that in 2015 the Legislature began allocating $25 million annually for the SUN Trail Network; and that the Gulf Coast Trail has benefitted from that funding source.

Responding to query by Chairman Morroni, Mr. Smith related that the County has secured SUN Trail funding to partially close the nine-mile gap in the Gulf Coast Trail by constructing a section from John Chesnut Sr. Park to Enterprise Road. He cited the approval as an example of how projects with regional benefits can bring state funding.

TBARTA Executive Director Ray Chiaramonte provided input and discussed how the organization gathered support for its SUN Trail funding application and emphasized the importance of having a broad vision and “shovel-ready” projects.

Responding to query by Councilmember Jim Kennedy, Mr. Chatman confirmed that the southern St. Petersburg gap in the Gulf Coast Trail was broken out from the Ulmerton Road/Roosevelt Boulevard section to create a more manageable project, and advised that SUN Trail funding is the most viable way to get the trail completed. Mr. Smith related that both state and local funding will likely be needed because of the cost of the project.

Thereupon, Councilmember Jim Kennedy moved, seconded by Councilmember Caudell and carried unanimously, that the Board approve BPAC’s Position Statement outlining TBARTA’s responsibility to lead a regional alliance for the Gulf Coast Trail.

7. REPORTS/UPDATE

A. Director’s Report

1. SPOTlight Update

Gateway/Mid-County Area Master Plan

Mr. Blanton referred to his presentation at the December meeting regarding development of a Master Plan for the Gateway/Mid-County area and provided an update. He related
that he met with FDOT in an attempt to secure seed funding that would form the basis for asking the four local governments in the sector to provide matching funds, but was told that funding is unlikely this year and Forward Pinellas could put it on its priority list for next year.

Citing the need for a Master Plan to address development, growth, and traffic in the sector, Mr. Blanton requested that the Board support a request to the governments (Pinellas Park, St. Petersburg, Largo, and the County) for $100,000 to $150,000 each, in hopes of attracting state funding later. Responding to query by Commissioner Eggers, Mr. Blanton indicated that developing a Master Plan for such a large study area would cost $600,000 to $800,000. Upon Chairman Morroni’s call for direction, the Board expressed general support for Mr. Blanton’s request.

Miscellaneous Items

Mr. Blanton reported or commented as follows:

- Staff is developing a model waterborne transportation ordinance to guide local governments interested in water ferry service.

- A scope of services is being prepared for a consultant to conduct a transit-related study for the U.S. Highway 19 corridor.

- A meeting will be held soon with the City of Largo to discuss an overlay district similar to that recently adopted by the City of Clearwater.

- Congratulations to the City of Clearwater on its U.S. Highway 19 Zoning District standards. Having codes and standards in place to create transit-oriented development in such a significant corridor is a step forward for the County and region. Staff will recognize the city at the next Forward Pinellas meeting.

U.S. Highway 19 North County Interchanges

Mr. Blanton related that he attended a meeting in the City of Tarpon Springs recently; that he asked the Board of Commissioners about the U.S. Highway 19/Tarpon Avenue interchange that is in the Long Range Transportation Plan; and that the Board expressed adamant opposition to the interchange; whereupon, he referred to a letter Forward Pinellas sent to FDOT last year with regard to proposed interchanges north of Tampa Road.
Responding to queries by Commissioner Eggers, Mr. Blanton related that the Commissioners were focused only on the Tarpon Avenue interchange, but the proposed Klosterman Road interchange is one that FDOT is reexamining; that all of the proposed interchanges from Tampa Road north are in some phase of design work except the Tarpon Avenue interchange; and that Pasco County has removed U.S. Highway 19 interchanges from its long range plan in favor of more livable community development.

Mr. Blanton related that the intersections of U.S. Highway 19 and Curlew Road and Tampa Road are high-crash locations; that safety is a concern because of the higher speeds going north from Enterprise Road; and that staff wants FDOT to determine whether there are safety enhancements that can be made in that corridor other than interchanges, but if interchanges are the best solution, they should be built.

Commissioner Torgna commented that safety in the corridor is the top concern; whereupon, Mr. Blanton clarified that the Curlew Road interchange is in the work program for construction and that Tampa Road would follow, but is not funded for construction yet.

2. MPOAC Meeting of January 26, 2017

a. Draft 2017 Legislative Policy Positions

Mr. Blanton reported that the Metropolitan Planning Organization Advisory Council (MPOAC) approved the draft 2017 Legislative Policy Positions, and they are included with strikethrough and underline in the agenda packet; whereupon, he noted that a new fifth priority addresses the inconsistent method of funding transit projects in Florida.

b. MPOAC Alternates – Action

Mr. Blanton related that the MPOAC Governing Board approved changes to the MPOAC Bylaws allowing each MPO to appoint a representative to the MPOAC, along with a primary and secondary alternate; whereupon, he recommended that the Board, in its role as the MPO, appoint Commissioner Cookie Kennedy as its second alternate. Commissioner Torgna moved, seconded by Councilmember Caudell and carried unanimously, that the appointment be approved (Vote 12 - 0).
Miscellaneous

Mr. Blanton noted that March is Bike Month, and staff is looking into organizing activities to raise bike safety awareness; and that he will conduct transportation and land use forums at libraries around the County in the coming months.

B. February 3, 2017 TMA Meeting Update

Mr. Blanton related that a substantial portion of the meeting involved the premium transit plan; that the presentation and tenor of conversation heard at today’s meeting was the same as that expressed by the TMA Leadership Group; and that the premium transit meetings have been well attended by both proponents and opponents.

Mr. Blanton reported that Port Tampa Bay conducted a presentation on its Master Plan; and that a “save-the-date” notice has been sent to elected officials in the eight-county region regarding a May 12 Regional Transportation Forum to be sponsored by the three MPOs; and that he will tour local governments to invite them personally.

8. INFORMATIONAL ITEMS

Information about the following items is included in the agenda materials, and no action was taken unless so noted:

A. TBRPC Regional Transportation Summit, February 16, 2017

B. Forward Pinellas Board Work Session, March 31, 2017 from 9 A.M. to Noon at St. Petersburg College

C. Economic Symposium, April 20-21, 2017

Responding to queries by Chairman Morroni, Mr. Blanton related that the symposium is a follow-up to the 2014 Economic Innovation and Leadership Symposium; and that it will be held at the St. Petersburg College Seminole Campus.

D. Collaborative Lab to kick off regionalization study May 12, 2017, 10 A.M. to 2 P.M.
E. Summary of Public Outreach and Stakeholder Meetings

Mr. Blanton referred to items included in the agenda packet, and noted that he spoke at the Tuesday Club meeting yesterday in Seminole at the invitation of Clerk of the Circuit Court and Comptroller Ken Burke.

F. CPA Actions and Tier 1 Countywide Plan Map Amendments

G. Correspondence, Fatalities Map and Draft PAC Action Sheet

H. Committee Vacancies

Mr. Blanton noted that there is a long list of citizens who are interested in serving on the CAC; and that staff will make sure they are kept on the mailing list for agendas and other information.

I. Other

Councilmember Jim Kennedy referred to a newspaper editorial on public transportation and suggested that the Chairman and Executive Director write letters in response; whereupon, Chairman Morroni indicated that he would review the information. Mr. Blanton related that Hillsborough County MPO Executive Director Beth Alden had submitted a response; and that a response from Pinellas County would be helpful.

9. ADJOURNMENT

There being no further business, the meeting was adjourned at 3:25 P.M.

____________________________________
Chairman
SUMMARY

Per federal law, metropolitan planning organizations (MPOs) are required to maintain a Continuity of Operations Plan (COOP) to ensure the continuity of essential office functions in the event of a terrorist attack, fire, emergency or natural disaster. The plan establishes procedures for emergency response, continuation of essential functions and office evacuation and relocation procedures. In addition, the agency is required to test the plan each year. With the merger of the MPO and the Pinellas Planning Council (PPC), portions of the COOP were out of date and changes were needed to address staff changes, the new agency name and the services (e.g. payroll, personnel, etc.) the PPC provides to the MPO.

ATTACHMENT(S): Continuity of Operations Plan

ACTION: Board to approve the Continuity of Operations Plan
Continuity of Operations Plan (COOP)
I. SUMMARY

This document provides a structure for formulating a Continuity of Operations (COOP) Plan.

In accordance with the provisions of Part 2, Section 202 (Continuity of Government) of Executive Order 12656 (dated November 18, 1988) and the Department of Homeland Security Headquarters Continuity of Operation Guidance Document dated April 2004, this document serves as the Continuity of Operations Plan (COOP) for Forward Pinellas. Local assistance in the development of the COOP was provided by the Pinellas County Emergency Management Department and the Planning Department. It was developed to ensure the continuity of essential office functions in the event of a terrorist attack, fire, emergency or natural disaster. The plan establishes procedures for the following:

- Emergency response;
- Continuation of essential functions; and
- Office evacuation and relocation procedures.

II. INTRODUCTION

Forward Pinellas serves as the planning council and metropolitan planning organization for Pinellas County. In its role as the Pinellas Planning Council, Forward Pinellas is governed by a special act of the State Legislature (Chapter 2012-245, Laws of Florida) and the Pinellas County Charter. The agency is tasked with providing policy advice and recommendations to the Board of County Commissioners, in its role as the Countywide Planning Authority. In its role as the metropolitan planning organization (MPO) for Pinellas County, the agency operates in accordance with Federal Law (23 USC 134 and 135) and Chapter 339.175, Florida Statutes to address the mobility needs of people and freight while fostering economic growth and minimizing fuel consumption, air pollution, and greenhouse gas emissions. The Pinellas MPO was established in 1977 following the passage of the Federal Highway Act of 1974. Forward Pinellas facilitates the coordination of transportation and land use planning regionally and countywide by providing a forum for local governments to cooperate on multi-jurisdictional issues and to work out any disputes that may arise. The agency provides for countywide visioning, strategic planning and project programming.

While the planning council function is not subject to the requirements of Executive Order 12656, both the planning council and MPO roles operate under the same policy board and have integrated administrative and planning functions. Therefore, all agency staff share responsibility in ensuring that the essential operations of the office are maintained in the event of an emergency. Some agency staff is responsible for assisting the Pinellas County Emergency Management Department in coordinating disaster response and recovery for the county. In this capacity, staff serves as part of the county’s Logistics Group (LG), which manages and coordinates the distribution of resources needed for recovery within Pinellas County, as well as coordinating Special Needs registrations and serving in the Citizens Information Center. Although the most likely cause for activation would be a hurricane, Forward Pinellas must be prepared to respond to any natural or manmade event that may occur.

Should an event threaten or occur in Pinellas County, all county and Forward Pinellas employees must be available to lend disaster assistance before, during and after an event. Therefore, Forward Pinellas...
will provide for continuation of its essential functions in addition to fulfilling its disaster assistance commitments to the residents and visitors of Pinellas County.

Forward Pinellas offices are located approximately one block from the Gulf of Mexico at 310 Court Street in downtown Clearwater on the second floor of a two-story glass and masonry building. Though not located in a flood zone, broken windows and subsequent fresh water damage are considered to be the biggest threat to Forward Pinellas offices should a natural event such as a hurricane occur. The 310 Court Street location does not have an onsite generator to supply power. Forward Pinellas offices will be contacted by the Emergency Management Department if the building is rendered unavailable or if an evacuation has been called for the county.

**Forward Pinellas Location:**
310 Court Street, 2nd Floor
Clearwater, FL 33756
(727) 464-8250
(727) 464-8212 (FAX)

### III. PURPOSE, APPLICABILITY AND SCOPE

This COOP was prepared to ensure the continued performance of Forward Pinellas’ essential functions following a major event, emergency or disaster. It provides instructions and related information concerning actions to be taken to ensure the continuity of essential office functions in case of an event. The COOP is designed to function in coordination with the Pinellas County departments of Emergency Management and Planning.

### IV. ESSENTIAL FUNCTIONS

<table>
<thead>
<tr>
<th>Priority</th>
<th>Essential Functions</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Provide Technical Support and information to assist in planning and restoration of the county’s transportation system. Provide Technical Support and information related to the Countywide Plan to assist in the reconstruction of impacted areas.</td>
</tr>
<tr>
<td>2</td>
<td>Ensure that the integrity and compliance of the MPO and PPC planning programs are maintained.</td>
</tr>
<tr>
<td>3</td>
<td>Maintain contact with the Florida Department of Transportation (FDOT) District 7 Office, Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).</td>
</tr>
<tr>
<td>4</td>
<td>Provide compensation associated with MPO agreements and maintain MPO grant invoicing.</td>
</tr>
</tbody>
</table>
V. CONCEPT OF OPERATIONS

PHASE I: ACTIVATION AND RELOCATION

1. Decision Process

The Forward Pinellas Executive Director, or in their absence, a Planning Division Manager, has the authority to activate the COOP. In the event of a countywide emergency, such as a hurricane, Forward Pinellas will follow direction from the Emergency Management Department for activation instructions for each employee’s assigned role.

2. Alert, Notification, and Implementation Process

If during work hours, and if time allows due to the nature of the event, the Forward Pinellas Executive Director will call a meeting and detail the COOP activation plans. Those not present will be notified by phone upon activation. If activation occurs after hours, each staff member will be notified by phone or e-mail by their immediate supervisor. If communications are down, staff members are instructed to call the Employee Emergency Information Hotline at (727) 453-EMER (3637) to check in, or to obtain information or help. The Hotline is an information line maintained by the Pinellas County Human Resources Department to communicate with employees during a disaster response effort. When Human Resources activates the line, it will have a recorded message stating whether the county government is open or closed. There will be operators after a hurricane and/or emergency situation has passed to respond to calls and provide information to employees.

Employees should monitor their phones and e-mail as well as local television and radio stations, National Oceanic and Atmospheric Administration (NOAA) weather radio and related communication sources following any disaster. Employees may also tune in to Pinellas County Radio AM 940 to receive instructions from the Emergency Management Department. Employees who are unable to receive information through the information line or broadcast should report to their local fire or police department. All police department radios, except those associated with the City of Clearwater, have a County EOC channel (EOC-A). Officers can utilize this channel to verify employee assignments. Clearwater officers should contact their city EOC via their radio system. The City EOC has a county radio to reach the County EOC.

If an emergency alert comes during normal working hours and if time allows, each employee will execute the necessary actions immediately. All visitors will be escorted to safety and the senior Forward Pinellas staff member in the office will refer to the staff sign-out board to account for the location of each staff member. Staff not assigned to specific preparation procedures will take appropriate action to protect their family and property. Those with extenuating circumstances requiring their prompt attention may attend to them upon approval of their supervisor. In the event of a hurricane, preparation should occur 24 to 36 hours in advance of the storm. Staff members who have phase assignments in the EOC must make themselves available unless they are ill, incapacitated or are out of town and unable to return. Forward Pinellas staff members leaving the
county, without prior supervisory authorization in anticipation of hurricane evacuation or COOP activation would be subject to dismissal.

**Initial Emergency Procedures for Forward Pinellas Staff**

Forward Pinellas staff should observe the emergency procedures described below in the event of an emergency.

Assess your work area. Secure necessary files and computer equipment. Save all electronic files to the main county server or backup your files to CD ROMs or USB flash drive. Bundle and label the CDs/USB flash drives and place into the waterproof ammunition canisters located on the 2nd floor in the storage closet off of the rear hallway.

If you have any unprotected work considered as important to your job or task that may be needed for future reference, it should be labeled and placed in the 2nd floor printer area or interior cubicle. If it is crucial to your daily functions, take your work with you if you are ordered to report to the alternate location.

If you are in a window office, disconnect the computer and place in the 2nd floor printer area or an interior cubicle. Also, tape all openings on file cabinets to help minimize wind and water damage should the windows be blown out. Close your office door.

After you have secured your work area and moved your computer equipment into the interior printer area or interior cubicles designated for computer equipment storage, you may be needed to assist in securing other equipment and/or files, etc. Clerical staff will secure the main Forward Pinellas file cabinets containing the official records and Forward Pinellas operating financial account information.

### 3. Leadership

#### a. Orders of Succession

The order of succession, in terms of supervisory responsibility for the MPO office during activation of the COOP, is shown below.

- Whit Blanton, Forward Pinellas Executive Director
- Sarah Ward, Forward Pinellas Division Manager
- Rodney Chatman, Forward Pinellas Division Manager
- Al Bartolotta, Forward Pinellas Special Projects Manager

If the senior ranking staff member is incapacitated or out of the area at activation or during the plan implementation, the next ranking staff member shall assume responsibility for implementing and fulfilling the COOP’s objectives. Ideally, all staff with COOP functions, shall be assembled at the control center (Forward Pinellas offices) or, if not available, the EOC, prior to full activation. The primary method of contact shall be via telephone.
b. **Delegations of Authority**

The Forward Pinellas Executive Director shall remain in authority unless incapacitated or out of the area. They may appoint a successor, or if unable to do so, the next person in succession shall assume responsibility.

c. **Devolution**

The primary function of Forward Pinellas is land use and transportation planning. Staff are not engaged in the physical construction or day-to-day operations of transportation facilities. However, should an emergency occur requiring activation of the COOP, Forward Pinellas’ planning priorities are to provide support necessary to maintain the existing transportation system and for payment to those associated with Forward Pinellas agreements and contracts.

In the event of a worst-case scenario in which the offices are completely destroyed and/or the entire leadership is incapacitated, Forward Pinellas functions may be handled at a lower staff level. In the event of total destruction of the Forward Pinellas offices, the Florida Department of Transportation and Federal Highway Administration have file copies of the agency’s major planning documents, including the Long Range Transportation Plan, Transportation Improvement Program, Unified Planning Work Program, grant invoicing packages, consultant contracts and Joint Participation Agreements should it become necessary for reestablishment of Forward Pinellas. Electronic files containing the Planning Council’s main planning documents are maintained by the Pinellas County Business Technology Services (BTS) unit and are accessible should the need arise to reestablish the land use functions of Forward Pinellas after a disaster. The agency’s banks, BB&T and Regions, the United States Treasury Department and the State of Florida Office of the Comptroller have account information on file should a situation arise where neither Forward Pinellas nor a county authority is available to access the agency’s account.

**PHASE II: ALTERNATE FACILITY OPERATIONS**

Should Forward Pinellas offices be completely destroyed, the Pinellas County Real Estate Management Department will locate a suitable facility for Forward Pinellas staff not assigned to the Emergency Operations Center (EOC). Upon arrival at the alternative facility, the highest ranking Forward Pinellas staff member should delegate shifts for available staff, connect the agency laptop computers to the main county server, establish e-mail if possible and determine if land telephone lines are operable. Staff assigned to the EOC will be located at 10750 Ulmerton Road, Largo.
Pinellas County EOC

The EOC facility is equipped with water, food (MREs), generators, computers, e-mail access, an 800 MHz radio system and land, cell and satellite phones. Designated Forward Pinellas staff, along with county department staff, shall carry out assigned duties from the EOC after the Forward Pinellas offices are secured.

