AGENDA
October 11, 2017 - 1:00 p.m.
315 Court Street, 5th Floor
Board Assembly Room
Clearwater, FL 33756

THE PLANNING COUNCIL AND METROPOLITAN PLANNING ORGANIZATION FOR PINELLAS COUNTY

1. **CALL TO ORDER** (1:00)

2. **INVOCATION AND PLEDGE** (1:05)

3. **CITIZENS TO BE HEARD** (1:10)
   Citizen comments to the Board are invited on items or concerns not already scheduled for public hearing on today’s agenda. Please limit comments to three minutes.

4. **RECOGNITIONS AND ANNOUNCEMENTS** (1:10)
   A. Staff Promotions and Accomplishments (Chelsea Favero & Alicia Parinello)
   B. Introduction of New FDOT District Seven Secretary, David Gwynn
   C. Community Planning Month – Proclamation
   D. Pedestrian Safety Awareness Week - Proclamation

5. **CONSENT AGENDA** (1:40)
   A. Approval of Minutes of the July 12, 2017 Meeting
   B. Approval of Committee Appointments
   C. Approval of Amendments to the Bicycle Pedestrian Advisory Committee (BPAC) Bylaws
   D. Approval of School Transportation Safety Committee (STSC) Bylaws
   E. Approval of Scopes of Services
      1. US 19 Corridor Express Bus Concept Plan (as previously approved during special meeting)
      2. Development of Socioeconomic Data for the Long Range Transportation Plan (LRTP)
   F. Approval of Amendments to Agreements
      1. Pinellas County – Egmont Key Bay Pier Grant
      2. TBARTA – Van Pool, One-Call/One-Click, One-Call/One-Click – Research
      3. City of St. Petersburg – Intermodal Study
   G. Acceptance of Quarterly Financial Statement
   H. Approval of Joint Certification Statement
   I. Approval of Transportation Disadvantaged Service Plan (TDSP)

6. **PUBLIC HEARING ITEMS** – To begin at 1:00 p.m. or as soon thereafter as agenda permits
   METROPOLITAN PLANNING ORGANIZATION (1:45)
   A. Proposed Amendments to the FY 2017/18 – FY 2021/22 Transportation Improvement Program

PINELLAS PLANNING COUNCIL (2:00)
B. Subthreshold Countywide Plan Map Amendment
   1. Case CW 17-8 – Pinellas County
   2. Case CW 17-9 – City of Tarpon Springs
   3. Case CW 17-10 – Pinellas County

7. **PRESENTATION AND/OR ACTION ITEMS** (2:20)
   A. PSTA Activities Report
   B. Federal Highway Administration (FHWA) 2017 Certification Report
   C. FDOT Project Updates
   D. Strategic Business Plan – Action
   E. Planning & Place-Making Grant Pilot Program – Action
8. **REPORTS/UPDATE** (3:20)
   A. **Director’s Report**
      1. SPOTlight Update
      2. Unified Planning Work Program (UPWP) Amendments Update
      3. **Administrative TIP Amendments Update**
      4. TBARTA Update – Consultant Selection for Regional Best Practices Study
      5. TMA Leadership Group Summary from September 29, 2017
      6. Technology Forum Feedback and Discussion
   B. **Forward Pinellas Legislative Committee Update**
      1. **2018 MPOAC Legislative Priorities – Action**
   C. **Nominating Committee Discussion**
   D. **Accounting Consultant Services Agreement Discussion**

9. **INFORMATIONAL ITEMS** (3:45)
   A. **Florida Automated Vehicles Summit 2017, Tampa – November 14-15th**
   B. **Summary of Public Outreach and Stakeholder Meetings**
   C. **CPA Actions and Tier I Countywide Plan Map Amendments**
   D. **Correspondence, Fatalities Map, Pinellas Trail Data and Draft PAC Action Sheet**
   E. **Committee Vacancies**
   F. **Tampa Bay Next Community Engagement Schedule**
   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

Forward Pinellas values its employees and strives to create an environment where professional growth can be attained and is rewarded. When employees achieve certain noteworthy accomplishments, the Forward Pinellas Board appreciates the opportunity to recognize those employees. This month there are two such accomplishments to be recognized as follows:

- **Chelsea Favero for her promotion from Principal Planner to Planning Section Manager**
  This promotion recognizes her responsiveness, commitment to consistent quality of our technical work, and growing supervisory skills. She has ably demonstrated the experience and leadership in the role of manager of the MPO’s long range planning program. She will continue to have responsibility for implementing a performance-based, outcome driven planning process with our long range planning and project prioritization activities, and coordinating those efforts countywide and throughout the region.

- **Alicia Parinello for earning her American Institute of Certified Planners (AICP) credentials**
  This is an important milestone in her career as a professional planner, demonstrating her knowledge, skills and abilities to take on progressively challenging assignments, as well as dedication to high ethical standards. She prepared long and hard for the all-new AICP exam and her perseverance prevailed.

ATTACHMENT(S): None

ACTION: Board to recognize employees for their accomplishments
SUMMARY

On July 14, 2017 David Gwynn officially took over as the Secretary for FDOT District Seven. He formerly served as the Director of Transportation Operations in District One. He has extensive transportation operations and production experience in the private and public sectors. He brings engineering expertise and excellent leadership skills to the position which will be critical as he helps FDOT deliver the work program.

As discussed at the last board meeting, FDOT District Seven Secretary, David Gwynn will formally introduce himself to the Forward Pinellas Board members.

ATTACHMENT(S): Bio for David Gwynn

ACTION: None required
Mr. Gwynn was appointed as FDOT District Seven Secretary in July of 2017. Prior to this appointment, David served as Director of Transportation Operations for FDOT District One in Bartow.

Mr. Gwynn spent 30 years in the private sector, providing consulting services to the transportation industry before joining FDOT in January 2016. He co-founded TEI Engineers & Planners in 1991 and led the growth of the firm to over 125 staff members throughout Florida and Georgia. He later served in senior executive roles for several large engineering consulting firms, leading business units of up to 700 staff members throughout the Southeastern United States.

As the District Seven Secretary, David provides administrative oversight for the planning, development and operations for all transportation modes within Citrus, Hillsborough, Hernando, Pasco and Pinellas counties.

Mr. Gwynn is a 1983 graduate of the United States Military Academy at West Point, where he earned a Bachelor of Engineering degree. During his military service, David served as a Field Artillery Officer in the U.S. Army as well as the Florida National Guard. In addition, he also holds a Master of Transportation Engineering degree from the University of Florida. Mr. Gwynn resides in Tampa with his wife and has five children and two grandchildren.
SUMMARY

Each year in October the achievements of planning are celebrated with National Community Planning Month. The American Planning Association (APA), its members, chapters, divisions, and professional institute use this time to raise the visibility of the important role of planners and planning in communities across the United States. Community planning provides an opportunity for all residents to be meaningfully involved in making choices that determine the future of their community; and the full benefits of planning relies on elected officials and citizens who understand and support excellence in planning and plan implementation. This year’s theme is **Innovation in Planning** and underscores the important role planning plays in addressing and adapting to challenges faced by communities in the 21st century. From using data sources and technology to address issues including inequality, access to transportation and social mobility to celebrating new approaches to creating communities of lasting value.

Forward Pinellas is participating in National Community Planning Month through social media outreach involving the public, committee and board members, as well as Forward Pinellas staff. Our campaign invites people to tell us about their favorite place in Pinellas County and why they enjoy it. Thus, making the connection between planning and great destinations. If you are interested in participating, email Hilary Lehman at hlehman@forwardpinellas.org.

This month we are also rolling out our Planning & Place-Making Grant Pilot Program to incentivize local government partners to initiate projects that have broad community support and help create destinations.

Simultaneously, our Community Conversation Series is kicking off with meetings in St. Pete Beach and St. Petersburg.

The Forward Pinellas Board recognizes National Community Planning Month to raise awareness of the important planning work being accomplished in our communities by the attached proclamation.

**ATTACHMENT(S):** Community Planning Month Proclamation

**ACTION:** Forward Pinellas Board to recognize October as Community Planning Month
Proclamation

RECOGNIZING OCTOBER AS COMMUNITY PLANNING MONTH

WHEREAS, change is constant and affects all cities, towns, suburbs, counties, boroughs, townships, rural areas, and other places; and

WHEREAS, community planning and plans can help manage this change in a way that provides better choices for how people work and live; and

WHEREAS, community planning provides an opportunity for all residents to be meaningfully involved in making choices that determine the future of their community; and

WHEREAS, the full benefits of planning requires public officials and citizens who understand, support, and demand excellence in planning and plan implementation; and

WHEREAS, the month of October is designated as National Community Planning Month throughout the United States of America and its territories, and

WHEREAS, the American Planning Association and its professional institute, the American Institute of Certified Planners, endorse National Community Planning Month as an opportunity to highlight the contributions sound planning and plan implementation make to the quality of our settlements and environment; and

WHEREAS, the celebration of National Community Planning Month gives the opportunity to publicly recognize the participation and dedication of the members of planning commissions and other citizen planners who have contributed their time and expertise to the improvement of Pinellas County; and

WHEREAS, Forward Pinellas recognizes the many valuable contributions made by professional community and regional planners of Pinellas County and extends its heartfelt thanks for the continued commitment to public service by these professionals;

NOW, THEREFORE, BE IT RESOLVED BY THE FORWARD PINELLAS BOARD THAT, the month of October 2017 is hereby recognized as Community Planning Month in Pinellas County in conjunction with the celebration of National Community Planning Month as designated by the American Planning Association.

Adopted this ___________ Day of ______________, 2017.

____________________________________
Chairman
October 11, 2017

4D. Pedestrian Safety Awareness Week Proclamation

SUMMARY

Pedestrian safety is serious business in Pinellas County and across the state as Florida continues to rank among the nation’s worst with respect to pedestrian fatalities. Defined as ‘vulnerable users’ of our transportation system, pedestrians are just people. And people are everywhere.

Forward Pinellas has recognized the importance of pedestrian safety and accessibility through its various activities involving countywide land use and transportation planning and decision-making. As the metropolitan planning organization, Forward Pinellas has supported an annual media campaign to increase the general awareness of pedestrians, especially at crosswalks and intersections. This annual media campaign is designed to bring increased awareness to the critical issue of vulnerable user safety especially as it relates to children, the occurrence of Halloween, and the Daylight Saving Time change. The National Highway Traffic Safety Administration, NHTSA, reports that more than twice as many children are killed by a driver of a motorized vehicle on Halloween between 4 pm and 10 pm as compared to the same hours on other days throughout the year.

Daylight Saving Time ends on Sunday, November 5, 2017. That day, clocks will be turned back one hour, resulting in an early sunset and reduced visibility. Forward Pinellas staff recommends that Pedestrian Safety Awareness Week be proclaimed to improve awareness of pedestrian and bicycle safety at marked crosswalks and within intersections. Please review the attached proclamation.

ATTACHMENT: Pedestrian Safety Awareness Week Proclamation

ACTION: Forward Pinellas to recognize Pedestrian Safety Awareness Week by proclamation
WHEREAS, Forward Pinellas, in its role as the Pinellas County Metropolitan Planning Organization (MPO) has, for more than 10 years, established a Pedestrian Safety Awareness project in conjunction with the Daylight Saving Time change in the fall of each year; and

WHEREAS, this is a recommendation made by Forward Pinellas’ Bicycle Pedestrian Advisory Committee (BPAC) to stress that more serious attention be directed toward pedestrian safety by all pedestrians, bicyclists and motor-vehicle drivers; and

WHEREAS, the BPAC has incorporated basic safety information into a brochure that lists safe practices to be followed by all pedestrians, bicyclists, and motor-vehicle drivers, which publication is then widely circulated to public organizations and other key agencies; and

WHEREAS, there is increased pedestrian safety risk to children during the last week of October due to both the time change and the occurrence of Halloween; and

WHEREAS, the National Highway Traffic Safety Administration (NHTSA) reports that more than twice as many children are killed by drivers of motorized vehicles on Halloween between 4:00 p.m. and 10:00 p.m. as compared to the same hours on other days throughout the year; and

WHEREAS, due to these alarming statistics, the BPAC recommends Forward Pinellas devote the entire week, which will include Halloween, to pedestrian safety awareness; and

WHEREAS, the BPAC has recommends that the primary focus of Pedestrian Safety Awareness Week should be that special attention be given to the safety of pedestrians at all marked crosswalks throughout Pinellas County and, to further this purpose, Forward Pinellas declare that pedestrians be recognized as having the right-of-way when they are legitimately within the crosswalks in accordance with the STOP for Pedestrians law;

NOW, THEREFORE, BE IT PROCLAIMED by the Forward Pinellas Board that Saturday, October 29, 2017 through Sunday, November 5, 2017 be recognized as the request that both pedestrians and motorists be alert, patient, and respectful towards each other and always use safe practices as adopted this 11th Day of October, 2017.
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 July 12, 2017 Meeting
B. Approval of Committee Appointments
C. Approval of Amendments to the Bicycle Pedestrian Advisory Committee (BPAC) Bylaws
D. Approval of School Transportation Safety Committee (STSC) Bylaws
E. Approval of Scopes of Services
   1. US 19 Corridor Express Bus Concept Plan (as previously approved during special meeting)
   2. Development of Socioeconomic Data for the Long Range Transportation Plan (LRTP)
F. Approval of Amendments to Agreements
   1. Pinellas County – Egmont Key Bay Pier Grant
   2. TBARTA – Van Pool, One-Call/One-Click, One-Call/One-Click – Research
   3. City of St. Petersburg – Intermodal Study
G. Acceptance of Quarterly Financial Statement
H. Approval of Joint Certification Statement
I. Approval of Transportation Disadvantaged Service Plan (TDSP)
5A. Approval of Minutes of the July 12, 2017 Meeting

SUMMARY

The minutes from the July 12, 2017 meeting are attached for the board’s review and approval.

ATTACHMENT(S): Minutes of the July 12, 2017 Forward Pinellas meeting

ACTION: Board to review and approve the July 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 Vice-Mayor
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 Inland Communities
Bill Jonson, City of Clearwater Councilmember
Representing Pinellas Suncoast Transit Authority (PSTA)
Jim Kennedy, City of St. Petersburg Councilmember
Darden Rice, City of St. Petersburg Councilmember
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

Also Present
Whit Blanton, Executive Director, Forward Pinellas
Al Bartolotta, Sarah Caper, Rodney Chatman, Chelsea Favero, Tina Jablon, Hilary Lehman, Alicia Parinello, and Sarah Ward, Forward Pinellas
Chelsea Hardy, Assistant County Attorney
Other interested individuals
Michael P. Schmidt, 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 June 14, 2017 Meeting
   B. Approval of Committee Appointments
   C. Map Adjustment – City of Safety Harbor – Official Acceptance

5. PUBLIC HEARING ITEMS – To begin at 1:00 P.M. or as soon thereafter as agenda permits
   METROPOLITAN PLANNING ORGANIZATION
   A. Proposed Amendments to the FY 2016/17 – FY 2020/21 Transportation Improvement Plan
   PINELLAS PLANNING COUNCIL
   B. Subthreshold Countywide Plan Map Amendments
      1. Case CW 17-6 – City of Clearwater
      2. Case CW 17-7 – City of St. Petersburg
   Regular Countywide Plan Map Amendments
      None

6. PRESENTATION AND/OR ACTION ITEMS
   A. PSTA Activities
   B. FDOT Complete Streets Implementation Update – Handbook and Design Manual
   C. West Bay Drive Complete Streets Concept Plan – Action
   D. FDOT Tampa Bay Next
   E. Forward Pinellas Major Accomplishments and Strategic Business Plan Discussion
   F. Annual Budget and Millage Rate for FY 18 – Final Draft – Action

7. REPORTS/UPDATE
   A. Director’s Report
      1. SPOTlight Update
      2. 62nd Avenue Complete Street Discussion Update
      3. TBARTA MPOs CCC and Central Florida MPO Alliance Joint Meeting Summary

8. INFORMATIONAL ITEMS
   A. FDOT Pinellas County Community Working Group – July 13
   B. Grand Opening for the Pinellas Trail Coast to Coast Trail Connector – July 20
   C. Forward Pinellas Technology Forum Coming This Fall
   D. Reminder – August Forward Pinellas Meeting Cancelled – Next Meeting September 13, 2017
   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 has been made a part of the record.

2. **INVOCATION AND PLEDGE**

Councilmember Caudell provided the Invocation and led the Pledge of Allegiance; whereupon, at the request of Chairman Morroni, the members introduced themselves.

3. **CITIZENS TO BE HEARD**

No one appeared in response to the Chairman’s call for citizens wishing to be heard.

4. **CONSENT AGENDA – APPROVED**

Chairman Morroni presented the Consent Agenda items as follows:

   A. Approval of Minutes of the June 14, 2017 Meeting
   B. Approval of Committee Appointments
   C. Map Adjustment – City of Safety Harbor – Official Acceptance

Commissioner Smith moved, seconded by Commissioner Welch and carried unanimously, that Consent Agenda Items A through C be approved (Vote 12-0).

5. **PUBLIC HEARING ITEMS**

**METROPOLITAN PLANNING ORGANIZATION**

A. Proposed Amendments to the Fiscal Year 2016/17 – Fiscal Year 2020/21 Transportation Improvement Program (TIP)

   **CENTRAL AVENUE BUS RAPID TRANSIT – APPROVED**

   Mr. Blanton related that the proposed amendment will ensure that PSTA can continue to pursue Federal Transit Administration Small Starts Capital Grant Program Funds; and that
if the project succeeds in receiving those funds, the TIP will be amended to show the final allocation of federal, state, and local funding.

Councilmember Jim Kennedy moved, seconded by Councilmember Caudell, that the amendment be approved.

In response to query by Commissioner Eggers, Mr. Blanton indicated that the local funding source would likely be through PSTA and the City of St. Petersburg.

Upon a roll call vote, the motion carried unanimously (Vote 12-0).

Ayes: J. Kennedy, Caudell, C. Kennedy, Eggers, Bevis, Johnson, Jonson, Morroni, Rice, Smith, Tornga, and Welch.

Nays: None.

**REPAIR AND REHAB EXISTING FERRY DOCK AT FORT DE SOTO PARK – APPROVED**

Mr. Blanton provided background information regarding the amendment, indicating that it will add $1 million of grant funding for preconstruction activities associated with replacing the Bay Pier Dock at Fort De Soto Park; and that Pinellas County will provide local funding for the project in addition to the grant.

Councilmember Jim Kennedy moved, seconded by Mayor Bevis, that the amendment be approved.

In response to queries by Chairman Morroni and Commissioner Eggers, Ms. Caper, with input by Mr. Blanton, reported that the project is anticipated to cost $4 million; that the Capital Improvement Program and Penny for Pinellas will provide $3 million in local funding; and that federal grant dollars will provide the remaining $1 million, and brief discussion ensued.

Upon a roll call vote, the motion carried unanimously (Vote 12-0).

Ayes: J. Kennedy, Caudell, C. Kennedy, Eggers, Bevis, Johnson, Jonson, Morroni, Rice, Smith, Tornga, and Welch.

Nays: None.
PINELLAS PLANNING COUNCIL

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

B. Subthreshold Countywide Plan Map Amendments

1. PUBLIC HEARING: CASE CW 17-6, A PROPOSAL BY THE CITY OF CLEARWATER TO AMEND THE COUNTYWIDE PLAN MAP FROM RESIDENTIAL LOW MEDIUM (RLM) TO RECREATION/OPEN SPACE (R/OS) – APPROVED

Pursuant to legal notice published in the June 24, 2017 issue of the Tampa Bay Times as evidenced by affidavit of publication filed with the Clerk, public hearing was held on Case CW 17-6, a proposal by the City of Clearwater to amend the Countywide Plan Map from RLM to R/OS, re 0.8 acre m.o.l., located at 3111 and 3109 Wolfe Road and 421 and 501 North McMullen Booth Road.

Ms. Parinello referred to aerial and street level photographs and the Countywide Plan Map, pointed out the subject property, and provided an overview of the amendment, reporting that the City of Clearwater wishes to create a Ream Wilson Trail Head at the site; and that staff recommends approval of the proposed amendment.

Planners Advisory Committee (PAC) Chair Valerie Brookens reported that the PAC had unanimously recommended approval of the item.

In response to the Chairman’s call for the applicant local government, Lauren Matzke, City of Clearwater, related that the City concurs with the staff recommendation. In response to queries by Mayor Bevis regarding site access, she indicated that the Parks and Recreation Department will be developing a site plan in the near future and reviewing access management rules to mitigate potential impacts on the adjacent residential development.

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 Mayor Bevis and carried unanimously, that Case CW 17-6 be approved as recommended by staff (Vote 12-0).
2. PUBLIC HEARING: CASE CW 17-7, A PROPOSAL BY THE CITY OF ST. PETERSBURG TO AMEND THE COUNTYWIDE PLAN MAP FROM RESIDENTIAL MEDIUM (RM) TO MULTIMODAL CORRIDOR (MMC) – APPROVED

Pursuant to legal notice published in the June 24, 2017 issue of the *Tampa Bay Times* as evidenced by affidavit of publication filed with the Clerk, public hearing was held on Case CW 17-7, a proposal by the City of St. Petersburg to amend the Countywide Plan Map from RM to MMC, re 0.4 acre m.o.l., located at 4241 Fourth Street North.

Ms. Parinello referred to aerial and street level photographs and the Countywide Plan Map, pointed out the subject property, and provided an overview of the amendment, reporting that the property contains a Chick-fil-A restaurant; that the amendment will allow the company to complete site upgrades and adapt the drive-thru to reduce traffic overflow onto Fourth Street; and that staff recommends approval of the proposed amendment.

Ms. Brookens reported that the PAC had unanimously recommended approval of the item.

In response to the Chairman’s call for the applicant local government, Luis Teba, City of St. Petersburg, indicated that the City concurs with the staff recommendation. In response to comments and queries by Commissioner Eggers, he related that the applicant plans to reconfigure the drive-thru in an attempt to solve queuing problems onto Fourth Street, and discussed zoning categories, buffering considerations, and residential and commercial development.

During discussion and in response to queries by Commissioners Welch and Eggers, Gina Grimes, Hill Ward Henderson, related that she represents the applicant, and presented additional information regarding site circulation, drive-thru configuration, and other improvements Chick-fil-A wishes to make; whereupon, she indicated that a 45-foot residentially-zoned buffer would remain between the property and the adjacent neighborhood, and Councilmember Rice and Councilmember Jim Kennedy provided input.

No one responded to the Chairman's call for persons wishing to be heard; whereupon, he closed the public hearing.

Councilmember Rice moved, seconded by Commissioner Welch and carried unanimously, that Case CW 17-7 be approved as recommended by staff (Vote 12-0).
Regular Countywide Plan Map Amendments – None.

6. PRESENTATION AND/OR ACTION ITEMS

A. PSTA Activities Report

Councilmember Jonson reported that the PSTA Board met on June 28, and highlighted the following:

• The PSTA Board recommended Dave Kovar, Safety Harbor, as its appointment to the Citizens Advisory Committee.

• As part of the normal budget cycle, the Board continues to review the PSTA Fiscal Year 2018 Draft Budget, which will be presented in August with public hearings to follow in September. The recommendation is that the millage rate remain at 0.75 mill.

• Future budget projections indicate that PSTA will be able to fund equipment replacement through 2021; discussion takes place annually with regard to equipment selection.

• PSTA has engaged TransPro Consulting to guide discussion regarding the agency’s performance scorecard; Councilmember Jonson briefly discussed strategic planning goals and the performance evaluation process.

• The next Board meeting will take place on Wednesday, July 26.

In response to queries by Chairman Morroni regarding the impact of residents voting against the Penny for Pinellas and voting for the Homestead Exemption increase, Councilmember Jonson indicated that PSTA receives no Penny funding; and that the agency has planned for the worst-case scenario with regard to the homestead vote, and discussion ensued regarding how the organization has maintained equipment reliability, reduced operating costs, and increased overall efficiency; whereupon, Councilmember Caudell discussed the importance of pursuing public-private partnerships, the difficulty of obtaining federal and state dollars, and the need to change Florida from being a donor state with respect to federal taxes paid versus grants received.
B. Florida Department of Transportation (FDOT) Complete Streets Implementation Update – Handbook and Design Manual

FDOT District 7 Government Liaison Stephen Benson conducted a PowerPoint presentation titled Complete Streets Implementation Update: Handbook and Design Manual. He indicated that the Complete Streets Policy was adopted in September 2014; that it promotes safety, economic development, and quality of life; that it is a context sensitive system of Complete Streets; and that it serves the transportation needs of all transportation system users; whereupon, he discussed Complete Streets Principles, Florida Transportation Plan Goals, the Complete Streets Handbook, and the Implementation Plan.

Mr. Benson related that Complete Streets is not a funding program but rather a philosophy on how roads are designed; that projects will be programmed and funded as they are today but will now include context classification; and that there will be an increased emphasis on partnerships and assembling funding packages. He reported that while local governments can program projects through the Long Range Transportation Plan to support Complete Streets, improvements beyond FDOT standards will continue to require local funding participation; whereupon, referring to a timeline, he discussed upcoming training sessions for local partners and noted key dates pertaining to the Complete Streets Handbook and the FDOT Design Manual.

Mr. Benson related that many pedestrians and bicyclists die each year as a result of being struck by motor vehicles; and that the Complete Streets effort hopes to significantly reduce the number of deaths by adjusting roadway designs to encourage lower speeds; whereupon, he provided statistical information regarding the survival rate of individuals being struck by vehicles traveling at 20, 30, and 40 miles per hour, and discussion ensued regarding the impact of reduced curb-to-curb dimensions.

Mr. Benson provided information regarding the new FDOT Design Manual, indicating that it will lead to better outcomes in terms of motorists’ behavior, and in response to query by Councilmember Rice, he related that while a framework is now available for making decisions regarding priorities and compromises associated with Complete Streets, all modes of transit are still included; whereupon, he discussed context classifications and design changes with respect to minimum roadway lane widths and sidewalk widths.

Mr. Benson provided information regarding two road resurfacing projects in Tampa, and referring to an artist’s rendering, showed how the travel lanes have been reconfigured to include buffered bicycle lanes and parking, and in response to query by Chairman Morroni, discussed extensive outreach efforts to local residents and business owners regarding the
project; whereupon, Mr. Blanton discussed the economic value of creating public space and the contrast between walkable cities and those that are focused on quickly moving traffic through their downtown areas, and Vice-Mayor Cookie Kennedy provided input.

In response to queries by the members, Mr. Benson discussed how new intersection designs are improving safety for bicyclists, and provided an example where bicyclists have their own phase with regard to the timing of the traffic signals in the City of St. Petersburg; whereupon, he presented further information with respect to how landscaping can be incorporated into a Complete Streets design, and Chairman Morroni provided input.

Thereupon, Mr. Blanton provided background information regarding Complete Streets, relating that the program began approximately seven years ago concurrent with reforms to the Growth Management Act; whereupon, he indicated that FDOT works to balance the needs of all roadway users, including motorists, bicyclists, and pedestrians; and that Forward Pinellas is available to facilitate partnerships between local governments and FDOT with regard to Complete Streets projects.

C. West Bay Drive Complete Streets Concept Plan – Approved

Mr. Blanton provided background information regarding the project, indicating that it was initiated to assess the feasibility of a Complete Streets concept plan for the West Bay Drive corridor between Clearwater-Largo Road and the Belleair Causeway Bridge; and that the goal of the project is to identify a preferred concept for connecting the Pinellas Trail to the beach communities along Gulf Boulevard.

Jared Schneider, Kimley-Horn, conducted a PowerPoint presentation titled *West Bay Drive Complete Streets Concept Plan*, relating that two concepts will be presented today regarding the two-mile section of West Bay Drive which traverses the Cities of Largo and Belleair Bluffs, and discussed opportunities and objectives to be achieved along with various challenges to be overcome; whereupon, he reported that in addition to a corridor walk, multiple meetings and workshops have taken place with local business leaders and community stakeholders, and provided information relating to improvements and concepts that were reviewed.

Referring to an aerial photograph and artist’s renderings, Mr. Schneider discussed the present configuration of West Bay Drive, and provided information regarding two proposed concept plans, pointing out their similarities and differences, and in response to queries by the members, presented information pertaining to protected medians, lane widths, vehicle speeds, landscaping considerations, and business owner concerns;
whereupon, Mr. Blanton related that the School Board and PSTA have expressed concerns with regard to travel-lane widths, and discussion ensued.

Mr. Schneider presented Next Steps, indicating that he is seeking approval of one of the concepts; and that the next phase will consist of coordination with the County and the cities regarding roadway resurfacing and design; whereupon, Mr. Blanton reported that he has received letters of support from the Cities of Largo and Belleair Bluffs, and with input by Councilmember Caudell, discussed how businesses in the Belleair Bluffs area and those in the Medical Arts district will benefit from the creation of a more walkable community.

In response to query by Vice-Mayor Cookie Kennedy, Mr. Blanton discussed the overall project timeframe; whereupon, in response to comments and queries by the members, PSTA Chief Development Officer Cassandra Borchers discussed the importance of transit drivers being able to safely navigate travel lanes. She indicated that PSTA buses are 10.5 feet wide; and that because 11-foot-wide lanes are barely able to accommodate buses, 12-foot-wide lanes are preferred; whereupon, she provided information with regard to bus dimensions, travel routes, and similar topics, and Mr. Blanton provided input.

* * * *

Councilmember Caudell left the meeting at 2:28 P.M.

* * * *

Noting the cost differential between the two proposed concepts, Mr. Blanton related that he recommends approval of Concept Two; whereupon, following brief discussion, Mayor Bevis moved, seconded by Vice-Mayor Cookie Kennedy and carried unanimously, that Concept Two be selected; and that larger vehicles and lane width accommodations be considered in the design phase of the project (Vote 11-0).

* * * *

Councilmember Caudell returned to the meeting at 2:30 P.M.

* * * *
D. FDOT Tampa Bay Next

FDOT District 7 Director of Transportation Development Bill Jones related that the new District 7 Secretary, David Gwynn, looks forward to meeting the Forward Pinellas Board members at the September meeting; whereupon, he conducted a PowerPoint presentation titled *Tampa Bay Next, The Future of Transportation*, indicating that Tampa Bay Next is a program to modernize Tampa Bay’s transportation infrastructure to prepare for the future.

Mr. Jones indicated that Tampa Bay Next includes Complete Streets, freight mobility, transportation innovation, Interstate modernization, and bicycle and pedestrian facilities; and that the program is reviewing ways to solve traffic issues in the Tampa Bay region; whereupon, he discussed the Supplemental Environmental Impact Statement process and provided an update regarding the Gateway Expressway and Howard Frankland Bridge projects and improvements to the Interstate.

In response to queries by the members, Mr. Jones reported that the northbound span of the Howard Frankland Bridge is 57 years old; that it was designed for a 50-year lifespan; that it is structurally deficient; and that it will be torn down and not repurposed as a trail bridge; whereupon, he related that the current span will be replaced per state statute; and that due to environmental considerations, the footprint of the new bridge will not change.