Many Forward Pinellas staff members have been assigned a response level (see following page) under the Department of Emergency Management’s Phase Reassignment of Employees in Pinellas (PREP) Program. Those not assigned a response level must make themselves available following the emergency event to assist in resuming regular office responsibilities. If a disaster is anticipated, such as a hurricane, the Phase I staff members would be instructed by the Forward Pinellas Executive Director or their successor to report to the EOC 24 hours before the event occurs and will be required to stay at the EOC until the storm has passed and winds have dropped below tropical storm strength. The Phase I staff will help organize the disaster relief effort. After the storm, Phase II staff will be contacted for activation information. The Phase II staff will serve as the countywide contact to administer the relief effort. They may be responsible for dispatching emergency road crews for debris removal, utility restoration and other work necessary to provide for public safety purposes. Under the PREP program, Phase III staff will either volunteer for or be assigned to a position matching their current knowledge, skills and abilities. When activated, they would provide relief support in various communities around the county as needed (e.g., food and water distribution, operating the Points of Distribution or county staging areas, directing deliveries at checkpoints). More information about this program as well as additional information for employees in the event of a disaster is available online at http://intraweb.co.pinellas.fl.us/ema/.
1. **Mission Critical Systems**

<table>
<thead>
<tr>
<th>System Name</th>
<th>Current Location</th>
<th>Other Locations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transportation Planning and Project Development</td>
<td>Primary Facility Forward Pinellas Offices</td>
<td>Alternate Facility</td>
</tr>
<tr>
<td>Compensation Associated with Forward Pinellas Contracts</td>
<td>Primary Facility Forward Pinellas Offices</td>
<td>Alternate Facility</td>
</tr>
<tr>
<td>Countywide Plan (Rules, Map and Strategies)</td>
<td>Primary Facility Forward Pinellas Offices</td>
<td>Alternate Facility</td>
</tr>
</tbody>
</table>

2. **Vital Files, Records, and Databases**

Forward Pinellas’ vital files include hard copies of executed Interlocal Agreements, Memorandums of Agreement, Memorandums of Understanding, Joint Participation Agreements and other contracts, including those with general planning consultants. These documents are considered official records. In the event of total destruction of Forward Pinellas offices, copies of these documents should be retrievable from the agency offices or other sources. File copies of most of the Forward Pinellas planning documents are available from the FDOT, FHWA and/or FTA. Several regional and interlocal agreements are available from the Pinellas County Clerk of the Court. Forward Pinellas’ essential planning documents include the Countywide Plan, Transportation Improvement Program, Unified Planning Work Program and the Long Range Transportation Plan and are all available in hardcopy, online, or CD ROM, and are also stored electronically on the county’s main computer network.
<table>
<thead>
<tr>
<th>Vital File, Record, or Database</th>
<th>Form of Record (e.g., hardcopy, electronic)</th>
<th>Pre-positioned at Alternate Facility</th>
<th>Hand Carried to Alternate Facility</th>
<th>Backed up at Third Location on Main County Computer</th>
</tr>
</thead>
<tbody>
<tr>
<td>COOP Plan</td>
<td>Electronic and hard copy</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Phone Roster</td>
<td>Electronic and hard copy</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Legal Authority List</td>
<td>Electronic and hard copy</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Forward Pinellas Agreements/ Contracts</td>
<td>Hardcopy</td>
<td>X (copies)</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Personnel Information</td>
<td>Hardcopy</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Countywide Plan</td>
<td>Electronic and hardcopy</td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>Transportation Data Base Files (operations data, accident records, traffic counts, etc.)</td>
<td>Electronic and hardcopy</td>
<td></td>
<td></td>
<td>X</td>
</tr>
</tbody>
</table>

**PHASE III: RECONSTITUTION**

Returning to normal operations

In the event of total destruction of the Forward Pinellas offices, staff will be assigned a new location by the Pinellas County Real Estate Management Department. A pre-assigned location has yet to be determined, but it is anticipated Forward Pinellas operations would be housed in an existing county facility. After the emergency has passed, Forward Pinellas staff shall contact their supervisors for instructions on when and where to report to duty.

**VI. COOP PLANNING RESPONSIBILITIES**

<table>
<thead>
<tr>
<th>Responsibility *</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>Review and Update the COOP Annually</td>
<td>Program Planner</td>
</tr>
<tr>
<td>Update Telephone Numbers Monthly</td>
<td>Program Planner</td>
</tr>
<tr>
<td>Review Status of Vital Files</td>
<td>Accountant I</td>
</tr>
<tr>
<td>Conduct Alert and Notification Tests</td>
<td>Program Planner</td>
</tr>
<tr>
<td>Plan COOP Exercises</td>
<td>Program Planner</td>
</tr>
</tbody>
</table>

*In coordination with the Emergency Preparedness and Continuity of Operations Plan of the Pinellas County Planning Department.
VII. LOGISTICS

ALTERNATE LOCATION
Should the Forward Pinellas offices be completely destroyed, the Pinellas County Real Estate Management Department will locate a suitable facility for agency staff not assigned to the EOC.

INTEROPERABLE COMMUNICATIONS

800 MHz emergency radios and satellite phones are available for Forward Pinellas staff assigned to the Logistics Group (LG).

VIII. COOP TEST

By June 1st of each year, in coordination with the Planning Department, Forward Pinellas will conduct a test of the COOP Training and Exercise Plan. This is to ensure that the plan can be implemented effectively while allowing staff to make adjustments to the COOP where needed. Each staff member will identify their critical and necessary files and documents, be familiarized with their responsibilities in carrying out the plan’s procedures during an emergency and equipment will be maintained in a constant state of readiness. Batteries and supplies will be checked. A test of alert and notification procedures will be conducted.

IX. MULTI-YEAR STRATEGY AND PROGRAM MANAGEMENT PLAN

The COOP will be examined on an annual basis by June 1. It is not anticipated that Forward Pinellas should need a multi-year strategy and program management plan.

X. COOP PLAN MAINTENANCE

The COOP will be maintained and updated by Forward Pinellas as necessary following the annual examination. The personnel and emergency telephone lists will be reviewed and updated each month. Emergency equipment such as flashlights will be checked each year by June 1.

XI. OFFICE EVACUATION

While some major events allow for advance notice, there could be emergencies that strike suddenly where it may be necessary for Forward Pinellas offices to be evacuated. Pinellas County provides a Fire Emergency and Evacuation directive for all owned or leased buildings. Applicable portions of the directive are provided below.

Employee Responsibilities
When a fire alarm is sounded, follow the steps below:
Remain calm and follow instructions.
Leave the building immediately by the nearest escape route.
Do not use elevators.
Once safely outside the building, proceed to the designated assembly area and await further instructions.
Do no re-enter the building until told to do so by the Fire Department, Risk Management or Real Estate Management.
When a fire alarm has not sounded, follow the steps below:
Alert co-workers in the immediate area of the fire emergency.
Locate and activate the nearest fire pull station.
Close doors behind you.
Leave the building immediately by the nearest escape route.
Do not use elevators.
Once safely outside the building, proceed to the designated assembly area and await further instructions.
Do not re-enter the building until told to do so by the Fire Department, Risk Management or Real Estate Management.

The designated assembly area for Forward Pinellas offices is in the parking lot to the east of the building, next to 440 Court Street. A map is included at the end of this document for reference.

Operational Checklists

1. Secure workstation. Place necessary computer CDs and USB flash drives in one of the four secure Forward Pinellas ammunition canisters located on the 2nd floor. These four canisters will be located in the printer area. Take canister to the alternate location if an evacuation is ordered.
2. Secure the department laptop computers. Bring to the alternate location.
3. Secure personnel roster and phone list. Bring to the alternate location.
4. Secure emergency calling directory. Bring to the alternate location.
5. Secure emergency operation records. Bring to the alternate location.
6. Secure predetermined critical files necessary to carry out Forward Pinellas activities. Bring to the alternate location.

EOC Facility Information

10750 Ulmerton Road
Largo, Fl 33778
(727) 453-3637

Transportation Agency Emergency Phone List

Florida Department of Transportation District 7
Brian Beaty 813-975-6283
Brian.beaty@dot.state.fl.us

Federal Highway Administration
Lee Ann Jacobs
850-553-2219
leeann.Jacobs@dot.gov

Federal Transit Administration
Christopher White 404-865-5619
Christopher.white@fta.dot.gov

Note: Contact list of Forward Pinellas staff members is maintained on file in the agency offices
IN CASE OF AN EMERGENCY OR FIRE ALARM AT THE 310 COURT STREET LOCATION PLEASE EVACUATE ACROSS OSCEOLA AVENUE TO THE PARKING LOT AT 440 COURT STREET

WATCH FOR TRAFFIC WHEN CROSSING THE STREET
March 8, 2017
4C. Approval of Committee Appointments

SUMMARY

- **Bicycle/Pedestrian Advisory Committee (BPAC)**

  Karen Gates has lived in Pinellas County for almost 20 years. When she moved to Florida in 1996, she trained for and completed the AIDS ride in 1997 from Orlando to Miami and has ridden ever since. She usually bikes the Pinellas Trail and sometimes heads up to the Withlacoochee River. Karen works for Adventure Cycling leading and staffing tours.

- **Local Coordinating Board (LCB)**

  Priscilla McFadden is a native of St. Petersburg and a graduate of Florida State University with a degree in Social Work. She has been employed with the Juvenile Welfare Board for seven years. In her recent promotion to South County Senior Planner, her primary responsibility is to serve as a liaison between JWB and the South County Community Council, advocating for the children and their families in the South County region of Pinellas County. She has worked with various neighborhood initiatives that have allowed her, through her employment, to work with families experiencing multiple stressors and challenges.

- **Technical Coordinating Committee (TCC)**

  Treasure Island is requesting the appointment of Bob Bray as TCC representative to Treasure Island. Bob Bray is not new to Pinellas County. He worked for Pinellas Park for 31 years and 21 of those years, served as the Planning Director. During that time he served about 29 years on the TCC as either the primary or alternate representative. He also was an alternate on the PAC. He has also sat on the Countywide Local Mitigation Strategy Workgroup since its inception and served 2 years as the Chair. Bob retired in March of 2016 and discovered that he wasn’t ready for retirement yet. So he’s working again and may be found at Treasure Island.

ATTACHMENT(S):

- BPAC Membership Listing
- LCB Membership Listing
- TCC Membership Listing

ACTION: Board, in its role as the metropolitan planning organization, approve Karen Gates as BPAC representative for Gulfport, Priscilla McFadden as the Children at Risk representative on the LCB and Bob Bray as the TCC representative for Treasure Island.

STAFF RECOMMENDATION: Staff recommends the Board approve Karen Gates as BPAC representative for Gulfport, Priscilla McFadden as the Children at Risk representative on the LCB and Bob Bray as TCC representative for Treasure Island.
• Planners Advisory Committee (PAC)

Treasure Island is also requesting the appointment of Bob Bray as PAC representative to Treasure Island.

ATTACHMENT(S): PAC Membership Listing

ACTION: Board, in its role as the Pinellas Planning Council, approve Bob Bray as PAC representative for Treasure Island.

STAFF RECOMMENDATION: Staff recommends the board approve Bob Bray as PAC representative for Treasure Island.
**BICYCLE PEDESTRIAN ADVISORY COMMITTEE MEMBERSHIP LIST**

**Voting**

<table>
<thead>
<tr>
<th>Area</th>
<th>Member</th>
<th>Appointment Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>St. Petersburg Area (St. Pete/Gulfport/So Pasadena/Tierra Verde)</td>
<td>1. Karen Gates (to be appointed 03/08/17)</td>
<td></td>
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<tr>
<td></td>
<td>2. Kimberly Cooper (10/13/99)</td>
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<td></td>
<td>3. Vacant (01/01/17)</td>
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<tr>
<td>Clearwater Area</td>
<td>4. Chip Haynes (04/13/11)</td>
<td></td>
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<td></td>
<td>5. Robert Yunk (02/09/05)</td>
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<td></td>
<td>6. Win Dermody (03/12/14)</td>
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<tr>
<td>Dunedin Area</td>
<td>7. Charles Martin (04/08/09)</td>
<td></td>
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<tr>
<td>Pinellas Park and Mid-County</td>
<td>8. Ronald Rasmussen (12/13/06)</td>
<td></td>
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<tr>
<td></td>
<td>9. Byron Virgil Hall, Jr., (12/13/06)</td>
<td></td>
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<tr>
<td>Largo Area</td>
<td>10. Daniel Alejandro (10/12/16)</td>
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<td></td>
<td>11. Georgia Wildrick (08/16/06)</td>
<td></td>
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<tr>
<td>North County Area (Tarpon Springs/Palm Harbor/Ozona/Oldsmar/Safety Harbor)</td>
<td>12. Tom Ferraro (04/09/03)</td>
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<tr>
<td></td>
<td>13. Becky Afonso (Vice Chair) (10/08/14)</td>
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<tr>
<td>At Large Area</td>
<td>14. Paul Kurtz (12/11/13)</td>
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<td></td>
<td>15. Mike Siebel (03/14/12)</td>
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<td>16. Brian Smith (Chairman) (12/12/12)</td>
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<td></td>
<td>17. Lynn Bosco (11/14/12)</td>
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<td>18. Steve Lasky (11/14/12)</td>
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<td></td>
<td>19. Ed Hawkes (11/18/98)</td>
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<td></td>
<td>20. Annette Sala (03/12/14)</td>
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<tr>
<td>Seminole Area</td>
<td>21. Jim Wedlake (05/12/10)</td>
<td></td>
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<tr>
<td></td>
<td>23. Jim Parent (04/13/16)</td>
<td></td>
</tr>
<tr>
<td>Technical Support</td>
<td>1. County Traffic Department (Tom Washburn – representative, Gina Harvey and Casey Morse – alternates)</td>
<td></td>
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<tr>
<td></td>
<td>2. County Parks and Conservation Resources (Lyle Fowler – representative, Spencer Curtis – alternate)</td>
<td></td>
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<td></td>
<td>3. PSTA Chris Cochran (Chris Cochran – representative; Heather Sobush and Kristina Tranel – alternates)</td>
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<td></td>
<td>4. City of Clearwater (Vacant)</td>
<td></td>
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<tr>
<td></td>
<td>5. City of St. Petersburg (Lucas Cruse as representative and Cheryl Stacks as alternate)</td>
<td></td>
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<td></td>
<td>6. City of Largo (Valerie Brookens as representative and Christine McLachlan as alternate)</td>
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<td></td>
<td>7. Pinellas County School System (Tom McGinty - representative)</td>
<td></td>
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<td></td>
<td>8. TBARTA (Anthony Matonti -representative; Michael Case 1st alternate and Ramond Chiramonte 2nd alternate)</td>
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<td></td>
<td>9. Pinellas County Health Department (Megan Carmichael - representative)</td>
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<td></td>
<td>10. CUTR (Julie Bond as representative and Richard Hartman as alternate)</td>
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<tr>
<td></td>
<td>11. Sunstar Paramedics (Vacant - representative, Community Outreach Coordinator)</td>
<td></td>
</tr>
</tbody>
</table>

**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**

(Chris Speese – FDOT)

*Dates signify appointment*
LOCAL COORDINATING BOARD
FOR THE TRANSPORTATION DISADVANTAGED

Chairman
Patricia Johnson (Chair – 2/18/2014)

Agency for Health Care Administration – Area 5 Medicaid Office
Penelope Barnard (10/12/2016) (Alternate: Aaron Lounsberry (03/09/2016))

Citizens
Danny Gorman (04/08/15)
Brian Scott (Vice Chair - 3/10/2010) (reappointed 3/12/14)

FL Dept. of Elder Affairs
Jason Martino (Alternate: Tawnya Martino)

Persons with Disabilities
Joseph DiDomenico (6/10/2015)

Pinellas County Dept. of Veterans Services
Michael Hill (Alternate: Michael Dowling)

Pinellas Suncoast Transit Authority (Non-Voting)
Ross Silvers (Alternate: Vacant)

Transportation Provider for Profit

Community Action Agency
Jane Walker (reconfirmed July 2011 MPO)

Over 60
Vivian Peters (10/10/2012)

Public Education
Michelle Hodge (After Board approval 9/13/16)

Department of Children and Families
Michael Mahoney (2/8/2017)
Kitty Kelleher (alternate: 2/8/2017)

Children at Risk
Vacant - Pricilla McFadden Pending 3-8-2017

Division of Blind Services
Rachel Jacobs (9/11/2013)

Career Source Pinellas
Don Shepherd (03/12/2014)

Local Medical Community
Vacant

Technical Support – Florida Department of Transportation (FDOT)
Dave Newell (Alternate: Elba Lopez)
TECHNICAL COORDINATING COMMITTEE MEMBERSHIP LIST

Pinellas County Public Works (Traffic)
Ken Jacobs
Alternates: Tom Washburn & Gina Harvey

Pinellas County Public Works (Eng.)
Brent Hall
Alternate: Greg Cutrone

Pinellas County Planning
Caroline Lanford
Alternate: Scott Swearengen

Pinellas County Environmental Management
Ajaya Satyal
Alternate: Vacant

Pinellas County School Board
Mike Burke
Alternate: Vacant

Pinellas Suncoast Transit Authority
Heather Sobush (Vice Chair)
Alternate: Christopher Cochran

Department of Environmental Protection
Vacant

Tampa Bay Regional Planning Council
Avera Wynne
Alternate: Vacant

TBARTA
Anthony Matonti
Alternates: Michael Case/Ray Chiaramonte

Beach Communities
Vacant

Clearwater Planning Department
Vacant
Alternate: Lauren Matzke

Clearwater Engineering
Bennett Elbo
Alternate: Himanshu Patni

Clearwater Traffic Operations
Paul Bertels
Alternate: Cory Martens
**Dunedin Planning** Lucy
   Fuller Alternate:
   Greg Rice

**Dunedin Traffic Engineering**
   Joan Rice (Chair)
   Alternate: Jorge Quintas, PE

**Gulfport**
   Mike Taylor
   Alternate: Fred Metcalf

**Indian Rocks Beach**
   Hetty Harmon
   Alternate: Vacant

**Largo Community Development**
   Frances Leong
   Alternate: Robert Klute

**Largo Community Development – Engineering**
   Rafal Cieslak
   Alternate: Chuck Mura

**Oldsmar**
   Marie Dauphinais
   Alternate: Michele Parisano

**Pinellas Park Planning Department**
   Danny Taylor
   Alternate: Kathy Gademer

**Pinellas Park Storm Water and Transportation**
   Brent Perkey
   Alternate: David Chase

**Safety Harbor**
   Michael Schoderbock
   Alternate: Marcie Stenmark

**St. Petersburg/Clearwater International Airport**
   Vacant

**St. Petersburg Engineering and Capital Improvements Dept**
   Tim Funderburk
   Alternate: Mike Frederick

**St. Petersburg Planning and Economic Development Dept**
   Tom Whalen
   Alternate: Rick MacAulay

**St. Petersburg Transportation & Parking Management Dept**
   Cheryl Stacks
   Alternate: Evan Mory
St. Pete Beach
   Vacant
   Alternate: Chelsey Welden

Seminole
   Mark Ely
   Alternate: Jan Norsoph

Tarpon Springs Planning
   Vacant
   Alternate: Heather Urwiller

Treasure Island
   Vacant - Bob Bray – to be appointed 3/8/2017

FDOT (technical support)
   Brian Beaty
# PAC Members List

## 2017 Planners Advisory Committee

### Officers

**Chairman**
Valerie Brookens, City of Largo

**Vice-Chairman**
Derek Kilborn, City of St. Petersburg

## Members

<table>
<thead>
<tr>
<th>Location</th>
<th>Representative</th>
<th>Alternate 1</th>
<th>Alternate 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dunedin</td>
<td>Rep. Fred Metcalf, Director of Community Development</td>
<td>Alt. Lael Giebel, Development Services Project Coordinator</td>
<td></td>
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<tr>
<td>Indian Rocks Beach</td>
<td>Rep. Hetty Harmon, Planning Consultant</td>
<td></td>
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<tr>
<td>Indian Shores</td>
<td>Rep. Greg Yantorno, Building Official</td>
<td></td>
<td></td>
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<tr>
<td>Largo</td>
<td>Rep. Valerie Brookens, Strategic Planning Program Planner</td>
<td>Alt. Robert Klute, Assistant Director of Community Development</td>
<td></td>
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<tr>
<td>Madeira Beach</td>
<td>Rep. Vacant</td>
<td></td>
<td></td>
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<tr>
<td>Oldsmar</td>
<td>Rep. Marie Dauphiniais, Director of Planning &amp; Redevelopment</td>
<td>Alt. Michele Parisano, Planning Manager/CRA Administrator</td>
<td></td>
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<tr>
<td>Pinellas County</td>
<td>Rep. Renea Vincent, Planning Director</td>
<td>Alt. Glenn Bailey, Zoning Manager</td>
<td></td>
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<tr>
<td>Pinellas Park</td>
<td>Rep. Dean Neal, Zoning Director</td>
<td>Alt. Anna Weaver, Zoning Coordinator</td>
<td></td>
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<tr>
<td>Redington Shores</td>
<td>Rep. Mary Palmer, Town Clerk</td>
<td></td>
<td></td>
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<tr>
<td>Safety Harbor</td>
<td>Rep. Marcie Stenmark, Community Development Director</td>
<td>Alt. Michael Schoderbock, Community Planner</td>
<td></td>
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<tr>
<td>St. Petersburg</td>
<td>Rep. Derek Kilborn, Manager, Planning &amp; Econ. Development Dept.</td>
<td>Alt. Luis Teba, Planner II, Planning &amp; Economic Development</td>
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<tr>
<td>St. Pete Beach</td>
<td>Rep. Chelsey Welden, Planner II</td>
<td>Alt. Jennifer Bryla, Community Development Director</td>
<td></td>
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<tr>
<td>Seminole</td>
<td>Rep. Mark Ely, Community Development Director</td>
<td>Alt. Jan Norsoph, City Planner</td>
<td></td>
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<tr>
<td>South Pasadena</td>
<td>Rep. Neal Schwartz, Community Improvement Director</td>
<td>Alt. Ashley Dochinez, Permit Tech./Business Tax Official</td>
<td></td>
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<tr>
<td>Treasure Island</td>
<td>Rep. Bob Bray, City Planner</td>
<td>Alt. Paula Cohen, Community Improvement Director</td>
<td></td>
</tr>
<tr>
<td>Pinellas County</td>
<td>Rep. Marshall Touchton, Demographic Specialist</td>
<td></td>
<td></td>
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<tr>
<td>FDOT</td>
<td>Rep. Heather Sobush, Planning Manager</td>
<td>Alt. Chris Cochran, Senior Planner</td>
<td></td>
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</tbody>
</table>
ATTACHMENT(S): Quarter 1 Financial Report