Mr. Jones discussed the process of creating a transportation action plan, the importance of community engagement and outreach activities, and the prospect of billions of dollars flowing into the community because of roadway construction activities; whereupon, noting the importance of workforce development, he provided information regarding careers in construction and future opportunities for small, disadvantaged, and minority businesses, and Councilmember Caudell related that she and Dr. Cynthia Johnson, Pinellas County Economic Development, are forming a leadership team and plan to develop programming opportunities within Pinellas County in anticipation of upcoming FDOT projects.

Mr. Jones related that a Community Working Group meeting will be held on Thursday, July 13, from 5:30 until 7:30 P.M. at the EpiCenter.

In response to comments and queries by Councilmember Jonson and Commissioner Welch, Mr. Jones provided information with respect to the Premium Transit Study, relating that FDOT has engaged with PSTA and Hillsborough Area Regional Transit Authority members and stakeholders in order to put together a Statement of Need; and that a robust conversation will take place to find solutions that tie together; whereupon, he reported that his staff has worked extensively with St. Pete-Clearwater International Airport regarding
the Gateway Express project; and that he would investigate and provide information regarding the rationale for the project ending at Gandy Boulevard and not continuing to Downtown St. Petersburg, and Councilmember Rice and Councilmember Jim Kennedy provided input with respect to project funding, lane continuity, express lanes, and roadway congestion.

In response to comments and queries by Councilmember Caudell, Mr. Jones related that he instituted a Technology Task Team which has been reviewing innovative intersection designs, including roundabouts, diverging diamonds, and continuous flow interchanges; whereupon, Commissioner Johnson indicated that she appreciates the holistic approach being taken by FDOT; and that her views align with the other members regarding problems that are being addressed and those that have yet to be solved.

F. **Annual Budget and Millage Rate for Fiscal Year 2018 – Approved**

Deviating from the agenda, Chairman Morroni indicated that Item 6F would be addressed at this time; whereupon, Mr. Chatman referred to a PowerPoint presentation titled *Annual Budget and Millage Rate for FY 18*, and discussed the following:

- **Agency History Milestones**
- **Forward Pinellas Budget Process and Revenue Sources**
- **PPC Fiscal Year 2018 Budget: Objectives, Highlights, Expenditures, and History**
- **Upcoming Milestones**

In response to query by Chairman Morroni, Mr. Chatman discussed Intergovernmental Revenue, relating that it is based on an agreement between the Metropolitan Planning Organization and the Pinellas Planning Council; and that the dollar amount fluctuates from year to year; whereupon, he provided information regarding the impending Homestead Exemption vote in 2018, indicating that his department has been working with the Office of Management and Budget to determine the potential impact should the statewide referendum pass.

In response to query by Councilmember Rice, Mr. Chatman indicated that in order to create a regional MPO, it would be vital to budget resources early for the various costs associated with the transition, and Mr. Blanton and Chairman Morroni provided input.

Mr. Chatman indicated that the Fiscal Year 2018 budget proposes to maintain the current millage rate of 0.0150 mill, and requested that the members approve Resolution No. 17-2, which includes the budget and millage rate for the PPC; whereupon, Commissioner Eggers
moved, seconded by Councilmember Caudell and carried unanimously, that the budget and millage rate be approved (Vote 12-0).

E. Forward Pinellas Major Accomplishments and Strategic Business Plan Discussion

Chairman Morroni introduced the item, stating that the members had requested a six-month summary of the accomplishments of Forward Pinellas; whereupon, Mr. Blanton provided information regarding recent achievements and major initiatives of the agency, including:

Recent Accomplishments
• Bike Your City Event
• Joe’s Creek Trail Alignment Study
• Truth in Annexation Worksheet

Major Initiatives
• Complete Streets Program
• Vision Zero Initiative
• 20 Minute Neighborhoods
• Knowledge Exchange Series
• New Long Range Transportation Plan

Mr. Blanton discussed Strategic Plan Goals, indicating that Forward Pinellas will:

• Create plans that reflect the needs of individual communities within Pinellas County
• Use data to tell stories about who we are as a county and what our future should be
• Engage the public to create a future that reflects its needs and desires
• Develop partnerships to strengthen our cities, county, and region
• Plan a future for Pinellas County as a whole
• Improve the safety of travel for all users
• Grow purposefully as an agency

Following the presentation, Mr. Blanton requested direction from the members regarding the strategic initiatives; whereupon, Commissioner Eggers discussed the importance of community-based input and, referring to previous discussion, opined that the formation of a regional MPO would not necessarily equate to stronger regional decision making but to more unified decision making, and Mr. Blanton provided input.

Mr. Blanton provided information regarding the three counties which comprise the Orlando Regional MPO; whereupon, Chairman Morroni related that while he is receptive to the idea
of working regionally with Pasco and Hillsborough Counties, he wants to ensure that the interests of Pinellas County are protected, and Councilmember Caudell provided input.

Mr. Blanton provided additional information regarding the prospect of a regional MPO, indicating that it would not happen in the near future; that it requires the building of trust; and that it involves the programming of dollars from various sources; whereupon, Commissioner Tornga commented that the Strategic Business Plan should focus on the areas of technology, communication, and funding, and Chairman Morroni provided input.

7. REPORTS/UPDATE

A. Director’s Report

1. SPOTlight Update

Mr. Blanton reported that his office has developed a draft scope of work for the U.S. 19 Express Bus Concept; that it is currently being reviewed; and that it will be shared with PSTA in the near future; whereupon, he related that at the September meeting, he will be seeking authorization regarding the scope of services for three U.S. 19 studies with regard to two market economic analyses and the transit study.

Mr. Blanton indicated that he will be giving a presentation to the City of Largo on July 18 relating to the budget session; that funding commitments needed to initiate the Gateway Area Master Plan are close at hand; and that FDOT has been a great partner in committing funding to the effort. In response to query by Councilmember Jim Kennedy, Mr. Blanton related that he is optimistic regarding the local governments’ ability to commit to the $100,000 request in their Fiscal Year 2018 budgets, and discussed the value of combined resources.

2. 62nd Avenue Complete Street Discussion Update

Mr. Blanton indicated that in response to a recent letter from Mayor Bradbury regarding 62nd Avenue, his office convened a meeting with staff from the City of Pinellas Park, Pinellas County, and Forward Pinellas and discussed the Mayor’s request that 62nd Avenue receive Complete Streets improvements. He related that although a design project has been funded in the County Capital Improvement Plan (CIP), the scope for the design is being reviewed and will be refined to include input from Pinellas Park; that there is no money for construction at this time; and that moving forward will be contingent upon the passing of Penny for Pinellas IV.
3. TBARTA MPOs CCC and Central Florida MPO Alliance Joint Meeting Summary

Mr. Blanton related that he and Commissioner Johnson attended the joint meeting and heard several informative presentations, and Commissioner Johnson provided input.

8. INFORMATIONAL ITEMS

Information about the following items was included in the agenda materials, and the items were not addressed at the meeting unless so noted:

A. FDOT Pinellas County Community Working Group – July 13

B. Grand Opening for the Pinellas Trail Coast to Coast Trail Connector – July 20

C. Forward Pinellas Technology Forum Coming This Fall

Mr. Blanton reported that the Technology Forum will be held on September 28 beginning at 9:00 A.M., and provided information regarding the stakeholders that have been invited.

D. Reminder – August Forward Pinellas Meeting Cancelled – Next Meeting September 13, 2017

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

Chairman Morroni reported that the Bicycle Pedestrian Advisory Committee has one opening, for a representative from the beach communities; and that the Local Coordinating Board has two, for representatives from the local medical community and transportation provider for profit.

I. Other – None
9. **ADJOURNMENT**

There being no further business, the meeting was adjourned at 3:43 P.M.

_____________________________
Chairman
SUMMARY

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

  Valerie Brookens, Program Planner for the City of Largo, Community Development Department has submitted a request to appoint Katrina Lunan-Gordon as BPAC alternate for the City of Largo.

- **Local Coordinating Board (LCB)**

  The Florida Department of Health in Pinellas County (DOH-Pinellas) has submitted a request to appoint Quinn Lundquist MPH, CPH, the Planning and Partnerships Manager. In his previous role he served as the Lead Evaluator for DOH-Pinellas’ Partnerships to Improve Community Health program funded by the Centers for Disease Control and Prevention (CDC). He received his master’s degree in public health from the University of Florida and completed a two-year fellowship at the CDC in Atlanta in the Division of Scientific Education and Professional Development.

- **Planners Advisory Committee (PAC)**

  Marcie Stenmark, Community Development Director for Safety Harbor has submitted a request to appoint Elizabeth Ciesla, Community Planner/GIS Analyst, as PAC alternate for the City of Safety Harbor.

- **Technical Coordinating Committee (TCC)**

  The Tampa Bay Regional Planning Council (TBRPC), has submitted a request to appoint Brian Ellis as TCC representative for the TBRPC seat, due to the vacancy left by Avera Wynne. Brian is a life-long Pinellas County resident and holds a Bachelor’s Degree in Economics from USF and is a valued member of the TBRPC team.

  Marcie Stenmark, Community Development Director for Safety Harbor has submitted a request to appoint Elizabeth Ciesla, Community Planner/GIS Analyst, as TCC representative for the City of Safety Harbor, and Marcie will remain as alternate.

  The City of Dunedin is requesting the appointment of Marcello Tavernari as the TCC Engineering representative for the City of Dunedin due to vacancy left by Joan Rice.

  Pinellas County is requesting the appointment of Joan Rice as the TCC Traffic representative for Pinellas County.
ATTACHMENT(S):
- BPAC membership listing
- LCB membership listing
- PAC membership listing
- TCC membership listing

ACTION: Board, in its role as the metropolitan planning organization, approve Katrina Lunan-Gordon as BPAC alternate representative for Largo, Quinn Lundquist as the LCB medical community representative, Brian Ellis as TCC representative for TBRPC, Elizabeth Ciesla as TCC representative for Safety Harbor, Marcello Tavernari as TCC representative for City of Dunedin and Joan Rice as the TCC representative for Pinellas County. Board, in its role as the Pinellas Planning Council, approve Elizabeth Ciesla as PAC alternate representative for Safety Harbor.

STAFF RECOMMENDATION: Staff recommends the board approve the appointments as outlined above.
# BICYCLE PEDESTRIAN ADVISORY COMMITTEE MEMBERSHIP LIST

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<tr>
<th>Voting</th>
<th>St. Petersburg Area (St. Pete/Gulfport/So Pasadena/Tierra Verde)</th>
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<tr>
<td>1.</td>
<td>Jeff Morrow (07/12/17)</td>
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<td>Kimberly Cooper (10/13/99)</td>
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<td>Charles Johnson (06/14/17)</td>
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<td><strong>Clearwater Area</strong></td>
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<td>Chip Haynes (04/13/11)</td>
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<td>Robert Yunk (02/09/05)</td>
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<td>Win Dermody (03/12/14)</td>
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<td>Charles Martin (04/08/09)</td>
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<td><strong>Pinellas Park and Mid-County</strong></td>
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<td>Ronald Rasmussen (12/13/06)</td>
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<td>Byron Virgil Hall, Jr., (12/13/06)</td>
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<td>10.</td>
<td>Daniel Alejandro (10/12/16)</td>
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<td>Georgia Wildrick (08/16/06)</td>
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<td>12.</td>
<td>Tom Ferraro (04/09/03)</td>
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<td>13.</td>
<td>Becky Afonso (Vice Chair) (10/08/14)</td>
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<td>Paul Kurtz (12/11/13)</td>
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<td>Mike Siebel (03/14/12)</td>
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<td>16.</td>
<td>Brian Smith (Chairman) (12/12/12)</td>
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<td>Steve Lasky (11/14/12)</td>
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<td>Ed Hawkes (11/18/98)</td>
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<td>Annette Sala (03/12/14)</td>
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<td>Jim Wedlake (05/12/10)</td>
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<td>Vacant</td>
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<td><strong>Technical Support</strong></td>
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<td>1.</td>
<td>County Traffic Department (Tom Washburn – representative, Gina Harvey and Casey Morse – alternates)</td>
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<td>2.</td>
<td>County Parks and Conservation Resources (Lyle Fowler – representative, Spencer Curtis – alternate)</td>
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<td>PSTA (Jacob Labutka – representative; Heather Sobush and Kristina Tranel – alternates)</td>
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<td>4.</td>
<td>City of Clearwater (Zain Adam)</td>
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<td>5.</td>
<td>City of St. Petersburg (Lucas Cruse as representative and Cheryl Stacks as alternate)</td>
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<td>6.</td>
<td>City of Largo (Valerie Brookens as representative and Katrina Lunan-Gordon as alternate)</td>
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<td>7.</td>
<td>Pinellas County School System (Tom McGinty - representative)</td>
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<td>8.</td>
<td>TBARTA (Anthony Matonti -representative; Michael Case 1st alternate and Ramond Chiarmonte 2nd alternate)</td>
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<td>Pinellas County Health Department (Vacant - representative)</td>
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<td>CUTR (Julie Bond, representative)</td>
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<td>11.</td>
<td>Sunstar Paramedics (Vacant - representative, Community Outreach Coordinator)</td>
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<td><strong>Sheriff's Office /Police/Law Enforcement Representatives</strong></td>
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<td>Pinellas Park Police Dept.</td>
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<td>St Petersburg Police Dept.</td>
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<td>Largo Police Dept.</td>
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<td>Sheriff’s Office – Deputy Eric Gibson</td>
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<td>5.</td>
<td>Clearwater Police Dept.</td>
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<td><strong>Non-Voting Technical Support</strong></td>
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<td>(Chris Speese – FDOT)</td>
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*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
Vacant
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) (Alternate: Jody Armstrong (5/12/2017))

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
Vacant

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
Vacant
Kitty Kelleher (alternate: 2/8/2017)

Children at Risk
Pricilla McFadden (3-8-2017)

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

Career Source Pinellas
Jennifer Brackney (5/12/2017) (Alternate: Don Shepherd (03/12/2014)

Local Medical Community
Quinn Lundquist (10/11/2017)

Technical Support – Florida Department of Transportation (FDOT)
Dave Newell (Alternate: Elba Lopez)
# PAC MEMBERS LIST
## 2017 PLANNERS ADVISORY COMMITTEE

### OFFICERS
- **Chairman**: Valerie Brookens, City of Largo
- **Vice-Chairman**: Derek Kilborn, City of St. Petersburg

### MEMBERS

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<td>Clearwater</td>
<td>Michael Delk, Planning Director</td>
<td>Gina Clayton, Assistant Planning Director</td>
<td>Lauren Matzke, Long Range Planning Manager</td>
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<td>Dunedin</td>
<td>Greg Rice, Director of Planning &amp; Development</td>
<td>Lael Giebel, Development Services Project Coordinator</td>
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<td>Gulfport</td>
<td>Fred Metcalf, Director of Community Development</td>
<td>Mike Taylor, Principal Planner</td>
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<td>Indian Rocks Beach</td>
<td>Hetty Harmon, Planning Consultant</td>
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<td>Indian Shores</td>
<td>Greg Yantorno, Building Official</td>
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<td>Largo</td>
<td>Valerie Brookens, Strategic Planning Program Planner</td>
<td>Robert Klute, Assistant Director of Community Development</td>
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<td>Madeira Beach</td>
<td>Luis Serna, Calvin,Giordano &amp; Associates</td>
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<td>Oldsmar</td>
<td>Marie Dauphinais, Director of Planning &amp; Redevelopment</td>
<td>Michele Parisano, Planning Manager/CRA Administrator</td>
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<td>Pinellas County</td>
<td>Renea Vincent, Planning Director</td>
<td>Glenn Bailey, Zoning Manager</td>
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<td>Dean Neal, Zoning Director</td>
<td>Anna Weaver, Zoning Coordinator</td>
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<td>Redington Shores</td>
<td>Mary Palmer, Town Clerk</td>
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<td>Marcie Stenmark, Community Development Director</td>
<td>Elizabeth Ciesla, Community Planner</td>
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<td>St. Petersburg</td>
<td>Derek Kilborn, Manager, Planning &amp; Econ. Development Dept.</td>
<td>Luis Teba, Planner II, Planning &amp; Economic Development</td>
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<td>St. Pete Beach</td>
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<td>Mark Ely, Community Development Director</td>
<td>Jan Norsoph, City Planner</td>
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<td>Neal Schwartz, Community Improvement Director</td>
<td>Ashley Dochinez, Permit Tech./Business Tax Official</td>
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<td>Marshall Touchton, Demographic Specialist</td>
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<td>School District</td>
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<td>FDOT</td>
<td>Dan Santos, Planning Supervisor I</td>
<td>Lindsey Mineer</td>
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<td>Waddah Farah, Transportation Planning Manager</td>
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<td>Chris Cochran, Senior Planner</td>
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<td>Joan Rice, Chair</td>
<td>Ken Jacobs</td>
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<td>Alternates: Tom Washburn &amp; Gina Harvey</td>
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<th><strong>Pinellas County Planning</strong></th>
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<tr>
<td>Caroline Lanford</td>
<td>Ajaya Satyal</td>
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<td>Mike Burke</td>
<td>Heather Sobush (Vice Chair)</td>
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<td>Vacant</td>
<td>Brian Ellis</td>
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<tr>
<th><strong>Clearwater Traffic Operations</strong></th>
<th><strong>Dunedin Planning</strong></th>
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<tr>
<td>Paul Bertels</td>
<td>Lucy Fuller</td>
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<td>Alternate: Cory Martens</td>
<td>Alternate: Greg Rice</td>
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<th><strong>Dunedin Traffic Engineering</strong></th>
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<tr>
<td>Marcello Tavernari</td>
<td>Mike Taylor</td>
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<td>Alternate: Jorge Quintas, PE</td>
<td>Alternate: Fred Metcalf</td>
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<th><strong>Indian Rocks Beach</strong></th>
<th><strong>Largo Community Development</strong></th>
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<tr>
<td>Hetty Harmon</td>
<td>Frances Leong</td>
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<td>Alternate: Vacant</td>
<td>Alternate: Robert Klute</td>
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<th><strong>Largo Community Development –Engineering</strong></th>
<th><strong>Oldsmar</strong></th>
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<tr>
<td>Rafal Cieslak</td>
<td>Marie Dauphinais</td>
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<td>Alternate: Chuck Mura</td>
<td>Alternate: Michele Parisano</td>
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<th><strong>Pinellas Park Planning Department</strong></th>
<th><strong>Pinellas Pk. Storm Water &amp; Transportation</strong></th>
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<tr>
<td>Danny Taylor</td>
<td>Brent Perkey</td>
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<td>Alternate: Kathy Gademer</td>
<td>Alternate: David Chase</td>
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<th><strong>Safety Harbor</strong></th>
<th><strong>St. Petersburg/Clearwater Int’l Airport</strong></th>
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<td>Vacant: Elizabeth Ciesla</td>
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<td>Alternate: Marcie Stenmark</td>
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<td>St. Petersburg Engineer &amp; Capital Improve Dept.</td>
<td>Tim Funderburk</td>
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<tr>
<td>St. Petersburg Plan &amp; Econo. Develop. Dept.</td>
<td>Tom Whalen</td>
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<tr>
<td>St. Petersburg Transport. &amp; Parking Mgmt. Dept.</td>
<td>Cheryl Stacks</td>
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<td>Seminole</td>
<td>Mark Ely</td>
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<td>Tarpon Springs Planning</td>
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<tr>
<td>Treasure Island</td>
<td>Bob Bray</td>
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<tr>
<td>FDOT (technical support)</td>
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5C. Approval of Amendments to the Bicycle Pedestrian Advisory Committee (BPAC) Bylaws

SUMMARY

The BPAC bylaws were last amended in 2015 before the new Forward Pinellas branding was adopted. At the last BPAC meeting, several members volunteered for a subcommittee to review the bylaws and recommend amendments to bring them up-to-date. The bylaws subcommittee met on July 17, 2017 to make several recommendations including: all references to the metropolitan planning organization be updated to Forward Pinellas; reference support and coordination with other counties and committees under Section 2; update membership and composition to include 13 technical representatives; and define the voting positions for local law enforcement representatives.

Attached is an underline/strikeout draft of the BPAC bylaws for Board review.

ATTACHMENT(S): BPAC Bylaws Underline/Strikeout Draft

ACTION: Board, in its role as the metropolitan planning organization, approve the BPAC bylaws

STAFF RECOMMENDATION: Staff recommends the board approve the BPAC bylaws
BYLAWS OF THE
PINELLAS COUNTY METROPOLITAN PLANNING ORGANIZATION
FORWARD PINELLAS
BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE
BYLAWS

Adopted:
March 12, 2014

Amended:
April 9, 2014

Amended:
June 10, 2015

Amended:
September 13, 2017
BYLAWS OF THE
PINELLAS COUNTY METROPOLITAN PLANNING ORGANIZATION
FORWARD PINELLAS
BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE
BYLAWS

SECTION 1: NAME

The name of this committee shall be the Pinellas County Metropolitan Planning Organization Bicycle and Pedestrian Advisory Committee (BPAC) and shall serve Forward Pinellas, in its role as the Pinellas County Metropolitan Planning Organization, effective March 12, 2014.

SECTION 2: PURPOSE

The Bicycle and Pedestrian Advisory Committee (BPAC) shall serve the Pinellas County Metropolitan Planning Organization (MPO) Forward Pinellas on an advisory basis. In order to assist the BPAC to perform its functions and responsibilities, the MPO Forward Pinellas shall provide appropriate staff support as Forward Pinellas deems appropriate in its sole discretion. All official actions of the BPAC must be approved by the MPO Forward Pinellas Board.

The functions and responsibilities of the BPAC shall include, but not be limited to, the following major areas:

- **Bikeways**
  - Assist the MPO Forward Pinellas in the development and updating of the Bicycle and Pedestrian Master Plan for Pinellas County.
  - Propose policies for the development of bikeway bicycle and pedestrian systems.

- **Plan Review**
  - Annually review the bicycle and pedestrian plan Bicycle Pedestrian Master Plan and proposed amendments as appropriate.
  - Review the countywide Transportation Improvement Program (TIP) for appropriate consideration of bikeway bicycle, trailways and pedestrian facilities.

- **Plan Implementation**
  - Recommend bikeway bicycle, trailways and pedestrian priorities to the MPO Forward Pinellas in support of the plan for inclusion in State, County, or local capital improvements programs and projects.
  - Through the MPO Forward Pinellas, urge County State and local jurisdictions to implement design and construction standards for bicycle and pedestrian facilities.
**Education**

- Identify bicycle and pedestrian concerns and present them to the MPO Forward Pinellas.
- Assist in the promotion of bicycling and walking, enforcement of bicycle and pedestrian rules and regulations, and safety programs.
- Assist in the dissemination of general bicycle and pedestrian information to organizations and citizens throughout the County.

**Coordination**

- Assist communities in Pinellas County with the development of bikeway, bicycle, trailways and pedestrian facilities.
- Support and coordinate with other counties and committees in the Tampa Bay Region on bicycle, trailways and pedestrian facilities.
- Provide a forum for the discussion of bikeway, bicycle, trailways and pedestrian concerns and interests.

**Bicycle and Pedestrian Safety**

- Evaluate existing rights-of-way and roadway conditions and designs plans with the idea of recommending safer bicycle and pedestrian provisions and accommodations.
- Promote a safer roadway environment for bicyclists and pedestrians.

**SECTION 3: MEMBERSHIP, COMPOSITION, APPOINTMENT, QUALIFICATIONS, AND TERMS**

A. The BPAC shall be composed of as many as twenty-three (23) appointed persons, citizen representatives, eleven thirteen (11) technical members representatives, (1) one Pinellas County Sheriff’s Office representative, and potentially twelve (12) one local law enforcement member representative confirmed by the MPO Forward Pinellas Board at regular session. Membership shall also be geographically apportioned as follows:

1. As many as twenty-three (23) members confirmed by the MPO Forward Pinellas Board for their following areas:

   - St. Petersburg/Gulfport/South Pasadena/Tierra Verde 3
   - Clearwater Area 3
   - Dunedin Area 1
   - Pinellas Park and Mid County 2
   - Largo Area 2

Commented [HCD1]: As many as 23, or 23? If “as many as 23,” then add the term “as many as” or “a maximum” before each category of representatives (a maximum of 11 technical representatives, a maximum of one local law enforcement, etc.)

Commented [HCD2]: Below the bylaws state that as many as 11 technical representatives are from Pinellas County and other such entities. These entities are not citizen representatives.
North County Area (Tarpon Springs/Palm Harbor/Ozona/Oldsmar/Safety Harbor) 2
At Large 7
Seminole Area 1
Beach Communities (North/South) 2

2. As many as eleven (11) technical member representatives recommended by the MPO-Forward Pinellas Board to include representatives from the Pinellas County Public Works Department; Pinellas County Planning Department; the Pinellas Suncoast Transit Authority (PSTA); the cities of Clearwater, St. Petersburg, and Largo and Oldsmar; the Pinellas County School System District; the Tampa Bay Area Regional Transportation Authority (TBARTA); Florida Department of Health (DOH) – Pinellas County; Pinellas Trails, Inc.; Center for Urban Transportation Research (CUTR); and Sunstar Paramedics. Safe Routes to School. “Technical Member Representative” is defined as a person who possesses either academic, practical, or both types of special knowledge related to the profession of traffic engineering, public works, parks operations, or other recognized technical disciplines applicable to the work of the BPAC.

3. One (1) Pinellas County Sheriff’s Department representative and one (1) representative from each of the various local municipal police departments totaling as many as twelve (12); no more than two (2) are invited to serve as voting members of the BPAC.

The non-voting technical support membership will be as follows:

The FDOT and Pinellas County Parks & Conservation Resources representatives will be considered as non-voting technical support.

B. Each [voting] member shall have an equal one vote.

C. If a representative moves out of the area they represent, that representative may serve until the end of the current year, at which time their replacement will be appointed. If the former representative wishes to continue serving on the BPAC, they may serve as an “At Large” representative after appointment by the MPO-Forward Pinellas Board if one or more of the “At Large” memberships is vacant.

D. Terms of appointment shall be until member resignation or until membership is withdrawn by the MPO-Forward Pinellas. A member having three or more consecutive absences or five or more absences during a twelve-month period shall require reconfirmation by Forward Pinellas the MPO or membership shall be terminated. BPAC member attendance will be reviewed on a continuing basis.

SECTION 4: OFFICERS AND DUTIES

The BPAC shall have two officers, the Chairperson and Vice Chairperson, who shall be voting members.

A. Officer elections shall take place at the last regularly-scheduled meeting of each calendar year. Any member may nominate a voting member to be an officer. Such nominations shall not be made without agreement of the nominee(s) to serve, if elected.

B. All elections shall be by the majority vote of BPAC members at a meeting which a quorum is present,
The Chairperson and Vice Chairperson shall hold office until their successors are elected.

C. The Chairperson shall:

1. Preside at and conduct all meetings.
2. Approve BPAC correspondence and information releases.
3. Approve the agenda, with any modifications, prior to any scheduled meeting.
4. Serve as a liaison between the BPAC and the MPO-Forward Pinellas whenever the need arises.
5. Cancel or postpone a regular or special meeting if circumstances warrant it and, if necessary, set a new date, time, and place for the meeting.

D. The Chairperson may create subcommittees and task teams and appoint their chairpersons and members.

E. The Vice Chairperson shall, during the absence or inability of the Chairperson to serve, have and exercise all the duties and powers of the Chairperson. The Vice Chairperson shall also perform such other duties as may be assigned by the Chairperson.

F. If both the Chairperson and Vice Chairperson are absent from a meeting, a temporary Chairperson shall be provided by majority vote of the members present.

G. Any vacancy in office created by resignation or replacement of an officer shall be filled by a majority vote of members present at the next regular meeting. The officer so elected shall fill the remainder of the unexpired term of the vacant office.

SECTION 5: MEETINGS

A. The business year for the BPAC will run from January through December of each calendar year. The BPAC shall conduct regular monthly meetings at a date, time, and place acceptable to a majority of the membership. Due to certain holidays, summer vacation schedules, and possible schedule conflicts, several meetings during the calendar year will be cancelled. A seven (7) day notice shall be given for any such changes to the regular meeting schedule.

B. The Chairperson may call emergency or special meetings when deemed necessary. Emergency or special meetings may be called with a minimum of one (1) day notice, indicating the reason for the meeting. The notice for emergency or special meetings may be conducted by means of electronic communication.

C. The MPO-Forward Pinellas staff shall prepare agendas prior to all meetings. Hard copies of the agendas, including the minutes of the previous meeting, should be sent to the members approximately five (5) days prior to any regular meeting. The members will also receive, via e-mail, a link that will allow them to view the agenda, reports, studies, or other Committee notices on the MPO-Forward Pinellas website. Members may place items on the agenda with approval of the Chairperson.
D. An item requiring action may be brought before the BPAC by any member with the Chairperson’s approval, even though it is not on the agenda. The Chairperson shall decide if action is to be taken at that meeting or at a subsequent meeting.

E. A quorum shall consist of 7 (enter either 7 or 8 if you want around 1/3) one-third of the appointed voting membership and shall be required for conducting all official business. A majority of those present shall be necessary to decide an issue before the Committee.

F. All meetings will be open to the public. Public participation shall be allowed at the discretion of the Chairperson.

SECTION 6: MPO-FORWARD PINELLAS CONFLICT OF INTEREST POLICY

A. Conflicts of Interest

1. Voting Conflicts

If a member of the BPAC declares a voting conflict pursuant to Section 112.3143, Florida Statutes on a matter before the BPAC, the MPO-Forward Pinellas or its advisory committees, that member may not vote or longer participate in that matter. Said member may also not participate in that matter before the Pinellas County Metropolitan Planning Organization Forward Pinellas and local government boards that have a member of the Pinellas County Metropolitan Planning Organization Forward Pinellas on it, or any other committee of the Pinellas County Metropolitan Planning Organization Forward Pinellas organization. For the purposes of this subsection, the term “participate” means any attempt to influence the decision by oral or written communication, whether made by the member of the MPO-Forward Pinellas or another individual to its advisory committee or at the member’s direction.

In the event a member has a conflict of interest, they are required to complete Form 8B – Memorandum of Voting Conflict for County, Municipal, and Other Local Public Officers and turn it in to the person responsible for recording the minutes of the meeting Forward Pinellas staff for insertion in the minutes of the meeting where said conflict existed, in compliance with Section 112.3143, Florida Statutes.