ACTION: Board to receive and accept the Q1 financial report
### Income

<table>
<thead>
<tr>
<th></th>
<th>Oct - Dec 16</th>
<th>Budget</th>
<th>Variance</th>
<th>%</th>
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<tbody>
<tr>
<td>TAX REVENUE</td>
<td>675,393</td>
<td>972,930</td>
<td>297,537</td>
<td>69%</td>
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<tr>
<td>LOCAL ASST. CONTRACT SVCS</td>
<td>-</td>
<td>20,000</td>
<td>20,000</td>
<td>0%</td>
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<tr>
<td>INTEREST</td>
<td>294</td>
<td>600</td>
<td>306</td>
<td>49%</td>
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<tr>
<td>MPO Charges for services (Rev)</td>
<td>394,023</td>
<td>1,679,500</td>
<td>1,285,477</td>
<td>23%</td>
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<tr>
<td><strong>Total Income</strong></td>
<td><strong>1,069,710</strong></td>
<td><strong>2,673,030</strong></td>
<td><strong>1,603,320</strong></td>
<td><strong>40%</strong></td>
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</table>

### Expense

<table>
<thead>
<tr>
<th></th>
<th>Oct - Dec 16</th>
<th>Budget</th>
<th>Variance</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>SALARIES &amp; WAGES</td>
<td>311,507</td>
<td>1,659,600</td>
<td>1,348,093</td>
<td>19%</td>
</tr>
<tr>
<td>FICA &amp; BENEFITS</td>
<td>130,983</td>
<td>547,300</td>
<td>416,317</td>
<td>24%</td>
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<tr>
<td>CONTRACTUAL SUPPORT SERVICES</td>
<td>7,523</td>
<td>270,000</td>
<td>262,477</td>
<td>3%</td>
</tr>
<tr>
<td>TECHNICAL ASSISTANCE GRANTS</td>
<td>-</td>
<td>50,000</td>
<td>50,000</td>
<td>0%</td>
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<tr>
<td>RENT</td>
<td>18,724</td>
<td>77,400</td>
<td>58,676</td>
<td>24%</td>
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<tr>
<td>EQUIPMENT AND FURNISHINGS</td>
<td>1,338</td>
<td>10,000</td>
<td>8,662</td>
<td>13%</td>
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<tr>
<td>TELEPHONE</td>
<td>861</td>
<td>3,000</td>
<td>2,139</td>
<td>29%</td>
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<tr>
<td>MAIL</td>
<td>781</td>
<td>2,000</td>
<td>1,219</td>
<td>39%</td>
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<tr>
<td>ADVERTISING NOTICE</td>
<td>2,088</td>
<td>25,000</td>
<td>22,912</td>
<td>8%</td>
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<tr>
<td>PRINTING</td>
<td>650</td>
<td>15,000</td>
<td>14,350</td>
<td>4%</td>
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<tr>
<td>OFFICE SUPPLIES &amp; MATERIALS</td>
<td>1,001</td>
<td>7,000</td>
<td>5,999</td>
<td>14%</td>
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<tr>
<td>PROP. APP. &amp; TAX COLL COMMISSIONS</td>
<td>18,014</td>
<td>30,000</td>
<td>11,986</td>
<td>60%</td>
</tr>
<tr>
<td>TRAVEL</td>
<td>27</td>
<td>8,000</td>
<td>7,973</td>
<td>0%</td>
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<tr>
<td>Communications, Advocacy, &amp; Edu</td>
<td>1,171</td>
<td>10,000</td>
<td>8,829</td>
<td>12%</td>
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<td>AUDIT</td>
<td>2,500</td>
<td>16,000</td>
<td>13,500</td>
<td>16%</td>
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<tr>
<td>COUNCIL ACTIVITIES</td>
<td>-</td>
<td>6,000</td>
<td>6,000</td>
<td>0%</td>
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<tr>
<td>CONTINGENCY</td>
<td>776</td>
<td>7,500</td>
<td>6,724</td>
<td>10%</td>
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<tr>
<td>RISK ALLOCATION</td>
<td>-</td>
<td>8,100</td>
<td>8,100</td>
<td>0%</td>
</tr>
<tr>
<td>FLEET O&amp;M</td>
<td>100</td>
<td>4,000</td>
<td>3,900</td>
<td>2%</td>
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<tr>
<td>INTERGOVERNMENTAL SERVICES</td>
<td>-</td>
<td>89,200</td>
<td>89,200</td>
<td>0%</td>
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<tr>
<td><strong>Total Expense</strong></td>
<td><strong>498,043</strong></td>
<td><strong>2,845,100</strong></td>
<td><strong>2,347,057</strong></td>
<td><strong>18%</strong></td>
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<tr>
<td><strong>Net Income</strong></td>
<td><strong>571,667</strong></td>
<td><strong>(172,070)</strong></td>
<td>-</td>
<td>-</td>
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</tbody>
</table>
SUMMARY

Achieving planning goals and objectives usually depends upon the actions taken by a local government or another implementing agency partner to commit the necessary resources, energy and leadership. The framework of the Pinellas Planning Council’s Countywide Plan places primary responsibility on the local governments to carry out the implementation actions needed to realize the goals and objectives in the plan. While functioning somewhat differently, the Metropolitan Planning Organization’s Long Range Transportation Plan also depends at least in part on local governments providing matching funds and committing staff resources to advance projects to meet the goals of the plan. Therefore, Forward Pinellas would like to begin recognizing local governments that have taken a significant leadership step through specific actions to achieve the goals and objectives of those two foundational plans, as well as other modal or corridor plans.

This is not intended to be a best practices awards program, but rather a formal recognition of strategic accomplishments by Forward Pinellas partners to further countywide strategic objectives. Recognition is anticipated to occur whenever appropriate. Agencies being recognized are not limited to local governments, and may include regional or statewide agencies as well as non-profit or private entities.

For the past several years, the City of Clearwater has worked to develop a citywide sustainability vision (Clearwater Greenprint), followed by a related corridor plan for US 19, which recently culminated in City Council adoption of the US 19 Zoning District Development Standards. This massive undertaking provides redevelopment incentives through a streamlined project review process and increased density/intensity eligibility while requiring that redevelopment occur in a more walkable, transit-supportive form. The standards create the opportunity for the private sector to help solve some of Pinellas County’s transportation challenge through better design for accessibility for non-auto modes, as well as increased density to support future improvements in transit. As a result of the Clearwater City Council’s action to implement the US 19 corridor plan through a set of new zoning district standards, Forward Pinellas hereby recognizes the City’s leadership and commitment to the Countywide Plan.

ATTACHMENT(S): None

ACTION: None required
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
SUMMARY

Since 1991, the Pinellas County Transportation Disadvantaged (TD) Program has been providing vital transportation services to thousands of impaired and low-income residents who would otherwise be unable to meet their life sustaining mobility needs. This includes trips to work, school, medical appointments and sustenance (e.g., groceries, banks, government offices, etc.). The TD Program is a statewide program through the Commission for the Transportation Disadvantaged (CTD) and provides funding for transportation services to those who are transportation disadvantaged because of age, income, disabilities or are otherwise unable to transport themselves.

As the Community Transportation Coordinator (CTC), the Pinellas Suncoast Transit Authority (PSTA) manages the day to day operations of the TD Program. Forward Pinellas, as the MPO, is the Designated Official Planning Agency (DOPA) for the Pinellas Transportation Disadvantaged (TD) program. As the DOPA, Forward Pinellas provides planning support and staffs the Local Coordinating Board (LCB), which monitors the CTC and provides guidance for the TD Program.

In addition, the LCB participates with members of the Pasco and Hillsborough County LCBs on the Tri-County TD Local Coordinating Board subcommittee. The subcommittee meets on a quarterly basis to address regional and common needs, issues and concerns.

Individuals in the TD Program can purchase 31-day bus passes for a copayment of $11 or a 10 non-consecutive day bus pass for a copayment of $5. Door-to-door trips are also available for a $3 co-pay if it is determined to be the most cost effective travel option. The program is funded through the state Transportation Disadvantaged Trust Fund and is supplemented by PSTA. In addition, PSTA recently received a mobility enhancement grant from the CTD to run late-night service for work trips via Uber, United Taxi or Care Ride. State support for the TD Programs in urban areas is one of PSTA’s 2017 state legislative priorities. In their PSTA state legislative priorities, PSTA urges the legislature to increase transportation disadvantaged grants.

The TD Program also includes coordination with nonprofit agencies that receive TD funding through PSTA to provide group trips and also agencies that receive Federal Transit Administration Section 5310 funding.

ATTACHMENT(S):
- Pinellas TD Program Worksheet
- Tri-County Transportation Disadvantaged Worksheet

ACTION: None required; informational item only
Pinellas County Transportation Disadvantaged (TD) Program

What is the TD Program? The TD Program provides trips to individuals who are disabled, elderly or low-income.

Who is involved with the TD Program? The Pinellas County TD Program is operated by the Pinellas Suncoast Transit Authority (PSTA), the Local Coordinating Board provides oversight and guidance and Forward Pinellas is the planning agency. Program participants must have an income of 150% or below of the federal poverty level.

How are trips provided? Funding is provided from the state Transportation Trust Fund via the Florida Commission for the Transportation Disadvantaged and is supplemented by the PSTA. Trips may be door-to-door service, 31 or 10 day bus passes, non-profit agency group trips, or through partner agencies in the coordinated system. Over 65,000 31-day bus passes were issued in FY 2016.

TD Late Shift Pilot
- Pilot program launched in August 2016 with a $475,000 Commission for the Transportation Disadvantaged grant
- Provides free rides to work between 9 pm & 6 am
- Trips taken with Uber, United Taxi or CareRide

Contact Information:
Sarah Perch, Forward Pinellas sperch@forwardpinellas.org (727) 464-5695 forwardpinellas.org
Ross Silvers, PSTA rsilvers@psta.net (727) 464-1844 www.psta.net

Trip Purpose (FY 2016)
- Medical (43%)
- Life-Sustaining/Other (2%)
- Nutritional (18%)
- Education, Training, Day Care (1%)
- Employment (36%)

TD Trips (FY 2016)
- Fixed Route Bus
- Ambulatory Door-to-Door
- Wheelchair Door-to-Door
- School Board

FY 2014 FY 2015 FY 2016
The TCTD began meeting on a quarterly basis in 2014, after the adoption of the Regional Mobility Needs Assessment. The TCTD identified the following as top priorities:

- **Top Goal:** Implement a regional bus pass at a reasonable cost;
- **Top Objective:** Educate elected officials and other community leaders on the challenges of the transportation disadvantaged in the Tri-County area; and
- **Top Action:** Incorporate regional transportation needs into the FTA Section 5310 application criteria and evaluations.

Other priorities include: Regional Paratransit Services across county lines, Infrastructure and Technology Improvements, Promote regional transportation initiatives serving the TD, **Identify and pursue funding opportunities.**

**Demographic breakdown:**

<table>
<thead>
<tr>
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<th></th>
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</thead>
<tbody>
<tr>
<td>Hillsborough</td>
<td>1.3 million</td>
<td>12.7%</td>
<td>11.7%</td>
<td>17%</td>
<td>702,702</td>
</tr>
<tr>
<td>Pasco</td>
<td>0.5 million</td>
<td>22.0%</td>
<td>16.4%</td>
<td>14%</td>
<td>248,005</td>
</tr>
<tr>
<td>Pinellas</td>
<td>0.9 million</td>
<td>22.5%</td>
<td>14.8%</td>
<td>14%</td>
<td>4,073,301</td>
</tr>
</tbody>
</table>


**Potential TD Customers Served:**

Hillsborough 6% - Pasco 2% - Pinellas 6%

*Source: Florida Commission for the Transportation Disadvantaged 2016 Annual Performance Report*
SUMMARY

Through collaboration with its committees and the board over the past year, Forward Pinellas developed an incentive program to assist local governments in planning, designing and constructing Complete Streets projects. These are projects that entail some type of redesign of the roadway to provide better access, safety and mobility for all users of the corridor, with emphasis on projects that can serve as an economic catalyst within a corridor or activity center planned for redevelopment. The program will award up to $100,000 annually for planning projects, beginning in fiscal year (FY) 2017/18, and up to $1 million annually for construction projects, to be prioritized for funding in the Five Year Work Program.

Between October 3rd and December 16th, 2016, Forward Pinellas called for local governments to submit applications for funding Complete Streets projects in their communities. Six applications were received - four for planning and two for construction.

At the January committee meetings, the Technical Coordinating Committee (TCC) and Planners Advisory Committee (PAC) received presentations from each of the local government applicants, providing an overview of each project seeking funding.

A subcommittee comprised of members of the TCC and the PAC, as well as Forward Pinellas staff, met in February to review each application and to develop a recommendation for funding. The subcommittee recommended:

- $50,000 in funding to the City of Clearwater for the Drew Street Complete Streets project
- $50,000 in funding to the Pinellas County Lealman Complete Streets project, and
- Up to $1 million to St. Petersburg for the construction of 34th Street S. sidewalk improvements.

For the construction projects, the subcommittee favored the St. Petersburg project due to the high amount of bicycle, pedestrian and transit traffic along the corridor and the significant redevelopment potential of the surrounding area. Largo requested construction funding for 1st Avenue NE located south of Largo High School. For the recommended projects, the subcommittee saw the land use and redevelopment potential, as well as the amount of through traffic and transportation modes served by the projects, as strong reasons to support the applications. Geographic equity and a desire to distribute funds to as many projects as possible were additional factors.

ATTACHMENT(S): None

ACTION: Board to approve funding of the recommended Complete Streets applications and to add those projects to relevant priority lists

ADVISORY COMMITTEE RECOMMENDATION(S): The TCC accepted the subcommittee recommendations and recommends that the Board approve them and also requests that the awarded projects be added to relevant priority lists to be eligible for funding.
SUMMARY

Pinellas County has many miles of intercoastal waterways which can be used to help meet the region’s transportation needs. Recently, there has been a lot of discussion and positive momentum towards developing and growing waterborne transportation options. As more water taxi and ferry services are contemplated and established, there is a growing need to establish a consistent set of local government regulatory processes. It is in this context that Forward Pinellas established a working group of local planners and water taxi operators to craft a model ordinance that outlines a clear and consistent set of standards for this new transportation option. Research shows that passenger ferry and water taxi services has many benefits but as with any private business, there needs to be a certain degree of uniformity in permitting, and the overall steps necessary to start a ferry or water taxi service, or to expand an existing service.

ATTACHMENT(S): Waterborne Transportation Model Ordinance

ACTION: Board to authorize distribution of the model ordinance

ADVISORY COMMITTEE RECOMMENDATION(S): At its meeting on February 27, 2017, the Planners Advisory Committee voted unanimously to endorse the model ordinance.
Waterborne Transportation Model Ordinance
Introduction

Enhancing Beach Community Access is one of three emphasis areas (along with a Vision for US 19 and a Master Plan for the Gateway/Mid-County area) that Forward Pinellas has undertaken to develop solutions that address the critical land use and transportation needs of the county. Enhancing Beach Community Access outreach has focused on ideas for addressing traffic congestion, improving safety for people on foot, on bikes and in cars, and ensuring that redevelopment occurs in a way that fits with transportation options, supports each community's goals, and sustains our fragile environment. One of the solutions that has emerged during the course of this initiative is waterborne transportation. Currently, there are three waterborne transportation service providers, the Cross Bay Ferry, the Clearwater Ferry, and the Tampa Bay Water Taxi & Ferry, that are operating on Pinellas County’s waterways. There are a wide range of needs along our beach communities and fostering the growth of alternative transportation modes can effectively address congestion and improve safety.

Model Ordinance

Local governments have a role to play in the growth and development of water taxis and ferries becoming a more robust, dynamic part of the transportation solution. This Model Ordinance can assist our local government partners by providing a regulatory framework that balances the needs of the public and private sectors. We have developed this model by thoroughly surveying existing law, conducting research, and consulting with a working group of local government planners and waterborne transportation service providers. Because Forward Pinellas is a countywide agency, we cannot provide legal analysis that is tailored to each local government’s regulatory environment; it is important to consult the local legal counsel, who may need to alter elements of this model to comply with local processes and/or procedures. In addition, local communities vary widely in how their permitting processes are organized and administered, so further customization may be required to ensure that this framework is consistent with local practices.

Policy Options

The model ordinance offers a variety of policy options. In some instances, alternate language is offered or blanks have been left for the language to be customized to fit the needs of a specific community. In other instances, the options mentioned in annotations (“comments”) following the legal provisions. In considering which options to choose, drafters should balance the public interest against practical solutions and other local conditions specific to your jurisdiction.
ORDINANCE NO.___

AN ORDINANCE OF__________________, FLORIDA, REGULATING WATERBORNE TRANSPORTATION SERVICES; PROVIDING FOR PURPOSE AND INTENT; PROVIDING DEFINITIONS; PROVIDING FOR PROCEDURAL REQUIREMENTS; PROVIDING FOR REVOCATION OR SUSPENSION OF A LICENSE; PROVIDING FOR SAFE OPERATIONS; PROVIDING FOR DOCKING, MOORING AND THE DISCHARGE AND BOARDING OF PASSENGERS; PROVIDING FOR LOCATION AND PARKING REQUIREMENTS; PROVIDING FOR SIGNAGE REQUIREMENTS; PROVIDING FOR ALCOHOLIC BEVERAGES; PROVIDING FOR BOARDING OF VESSELS BY AUTHORIZED REPRESENTATIVES; PROVIDING FOR INCLUSION IN THE CODE; PROVIDING FOR SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the [Elected Body] has determined that it is in the best interests of [Local Government] and the general public to permit licensed ferry and/or water taxi operators, as determined by the United States Coast Guard, to provide services necessary to transport passengers along Pinellas County’s waterways; and

WHEREAS, local governments in Pinellas County regulate ferry and/or water taxi service providers in varying ways and this lack of uniformity is hindering the long-term viability of this mode of transportation; and

WHEREAS, [Local Government] desires to provide a streamlined and uniform regulatory process with respect to these waterborne transportation providers; and

WHEREAS, [Local Government] has entered into a non-exclusive revocable agreement with duly licensed, Coast Guard certified, persons or firms which own and/or operate ferries or water taxis, are capable of performing the work prescribed in the agreement, and possess all current requisite licenses, registrations, certifications, permits, and other approvals from all entities with regulatory jurisdiction; and

A draft ordinance based on this model should include “findings of fact” or “whereas” clauses that support the need for the municipality to adopt the ordinance. The findings section is part of the ordinance, but it usually does not become codified in the local government regulations. The findings contain factual information supporting the need for the law – in this case, documenting the need for a consistent set of regulations for waterborne transportation service providers. Municipalities may select findings from this list to insert here, along with additional findings addressing the need for the ordinance in the particular community.

Potential waterborne transportation service providers should familiarize themselves with the potential restrictions associated with sovereign submerged land lease agreements prior to identifying service areas. Modification of these lease agreements may be necessary to comply with state statutes as administered by the Florida Department of Environmental Protection (FDEP).
WHEREAS, Forward Pinellas, in its role as the Pinellas County Metropolitan Planning Organization, has adopted certain goals in its 2040 Long Range Transportation Plan (LRTP) that support a balanced and integrated multi-modal transportation system for local and regional travel and this ordinance furthers that goal; and

WHEREAS, the successful provision of waterborne transportation services in [Local Government] is critical to addressing Pinellas County’s accessibility and economic development challenges along the gulf beaches.

NOW THEREFORE, BE IT ORDAINED by [Elected Body], Florida, that:

Section 1. Findings.
The [Local Government] supports regulation of activities in and on the waterways as necessary to protect the safety, health and welfare of the public.

Section 2. Purpose and Intent.
The purpose of this [article/chapter] is to encourage the growth and development of waterborne transportation options in [Local Government]. Areas with existing or planned infrastructure investments are ideal because they can serve as a cost-effective means of achieving a more balanced transportation system. More specifically, the intent is to institute a regulatory program that provides clear standards that protect the public interest while also creating uniformity and predictability for local governments and existing and future waterborne transportation service providers.

COMMENT: Municipalities may add additional reasons to this purpose and intent clause as appropriate or desired.

Section 3. Definitions.
The following words, terms and phrases, when used in this section, shall have the meanings ascribed to them herein, except where the context clearly indicates a different meaning:

Approved Ferry Stop means a publicly-owned or privately-owned docking or mooring location that has been inspected and approved by [Local Government] as a location where a Ferry may board and discharge passengers. Approved Ferry Stops shall provide at a minimum identification signage, seating area(s), a route schedule, and be lighted if the ferry boards or discharges passengers one hour or more after sunset.

COMMENT: Local governments should consult their legal counsel on Americans with Disabilities Act (ADA) provisions that may be applicable to docking infrastructure (i.e., ADA accessible-walking surface, minimum width, and slope of the deck/walkway to gain access to the boarding area, the ramp necessary to access the vessel may require a handrail or edge/curb protection). While ferry stops should be maintained by the service provider, state and federal permits may be necessary for stops that are located in areas without existing infrastructure.
**Capacity** means the maximum number of passengers as listed on the certificate of inspection provided by the Coast Guard. Vessels that do not require a certificate of inspection, or that are not otherwise provided for in this article, are limited to a capacity of six passengers.

**Ferry** means a vessel that operates on a pre-determined schedule and transports passengers along the waterways to one or more stops along a fixed route returning to the same dock or mooring location it departed from on a regular interval. Such term does not include a Water Taxi.

**Vessel** means any watercraft, boat or conveyance for hire, designed to be used to transport persons or cargo upon the water within the jurisdiction of [Local Government].

**Water Taxi** means any on-demand vessel for hire that is used to pick up and drop off passengers from properties adjacent to the local waterways, similar to the operational characteristics of land based taxis. Water taxis must be operated by individuals that are licensed by the United States Coast Guard and are limited to a capacity of ___ passengers. Such term does not include a Ferry.

**Section 4. Procedural Requirements.**

a) It shall be unlawful for any person or firm to operate a ferry or water taxi without first obtaining from [Local Government] a permit and paying a fee required for the right to operate each vessel authorized under this process. Permits may also be required from county, state or federal agencies. A water taxi or ferry permittee shall also obtain the required local business tax receipt, prior to commencing operations. If currently operating before adoption of this Ordinance, such providers shall apply for the required permit with sixty (60) days after the effective date of this Ordinance.

b) The required permit application shall be on forms designated by [Local Government].

c) An application for a water taxi or ferry permit shall be made to the ________________ (insert name of local permitting office or official) and must include the following information:

1. The name, business address and telephone number of the person or firm operating the water taxi or ferry business. If a corporation or partnership, include the names of all directors, officers or partners, where applicable.
2. A description of each vessel proposed to be utilized as a water taxi or ferry, including a copy of the Florida vessel registration and United States Coast Guard certificate of inspection.

3. A list of all pilots who will operate the water taxi or ferry, including their names, addresses, and a copy of the United States Coast Guard license for the class of vessel the pilots will operate.

**COMMENT:** The waterborne transportation service operator will have copies of the USCG licenses for each vessel pilot. Local governments have the discretion to require copies of this information or rely on the USCG process.

4. Where each water taxi or ferry will be located when not in use.
5. The method of dispatch and the location of the dispatcher.
6. A letter of permission from any privately-owned landside facility from which the water taxi or ferry will operate.
7. A certificate of insurance showing the city as a named insured on a policy or policies insuring each vessel and the business in an amount determined by the local government.
8. The designated routes for the service.

**COMMENT:** Local governments should consult with their legal counsel or risk management department to establish an appropriate amount of insurance.

d) The City Manager or his/her designee shall review and either approve or reject all applications for a permit, based on the applicant’s demonstration that it has the proper equipment and personnel to operate a water taxi or ferry. No application from the same person or firm whose application has been rejected shall be submitted again within six (6) months from the date of such rejection.

e) Upon the granting of a permit, [Local Government] shall authorize the owner of each vessel to operate as a water taxi or ferry. The fee for each permit is _______________ and authorizes the operation of that vessel as a water taxi or ferry for a period of _______ year(s). Each permit is renewable for a period of ____________ year(s) upon submission of documentation to the City that all vessels and pilot licenses and insurances are in full force and effect. The renewal fee is _______________ for each permit, payable thirty (30) days prior to the expiration of the permit. A water taxi or ferry license that has been revoked or suspended is not renewable. The permit shall be displayed on the vessel alongside the state commercial registration sticker. A permit may not be assigned by the operator to other entities.

**COMMENT:** The intent of this section is to prevent a waterborne transportation service provider from transferring permission to operate to another service provider without local government knowledge and authorization.
Section 5. Revocation or Suspension of a Permit.

a) A permit may be revoked or suspended for any of the following reasons:
   1. Failure to comply with all state and federal laws and regulations concerning the vessels of the type utilized by the permitee.
   2. Two or more instances of careless operation of a water taxi or ferry in violation of state or local laws.
   3. Failure to maintain all required policies of insurance in full force and effect.
   4. Submission of false or incomplete documentation or information required by this section.
   5. Failure to submit any associated renewal fees pursuant to the terms herein.
   6. Any other act by the permitee, if a person, or by any director, officer or partner of the permitee, if a corporation or a partnership, that would constitute a threat to the health, safety and welfare of the public.

b) If the City Manager or County Administrator or his/her designee has reason to believe that a water taxi or ferry permit should be revoked or suspended for one (1) or more of the aforementioned causes, he/she shall send written notice to the permittee indicating the grounds for potential suspension or revocation within ___ days of becoming aware of said grounds for suspension or revocation. The permittee shall have ___ days to respond to allegations of the City Manager or County Administrator or designee. If the City Manager or County Administrator or his/her designee determines the response inefficient to cure the violation, he/she shall schedule a suspension or revocation hearing at the next regular meeting of the [Elected Body] held at least fifteen (15) days after receipt of the notice by the permittee. All affected parties shall have the right to be heard. Upon finding cause, [Elected Body] may revoke or suspend any license and the permits issued thereunder, and shall indicate what steps are needed to reinstate the permit.

COMMENT: It is common for these types of regulations to have a process for revoking or suspending a permit for public health, safety, and/or welfare reasons. However, local governments also have the ability to rely on the USCG licensing process to identify operators that may be in violation of these requirements.


The water taxi or ferry operator shall at all times operate in a safe manner and shall adhere to all laws, including but not limited to wake and speed limits. All water taxis must cease operations during any period in which wind speeds are predicted or recorded at 39 miles per hour or above. Operations may resume no sooner than 2 hours after the last recorded incident of such wind speed.

OR
The United States Coast Guard (USCG) ensures that water taxis and ferries are operated in a manner that is safe for the traveling public. Any waterborne transportation vessel must operate consistent with USCG regulations.

COMMENT: Tropical storm force winds are in the range of 39 mph to 73 mph. Local governments should be aware that other severe weather events such as thunderstorms, dense fog, and small craft advisories may impact safe vessel operations and are regulated by the USCG.

Section 7. Docking, Mooring and the Discharge or Boarding of Passengers.

a) A permitted ferry may board and discharge passengers only at approved ferry stops.
b) A permitted water taxi may board and discharge passengers at any location provided permission has been obtained from the property owner(s) of record. Dock space which has been leased to another individual or commercial entity shall not be used by a water taxi.
c) No permitted water taxi shall remain moored immediately adjacent to a residential lot or structure except to safely board or discharge passengers with the property owner’s permission if the property lines extend to where the taxi is moored and/or where passengers will have to traverse across the property owner’s private property.
d) No permitted water taxi or ferry shall at any time have in use loudspeakers or any device to amplify sound, with the exception of an internal intercom system, the sounding of horns for navigational purposes, passenger pickup and discharge for safety-related purposes, or in the case of an emergency. No permitted water taxi or ferry shall at any time, except for safety-related purposes, illuminate by spotlight or any other means any of the sights or places of interest located along its route of operation, including, but not limited to, residential dwellings, businesses or government buildings.

Section 8. Location and Parking Requirements.

COMMENT: Off-street parking requirements may vary by community. This model ordinance includes three options for local governments to consider adopting based on the parking needs of the area in which these services will operate.

a) Permitted water taxis and ferries are authorized to operate throughout the jurisdictional waters of [Local Government].
b) Dedicated parking spaces are not required for water taxis or ferries.

OR

c) Permitted ferries shall provide one parking space for every ____ (insert number) passengers of capacity either on-site or off-site within a reasonable walking distance. Off-site parking documentation must be submitted by the proposed operator and approved by the [Local Government].

OR
d) Permitted ferries shall provide one off-street parking space for every four seats plus one per employee. Off-street parking documentation must be submitted by the proposed operator and approved by the [Local Government].

COMMENT: A distance of 0.25 miles is often used as an acceptable walking distance in U.S. research studies.

Section 9. Signage Requirements for Water Taxis and Ferries.

a) Permitted water taxis and ferries are permitted to have signage that displays the service schedule, on the vessel including painting or wrap of the vessel itself, and identification signage to be posted at each mooring location. Signage shall not have more than two sign faces, exceed a maximum of 16 square feet in sign area per sign face, and exceed 20 feet in height.

COMMENT: The maximum sign area should be modified to conform to local conditions.

b) The Manual on Uniform Traffic Control Devices (MUTCD) authorizes local governments to install municipal signage with transportation-related messages, such as the location of water taxis and ferries, as a means of identifying a route to a transportation facility.

COMMENT: Most communities do not allow temporary signs, banners, pennants, etc. in the right-of-way. All signs require a permit, must meet the Florida Building Code and must be installed by a licensed contractor.

Section 10. Alcoholic Beverages.

a) All permitted water taxis and ferries shall comply with all local, State and federal laws concerning the sale, service, possession or consumption of alcoholic beverages.

Section 11. Boarding of Vessels by Authorized Representatives.

a) The operator of a permitted water taxi or ferry, by applying for a local business tax receipt and permit, grants permission to any duly authorized representative of the local government to board any vessel to determine whether the water taxi or ferry is in compliance with this Code or with any other applicable laws, ordinances, rules or regulations promulgated by any jurisdiction, body or agency pursuant thereto.

Section 12. Inclusion in the Code of Laws and Ordinances.

a) The provisions of this Ordinance shall become and be made part of the ___________________ (insert name of local government code). The sections of this Ordinance may be renumbered or relabeled to accomplish such, and the word “ordinance” may be changed to “section,” “article,” or other appropriate word.
Section 13. Severability.
If any section or provision of this ordinance is declared void, unconstitutional, or unenforceable by a court of competent jurisdiction, all remaining sections or provisions of this ordinance shall remain in full force and effect.

Section 14. Effective Date.
This Ordinance shall take effect on ______________________, _______.


SUMMARY

In follow-up to the discussion at the January 3 Planners Advisory Committee (PAC) meeting, and in response to a request for local assistance, we have conducted a study of local approaches to regulating microbreweries and related uses. We interviewed municipal planning staff and brewery owners, and reviewed local land development regulations, to compile a set of best practices for interested local governments. Alicia Parinello will give a presentation of our study findings.

Our major findings include:

- The two most common types of these businesses are *brewpubs*, which are primarily retail uses with a smaller light manufacturing component, and *microbreweries*, which are primarily light manufacturing uses with a smaller retail component.
- Since these businesses are a unique combination of industrial and commercial uses, they need to be located in areas where impacts from both can be accommodated, such as mixed-use downtowns or transitional areas between commercial and industrial zones. Brewpubs can generally be accommodated more easily in commercial settings.
- These uses gravitate toward compact, walkable downtowns and town centers where there are other established hospitality uses, particularly other brewpubs and microbreweries. However, they tend to become destinations themselves and encourage further redevelopment.
- Because of the amount of manufacturing equipment required, these businesses are capital-intensive and pay a high tangible goods tax. Therefore, local governments wishing to encourage their presence may consider offering regulatory and/or financial incentives.

For interested local governments, we have compiled examples of regulations from a number of communities in Pinellas County, along with a brief discussion of local approaches to various issues. This document will be posted on our website, forwardpinellas.org, together with interview clips from local planning staff and microbrewery owners describing their experiences and lessons learned, and a blog post.

While there are currently no definitions for microbrewery-related uses in the Countywide Rules, to assist local governments in adopting regulations that are consistent with the Rules, we propose to work with the PAC to develop appropriate language for inclusion in the next scheduled package of Rule amendments.

ATTACHMENT(S):

- Best Practices Handout
- Example Local Land Development Regulations for Microbreweries and Related Uses

ACTION: None required; informational item only
Microbreweries as Catalysts for Downtown Redevelopment

Microbreweries (and related uses like brewpubs, micro-distilleries and micro-wineries) are becoming increasingly popular in Pinellas County and around the country. These businesses are thriving in compact, walkable downtowns and town centers, creating attractive destinations that are becoming catalysts for revitalization. An atypical combination of commercial and industrial uses in a single building, microbreweries can also present zoning challenges, particularly in smaller communities. To help meet these challenges, Forward Pinellas conducted several case studies of local approaches to regulating and incentivizing microbreweries. We interviewed municipal planning staff and brewery owners, and reviewed local land development regulations to compile a set of best practices.

**Best Practices**

*Become familiar with the regulatory environment:* It is important to assist new microbrewery owners in understanding the current regulations at the local, state and federal level.

*Be open-minded:* Gain a full understanding of all the details regarding the proposed brewery. Ask the business owner to be specific so that you can understand the impacts to your city. Communities around Pinellas County are benefiting economically from microbreweries in their areas. Owners are investing in and repurposing building, in addition to drawing locals to walkable areas of their communities. Work with them to achieve common goals.

*Ask detailed questions:* What are the annual production limits? What kinds of deliveries are coming to the property? What times of day are those deliveries being made? How does federal tax law influence the operation? How are used kegs stored when returned to the property?

*Offer various incentives:* Facade grants Historic tax abatements Off street parking flexibility Restaurant interior buildout grants Impact fee credits

**Toolkit** - Forward Pinellas staff have compiled examples of several Pinellas County local government definitions and regulations as reference for other communities. These examples are available on our website under this series topic. In addition, a PowerPoint presentation, video and blog post provide more information on our findings!

**Countywide Impacts** - While the Countywide Rules provide some category flexibility, they do not define microbreweries. Next steps will include working with Planners Advisory Committee on possible amendments to the Countywide Plan.

*Questions on our Knowledge Exchange Series topic? Contact us at 727-464-8250.*
Example Local Land Development Regulations
for Microbreweries and Related Uses

Definitions

Some local governments group a variety of types of smaller alcoholic beverage producers under a single, flexible definition. Others differentiate such uses by size (based on production capacity in barrels/gallons), by type of alcohol produced, and/or by percentage of on-site sales. Definitions and other local regulations often reflect state licensure classifications for these businesses.

Example #1 – City of Dunedin

Craft/micro brewery, winery or distillery: A small-scale, licensed manufacturing establishment which produces, processes, ferments, rectifies or blends craft brews, wines or distilled spirits; may or may not offer tastings, and may or may not provide on-site sale and consumption of the products.

Example #2 – Pinellas County

Microbrewery/cidery: No more than 30,000 barrels (930,000 gallons) of beer and/or cider per year. Only in conjunction with a restaurant, tasting room or retail sales.

Winery/meadery: No more than 100,000 gallons of wine and/or mead per year. Only in conjunction with a restaurant, tasting room or retail sales.

Distillery: No more than 15,000 U.S. gallons of spirits per year. Only in conjunction with a restaurant, tasting room or retail sales.

Example #3 – City of Safety Harbor

Brewpub: An establishment where food, beer, and malt beverages are duly-licensed to be made on the premises where 50% or more of the beer produced on site is sold and/or consumed on site.

Microbrewery: An establishment where beer and malt beverages are duly-licensed to be made on the premises and then sold or distributed, and which produces less than 15,000 barrels (465,000 U.S. gallons) of beer per year.

Micro-distillery: A duly-licensed establishment primarily engaged in on-site distillation of spirits in quantities not to exceed 75,000 gallons per year. The distillery operation processes the ingredients to make spirits by mashing, cooking, and fermenting. The micro-distillery operation does not include the production of any other alcoholic beverage.

Regional brewery: A duly-licensed brewery with an annual beer production of between 15,000 and 6,000,000 barrels. A regional brewery may include a taproom as an accessory use.

Taproom: A room that is ancillary to the production of beer at a brewery, microbrewery, and brewpub where the public can purchase and/or consume alcoholic beverages as licensed and regulated by the State of Florida Department of Business and Professional Regulation, Division of Alcoholic Beverages and Tobacco.
Tasting Room: A room that is ancillary to the production of spirits where the public can purchase and/or consume the spirits produced by the micro-distillery on site as licensed and regulated by the State of Florida Department of Business and Professional Regulation, Division of Alcoholic Beverages and Tobacco.

**Brewpub Standards**

Brewpubs are businesses where the majority of beer is produced for on-site consumption, and which may also serve food. These are primarily retail commercial uses with a secondary light manufacturing component. While these uses are generally appropriate in zones that allow commercial uses, the industrial aspects of the business are regulated to ensure compatibility with neighboring uses. Local governments may limit the percentage of floor area used for production; place limitations on offsite and carryout sales; regulate storage, loading and delivery; and/or require visual screening. Some local governments also require food sales to comprise a percentage of overall sales.

**Example #1 – Safety Harbor**

69.01 Brewpubs.

(A) Revenue from food sales shall constitute more than 50 percent of the total business revenues.

(B) No more than 50 percent of the total gross floor area of the establishment shall be used for the brewery function, including, but not limited to, the brewhouse, boiling and water treatment areas, bottling and kegging lines, malt milling and storage, fermentation tanks, conditioning tanks and serving tanks.

(C) No outdoor storage shall be allowed.

**Example #2 – City of St. Petersburg**

16.50.045.4.1. - Restaurant and bar, brewpub.

A. In addition to the development standards of the zoning district, applicable general development standards and where applicable, Use Specific Development Standards for a "restaurant and bar, indoor," "restaurant and bar, indoor and outdoor" or "restaurant and bar, accessory outdoor area," an establishment that meets the definition of a brewpub shall comply with the following:

1. Revenue from food sales shall constitute more than 50 percent of the total business revenues;

2. No more than 50 percent of the total gross floor area of the establishment shall be used for the brewery function including, but not limited to, the brewhouse, boiling and water treatment areas, bottling and kegging lines, malt milling and storage, fermentation tanks, conditioning tanks and serving tanks;

3. Where permitted by local ordinance, state and federal law, retail carryout sale of beer produced on the premises shall be allowed in specialty containers holding no more than a U.S. gallon (3,785 ml/128 US fluid ounces). These containers are commonly referred to as growlers;

4. Brewpubs may sell beer in keg containers larger than a U.S. gallon (3,785 ml/128 US fluid ounces) for the following purposes and in the following amounts:

   a. An unlimited number of kegs for special events, the primary purpose of which is the exposition of beers brewed by brewpubs and microbreweries, which include the participation of at least three such brewers;
b. An unlimited number of kegs for City co-sponsored events where the purpose of the event is not for commercial profit and where the beer is not wholesaled to the event co-sponsors but is instead, dispensed by employees of the brewpub.