2. Lobbying Policy

Lobbying of evaluation committee members, MPO-Forward Pinellas staff, or elected officials regarding Requests for Proposals, Requests for Qualifications, bids, or contracts during the pendency of bid protest by the bidder/proposer/protestor, or any member of the bidder/proposer/protestor’s staff, an agent of the bidder/proposer/protestor, or any person employed by the legal entity affiliated with or representing an organization that is responding to the Requests for Proposal, Requests for Qualification, bid or contract, or has a pending bid protest is strictly prohibited either upon advertisement or on a date established by the Pinellas County Metropolitan Planning Organization (MPO)-Forward Pinellas and shall be prohibited until either an award is final or the protest is finally resolved by the MPO-Forward Pinellas Board or Executive Director, provided however, nothing herein shall prohibit a prospective bidder/proposer from...
contacting the MPO-Forward Pinellas staff to address situations such as clarification and/or questions related to the procurement process. For purposes of this provision, lobbying activities shall include but not be limited to influencing or attempting to influence action or non-action in connection with any Requests for Proposals, Requests for Qualifications, bid or contract through direct or indirect oral or written communication or an attempt to obtain goodwill of persons and/or entities specified in this provision. Such action may cause any Requests for Proposals, Requests for Qualifications, bid, or contract to be rejected.

The use of Federal funds to lobby a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with (1) the awarding of any federal grant; (2) the making of any Federal grant; (3) the making of any Federal loan; (4) the entering into of any cooperative agreement; or (5) the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement, is prohibited by the Byrd Amendment of the Anti-Lobbying Act (31 U.S. Code §1352). BPAC members shall not utilize any Federal funds it may receive for such purposes.

SECTION 7: AMENDMENTS

These Bylaws may be amended by the MPO-Forward Pinellas based on a recommendation and affirmative vote of a majority of the voting members of the BPAC, provided a copy of the proposed amendment(s) shall have been sent to every member at least seven (7) days before it is to be voted on. All proposed amendments shall be voted on at regular meetings; however, MPO-the Forward Pinellas staff may accept write-in votes prior to the meeting.
SUMMARY

In the late 1990s, the metropolitan planning organization (MPO) established the School Board Task Force, which served as a forum of policy makers who worked to identify solutions to get children to and from school safely. In 2001, the task force was reconstituted as a permanent committee and program with expanded membership that included two school board members to better balance the perspectives of the school district and local governments. The committee followed a task list, which included such items as ongoing review of signalization around schools, recommending safe pathways to and from school, working to provide carpooling support to schools, facilitating different issues that came forward between a local government and the school district, and advocating for changes in state law that would result in improved student safety. All of the items that were identified on the original task list have been completed and the coordination and collaboration between the school district, local governments, law enforcement and Forward Pinellas has been improved in many ways.

Since the original task force was established in a somewhat informal basis, bylaws were never adopted for the group. At the February 2017 meeting, Forward Pinellas staff presented a School Transportation Safety Committee (STSC) mission and vision statement for review and comment and offered to draft bylaws in order to clarify the purpose of the committee, requirements for voting and non-voting members, officers’ titles and responsibilities, how officers are to be assigned, how meetings should be conducted, how often meetings will be held, etc. At the June 2017 meeting, draft bylaws were presented to the committee for review and comment. The bylaws were subsequently revised based on the committee’s input and a recommendation was made to approve the bylaws at the October 2017 meeting.

ATTACHMENT(S): STSC Bylaws

ACTION: Board, in its role as the metropolitan planning organization, to approve the STSC bylaws
BYLAWS OF THE
FORWARD PINELLAS
SCHOOL TRANSPORTATION SAFETY COMMITTEE

SECTION 1: NAME

The name of this committee shall be the Forward Pinellas School Transportation Safety Committee, effective October 11, 2017.

SECTION 2: PURPOSE

The School Transportation Safety Committee (STSC) shall serve Forward Pinellas in its role as the Pinellas County Metropolitan Planning Organization (MPO) on an advisory basis. In order to assist the STSC in carrying out its vision and mission, Forward Pinellas shall provide appropriate staff support. All official actions of the STSC must be confirmed by Forward Pinellas.

The vision and mission of the STSC are as follows:

Vision: To improve the safety of pedestrians, bicyclists, cars, and buses as they travel to and from Pinellas County’s schools through raising awareness, sharing information, and collaboratively working with partner agencies to improve critical transportation facilities.

Mission: To continuously review and evaluate all modes of public school transportation in terms of safe routes and access and make recommendations to address current or future issues or needs. The scope of the STSC’s purview includes but is not limited to; school bus stop locations, bicycle routing, walking conditions, transit, and transportation programming/policies/procedures.

SECTION 3: MEMBERSHIP, COMPOSITION, APPOINTMENT, QUALIFICATIONS, AND TERMS

A. The STSC shall be comprised of as many as sixteen (16) voting appointed persons and six (6) non-voting technical support members confirmed by Forward Pinellas during a regular meeting.

The voting and non-voting membership is as follows:

1. As many as sixteen (16) members confirmed by Forward Pinellas for the following municipalities, agencies and citizen groups:

   Pinellas County School Board 2
   City of Safety Harbor 1
   City of St. Petersburg 1
   Pinellas County (BCC) 1
   City of Tarpon Springs 1
   City of Clearwater 1
   City of Oldsmar 1
   City of Seminole 1
City of Madeira Beach 1
City of Gulfport 1
Citizen Representative 1
City of Largo 1
City of Dunedin 1
City of Pinellas Park 1
Pinellas Suncoast Transit Authority (PSTA) 1

2. As many as six (6) non-voting technical support members confirmed by the Forward Pinellas Board shall include a representative from Pinellas County Schools; the Pinellas County Public Works Department; local government staff; and local law enforcement personnel. "Technical Member" is defined as a person who possesses either academic, practical, or both types of special knowledge related to the profession of traffic engineering, public works, parks operations, or other recognized technical disciplines applicable to the work of the STSC.

B. Each voting member shall have an equal vote.

C. If a representative’s term of office expires, the local government must appoint a new member to fill that unexpired term of service as soon as practicable.

SECTION 4: OFFICERS AND DUTIES

The STSC shall have two officers, the Chairperson and Vice Chairperson, who shall be voting members.

A. Officer elections shall take place every two years at the last regularly-scheduled meeting of the calendar year. Any member may nominate a voting member to be an officer. Such nominations shall not be made without agreement of the nominee(s) to serve, if elected.

B. All elections shall be by the majority vote of STSC members present, except write-in votes may be accepted by Forward Pinellas staff prior to the meeting at which the election will be held. The Chairperson and Vice Chairperson shall hold office until their successors are elected.

C. The Chairperson shall:

1. Preside at and conduct all meetings.
2. Approve STSC correspondence and information releases.
3. Serve as a liaison between the STSC and Forward Pinellas whenever the need arises.
4. Cancel or postpone a regular or special meeting if circumstances warrant it and, if necessary, set a new date, time, and place for the meeting.

D. The Chairperson may create subcommittees and task teams and appoint their chairpersons and members.

E. The Vice Chairperson shall, during the absence or inability of the Chairperson to serve, have and exercise all the duties and powers of the Chairperson. The Vice Chairperson shall also perform such other duties as may be assigned by the Chairperson.
F. If both the Chairperson and Vice Chairperson are absent from a meeting, a temporary Chairperson shall be provided by majority vote of the members present.

G. Any vacancy in office created by resignation or replacement of an officer shall be filled by a majority vote of members present at the next regular meeting. The officer so elected shall fill the remainder of the unexpired term of the vacant office.

SECTION 5: MEETINGS

A. The business year for the STSC will run from January through December of each calendar year. The STSC shall conduct three to four regular meetings at a date, time, and place acceptable to a majority of the membership.

B. The Chairperson may call emergency or special meetings when deemed necessary. Emergency or special meetings may be called with a minimum of one (1) day notice, indicating the reason for the meeting. The notice for emergency or special meetings may be conducted by means of electronic communication.

C. Forward Pinellas staff shall prepare agendas prior to all meetings. Forward Pinellas staff's goal is to distribute hard copies of the agendas, including the minutes of the previous meeting, to members approximately seven (7) days prior to any regular meeting. The members will also receive, via e-mail, a link that will allow them to view the agenda, reports, studies, or other Committee notices on the Forward Pinellas website. Members may place items on the agenda with approval of the Chairperson.

D. An item requiring action may be brought before the STSC by any member with the Chairperson's approval, even though it is not on the agenda. The Chairperson shall decide if action is to be taken at that meeting or at a subsequent meeting.

E. A quorum shall consist of one-fourth of the appointed voting membership and shall be required for conduct of all official business.

F. All meetings will be open to the public. Public participation shall be allowed at the discretion of the Chairperson.
SECTION 6:  FORWARD PINELLAS CONFLICT OF INTEREST POLICY

A. Conflicts of Interest

1. Voting Conflicts

If a member of the STSC declares a voting conflict pursuant to Section 112.3143, Florida Statutes on a matter before Forward Pinellas or its advisory committees, that member may no longer participate in that matter before Forward Pinellas and local government board that has a member of Forward Pinellas on it, or any other committee of Forward Pinellas. For the purposes of this subsection, the term “participate” means any attempt to influence the decision by oral or written communication, whether made by the member of Forward Pinellas or its advisory committee or at the member’s direction.

In the event a member has a conflict of interest, they are required to complete Form 8B – Memorandum of Voting Conflict for County, Municipal, and Other Local Public Officers and turn it into Forward Pinellas staff for insertion in the minutes of the meeting where said conflict existed, in compliance with Section 112.3143, Florida Statutes.

2. Lobbying Policy

Lobbying of evaluation committee members, Forward Pinellas staff, or elected officials regarding Requests for Proposals, Requests for Qualifications, bids, or contracts during the pendency of bid protest by the bidder/proposer/protestor, or any member of the bidder's/proposer's/protestor's staff, an agent of the bidder/proposer/protestor, or any person employed by the legal entity affiliated with or representing an organization that is responding to the Requests for Proposal, Requests for Qualification, bid or contract, or has a pending bid protest is strictly prohibited either upon advertisement or on a date established by Forward Pinellas and shall be prohibited until either an award is final or the protest is finally resolved by the Forward Pinellas Board or Executive Director, provided, however, nothing herein shall prohibit a prospective bidder/proposer from contacting the Forward Pinellas staff to address situations such as clarification and/or questions related to the procurement process. For purposes of this provision, lobbying activities shall include but not be limited to influencing or attempting to influence action or non-action in connection with any Requests for Proposals, Requests for Qualifications, bid or contract through direct or indirect oral or written communication or an attempt to obtain goodwill of persons and/or entities specified in this provision. Such action may cause any Requests for Proposals, Requests for Qualifications, bid, or contract to be rejected.

SECTION 7:      AMENDMENTS

These Bylaws may be amended by Forward Pinellas based on a recommendation and affirmative vote of a majority of the voting members of the STSC, provided a copy of the proposed amendment(s) shall have been sent to every member at least three (3) days before it is to be voted on. All proposed amendments shall be voted on at regular meetings; however, Forward Pinellas staff may accept write-in votes prior to the meeting.
SUMMARY

This is one of two complementary efforts being led by Forward Pinellas to develop a vision for the US 19 corridor under the board’s SPOTlight initiative. The other effort, which the board approved in June, is to conduct economic market analyses of the corridor within the Largo and Tarpon Springs areas. Together, these planning activities will provide information and guidance to the Florida Department of Transportation in its designs for US 19 corridor highway improvements and testing of different improvement scenarios. The US 19 Corridor Express Bus Concept scope has been developed in consultation with Pinellas Suncoast Transit Authority, and will be performed by HDR, one of Forward Pinellas’ general planning consultants, for $69,901. The work will examine alternatives to develop a service plan, stop locations and cost estimates for two different express bus service concepts: one for the northern US 19 corridor between Pasco and Pinellas County to the Gateway/Mid-County employment area, and one serving the Skyway Marina District/34th Street South area into downtown St. Petersburg or the Gateway area. The project schedule is expected to lead to a finished work product at the beginning of 2018.

Forward Pinellas staff is seeking full board acknowledgement and approval of the scope of services and cost proposal for the US 19 Corridor Express Bus Concept Plan which was previously acted upon by a quorum of the Forward Pinellas Board during a special meeting on August 4, 2017.

ATTACHMENT(S):
- Draft Scope of Services for US 19 Corridor Express Bus Concept Plan
- Draft Summary of Special Meeting Held on August 4, 2017

ACTION: Board to approve the scope of services
GENERAL PLANNING CONSULTANT SERVICES
Forward Pinellas

US 19 Express Bus Service Concepts

SCOPE OF SERVICES

Introduction

Study Goal – Develop an Express Bus Concept of Operations. The HDR team will complete an evaluation of travel demand and transit supportive land use along the US 19 corridor in Pinellas County to serve as the basis for accomplishment of the following:

- Identification of promising concepts for the implementation of express bus transit service connecting North Pinellas County and Western Pasco County to the Gateway Area and other employment intensive areas along US 19;
- Identification of potential new or enhanced transit service connecting South Pinellas County to Downtown St. Petersburg and the Gateway Area;
- Prepare a Concept of Operations with high level planning recommendations for alignments, stops, travel shed areas where park-and-ride facilities may be appropriate, and conceptual level estimates of costs for implementation of new express transit service or express transit service.

Task 1. Vision & Goals

The vision and goals for the proposed express transit service need to be clearly defined to guide the study. The HDR project manager will participate in a project initiation meeting with staff from Forward Pinellas, PSTA, Pasco MPO, and other stakeholders as defined by Forward Pinellas to review the project scope of services and schedule. In addition, draft vision and goal statements for the service, addressing the following broad topics, will be presented and discussed:

- Service Focus – In-County Work Trips and connections between Pasco and Pinellas Counties
- Competitiveness with Auto Travel – Time, Cost, Comfort, and Convenience
- Last Mile Connections in Major Activity Centers
- Off Corridor Improvements to Speed Travel – TSP, BAT Lanes, Queue Jumps, etc.
- Premium Facilities and Equipment – Shelters, Coaches w/wifi, etc.

Task 2. Planning Context

HDR will gather and review available data and studies to establish the context for planning express transit service along the US 19 corridor. The effort will include but not be limited to
review of existing and planned transit service information, population and employment data, land use data along the US 19 corridor, the Gateway Area, and Downtown St. Petersburg. Reports to be reviewed by the team include the 2040 LRTP Transit Vision, PSTA’s Comprehensive Operational Analysis report, the US 19 Pedestrian and Bicycle Safe Access to Transit Corridor Study, the Countywide Planning Strategies, various PD&E and design efforts completed by FDOT for the US 19 corridor.

The results of the review will be a map set and narrative reporting the following:

- Existing and planned transit service along the US19 Corridor using readily available boarding/alighting and other datasets from Forward Pinellas and PSTA.
- Definition and characterization of areas within Pinellas County with existing or potential transit supportive land use based on an evaluation of population and employment data and future land use policies.
- Other pertinent data that will be obtained and reviewed such as demographics, socioeconomics, major activity centers, parking availability and cost, etc.

Deliverables: Planning Context Memorandum

Task 3. Work Trip Travel Patterns Analysis

HDR will complete an evaluation of work trip travel patterns in the transit service area along the corridor. The travel pattern analysis will focus on travel between North and South Pinellas County communities generally along US 19 to the Gateway Area and employment intensive areas along the US 19 corridor. HDR will define zones for the analysis of origin and destination (OD) pairs in the transit service area.

HDR will use Longitudinal Employer-Household Dynamics (LEHD) data from the Census Bureau for determining OD pairs. HDR will obtain the LEHD Origin-Destination Employment Statistics (LODES) data and use GIS analysis to assess major OD pairs at the census block level.

In completing this task, HDR will conduct two hands-on workshops with staff from Forward Pinellas, PSTA, and representatives from other appropriate stakeholders, including Pasco County MPO. The first workshop will be designed to review findings from the Planning Context task and discuss the approach to select the major employment activity centers and residential locations to be considered in the analysis. The second workshop will be held to report on preliminary findings of the travel pattern analysis.

Deliverables: Work Trip Travel Pattern Report

Task 4. Definition & Evaluation of Concepts

Based on the results of the travel pattern analysis, HDR will define concepts for new or enhanced express transit service. HDR will define one to two conceptual route options with
stop locations for an express route connecting South Pinellas County with Downtown St. Petersburg and the Gateway Area and one to two conceptual route options with stop locations for an express route connecting Western Pasco County/North Pinellas County to the Gateway Area. Travel shed areas with a high density of trip origins and/or transfers will be identified and used to define potential locations for park-and-ride facilities as part of the conceptual alternatives.

As part of this task, HDR will conduct a literature review to identify conceptual design examples of various scales and types of park-and-ride facilities. This information will be used to illustrate the type of sites, site configurations, and improvements required for different kinds and scales of park-and-ride facilities. Further evaluation of designs and sites for park-and-ride facilities could be completed as an additional service as authorized by Forward Pinellas.

HDR will work with staff to identify high-level performance measures or ratings to assess and rank the alternatives. Ratings will be based on such information as high concentrations of OD pairs, demographic and socioeconomic data, planning level capital and operating costs based on relative route distance, travel time, number of stops, type of off-corridor improvements, and number/scale of park-and-ride facilities.

**Deliverables: Definition and Evaluation of Concepts Report.**

**Task 5. Preferred Concepts & Strategies**

HDR will work with staff to select preferred concepts and prepare final maps and narratives describing the preferred concepts. A brief report on implementation strategies will identify potential funding opportunities, capital improvements, and operational changes which may be assessed in greater detail in subsequent phases of planning and analysis. The scope assumes Forward Pinellas and PSTA staff will assist in the identification of potential funding sources and assist in the identification of operational changes impacting existing and planned bus service along and across the corridor.

The preferred concepts and strategies, along with a summary of findings from previous tasks, will be presented in a 20-25 page report with text, tables, route/stop maps, and other graphics. The report will present the project vision and goals, key findings from the planning context review and travel pattern analysis, and a description of the preferred express transit service concepts. HDR will submit a draft report to Forward Pinellas for review, and upon receipt of a consolidated set of comments, prepare a final report, and transmit in electronic format.

**Deliverables: Preferred Concepts Report**

**Task 6. Management and Meetings**

HDR will meet with key stakeholders as directed by Forward Pinellas. We anticipate up to three stakeholder/agency meeting during the project in addition to those meetings identified
under Tasks 1-5 above. In addition, HDR staff will participate in monthly progress meetings or conference calls and prepare monthly invoices and progress reports.

*Deliverables: Attendance at stakeholder/agency meetings, client progress meetings or conference calls and monthly invoices and progress reports.*

**GENERAL PLANNING CONSULTANT SERVICES**

Forward Pinellas

**US 19 Express Bus Service Concepts**

**ATTACHMENT A: BUDGET SHEET**

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*Note: Labor rates include direct hourly rates plus overhead, profit, and direct expenses. Direct expenses include costs for travel associated with meetings and workshops, reprographics, mail and delivery services, and other expenses eligible for payment under the agreement.*
FORWARD PINELLAS
SPECIAL BOARD MEETING SUMMARY
US 19 CORRIDOR EXPRESS BUS CONCEPT PLAN
AUGUST 4, 2017

Board Members in Attendance:
Commissioner John Morroni, Forward Pinellas Chairman
Councilmember Doreen Caudell, Forward Pinellas Vice Chair
Commissioner Cookie Kennedy, Treasurer
Councilmember Darden Rice, City of St. Petersburg
Councilmember Bill Jonson, City of Clearwater (representing PSTA)
Mayor Doug Bevis, City of Oldsmar (also representing Safety Harbor and Tarpon Springs)
Commissioner John Tornga, City of Dunedin

Also Present:
Whit Blanton, Executive Director
Tina Jablon, Administrative Secretary
Sarah Caper, Principal Planner
Chelsea Hardy, County Attorney’s Office
Councilmember Patti Johnson, City of Pinellas Park

A quorum of the Forward Pinellas Board was present at the City of Indian Rocks Beach City Hall to hold a special meeting to approve the scope of services for the US 19 Corridor Express Bus Concept Plan. The Chairman called the meeting to order at 12:30 p.m.

Whit Blanton provided historical context and rationale for urgency. He detailed that it was imperative that Forward Pinellas stay ahead of FDOT regarding plans for the US 19 corridor in North County. He explained that once FDOT reaches 30% design on the interchanges, it becomes more difficult to incorporate any input from Forward Pinellas into the final design plans. Forward Pinellas has approached FDOT regarding a vision for US 19 and incorporating multimodal features that take land use accessibility and economic development into consideration. The scope of services was reviewed to include costs. He advised that PSTA was consulted on the scope and was on board with it. It is the hope that the notice to proceed can be issued next week once the scope is approved. This will allow adequate time to get the study underway and completed in a timely manner to guide FDOT’s design work.

In response to a query by Councilmember Jonson regarding access from the businesses along the corridor to the express bus being included in the scope, Whit Blanton advised that it was implied in the scope but could be more overtly included if that was the wish of the board.
In response to a query by Commissioner Cookie Kennedy, there was some discussion about the inclusion of the airports in the study. The Executive Director clarified that the St. Pete/Clearwater Airport could be a consideration; however, it is more likely to be included in other routes PSTA is considering. Tampa International Airport would not be included in this concept plan because it is focused on the US 19 corridor. It was also discussed that this service would be tailored more to the morning and afternoon peak periods which would serve businesses and commuters more than tourists.

Timeframe to completion would be by January 2018.

A motion was made by Councilmember Rice and seconded by Councilmember Caudell that the scope of services be approved and the Executive Director be authorized to issue a notice to proceed. Upon call for the vote, the motion carried unanimously (Vote 7-0).

The meeting adjourned at 12:48 p.m.
SUMMARY

In its role as the metropolitan planning organization (MPO), Forward Pinellas is required to adopt a Long Range Transportation Plan every five years. One of the first steps to develop the LRTP is to project population and employment growth to the horizon year of the plan. The 2045 LRTP is scheduled to be adopted in November 2019 and Forward Pinellas has begun working with AECOM to develop a draft scope of services to begin work on socioeconomic data projections. This data set is used by Forward Pinellas to assist in identifying future transportation needs and is also used by the local governments in Pinellas County for their comprehensive plans, as well as for utility, fire services, and emergency management planning.

ATTACHMENT(S): Forward Pinellas AECOM Socioeconomic Data Development Scope

ACTION: Board, in its role as the metropolitan planning organization, to approve the scope for 2045 socioeconomic data development
SCOPE OF WORK
GENERAL PLANNING CONTRACT
Development of Social Economic Data for the Forward Pinellas MPO
2045 Long Range Transportation Plan (LRTP) Update

AECOM
Revision Date: 09/9/2017

In preparation for the Forward Pinellas Metropolitan Planning Organization 2045 Long Range Transportation Plan (LRTP) Update, it is necessary to produce population and employment growth forecasts that correctly depict conditions in Pinellas County today and in the future. These forecasts will be used as input to the travel demand model used to forecast traffic and transit ridership within the County and across County boundaries as correctly as possible and therefore determine project priorities for the 2045 LRTP.

The Consultant will help the Forward Pinellas staff to collect and prepare the base year 2015 social economic (SE) data, forecast the future year control totals, and allocate the future year growth. As part of the forecasting process, certain components of the model needs to be reviewed, validated and updated where appropriate. The purpose of this scope is to provide an overview of the SE data development process. The scope of service lists the task details necessary to support SE development for presentation to the Transportation Management Area (TMA) working group in January 2018.

Model Data Review Outline and Schedule

The SE data development processes and schedules are outlined with specific milestones in Table 1 as shown below. Individual model components will be performed including the base year SE data review and future year SE data development. All these datasets will be reviewed and validated by a SE Data Review Committee, as created by Forward Pinellas, and will include the Forward Pinellas staff and the Consultant.

Table 1: Model Data Review Schedule

<table>
<thead>
<tr>
<th>Task #</th>
<th>Task Description</th>
<th>Date Provided for Review</th>
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<tbody>
<tr>
<td>Task 1</td>
<td>Base Year SE Data Development and Review</td>
<td>October/November 2017</td>
</tr>
<tr>
<td>Task 2</td>
<td>Development of Future Year Population and Dwelling Units Control Totals</td>
<td>November/January 2018</td>
</tr>
<tr>
<td>Task 3</td>
<td>Stakeholder Meetings and Coordination</td>
<td>September/January 2018</td>
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Task 1: Base Year SE Data Development and Review

The Consultant will develop the base year population and dwelling units in parcel level, to meet the requirements of the most recent Activity Based Model (ABM) used for transportation planning in the Tampa Bay region. The base year employment, hotel/motel units, and school enrollment data will be developed separately by an approved FDOT Consultant to complete the model input datasets.

The Consultant will work with Forward Pinellas staff to review the provided SE data including population, household, employment, hotel/motel units, and school enrollment data in parcel level, dwelling units, population, employment by category in TAZ level, as well as the TAZ to parcel equivalency table. The TAZ and parcel shapefiles will also be examined by the Forward Pinellas Consultant during this process.

The Consultant will develop a parcel shape file with base year population and dwelling units under this task. The Consultant will confirm with Forward Pinellas the final set of base year model input datasets for Pinellas County. Please note the Consultant Schedule includes input and datasets from the Florida Department of Transportation and is based on assumptions and timing from the FDOT and multiple agencies.

Proposed Schedule: September NTP to October 31, 2017

Task 2: Development of Future Year Population and Dwelling Units Control Totals

The Consultant will utilize a bottom-up methodology to develop future forecasts and build up to 2045 control totals including population, dwelling units, employment, hotel/motel units and school enrollments, based on existing land use characteristics such as population density for urban and suburban areas, employment density by category, and the population/employment ratios. The ultimate growth scenarios will be in 5-year increments. The controls totals especially the population and employment totals between 2015 and 2045 will be closely monitored during this process to ensure consistency with the population/employment ratio within the region.

Seasonal and tourist populations will also be developed in 5-year increments along with examining the household vacancy rates between 2015 and 2045. The Consultant will help the Forward Pinellas to develop multiple scenario control totals, based upon different transportation investment scenarios. The Consultant will support Forward Pinellas in contacting various agencies and Departments with the County that can provide seasonal and tourist information to support this task and the Consultant will develop final datasets to be confirmed by Stakeholders and Forward Pinellas for use with this task.

The forecasted control totals including population, dwelling units, employment, hotel/motel units school enrollments, and seasonal and tourist populations will be provided in this Task. The datasets will be prepared from Year 2015 to Year 2045 in 5-year increments. The Consultant will also support Forward Pinellas in the coordination of these datasets with adjacent Counties.
for confirmation on regional control totals prior to developing a final dataset with a proposed schedule completion by December 31, 2017.

It is proposed that Forward Pinellas will attend a TMA meeting in January 2018 to finalize regional datasets on control totals. The Consultant may be requested to adjust countywide datasets as coordination and confirmation occurs with adjacent counties prior to January, but Forward Pinellas may request minor adjustments after the TMA meeting in January 2018 as part of the TMA process.

Proposed Schedule: November/January 2018

**Task 3: Stakeholder Meetings and Coordination with Forward Pinellas**

The Consultant will be working with Forward Pinellas staff closely as these tasks are conducted and it is proposed to hold monthly project stakeholder technical meetings during the most critical development time frames from October to December. Forward Pinellas will be coordinating the location and agendas for meetings. The Consultant will be responsible for preparing meeting summaries, and action plans.

Task 3 will include a working schedule at project kick-off for milestones to complete by January 30, 2018. It is anticipated that the Consultant will have the datasets in final draft form by end of December 2017. However, Forward Pinellas will be taking these datasets to the TMA for coordination amongst the various Counties in January 2018. It is anticipated the Consultant will attend the TMA meeting if requested and be available to revise datasets in January, if minor adjustments are requested.

Proposed: Stakeholder Meetings (3) October, November and December
Coordination/Web Ex Meetings with Forward Pinellas (4), in addition to emails and phone conversations.
Attend TMA Meeting if Requested in January

Proposed Schedule: Project Kick-Off to Completion of January 31, 2018, approximately 4 months from NTP.

Final Deliverable: January 31, 2018
Project Length: September NTP to January 31, 2018
SUMMARY

Forward Pinellas, as the Pinellas County Metropolitan Planning Organization (MPO), has an agreement with Pinellas County for Federal Transit Administration (FTA) Section 5320 pass through funds for the Ft. De Soto Bay Pier/Dock Replacement. The agreement expiration date was September 30, 2017. Due to unavoidable circumstances, this agreement is being amended with a retroactive date.

Forward Pinellas and Pinellas County have been working with FTA on allowable uses of the funds and anticipate pre-construction activities commencing this year. Amendment 3 to the agreement extends the duration of the agreement until 2023, matching the timeline submitted to FTA, updates the scope of work, and the FTA condition to return the funds if FTA determines the grant conditions are not met.

ATTACHMENT(S): Amendment 3 to Pinellas County FTA Section 5320 Agreement

ACTION: Board, in its role as the metropolitan planning organization, to approve the amendment to Pinellas County FTA Section 5320 agreement and allow the Executive Director to make minor adjustments to the agreement should they be requested by Pinellas County

STAFF RECOMMENDATION: Staff recommends the board approve the amendment to Pinellas County FTA Section 5320 agreement and allow the Executive Director to make minor adjustments to the agreement should they be requested by Pinellas County.
Ft. De Soto Pier/Dock Replacement Agreement
3<sup>rd</sup> Amendment

This Third Amendment is made and entered into this _____ day of October 2017, by and between the PINELLAS COUNTY METROPOLITAN PLANNING ORGANIZATION (hereinafter "MPO") and PINELLAS COUNTY by way of its Parks & Conservation Resources Department (hereinafter "Subgrantee"), jointly referred to as the “Parties.”

WITNESSETH:

WHEREAS, the MPO and Subgrantee entered into an agreement on July 26, 2012 for use and administration of FTA Section 5320 FY 2011 grant funds in the amount of $1,000,000 (FTA Grant Number FL – 20 – X004) (hereinafter the “Agreement”); and

WHEREAS, Subgrantee is using the funds in support of the Fort De Soto Pier and Dock Replacement (hereinafter the “Project”); and

WHEREAS, the Agreement has previously been modified through Amendments one and two; and

WHEREAS, a third amendment to the Agreement is necessary to modify the duration, local match requirements, project manager, scope of work, grant award amounts and budget.

NOW, THEREFORE, in consideration of the mutual covenants, premises, and representations herein, the Parties agree as follows:

Section 1.0: TERMS AND CONDITIONS of the Agreement is hereby amended to read as follows:

The Project shall be undertaken and accomplished in accordance with the terms and conditions specified herein and contained in the Appendices named below, which are attached hereto and incorporated herein. Appendices A and A-1 contain general provisions applicable to this Agreement. Appendix B identifies the Project manager and describes the scope of work for the Project. Appendix C contains the Project budget, by line item, and identifies the funding sources.

The end date of this Agreement shall be December 31, 2023. The Subgrantee agrees to complete and fully invoice the Project by December 31, 2023. Total FTA participation for FY 2011 grant funds shall not exceed the sum of $1,000,000 of all expenses incurred in performance of this Agreement. The Subgrantee agrees to follow the terms set by FTA, including the refund of funds if the Project is not completed by December 31, 2023, and will refund the funds to the MPO for return to FTA. Total Subgrantee-required local match shall be the funds required to complete the Project, including construction. The availability of federal funds shall be a condition precedent to the requirement that the Subgrantee provides the local match to complete the Project. Subgrantee agrees to provide documentation of said local match prior to the MPO’s issuance of a Notice to Proceed. Funds may not be expended until issuance of a Notice to Proceed by the MPO.
Section 2.0: APPENDIX B, WORK PROGRAM of the Agreement is hereby amended as follows:

Project Manager:
The Project shall be conducted and administered by Subgrantee under the direction of Robert Meador, who will be responsible for the day to day administration of the Project.

Project Manager:
Robert Meador, P.E.
Pinellas County Public Works Transportation
22211 US Highway 19 North
Clearwater, FL 33765
727-464-8731
rmeador@pinellascounty.org

SCOPE OF WORK
Ft. De Soto Bay Pier/Dock Replacement

The Subgrantee Pinellas County, by and through its Parks & Conservation Resources Department, owns and operates 1,136 acre Ft. De Soto Park, located at the extreme southern tip of Pinellas County and nestled between the Gulf of Mexico to the west and Tampa Bay to the south and east.

The Project calls for the replacement of the existing 500-foot Bay pier/dock at Fort De Soto. The Bay pier/dock is located within 20 minutes by watercraft from Egmont Key National Wildlife Refuge. This pier/dock is the closest public access to the refuge and it is where a public ferry (not a charter) launches daily trips (not excursions) to Egmont Key. This facility not only provides for the docking of the ferry for alternative transportation public access to Egmont Key National Wildlife Refuge, it also provides a docking point for the US and the Florida Fish and Wildlife agencies, the US Coast Guard and the Tampa Bay Marine Pilots to access Egmont Key. In addition, the Florida Marine Patrol, County Sheriff and emergency response agencies use the pier/dock. The planned Project is the replacement of the existing pier/dock with a similar new, safe and structurally sound pier/dock to provide continued public access to Egmont Key.

Pinellas County, through the Pinellas County Metropolitan Planning Organization, received a 2011 Paul S. Sarbanes Transit in Parks Discretionary Program Section 5320 Federal Transit Administration (FTA) Grant in the amount of $1,000,000 for the Ft. De Soto Bay Pier/Dock Replacement project. FTA funds are to be used for pre-construction activities, including the completion of the National Environmental Policy Act (NEPA) requirements. Pinellas County local match funds are to be provided for construction. All work on the Project, including construction, must be completed by December 31, 2023 (“Project Completion Date”). Pinellas County agrees to refund the MPO so the MPO can return the funds to the FTA if the Project is not completed by the Project Completion Date, if the FTA requests the funds to be refunded.

Section 3.0: APPENDIX C, PROJECT BUDGET of the Agreement is hereby amended as follows:

Source of Funds:

FTA Section 5320 FY 2011 draft award number 1038-2017-1 grant funds $1,000,000
Pinellas County Capital Improvement Program Local Funds (not including FTA Section 5320 funds) $3,340,000
Section 4.0: The following provision is added to the Agreement:

Delegated Authority:

The MPO Executive Director is authorized to make minor modifications to this Agreement after it is executed by the MPO Board if necessary. Minor modifications include but are not limited to modifications to the scope of work that do not alter the general intent of this Agreement, a reduction in the source of funds provided, or a time extension to complete the Project.

Section 5.0: All other provisions of the Agreement shall remain in effect and unaltered.

IN WITNESS WHEREOF, the parties hereto have caused these present to be executed, the day and year first above written:

PINELLAS COUNTY METROPOLITAN PLANNING ORGANIZATION

APPROVED AS TO FORM:

BY: ________________________________
Chelsea D. Hardy, MPO Attorney

BY: ________________________________
John Morroni, Chairman

ATTEST: ________________________________
Whit Blanton, FAICP, Executive Director

PINELLAS COUNTY BOARD OF COUNTY COMMISSIONERS

APPROVED AS TO FORM:

BY: ________________________________
County Attorney

BY: ________________________________
Mark S. Woodard, County Administrator

ATTEST: ________________________________
SUMMARY

Forward Pinellas, as the Pinellas County Metropolitan Planning Organization (MPO), maintains three agreements with the Tampa Bay Area Regional Transportation Authority, now the Tampa Bay Area Regional Transit Authority (TBARTA), for the use of Federal Transit Administration (FTA) funds.

1. On January 11, 2012, the MPO and TBARTA entered into an agreement regarding FTA Section 5309 Veterans Transportation and Community Initiative program funding. TBARTA has been utilizing these funds for a One Call/One Click information center. This agreement was last amended in 2015, which extended the agreement to September 30, 2017. TBARTA has requested an amendment in order to reflect the organization’s new name and extend the agreement to September 30, 2019.

2. The MPO and TBARTA have a second agreement supporting the FTA Section 5309 agreement project and funding through a FTA Section 5312 program. This program, entitled One Call/One Click Research, provides funding to market the One Call/One Click program. This agreement was last amended in 2015, which extended the agreement to September 30, 2017. TBARTA has requested an amendment in order to reflect the organization’s new name and extend the agreement to September 30, 2019.

3. The third agreement the MPO and TBARTA have regarding FTA funds is one for FTA Section 5307 funding utilized for the vanpool program. The original agreement was entered into in September 2013. The agreement was extended in September 2015 and expires on September 30, 2017. TBARTA has requested an amendment to reflect the organization’s new name and extend the agreement to September 30, 2019.

ATTACHMENT(S):
- Amendment 3 to TBARTA FTA 5309 Agreement
- Amendment 3 to TBARTA FTA 5312 Agreement
- Amendment 2 to TBARTA FTA 5307 Agreement

ACTION: Board, in its role as the metropolitan planning organization, approve amendments to TBARTA FTA 5309, FTA 5312 and FTA 5307 agreements

STAFF RECOMMENDATION: Staff recommends the board approve amendments to TBARTA FTA 5309, FTA 5312 and FTA 5307 agreements.
AGREEMENT

This Amendment No. 3 to the Agreement, made and entered into this ______ day of ___________ 2017, by and between the PINELLAS COUNTY METROPOLITAN PLANNING ORGANIZATION, an agency of the State of Florida, hereafter called the MPO, and Tampa Bay Area Regional Transit Authority (TBARTA), formerly known as the Tampa Bay Area Regional Transportation Authority (TBARTA), 4350 West Cypress Street, Suite 700, Tampa, FL 33607, hereafter called the SUBGRANTEE for the undertaking of:

FTA Section 5309 Veterans Transportation and Community Initiative Grant Funds CFDA 20.500 hereinafter the "Project".

WHEREAS, the MPO entered into an Agreement on January 11, 2012 with the SUBGRANTEE, hereinafter referred to as the "Agreement" whereby Subgrantee agreed to use the 5309 funds to create and operate a One-Call/One-Click Transportation Information Center that would serve as a single point of contact for consumers to learn about available transportation resources in the Tampa Bay area; and

WHEREAS, the parties entered into the First Amendment to the Agreement on July 16, 2014, extending the Agreement until September 30, 2015;

WHEREAS, the parties entered into the Second Amendment to the Agreement on September 9, 2015, extending the Agreement until September 30, 2017; and

WHEREAS, an Amendment No. 3 to the Agreement is necessary extend the completion date from September 30, 2017 to September 30, 2018.

NOW, THEREFORE, in consideration of the mutual covenants, premises, and representations herein, the parties agree as follows:

Section 1.0: Section 2.0 EFFECTIVE DATE of the Agreement is hereby amended as follows:

The effective date of this Agreement shall be August 24, 2012. The Project must be completed by September 30, 2018, and be fully invoiced by October 14, 2018. Total FTA participation for this Project shall not exceed the sum of $50,000 of all expenses incurred in performance of this contract. Funds may not be expended until issuance of a Notice to Proceed by the MPO.

Section 2.0: All other provisions of the Agreement shall remain in effect and unaltered.
IN WITNESS WHEREOF, the parties hereto have caused these present to be executed, the day and year first above written:

APPROVED AS TO FORM:

BY: Chelsea D. Hardy, MPO Attorney

PINELLAS COUNTY
METROPOLITAN PLANNING ORGANIZATION

BY: John Morroni, Chairman

ATTEST: Whit Blanton, FAICP, Executive Director

TBARTA

BY: Ray Chiaramonte, FAICP, Executive Director

ATTEST: [Signature]
AGREEMENT

This Amendment No. 3 to the Agreement, made and entered into this _________ day of _________ 2017, by and between the PINELLAS COUNTY METROPOLITAN PLANNING ORGANIZATION, an agency of the State of Florida, hereafter called the MPO, and Tampa Bay Area Regional Transit Authority (TBARTA), formerly known as the Tampa Bay Area Regional Transportation Authority (TBARTA), 3802 Spectrum Boulevard, Suite 306, Tampa, FL 33612, hereafter called the SUBGRANTEE for the undertaking of:

FTA Section 5312 Research Funds CFDA 20.514 in support of the TBARTA One-Call/One-Click Transportation Information Center hereinafter the “Project”.

WHEREAS, the MPO entered into an Agreement on August 24, 2012 with the SUBGRANTEE, hereinafter referred to as the “Agreement” whereby Subgrantee agreed to use the 5312 Research funds to market the One-Call/One-Click program to veterans and military organizations and to monitor the program’s effectiveness in reaching veterans and military populations;

WHEREAS, the parties entered into the First Amendment to the Agreement on July 16, 2014 expending the expiration date to September 30, 2015;

WHEREAS, the parties entered into the Second Amendment to the Agreement on September 9, 2015 extending the expiration date to September 30, 2017; and

WHEREAS, an Amendment No. 3 to the Agreement is necessary extend the completion date from September 30, 2017 to September 30, 2018.

NOW, THEREFORE, in consideration of the mutual covenants, premises, and representations herein, the parties agree as follows:

Section 1.0: Section 2.0 EFFECTIVE DATE of the Agreement is hereby amended as follows:

The effective date of this Agreement shall be August 24, 2012. The Project must be completed by September 30, 2018, and be fully invoiced by October 14, 2018. Total FTA participation for this Project shall not exceed the sum of $50,000 of all expenses incurred in performance of this contract. Funds may not be expended until issuance of a Notice to Proceed by the MPO.

Section 2.0: All other provisions of the Agreement shall remain in effect and unaltered.
IN WITNESS WHEREOF, the parties hereto have caused these present to be executed, the day and year first above written:

APPROVED AS TO FORM:

BY: _________________________________
    Chelsea D. Hardy, MPO Attorney

PINELLAS COUNTY
METROPOLITAN PLANNING ORGANIZATION

BY: _________________________________
    John Morroni, Chairman

ATTEST: ______________________________
        Whit Blanton, FAICP, Executive Director

TBARTA

BY: _________________________________
    Ray Chiaramonte, FAICP, Executive Director

ATTEST: ______________________________

Urbanized Area Formula Program AGREEMENT

2nd Amendment

This Amendment No. 2 to the Agreement, made and entered into this __________ day of 2017, by and between the PINELLAS COUNTY METROPOLITAN PLANNING ORGANIZATION, an agency of the State of Florida, hereafter called the MPO, and Tampa Bay Area Regional Transit Authority (TBARTA), formerly known as the Tampa Bay Area Regional Transportation Authority (TBARTA), 4350 West Cypress Street, Suite 700, Tampa, FL 33607, hereafter called the SUBGRANTEE for the undertaking of:

FTA Section 5307 Urbanized Area Formula Program CFDA 20.50 hereinafter the “Project”.

WHEREAS, the MPO entered into an Agreement on September 11, 2013, with the SUBGRANTEE, hereinafter “Agreement” whereby Subgrantee agreed to use the 5307 funds to create and operate a Vanpool program in the seven county Tampa Bay Area; and

WHEREAS, a First Amendment was entered into on September 9, 2015, extending the Agreement until September 30, 2017; and

WHEREAS, an Amendment No. 2 to the Agreement is necessary to extend the duration of the Agreement.

NOW, THEREFORE, in consideration of the mutual covenants, premises, and representations herein, the parties agree as follows:

Section 1.0: Section 2. EFFECTIVE DATE of the agreement is hereby amended as follows:

EFFECTIVE DATE –
The effective date of this Agreement shall be September 11, 2013 (the date from which both parties have signed). The Project must be completed by September 30, 2018, and be fully invoiced by October 14, 2018. Total FTA participation for this Project shall not exceed the sum of $799,686 of all expenses incurred in performance of this contract. Funds may not be expended until issuance of a Notice to Proceed by the MPO.

Section 2.0: All other provisions of the Agreement shall remain in effect and unaltered.
IN WITNESS WHEREOF, the parties hereto have caused these present to be executed, the day and year first above written:

APPROVED AS TO FORM:

BY: [Signature]
Chelsea D. Hardy, MPO Attorney

PINELLAS COUNTY
METROPOLITAN PLANNING ORGANIZATION

BY: [Signature]
John Morroni, Chairman

ATTEST:
Whit Blanton, FAICP, Executive Director

TBARTA

BY: [Signature]
Ramond Chiaramonte, FAICP, Executive Director

ATTEST: [Signature]
SUMMARY

Forward Pinellas, as the Pinellas County Metropolitan Planning Organization (MPO), has an agreement with the City of St. Petersburg for Federal Transit Administration (FTA) Section 5309 pass through funds for the Downtown St. Petersburg Intermodal Facility Study. This agreement was set to expire on September 30, 2017. Due to unavoidable circumstances related to Hurricane Irma, this agreement is being amended with a retroactive date.

Amendment 2 to the agreement extends the duration of the agreement until 2018 and adds a Phase 2 to the scope of work, allowing for these funds to be used to study the modification of the 100X route to serve downtown St. Petersburg and potential connections to transit and transit-supportive facilities, such as park and ride lots.

ATTACHMENT(S): Amendment 2 to St. Petersburg Section 5309 Downtown St. Petersburg Intermodal Facility Study Agreement

ACTION: Board, in its role as the metropolitan planning organization, to approve the amendment to St. Petersburg Section 5309 Downtown St. Petersburg Intermodal Facility Study agreement and allow the Executive Director to make minor adjustments to the agreement should they be requested by the City of St. Petersburg

STAFF RECOMMENDATION: Staff recommends the board approve the amendment to St. Petersburg Section 5309 Downtown St. Petersburg Intermodal Facility Study agreement and allow the Executive Director to make minor adjustments to the agreement should they be requested by the City of St. Petersburg.
Amendment No. 2 is made and entered into this _____ day of October, 2017, by and between the PINELLAS COUNTY METROPOLITAN PLANNING ORGANIZATION (hereinafter "MPO") and the CITY OF ST. PETERSBURG (hereinafter "Subgrantee") for the undertaking of:

FTA Section 5309, CFDA: 20.500, "Downtown St. Petersburg Intermodal Facility Study"
hereinafter the "Project".

WITNESSETH:

WHEREAS, the MPO entered into an Agreement on the 7th day of November, 2013, with the Subgrantee whereby the Subgrantee agreed to conduct a downtown intermodal transit facility and parking study;

WHEREAS, the Agreement was amended on the 29th of July, 2015, extending the duration of the project to from September 30, 2015 to September 30, 2017;

WHEREAS, the duration of the Project is established in the Terms and Conditions of the Agreement;

WHEREAS, the scope of the project is established in Appendix B of the Agreement; and

WHEREAS, an amendment to the Agreement is necessary to extend the duration of the Project from September 30, 2017 to September 30, 2018 and adjust the scope of the project to include studying downtown circulation and the extension of a current express route into downtown St. Petersburg to converge with other transit routes.

NOW THEREFORE, in consideration of the foregoing and the mutual covenants and promises contained herein, is mutually understood and agreed to as follows:

Section 1.0: TERMS and CONDITIONS of the Agreement is amended to read as follows:

TERMS AND CONDITIONS
The Project shall be undertaken and accomplished in accordance with the terms and conditions specified herein or contained in the Appendices named below, which are attached hereto and by reference incorporated herein. Appendices A and A-1 contain general provisions applicable to this Agreement. Appendix B identifies the Project manager and describes the scope of work for the Project. Appendix C contains the Project Budget, and identifies the funding sources.

The effective date of this Agreement shall be November 7, 2013. The Project shall be completed on or before September 30, 2018. Total FTA participation shall not exceed the sum of $485,888 of all expenses incurred in performance of this contract. Total State of Florida Toll Credits to be used as the local match shall not exceed $121,472. Funds may not be expended until issuance of a Notice to Proceed by the MPO.

The availability of federal funds shall be a condition precedent to the requirement that the Subgrantee provide the 20% match funds to complete the Project. The Subgrantee is responsible for providing the
local match using available State of Florida Toll Credits to complete this Project. Sub grantee agrees to provide documentation of said local match prior to the MPO's issuance of a Notice to Proceed.

Section 2.0: The Scope of Work in Appendix B is modified as follows:

BACKGROUND AND STUDY OBJECTIVE

The rapid growth of downtown St. Petersburg in recent years has brought increased vehicle traffic and demand for parking, as well as a desire to enhance other modes of transportation such as walking, bicycling and transit. The Pinellas Suncoast Transit Authority's (“PSTA”)'s downtown St. Petersburg terminal is located at Williams Park, in the northeastern quadrant of the intersection of 4th Street North and 1st Avenue North.

Phase 1.
The Subgrantee and PSTA desire to relocate the downtown transfer and layover operations away from Williams Park to transform downtown into a network with on-street transfers and potentially mini-hubs or hubs for multimodal connections. Although transit routes are expected to continue to serve the Williams Park area, the street-level periphery of Williams Park will no longer be a major transfer and layover area for PSTA buses. This study will help determine routing options for a downtown St. Petersburg network of transit service and identify transfer locations/facilities that will be required to support the preferred network alternative that does not rely upon Williams Park as a major bus terminal. Tasks within this scope represent the first phase of the transition of PSTA's service in downtown and are intended to develop a recommendation for cost-neutral system changes. An additional phase that builds upon the study included within this scope, and evaluates the opportunity to provide additional service that moves St. Petersburg towards a transportation system allowing for a car-free lifestyle in downtown will be conducted by PSTA commencing in late 2016 and early 2016.

The study area is approximately bounded by 5th Avenue North, Old Tampa Bay, 9th Avenue South and Interstate 275.

Phase 2.
Following the implementation of a grid system for downtown St. Petersburg in which transfers between transit routes and bus layovers occur on streets, the Subgrantee continues to work with PSTA to evaluate the transit network in downtown St. Petersburg. PSTA is currently working on the Central Avenue Bus Rapid Transit Project, with the proposed service connecting downtown St. Petersburg to St. Pete Beach. At the same time, PSTA is conducting the Downtown St. Petersburg Circulation Study, identifying the best transit circulation options in downtown St. Petersburg. To continue to improve transit service and connections in St. Petersburg, the Subgrantee will study the feasibility of extending PSTA's 100X from its current terminus in northern St. Petersburg to downtown St. Petersburg. This would enable transit riders to travel on an express bus between downtown St. Petersburg and downtown Tampa. The Subgrantee will conduct a ridership analysis to determine the size of a downtown park-and-ride lot to complement this service and identify possible parking lot locations that allow minimal detours and maximize connections to current and future transit service, including the Bus Rapid Transit service.

WORK PLAN
The work plan for the study is organized into major tasks, listed below:
Phase 1
Task 1: Existing Conditions
Task 2: Development of Downtown Network Alternatives
Task 3: Alternatives Evaluation and Recommendations Development
Task 4: Public Involvement
Task 5: Project Management and Administration
Task 6: Preliminary Engineering Plans (including Preliminary Design)
Task 7: Approval of Preliminary Engineering Plans
Task 8: Public Involvement, Meetings and Presentations

Phase 2
Task 1: Existing Conditions
Task 2: Ridership Analysis
Task 3: Alternatives Evaluation and Recommendations Development
Task 4: Project Management, Administration and Meetings

SCHEDULE
Phase 1
1. Subgrantee and MPO amend pass through agreement for FTA Section 5309 Funding – September 2017
2. Start work – July 24, 2015
3. Complete Phase 1 – on or before September 30, 2017

Phase 2
1. Start work – September 25, 2017
2. Complete Phase 2 – on or before September 30, 2018

Section 3.0: The following provision is added to the Agreement:

Delegated Authority:

The MPO Executive Director is authorized to make minor modifications to this Agreement after it is executed by the MPO Board, if necessary. Minor modifications include, but are not limited to, modifications to the scope of work that do not alter the general intent of this Agreement, a reduction in the source of funds provided, and a time extension to complete the Project.
**Section 4.0:** All other provisions of the Agreement shall remain in effect and unaltered.

IN WITNESS WHEREOF, the parties hereto have caused these present to be executed, the day and year first above written:

---

**PINELLAS COUNTY**  
**METROPOLITAN PLANNING ORGANIZATION**

APPROVED AS TO FORM:

[Signature]

Chelsea D. Hardy, MPO Attorney

BY:

John Morroni, Chair

ATTEST:

Whit Blanton, FAICP, Executive Director

---

**CITY OF ST. PETERSBURG, FLORIDA**

APPROVED AS TO CONTENT AND FORM:

[Signature]

City Attorney

BY:

City Administrator

ATTEST:

City Clerk
SUMMARY

The third quarter of FY17 ended June 30, 2017. The financial report through the end of that period is attached for the board’s review.

ATTACHMENT(S): Financial Report through Quarter Three FY17

ACTION: Board to receive and accept the financial report
PINELLAS PLANNING COUNCIL
FINANCIAL REPORT FOR QUARTER 3
(October 1, 2016 thru June 30, 2017)

SUMMARY:
May, 2017 Balance 1,177,078
June, 2017 Revenues 252,673
June, 2017 Expenditures (240,196)
1,189,555

Accrual Entries:
Accounts Receivable (224,997)
Accounts Payable 46,049
Accrued Expenses 638
Total Accruals (178,310)

Operating Account Balance 912,450
Payroll (406)
 Petty Cash 100
Investment Pool 99,101
1,011,245

REVENUES
JUNE, 2017 ACTUALS YEAR-TO-DATE FY17 BUDGET BALANCE % OF BUDGET USED TO DATE
Interest 178 1,121 1,100 (21) 102%
Tax Revenue 29,008 978,695 972,930 (5,765) 101%
Local Assistance Contract Services - 6,728 20,000 13,272 34%
MPO Charges for Services (Revenue) 223,488 889,408 1,679,500 790,092 53%
TOTALS 252,673 1,875,952 2,673,530 797,578 70%

EXPENDITURES
JUNE, 2017 YEAR-TO-DATE BUDGET BALANCE % OF BUDGET
Salaries & Wages 161,017 1,039,143 1,659,800 620,457 63%
FICA & Benefits 68,457 402,776 547,300 144,524 74%
Contractual Support Services 1,032 16,300 270,000 253,700 6%
Technical Assistance Grants - - 50,000 50,000 0%
Rent - 50,512 77,400 26,888 65%
Equip. & Furn. 3,246 3,246 10,000 6,754 32%
Telephone 297 2,050 3,000 950 68%
Mail 239 1,659 2,000 341 83%
Advertising Notice 2,744 9,370 25,000 15,630 37%
*Printing/Reproduction (534) 1,198 15,000 13,802 8%
Office Supplies 24 1,664 7,000 5,336 24%
Pro Apr/Tax Coll Commissions 2,923 28,766 30,000 1,234 96%
Intergovernmental Services - - 89,200 89,200 0%
Risk Management - - 8,100 8,100 0%
Travel - 1,889 8,000 6,111 24%
Fleet O&M 117 620 4,000 3,380 15%
Communications, Advocacy, & Educ 430 2,278 10,000 7,722 23%
Audit - 16,000 16,000 - 100%
Council Activities - 934 6,000 5,066 16%
Contingency 204 2,160 7,500 5,340 29%
TOTALS 240,196 1,580,563 2,845,100 1,264,537 56%

*MPO shares copier expense

Revenues - At the end of the third quarter of the 2017 fiscal year, Forward Pinellas has received seventy percent of its budgeted revenue for the year. Most revenues received in the third quarter are from Tax Revenue and MPO Charges for Services. Revenue from Property Taxes has exceeded the budgeted amount by $5,765.00. In addition, revenue from interest is slightly higher than the budgeted amount.

Expenses - Expenses for the end of the third quarter are tracking at 56% of the budgeted amount. This is largely due to the Intergovernmental Services line item. There have been no changes against this line item as of this date.

Overall, the financial position for Forward Pinellas at the end of the 3rd quarter for the 2017 fiscal year is sound.
5H. Approval of Joint Certification Statement

SUMMARY

A comprehensive review of MPO planning processes by federal review agencies is conducted every four years. Forward Pinellas participated in the onsite quadrennial certification by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) on March 29th and 30th. FHWA staff will present the findings from the quadrennial certification during the presentations portion of the agenda.

Forward Pinellas also participates with the Florida Department of Transportation (FDOT) in an annual joint certification. The 2017 annual joint certification was conducted on March 29th and 30th concurrent with the quadrennial certification. FDOT’s summary of the joint certification review and the joint certification statement are attached.

ATTACHMENT(S):

- Joint MPO/FDOT Certification Summary
- Joint Certification Statement

ACTION: Board to approve Joint Certification Statement
The annual Joint FDOT/MPO Certification review meeting was held on March 29 and 30, 2017, and was concurrent with the TMA Federal Certification Review, as required by federal guidelines to assess the MPO’s compliance with the federal transportation planning process and applicable state laws. Forward Pinellas is in compliance with federal and state guidelines for metropolitan transportation planning.

The following is a summary of the Department's findings.

**Notable Achievements**

- Since the last Federal TMA Certification Review, the MPO and Planning Council successfully unified and re-branded the new entity as “Forward Pinellas”. The MPO added a new position of Communication & Outreach Program manager, and also approved a new strategic communications plan.

- The MPO moved forward to increase its representation of low-income, racial minorities, and other underserved populations on the Citizen’s Advisory Committee through development of an application process for CAC membership that has been successful and resulted in a “waiting list” for potential members.

- The MPO’s partnership with the “Partnerships to Improve Community Health” produced several positive outcomes such as development of “Discover Pinellas” pedestrian and bicycle safety brochure with trail guide, and other helpful tips; purchase of trail user counters; and completion of the Joe’s Creek Trail Alignment Study. This trail will serve a large underserved population providing connection to recreation and retail destinations.

- The MPO’s in the Tampa Bay area have a strong commitment to regional coordination on many fronts. Board actively participates in the regional Transportation Management Area Leadership Group. This forum has been an excellent impetus toward collaboration by Pinellas, Hillsborough and Pasco County MPOs to identify its regional priorities with one voice.
• Given all of the recent changes in financial management, the MPO is testing use of direct cost methodology versus use of a fringe & indirect rate to determine which is best, and will decide by January 2018 the methodology to be used for the 2018 – 2020 Unified Planning Work Program.

• The roll-out of the MPO’s Complete Streets program was well received by the municipalities. Several program applications were submitted for review. One construction, and two concept design projects were selected to receive the funding assistance offered by the program.

Recommended Actions

• The MPO should exercise every opportunity for coordination and collaboration with local governments, state agencies, and the public as the MPO begins to develop the 2045 Long Range Transportation Plan.

• Continue use of the web-based (beta version) FDOT Project Dashboard tool to ensure that only complete applications for Transportation Alternative Program are prioritized and submitted to FDOT.

Corrective Actions

• None were observed.
JOINT CERTIFICATION STATEMENT ON THE
METROPOLITAN TRANSPORTATION PLANNING PROCESS

Pursuant to the requirements of 23 U.S.C. 134(k)(5), 23 CFR 450.334(a), the Department and the Metropolitan Planning Organization (MPO) have performed a review of the certification status of the metropolitan transportation planning process for the Forward Pinellas with respect to the requirements of:

2. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 C.F.R. Part 21;
3. 49 U.S.C. 5332 prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
4. Section 1101(b) of MAP-21 (Public Law 109-59) and 49 C.F.R. Part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
5. 23 C.F.R. Part 230 regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
6. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and the regulations found in 49 C.F.R. Parts 27, 37, and 38;
7. The Older Americans Act, as amended (42 U.S.C. 6101) prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
8. Section 324 of 23 U.S.C. regarding the prohibition of discrimination on the basis of gender; and

TYPE OF CERTIFICATION REVIEW

☐ FDOT Certification Standard/Modified Review
   Included in this certification package are digital attachments of the noteworthy achievements or products resultant from those activities consistent with the federal transportation planning requirements. The contents of this Joint Certification Statement have been reviewed by the MPO and accurately reflect the results of the joint certification review meeting.

☒ Federal Certification Quadrennial Review/FDOT Review
   Included in this certification package is a summary of noteworthy achievements by the MPO, attachments associated with these achievements, and a list of any recommendations and/or corrective actions. The contents of this Joint Certification Package has been reviewed by the MPO and accurately reflects the results of the certification review meeting held by FHWA, FTA, FDOT, and the MPO held on March 29 and 30, 2017.

Based on a joint review and evaluation, the Florida Department of Transportation (FDOT) and Forward Pinellas recommend that the metropolitan transportation planning process for the Pinellas MPO be certified.

David Gwynn, PE
District Seven Secretary
Florida Department of Transportation

MPO Chairman (or designee)
Forward Pinellas

Date

Date
SUMMARY

The Transportation Disadvantaged (TD) Program is a statewide program through the Commission for the Transportation Disadvantaged that provides funding for transportation services to those who are transportation disadvantaged because of age, income, disabilities or are otherwise unable to transport themselves. Each county has a Community Transportation Coordinator that operates the TD Program, a Local Coordinating Board that monitors the Community Transportation Coordinator and guides the Program, and a designated planning agency. The specific details of the TD Program in each county are guided by a five-year service plan, the Transportation Disadvantaged Service Plan (TDSP).

The Pinellas Suncoast Transit Authority (PSTA) is the Community Transportation Coordinator for Pinellas County and was recently re-designated as such, based on a recommendation by Forward Pinellas, the planning agency for the TD Program. This prompted the development of a new TDSP. The Commission for the Transportation Disadvantaged requires certain elements to be included in the new TDSP, including a development plan with service area information, TD population projections, and goals/objectives/strategies; a service plan; and quality assurance information. The Local Coordinating Board, a Forward Pinellas committee, reviewed elements of the TDSP over the past year and approved the new TDSP at its September meeting.