5. All mechanical equipment visible from the street (excluding alleys), an adjacent residential use or residential zoning district shall be screened using architectural features consistent with the principal structure;

6. Access and loading bays shall not face toward any street, excluding alleys;

7. Access and loading bays facing an adjacent residential use or residential zoning district, shall have the doors closed at all times, except during the movement of raw materials, other supplies and finished products into and out of the building;

8. Service trucks for the purpose of loading and unloading materials and equipment shall be restricted to between the hours of 8:00 a.m. and 8:00 p.m. Monday through Saturday and between 11:00 a.m. and 7:00 p.m. on Sundays and national holidays;

9. No outdoor storage shall be allowed. This prohibition includes the use of portable storage units, cargo containers and tractor trailers.

**Microbrewery Standards**

Microbreweries are smaller breweries (typically producing no more than 15,000 barrels per year) that typically produce beer for off-site distribution, while also serving a percentage of the product for on-site consumption in a taproom or tasting room. They are primarily light manufacturing uses with a secondary retail commercial component. Some local governments require taprooms to be included, and may place limitations on storage, loading and delivery, and/or require visual screening.

As noted in the Definitions section above, some local governments do not distinguish between brewpubs and microbreweries, and/or may include production of other types of alcohol production under the same standards.

When located in industrial zones, commercial activities (such as demand for parking) need to be regulated to ensure compatibility with neighboring industrial uses. In particular, because industrial land is vulnerable to market forces that favor its conversion to retail uses, care must be taken that the retail aspects of microbreweries do not overwhelm industrial properties, and local governments are discouraged from locating these uses in purely industrial areas. They are most appropriate for mixed-use downtowns and transitional areas between commercial and industrial zones.

*Example #1 – City of St. Petersburg*

16.50.045.4.2. - Microbrewery.

A. In addition to the development standards of the zoning district, applicable general development standards, and where applicable, use specific development standards for restaurant or retail uses, an establishment that meets the definition of a microbrewery shall comply with the following:

1. The microbrewery shall produce no more than 15,000 barrels (465,000 US gallons/17,602.16 hectoliters) of beer per year;

2. This use shall be permitted only in conjunction with a "restaurant and bar, indoor," "restaurant and bar, indoor and outdoor" or "restaurant and bar, accessory outdoor area," tasting room or retail sales and service:
a. No more than 75 percent of the total gross floor space of the establishment shall be used for the brewery function including, but not limited to, the brewhouse, boiling and water treatment areas, bottling and kegging lines, malt milling and storage, fermentation tanks, conditioning tanks and serving tanks;

b. The façade of any accessory use(s) shall be oriented toward the street, excluding alleys, and, if located in a shopping center, to the common space where the public can access the use;

c. Pedestrian connections shall be provided between the public sidewalks and the primary entrance(s) to any accessory use(s).

3. All mechanical equipment visible from the street (excluding alleys), an adjacent residential use or residential zoning district shall be screened using architectural features consistent with the principal structure;

4. Access and loading bays are discouraged from facing toward any street, excluding alleys;

5. Access and loading bays facing any street, adjacent residential use or residential zoning district, shall have the doors closed at all times, except during the movement of raw materials, other supplies and finished products into and out of the building;

6. Service trucks for the purpose of loading and unloading materials and equipment shall be restricted to between the hours of 8:00 a.m. and 8:00 p.m. Monday through Saturday and between 11:00 a.m. and 7:00 p.m. on Sundays and national holidays;

7. No outdoor storage shall be allowed, including the use of portable storage units, cargo containers and tractor trailers, except as follows: spent or used grain, which is a natural byproduct of the brewing process, may be stored outdoors for a period of time not to exceed 24 hours. The temporary storage area of spent or used grain shall be:
   a. Designated on the approved site plan;
   b. Permitted within the interior side or rear yard or within the minimum building setbacks;
   c. Prohibited within any yard abutting a residential use or residential zoning district;
   d. Fully enclosed within a suitable container, secured and screened behind a solid, opaque fence or wall measuring a minimum five feet in height.

Example #2 – Pinellas County

Sec. 138-1008. - Permitted uses.

(7) Alcoholic beverage production facilities include microbreweries, brewpubs, wineries, distilleries, cideries, meaderies, and other producers of alcoholic beverages for sale and distribution. Alcoholic beverage production facilities in the OPH-D district shall be subject to the following requirements:

a. The facility shall produce no more than 30,000 barrels (930,000 U.S. gallons) of beer and/or cider per year (microbrewery/cidery), 100,000 U.S. gallons of wine and/or mead per year (winery/meadery), or 15,000 U.S. gallons of spirits per year (distillery).

b. This use shall be permitted only in conjunction with a restaurant, tasting room or retail sales.

c. No more than 75 percent of the total gross floor space of the establishment shall be used for the alcohol production function, including, but not limited to, the brewhouse or equivalent, boiling and water treatment areas, laboratories, bottling, canning and kegging lines, milling and storage, fermentation tanks, conditioning tanks, and serving tanks.
d. All outdoor mechanical equipment shall be concealed from public streets (excluding alleys) and adjacent residential uses.

e. No outdoor storage shall be allowed, including the use of portable storage units, cargo containers and tractor trailers.

**Larger Breweries**

Some local governments permit larger breweries (exceeding 15,000 barrels per year), which may have a minor taproom component or operate purely as a manufacturing use. These uses are appropriately located in industrial areas, where commercial activities are limited to accessory uses.

*Example – City of St. Petersburg*

16.50.045.4.3. - Regional (small) and large brewery.

Regional (small) and large breweries shall comply with the development standards of the zoning district and applicable general development standards.

**Other Types of Alcohol Production**

While production limits may differ, small producers of other types of alcohol are often subject to the same standards as microbreweries. As shown in the Definitions section above, production capacity of micro-distilleries in particular may be limited due to the flammability of the product. They may also be restricted to fewer zoning categories, as shown in the Zoning section below.

*Example #1 – City of Safety Harbor*

69.02 Microbrewery/micro-distillery.

(A) A taproom, for a microbrewery, or a tasteroom for a micro-distillery, each respectively occupying a gross floor area of no less than 500 sq. ft., shall be incorporated and operated as part of said facility when located in one of the following zoning districts:

a. C-1A, Restricted Commercial
b. CRD, Community Redevelopment District/MSM, Main Street Marketplace
c. CRD, Community Redevelopment District/SC-1, Service Corridor-1

*Example #2 – City of Clearwater*

Section 8-102. - Definitions.

Micro-distilleries means establishments that are primarily a distillery, which produce no more than 75,000 U.S. gallons of distilled spirits per year, and includes either a restaurant, bar or tasting room as an accessory use. For the purposes of this Code, micro-distilleries shall constitute a microbrewery.

Micro-wineries means a facility that uses grapes from outside sources instead of its own vineyard to produce wine in quantities not to exceed 2,000 barrels per year, and includes either a restaurant, bar or tasting room as an accessory use. For the purposes of this Code, micro-wineries shall constitute a microbrewery.
Zoning

Examples of zoning categories where local governments permit various uses related to alcohol production are shown below, together with the applicable type of approval process.

**Brewpubs**

<table>
<thead>
<tr>
<th>Local Government</th>
<th>Permitted Use</th>
<th>Zoning Categories</th>
</tr>
</thead>
<tbody>
<tr>
<td>Clearwater</td>
<td>• C: Commercial District • T: Tourist District • D: Downtown District</td>
<td></td>
</tr>
<tr>
<td>Dunedin</td>
<td>• TF: Tourist Facility • FX-M: Form-Based Medium • FX-H: Form-Based High • GB: General Business • DC: Downtown Core • LI: Light Industrial • GI: General Industrial</td>
<td></td>
</tr>
<tr>
<td>Safety Harbor</td>
<td>• C-1A: Restricted Commercial District • CRD/MSM: Community Redevelopment District/Main Street Marketplace • CRD/SC-1: Community Redevelopment District/Service Corridor-1 • M-1: Light Industrial District • CRD/SC-2: Community Redevelopment District/Service Corridor-2</td>
<td></td>
</tr>
<tr>
<td>St. Petersburg</td>
<td>• CCT-1 &amp; 2: Corridor Commercial Traditional • CCS-1, 2 &amp; 3: Corridor Commercial Suburban • DC-C: Downtown Core • DC-1 &amp; 3: Downtown Center • RC-1, 2 &amp; 3: Retail Center • IC: Institutional Center (I) • CRT-2: Corridor Residential Traditional • DC-2: Downtown Center • IC: Institutional Center (CRD) • IT: Industrial Traditional • EC: Employment Center • IS: Industrial Suburban</td>
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</tr>
<tr>
<td>Pinellas County</td>
<td>• OPH-D: Old Palm Harbor-Downtown District</td>
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</tr>
<tr>
<td>Local Government</td>
<td>Permitted Use</td>
<td>Conditional Use</td>
</tr>
<tr>
<td>------------------</td>
<td>-------------------------------------------------------------------------------</td>
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</tr>
<tr>
<td>Clearwater</td>
<td>• C: Commercial District</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• D: Downtown District</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• IRT: Industrial, Research and Technology District</td>
<td></td>
</tr>
<tr>
<td>Dunedin</td>
<td>• TF: Tourist Facility</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• FX-M: Form-Based Medium</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• FX-H: Form-Based High</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• GB: General Business</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• DC: Downtown Core</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• LI: Light Industrial</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• GI: General Industrial</td>
<td></td>
</tr>
<tr>
<td>Safety Harbor</td>
<td>• M-1: Light Industrial District</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• CRD/SC-2: Community Redevelopment District/Service Corridor-2</td>
<td></td>
</tr>
<tr>
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<td>• CRD/SC-1: Community Redevelopment District/Service Corridor-1</td>
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<td>• CCS-1, 2 &amp; 3: Corridor Commercial Suburban</td>
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<td>• RC-1, 2 &amp; 3: Retail Center</td>
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<td>• IC: Institutional Center (I)</td>
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<td>• IT: Industrial Traditional</td>
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<tr>
<td></td>
<td>• IS: Industrial Suburban</td>
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<td>Pinellas County</td>
<td>• OPH-D: Old Palm Harbor-Downtown District</td>
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### Larger Breweries

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<td>IC: Institutional Center (CRD)</td>
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### Micro-wineries or Wineries

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<th>Special Exception</th>
<th>Accessory Use</th>
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</thead>
<tbody>
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<td>• C: Commercial District</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td></td>
<td>• D: Downtown District</td>
<td></td>
<td></td>
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</tr>
<tr>
<td></td>
<td>• IRT: Industrial, Research and Technology District</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Dunedin</td>
<td>• TF: Tourist Facility</td>
<td></td>
<td></td>
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</tr>
<tr>
<td></td>
<td>• FX-M: Form-Based Medium</td>
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<tr>
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<td>• FX-H: Form-Based High</td>
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<td></td>
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<tr>
<td></td>
<td>• GB: General Business</td>
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<tr>
<td></td>
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<tr>
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<tr>
<td></td>
<td>• GI: General Industrial</td>
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<tr>
<td>Pinellas County</td>
<td>• OPH-D: Old Palm Harbor-Downtown District</td>
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### Micro-distilleries or Distilleries

<table>
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<th>Special Exception</th>
<th>Accessory Use</th>
</tr>
</thead>
</table>
| Clearwater       | • C: Commercial District  
• D: Downtown District  
• IRT: Industrial, Research and Technology District |                 |                   |               |
| Dunedin          | • TF: Tourist Facility  
• FX-M: Form-Based Medium  
• FX-H: Form-Based High  
• GB: General Business  
• DC: Downtown Core  
• LI: Light Industrial  
• GI: General Industrial |                 |                   |               |
| Safety Harbor    | • M-1: Light Industrial District  
• CRD/SC-2: Community Redevelopment District/Service Corridor-2 | • C-1A: Restricted Commercial District  
• CRD/MSM: Community Redevelopment District/Main Street Marketplace  
• CRD/SC-1: Community Redevelopment District/Service Corridor-1 |                   |               |
| Pinellas County  | • OPH-D: Old Palm Harbor-Downtown District |                 |                   |               |
The Executive Director will update the Board members on the following items:

DIRECTOR’S REPORT

A. Director’s Report
   1. SPOTlight Update
   2. 2016 Audit Updates
   3. Auditor Request For Proposal Status
   4. US DOT FHWA Peer Exchange April 11-12, 2017
   5. FDOT Community Working Group

ATTACHMENT(S): None

ACTION: None required; informational item only
SUMMARY

We expect to generally maintain a similar level of expenditures this year in response to the Board’s support for agency activities, including the Strategic Planning and Operations Topics (SPOTlight) Emphasis Areas, Complete Streets, and strengthened partnerships locally and regionally. We believe that our work plans will position Forward Pinellas as a recognized leader on strategic, countywide, multi-jurisdictional land use and transportation matters and technical assistance services for individual local governments.

In FY 17, we hired additional staff to enhance our external communications and messaging, expanded our mapping and data analytics capabilities, and improved our fiscal management practices. For FY 18, a slight increase in expenditures is anticipated due other factors, including a planned three percent salary increase and increases in employee benefit costs. Furthermore, we are projecting the retirement of two long-term MPO employees in FY 18, the hiring of a staff person to support the development of the next Long Range Transportation Plan (LRTP), fund work associated with the Gateway Master Plan, an economic assessment of the land uses along US 19 in the Tarpon Springs and Largo areas, as well as develop and implement a Special Area Planning technical assistance grant program. The Special Area Planning technical assistance grant is a new PPC program that we will develop to incentivize local governments to implement regulations that advance the redevelopment objectives of the Countywide Plan.

As far as resources to carry out these initiatives, our agency has been told by the Office of Management and Budget (OMB) to submit separate budgets for the Pinellas Planning Council (PPC) and Metropolitan Planning Organization (MPO) and incorporate an increase in taxable values of five percent for the upcoming fiscal year (FY 18) for the PPC budget. The MPO budget is unaffected, as its expenditures are funded through state and federal grants. If the current millage rate of 0.015 is maintained we would see $1,020,930 in tax revenues ($48,000 increase over FY 17). In addition, according to our preliminary audit figures, the beginning PPC Unassigned Fund Balance (UAFB) for FY 18 is $259,500 and we are proposing to use $129,978 from the UAFB to cover a portion of the costs associated with carrying out work plan activities.

Under the County’s budget schedule, the Forward Pinellas preliminary budget information is due to OMB by March 16, 2017. As stated above, OMB is requiring that Forward Pinellas submit separate budgets for the PPC and MPO and based on any further direction from the Board, staff will submit the attached budgets with the understanding that they are in preliminary form and will be reviewed and refined again by the Board in the coming months. Forward Pinellas staff will present the Board’s preliminary budget to the Board of County Commissioners on May 4, 2017.
With the Board’s input, and as preliminary estimates of ad valorem values are made available from the Property Appraiser by June 1st, as well as MPO estimates of grant funding and expenditure estimates, this first draft of the budget will be refined and coordinated with the annual work program in subsequent meetings with the Board.

The following will provide more information pertaining to Forward Pinellas revenues and expenditures.

PPC Budgetary Items
FY 18 Revenues

**PPC Millage** - In keeping with our commitment to use our UAFB to keep the tax revenues we generate\(^1\) to a minimum, the Board has kept its millage rate constant over the past number of years (offset by use of the UAFB) as follows. It wasn't until FY 14 that the Board approved an increase in the millage rate to coincide more closely with expenditures over the next three years and then the millage rate was lowered last year.

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Millage Rate</th>
<th>Tax Revenues Generated</th>
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</thead>
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<tr>
<td>FY 14</td>
<td>0.0160</td>
<td>$852,600</td>
</tr>
<tr>
<td>FY 15</td>
<td>0.0160</td>
<td>$908,400</td>
</tr>
<tr>
<td>FY 16</td>
<td>0.0160</td>
<td>$968,200</td>
</tr>
<tr>
<td>FY 17</td>
<td>0.0150</td>
<td>$972,930</td>
</tr>
<tr>
<td>FY 18</td>
<td>0.0150 (proposed)</td>
<td>$1,020,930 (estimated)</td>
</tr>
</tbody>
</table>

**Local Assistance** - Over the past few years we have not received significant amounts of revenue from local assistance. However, we anticipate filling a growing need amongst our small and mid-size communities in terms of grant writing, comprehensive plan maintenance, general technical assistance, and specialized planning projects. We are estimating $10,000 in FY 18 for local assistance services.

**Interest** - Interest rates have been low for many years and we do not expect to receive significant interest on our cash investments in the upcoming fiscal year. OMB is using a .07% interest rate for our cash balances.

**Unassigned Fund Balance (UAFB)** - The Board has reduced the amount of money held in the UAFB over the years. The estimate for the FY 18 PPC UAFB is $259,500. Following the Board’s direction, we have continually reduced our UAFB as a source of funds for balancing our revenues and expenditures. We expect to start FY 18 with $259,500 in the PPC UAFB and we propose to use $129,978 of this amount to make up for normal expenditures that exceed tax revenues (and the small amount of local assistance and interest revenues). This means we expect to end FY 18 with a PPC UAFB of $129,522.

**FY 18 Expenditures**

\(^1\) We are required to budget at 95% of expected ad valorem tax revenues.
The following expenditures are included in the discussion of our preliminary FY 18 budget:

- About $771,000 in the Payroll Account, including salaries and benefits for staff; and
- $390,908 in the Operating Account to cover costs of operating the agency.

The PPC has two main accounts from which we expend funds: Payroll and Operating. In any given year roughly 80 percent of the budget is dedicated to the Payroll account, while 20 percent is for the Operating account. Under these two main headings there are a total of 21 different line items. Below are additional details on the Operating Account line items.

**Payroll Account** - This account has fluctuated from year to year mainly due to reductions in our work force and budgeting for accrued leave payouts for retirements over the past few years. In FY 18 we are projecting the retirement of two long-term employees and the payroll account has been adjusted accordingly. FY 18 will likely see a small increase in health and other benefit costs, as well as a three percent salary adjustment for all employees. Overall cost increases are projected to trend downwards because the salaries of long-term retiring employees are expected to be replaced with personnel whose salaries are closer to the position’s base salary.

**Operating Account** - We are seeing an increase in our operating account expenditures. This increase in mainly due to inflation and adding consultant services for work related to our Emphasis Areas as well as funding the Special Area Planning Grant Program. Another line item in the Operating Account is charges for Intergovernmental Services. Intergovernmental Service charges are costs for services rendered by Pinellas County to the PPC including County Attorney, Human Resources, etc. Pinellas County’s invoicing for these charges has been sporadic in the past and there is an indication that the FY 18 amount for these charges may vastly exceed the historical average.

**Total Expenditures** - We expect to see $1,161,908 for FY 18 in payroll and operating expenditures.

**MPO Budgetary Items**

As per the PPC’s Staff Services Agreement with the MPO, the PPC has agreed to fund various portions of the MPO’s salaries, benefits, and operations. The MPO’s activities are governed by the Unified Planning Work Program (UPWP) which is a biennial statement of work identifying the planning priorities and activities to be carried out by the MPO. The UPWP is approved by the state, the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA). FY 18 is the second year of the MPO’s UPWP and the revenues and expenditures included in the preliminary budget reflects the information contained in the work program. The PPC expenditures are fully reimbursed by the MPO through their various grants. The MPO revenues and expenditures are shown in the attached budget.

**ATTACHMENT(S):**
- FY 18 PPC Preliminary Budget Outline
- FY 18 MPO Preliminary Budget Outline

**ACTION:** None required; informational item only
## Pinellas Planning Council
### FY18 Preliminary Budget Outline

### INCOME ACCOUNT

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<tr>
<th>Description</th>
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<td>Projected Fund Balance</td>
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<tr>
<td>Interest</td>
<td>$1,000</td>
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<tr>
<td>Tax Revenues</td>
<td>$1,020,930</td>
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<tr>
<td>Local Assistance Contract Services</td>
<td>$10,000</td>
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<td><strong>Total Revenues</strong></td>
<td><strong>$1,031,930</strong></td>
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<td><strong>TOTAL RESOURCES</strong></td>
<td><strong>$1,291,430</strong></td>
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### PAYROLL ACCOUNT

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<td>Benefits</td>
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### OPERATING ACCOUNT

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<td>US 19 Economic Assessment</td>
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<td>Fleet O&amp;M</td>
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<tr>
<td><strong>Total Expenditures</strong></td>
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### RESERVES

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<td>Unassigned Fund Balance</td>
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### MILLAGE RATE 0.0150
## Metropolitan Planning Organization
### FY18 Preliminary Budget Outline

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<td><strong>TOTAL EXPENDITURES + RESERVES</strong></td>
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*$7750 to PPC for printing/copier costs*
SUMMARY

At a meeting with FDOT in February, Forward Pinellas staff was provided with updates on the status of various US Highway 19 projects, the Gateway Expressway and other planning studies and operational improvements identified on state roads within Pinellas County. Staff is including this information here for your information.