ATTACHMENT(S): September LCB Presentation on the TDSP

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

STAFF RECOMMENDATION: Staff recommends the board approve the Transportation Disadvantaged Service Plan
Transportation Disadvantaged Service Plan (TDSP)
Local Coordinating Board
September 19, 2017
Transportation Disadvantaged Service Plan

- Required by the Commission for the Transportation Disadvantaged
- 5 year plan that guides the TD Program
- Updated annually
- Follows designation of the Community Transportation Coordinator
- Must be adopted and transmitted by October
Development of TDSP

- Fall 2016: Began development
- Spring 2017: TDSP Survey
- May 16, 2017: LCB reviewed model & population projections
- August 2017: TDSP Subcommittee meeting to review survey analysis and goals, objectives & strategies
- September 19, 2017: LCB review & approve of TDSP
- October 11, 2017: Forward Pinellas Board review & approve TDSP
- October 2017: Deadline to approve TDSP and transmit to Commission for the Transportation Disadvantaged
Development Plan

- Introduction to the Service Area
  - Program background, designation history, organizational chart, consistency review with other plans, public participation
- Service Area Profile & Demographics
- Service Analysis
  - Forecasts of TD population, needs assessment, barriers to coordination
- Goals, Objectives, Strategies
- Implementation Schedule
Organizational Chart

Pinellas County’s Coordinated Transportation System Organizational Structure

- Commission for the Transportation Disadvantaged
  - Designates
  - Contracts with
  - Appoints and staffs

- Local Coordinating Board
  - Oversees

- Community Transportation Coordinator: Pinellas Suncoast Transit Authority
  - Buys trips
  - Contracts with
  - Bills

- Purchasing Agencies: Pinellas County School Board
  - May bill directly

- Transportation Operators
  - CareRide
  - ARC Tampa Bay
  - Lighthouse
  - Neighborly Care Network
  - PARC

- Transportation Coordinators
  - ACTS
  - Alpha House
  - Boley
  - Garden of Grace Ministries
  - Goodwill
  - City of Gulfport
  - Homeless Emergency Project
  - Louise Graham Center
  - Operation PAR
  - PEMHS
  - Suncoast Center
  - Sunrise Community Center
  - Van Gogh’s Palette/Vincent House
  - Westcare

- Transportation Disadvantaged Riders
  - Provides transportation
  - Provides bus passes
Consistency Review with Other Plans

- Pinellas County Comprehensive Plan
  - Continue to identify & monitor unmet transportation disadvantaged needs in unincorporated Pinellas County & to inform residents in need of available services through the TD Program

- St. Petersburg Comprehensive Plan
  - Provide equitable transportation services to all residents and accommodate special needs of the elderly, disabled, low-income citizens & other transit dependent persons

- Long Range Transportation Plan
  - Continue to ensure that economically disadvantaged and physically impaired citizens of Pinellas County have access to cost-effective and efficient transportation services
Public Participation

- Survey
- Forward Pinellas blog post
- Presentations to Forward Pinellas committees
  - Planner’s Advisory Committee
  - Technical Coordinating Committee
  - Citizens Advisory Committee
- LCB meetings
- Forward Pinellas Board meeting
Are you familiar with the Transportation Disadvantaged Program?

- Yes, 71%
- Somewhat, 15%
- No, 14%

Based on the answer, respondents were given different options:

- If not familiar with TD Program – given information and opportunity to learn more
- If somewhat similar with TD Program – asked what components
What barriers or challenges do you and your clients experience with the Transportation Disadvantaged Program?
Public Participation

What improvements would you like to see to the TD Program?

- Increased public outreach & marketing to social service agencies
- Increased public outreach & marketing to qualified individuals
- Expanded services

Familiarity levels:
- Not Familiar
- Somewhat Familiar
- Familiar

Social Service Agencies
Service Area Profile & Demographics

Percentage of People Whose Income is Below the Poverty Level

- Percentage of all people whose income in the past 12 months is below the poverty level
- <10
- 10-15
- 16-20
- >20

Registered TD Program Participants by Zip Code

- Registered TD Program Participants
  - 1-100
  - 101-400
  - 401-800
  - 800-1721

Source: 2015 American Community Survey

As of May 2017. Data Source: Pinellas Suncoast Transit Authority
Service Area Profile & Demographics

- Model Venn Diagram
- Outputs
  - Population by Disability by age
  - Percent with a Severe Disability
  - Population Growth
## TDSP Demographic Information & Projections

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<th>Age Ranges</th>
<th>Population by Age</th>
<th>Population below Poverty</th>
<th>Population with a Disability</th>
<th>Population with a Disability and Below Poverty</th>
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Model Input Source: 2015 American Community Survey
### TDSP Demographic Information & Projections

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<td>13,277</td>
<td>13,335</td>
<td>13,392</td>
<td>13,449</td>
<td>13,507</td>
<td>13,565</td>
</tr>
<tr>
<td>Disabled</td>
<td>64,991</td>
<td>65,271</td>
<td>65,551</td>
<td>65,833</td>
<td>66,116</td>
<td>66,401</td>
</tr>
<tr>
<td>Both low income and disabled</td>
<td>8,472</td>
<td>8,509</td>
<td>8,545</td>
<td>8,582</td>
<td>8,619</td>
<td>8,656</td>
</tr>
<tr>
<td><strong>Total Non-Duplicated TD population</strong></td>
<td><strong>375,275</strong></td>
<td><strong>376,888</strong></td>
<td><strong>378,509</strong></td>
<td><strong>380,137</strong></td>
<td><strong>381,771</strong></td>
<td><strong>383,413</strong></td>
</tr>
</tbody>
</table>

- 4% of the population has a severe disability
- 40% of the population is transportation disadvantaged
- Around 1,600 additional individuals per year are transportation disadvantaged (low income, disabled, elderly)
Service Area Profile & Demographics

- Needs Assessment
  - Additional factors to consider
    - Children at risk
    - Aging population

- Barriers to Coordination
  - Communication
    - Who are our audiences? TD individuals, social service agencies, families and friends of the TD
    - How do we communicate with difference audiences?
Takeaways & Considerations

Major Survey Takeaways

- Application process is a major barrier
- Need for additional outreach regarding TD Program, including program options and new programs (e.g. TD Late Shift)
  - Targeting users
  - Targeting social service agencies
- Tied to fixed route bus service
  - Bus stop location
  - Bus stop access
  - Frequency
  - Hours

Additional Considerations

- Communication
- Cost
- Efficiency
- Effectiveness
- Funding constraints and sources
Goals, Objectives and Strategies

- Reviewed at the August TDSP subcommittee meeting
- Table includes
  - Goals
  - Objectives
  - Strategies
  - Measures
  - Evaluation of Measure
- Evaluation of measure is reviewed beginning with 2018 update and may include establishing a baseline target or progress towards an established target
- Annual update is required
Goals

1. Deliver cost-effective and efficient transportation services to the transportation disadvantaged in Pinellas County who do not have access to transportation to meet their transportation needs.

2. Provide reliable transportation services to the transportation disadvantaged while also being innovative and responsive to community needs and local, state and federal policies.

3. Address the transportation needs of elderly, disabled and low-income citizens within the Tampa Bay region.
## Goals, Objectives, Strategies

**GOAL: Cost effective, efficient transportation services to TD without access to transportation**

<table>
<thead>
<tr>
<th>Objective</th>
<th>Strategy</th>
<th>Measure</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.1 Utilize fixed route bus system whenever possible</td>
<td>a. Provide training to transportation disadvantaged customers on how to utilize the fixed route system</td>
<td>- Number of trainings provided that resulted in using the fixed route system</td>
</tr>
<tr>
<td></td>
<td>b. Locate bus stops near common destinations for the transportation disadvantaged, including major employers, educational institutions, social service agencies, medical facilities and housing, with safe connections between the destination and transit stop</td>
<td>- Location of bus stops near common destinations - Number of safe connections (e.g. sidewalks) added between common destinations and bus stop</td>
</tr>
<tr>
<td>1.2 Promote trip sharing</td>
<td>a. Utilize group trips whenever feasible</td>
<td>- Number of group trips</td>
</tr>
<tr>
<td></td>
<td>b. Encourage paratransit service provider to book shared trips</td>
<td>- Number of shared trips</td>
</tr>
</tbody>
</table>
## Goals, Objectives, Strategies

### GOAL: Reliable transportation while being innovative and responsive to needs and policies

<table>
<thead>
<tr>
<th>Objective</th>
<th>Strategy</th>
<th>Measure</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.1 Streamline application process to meet local and state requirements while being user-friendly</td>
<td>a. Internal review of application process, including required forms and application review timeframes</td>
<td>- Review of application process</td>
</tr>
<tr>
<td></td>
<td>b. Consult social service agencies regarding the application process and services provided</td>
<td>- Feedback from social service agencies</td>
</tr>
</tbody>
</table>
| | c. Explore ways to work with other agencies to provide efficiencies and improve services | - Development of ideas to provide efficiencies and improve services  
- Implementation of ideas developed |
## Goals, Objectives, Strategies

**GOAL: Reliable transportation while being innovative and responsive to needs and policies**

<table>
<thead>
<tr>
<th>Objective</th>
<th>Strategy</th>
<th>Measure</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>2.2 Conduct community outreach to promote TD Program &amp; engage in discussion on community needs</strong></td>
<td>a. Develop bulletin for social service agencies on services for the transportation disadvantaged</td>
<td>- Bulletin produced &amp; distributed to social service agencies</td>
</tr>
<tr>
<td></td>
<td>b. Develop materials tailored to TD individuals, “front line” workers and social service agency staff</td>
<td>- Materials developed for distinct audiences</td>
</tr>
<tr>
<td></td>
<td>c. Participate in community events</td>
<td>- Participation in community events</td>
</tr>
<tr>
<td></td>
<td>d. Speak and listen to interested groups about the transportation disadvantaged, available services and need</td>
<td>- Interactions with interested groups</td>
</tr>
</tbody>
</table>
| **2.3 Promote innovative services**                                       | a. Develop pilot programs to explore service delivery options                                      | - Exploration of service delivery options
|                                                                           |                                                                                                     | - Development of pilot programs                                                           |
**GOAL: Address transportation needs of the elderly, disabled and low-income citizens within the Tampa Bay region**

<table>
<thead>
<tr>
<th>Objective</th>
<th>Strategy</th>
<th>Measure</th>
</tr>
</thead>
<tbody>
<tr>
<td>3.1 Coordinate transportation disadvantaged planning in the Tampa Bay region</td>
<td>a. Establish a regional LCB advisory committee with semi-annual meetings, at a minimum</td>
<td>- Set up and maintain regional LCB subcommittee</td>
</tr>
<tr>
<td></td>
<td>b. Participate in the FTA Section 5310 project review/selection process</td>
<td>- Participation in regional project review/selection process</td>
</tr>
<tr>
<td></td>
<td>c. Monitor and update regional element of the Tampa Bay TDSPs</td>
<td>- Up-to-date regional element</td>
</tr>
</tbody>
</table>
Service Plan

- Operations
  - Services and hours
  - Public transit utilization
  - Emergency preparedness and response
  - Educational efforts and marketing
  - Service standards
  - Monitoring and evaluation

- Cost/Revenue Allocation and Rate Structure Justification
Service Standards: Policy Areas

- Drug & Alcohol
- Transport of Personal Care Attendants & Dependent Children
- Use & Responsibility of Child Restraint Devices
- Passenger Property
- Vehicle Transfer Points
- Local Toll Free Phone Number
- Out-of-Service Area Trips
- Vehicle Cleanliness
- Billing Requirements
- Passenger/Trip Database

- Adequate Seating
- Driver identification
- Passenger Assistance
- Smoking, Eating & Drinking
- Passenger No-Show
- Air Conditioning / Heating
- Two-Way Communication
- Driver Criminal Background Screening
- Sensitivity Training
- Service Effectiveness
- Public Transit Ridership

- Contract Monitoring
- Pick-Up Window
- On-Time Performance
- Advance Reservation
- Customer Call Hold Time
- Complaints
- Local Crash Standard
- Local Roadcall Standard
- CPR/First Aid Requirements
- Accessible Materials
## Cost/Revenue Allocation and Rate Structure

<table>
<thead>
<tr>
<th>Type of Service Provided</th>
<th>Unit</th>
<th>CTD Reimbursement Rate</th>
<th>Actual Cost per Unit</th>
<th>Customer Co-Payment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ambulatory Trip</td>
<td>Trip</td>
<td>$15.87</td>
<td>*</td>
<td>$3.00</td>
</tr>
<tr>
<td>Wheelchair Trip</td>
<td>Trip</td>
<td>$27.21</td>
<td>*</td>
<td>$3.00</td>
</tr>
<tr>
<td>Group Trip</td>
<td>Trip</td>
<td>$6.21</td>
<td>**</td>
<td>(paid by agency)</td>
</tr>
<tr>
<td>31-Day Bus Pass</td>
<td>Pass</td>
<td>$70.00</td>
<td>$70.00</td>
<td>$11.00</td>
</tr>
<tr>
<td>1-Day Bus Pass***</td>
<td>Pass</td>
<td>$45.00</td>
<td>$45.00</td>
<td>$5.00</td>
</tr>
</tbody>
</table>

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

- Annual CTC Evaluation
  - Review of services
  - Survey of TD customers, purchasing agencies, transportation operators
  - Recommendations on potential changes
Appendices

- Operators & Coordination Contractors
- Regional Mobility Needs Assessment
- Survey Results
- Trip Prioritization
- No Show Policy
- Vehicle Inventory
- On Time Performance Standards
- Grievance Procedures
- Operator/Coordination Contractor Review Forms
- Rate Model
Thank you

Sarah Caper, AICP
scaper@forwardpinellas.org
727-464-5695
SUMMARY

Roll Forward TIP Amendment

The Florida Department of Transportation (FDOT) is requesting that Forward Pinellas, in its role as the metropolitan planning organization, approve the attached Annual Roll-Forward Amendment to the adopted TIP to reconcile year one of the TIP with the FDOT Work Program. The FY 2017/18 through 2021/22 TIP will take effect on October 1, 2017. Until then, the FY 2016/17 through 2020/21 TIP will be used by FHWA and FTA for authorization of funds. This is a routine annual process to assist Forward Pinellas in identifying projects that were not committed in the previous Fiscal Year (2016/17) and have automatically rolled into FY 2017/18 of the FDOT Work Program. This amendment ensures that year one of the FY 2017/18 – 2021/22 TIP, adopted by the Board on June 14, 2017, matches year one of the FDOT Work Program. The affected projects submitted for approval are listed in the attached Roll Forward Report and letter from FDOT requesting the Annual Roll-Forward Amendment to the TIP.

ATTACHMENT(S):
- Letter from FDOT requesting the Annual Roll-Forward Amendment to the TIP
- Roll Forward Report

ACTION: Board, in its role as the metropolitan planning organization, approve the Annual Roll-Forward Amendment

STAFF RECOMMENDATION: Forward Pinellas staff recommends the Board approve the Roll-Forward Amendment

ADVISORY COMMITTEE RECOMMENDATION(S): The Technical Coordinating Committee reviewed the proposed amendments at its August 23, 2017 meeting and recommended approval. The Citizens Advisory Committee reviewed the proposed amendments at its August 24, 2017 meeting and also recommended approval.
Mr. Whit Blanton, FAICP  
Executive Director  
Forward Pinellas (MPO)  
310 Court Street  
Clearwater, FL 33756

Dear Mr. Blanton,

The purpose of this letter is to request the MPO’s approval of the Annual Roll-Forward Amendment to the adopted Transportation Improvement Program (TIP) for FY 2017/18 through 2021/22 to reconcile differences between the TIP and the Department’s Adopted Five Year Work Program. The FY 2017/18 through 2021/22 TIP will take effect on October 1, 2017. This is a manual process to assist Forward Pinellas in identifying projects that were not committed in the previous Fiscal Year (2016/17) and have automatically rolled into FY 2018 of the FDOT Work Program. This amendment ensures that year one of the TIP, adopted by the Board on June 14, 2017, matches year one of the FDOT Work Program.

The affected projects in Pinellas County are listed in the attached Roll Forward Report.

Please acknowledge the MPO’s approval of this Roll-Forward Amendment to your current TIP by signature endorsement of this letter by the Chairperson, and return it to this office for further processing. If you have any questions, please feel free to contact me at (813) 975-6283.

Sincerely,

Brian C. Beaty, FCCM  
Government Liaison  
FDOT, District Seven

Attachment: Pinellas County Roll Forward Report  
cc: Stephen Benson, FDOT

Approved by:  
Commissioner John Morroni  
Chairman, Forward Pinellas
### FLORIDA DEPARTMENT OF TRANSPORTATION

**OFFICE OF WORK PROGRAM**

**MPD ROLL FORWARD REPORT**

**FORWARD PINELLAS**

### HIGHWAYS

**ITEM NUMBER:** 433880 1  
**PROJECT DESCRIPTION:** GATEWAY EXPRESSWAY FM SR690 @ US19 & SR686 EXT @ CR611 TO W OF I-275  
**DISTRICT:** 07  
**COUNTY:** PINELLAS  
**TYPE OF WORK:** NEW ROAD CONSTRUCTION

**ROADWAY ID:** 15035000

#### Less Greater

<table>
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<tr>
<th>Code</th>
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<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2022</th>
<th>All Years</th>
</tr>
</thead>
<tbody>
<tr>
<td>FUND</td>
<td>THAN</td>
<td>THAN</td>
<td>THAN</td>
<td>THAN</td>
<td>THAN</td>
<td>THAN</td>
<td>THAN</td>
</tr>
</tbody>
</table>

**PHASE:** PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT

- **ACNP:** 2,022,357 0 0 0 0 0 2,022,357
- **DDR:** 15,448 0 0 0 0 0 15,448
- **DI:** 1,962 0 0 0 0 0 1,962
- **D1H:** 1,116,108 0 0 0 0 0 1,116,108
- **DS:** 5,367,059 0 0 0 0 0 5,367,059
- **PKY1:** 24,415 0 0 0 0 0 24,415

**PHASE:** RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT

- **ACNP:** 4,037,597 0 0 0 0 0 4,037,597
- **DDR:** 194,100 0 0 0 0 0 194,100
- **DI:** 298,285 0 0 0 0 0 298,285
- **DS:** 129,000 0 0 0 0 0 129,000
- **LF:** 12,231,839 811,316 0 0 0 0 13,043,155
- **SIWR:** 4,960,359 39,641 0 0 0 0 5,000,000

**PHASE:** CONTRACT INCENTIVES / RESPONSIBLE AGENCY: MANAGED BY FDOT

- **ACNP:** 0 0 3,000,000 8,000,000 0 0 0 11,000,000

**PHASE:** ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT

- **ACNP:** 0 0 2,000,000 0 0 0 2,000,000
- **DI:** 0 0 2,000,000 0 0 0 2,000,000
- **DS:** 0 10,000 0 1,000,000 0 0 3,010,000

**PHASE:** DESIGN BUILD / RESPONSIBLE AGENCY: MANAGED BY FDOT

- **ACNP:** 182,772,941 900,233 0 0 0 0 183,673,174
- **ACSA:** 58,971,430 0 0 0 0 0 58,971,430
- **CM:** 1,913,647 0 0 0 0 0 1,913,647
- **DDR:** 26,947,938 2,400,000 0 0 0 0 29,347,938
- **DI:** 45,532,290 0 0 0 0 0 45,532,290
- **D1H:** 3,483 1,652 0 0 0 0 5,135
- **DIS:** 6,216,944 0 0 0 0 0 6,216,944
- **DS:** 160,742 0 0 0 0 0 160,742
- **DSB1:** 74,761,361 0 0 0 0 0 74,761,361
- **LF:** 24,405,653 0 0 0 0 0 24,405,653
- **LFU:** 31,750,000 0 0 0 0 0 31,750,000
- **SA:** 600,942 0 0 0 0 0 600,942
- **SIWR:** 532,943 0 0 0 0 0 532,943
- **STED:** 569,136 0 0 0 0 0 569,136
- **SU:** 2,467,989 0 0 0 0 0 2,467,989
- **TRIP:** 788,243 0 0 0 0 0 788,243
- **TRWR:** 4,500,000 0 0 0 0 0 4,500,000

**TOTAL:** 493,595,211 6,162,842 5,000,000 10,000,000 1,000,000 0 515,758,053

**TOTAL PROJECT:** 493,595,211 6,162,842 5,000,000 10,000,000 1,000,000 0 515,758,053

---

**ITEM NUMBER:** 428601 1  
**PROJECT DESCRIPTION:** GATEWAY EXPRESSWAY FM SR690 @ US19 & SR686 EXT @ CR611 TO W OF I-275  
**DISTRICT:** 07  
**COUNTY:** PINELLAS  
**TYPE OF WORK:** BIKE PATH/TRAIL

**ROADWAY ID:** 15000023

#### Less Greater

<table>
<thead>
<tr>
<th>Code</th>
<th>2018</th>
<th>2019</th>
<th>2020</th>
<th>2021</th>
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<th>2022</th>
<th>All Years</th>
</tr>
</thead>
<tbody>
<tr>
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<td>THAN</td>
<td>THAN</td>
<td>THAN</td>
<td>THAN</td>
<td>THAN</td>
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</tr>
</tbody>
</table>

**PHASE:** CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF DUNEDIN

- **TALT:** 0 99,449 0 0 0 0 99,449
- **TALU:** 0 200,900 0 0 0 0 200,900

---

**ITEM NUMBER:** 428601 1  
**PROJECT DESCRIPTION:** MICHIGAN BLVD FROM W OF PINEHURST RD TO CR 1  
**DISTRICT:** 07  
**EX DESC:** CONSTRUCT 8' SHARED USE PATH

**COUNTY:** PINELLAS  
**TYPE OF WORK:** BIKE PATH/TRAIL

**ROADWAY ID:** 15000023

#### Less Greater

<table>
<thead>
<tr>
<th>Code</th>
<th>2018</th>
<th>2019</th>
<th>2020</th>
<th>2021</th>
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<th>2022</th>
<th>All Years</th>
</tr>
</thead>
<tbody>
<tr>
<td>FUND</td>
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<td>THAN</td>
<td>THAN</td>
<td>THAN</td>
<td>THAN</td>
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</tbody>
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**PHASE:** CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF DUNEDIN

- **TALT:** 0 99,449 0 0 0 0 99,449
- **TALU:** 0 200,900 0 0 0 0 200,900

---

**ITEM NUMBER:** 428601 1  
**PROJECT DESCRIPTION:** MICHIGAN BLVD FROM W OF PINEHURST RD TO CR 1  
**DISTRICT:** 07  
**EX DESC:** CONSTRUCT 8' SHARED USE PATH

**COUNTY:** PINELLAS  
**TYPE OF WORK:** BIKE PATH/TRAIL

**ROADWAY ID:** 15000023

#### Less Greater

<table>
<thead>
<tr>
<th>Code</th>
<th>2018</th>
<th>2019</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2022</th>
<th>All Years</th>
</tr>
</thead>
<tbody>
<tr>
<td>FUND</td>
<td>THAN</td>
<td>THAN</td>
<td>THAN</td>
<td>THAN</td>
<td>THAN</td>
<td>THAN</td>
<td>THAN</td>
</tr>
</tbody>
</table>

**PHASE:** CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF DUNEDIN

- **TALT:** 0 99,449 0 0 0 0 99,449
- **TALU:** 0 200,900 0 0 0 0 200,900
### HIGHWAYS

**Phase: Construction / Responsible Agency:** Managed by FDOT  
**TALD:**  
- 2018: 17,100
- 2019: 0
- 2020: 0
- 2021: 0
- 2022: 0
- Total: 17,100

**Total:** 0

**Total Project:** 0

**Item Number:** 432435 1  
**Project Description:** I-275/SR 93 FR HOWARD FRANKLAND TO OVER TAMPA BAY (SOUTHBOUND)  
**Type of Work:** Bridge-Repair/Rehabilitation  
**Ex Desc:** Cathodic Protection, Crack Sealing, Fender and Access Repair

**Roadway ID:** 15190000  
**Project Length:** 3.000 MI  
**Lanes Exist/Improved/Added:** 8/0/0

<table>
<thead>
<tr>
<th>Less Than</th>
<th>2018</th>
<th>2019</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
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</thead>
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<td>0</td>
<td>0</td>
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<td>DIH</td>
<td>19,946</td>
<td>0</td>
<td>0</td>
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<td>19,946</td>
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<td>8,106</td>
<td>0</td>
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<td>8,106</td>
</tr>
</tbody>
</table>

**Phase:** Preliminary Engineering / Responsible Agency: Managed by FDOT

**Total 432435 1**  
- 2018: 1,147,957
- 2019: 36,694
- 2020: 0
- 2021: 0
- 2022: 0
- Total: 1,184,651

**Total Project:** 1,184,651

**Phase:** Construction / Responsible Agency: Managed by FDOT

**Total 432435 1**  
- 2018: 1,147,957
- 2019: 36,694
- 2020: 0
- 2021: 0
- 2022: 0
- Total: 1,184,651

**Total Project:** 1,184,651

**Phase:** Environmental / Responsible Agency: Managed by FDOT

**Total 432435 1**  
- 2018: 0
- 2019: 25,000
- 2020: 0
- 2021: 0
- 2022: 0
- Total: 25,000

**Total Project:** 25,000

**Item Number:** 432698 1  
**Project Description:** ALT US 19 (SR 595) FROM S OF PARK ST N TO W END LONG BAYOU BRIDGE  
**Type of Work:** Resurfacing  
**Ex Desc:** 5 Lanes

**Roadway ID:** 15010000  
**Project Length:** 0.887 MI  
**Lanes Exist/Improved/Added:** 5/5/0

<table>
<thead>
<tr>
<th>Less Than</th>
<th>2018</th>
<th>2019</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>All Years</th>
</tr>
</thead>
<tbody>
<tr>
<td>DDR</td>
<td>48,610</td>
<td>0</td>
<td>0</td>
<td>0</td>
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<tr>
<td>DIH</td>
<td>81,138</td>
<td>427</td>
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<td>DS</td>
<td>755,835</td>
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<td>0</td>
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<td>755,835</td>
</tr>
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</table>

**Phase:** Preliminary Engineering / Responsible Agency: Managed by FDOT

**Total 432698 1**  
- 2018: 2,846,806
- 2019: 83,121
- 2020: 0
- 2021: 0
- 2022: 0
- Total: 2,929,927

**Total Project:** 2,929,927

**Phase:** Construction / Responsible Agency: Managed by FDOT

**Total 432698 1**  
- 2018: 2,846,806
- 2019: 83,121
- 2020: 0
- 2021: 0
- 2022: 0
- Total: 2,929,927

**Total Project:** 2,929,927

**Phase:** Environmental / Responsible Agency: Managed by FDOT

**Total 432698 1**  
- 2018: 0
- 2019: 10,000
- 2020: 0
- 2021: 0
- 2022: 0
- Total: 10,000

**Total Project:** 10,000

**District:** 07  
**County:** Pinellas
### HIGHWAYS

#### ITEM NUMBER: 434890 1
**PROJECT DESCRIPTION:** ALT US 19 NORTH FROM SR 60 TO PASCO COUNTY LINE
**DISTRICT:** 07  **COUNTY:** PINELLAS  **TYPE OF WORK:** ATMS - ARTERIAL TRAFFIC MGMT  **EX DESC:** ATMS/ITS  
**ROADWAY ID:** 15020000  
**PROJECT LENGTH:** 15.691 MI  
**LANES EXIST/IMPROVED/ADDED:** 2 / 0 / 0  

<table>
<thead>
<tr>
<th></th>
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<th></th>
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<tbody>
<tr>
<td>PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY PINELLAS COUNTY BOC</td>
<td>228,675</td>
<td>175,000</td>
<td>53,675</td>
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<td>0</td>
<td>0</td>
<td>0</td>
<td>228,675</td>
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#### ITEM NUMBER: 434891 1
**PROJECT DESCRIPTION:** ALT US 19 SOUTH FROM US 19 TO SR 60  
**DISTRICT:** 07  **COUNTY:** PINELLAS  **TYPE OF WORK:** ATMS - ARTERIAL TRAFFIC MGMT  **EX DESC:** ATMS/ITS  
**ROADWAY ID:** 15010000  
**PROJECT LENGTH:** 17.597 MI  
**LANES EXIST/IMPROVED/ADDED:** 5 / 0 / 0  

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#### ITEM NUMBER: 435896 1
**PROJECT DESCRIPTION:** BRIDGE PAINTING PINELLAS COUNTY VARIOUS LOCATIONS  
**DISTRICT:** 07  **COUNTY:** PINELLAS  **TYPE OF WORK:** BRIDGE - PAINTING  **EX DESC:** STEEL BRIDGE PAINTING ON BR#150128 BR#150140 AND BR#150143  
**ROADWAY ID:** 15003000  
**PROJECT LENGTH:** 0.450 MI  
**LANES EXIST/IMPROVED/ADDED:** 2 / 2 / 0  

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### Highways

**Phase:** Environmental  
**Responsible Agency:** Managed by FDOT

**BRRP**  
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**Item Number:** 436056 1  
**Project Description:** 10th & 11th Ave S Booker Creek Bridge #157235  
**District:** 07  
**County:** Pinellas  
**Type of Work:** Bridge Replacement  
**EX Desc:** Bridge Replacement on 11th Ave S BTWN 5TH ST AND US 92

**Roadway ID:** 15900006  
**Project Length:** .038 MI  
**LANES EXIST/IMPROVED/ADDED:** 2/2/0

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**Item Number:** 436098 1  
**Project Description:** SR 690 - Gateway Express  
**District:** 07  
**County:** Pinellas  
**Type of Work:** Funding Action  
**EX Desc:** Gateway Replacement on SR 690

**Roadway ID:** 15000089  
**Project Length:** 1.115 MI  
**LANES EXIST/IMPROVED/ADDED:** 6/0/0

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**Item Number:** 437538 1  
**Project Description:** Dunedin Causeway Bridge Replacement  
**District:** 07  
**County:** Pinellas  
**Type of Work:** PD&E/EMO Study  
**EX Desc:** #154005

**Roadway ID:**  
**Project Length:** .000  
**LANES EXIST/IMPROVED/ADDED:** 0/0/0

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| TOTAL PROJECT: | 0 | 1,000 | 0 | 0 | 0 | 0 | 0 | 1,000 |

| ITEM NUMBER: 440306 1 | PROJECT DESCRIPTION: SR 60 (COURTNEY CAMPBELL CSWY) TRAIL FR MP 8.142 TO MP 9.0 |
|-------------------------|---------------------------------------------------|-------------|-----------------|
| TYPE OF WORK: EMERGENCY OPERATIONS |
| ROADWAY ID: 15040000 |
| PROJECT LENGTH: .858 MI |
| FUND THAN | LESS THAN 2018 | 2019 | 2020 | 2021 | 2022 |
| MANAGED BY FDOT | |
| PHASE: PRELIMINARY ENGINEERING | 0 | 97,281 | 0 | 0 | 0 | 0 | 0 | 97,281 |
| PHASE: CONSTRUCTION | 0 | 428,981 | 0 | 0 | 0 | 0 | 0 | 428,981 |
| TOTAL 440306 1 | 0 | 526,262 | 0 | 0 | 0 | 0 | 0 | 526,262 |
| TOTAL PROJECT: | 0 | 526,262 | 0 | 0 | 0 | 0 | 0 | 526,262 |

| ITEM NUMBER: 440804 1 | PROJECT DESCRIPTION: FOREST LAKES BOULEVARD IN CITY OF OLDSMAR @ NCGN: 626842 E |
|-------------------------|---------------------------------------------------|-------------|-----------------|
| TYPE OF WORK: RAIL SAFETY PROJECT |
| ROADWAY ID: 15000457 |
| PROJECT LENGTH: .010 MI |
| FUND THAN | LESS THAN 2018 | 2019 | 2020 | 2021 | 2022 |
| MANAGED BY FDOT | |
| PHASE: RAILROAD & UTILITIES | 0 | 454,000 | 0 | 0 | 0 | 0 | 0 | 454,000 |
| TOTAL 440804 1 | 0 | 454,000 | 0 | 0 | 0 | 0 | 0 | 454,000 |
| TOTAL PROJECT: | 0 | 454,000 | 0 | 0 | 0 | 0 | 0 | 454,000 |
| TOTAL DIST: 07 | 498,528,589 | 14,394,133 | 5,000,000 | 13,711,564 | 1,000,000 | 0 | 0 | 532,634,286 |
| TOTAL HIGHWAYS | 498,528,589 | 14,394,133 | 5,000,000 | 13,711,564 | 1,000,000 | 0 | 0 | 532,634,286 |
**FLORIDA DEPARTMENT OF TRANSPORTATION**

**OFFICE OF WORK PROGRAM**

**MPO ROLLFORWARD REPORT**

**FORWARD PINELLAS**

---

**ITEM NUMBER: 439041**

**PROJECT DESCRIPTION:** PORT ST. PETERSBURG INFRASTRUCTURE IMPROVEMENTS

**DISTRICT:** 07

**COUNTY:** PINELLAS

**EX DESC:** MARINE SCIENCE/RESEARCH FACILITY

**TYPE OF WORK:** SEAPORT REVENUE/OPERATION

**PROJECT LENGTH:** .000

**LANES EXIST/IMPROVED/ADDED:** 0 / 0 / 0

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**PHASE:** CAPITAL

**RESPONSIBLE AGENCY:** RESPONSIBLE AGENCY NOT AVAILABLE

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**CODE** | **2018** | **2019** | **2020** | **2021** | **2022** | **2022 YEARS** |
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**TOTAL 439041:** 5,915,664

**TOTAL PROJECT:** 5,915,664

**TOTAL DIST:** 5,915,664

**TOTAL SEAPORT:** 5,915,664
ITEM NUMBER: 437245 2  
PROJECT DESCRIPTION: CENTRAL AVE BRT DOWNTOWN ST PETERSBURG TO ST PETE BEACH  
COUNTY: PINELLAS  
ROADWAY ID:  
PROJECT LENGTH: .000  
*NON-SIS*  
DISTRICT: 07  
PROJECT LENGTH: .000  
LANES EXIST/IMPROVED/ADDED: 0 / 0 / 0  
RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE  

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SUMMARY

From: Residential Low Medium
To: Public/Semi-Public
Area: 1.75 acres m.o.l.
Location: 10476 131st Street North

This proposed amendment is submitted by Pinellas County and seeks to amend a property totaling approximately 1.75 acres from Residential Low Medium category (used to depict areas that are primarily well-suited for suburban, low density or moderately dense residential uses at a maximum density of 10 dwelling units per acre) to Public/Semi-Public (intended to recognize institutional and transportation/utility uses that serve the community or region, especially larger facilities having acreage exceeding the thresholds established in other plan categories, and which are consistent with the need, character, and scale of such uses relative to the surrounding uses, transportation facilities, and natural resource features). This amendment qualifies as a Type A subthreshold amendment because it is less than ten acres in size and meets the balancing criteria.