ATTACHMENT(S): Updated Information on FDOT Projects in Pinellas County

ACTION: None required; informational item only
**Project Overview**

**PROJECT DATA**

- **Construction Funding: $412 Million**
  - Price includes Construction, ITS & Utility

- **Incentive/Disincentive: $8M**
  - $40,000/day up to 200 days

- **Maximum Contact Duration: 1500 days**
  - Contractor to submit final contact time

- **General Maintenance of Traffic Considerations**
  - No concurrent lane closures or detours on 118 Ave and Ulmerton Rd
  - Detour Restrictions
  - Lane Closure Restrictions – Night-time work

**FUNDING**

- **923,262**
**Project Overview**

**Project Schedule**

- **July 19, 2016** - Post Official Ad
- **August 18, 2016** – Letter of Interest
- **October 3, 2016** - Post Shortlist
- **May 30, 2017** - Selection Meeting to Determine Award
- **June 23, 2017** - Anticipated Award Date
- **July 12, 2017** - Notice to Proceed
- **Summer 2021** - Anticipated Project Completion
Questions?
<table>
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<tr>
<th>Priority</th>
<th>FM #</th>
<th>State Road</th>
<th>Major Road</th>
<th>Project Limits</th>
<th>Total Collisions</th>
<th>Total Correctable Collisions (Left-Turn / Right-Angle)</th>
<th>Modifications</th>
<th>Estimated Cost</th>
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<td></td>
<td>436485-1</td>
<td>595</td>
<td>US 19A (Seminole Boulevard)</td>
<td>53rd Avenue, 100th Terrace</td>
<td>10.417, 13.415</td>
<td>406, 77</td>
<td>Extend or construct left-turn storage lane (10 median openings)&lt;br&gt;Convert full median opening to directional median opening (1 median opening)&lt;br&gt;Close median opening (8 median openings)</td>
<td>$800,000</td>
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<tr>
<td></td>
<td>437624-1</td>
<td>595</td>
<td>US 19A (Seminole Boulevard)</td>
<td>100th Terrace, Bay Drive</td>
<td>13.415, 17.066</td>
<td>460, 117</td>
<td>Extend or construct left-turn storage lane (10 median openings)&lt;br&gt;Convert full median opening to directional median opening (2 median openings)&lt;br&gt;Close median opening (7 median openings)&lt;br&gt;Relocate median opening (1 median opening)</td>
<td>$1,600,000</td>
</tr>
<tr>
<td></td>
<td>437626-1</td>
<td>584</td>
<td>Tampa Road</td>
<td>Curlew Road, State Street W</td>
<td>0.000, 2.077</td>
<td>337, 78</td>
<td>Convert full median opening to directional median opening (2 median opening)&lt;br&gt;Close median opening (1 median opening)</td>
<td>$200,000</td>
</tr>
<tr>
<td></td>
<td>437625-1</td>
<td>55</td>
<td>US 19 (34th Street N)</td>
<td>44th Avenue N, 72nd Avenue N</td>
<td>7.307, 9.051</td>
<td>441, 82</td>
<td>Extend or construct left-turn storage lane (4 median openings)&lt;br&gt;Maximize turn lane lengths (2 median opening)</td>
<td>$900,000</td>
</tr>
<tr>
<td></td>
<td>437513-1</td>
<td>600</td>
<td>Gandy Boulevard</td>
<td>W of Frontage Road, Bridge Street</td>
<td>3.106, 3.567</td>
<td>6, 1</td>
<td>No safety funded changes</td>
<td>-</td>
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<tr>
<td></td>
<td>437623-1</td>
<td>595</td>
<td>US 19A (Edgewater Drive)</td>
<td>Mohawk Street, Main Street</td>
<td>1.126, 3.115</td>
<td>48, 6</td>
<td>No safety funded changes</td>
<td>-</td>
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<tr>
<td>Priority</td>
<td>FM #</td>
<td>State Road</td>
<td>Major Road</td>
<td>Project Limits</td>
<td>Total Collisions</td>
<td>Total Correctable Collisions (Left-Turn / Right-Angle)</td>
<td>Modifications</td>
<td>Estimated Cost</td>
</tr>
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<tr>
<td>1</td>
<td>436530-1</td>
<td>685</td>
<td>Florida Avenue</td>
<td>Waters Avenue Bird Street</td>
<td>5.169</td>
<td>5.392</td>
<td>NA, NA</td>
<td>NA</td>
</tr>
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<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Conv. new offset Z pedestrian (1 crosswalk), Install. either HAWK pedestrian crossing beacon or RRFB, Relocate existing bus shelter</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>DBPB 3</td>
<td>693</td>
<td>66th Street</td>
<td>Pasadena Avenue 30th Avenue N</td>
<td>0.893</td>
<td>2.630</td>
<td>209, 55</td>
<td>$455,500</td>
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<td></td>
<td></td>
<td>Extend or construct left-turn storage lane (4 median openings), Convert full median opening to directional median opening (4 median openings), Close median opening (2 median openings), Restrict movement from access connection (1 median opening)</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>437641-1</td>
<td>580</td>
<td>Hillsborough Ave</td>
<td>Sheldon Road Himes Avenue</td>
<td>4.849</td>
<td>9.802</td>
<td>1022, 234</td>
<td>$1,100,000</td>
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<td></td>
<td></td>
<td></td>
<td>Extend or construct left-turn storage lane (8 median openings), Convert full median opening to directional median opening (13 median openings), Close median opening (4 median openings)</td>
<td></td>
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<tr>
<td>4</td>
<td>437643-1</td>
<td>693</td>
<td>66th Street</td>
<td>30th Avenue N 58th Avenue N</td>
<td>2.630</td>
<td>4.390</td>
<td>358, 82</td>
<td>$945,000</td>
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<td></td>
<td>Extend or construct left-turn storage lane (4 median openings), Convert full median opening to directional median opening (12 median openings), Close median opening (7 median openings)</td>
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</tr>
<tr>
<td>5</td>
<td>437640-1</td>
<td>43</td>
<td>US 301</td>
<td>Falkenburg Road Sligh Avenue</td>
<td>20.402</td>
<td>25.202</td>
<td>450, 140</td>
<td>$2,607,500</td>
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<td></td>
<td></td>
<td></td>
<td>Extend or construct left-turn storage lane (5 median openings), Convert full median opening to directional median opening (9 median openings), Close median opening (1 median opening)</td>
<td></td>
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<tr>
<td>6</td>
<td>437644-1</td>
<td>60</td>
<td>Kennedy Blvd</td>
<td>Westshore Blvd Henderson Blvd</td>
<td>1.608</td>
<td>3.362</td>
<td>272, 91</td>
<td>$3,130,000</td>
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<td></td>
<td>437645-1</td>
<td></td>
<td></td>
<td>Woodlynne Ave N Brevard Ave</td>
<td>1.047</td>
<td>2.734</td>
<td>232, 108</td>
<td></td>
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<td></td>
<td></td>
<td>Extend or construct left-turn storage lane (20 median openings), Convert full median opening to directional median opening (8 median openings), Close median opening (14 median openings), Install traffic signal per FDOT Traffic Operations internal recommendation (1 median opening)</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>439401-1</td>
<td>687</td>
<td>4th Street</td>
<td>30th Avenue N 94th Avenue N</td>
<td>2.391</td>
<td>6.402</td>
<td>293, 137</td>
<td>$4,122,700</td>
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<td></td>
<td></td>
<td></td>
<td>Convert full median opening to directional median opening (13 median openings), Close median opening (4 median openings), Construct new offset Z pedestrian (9 crosswalks)</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>437646-1</td>
<td>573</td>
<td>S Dale Mabry</td>
<td>Pinewood Street Gandy Blvd</td>
<td>0.125</td>
<td>1.826</td>
<td>127, 52</td>
<td>$1,340,600</td>
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<td></td>
<td>Extend or construct left-turn storage lane (5 median openings), Convert full median opening to directional median opening (11 median openings), Close median opening (6 median openings)</td>
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<tr>
<td>FPID Number</td>
<td>Project Description</td>
<td>Discipline Section: Traffic Services/Traffic Safety/Freeway Management Systems/Arterial Management Systems</td>
<td>Work Mix and Delivery (D/B, D/B/B, JPA, LAP)</td>
<td>LRE /Construction Cost (Ph. S2) (Yes/No/$$$)</td>
<td>PPR Complete (Yes/No)</td>
<td>Right of Way (Cost)</td>
<td>Traffic Operations Point of Contact</td>
<td>Fiscal Year: Design/ROW/Const.</td>
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<tr>
<td>XXXXX-1-52-01</td>
<td>US 19 at SR 580 Main Street, Roosevelt Blvd, 54th Avenue N and 40th Avenue N</td>
<td>AMS</td>
<td>Signal Update</td>
<td>No</td>
<td>In Process</td>
<td>Yes</td>
<td>Mark Hall</td>
<td>unfunded</td>
</tr>
<tr>
<td>XXXXX-1-58-01</td>
<td>Forest Ridge Elementary</td>
<td>SRST</td>
<td>Sidewalk</td>
<td>No</td>
<td>In Process</td>
<td>No</td>
<td>Matt Nance</td>
<td>unfunded</td>
</tr>
<tr>
<td>XXXXXX-1-52-01</td>
<td>Pinellas Bayway SR 682 from Casablanca Ave to Granada Street</td>
<td>Traffic Services</td>
<td>Sidewalk</td>
<td>No</td>
<td>In Process</td>
<td>No</td>
<td>Peter Hsu</td>
<td>unfunded</td>
</tr>
<tr>
<td>XXXXX-1-52-01</td>
<td>US 19 at Alderman Road</td>
<td>Traffic Services</td>
<td>Extend NB double left turn lanes</td>
<td>No</td>
<td>In Process</td>
<td>No</td>
<td>Peter Hsu</td>
<td>unfunded</td>
</tr>
<tr>
<td>XXXXXX-1-52-01</td>
<td>SR 686 (East Bay Drive) at Belcher Road</td>
<td>Traffic Services</td>
<td>Extend EB and WB double left turn lanes</td>
<td>No</td>
<td>In Process</td>
<td>No</td>
<td>Peter Hsu</td>
<td>unfunded</td>
</tr>
</tbody>
</table>
SUMMARY

Federal law requires a certification review every four years of the planning process for metropolitan planning organizations (MPOs) located in transportation management areas (TMA). The quadrennial certification review is conducted by a team that includes staff from the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA) and the Florida Department of Transportation (FDOT). The review includes a desk audit based on the agency’s responses to a detailed questionnaire, a site visit, a public meeting and a presentation of findings to the board. Currently staff is preparing the responses to the questionnaire due March 10, 2017. The site visit will occur on March 29 and 30th. The public meeting will be held on March 29 at 5:30 pm, with the presentation to the board tentatively scheduled for the September meeting. The site visit meetings will be held in the first floor conference room in the Forward Pinellas office building at 310 Court Street. Board members are welcome to attend all or part of the certification review. The Hillsborough and Pasco MPOs will also undergo certification review during the same time period as they share the TMA area with Pinellas.

ATTACHMENT(S): None

ACTION: None required; informational item only
Staff and/or Board members will provide information and updates on the following items:

INFORMATIONAL ITEMS
A. Forward Pinellas Board Work Session March 31, 2017
B. MPOAC Legislative Update
C. Summary of Public Outreach and Stakeholder Meetings
D. CPA Actions and Tier I Countywide Plan Map Amendments
E. Correspondence, Fatalities Map and Draft PAC Action Sheet
F. Committee Vacancies
G. Other

ATTACHMENT(S):
- Correspondence of Interest
- Fatalities Map
- Draft PAC Action Sheet
Overview

The past two weeks have seen all of the special appropriations requests come before the legislature. There are hundreds of requests for special funding by local governments, universities and non-profits. This week includes a special attachment at the end which includes the transportation related appropriations requests and the associated bill number. As part of the mailing this week is a PDF of all bills filed to date for the 2017 Legislative Session by topic. The topics are listed alphabetically, please see “Appropriations” for the complete list. Warning: The whole document is 65 pages long and in fine print!

A note of caution to our members, any item that is included in the proposed budget as a special appropriation that is later line item vetoed by the Governor is then prohibited from receiving any funding during the coming state fiscal year. Given that the budget is expected to very tight this year, special appropriations may be riskier than usual this year.

Another item of note is the introduction of a couple of bills that affect MPOs specifically. The bills relate to employee participation in the Florida Retirement System. Please see the summary for SB 428 and HB 353.

The other big news is the Department of Transportation’s bill, HB 865. A summary of the bill is included in this Legislative Update.

Lastly, this issue of the Legislative Update now contains changes to bill status or bills that are new to this Legislative Update in RED for your ease of discerning changes from the previous edition. Each new Legislative Update will take the previous edition, change all characters to black ink and new information will be shown in RED.

Meetings of interest next week

The House and Senate are not meeting next week.
Legislation of interest to the membership

Changes from last update are shown in RED

HB 47: Texting While Driving – (Stark; Slosberg - CO-INTRODUCERS: McGhee; Smith) - Revises penalties for violations of Florida Ban on Texting While Driving Law; provides enhanced penalties for such violations when committed in school zone or school crossing; removes requirement that specified provisions be enforced as secondary action by law enforcement agency.

SB 66: Highway Safety – (Clemens) - Deleting the definition of the term “vulnerable road user”; revising provisions relating to the overtaking and passing of a vehicle; exempting bicycles from provisions for passing a vehicle on the right under certain circumstances; providing penalties for specified infractions contributing to bodily injury of a vulnerable user of a public roadway or a vulnerable user, etc. Withdrawn - Similar to SB 408

HB 69: Use of Wireless Communications Devices while Driving – (Slosberg - CO-INTRODUCERS: Baez; McGhee; Smith) - Provides for primary enforcement of Florida Ban on Texting While Driving Law for drivers age 18 or younger; requires deposit of fines into Emergency Medical Services Trust Fund.

HB 139: Local Tax Referenda – (Ingoglia; Avila - CO-INTRODUCERS: Donalds; Gruters; Massullo) – (Companion Bill SB 278 – Steube) - Requires local government discretionary sales surtax referenda to be held on the date of a general election. Passed Local, Federal and Veterans Affairs Subcommittee. Companion bill introduced (SB278) and assigned to committees – has not been heard in committees.

SB 178: Traffic Infraction Detectors – (Artiles - CO-INTRODUCERS: Brandes; Mayfield) – (Very similar to HB 6007 – Avila; Ingoglia; Diaz, M) - Repealing provisions relating to the definitions of “local hearing officer” and “traffic infraction detector” and to the installation and use of traffic infraction detectors to enforce specified provisions when a driver fails to stop at a traffic signal, provisions that authorize the Department of Highway Safety and Motor Vehicles, a county, or a municipality to use such detectors, and the distribution of penalties collected for specified violations, etc. Did not pass Transportation Committee – Laid on Table.

SB 180: Traffic Infraction Detectors – (Rodriguez) - Decreasing the penalty to be assessed and collected by the department, county, or municipality if a traffic infraction detector is used to enforce specified violations when a driver failed to stop at a traffic signal; prohibiting the suspension of a person’s driver license and privilege to drive or the withholding of the license plate or revalidation sticker for failure to pay certain penalties under certain circumstances, etc.

HB 221: Transportation Network Companies – (Sprowls) - Provides that transportation network company (TNC) driver is not required to register certain vehicles as commercial motor vehicles/for-hire vehicles; requires TNC to designate & maintain agent for service of process; provides fare requirements & requirements for TNC's digital network; provides for electronic receipt; provides automobile insurance requirements & requirements for specified proof of coverage; provides disclosure requirements for TNC driver in event of accident; requires TNC to cause its insurer to issue certain payments directly to certain parties; requires TNC to make specified disclosures in writing to TNC drivers; authorizes specified insurers to exclude certain coverage; provides that right to exclude coverage applies to coverage included in automobile insurance policy; provides that specified automobile insurers have right of contribution against other insurers that provide automobile insurance to same TNC drivers in satisfaction of certain coverage requirements under certain circumstances; requires TNC to provide specified information to certain parties during claims coverage investigation; requires certain insurers to disclose specified information to other insurer involved in claim; provides that TNC drivers are independent contractors if specified conditions are met; requires TNC to implement zero-tolerance policy
for drug/alcohol use; provides TNC driver requirements; requires TNC to conduct background check for TNC driver; prohibits TNC driver from accepting certain rides or soliciting/accepting street hails; requires TNC to adopt nondiscrimination policy & notify TNC drivers of policy; requires TNC drivers to comply with nondiscrimination policy & applicable laws regarding nondiscrimination & accommodation of service animals; prohibits TNC from imposing additional charges for providing services to persons who have physical disabilities; requires TNC to maintain specified records; specifies that TNCs, TNC drivers, & TNC vehicles are governed exclusively by state law; prohibits local governmental entities & subdivisions from taking specified actions; provides applicability & construction. Passed Transportation and Infrastructure Subcommittee; Committee Substitute (CS) in Government Accountability Committee, the CS is under review.

SB 250: High-occupancy Toll Lanes and Express Lanes – (Artiles) - Specifying that the Department of Transportation may only collect tolls on high-occupancy toll lanes or express lanes for the discharge of certain bond indebtedness on a project existing before a specified date; requiring that the tolls be eliminated after discharge of the project’s bond indebtedness, etc. Companion Bill HB 777.

SB 308: Expressway Authorities – (Artiles) - Repealing provisions relating to the Florida Expressway Authority Act and related provisions, which allows the creation and operation of expressway authorities; transferring the governance and control of any expressway authority formed under the Florida Expressway Authority Act to the Florida Turnpike Enterprise; requiring revenues collected on the expressway system to be considered turnpike revenues, etc.

SB 340: Transportation Network Companies - (Brandes – CO-INTRODUCER: Galvano) - Providing that a transportation network company (TNC) driver is not required to register certain vehicles as commercial motor vehicles or for-hire vehicles; providing requirements for a TNC’s digital network; providing that specified automobile insurers have a right of contribution against other insurers that provide automobile insurance to the same TNC drivers in satisfaction of certain coverage requirements under certain circumstances, etc.

SB386: High-Speed Passenger Rail Service – ( Mayfield – CO-INTRODUCER: Gainer) – Companion Bill (HB 269) - Citing this act as the "Florida High-Speed Passenger Rail Safety Act”; providing minimum safety standards for high-speed passenger rail; providing certain requirements for railroad companies before operating a high-speed passenger rail system; requiring a railroad company operating a high-speed passenger rail system to be solely responsible for all rail corridor improvements or upgrades relating to its operation and safety, etc.

SB408: Highway Safety – (Passidomo) - Deleting the definition of the term “vulnerable road user”; revising provisions relating to the overtaking and passing of a vehicle; exempting bicycles from provisions for passing a vehicle on the right at the bicycle rider’s own risk with no liability to other motor vehicle drivers under certain circumstances; specifying that a bicycle is a vehicle under Florida law and shall be operated in the same manner as any other vehicle, etc.

SB 428: Local Government Participation in the Florida Retirement System – (Brandes) – Requires that new participants in the Florida Retirement System (including MPO employees) may only participate in the defined contribution portion of the FRS. Companion Bill HB 353. Both bills have been filed and assigned to three committees.

HB 495: Tampa Bay Area Regional Transportation Authority – (Toledo) - Revises membership of TBARTA's Citizens Advisory Committee. Referred to two committees; passed Transportation and Infrastructure Subcommittee; in Government Accountability Committee.

SB 596: Utilities – (Hutson) - Companion Bill (HB 687) - Utilities; Creating the “Advanced Wireless Infrastructure Deployment Act”; prohibiting the Department of Transportation and certain local governmental entities, collectively referred to as the “authority,” from prohibiting, regulating, or charging for the collocation of small wireless facilities in public rights-of-way under certain circumstances; providing that approval of, and
charges by, an authority are not required for routine maintenance, the replacement of certain wireless facilities, or the installation, placement, maintenance, or replacement of certain micro wireless facilities, etc.

**HB 647: Hillsborough County Public Transportation Commission - Grant, J.; Toledo; (CO-INTRODUCERS) Harrison; Raburn; Raulerson; Shaw; Spano** - Prohibits commission from incurring additional obligations or indebtedness; requires liquidation of assets & satisfaction of existing obligations & indebtedness by a specified date; dissolves commission; corrects cross reference.

**SB 720: Central Florida Expressway Authority – (Mayfield) – Companion Bill (HB299)** - Central Florida Expressway Authority; Increasing the number of members making up the governing body of the Central Florida Expressway Authority; adding the geographical boundary of Brevard County to the area served by the authority, etc. SB720 has been assigned to three committees, HB299 has been assigned to three committees and has passed Transportation and Infrastructure Subcommittee, pending in Government Accountability Committee.

**SB 752: Fixed-Guideway Projects – (Flores) – Companion Bill (HB315)** - Financing of Fixed-guideway Public Transit Projects; Revising the amount of funding the Department of Transportation may provide for certain phases of fixed-guideway projects not approved for federal funding, etc.

**SB 842: South Florida Regional Transportation Authority (Artiles - Co-Introducer: Galvano) – Companion Bill HB 695** – Authorizing the South Florida Regional Transportation Authority, in conjunction with the operation of a certain commuter rail service, to have the power to assume specified indemnification and insurance obligations, subject to certain requirements; requiring the Department of Transportation to transfer specified amounts annually from the State Transportation Trust Fund to the authority, etc.

**HB 865: Department of Transportation (Williamson – Co-Introducer Fischer)** – This is the annual bill put forward by the Department and this year is a fairly “light” year for their bill. It contains clean-up provisions for mostly minor things. The last part of the bill does place some restrictions on the Tri-Rail system and their ability to contract. Here is a link to the bill: [http://flsenate.gov/Session/Bill/2017/00865](http://flsenate.gov/Session/Bill/2017/00865) The Bill was filed on February 17th and has not had any further action.

Provides for assessment & calculation of fine for unlawful weight & load of natural gas-fueled vehicle; requires written certification of weight information; provides gross vehicle weight requirements; provides exception; requires inspection of certain bridges at intervals required by Federal Highway Administration; revises amount for which DOT may enter into certain construction & maintenance contracts; provides requirements for validation of turnpike revenue bonds & related complaints; waives requirements for approval of certain work program amendments by LBC; deletes provisions regarding Florida Highway Beautification Council; transfers certain powers & duties to DOT; prohibits SFRTA from entering into certain contracts/agreements & committing certain funds w/o DOT approval of expenditures; prohibits certain funds to be provided to authority except under certain circumstances; provides requirements for entering into certain new contracts.

### Other transportation legislation

**HB 29: Specialty License Plates – (McGhee)** - Directs DHSMV to develop National Pan-Hellenic Council Sorority or Fraternity license plates. Committee Substitute (CS) in Transportation and Infrastructure Subcommittee, passed; CS completed review and advanced to Transportation and Tourism Appropriations Subcommittee, passed; now in Government Accountability Committee.

**SB 72: Voter Registration – (Clemens - CO-INTRODUCER: Rodriguez)** - Providing that driver license or identification card applications, driver license or identification card renewal applications, and changes of address for existing driver licenses or identification cards submitted to the department serve as voter registration
applications; specifying that an applicant must consent to the use of his or her signature for voter registration purposes; providing for paper-based applications, etc.

**HB 147: Skateboard and Scooter Regulations – (Stark- Companion Bill SB 266 – Book)** - Creates "Max's Helmet Law"; requires child under 16 to wear helmet while riding skateboard or foot-propelled scooter; provides helmet standards; prohibits attachment of skateboard or scooter to vehicle; prohibits parent from authorizing violation; prohibits renting or leasing skateboard or scooter without helmet; provides for enforcement, penalties, exceptions, & disposition of fines.

**SB 156: Motor Vehicle Insurance – (Brandes)** - Authorizing insurers to provide for termination of motor vehicle insurance policies issued or renewed on or after a specified date as a result of the repeal of sections by this act; requiring certain motor vehicle insurance policies to provide certain property damage liability and bodily injury liability coverage, rather than only such policies providing personal injury protection; expanding the scope of certain criminal acts related to false and fraudulent insurance claims by removing limitations to such acts under the no-fault law, etc.

**HB 179: Veteran Identification – (Combee)** - Veteran Identification; Requires DHSMV to create veteran identification card for certain purposes; provides for design of card; provides eligibility requirements; prohibits use of card for certain purposes; authorizes use of card as proof of veteran status for obtaining waivers of license/registration fees relating to certain businesses & occupations & carrying concealed weapons/firearms. Committee Substitute by Local, Federal and Veteran’s Affairs Subcommittee, passed; Completed CS review and advanced to Transportation and Tourism Appropriations Subcommittee.

**SB 202: Penalties and Fees** - Revising requirements relating to the payment of court-related fines or other monetary penalties, fees, charges, and costs; prohibiting the suspension of a person’s driver license solely for failure to pay a penalty if the person demonstrates to the court, when specified, that he or she is unable to pay such penalty; revising penalties relating to suspending, revoking, or withholding issuance of driver licenses or driving privileges for minors under a specified age who possess firearms under certain circumstances, etc. Committee Substitute by Transportation Committee, passed; Completed CS review and advanced to Appropriations Subcommittee on Criminal and Civil Justice.

**HB 193: Towing and Storage Fees – (Cortes, R)** - Prohibits counties & municipalities from enacting ordinances or rules that impose a fee or charge on wrecker operators or vehicle storage companies when providing certain services; provides exceptions. Committee Substitute by Local, Federal and Veteran’s Affairs Subcommittee, passed; Completed CS review and advanced to Transportation and Infrastructure Subcommittee, passed; advanced to Government Accountability Committee.

**HB 237: Driving or Boating Under the Influence – (Silvers)** - Designates act "Driving Under the Influence of Drugs (DUID) Act"; provides that person with specified amount of delta 9 tetrahydrocannabinol (THC – the drug in marijuana) per milliliter of blood commits offense of driving under influence or boating under influence.

**SB 534: Public Works Project – (Perry) Companion bill HB 599** - Public Works Projects; Prohibiting the state and political subdivisions that contract for public works projects from imposing restrictive conditions on certain contractors, subcontractors, or material suppliers or carriers; prohibiting the state and political subdivisions from restricting qualified bidders from submitting bids or being awarded contracts, etc.

**HB 6007: Traffic Infraction Detectors – (Avila; Ingoglia - CO-INTRODUCER: Diaz, M.)** – (Very similar to SB 178 - Artiles - CO-INTRODUCERS: Brandes; Mayfield) - Traffic Infraction Detectors; Repeals provisions relating to installation & use of traffic infraction detectors to enforce specified provisions when driver fails to stop at traffic signal, provisions that authorize DHSMV, county, or municipality to use such detectors, & provisions for distribution of penalties collected for specified violations. Passed Transportation
and Infrastructure Subcommittee; Passed Appropriations Committee; Passed Government Accountability Committee; Placed on Calendar.

**HB 6009: Motorcycle Safety – (Hahnfeldt)** - Removes provisions authorizing certain persons over 21 years of age to operate/ride motorcycle without wearing protective headgear; provides penalties.

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**Special Appropriations Requests for Funding**

59th Av Expansion H2029 by Diaz  
87th Av. Ramp to Miami-Dade Expressway (MDX) H2031  
Additional Walkway Cover Hardee Jr. – Hilltop Elementary School H3559  
Autonomous Vehicle Deployment Initiative H3623  
Aventura NE 191st Street Roadway and Drainage Improvements H3393  
Bluffs Pensacola Bridge Project H3919  
Bonita Beach Road/US 41 Congestion Reduction Project “Quadrant Plan” H2563  
City of Apoka Harmon Road Extension H2811  
City of Belle Glade SW Avenue J Roadway Project H2841  
City of Hollywood WMRP – Taft Street to Charleston St. and between N. 66th Ave to N. 72nd Ave H3413  
City of Lake Helen Virginia Drive Reconstruction H2157  
City of Miami Gardens – N.W. 203rd Street outfall Project H2655  
City of Miami Gardens Pedestrian Safety Improvements – Bridge and Tunnel Construction H3459  
City of Milton – Riverwalk H3129  
City of Pahokee Marina Improvement H3479  
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Some entries may not be in final version. Adopted one-chamber resolutions also boldfaced)

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March 8, 2017

9C. 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
<table>
<thead>
<tr>
<th>Meeting Date</th>
<th>Organization</th>
<th>Location</th>
<th>Description</th>
<th>Staff members in attendance</th>
</tr>
</thead>
<tbody>
<tr>
<td>2/1/2017</td>
<td>FDOT</td>
<td>FDOT Offices</td>
<td>Regular meeting of the FDOT Regional Goods Movement Advisory Committee</td>
<td>Chelsea Favero</td>
</tr>
<tr>
<td>2/2/2017</td>
<td>FDOT</td>
<td>FDOT Offices</td>
<td>Annual meeting with FDOT staff to discuss ongoing projects, upcoming initiatives and MPO coordination</td>
<td>multiple</td>
</tr>
<tr>
<td>2/3/2017</td>
<td>Tampa Bay TMA Leadership Group</td>
<td>AECOM Tampa Offices</td>
<td>Comprised of representatives of each MPO, the TMA Leadership Group recommended approval of regional transportation and multi-use trail priority projects, and engaged in a discussion of regional transportation governance options.</td>
<td>Whit Blanton, Sarah Ward, Chelsea Favero</td>
</tr>
<tr>
<td>2/3/2017</td>
<td>PSTA</td>
<td>St. Pete Municipal Services Building</td>
<td>Bus Rapid Transit Study Management Team Meeting</td>
<td>Sarah Perch</td>
</tr>
<tr>
<td>2/7/2017</td>
<td>Seminole Tuesday Club</td>
<td>SPC Seminole Campus</td>
<td>Speaking on Forward Pinellas’s impact on business community</td>
<td>Whit Blanton</td>
</tr>
<tr>
<td>2/8/2017</td>
<td>PSTA</td>
<td>SPC (Downtown St Petersburg)</td>
<td>Circulator Study Stakeholder Meeting</td>
<td>Sarah Perch</td>
</tr>
<tr>
<td>2/9/2017</td>
<td>Forward Pinellas/Pinellas County</td>
<td>Joe's Creek</td>
<td>Bicycle tour of the Joe's Creek Trail corridor</td>
<td>Whit Blanton, Al Bartolotta, Alicia Parinello, Rodney Chatman</td>
</tr>
<tr>
<td>2/9/2017</td>
<td>Forward Pinellas/Pinellas County</td>
<td>County Admin</td>
<td>RESTORE Act Vulnerability Assessment Professional Services Overview</td>
<td>Rodney Chatman</td>
</tr>
<tr>
<td>2/10/2017</td>
<td>Tampa Bay Area Regional Transportation Authority (TBARTA)</td>
<td>TBARTA offices</td>
<td>Monthly coordination meeting with staff directors from the Chairs Coordinating Committee.</td>
<td>Whit Blanton, Sarah Ward, Chelsea Favero</td>
</tr>
<tr>
<td>Date</td>
<td>Location</td>
<td>Event Description</td>
<td>Participants</td>
<td></td>
</tr>
<tr>
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</tr>
<tr>
<td>2/10/2017</td>
<td>MPOs of the Tampa Bay Transportation Management Area (TMA) Teleconference</td>
<td>Tampa Bay Transportation Management Area staff directors coordination meeting. This is a monthly coordination meeting with the staff directors.</td>
<td>Chelsea Favero, Sarah Ward</td>
<td></td>
</tr>
<tr>
<td>2/13/2017</td>
<td>City of Largo Largo</td>
<td>Meeting to discuss US 19</td>
<td>Whit Blanton, Al Bartolotta, Sarah Perch</td>
<td></td>
</tr>
<tr>
<td>2/13/2017</td>
<td>Forward Pinellas Largo City Hall</td>
<td>US 19 vision, Largo plans for area along US 19</td>
<td>Al Bartolotta, Sarah Perch, Whit Blanton</td>
<td></td>
</tr>
<tr>
<td>2/14/2017</td>
<td>Forward Pinellas/City of St. Pete St. Pete City Hall</td>
<td>Meeting to discuss modifications to the Coast to Coast Trail designation</td>
<td>Whit Blanton, Rodney Chatman</td>
<td></td>
</tr>
<tr>
<td>2/14/2017</td>
<td>PSTA, FDOT, Forward Pinellas PSTA</td>
<td>PSTA Planning Committee Meeting</td>
<td>multiple</td>
<td></td>
</tr>
<tr>
<td>2/14/2017</td>
<td>City of Seminole Seminole City Hall</td>
<td>Meeting with Seminole city leadership to discuss countywide transportation issues.</td>
<td>Whit Blanton</td>
<td></td>
</tr>
<tr>
<td>2/14/2017</td>
<td>TBARTA TBARTA</td>
<td>TBARTA Transit Management Committee Meeting</td>
<td>Sarah Perch</td>
<td></td>
</tr>
<tr>
<td>2/15/2017</td>
<td>St. Petersburg EDC Forward Pinellas Offices</td>
<td>Meeting with J.P. DuBuque, head of St. Petersburg EDC</td>
<td>Whit Blanton</td>
<td></td>
</tr>
<tr>
<td>2/15/2017</td>
<td>St. Petersburg St. Petersburg City Hall</td>
<td>St. Petersburg Bike Pedestrian Advisory Committee</td>
<td>Al Bartolotta</td>
<td></td>
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<tr>
<td>2/16/2017</td>
<td>TBRPC Carillon Hilton</td>
<td>Regional Transportation Summit hosted by TBRPC</td>
<td>multiple</td>
<td></td>
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<tr>
<td>2/16/2017</td>
<td>TBRPC Hilton Carillon Park</td>
<td>Tampa Bay Regional Transportation Summit</td>
<td>Whit Blanton</td>
<td></td>
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<tr>
<td>2/16/2017</td>
<td>Forward Pinellas Joe's Creek Trail Alignment Study Stakeholder meeting</td>
<td>Joe's Creek Trail Alignment Study Stakeholder meeting</td>
<td>Alicia Parinello, Susan Miller, Al Bartolotta</td>
<td></td>
</tr>
<tr>
<td>Date</td>
<td>Event</td>
<td>Location</td>
<td>Description</td>
<td>Organizer(s)</td>
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</tr>
<tr>
<td>2/17/2017</td>
<td>Suncoast League of Cities February meeting</td>
<td>Palms of Pasadena</td>
<td>Whit Blanton</td>
<td></td>
</tr>
<tr>
<td>2/17/2017</td>
<td>Tampa Bay Area Regional Transportation Authority (TBARTA) meeting</td>
<td>TBARTA Offices</td>
<td>Hilary Lehman</td>
<td></td>
</tr>
<tr>
<td>2/17/2017</td>
<td>FDOT/Forward Pinellas Offices Discussion of US 19</td>
<td>Forward Pinellas Offices</td>
<td>multiple</td>
<td></td>
</tr>
<tr>
<td>2/17/2017</td>
<td>TBARTA CCC staff directors meeting</td>
<td>TBARTA</td>
<td>Chelsea Favero, Sarah Perch</td>
<td></td>
</tr>
<tr>
<td>2/20/2017</td>
<td>Habitat For Humanity of Pinellas County</td>
<td>Largo</td>
<td>The staff spent employee in-service day volunteering for Habitat For Humanity building a house and helping at the ReStore.</td>
<td>multiple</td>
</tr>
<tr>
<td>2/21/2017</td>
<td>BCC/Federal Legislative Delegation</td>
<td>Pinellas County</td>
<td>Meeting of the Pinellas County Board of County Commissioners and Pinellas County Federal Legislative Delegation</td>
<td>Whit Blanton</td>
</tr>
<tr>
<td>2/22/2017</td>
<td>Forward Pinellas/FDOT/Pinellas County</td>
<td>Forward Pinellas Offices</td>
<td>Discussion of bicycle safety treatments on Gulf Blvd.</td>
<td>Rodney Chatman, Susan Miller</td>
</tr>
<tr>
<td>2/23/2017</td>
<td>Quarterly TBARTA CCC Multi-use trails committee meeting</td>
<td>TBARTA offices</td>
<td>Susan Miller, Rodney Chatman</td>
<td></td>
</tr>
<tr>
<td>Meeting Date</td>
<td>Organization</td>
<td>Location</td>
<td>Description</td>
<td>Staff members in attendance</td>
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<tr>
<td>--------------</td>
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<td>-----------------------------</td>
</tr>
<tr>
<td>3/1/2017</td>
<td>FDOT</td>
<td>FDOT Offices</td>
<td>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.</td>
<td>Chelsea Favero</td>
</tr>
<tr>
<td>3/1/2017</td>
<td>Unite Pinellas</td>
<td>Collaborative Labs</td>
<td>Unite Pinellas Planning Day</td>
<td>Whit Blanton</td>
</tr>
<tr>
<td>3/1/2017</td>
<td>FDOT</td>
<td>FDOT Offices</td>
<td>Tampa Bay Transportation Applications Group. Quarterly meetings of regional planners and engineers to discuss new projects, emerging technologies, and innovative planning important to the Tampa Bay region.</td>
<td>Chelsea Favero</td>
</tr>
<tr>
<td>3/2/2017</td>
<td>MPOAC</td>
<td>Orlando</td>
<td>Meeting of the MPOAC</td>
<td>Whit Blanton</td>
</tr>
<tr>
<td>3/6/2017</td>
<td>Bike/Walk Tampa Bay</td>
<td>Tampa Police Department</td>
<td>Bike/Walk Tampa Bay Board Meeting</td>
<td>Marc Hanger</td>
</tr>
<tr>
<td>3/7/2017</td>
<td>City of Madeira Beach</td>
<td>Madeira Beach City Hall</td>
<td>Meeting with Madeira Beach city leadership to discuss countywide transportation issues.</td>
<td>Whit Blanton</td>
</tr>
<tr>
<td>3/8/2017</td>
<td>Leadership Pinellas</td>
<td>Bright House Field</td>
<td>Speaking to Leadership Pinellas Class of 2017</td>
<td>Whit Blanton</td>
</tr>
<tr>
<td>3/10/2017</td>
<td>Tampa Bay Area Regional Transportation Authority (TBARTA)</td>
<td>St. Pete College Epicenter</td>
<td>Monthly coordination meeting with staff directors from the Chairs Coordinating Committee.</td>
<td>Whit Blanton, Sarah Ward, Chelsea Favero</td>
</tr>
<tr>
<td>Date</td>
<td>Location</td>
<td>Event Description</td>
<td>Participants</td>
<td></td>
</tr>
<tr>
<td>------------</td>
<td>------------------------</td>
<td>------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>------------------------</td>
<td></td>
</tr>
<tr>
<td>3/10/2017</td>
<td>MPOs of the Tampa Bay</td>
<td>Tampa Bay Transportation Management Area staff directors coordination meeting. This is a monthly coordination meeting with the staff directors.</td>
<td>Whit Blanton, Chelsea Favero, Sarah Ward</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Tampa Bay Transportation Management Area (TMA)</td>
<td>Teleconference</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3/16/2017</td>
<td>FDOT Offices</td>
<td>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.</td>
<td>Chelsea Favero</td>
<td></td>
</tr>
<tr>
<td>3/23/2017</td>
<td>St. Petersburg HSN</td>
<td>Regular meeting of the Gateway area business leaders in St. Petersburg. Forward Pinellas was invited to provide information on transportation projects in the area.</td>
<td>Chelsea Favero, Whit Blanton</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Tampa Bay Area Regional Transportation Authority</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3/24/2017</td>
<td>(TBARTA) FDOT Offices</td>
<td>Monthly meeting of the TBARTA Board.</td>
<td>Chelsea Favero</td>
<td></td>
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</tr>
<tr>
<td>3/29/2017</td>
<td>Federal Highway</td>
<td>Quadrennial FHWA Certification Public Hearing.</td>
<td>multiple</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Administration Offices</td>
<td></td>
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</tr>
</tbody>
</table>
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 from February 2017:
There were no items that went to the CPA in February.