The subject property has an existing structure that is being used as an assisted living facility (ALF). The owner wishes to expand the number of beds in the existing ALF. The ALF contains 24 beds and the proposed amendment would allow for 65 beds. If approved, this amendment will be consistent with the Pinellas County Comprehensive Plan.

FINDINGS

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

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

Please see accompanying attachments and documents in explanation and support of these findings.
LIST OF MAPS & ATTACHMENTS:

Map 1  Locator Map
Map 2  Site Map
Map 3  Aerial Map
Map 4  Current Countywide Plan Map
Map 5  Proposed Countywide Plan Map

MEETING DATES:

Planners Advisory Committee, September 5, 2017 at 1:30 p.m.
Forward Pinellas, October 11, 2017 at 1:00 p.m.
Countywide Planning Authority, November 28, 2017 at 6:00 p.m.

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

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

ADVISORY COMMITTEE RECOMMENDATION(S): The Planners Advisory Committee met on September 5, 2017 and voted 5-0 to approve this amendment.
Map 1 - Location

CASE #: CW17-8
FROM: Residential Low Medium
AREA: 1.8 Acres
JURISDICTION: Pinellas County
TO: Public/Semi-Public

Gulf of Mexico
Tampa Bay

SUBJECT AREA

FORWARD PINELLAS
Integrating land use & transportation

0 2 4 6 8 Miles
NORTH
Map 2 - Current Countywide Plan Map & Jurisdictional Map

CASE #: CW17-8
FROM: Residential Low Medium
TO: Public/Semi-Public

JURISDICTION: Pinellas County

AREA: 1.8 Acres

LEGEND:
- Seminole
- Unincorporated

Direction:
- NORTH

Scale:
- 0 100 200 400 Feet
Map 3 - Aerial

CASE #: CW17-8
FROM: Residential Low Medium
TO: Public/Semi-Public
JURISDICTION: Pinellas County
AREA: 1.8 Acres
Countywide Plan Map Categories

- Residential Low Medium
- Public/Semi-Public
- Recreation/Open Space
- Scenic/Noncommercial Corridor

Map 4 - Current Countywide Plan Map

CASE #: CW17-8  FROM: Residential Low Medium  AREA: 1.8 Acres
JURISDICTION: Pinellas County  TO: Public/Semi-Public

FORWARD PINELLAS
Integrating Land Use & Transportation

NORTH

0 100 200 400 Feet
CASE #: CW17-8
FROM: Residential Low Medium
TO: Public/Semi-Public
JURISDICTION: Pinellas County
AREA: 1.8 Acres
October 11, 2017
6B2. Case CW 17- 9 – City of Tarpon Springs

SUMMARY

From: Residential Low Medium & Residential Medium
To: Office
Area: 0.45 acres m.o.l.
Location: East side of Keystone Road, approximately 160 feet southwest of Meyer Lane

This proposed amendment is submitted by the City of Tarpon Springs and seeks to amend a property totaling approximately 0.45 acres from Residential Low Medium (used to depict areas that are primarily well-suited for suburban, low density or moderately dense residential uses at a maximum density of 10 dwelling units per acre) and Residential Medium (used to depict areas that are primarily well-suited for medium-density residential uses at a maximum density of 15 dwelling units per acre) to Office (used to depict areas that are developed, or appropriate to be developed, with office uses, low-impact employment uses, and residential uses (subject to an acreage threshold), in areas characterized by a transition between residential and commercial uses and in areas well-suited for community-scale residential/office mixed-use development).

The subject property is vacant. The proposed use for the property is office which will have an access easement with the adjacent developed property. If approved, this amendment will be consistent with the City of Tarpon Springs’ Comprehensive Plan.

FINDINGS

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

A. The Office category recognizes the proposed use of the site, and is consistent with the criteria for utilization of this category.
B. The proposed amendment either does not involve, or will not significantly impact, the remaining relevant countywide considerations.

Please see accompanying attachments and documents in explanation and support of these findings.
LIST OF MAPS & ATTACHMENTS:

Map 1  Locator Map
Map 2  Site Map
Map 3  Aerial Map
Map 4  Current Countywide Plan Map
Map 5  Proposed Countywide Plan Map
Map 6  Coastal High Hazard Area Map

Attachment 1  Forward Pinellas Staff Analysis
Attachment 2  Declaration of Restrictive Covenants

MEETING DATES:

Planners Advisory Committee, September 5, 2017 at 1:30 p.m.
Forward Pinellas, October 11, 2017 at 1:00 p.m.
Countywide Planning Authority, November 28, 2017 at 6:00 p.m.

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

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

ADVISORY COMMITTEE RECOMMENDATION(S): The Planners Advisory Committee met on September 5, 2017 and voted 7-0 to approve this amendment.
Map 3 - Aerial

CASE #: CW17-9  FROM: Residential Low Medium & Residential Medium
JURISDICTION: Tarpon Springs  TO: Office  AREA: 0.4 Acres

FORWARD PINELLAS
Integrating Land Use & Transportation

0 100 200 400 Feet
NORTH
CASE #: CW17-9
FROM: Residential Low Medium & Residential Medium
JURISDICTION: Tarpon Springs
TO: Office
AREA: 0.4 Acres

Countywide Plan Map Categories
- Residential Low Medium
- Residential Medium
- Office
- Retail & Services
- Recreation/Open Space
- Scenic/Noncommercial Corridor

Map 4 - Current Countywide Plan Map
Map 6 - Coastal High Hazard Area (CHHA)

CASE #: CW17-9
FROM: Residential Low Medium & Residential Medium
JURISDICTION: Tarpon Springs
TO: Office
AREA: 0.4 Acres

LEGEND:
CHHA

FORWARD PINELLAS
Integrating Land Use & Transportation

NORTH

0 100 200 400 Feet
Relevant Countywide Considerations:

1) **Consistency with the Countywide Rules** – The City of Tarpon Springs proposes to amend the Countywide Map designation from Residential Low Medium and Residential Medium to Office.

   The current Residential Low Medium category is used to depict areas that are primarily well-suited for suburban, low density or moderately dense residential uses at a maximum density of 10 dwelling units per acre. The current Residential Medium category is used to depict areas that are primarily well-suited for medium-density residential uses at a maximum density of 15 dwelling units per acre. The proposed Office category is used to depict areas that are developed, or appropriate to be developed, with office uses, low-impact employment uses, and residential uses (subject to an acreage threshold), in areas characterized by a transition between residential and commercial uses and in areas well-suited for community-scale residential/office mixed-use development.

   The subject property is vacant. The proposed use for the property is office which will have a cross-access easement with the adjacent developed property. If approved, this amendment will be consistent with the City of Tarpon Spring’s Comprehensive Plan.

2) **Adopted Roadway Level of Service (LOS) Standard** – The amendment area is not located on a roadway operating at an LOS of “F”, therefore those policies are not applicable.

3) **Location on a Scenic/Noncommercial Corridor (SNCC)** – The amendment area is located on Keystone Road, which is designated as a SNCC. The intent and purpose of the SNCC designation is to guide the preservation and enhancement of scenic qualities, to ensure the integrity of the Countywide Plan, and to maintain and enhance the traffic operations of these significant roadway corridors in Pinellas County. The principal objectives of SNCC designations are:

   - To preserve and enhance scenic qualities found along these corridors and to foster community awareness of the scenic nature of these corridors;
   - To encourage superior community design and enhanced landscape treatment, both outside of and within the public right-of-way;
   - To encourage land uses along these corridors which contribute to an integrated, well planned and visually pleasing development pattern, while discouraging the proliferation of commercial, office, industrial or intense residential development beyond areas specifically designated for such uses on the Countywide Plan Map;
   - To assist in maintaining the traffic operation of roadways within these corridors through land use type and density/intensity controls, and by conformance to
access management regulations, by selective transit route location, and by the
development of integrated and safe pedestrian and bicycle access systems;

- To encourage design standards identified within the "Pinellas County
Countywide Scenic/Non-Commercial Corridor Master Plan" through the
adoption of local ordinances and regulations consistent with those standards
set forth within the Master Plan.

The Countywide Rules allow for the consideration of amendments to the Office
category where such amendments are consistent with the character, intensity, and
scale of the permitted uses, other Countywide Plan Map categories in the area, and
adjoining existing uses. The application of the Office category to the subject properties
can be deemed consistent with this section given the adjacent office designation and
use, the intensity limitations and access restrictions outlined in the Declaration of
Restrictive Covenants, and the proposed use of the property.

4) Coastal High Hazard Areas (CHHA) – The amendment area is not located in the
CHHA, so those policies are not applicable.

5) Designated Development/Redevelopment Areas – The amendment area is not
located in a redevelopment area, so those policies are not applicable.

6) Adjacent to or Impacting an Adjoining Jurisdiction or Public Educational
Facility – The proposed amendment area is not located next to a public educational
facility or adjoining jurisdiction, so those policies are not applicable.

Conclusion:

On balance, it can be concluded that the proposed amendment is deemed consistent
with the Relevant Countywide Considerations found in the Countywide Rules.
October 11, 2017
6B3. Case CW 17-10 – Pinellas County

SUMMARY

From: Office
To: Retail & Services
Area: 0.74 acres m.o.l.
Location: 1255 Belcher Road

This proposed amendment is submitted by Pinellas County and seeks to amend a property totaling approximately 0.74 acres from Office (used to depict areas that are developed, or appropriate to be developed, with office uses, low-impact employment uses, and residential uses (subject to an acreage threshold), in areas characterized by a transition between residential and commercial uses and in areas well-suited for community-scale residential/office mixed-use development to Retail & Services (used to depict areas developed with a mix of businesses that provide for the shopping and personal service needs of the community or region, provide for employment opportunities and accommodate target employment uses, and may include residential uses as part of the mix of uses).

The subject property has an existing structure that is an insurance office, formerly a bank. The proposed use is for a car wash. If approved, this amendment will be consistent with the Pinellas County Comprehensive Plan.

FINDINGS

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

A. The Retail & Services category recognizes the proposed use of the site, and is consistent with the criteria for utilization of this category.
B. The proposed amendment either does not involve, or will not significantly impact, the remaining relevant countywide considerations.

Please see accompanying attachments and documents in explanation and support of these findings.
LIST OF MAPS & ATTACHMENTS:

Map 1  Locator Map
Map 2  Site Map
Map 3  Aerial Map
Map 4  Current Countywide Plan Map
Map 5  Proposed Countywide Plan Map

Attachment 1  Forward Pinellas Staff Analysis

MEETING DATES:

Planners Advisory Committee, September 5, 2017 at 1:30 p.m.
Forward Pinellas, October 11, 2017 at 1:00 p.m.
Countywide Planning Authority, November 28, 2017 at 6:00 p.m.

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

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

ADVISORY COMMITTEE RECOMMENDATION(S): The Planners Advisory Committee met on September 5, 2017 and voted 7-0 to approve this amendment.
Map 1 - Location

CASE #: CW17-10
FROM: Office
JURISDICTION: Pinellas County

TO: Retail and Services
AREA: 0.7 Acres

FORWARD PINELLAS
Integrating Land Use & Transportation

0 2 4 8 Miles
NORTH
Map 2 - Current Countywide Plan Map & Jurisdictional Map

CASE #: CW17-10
FROM: Office
TO: Retail and Services
AREA: 0.7 Acres

JURISDICTION: Pinellas County

LEGEND:
- Clearwater
- Dunedin
- Unincorporated

FORWARD PINELLAS
Integrating Land Use & Transportation
Map 5 - Proposed Countywide Plan Map

CASE #: CW17-10  FROM: Office  AREA: 0.7 Acres
JURISDICTION: Pinellas County  TO: Retail and Services

Countywide Plan Map Categories
- Residential Low Medium
- Residential Medium
- Office
- Public/Semi-Public
- Retail & Services
- Scenic/Noncommercial Corridor

Map 5 - Proposed Countywide Plan Map

FORWARD PINELLAS
Integrating Land Use & Transportation

NORTH

0 100 200 400 Feet
Relevant Countywide Considerations:

1) **Consistency with the Countywide Rules** – Pinellas County proposes to amend the Countywide Map designation from Office to Retail & Services.

The current Office category is used to depict areas that are developed, or appropriate to be developed, with office uses, low-impact employment uses, and residential uses (subject to an acreage threshold), in areas characterized by a transition between residential and commercial uses and in areas well-suited for community-scale residential/office mixed-use development. The proposed Retail & Services category is used to depict areas developed with a mix of businesses that provide for the shopping and personal service needs of the community or region, provide for employment opportunities and accommodate target employment uses, and may include residential uses as part of the mix of uses.

The subject property has an existing structure that is currently utilized as an insurance office, but was also formerly a bank. The proposed use of the property is a car wash. If approved, this amendment will be consistent with the Pinellas County Comprehensive Plan.

2) **Adopted Roadway Level of Service (LOS) Standard** – The amendment area is not located on a roadway operating at an LOS of “F”, therefore those policies are not applicable.

3) **Location on a Scenic/Noncommercial Corridor (SNCC)** – The amendment area is located on the east side of Belcher Road, which is designated as a SNCC, with this portion of the corridor having a “Mixed Use” corridor type. The “Mixed Use” corridor type recognizes the appropriateness for commercial uses generally at the intersections of major arterial and collector roadways. There are very few additional use restrictions enumerated in the Countywide Rules as these areas are planned for more intense uses given the context of the surrounding area and road network. In a broader sense, the intent and purpose of the SNCC designation is to guide the preservation and enhancement of scenic qualities, to ensure the integrity of the Countywide Plan, and to maintain and enhance the traffic operations of these significant roadway corridors in Pinellas County. The principal objectives of SNCC designations are:

- To preserve and enhance scenic qualities found along these corridors and to foster community awareness of the scenic nature of these corridors;
- To encourage superior community design and enhanced landscape treatment, both outside of and within the public right-of-way;
- To encourage land uses along these corridors which contribute to an integrated, well planned and visually pleasing development pattern, while
discouraging the proliferation of commercial, office, industrial or intense residential development beyond areas specifically designated for such uses on the Countywide Plan Map;

- To assist in maintaining the traffic operation of roadways within these corridors through land use type and density/intensity controls, and by conformance to access management regulations, by selective transit route location, and by the development of integrated and safe pedestrian and bicycle access systems;
- To encourage design standards identified within the "Pinellas County Countywide Scenic/Non-Commercial Corridor Master Plan" through the adoption of local ordinances and regulations consistent with those standards set forth within the Master Plan.

The Countywide Rules state that the requested Retail & Services category is considered to be potentially consistent with the "Mixed Use" corridor type. Section 6.5.4.1.4.B. requires a balancing of the character, intensity, and scale of the permitted uses, other Countywide Plan Map categories in the area, and adjoining existing uses. The application of the Retail & Services category to the subject property can be deemed consistent with this section given the "Mixed Use" corridor type and the retail and/or service designations and uses (i.e., 7-Eleven, Mobil, Dollar General, CVS, automobile sales) to the south and west.

4) **Coastal High Hazard Areas (CHHA)** – The amendment area is not located in the CHHA, so those policies are not applicable.

5) **Designated Development/Redevelopment Areas** – The amendment area is not located in a redevelopment area, so those policies are not applicable.

6) **Adjacent to or Impacting an Adjoining Jurisdiction or Public Educational Facility** – The proposed amendment area is not located next to a public educational facility, but is adjacent to the City of Dunedin. City of Dunedin staff have no objections to the proposed amendment.

**Conclusion:**

On balance, it can be concluded that the proposed amendment is deemed consistent with the Relevant Countywide Considerations found in the Countywide Rules.
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): PSTA Service to the Community During Hurricane Flyer

ACTION: None required; informational item only
Emergency Services to the Community

- PSTA deployed buses across the county to execute emergency evacuation of Zones A-B.
- In total, PSTA safely evacuated nearly 1,000 residents from more than a dozen churches, shelters, mobile home parks, and assisted-living facilities from across the county.
- PSTA rescued more than two hundred elderly and wheel-chair bound residents from a single dwelling using its fleet of 100% accessible buses.
- PSTA also provided buses to serve as “Cooling Stations” for residents suffering from power loss as well as relief centers for first-responders on site. All PSTA buses are also equipped with free Wi-Fi.

Successful Preservation of PSTA Assets

- For the first time in history, PSTA evacuated its operating and administration headquarters in the Gateway area on Saturday, September 9, 2017.
- PSTA relocated its entire fleet of 210 buses to the higher ground (Countryside and Clearwater High Schools).
- PSTA staffed Pinellas County’s Emergency Operations Center for 24-hours a day throughout Hurricane Irma.
- When computer servers went offline, PSTA increased its communication to customers and evacuating citizens via press statements, social media, text messages, and on-board flyers.
- No major damage occurred to the PSTA facilities or bus fleet.
- PSTA was one of the first public transportation systems in Florida to resume operations on September 12th.
- With the power out to hundreds of traffic signals in Pinellas County, PSTA ensured the safety of transit customers and its employees by limiting operations to daylight hours on Tuesday and Wednesday.
- PSTA actively worked with its 610 employees to identify those who had suffered personal damage or power outages and to provide assistance during the post-hurricane week.
Brad Miller, PSTA Chief Executive Officer
Office: (727) 540-1807
Cell: (727) 459-9697
Email: bmiller@psta.net
SUMMARY

Every four years a team of reviewers from the Federal Highway Administration (FHWA) and the Federal Transit Administration conduct on-site certification reviews of Transportation Management Area MPO plans and programs. Forward Pinellas’ certification review was conducted March 29-30, 2017. The review included staff responses to a comprehensive questionnaire and a two day site visit. Staff from the Florida Department of Transportation and the Pinellas Suncoast Transit Authority were participants in the certification review process. Several Forward Pinellas Board members attended portions of the site visit.

The Transportation Management Area encompasses portions of Pasco and Hillsborough Counties in addition to Pinellas County. As such, certification reviews were conducted during the same time period for those MPOs.

Following the site visit the federal reviewers compile a report of findings which may include corrective actions, recommendations and noteworthy practices. The 2017 Certification Report is attached. There were no corrective actions identified.

Teresa Parker, FHWA, will present the 2017 certification review findings.

ATTACHMENT(S): 2017 Certification Report

ACTION: None required; informational item only
October 11, 2017

7C. FDOT Project Updates

SUMMARY

FDOT staff will provide updates on several major projects including the Gateway Express, Gandy Boulevard and Ulmerton Road.

ATTACHMENT(S): None

ACTION: None required; informational item only
SUMMARY

With the Forward Pinellas Strategic Business Plan, we have laid out seven goals developed from board input that will guide our planning over the next four-year period. These goals are grouped within the overall Adapt-Build-Connect framework for integration of land use and transportation in Pinellas County. The plan creates a strategic blueprint that agency leadership, staff and stakeholders can consult to ensure that the work we do is contributing to achieving these goals. Each goal has corresponding objectives and initiatives.

- Strategic Goals are the broad outcomes that we seek to achieve.
- Strategic Objectives are the specific measurable steps we will take toward our goals.
- Strategic Initiatives are programs or processes already in place, or that will be undertaken in the future, that help to accomplish the objectives.

The seven goals discussed in the plan are as follows:

1. We will enable safe travel for all users.
2. We will use data to tell stories about who we are as a county and what our future should be.
3. We will plan a future for Pinellas County as a whole.
4. We will grow purposefully as an agency.
5. We will engage the public to create a future that reflects their needs and desires.
6. We will work with Pinellas County’s communities to create plans that reflect their needs.
7. We will develop partnerships to strengthen our cities, county and region.

ATTACHMENT(S): Draft Strategic Business Plan

ACTION: Board to approve distribution of the Forward Pinellas Strategic Business Plan
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Forward Pinellas Board

Chair
Commissioner John Morroni
Pinellas County

Vice-Chair
Councilmember Doreen Caudell
City of Clearwater

Secretary
Commissioner Dave Eggers
Pinellas County

Treasurer
Vice Mayor Joanne “Cookie” Kennedy
City of Indian Rocks Beach
Representing Beach Communities

Vice Mayor Lari Johnson
Town of Belleair
Representing Inland Communities

Commissioner John Tornga
City of Dunedin

Commissioner Michael Smith
City of Largo

Mayor Sandra Bradbury
City of Pinellas Park

Mayor Doug Bevis
City of Oldsmar
Representing Oldsmar, Safety Harbor, and Tarpon Springs

Councilmember Darden Rice
City of St. Petersburg

Commissioner Kenneth Welch
Pinellas County

Commissioner Kenneth Welch
Pinellas County

Councilmember Jim Kennedy
City of St. Petersburg

Bill Jonson
City of Clearwater
Representing the Pinellas Suncoast Transit Authority

Beach Communities:
- Madeira Beach
- St. Pete Beach
- Treasure Island
- Belleair Shore
- Belleair Beach
- Indian Rocks Beach
- Indian Shores
- North Redington Beach
- Redington Beach
- Redington Shores

Inland Communities:
- Belleair
- Belleair Bluffs
- Gulfport
- Kenneth City
- Seminole
- South Pasadena
Chairman’s Letter

The Forward Pinellas Strategic Business Plan is the result of an emerging vision for a fairly new agency. When Forward Pinellas was created in 2014, our clear charge was to integrate land use and transportation planning in a way that created public wealth and connected the communities of our county and region. This plan provides an outline for how to achieve those outcomes over the next four-year period.

What we do at Forward Pinellas is sometimes a challenge to communicate. Other agencies operate buses or build roads, things that our residents can touch and see and that affect their daily lives right now. We, on the other hand, plan for Pinellas County’s future rather than the current day-to-day. But the plans that Forward Pinellas creates will help us meet challenges and seize opportunities that arise five to seven years down the road. That’s not an inconceivable future - that’s just about the amount of time it takes for a child to go through elementary school. The work of Forward Pinellas shapes how this county will look, operate and move in the years to come.

We have seven goals that we have set as representative of the work and values of this agency:

1. We will enable safe travel for all users.
2. We will use data to tell stories about who we are as a county and what our future should be.
3. We will plan a future for Pinellas County as a whole.
4. We will grow purposefully as an agency.
5. We will engage the public to create a future that reflects their needs and desires.
6. We will work with Pinellas County’s communities to create plans that reflect their needs.
7. We will develop partnerships to strengthen our cities, county and region.

I look forward to seeing the progress toward those goals, and to working with our partners and residents to build on the distinctive character of our already strong community.

John Morroni
Chairman, Forward Pinellas Board
Who is Forward Pinellas?

Our Mission

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

Integrating Land Use And Transportation

The defining role of Forward Pinellas is bringing land use and transportation planning efforts together into an integrated whole, from our long-range vision to the policy, funding, and technical activities that implement it. We are charged with addressing countywide land use and transportation concerns, as both the Pinellas Planning Council (land use) and Pinellas County Metropolitan Planning Organization (transportation) since the unification of the two agencies under the Forward Pinellas umbrella in 2014.

Roles and Responsibilities

We see ourselves as a facilitator as well as a planning agency: working with other agencies and regions to build consensus on what the future should look like. We are also a data source, providing research on trends and conditions in both the transportation and land use arenas. With those plans, data, and consensus, other agencies build roads, trails, or buildings and schedule bus routes.

Our Board

We are governed by a board of 13 elected officials representing communities throughout Pinellas County. These officials represent municipal governments, the Board of County Commissioners and the Pinellas Suncoast Transit Authority.
Strategic Plan Definitions

With this strategic business plan, we have laid out seven goals that will guide our planning over the next four-year period. Each goal has corresponding objectives and initiatives.

- **Strategic Goals** are the broad outcomes that we seek to achieve.
- **Strategic Objectives** are the specific steps we will take to achieve our goals.
- **Strategic Initiatives** are programs or processes already in place, or that will be implemented in the future, that contribute to the goals and objectives.

Adapt-Build-Connect

We view the future of transportation and land use in Pinellas County - and the goals in this strategic business plan - through an A, B, and C framework: Adapt, Build, and Connect. These broad concepts help us view what we do as an agency in the big picture that incorporates the distinct identities of Pinellas County’s many communities.

Adapt = Preparing for change and working with what we have

Build = Building trust and guiding growth

Connect = Working together and creating community

At heart, every project we undertake and work product we produce as Forward Pinellas is A, B, and C. The same goes for this strategic plan - every goal has a component of adapting, building, and connecting. We’ve grouped the goals in this plan by what areas they focus on the most, but goals grouped under an “Adapt” emphasis still have Build and Connect components, as well, and vice versa.
EMPHASIS ON
Adapt means that as a county, we need to be ready for change. We need to respond to a shifting economic market, plan for changing demographics, embrace technology, and recognize our environmental vulnerability. We also need to understand a changing policy environment that is experiencing the biggest shift in decades - one that shifts more decisionmaking to states and depends increasingly on private-sector investment.

At the regional level, we need to respond by creating a regional vision and funding strategy. Our planning and design needs to be performance-based and outcome-driven. We also need to adapt our aging and fully developed transportation network, with more than 30 “saturated” intersections that fail mobility standards. We can do that by setting a target for a network that is more balanced and connected.

Three of our seven goals place emphasis on adapting:

1. We will enable safe travel for all users.

2. We will use data to tell stories about who we are as a county and what our future should be.

3. We will plan a future for Pinellas County as a whole.
GOAL 1: We will enable safe travel for all users.

Objective 1: Guide land development and transportation network decisions to expand safe, convenient options for multimodal travel.

Objective 2: Undertake context-sensitive design modifications to the transportation network.

Objective 3: Integrate safety into all aspects of the transportation planning, design and operations through a “6E” framework of Engineering, Education, Encouragement, Enforcement, Equity and Evaluation.

A Complete Streets concept for West Bay Drive.
Initiatives

Working with law enforcement, other professional stakeholders, and community groups, this agency is creating a Vision Zero action plan with the goal of significantly reducing severity of traffic crashes and eliminating traffic deaths. With Pinellas County and Tampa Bay having one of the highest fatality rates for pedestrians and bicyclists nationwide, the Vision Zero action plan is essential to helping Pinellas County move from a car-centric model to one that places the lives of vulnerable users as its first priorities.

Through the Complete Streets initiative, Forward Pinellas is working to make our roadways safe and accessible for all users. Our Complete Streets grant program that funded its first projects in 2016 provides money to incentivize corridor redevelopment. One construction project and two concept plans were slated for funding in 2016 - the construction project recommended $1 million to build a wider sidewalk on 34th Street South in the Skyway Marina district of St. Petersburg. Planning grants were made to the City of Clearwater for Drew Street and to Pinellas County for 54th Avenue North in Lealman. As another part of our Complete Streets planning on West Bay Drive in Largo and Belleair, a pilot project plan would reduce speeding and make street crossings safer.

A focus on Connected Networks emphasizes intuitive design that enables seamless integration between modes, planning for surface streets and closing critical gaps in the biking and sidewalk networks. Signage and wayfinding markings are low-hanging fruit that are easily corrected. Connecting networks also includes more holistic improvements to transition from neighborhood streets to trails to roadways safely, or making sure an accommodation for bicyclists or pedestrians fits the character of the roadway and surrounding area. This will be a key strategic feature of our new Bicycle & Pedestrian Master Plan.
GOAL 2: We will use data to tell stories about who we are as a county and what our future should be.

Objective 1: Tell data-driven stories about Pinellas County’s past, present and future to help support more informed decisionmaking.

Objective 2: Continue to serve as a go-to source for countywide land use and transportation data and information.