Tier I Countywide Plan Map Amendments February 2017:

- FLUM 17-3, City of Tarpon Springs satisfies the Tier I provisions of Section 6.1.2.1 of the Countywide Rules.

ACTION: None required; informational item only
KEY TRANSPORTATION POLICY RECOMMENDATIONS

Provide State Leadership for Transit

Florida’s statewide transit planning and primary funding strategy is nearly four decades old. An analysis of the policy environment for other successful regions (such as Phoenix, Seattle, Minneapolis, Salt Lake City) shows that state leadership is critical to regional success. Florida lacks a clear vision for the state’s role in developing public transportation options, yet good transportation options drives the success of our economic regions.

- Provide a stable and predictable regional transportation funding source
  - Consider transit operations as integral to the state’s Strategic Intermodal System (SIS) and broaden its eligibility for transit projects (capital and operating)
  - Increase Transportation Regional Incentive Program (TRIP) documentary stamp match funding to 2007 levels
  - Remove the cap on the amount of Surface Transportation Trust Fund (STTF) revenues that can go toward transit capital and operating costs in urbanized areas
- Expand incentives for linking jobs, affordable housing (workforce development) and transit at the regional scale – require multicounty agencies to demonstrate administrative alignment and integration of service planning objectives through the MPO process to be eligible for funding
- Reform the state’s Public Transit Block Grant program (Florida Statutes 341.052) to better link transit funding with priorities established through the MPO process

Support the Tampa Bay TMA Leadership Group Process

We recognize that our region needs a stronger regional decision-making framework. But we need to build consensus on the initial definition of the region for some type of regional compact, and how the powers and duties of a regional MPO will mesh with existing countywide statutory roles and responsibilities. The Tampa Bay TMA Leadership Group will develop recommendations for consideration by the Governor and Legislature in 2018 using a collaborative process and research/case studies project.

Recognize the link between land use and transportation, and ensure that a regional MPO – if created – can guide and reinforce local land use decisions that will make public transportation more efficient and more effective. Create a clean linkage between regional transportation planning, land use, economic development and commitment of funding for regional public transportation service.

Waterborne Transportation Pilot Program

There are three private water taxi/ferry operators serving Pinellas County. The most successful, the Clearwater Ferry, carried 22,000 trips in April 2016, with workers comprising 25%. To function as a transportation option, expansion plans must account for parking, accessibility, local connections, and consistent regulation to make the service viable. With state funding support for this pilot program ($500,000 over two years), Forward Pinellas can serve as that coordinating agency to provide grants to local governments and the private operators contracted to provide service.

This would enable a predictable and cautious water taxi expansion program, and would complement the model ordinance Forward Pinellas drafted with local governments to address state, county and local permitting requirements.
Mr. Paul Steinman, P.E.
District 7 Secretary
Florida Department of Transportation
11201 N. McKinley Dr.
Tampa, FL 33612

Re: FY 2017/18 to 2021/22 Draft Tentative Work Program

Dear Mr. Steinman:

Forward Pinellas has reviewed the 2017/18 to 2021/22 Draft Tentative Work Program and appreciates the opportunity to provide the Florida Department of Transportation with our comments. We are particularly encouraged and appreciative that the Department has worked hard to program projects adopted in September 2016 that comprised our agency's first multimodal priority list:

- Preliminary engineering funding for Gandy Boulevard from East of 4th Street to west of the Gandy Bridge, the highest ranked roadway project priority in Pinellas County. This project to provide a traffic signal-free option for drivers from I-275 to the Gandy Bridge will enhance regional travel and remove a significant gap in the transportation network.
- Construction funding for sidewalks on Starkey Road from Bryan Dairy Road to East Bay Drive. This corridor moves more than 30,000 vehicles each day, serving a hospital, schools, freight traffic and commuters, yet it lacks continuous sidewalks for pedestrians and transit riders. This project will significantly enhance safety for our residents and workers, and was the highest ranked pedestrian improvement on our priority list.
- Construction funding for a pedestrian overpass at U.S. 19 and Harn Boulevard. With the recent improvements to the U.S. 19 corridor in Clearwater effectively closing this intersection to east/west traffic between residential and commercial land uses, the overpass will provide a safe way for people to cross the corridor, mitigating a 1.25 mile trip around to the next safe pedestrian crossing location and back to Harn Boulevard on the other side.
- Planning funds for the Central Avenue Bus Rapid Transit project. The highest priority transit project on our multimodal priority list, this project will add limited stop, express premium bus service connecting workers, visitors and residents between downtown St. Petersburg and the beaches along the 1st Avenue North and South corridors.
- Capital funding for express transit service between Clearwater Beach and Tampa International Airport. With congestion increasing along the constrained State Road 60 corridor and Clearwater Beach continuing to increase in popularity, regional transit service provides a critical connection between these major regional activity centers and connects the core transit networks in both counties.

Forward Pinellas would like to offer the following comments on specific projects in the Draft Tentative Work Program.
Alternate U.S. Highway 19 - Resurfacing is funded for construction on various segments of Alternate U.S. Highway 19 (FPN 4364881, 4376231, 4364871, 4364851, and 4376241) in 2018/19, 19/20 and 20/21. As FDOT is aware, there is a corridor study (FPN 4359091 and 4359092) currently underway along this corridor that will identify projects to help improve mobility for all users of Alternate U.S. Highway 19. It is very likely that some of the projects that will come out of the study could be constructed during a resurfacing project. We request that these resurfacing projects, particularly those in the earlier years of the Draft Tentative Work Program, be deferred until multimodal improvements are identified by the corridor study.

U.S. Highway 19 – Right of Way funding is included in the Draft Tentative Work Program for northern sections of U.S. 19 (FPN 4337991 and 4337971). Forward Pinellas is currently undertaking a planning effort to develop a land use and transportation strategy for this key regional corridor. Due to the lack of east/west connections in the corridor north of Tampa Road and south of Keystone Road, the necessity of full-scale interchanges at each intersection should be reevaluated. In addition, the Forward Pinellas Bicycle Pedestrian Master Plan identifies a trail facility that circles Lake Tarpon, utilizing the U.S. 19 corridor from Tampa Road to Keystone Road. Any design plans for this corridor, and consequently any future improvements, are requested to include a 10’ foot sidewalk (at a minimum) for bicycle and pedestrian travel.

Transportation Planning – We would like to thank FDOT for restoring our planning funds in years 2018/19 – 2021/22. While this will be vital to our efforts to develop our next Long Range Transportation Plan, our agency has an important master planning initiative for the Gateway/Mid-County area that depends on seed funding from FDOT that will be matched by the four local governments in the study area to ensure a true partnership for guiding that area’s growth and connectivity to preserve investments in the state highway system. A commitment of funding from the Department would offset the loss of planning funds in the first year of the Work Program 2017/18.

Thank you again for your commitment and partnership with Forward Pinellas and the local governments throughout Pinellas County. We appreciate your consideration of these comments and look forward to working closely with you to advance each of these projects and planning activities.

Sincerely,

[Signature]
Whit Blanton, FAICP
Executive Director
February 17, 2017

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

Re: MPO Comments on FY 2017 to FY 2022 Tentative Work Program

Dear Mr. Blanton,

Thank you for your comments on the Tentative Work Program for FY 2018-2022. The purpose of this letter is to address your comments in the order listed in your letter received January 20, 2017.

Alternate U.S. Highway 19 – Project Coordination
The Florida Department of Transportation (FDOT) will not be able to delay the resurfacing projects currently funded for construction in the Tentative Work Program since the roadway surface has deteriorated and needs to be resurfaced. Furthermore, the two corridor study projects, along this roadway, are funded for design in Fiscal Year 2022. Once the studies are completed, we will be able to look at moving a construction phase into the program during future Work Program cycles.

U.S. Highway 19 North - Interchanges
We commend Forward Pinellas for proactively identifying land use and transportation opportunities along the US 19 corridor. We look forward to coordinating those opportunities with FDOT investments to improve mobility. FDOT, as part of our Project Development & Environmental Study (PD&E) Reevaluation process for the US 19 reconstruction projects between SR 580 to the Pasco County Line, will be reviewing and reaffirming the recommended typical section and interchange concepts. The reevaluation includes a screening for innovative intersection and interchange designs, pedestrian and bicycle accommodations, and changes in the project area since the original PD&E was completed. I urge you to move forward as quickly as possible with your study and any subsequent updates to the future land use, as this information will be critically important to the success of FDOT’s projects along the corridor, especially the sections north of Tampa Road. My staff will be reaching out to you to continue coordination.
U.S. Highway 19 North - Trail
FDOT policy requires all pedestrian and bicycle facilities constructed by FDOT, in excess of FDOT standards, will require execution of a maintenance agreement with a local agency. We ask for your support and assistance in identifying a local agency interested in maintaining this facility to participate in the design review and maintenance agreement process. Please note that this corridor is constrained and it is unlikely that we will be able to accommodate your request to provide a sidewalk greater than 5’ within the right of way footprint established in the PD&E. My staff will be in communication with you as we determine feasibility, identify increases in the right of way needed and what the impacts would be to the program.

Transportation Planning – Regional Travel Surveys & Gateway/Mid-County Master Plan
FDOT has committed upwards of 50% of the cost of the Regional Travel Surveys (RTS) project which is needed to update the Tampa Bay Regional Planning model. As you know, the updated model is relied upon by the MPO as a key input for the Long Range Transportation Plan (LRTP) update. Several years ago, the four MPOs in the district agreed to provide a portion of the surface transportation funding prioritized for transportation planning activities to support the RTS project. These funds have been utilized to cover half the cost of the first survey (the Household Travel Survey) in Fiscal Year 2017 and Fiscal Year 2018, so the model data will be already ahead of the LRTP update. The RTS project is being guided by the survey subcommittee of the Technical Review Team (TRT), which includes MPO staff and FDOT staff. During your next Unified Planning Work Program update (FY 2019 & FY 2020), we will revisit the need for additional surveys with all four MPOs in an effort to support the coordination of effective regional planning activities. FDOT supports Forward Pinellas’ efforts to better coordinate land use and transportation planning in the gateway area. The Work Program is currently closed for changes and the Gateway/Mid-County Master Plan is not listed on the adopted priority list for Forward Pinellas. Due to the influx of planning funding requests received by the FDOT from MPOs throughout the region, all requests for planning studies and projects must be included on the MPO List of Priority Projects submitted to FDOT each year. We will revisit requests for funding when the Work Program reopens July 1. Please note that next year the Legislature meets two months early, and therefore, new priority project applications are due to the District on March 31. FDOT has requested to receive the final MPO List of Priority Projects by August 1 for consideration during the Work Program Development Cycle for FY 2019-2023.

We appreciate the continued productive relationship with the MPO and look forward to working with you and your staff moving in the future.

Sincerely,

Paul J. Steinman, P.E.
District Seven Secretary

cc: Stephen Benson, Government Liaison Administrator, FDOT
YEAR 2016
(thru December 31st)

Locations of Reported TRAFFIC FATALITIES

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

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

## INITIAL REPORTING

of Traffic Fatalities

thru December 31, 2016

<table>
<thead>
<tr>
<th>CRASHES</th>
<th>DATE</th>
<th>ROADWAY</th>
<th>LOCATION</th>
<th>TOTAL</th>
<th>DATE</th>
<th>FATAL</th>
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<tbody>
<tr>
<td>1</td>
<td>05/15/2016</td>
<td>34TH ST S</td>
<td>22ND AVE S</td>
<td>34TH ST S</td>
<td>5/15/2016</td>
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</tr>
<tr>
<td>2</td>
<td>05/15/2016</td>
<td>34TH ST S</td>
<td>22ND AVE S</td>
<td>34TH ST S</td>
<td>5/15/2016</td>
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</tr>
<tr>
<td>3</td>
<td>05/15/2016</td>
<td>34TH ST S</td>
<td>22ND AVE S</td>
<td>34TH ST S</td>
<td>5/15/2016</td>
<td>1</td>
</tr>
</tbody>
</table>

**39.0% of all traffic fatalities (includes other small modes)**

**21.2% of all traffic fatalities**

**46 AUTO-VEHICLE FATALITIES**

**25 MOTORCYCLE FATALITIES**

**25 MOTORCYCLES (fatal)**

**1 BICYCLE FATALITIES**

**1 BICYCLE CRASHES (fatal)**

**64 PEDESTRIAN FATALITIES**

**61.0% Vulnerable/total fatalities**

### Notes

- Table not an official representation, based upon initial reporting, subject to change upon verification.
- Forward Pinellas (medical crashes not included)

---

**124 FATALITIES INCLUDING MEDICALS**

**118 FATALITIES EXCLUDING MEDICALS**

**117 CRASHES (fatal) INCLUDING MEDICALS**

**111 CRASHES (fatal) EXCLUDING MEDICALS**

## 2 OTHER TRAFFIC RELATED FATALITIES BUT NO IMMINENT CRASH REPORT

**46 AUTO-VEHICLE FATALITIES**

**39 AUTO-VEHICLE CRASHES (fatal)**

**25 MOTORCYCLE FATALITIES**

**25 MOTORCYCLES (fatal)**

**1 BICYCLE FATALITIES**

**1 BICYCLE CRASHES (fatal)**

**64 PEDESTRIAN FATALITIES**

**61.0% Vulnerable/total fatalities**

* (medical crashes not included)
Locations of Reported TRAFFIC FATALITIES

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

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

INITIAL REPORTING

of Traffic Fatalities
thru February 28, 2017

19 FATALITIES INCLUDING MEDICALS

18 FATALITIES EXCLUDING MEDICALS

18 CRASHES (fatal) INCLUDING MEDICALS

0 OTHER TRAFFIC RELATED FATALITIES BUT NO IMMINENT CRASH REPORT

8 AUTO-VEHICLE FATALITIES

44.4% of all traffic fatalities (medical crashes not included)

8 AUTO-VEHICLE CRASHES (fatal)

VULNERABLE ROAD USERS

5 MOTORCYCLE FATALITIES

27.8% of all traffic fatalities

4 MOTORCYCLE CRASHES (fatal)

0 BICYCLE FATALITIES

0.0% of all traffic fatalities

0 BICYCLE CRASHES (fatal)

5 PEDESTRIAN FATALITIES

27.8% of all traffic fatalities (includes other small modes)

5 PEDESTRIAN CRASHES (fatal)

10 VULNERABLE USER FATALITIES

9 VULNERABLE USER CRASHES (fatal)

55.6% Vulnerable/total fatalities

(medical crashes not included)

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

Forward Pinellas
<table>
<thead>
<tr>
<th>ITEM</th>
<th>ACTION TAKEN</th>
<th>VOTE</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1. CALL TO ORDER AND INTRODUCTIONS</strong></td>
<td>The meeting was called to order at 1:33 p.m.</td>
<td></td>
</tr>
<tr>
<td><strong>2. MINUTES OF REGULAR PAC MEETING OF JANUARY 30, 2017</strong></td>
<td>Motion: Dean Neal Second: Marie Dauphinais</td>
<td>10-0</td>
</tr>
<tr>
<td><strong>3. REVIEW OF FORWARD PINELLAS AGENDA FOR MARCH 8, 2017 MEETING</strong></td>
<td></td>
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<tr>
<td><strong>PUBLIC HEARINGS</strong></td>
<td></td>
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</tr>
<tr>
<td>Subthreshold Countywide Plan Map Amendments</td>
<td>None</td>
<td></td>
</tr>
<tr>
<td>Regular Countywide Plan Map Amendments</td>
<td>None</td>
<td></td>
</tr>
<tr>
<td><strong>A. CPA Actions and Tier I Countywide Plan Map Amendments February 2017</strong></td>
<td>None; informational item only</td>
<td></td>
</tr>
<tr>
<td><strong>B. Model Ordinance for Waterborne Transportation</strong></td>
<td>Rodney Chatman provided background and historical information that led up to the drafting of the model ordinance. He then provided an overview of the ordinance and advised he was seeking the PAC to endorse the ordinance as drafted. Motion: Dean Neal Second: Marshall Touchton</td>
<td>10-0</td>
</tr>
<tr>
<td><strong>C. Complete Streets Program Recommendation</strong></td>
<td>Chelsea Favero updated the PAC members regarding the recommendations made by the Complete Streets Program subcommittee. She outlined each of the awards given. She advised these recommendations would be going before the Forward Pinellas Board at its next meeting and funding would begin in July of this year.</td>
<td></td>
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<tr>
<td><strong>4. PLANNING TOPICS OF INTEREST</strong></td>
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<tr>
<td><strong>A. Transit-Oriented Land Use Vision Map Discussion</strong></td>
<td>Linda Fisher reported that the Board has begun a discussion of the Vision Map, and whether the Greenlight Pinellas light rail transit (LRT) line should be replaced by other potential transit lines. She described the intended purpose of the map as both regulatory and visionary. Overall the PAC members felt that the LRT line should be kept on the map, but that other potential transit routes should be added, possibly without the station circles. They were also supportive of the possibility of having two maps; one for visioning and one for regulatory use. This topic will be further discussed at the upcoming Forward Pinellas Board Work Session on March 31, 2017.</td>
<td></td>
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</tbody>
</table>
B. Coastal High Hazard Area (CHHA) Update

<table>
<thead>
<tr>
<th>B. Coastal High Hazard Area (CHHA) Update</th>
<th>Linda Fisher advised the PAC about the new Coastal High Hazard Area (CHHA) map that was released in July 2016. She related that this map should be the one being adopted into local comprehensive plans. It was discussed that evacuation clearance times may change as a result of the new map which could also affect local comprehensive plans. Rodney Chatman suggested that Forward Pinellas would send out information comparing the total acres included in the CHHA previously and currently. Linda Fisher offered to share the shapefiles with anyone who needed them.</th>
</tr>
</thead>
</table>

5. OTHER PAC BUSINESS/PAC DISCUSSION AND UPCOMING AGENDA

| A. Pinellas SPOTlight Emphasis Areas Update | Rodney Chatman briefly updated the PAC on the SPOTlight Emphasis Areas noting that Forward Pinellas continues its work with Pinellas County regarding the Economic Development Study for US 19 to include Tarpon Springs and Largo. Work also continues on the SR 60 multimodal implementation study. He advised that letters are going out from Forward Pinellas to the four local governments requesting funding for the Gateway Master Plan. |

6. UPCOMING EVENTS

| The PAC members received and shared information regarding upcoming events of interest. |

6. ADJOURNMENT

| The meeting was adjourned at 2:40 p.m. |

Respectfully Submitted,

PAC Chairman ____________________________ Date ____________________________
SUMMARY

- **Bicycle Pedestrian Advisory Committee (BPAC)**

  The BPAC currently has one opening. This opening is for the St. Petersburg area to include St. Petersburg, Gulfport, South Pasadena and Tierra Verde.

- **Citizens Advisory Committee (CAC)**

  The CAC currently has one opening. A Pinellas Park, Mid-County position remains open.

**ATTACHMENT(S):**

- BPAC Membership Listing (see 4Ca)
- CAC Membership Listing

**ACTION:** None Required – Information Only
CITIZENS ADVISORY COMMITTEE MEMBERSHIP LIST

St. Petersburg Area
   Daryl Krumsieg
   R. Lee Allen
   Stephen Lasky
   Robby Thompson

Clearwater Area
   Neil McMullen (Chairman)
   Karen Cunningham

Dunedin Area
   Karen Mullins (Vice-Chair)
   Bob Henion

Pinellas Park and Mid-County Area
   Geneva Waters
   Vacant

Largo Area
   Joe Falanga
   Julie Daniels

Beaches Area
   Steven Yost
   Terri Novitsky

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

Tarpon Springs, Oldsmar, Safety Harbor Area
   Larry Roybal
   Becky Afonso

At Large
   Kim Marston
   Vivian Peters
   Patricia Rodriguez
   Norris Varkalhoff
   Carson Zimmer
   Jack Kleban
   Tammy Vrana
   John Estok
   Jake Stowers