A heat map from a transit suitability analysis by planner Brett Burks indicating what parts of the county could be most supportive of transit.
Initiatives

Evolving Measures of Effectiveness are key to ensuring that Pinellas County is evaluating its transportation progress with the best tools available. Whether it’s a Level or Quality of Service that goes beyond just roads, destination accessibility, the State of the System report, or crash mapping, these measures need to reflect data that fit the direction we want to go as a county in making transportation accessible for all users. Other available measures, such as Bicycle Stress Level or Multimodal Quality of Service, can give us a better idea of what options may work to provide travel choices and reduce road congestion – rather than just widening lanes.

With Local Mapping Assistance, Forward Pinellas seeks to become the go-to source for maps with a message. Producing clear, consistent maps that are useful to governments and citizens alike, we will create maps that are also storytelling tools. In addition, we will serve as the repository for future land use maps, ensuring that people know where to look when they have a question about development.

Tapping into Big Data will allow us to provide analytical evidence that supports our mission, as well as helping our agency to establish a performance-based, outcome-driven planning process required for MPOs under federal law. We will examine what new software, tools, regional partnerships and staff training may be necessary to take advantage of the data that are available to help staff, elected officials and the public understand important conditions, trends and outcomes that affect the entire Pinellas community. We will continue participating in the regional data working group and development of a shared data portal to update and review useful transportation data.

Using Survey Research tools will help us to understand the needs and priorities of Pinellas County’s residents and communities. We will partner with other agencies, and possibly regionally, to gain data that is relevant to Forward Pinellas projects and plans. In the age of Big Data, many surveys are being conducted and there is a wealth of information on people’s desires and preferences – we should take advantage of that where possible to develop plans likely to have public support out of the gate.
GOAL 3: We will plan a future for Pinellas County as a whole.

Objective 1: Provide leadership for strategic planning decisions that affect Pinellas County’s future.

Objective 2: Serve as a facilitator to ensure an equitable and inclusive decision-making process.

Objective 3: Conduct useful research and analysis that increases understanding and helps equip our partners with effective solutions to various challenges.

Objective 4: Identify sufficient funding for our transportation needs to maximize financial feasibility.

A still from a video that was part of the Knowledge Exchange Series project on microbreweries.
Initiatives

Through the Knowledge Exchange Series, Forward Pinellas staff works to address planning areas where our local communities may need guidance. Examining topics that include the Finding the Missing Middle of Housing and Microbreweries as Catalysts for Downtown Redevelopment, these projects help local governments learn more about new ways to encourage quality redevelopment.

Pinellas County continues to grow and renew itself through redevelopment. By Implementing the New Countywide Plan, Forward Pinellas provides guidance to ensure growth goes to the right areas and that our communities retain their distinctive character. The Countywide Plan works to channel new growth into urban centers and corridors that can be served by many kinds of transportation, while preserving our stable neighborhoods and land needed for economic development. Two years into using the new plan, we continue to look for ways to streamline the countywide planning process while maintaining essential land use protections and providing direction for the future.

In the face of emerging environmental challenges, Developing Resilience is essential to ensuring that Pinellas County remains strong, competitive, and a great place to live. To support a resilient county, we must assess vulnerabilities and develop strategies for our residents’ safety and sustained economic development of our communities. In the wake of Hurricane Irma, and the first major activation of the county’s Emergency Operations Center for Forward Pinellas, it is an ideal time to re-examine our role as a countywide agency in terms of disaster preparedness, response and recovery.

As a result of the 2017 Economic Symposium, Forward Pinellas has committed to taking steps to increase Pinellas County’s economic competitiveness. We will work to establish a stronger link between transportation, land use and economic development efforts, including a renewed focus on this relationship at the regional level based on input from a broad spectrum of stakeholders. We have also reiterated our commitment to improving transit along higher-density corridors that serve mixed-use centers and places of employment. Lastly, we plan to sponsor a design competition along with a new Planning & Placemaking Grant Program in 2017/18, encouraging urban and walkable design to make our communities more attractive to the next generation of skilled workers.
EMPHASIS ON
**Build** is about more than simply creating roads or buildings. We will guide planned growth to the right locations, yes, but we also build community and capacity, build trust through greater transparency, build connected networks, and make wise investments connected to networks that build public wealth. We can do this through engaging in open-ended conversations with our community, where we truly want to hear the answers they provide.

Our state and federal legislators need to hear a clear and unified message from our communities and our partners. We can share data, ideas, plans and resources instead of acting in competition. As Forward Pinellas, we can be a facilitator and liaison to help governments and agencies collaborate.

Two of our seven goals place emphasis on building:

4. **We will grow purposefully as an agency.**

5. **We will engage the public to create a future that reflects their needs and desires.**
GOAL 4. We will grow purposefully as an agency.

Objective 1: Build a culture of teamwork and collaboration.

Objective 2: Organize the agency in a way that reflects our evolving mission and role and is adaptive to changes in regional planning.

Objective 3: Develop staff members and identify advancement opportunities for them.

Objective 4: Assess funding levels necessary to pursue our goals as an agency, community and region.

Forward Pinellas staff members Alicia Parinello and Maria Kelly help build a Habitat for Humanity house during the county’s in-service day.
Initiatives

Not all of our initiatives are dry or chock-full of acronyms; **Staff Team-Building** allows the Forward Pinellas team to build camaraderie, whether through group service activities or using our unique set of combined skills to get out of an escape room. Forward Pinellas seeks to be an agency where employees have loyalty and connections with each other that go beyond work projects.

As the agency staff changes with departures and retirements, **Transition Planning** is essential to seeing the agency grow in a way that is structured and maintains the institutional knowledge that comes with a long-tenured staff. Mentoring, training, and departmental self-evaluations can ensure a smooth future as long-term staff members retire. In addition, strategic hires can allow Forward Pinellas to grow in a way that fits with our goals and values as an agency.

With a continued concentration on **Internal Communications**, we look to increase transparency within our agency as well as a sense of a shared mission. If staff members know of developments within the agency – and those outside of the agency with the potential to affect them – as they happen, this will promote a better understanding of what we are working toward together and the obstacles we face as well as an increasing connection between the land use and transportation aspects of Forward Pinellas’s mission. Increased information sharing from the top-down through middle managers will contribute to this initiative’s success.

Encouraging **Professional Certifications** among staff members, and providing the resources and flexibility that they need to make those career achievements happen, will enable our staff to be more successful in their roles here, and also provide opportunities for career advancements. In addition, other types of professional certifications, such as LEED certification, would make Forward Pinellas more capable of creating certain types of plans, allowing us to become a more well-rounded agency.
GOAL 5: We will engage the public to create a future that reflects their needs and desires.

Objective 1: Increase understanding through dialogue and active listening, reaching beyond our comfort zone to engage people from all walks of life.

Objective 2: Use storytelling to highlight issues and solutions.

Objective 3: Representing the public to become a force for positive change in the community and region.

Public engagement is essential to the planning process, and all plans need public buy-in to succeed. Staff member Susan Miller participated in the planning for the St. Petersburg Bike Share System.
Initiatives

Implementing a **Communications Strategy**, along with the MPO’s Public Participation Plan, seeks to increase awareness of Forward Pinellas’s contributions and mission, which in turn will enable us to seek greater public input before a project goes into design stage. This encompasses traditional outreach in the form of workshops and other public outreach, but also includes social media, media relations and the creation of strategic planning documents to guide the agency’s efforts.

With **Community Conversations**, we seek to engage the public in a different way than with our typical workshops. By coming to the public not with a project or a problem but with an open conversation, we have a chance to speak about who Forward Pinellas is and what we do. These conversations also give us the opportunity to hear from residents about how they feel transportation and land use plans are working in their community, and how we could do better. We scheduled three community conversations around the county in fall 2017 and plan to schedule more in other areas in the future.

The next **Long Range Transportation Plan** will be a new plan that looks at Pinellas County’s multimodal transportation future with an original viewpoint reflecting the further integration of land use and transportation decision-making. The plan will be aligned with the Florida Department of Transportation’s planning process for Tampa Bay Next and the Regional Premium Transit Feasibility Plan. We will also collaborate with the Tampa Bay Transportation Management Area Leadership Group partners to examine scenarios at a regional level that inform wise regional and county-specific decisions. As always, we will seek public input to determine the future that our communities would like to see.
EMPHASIS ON
Connecting people and places is at the heart of what we do. It means strengthening our transportation networks to move people and goods effectively and expand travel choices. It means working as one region to unite communities through transportation. Connection establishes a sense of identity and attachment to place, and it provides avenues for meaningful dialogue.

We can build connections through developing complementary regional transit services so that transit gets people to the destinations where they need to go. We can connect Pinellas County’s distinctive downtowns with newly planned areas that are walkable, dense, and close to employment - creating a network of special places where people want to live and are proud to call home.

The final two of our seven goals place emphasis on connectivity:

6. We will work with Pinellas County’s communities to create plans that reflect their needs.

7. We will develop partnerships to strengthen our cities, county and region.
GOAL 6: We will work with Pinellas County’s communities to create plans that reflect their needs.

Objective 1: Develop and implement plans for corridors and special planning areas.

Objective 2: Provide transportation options and economic opportunity to meet the needs of disadvantaged communities.

Objective 3: Plan for a future of healthy, active communities with residents as a priority.

Downtown Dunedin has many characteristics of a 20-minute neighborhood.
Initiatives

The understanding, encouragement, and recognition of **20-Minute Neighborhoods** is central to the mission of Forward Pinellas. Our strength as a county is founded on the unique culture and character of our many communities, neighborhoods, and districts. People want to be in places that are distinctive, welcoming, inclusive, and accessible. Such places build broad public wealth by enabling connections, providing economic opportunity and inspiring creativity. They can serve as focal points for regional connectivity, enabling a walkable environment essential for efficient public transportation. Forward Pinellas will highlight characteristics of 20-minute neighborhoods, reflecting community values, strengthening assets, and overcoming barriers. We will work with our partners to build this concept into the planning principles that guide redevelopment and transportation investments.

The first **SPOTlight Emphasis Areas** chosen in 2014 – A Vision for US 19, Enhancing Beach Community Access, and the Gateway Mid-County Master Plan – have guided our planning process over the past years. Projects such as the S.R. 60 Corridor implementation plan, the U.S. 19 economic analyses and the safe access to transit study, and the upcoming Gateway Master Plan were developed with SPOTlight in mind. As the emphasis areas goals continue to be met, the board will create new focus areas with multi-jurisdictional impact and serve transportation and land use critical needs.

In the **Whole Community Planning** concept, Forward Pinellas will work with Pinellas County Public Works and Pinellas County Planning to look outside the box of what a community needs at that moment. Whole community planning tries to address all the community’s needs proactively and comprehensively with the best use of resources instead of solving problems one by one and in silos as they arise.

Working with the Pinellas Suncoast Transit Authority, Forward Pinellas’s **Transportation Disadvantaged Program** supports public transit options for low income individuals in our community. Pinellas residents who are unable to transport themselves and are at or below 150 percent of federal poverty guidelines are eligible for the TD Program, which provides bus passes with a co-payment and door-to-door trips. The TD Late Shift Pilot Program provides late night work trips to participants. Through this and future pilot programs, the TD Program will provide low income individuals greater access to transportation options, services and employment.
GOAL 7: We will develop partnerships to strengthen our cities, county and region.

Objective 1: Work with other public agencies to define area needs and advance complementary projects.

Objective 2: Create opportunities for private sector investment to help achieve positive outcomes for the public.

Objective 3: Work cooperatively with partners throughout Tampa Bay to build a more vibrant, livable and resilient region that adds value to the quality of life assets in Pinellas County.

The City of Clearwater received the inaugural Partners in Action Award for its new U.S. 19 development code.
Initiatives

By producing Regional Work Products, we will strengthen our commitment to regional planning while maintaining the local components that are necessary to planning Pinellas County’s specific future. These regional products – such as a regional Long Range Transportation Plan with local elements, or the regional transit plan that the new Tampa Bay Area Regional Transit Authority will produce - offer Forward Pinellas a part in speaking with one voice about our regional transportation future. As we become more regional by default, with residents commuting across county lines, these work products allow a say in what a regional future looks like while maintaining local control at home.

By working with the Tampa Bay TMA Leadership Group and the Tampa Bay Area Regional Transit Authority, Forward Pinellas participates in a regional conversation about what the future of transportation and transit should look like. We seek to be a leader in these conversations and ensure that the work that these groups do is productive and beneficial not only to Pinellas County but to all members. Our participation and partnerships with these groups also allows us a voice in shaping whatever regional changes to transportation planning may arise.

Increased coordination with transportation operators, including the Florida Department of Transportation and the Pinellas Suncoast Transit Authority, leads to a better outcome for residents and for our planning process. More coordination from the outset allows all agencies to be involved in the planning and design process earlier, talk about issues as they develop, and take advantage of potential mutual projects and synergies. This coordination also creates and strengthens relationships with other agencies, enabling easier problem solving when issues do arise.

Expanding the Partners in Action program, which recognizes local governments for their contributions to creating development that aligns with the Countywide Plan, will laud cities for the efforts they make to develop places that have distinctive character and are attractive for economic development. While the Countywide Plan contains certain requirements, the Partners in Action program recognizes those who go above and beyond to make Pinellas County a place where people want to live.
October 11, 2017

7E. Planning & Place-Making (PPM) Grant Pilot Program

SUMMARY

Forward Pinellas believes in using incentives to encourage our local government partners to undertake planning projects that advance shared goals and objectives and achieve broad community support. For FY 18, our agency is making $50,000 of our planning funds available through the Planning & Place-Making (PPM) Grant Pilot Program. This one-year pilot program is designed to assist Pinellas County local governments in implementing the Planning & Urban Design Principles of the Countywide Plan to positively influence the built environment in Pinellas County. Eligible activities are varied and include initiatives such as; the drafting of land development regulations that incentivize compact, mixed-use development, form-based codes, design guidelines, signage and wayfinding plans, or completion of an economic assessment of an area or corridor. Other activities or initiatives that contribute to an area’s sense of place or are part of a community’s broader revitalization and redevelopment efforts may be eligible provided the local government consults with Forward Pinellas early in the grant application process. Attached is a draft of the PPM Grant Pilot Program Guidelines for review and comment.

If approved, Forward Pinellas will issue a call for projects to local governments in October.

ATTACHMENT(S): Draft Planning & Place-Making Grant Pilot Program Guidelines

ACTION: Board to review and comment and/or approve the draft Planning & Place-Making Grant Pilot Program Guidelines
Planning & Place-Making (PPM) Grant Pilot Program Guidelines

Program Overview ...........................................................................................................................................2
Eligibility Screening Criteria ..........................................................................................................................3
Application Evaluation Criteria ........................................................................................................................3
Application Format ...........................................................................................................................................4
Planning & Urban Design Principles .............................................................................................................7
Activity Center and Multimodal Corridor Classifications ..........................................................................8
Transit-Oriented Land Use Vision Map ........................................................................................................9
Sample Resolution Authorizing the Application .........................................................................................10
Section 1: Program Overview

Program Description

The Planning & Place-Making Grant Pilot Program is being offered to assist Pinellas County local governments in implementing the Planning & Urban Design Principles of the Countywide Plan and broader goals and objectives outlined in Pinellas by Design: An Economic Development & Redevelopment Plan for the Pinellas Community. Activities such as the development of a neighborhood or corridor plan, flexible land development regulations, form-based codes, wayfinding/gateway master planning, or other innovative approaches to context-sensitive land use planning and/or place-making achieve the goal of this funding program.

These Program Guidelines describe the application process. Applications are due via email to rschatman@forwardpinellas.org no later than 5:00 p.m. on December 16, 2017.

Who Can Apply?

Planning & Place-Making Grants are awarded on a competitive basis. Pinellas County local governments are the only eligible recipients of these funds. Non-profit and community-based organizations may be partners with local governments but cannot apply directly for the funds. Grant recipients will be required to execute an interlocal agreement with Forward Pinellas to access the funds.

How Much Funding is Available?

There is $50,000 in Forward Pinellas funds available for this pilot program. Requested grants should be in the range of $25,000 to $50,000 per application. While a local match is strongly encouraged, none is required.

Eligible Activities

Program activities eligible for funding include initiatives that will stimulate needed changes to the built environment in Pinellas County. For example, developing land development regulations that incentivize compact, mixed-use development, form-based codes, design guidelines, or completing an economic profile of an area are all eligible activities under this program. Other activities or initiatives may also be eligible provided the local government consults with Forward Pinellas prior to submitting a grant application.

Forward Pinellas is looking for applications that are innovative, give consideration to the linkage between transportation and land use, contribute to an area’s sense of place, are located in underserved areas (i.e., Community Redevelopment Areas), and/or are part of a community’s broader revitalization and redevelopment efforts or vision. For instance, plans that incentivize mixed-use, higher intensity, and walkable development patterns will be ranked more favorably as compared to applications that do not exhibit these characteristics.
Activity Centers and Multimodal Corridors

It is strongly encouraged that applications funded by the Planning & Place-Making Grant Pilot Program be located in Activity Centers (i.e., Special Centers, Major Centers, Community Centers, or Neighborhood Centers) or along Multimodal Corridors (i.e., Special Corridors, Primary Corridors, Secondary Corridors, Supporting Corridors, or Regional Corridors) as identified on the Transit-Oriented Land Use Vision Map (see Exhibit 3). A special exception may be made for applications that advance the Planning & Urban Design Principles but are not located in an Activity Center or along a Multimodal Corridor.

How Will Projects Be Evaluated?

The primary goal of the Planning & Place-Making Grant Program is to help local governments codify the strategies that implement the Planning & Urban Design Principles of the Countywide Plan. These strategies consist of an array of mechanisms that will result in quality redevelopment in an area including:

- developing regulations that focus density/intensity proximate to transit;
- restore/preserve/develop a street grid;
- create quality connecting streets;
- orient development to transit;
- create enclosures on the street through building placement;
- reduce parking ratios and locations to facilitate a more comfortable pedestrian experience;
- provide accommodations for all road users and all abilities;
- provide for “place making” opportunities to encourage economic development and community cohesion;
- provide for public space(s);
- regulate building façade design and entrance location; and/or
- provide a means of transitioning between commercial areas and established residential neighborhoods.

In order to properly evaluate program applications, the review team will focus on the characteristics of existing and/or planned land uses and transportation facilities in the area, the quality of the submittal, and any available local matching funds.

The evaluation process has two main components: eligibility screening criteria and project evaluation criteria. Once a project has passed the eligibility screening, it will be qualitatively ranked based on the project evaluation criteria. The eligibility screening and program evaluation criteria are discussed in more detail below.
Section 2: Eligibility Screening Criteria

Project Screening Criteria are primarily used to determine the basic program eligibility and ensure that the applicant is committed to the project. Two criteria must be met before a project can be evaluated further: (1) Applicants must provide a resolution or letter signed by the Mayor or Chairperson of the elected body authorizing the application and committing any matching funds and staff resources to the project and (2) applicants must certify that any other necessary funding is committed to the project.

Applicants with questions about project eligibility should contact Forward Pinellas at 727.464.8250. The resolution from the Board of Commissioners, City or Town Council or Commission may be submitted after the application deadline, provided it is received before the project evaluation committee makes its recommendation on project applications.

Section 3: Application Evaluation Criteria

The application will be judged based on a combination of the following:

- The relationship of the project area to existing Activity Centers and/or Multimodal Corridors as identified on the Transit-Oriented Land Use Vision Map;
- How well the proposal reflects purpose, objectives, and best practices of the Planning & Urban Design Principles of the Countywide Plan;
- Relevance of the challenges the proposal is designed to address;
- Demonstration of an approach that will facilitate quality redevelopment or place-making in the project area; and
- The amount of matching local funds.

Section 4: Application Format

The grant application must follow the basic outline below to address the program requirements and assist the review team in locating relevant information. Forward Pinellas may ask the local government to submit supplemental information to its application, but expects all applications to be complete upon submission.

I. Project Description
II. Project Location
III. Project Partners
IV. Grant Funds, Sources and Uses of all Project Funding

i. Project Description

The first section of the application should provide a concise description of the project, the land use and transportation challenges that it is intended to address, how it will address those challenges, and how the project relates to the Planning & Urban Design Principles of the
Countywide Plan. This section should discuss the project’s history, including a description of any previously completed components. The applicant may use this section to place the project in a broader context of other initiatives being pursued by the local government.

ii. Project Location

This section of the application should describe the project location, including a detailed geographical description of the proposed project and a map of the project’s location.

iii. Project Partners

This section of the application should describe any partner agencies or organizations and their role(s) in executing the project.

iv. Grant Funds, Sources and Uses of Project Funds

This section of the application should describe the project’s budget. This budget should not include any previously incurred expenses. At a minimum, it should include:

a) Project costs;

b) For all funds to be used for eligible project costs, the source and amount of those funds; and

c) A budget showing how each source of funds will be spent.

Who Will Score the Applications?

A group of Forward Pinellas staff will evaluate and rank the applications.

Planning & Place-Making Grant Pilot Program Application Process

Listed below are the 5 major steps that comprise the application process.

Step 1: Forward Pinellas issues a call for grant applications to local governments.

Step 2: Applicants submit a grant application to Forward Pinellas for funding consideration. Applications will be due to Forward Pinellas via email to rschatman@forwardpinellas.org by 5:00 p.m. on December 16, 2017.

Step 3: Forward Pinellas staff will evaluate the projects for funding eligibility. Next, Forward Pinellas will score each application based on its merits relative to the other applications submitted.

Step 4: Once all the applications have been reviewed, one or more applications will be recommended for funding to the Forward Pinellas Board.
Step 5: The awardee must execute an Interlocal Agreement with Forward Pinellas prior to the commencement of any project activity.
Planning & Urban Design Principles

The following principles apply to all classifications and are critical to the successful implementation of the Countywide Plan:

- Develop Activity Centers and/or Multimodal Corridors that have appropriate location, size, and area-wide density/intensity ranges;
- Create quality streets, roads, and pedestrian routes that are joined together to provide a continuous, convenient system for travel within any given area;
- Orient buildings and surface parking lots in a way that results in a comfortable, human-scale built environment;
- Public realm enhancements should provide numerous comfortable areas for pedestrians that are buffered from automobile traffic;
- Ground floor uses and façade design should be regulated to facilitate the maximum interaction between public and private spaces; and
- Consideration should be given to how well the character of adjacent neighborhoods is recognized and protected from encroaching redevelopment activity.
### Exhibit 2

**ACTIVITY CENTER AND MULTIMODAL CORRIDOR CLASSIFICATIONS**

#### Activity Centers

<table>
<thead>
<tr>
<th>Activity Center Subcategory</th>
<th>Areawide Recommended Target Ranges for Density / Intensity¹</th>
<th>Project-Specific Maximum Permitted Density / Intensity²</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>UPA or FAR (or Proportionate Share of Each)</td>
<td>UPA or FAR (or Proportionate Share of Each)</td>
</tr>
<tr>
<td>TOD - I</td>
<td>90 - 150, 3.0 - 5.0</td>
<td>200, 7.0</td>
</tr>
<tr>
<td>- II</td>
<td>60 - 90, 2.0 - 3.0</td>
<td>150, 5.0</td>
</tr>
<tr>
<td>- III</td>
<td>45 - 60, 1.5 - 2.0</td>
<td>90, 3.0</td>
</tr>
<tr>
<td>- IV</td>
<td>30 - 45, 1.0 - 1.5</td>
<td>60, 2.0</td>
</tr>
<tr>
<td>Major</td>
<td>40 - 50, 1.25 - 1.75</td>
<td>75, 2.5</td>
</tr>
<tr>
<td>Community</td>
<td>15 - 30, 0.5 - 1.0</td>
<td>50, 1.5</td>
</tr>
<tr>
<td>Neighborhood</td>
<td>7.5 - 10, 0.4 – 0.5</td>
<td>15, 0.75</td>
</tr>
<tr>
<td>Special</td>
<td>Per Approved Special Area Plans</td>
<td></td>
</tr>
</tbody>
</table>

¹ Target ranges are for each plan map area as classified by plan category and subcategory.

² Permitted Maximums are for any individual project within the plan map area as classified by plan category and subcategory.

#### Multimodal Corridors¹

<table>
<thead>
<tr>
<th>Multimodal Corridor Subcategory</th>
<th>Areawide Recommended Target Ranges for Density / Intensity¹</th>
<th>Project-Specific Maximum Permitted Density / Intensity³</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>UPA or FAR (or Proportionate Share of)</td>
<td>UPA or FAR (or Proportionate Share of)</td>
</tr>
<tr>
<td>Primary</td>
<td>15 - 30, 0.5 - 1.0</td>
<td>40, 1.5</td>
</tr>
<tr>
<td>Secondary</td>
<td>10 - 20, 0.5 - 0.75</td>
<td>30, 1.0</td>
</tr>
<tr>
<td>Special</td>
<td>Per Approved Special Area Plans</td>
<td></td>
</tr>
</tbody>
</table>

¹ Includes only those subcategories of the Multimodal Corridor category that have associated density/intensity standards.

² Target ranges are for each plan map area as classified by plan category and subcategory.

³ Permitted maximums are for any individual project within the plan map area as classified by plan category and subcategory.
Exhibit 3

Transit-Oriented Land Use Vision Map

Legend
Activity Centers
- Special Centers
- Major Centers
- Community Centers
- Neighborhood Centers
- Transit Station Centers
Multimodal Corridors
- Special Corridors
- Primary Corridors
- Secondary Corridors
- Supporting Corridors
- Regional Corridors

FORWARD PINELLAS
Integrating Land Use & Transportation
Exhibit 4

Sample Resolution

RESOLUTION NO. __________

AUTHORIZING THE FILING OF AN APPLICATION FOR GRANT FUNDS THROUGH FORWARD PINELLAS THROUGH THE PLANNING & PLACE-MAKING (PPM) GRANT PILOT PROGRAM, COMMITTING LOCAL MATCHING FUNDS, AND STATING THE ASSURANCE OF (name of local government) TO COMPLETE THE PROJECT

WHEREAS, $50,000 of planning funds are available to local governments through the Planning & Place-Making Grant Pilot Program in Fiscal Year 2018; and

WHEREAS, (name of local government) wishes to receive $__________ in grant funds for (insert project name); and

WHEREAS, (name of local government) understands that funding through the Planning & Place-Making Grant Pilot Program is fixed at the budgeted amount, and therefore any cost increase cannot be expected to be funded through this grant program; and

WHEREAS, (name of local government) understands that if selected, an interlocal agreement with Forward Pinellas must be executed to access the funds, or the project award will be rescinded.

NOW, THEREFORE, BE IT RESOLVED by (governing board name) of (name of local government) is authorized to proceed with the application process with Forward Pinellas for the Planning & Place-Making Grant Pilot Program in the amount of (requested dollars) for (project name); and

BE IT FURTHER RESOLVED that a copy of this resolution will be transmitted to Forward Pinellas.
The Executive Director will update and seek input from board members on the following items:

**DIRECTOR’S REPORT**

A. Director’s Report
   1. SPOTlight Update
   2. Unified Planning Work Program (UPWP) Amendments Update
   3. Administrative TIP Amendments Update
   4. TBARTA Update – Consultant Selection for Regional Best Practices Study
   5. TMA Leadership Group Summary from September 29, 2017
   6. Technology Forum Feedback and Discussion

**ATTACHMENT(S):** None

**ACTION:** None required; informational item only
SUMMARY

Forward Pinellas approved two Pinellas Suncoast Transit Authority (PSTA) bus-related administrative amendments to the Pinellas County FY 2016/17 – FY 2020/21 TIP on August 7, 2017. In accordance with Forward Pinellas’ standard operating procedures and Public Participation Plan, the Forward Pinellas Executive Director has the authority to approve TIP amendments when needed to obtain state or federal approval within a constrained timeframe. This typically occurs when a Forward Pinellas meeting is cancelled. Because the August Board meeting was cancelled and the Pinellas Suncoast Transit Authority (PSTA) required a timely TIP amendment, it was administratively approved. These amendments are described below.

a. **FPN# 4343041 – Bus and Bus Facilities Program Section 5339 Program Grant**
   The Pinellas Suncoast Transit Authority (PSTA) received an allocation of $1,360,868 in Federal Transit Administration (FTA) Bus and Bus Facilities Program Section 5339 grant funds in FY 2016/17. The grant funds provide capital funding to replace, rehabilitate and purchase buses and/or related equipment and facilities. The TIP amendment was needed to satisfy plan consistency requirements and to receive federal authorization of the funds.

b. **FPN# 4390041 – Section 5337 State of Good Repair Grant**
   PSTA received an allocation of $6,077 in FTA Section 5337 State of Good Repair Grant funds in FY 2016/17. The grant funds provide capital funding to replace and/or rehabilitate bus-related equipment to maintain a state of good repair. The TIP amendment was needed to satisfy plan consistency requirements and to receive federal authorization of the funds. The funding source is the FTA Section 5337, State of Good Repair Grant Program.

Projects added to the FDOT Work Program during the three month period between the end of the state fiscal year (June 30) and the beginning of the new federal fiscal year (October 1) must be amended into the current year (FY 2016/17 – FY 2020/21) TIP to satisfy plan consistency requirements and to enable federal authorization of the funds.

**ATTACHMENT(S):**
- TIP Forms
- Letter notifying FDOT of the administrative TIP amendment

**ACTION:** None; informational item only

**ADVISORY COMMITTEE RECOMMENDATION(S):** The Technical Coordinating Committee (TCC) and Citizens Advisory Committee (CAC) did not have an opportunity to review the administrative TIP amendments at regularly-scheduled meetings. Therefore, in accordance with the Forward Pinellas Public Participation Plan, the amendments were sent to the TCC and CAC via electronic mail for review prior to administrative approval. The responses received were all supportive of the amendments. A summary of the amendments was also included as an informational item in the August TCC and CAC agendas. Additional feedback, if any, will be provided at the next board meeting.
The development of this application has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The reports generated from this application do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

Transportation Improvement Program Amendment

STIP Amendment Number:

** This STIP is in an MPO Area **

TIP Page Number: Attached

** This STIP is Administered by the Federal Transit Administration (FTA) **

On Monday, August 07, 2017, the Pinellas MPO Metropolitan Planning Organization amended the Transportation Improvement Program that was developed and adopted in compliance with Title 23 and Title 49 in a continuing, cooperative and comprehensive transportation planning process as a condition to the receipt of federal assistance. By signature below, the MPO representative certifies that the TIP amendment was adopted by the MPO Board as documented in the supporting attachments. This amendment will be subsequently incorporated into the MPOs TIP for public disclosure.

The amendment does not adversely impact the air quality conformity or financial constraints of the STIP.

The STIP Amendment is consistent with the Adopted Long Range Transportation Plan. (Page Number: Objective 2.4 (Pg 4 G&O))

STIP amendment criteria:

A - The change adds new individual projects to the current STIP

An air conformity determination must be made by the MPO on amended projects within the non-attainment or maintenance areas

E - The MPO is not in an air quality non-attainment or maintenance area.

Project Name 434304-1 PSTA FTA SECTION 5339 CAPITAL ACTIVITIES

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<th>Status</th>
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NOTE: ** 3 Attached documents found **

The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

Transportation Improvement Program Amendment

FY2016/17 - 2020 /21

This STIP is in an MPO Area

** This STIP is administered by the Federal Transit Administration (FTA) **

On Monday, August 07, 2017, the Pinellas MPO Metropolitan Planning Organization amended the Transportation Improvement Program that was developed and adopted in compliance with Title 23 and Title 49 in a continuing, cooperative and comprehensive transportation planning process as a condition to the receipt of federal assistance. By signature below, the MPO representative certifies that the TIP amendment was adopted by the MPO Board as documented in the supporting attachments. This amendment will be subsequently incorporated into the MPOs TIP for public disclosure.

The amendment does not adversely impact the air quality conformity or financial constraints of the STIP.

The STIP Amendment is consistent with the Adopted Long Range Transportation Plan. (Page Number:Objective 2.4(Pg 4 G&O))

STIP amendment criteria:
A - The change adds new individual projects to the current STIP

An air conformity determination must be made by the MPO on amended projects within the non-attainment or maintenance areas

E - The MPO is not in an air quality non-attainment or maintenance area.

Project Name: 439004-1 FTA Section 5337 PSTA HIGH INTENSITY MOTORBUS

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NOTE: ** 3 Attached documents found **

439004-1_lrtp.pdf (Size: 203 Kbytes)  |  MPO Director Action-Delegation.pdf (Size: 99 Kbytes)
439004-1_tip.pdf (Size: 168 Kbytes)  |
August 7, 2017

Mr. Brian Beaty  
Florida Department of Transportation – District 7  
11201 N. McKinley Drive – MS 7 500  
Tampa, FL 33612

Dear Brian,

The Pinellas Suncoast Transit Authority (PSTA) is requesting two administrative amendments to the Pinellas County FY 2016/17 – FY 2020/21 Transportation Improvement Program (TIP) to receive a timely allocation of $1,360,868 in Federal Transit Administration (FTA) Section 5339 grant funding and $6,077 in FTA Section 5337 grant funding. The Forward Pinellas Board’s August meeting is cancelled, and PSTA needs the funds prior to the next Board meeting.

The Forward Pinellas Board granted Executive Director authority to approve TIP amendments when needed to obtain state or federal approval within a constrained timeframe in Resolution #08-6 (attached). This resolution was unanimously re-adopted by the Forward Board at its January 13, 2016 meeting as part of the updated “Operating Procedures of the Pinellas County Metropolitan Planning Organization and the Pinellas Planning Council”.

In accordance with Resolution #08-6, I’ve consulted with the MPO Chairman about the proposed amendments and will give a report to the MPO Board and its committees at their next regularly scheduled meetings. We intend to approve the proposed administrative TIP amendments electronically as soon as we receive them. As I may be out of the office when we receive the electronic authorization form from FDOT, I have delegated to Sarah Ward my authority to electronically sign in my absence.

If you have any questions regarding this document, please contact Mr. Robert Feigel of our office at 727-464-5645 or rfeigel@forwardpinellas.org.

Sincerely,

[Signature]
Whit Blanton, FAICP  
Executive Director

Enclosure
WHEREAS, the Pinellas County Metropolitan Planning Organization (MPO) is responsible for transportation planning and programming activities for Pinellas County, as set forth in Chapter 339.175, Florida Statutes; and

WHEREAS, these activities include preparing, monitoring, and maintaining transportation plans and programs and the accompanying documentation; and

WHEREAS, these plans and programs may require minor revisions as a condition of approval by the Florida Department of Transportation (FDOT), the United States Department of Transportation (USDOT), or other state or federal agencies; and

WHEREAS, minor revisions include clarifications to MPO reports, plans, grant applications, scopes of service, and other similar documents; changes to projects within the adopted Transportation Improvement Program (TIP); and changes to tasks in the adopted Unified Planning Work Program (UPWP); and

WHEREAS, amendments or revisions often need to be completed in short timeframes because of deadlines associated with such transportation plans and programs.

NOW, THEREFORE, BE IT RESOLVED that the Pinellas County Metropolitan Planning Organization, duly assembled in regular session this 10th day of September, 2008, recommends the following:

1) The MPO authorizes the MPO Executive Director to perform minor revisions and amendments to plans, programs, and documents approved by the MPO when such action is needed to obtain state or federal approval within a constrained timeframe.

2) The MPO Executive Director shall consult with the MPO Chairman prior to the performance of such minor revisions and amendments and give a report to the MPO at their next meeting.

3) The MPO Executive Director shall provide a report to the MPO Board and its committees regarding the nature of such minor revisions and amendments at a regularly-scheduled meeting following completion of such minor revisions and amendments.

4) No revision or amendment performed by the MPO Executive Director shall substantially modify any plans, program, or document approved by the MPO or result in the need to conduct a public hearing regarding such revision or amendment.

ATTEST:

Frank Hibbard, Chairman
Pinellas County
Metropolitan Planning Organization

Brian K. Smith, Executive Director

h:\users\c\Desktop\MPO\Resolutions.doc p 6
SUMMARY

The Forward Pinellas Legislative Committee held its inaugural meeting on August 4th at Indian Rocks Beach City Hall. At that organizational meeting, the committee agreed to meet monthly leading up to and during the Florida Legislative Session at 11:30 prior to the regular Forward Pinellas Board meeting. The committee also reviewed its legal parameters, discussed anticipated work products and a committee charge or mission statement, and identified potential legislative priorities. The second meeting was cancelled as a result of Hurricane Irma and is now being held on October 11th. The executive director will provide a brief report to the board on the committee’s discussions and recommendations, as appropriate.

ATTACHMENT(S):  Draft August 4, 2017 Legislative Committee Meeting Summary

ACTION: None required; informational item only
Committee Members in Attendance:
Commissioner John Morroni, Forward Pinellas Chairman
Councilmember Doreen Caudell, Forward Pinellas Vice Chair
Councilmember Darden Rice, City of St. Petersburg (late arrival at 12:05 p.m.)
Councilmember Bill Jonson, City of Clearwater (alternate)

Also Present:
Whit Blanton, Executive Director
Tina Jablon, Administrative Secretary
Sarah Caper, Principal Planner
Chelsea Hardy, County Attorney’s Office
Councilmember Patti Johnson, City of Pinellas Park

The Forward Pinellas Legislative Committee met at the City of Indian Rocks Beach City Hall to hold its inaugural meeting. The Chairman called the meeting to order at 11:35 a.m.

Chelsea Hardy provided a legal overview of the parameters that will govern the committee. She advised that the Legislative Committee would be a recommending body to the full board. She discussed the Sunshine Law requirements and lobbying restrictions as defined in the Byrd Amendment of the Anti-Lobbying Act. There was extensive discussion and questions among the members relating to “meetings” as defined by the Sunshine Law. Chelsea made recommendations for best practices to avoid any conflicts or perceived conflicts.

It was agreed that the mission of this committee would be encompassed by the acronym ACE for advocating, communicating and educating. The committee would advocate for the interests and priorities of the board, regularly communicate progress and educate all levels of government regarding the role and accomplishments of Forward Pinellas.

A set of goals and objectives were developed to include:

- Raising awareness of Forward Pinellas and MPOAC priorities in Pinellas County and the Tampa Bay region
- Aligning legislative requests among the cities and county governments to provide a shared reference among staff and elected officials in Pinellas County
- Holding face-to-face meetings with local elected officials and the Pinellas Legislative Delegation
In order to accomplish these objectives, it was decided that certain work products would need to be created to include:

- Package of Transportation Project Priorities
- Mission, roles and responsibilities of the new TBARTA and how it relates to advancing transit in our region
- Suggestions for ways to fund transit in the region, particularly the role of the TBARTA Regional Transit Development Plan in advancing planned transit projects
- Position document regarding regionalism and the potential merging of the MPOs

Whit Blanton was charged with creating some talking points on TBARTA and the consolidation of the MPOs prior to the next Legislative Committee meeting.

The committee decided that the Legislative Committee should be a formal standing committee of Forward Pinellas, and that it would bring back recommended bylaws changes to the full board for consideration. It was felt that a monthly meeting would be necessary to carry out the mission, goals and objectives. It was decided to hold the meeting at 11:00 a.m. in the BCC conference room on the same day as the monthly board meeting for the convenience of all involved. The next meeting will be held on September 13, 2017 at 11:00 a.m.

Commissioner Morroni inquired about the budget for the activities of this committee. Whit Blanton explained that the likely source of funding would be from the Council Activities line item which had adequate funds.

The meeting adjourned at 12:29 p.m.
8B1. 2018 MPOAC Legislative Priorities

SUMMARY

Each year the Florida Metropolitan Planning Organization Advisory Council (MPOAC) adopts a set of legislative priorities prior to the annual Legislative Session. The priorities are generally consistent from year to year, but are modified to address emerging issues and time critical legislative activities. The approved 2018 MPOAC priorities are attached for the board’s consideration. Forward Pinellas provides local funds each year to support the MPOAC’s legislative advocacy efforts in Tallahassee.

ATTACHMENT(S): 2018 MPOAC Legislative Priorities & Positions Brochure

ACTION: Board to review and endorse the MPOAC legislative priorities or other action as deemed appropriate

STAFF RECOMMENDATION: Staff recommends the board endorse the MPOAC legislative priorities, but it is the board’s choice whether to take any action.
Legislative Priorities & Policy Positions
Florida Metropolitan Planning Organization Advisory Council

2018

Implements the recommendations from the MPOAC transportation revenue study and other options for expanding transportation revenue sources.

Regulates distracted driving as a primary offense by prohibiting the use of two-way electronic wireless communication devices and other similar distracting devices while operating a motor vehicle, except when the device is part of, or physically docked in, the motor vehicle.

Restores funding to 2007 levels for the Transportation Regional Incentive Program (TRIP).

Allows Strategic Intermodal System (SIS) funds to be used on roads and other transportation facilities not designated on the SIS if the improvement will enhance mobility or support freight transportation on the SIS.

Establishes flexible and predictable funding for transit projects (capital and operating) identified through the metropolitan transportation planning process by removing various funding limitations for the State Transportation Trust Fund (STTF).

Recognizes that federal metropolitan transportation planning funds shall not be regarded as state funds for purposes of expenditure.
PRIORITY POLICY POSITIONS

The MPOAC Supports State Legislation that:

1. Implements the recommendations from the MPOAC transportation revenue study and other options for expanding transportation revenue sources.

   Key Recommendations:
   - Expand the Charter County and Regional Transportation System Surtax to allow municipalities over 150,000 in population (or the largest municipality in a county) and all counties located in MPO areas to enact up to a one cent local option surtax by referendum.
   - Index local option fuel taxes to the consumer price index in a manner similar to the current indexing of state fuel taxes.
   - Identify potential revenue replacement sources for the current motor fuels tax which is no longer able to support the current or future needs of the transportation system.

2. Regulates distracted driving as a primary offense by prohibiting the use of two-way electronic wireless communication devices and other similar distracting devices while operating a motor vehicle, except when the device is part of, or physically docked in, the motor vehicle.

   The 2013 Florida legislature enacted the “Florida Ban on Texting While Driving Law.” The law prohibits operation of a moving motor vehicle while manually typing, sending or reading interpersonal communication (texting, e-mailing, instant messaging, etc.) using a wireless communications device, with certain exceptions. The law provides for enforcement of the ban as a secondary offense, meaning a driver would have to be pulled over for some other violation to get a ticket for violating the ban on texting. The 2014, 2015, 2016 and 2017 Florida Legislatures underscored the severity of distracted driving by considering bills that would have substantially increased the penalty for violating the ban on texting. The 2014, 2015, 2016 and 2017 Florida Legislatures underscored the severity of distracted driving by considering bills that would have substantially increased the penalty for violating the ban on texting. This legislative proposal would seek to strengthen the enforcement mechanism for the texting while driving ban by making it a primary offense.

3. Restores funding to 2007 levels for the Transportation Regional Incentive Program (TRIP). The TRIP leverages state documentary stamp tax proceeds to promote regional planning and project development by providing state matching funds for improvements to regionally significant transportation facilities identified and prioritized by regional partners. This proposal seeks to restore TRIP funding by reducing diversions of documentary stamp proceeds for non-transportation purposes.

   Transportation Regional Incentive Program (TRIP) Funding

4. Allows Strategic Intermodal System (SIS) funds to be used on roads and other transportation facilities not designated on the SIS if the improvement will enhance mobility or support freight transportation on the SIS.

   Current state law does not permit SIS funds to be spent on roads or other transportation facilities that are not part of the SIS, even if proposed improvements would directly benefit users of SIS facilities by enhancing mobility options or supporting freight movement in a SIS corridor. This legislative proposal would broaden the State’s ability to improve passenger and freight mobility on SIS corridors by making eligible the expenditure of SIS funds on non SIS roads and other transportation facilities where the benefit to users of SIS facilities can be demonstrated.

5. Establishes flexible and predictable funding for transit projects (capital and operating) identified through the metropolitan transportation planning process by removing various funding limitations for the State Transportation Trust Fund (STTF).

   Current state law limits the amount of funding that can be made available from the STTF for transit projects for both capital and operating expenses. These limitations, which are not in place for roadway funding, makes transit funding from the STTF less predictable for the purposes of planning and project implementation and artificially limits the ability of MPOs to implement priority transit projects. This proposal recognizes the critical role transit plays in moving people and goods within and between Florida’s metropolitan areas by removing the distinction between transit and highway projects for the purpose of spending funds from the STTF.

6. Recognizes that federal metropolitan transportation planning funds shall not be regarded as state funds for purposes of expenditure.

   The United States Department of Transportation (USDOT) provides funding to metropolitan planning organizations (MPOs) to carry out their federally required duties. Those federal funds are given to states who in turn distribute them to MPOs based upon a formula agreed upon by the Florida Department of Transportation (FDOT) and the Florida MPOs and then approved by the Federal Highway Administration (FHWA). The Florida Department of Financial Services (DFS) has determined that the expenditure of federal funds by MPOs shall be subject to all state requirements, laws and regulations even where such laws conflict with federal laws, regulations and requirements. This limits the ability of the Florida MPOs to use federal funds for their intended purpose and impinges on their ability to carry out their responsibilities as outlined in federal rule. This proposal would clarify that federal monies passed through the State of Florida to MPOs and the Florida MPO Advisory Council (MPOAC) shall not be regarded as state funds for purposes of expenditure.

ADDITIONAL POLICY POSITIONS

The MPOAC Supports State Legislation that:

4. Allows Strategic Intermodal System (SIS) funds to be used on roads and other transportation facilities not designated on the SIS if the improvement will enhance mobility or support freight transportation on the SIS.

   Current state law does not permit SIS funds to be spent on roads or other transportation facilities that are not part of the SIS, even if proposed improvements would directly benefit users of SIS facilities by enhancing mobility options or supporting freight movement in a SIS corridor. This legislative proposal would broaden the State’s ability to improve passenger and freight mobility on SIS corridors by making eligible the expenditure of SIS funds on non-SIS roads and other transportation facilities where the benefit to users of SIS facilities can be demonstrated.

5. Establishes flexible and predictable funding for transit projects (capital and operating) identified through the metropolitan transportation planning process by removing various funding limitations for the State Transportation Trust Fund (STTF).

   Current state law limits the amount of funding that can be made available from the STTF for transit projects for both capital and operating expenses. These limitations, which are not in place for roadway funding, makes transit funding from the STTF less predictable for the purposes of planning and project implementation and artificially limits the ability of MPOs to implement priority transit projects. This proposal recognizes the critical role transit plays in moving people and goods within and between Florida’s metropolitan areas by removing the distinction between transit and highway projects for the purpose of spending funds from the STTF.

6. Recognizes that federal metropolitan transportation planning funds shall not be regarded as state funds for purposes of expenditure.

   The United States Department of Transportation (USDOT) provides funding to metropolitan planning organizations (MPOs) to carry out their federally required duties. Those federal funds are given to states who in turn distribute them to MPOs based upon a formula agreed upon by the Florida Department of Transportation (FDOT) and the Florida MPOs and then approved by the Federal Highway Administration (FHWA). The Florida Department of Financial Services (DFS) has determined that the expenditure of federal funds by MPOs shall be subject to all state requirements, laws and regulations even where such laws conflict with federal laws, regulations and requirements. This limits the ability of the Florida MPOs to use federal funds for their intended purpose and impinges on their ability to carry out their responsibilities as outlined in federal rule. This proposal would clarify that federal monies passed through the State of Florida to MPOs and the Florida MPO Advisory Council (MPOAC) shall not be regarded as state funds for purposes of expenditure.
Florida Metropolitan Planning Organization Advisory Council

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MetroPlan Orlando

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Sarasota/Manatee MPO

Scott Koons
Gainesville MTPO

Aileen Bouclé
Miami-Dade TPO

Bob Kamm
Space Coast TPO

Jeff Sheffield
North Florida TPO

Carl Mikyska, MPOAC Executive Director
8C. Nominating Committee Discussion

SUMMARY

The Forward Pinellas Board Operating Procedures address the transition of executive committee officers from year to year, with new terms beginning in January each year. The board has the option of forming a nominating committee to develop a slate of board member candidates for the positions of chair, vice chair, treasurer and secretary, or simply taking nominations and voting during a regular board meeting. The executive director will ask for consensus from the board as to whether a nominating committee shall be formed for the election of 2018 officers.

ATTACHMENT(S): None

ACTION: Board to discuss and take action as deemed appropriate
October 11, 2017

8D. Accounting Consultant Services Agreement Discussion

SUMMARY

At the November meeting, Forward Pinellas staff will be bringing to the board an agreement to formalize an existing relationship with the accounting firm Laughlin and Associates for one additional year. This is necessary for the FY16-17 audit to complete the transition to a unified agency with consistent accounting practices. Laughlin and Associates has provided accounting support to the MPO and PPC for several years, including the transition from separate entities into the unified agency now known as Forward Pinellas. The firm’s role has been primarily oriented toward preparation and support of the annual audit for each legal entity, helping to assemble data and reconcile different practices.

This process has been evolving since the merger, including the transition of long-time MPO accounting staff, and is nearing a point where the financial process is smoothly integrated between the two entities and there is a mutual understanding of a more consistent process.

ATTACHMENT(S): None

ACTION: None required; informational item only
October 11, 2017
9A-G. Informational Items

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

INFORMATIONAL ITEMS
A. Florida Automated Vehicles Summit 2017, Tampa – November 14-15th
B. Summary of Public Outreach and Stakeholder Meetings
C. CPA Actions and Tier I Countywide Plan Map Amendments
D. Correspondence, Fatalities Map, Pinellas Trail Data and Draft PAC Action Sheet
E. Committee Vacancies
F. Tampa Bay Next Community Engagement Schedule
G. Other

ATTACHMENT(S):
- Correspondence of Interest
- Fatalities Map
- Pinellas Trail Data
- Draft PAC Action Sheets
- Tampa Bay Next Community Engagement Schedule
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
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<th>Organization</th>
<th>Location</th>
<th>Description</th>
<th>Staff members in attendance</th>
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<td>Largo Library</td>
<td>Pinellas Trails Inc. summer meeting</td>
<td>Whit Blanton</td>
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<td>7/7/2017</td>
<td>Pinellas County Legislative Delegation</td>
<td>Rep. Latvala's office</td>
<td>Meeting with State Rep. Chris Latvala to discuss transportation and land use issues in Pinellas County and the region.</td>
<td>Whit Blanton</td>
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<td>7/7/2017</td>
<td>TMA Leadership Group</td>
<td>Teleconference</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>
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<td>7/7/2017</td>
<td>FDOT</td>
<td>FDOT Offices</td>
<td>Meeting to discuss Tampa Bay Next collaboration and Forward Pinellas priorities</td>
<td>Whit Blanton</td>
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<td>7/10/2017</td>
<td>Florida Department of Health in Pinellas County</td>
<td>EpiCenter</td>
<td>Community Health Assessment and Prioritization Meeting</td>
<td>Rodney Chatman, Al Bartolotta</td>
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<td>7/11/2017</td>
<td>PSTA, FDOT, Forward Pinellas</td>
<td>PSTA Offices</td>
<td>Monthly transit planning coordination meeting</td>
<td>Whit Blanton, Sarah Ward, Sarah Caper</td>
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<td>7/13/2017</td>
<td>Pinellas County Economic Development Council</td>
<td>EpiCenter</td>
<td>Quarterly meeting of Pinellas County Economic Development Council</td>
<td>Whit Blanton</td>
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<td>7/13/2017</td>
<td>FDOT</td>
<td>Collaborative Labs</td>
<td>Community meeting of the Pinellas County Working Group to discuss Tampa Bay Next.</td>
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<td>7/14/2017</td>
<td>City of Largo</td>
<td>Forward Pinellas Offices</td>
<td>Meeting with Largo staff to discuss updating their Strategic Plan</td>
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<td>7/17/2017</td>
<td>PSTA</td>
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<td>BRT Study Management Team meeting</td>
<td>Sarah Caper</td>
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<tr>
<td>7/18/2017</td>
<td>FDOT, Forward Pinellas</td>
<td>Forward Pinellas</td>
<td>Monthly meeting to coordinate planning activities and receive project updates from each agency.</td>
<td>Multiple</td>
</tr>
<tr>
<td>7/18/2017</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>Date</td>
<td>Location</td>
<td>Details</td>
<td>Organizer(s)</td>
<td></td>
</tr>
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<td>------------</td>
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<td></td>
</tr>
<tr>
<td>7/18/2017</td>
<td>St. Petersburg Chamber offices</td>
<td>Monthly meeting of the St. Petersburg Chamber Transportation Committee.</td>
<td>Hilary Lehman</td>
<td></td>
</tr>
<tr>
<td>7/18/2017</td>
<td>Oldsmar City government building</td>
<td>Meeting to discuss Oldsmar/Safety Harbor Trail Connection (SR580)</td>
<td>Whit Blanton, Rodney Chatman</td>
<td></td>
</tr>
<tr>
<td>7/18/2017</td>
<td>Largo</td>
<td>Largo budget work session</td>
<td>Whit Blanton</td>
<td></td>
</tr>
<tr>
<td>7/18/2017</td>
<td>City Hall</td>
<td>St. Petersburg Complete Streets Committee</td>
<td>Al Bartolotta</td>
<td></td>
</tr>
<tr>
<td>7/19/2017</td>
<td>Boca Raton</td>
<td>MPOAC Governing Board Meeting</td>
<td>Whit Blanton</td>
<td></td>
</tr>
<tr>
<td>7/19/2017</td>
<td>City Hall</td>
<td>Mayor’s Bicycle Pedestrian Committee</td>
<td>Al Bartolotta</td>
<td></td>
</tr>
<tr>
<td>7/20/2017</td>
<td>Pinellas County offices</td>
<td>Meeting at Tampa Bay Beaches Government Seminar</td>
<td>Whit Blanton</td>
<td></td>
</tr>
<tr>
<td>7/20/2017</td>
<td>Pinellas City Hall</td>
<td>Meeting with a Site Selector to tout transportation projects currently happening in the</td>
<td>Whit Blanton</td>
<td></td>
</tr>
<tr>
<td>7/24/2017</td>
<td>PSTA Offices</td>
<td>Clearwater Beach Bus Way Scoping Meeting</td>
<td>Whit Blanton, Sarah Ward, Sarah Caper</td>
<td></td>
</tr>
<tr>
<td>7/24/2017</td>
<td>Clearwater</td>
<td>Regional Transit Development Plan discussion</td>
<td>Whit Blanton, Sarah Caper</td>
<td></td>
</tr>
<tr>
<td>7/26/2017</td>
<td>S. Pasadena City Hall</td>
<td>Pasadena Ave Corridor Study Project Advisory Group</td>
<td>Al Bartolotta</td>
<td></td>
</tr>
<tr>
<td>7/27/2017</td>
<td>Forward Pinellas Offices</td>
<td>US Alt 19 Coordination Meeting</td>
<td>multiple</td>
<td></td>
</tr>
<tr>
<td>7/28/2017</td>
<td>Public Works Conference Room</td>
<td>High crash intersection and enforcement/engineering meeting</td>
<td>Rodney Chatman, Marc Hanger, Sandra Cuddington</td>
<td></td>
</tr>
<tr>
<td>7/29/2017</td>
<td>Childs Park Recreation Center</td>
<td>Helping to facilitate Age Friendly St. Petersburg Listening Session</td>
<td>Hilary Lehman</td>
<td></td>
</tr>
<tr>
<td>7/31/2017</td>
<td>Forward Pinellas Offices</td>
<td>Meeting with Assistant County Administrator to discuss safety initiatives</td>
<td>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>
<tr>
<td>8/1/2017</td>
<td>Florida Department of Health in Pinellas County</td>
<td>Forward Pinellas Offices</td>
<td>Meeting with FDOH to discuss future opportunities to collaborate on projects</td>
<td>Rodney Chatman, Alicia Parinello</td>
</tr>
<tr>
<td>8/1/2017</td>
<td>Pinellas County</td>
<td>Pinellas County</td>
<td>Meeting with Pinellas County staff to review design concepts for the West Bay Drive complete</td>
<td>Chelsea Favero</td>
</tr>
<tr>
<td>8/2/2017</td>
<td>Pinellas County</td>
<td>Pinellas County</td>
<td>Evaluation of Requests for Proposals for the Pinellas Trail Northern Gap design-build project</td>
<td>Chelsea Favero</td>
</tr>
<tr>
<td>8/2/2017</td>
<td>Safety Harbor</td>
<td>Safety Harbor City Hall</td>
<td>Walkability Audit Planning Meeting</td>
<td>Whit Blanton, Rodney Chatman</td>
</tr>
<tr>
<td>8/3/2017</td>
<td>Pinellas County</td>
<td>Suncoast Safety Council</td>
<td>Regular meeting of the Pinellas Community Traffic Safety Team</td>
<td>Multiple</td>
</tr>
<tr>
<td>8/8 - 8/10/17</td>
<td>FDOT</td>
<td>Ponte Vedra Beach</td>
<td>TRANSPLEX Conference &amp; Session Presentation</td>
<td>Rodney Chatman</td>
</tr>
<tr>
<td>8/11/2017</td>
<td>TBARTA</td>
<td>TBARTA Offices</td>
<td>Monthly coordination meeting with staff directors from the Chairs Coordinating</td>
<td>Multiple</td>
</tr>
<tr>
<td>8/11/2017</td>
<td>Clearwater</td>
<td>Forward Pinellas Offices</td>
<td>Land Use Plan Amendment Pre-Application meeting for old Clearwater Christian College site</td>
<td>Multiple</td>
</tr>
<tr>
<td>8/15/2017</td>
<td>St. Petersburg Chamber</td>
<td>Chamber offices</td>
<td>Monthly meeting of the St. Petersburg Chamber Transportation Committee.</td>
<td>Hilary Lehman</td>
</tr>
<tr>
<td>8/15/2017</td>
<td>PSTA, Forward Pinellas</td>
<td>PSTA Offices</td>
<td>Monthly transit planning meeting</td>
<td>Whit Blanton, Sarah Caper</td>
</tr>
<tr>
<td>8/15/2017</td>
<td>TBARTA</td>
<td>TBARTA Offices</td>
<td>TBARTA Transit Management Committee meeting</td>
<td>Whit Blanton, Sarah Caper</td>
</tr>
<tr>
<td>8/15/2017</td>
<td>Pinellas County</td>
<td>Pinellas County</td>
<td>Meeting with County and City of Pinellas Park on proposed improvements to 62nd Ave. N.</td>
<td>Chelsea Favero</td>
</tr>
<tr>
<td>8/15/2017</td>
<td>St. Petersburg</td>
<td>City Hall</td>
<td>St. Petersburg Complete Streets Committee</td>
<td>Al Bartolotta</td>
</tr>
<tr>
<td>8/16/2017</td>
<td>St. Petersburg</td>
<td>City Hall</td>
<td>Mayor's Bicycle Pedestrian Committee</td>
<td>Al Bartolotta</td>
</tr>
<tr>
<td>8/17/2017</td>
<td>FDOT</td>
<td>FDOT Offices</td>
<td>FDOT/MPO Mid-Year Workshop</td>
<td>Multiple</td>
</tr>
<tr>
<td>Date</td>
<td>Location</td>
<td>Event Type</td>
<td>Description</td>
<td>Attendees</td>
</tr>
<tr>
<td>--------------</td>
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</tr>
<tr>
<td>8/18/2017</td>
<td>TMA Staff Directors</td>
<td>Conference Call</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, Sarah Ward, Chelsea Favero</td>
</tr>
<tr>
<td>8/21/2017</td>
<td>St. Pete Beach</td>
<td>Forward Pinellas Offices</td>
<td>Land Use Plan Amendment Pre-Application meeting with St. Pete Beach staff</td>
<td>Rodney Chatman, Linda Fisher, Alicia Parinello</td>
</tr>
<tr>
<td></td>
<td>Forward Pinellas, Sarasota Manatee MPO</td>
<td>SPC Allstate</td>
<td>Joint meeting of Forward Pinellas and Sarasota Manatee MPO staff</td>
<td>Multiple</td>
</tr>
<tr>
<td>8/22/2017</td>
<td>St. Petersburg</td>
<td>Forward Pinellas Offices</td>
<td>Meeting with St. Petersburg staff to discuss Urban Agriculture and the Countywide Plan</td>
<td>Rodney Chatman, Alicia Parinello, Brett Burks, Linda Fisher</td>
</tr>
<tr>
<td>8/22/2017</td>
<td>Northeast Exchange Club</td>
<td>Carrabba's</td>
<td>Discussing current transportation projects in Pinellas County / St. Petersburg with members of the Northeast Exchange Club</td>
<td>Whit Blanton</td>
</tr>
<tr>
<td>8/23/2017</td>
<td>Tindale Oliver</td>
<td>Forward Pinellas Offices</td>
<td>Meeting with Tindale Oliver to discuss the CDMS and VTIMAS</td>
<td>Rodney Chatman, Chelsea Favero, Sandra Cuddington, Marc Hanger</td>
</tr>
<tr>
<td>8/23/2017</td>
<td>FDOT/Forward Pinellas</td>
<td>FDOT Offices</td>
<td>Monthly Coordination meeting with FDOT District 7.</td>
<td>Multiple</td>
</tr>
<tr>
<td>8/24/2017</td>
<td>Bay News 9 offices</td>
<td>Bay News 9</td>
<td>Taping In Focus with Allison Walker Torres transportation segment.</td>
<td>Whit Blanton</td>
</tr>
<tr>
<td>8/24/2017</td>
<td>City of Largo</td>
<td>Largo</td>
<td>Trotter Road open house for Trotter Road community streets reconstruction project</td>
<td>Whit Blanton</td>
</tr>
<tr>
<td>8/24/2017</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>Date</td>
<td>Organization</td>
<td>Location</td>
<td>Event Description</td>
<td>Speaker(s)</td>
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</tr>
<tr>
<td>8/24/2017</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>8/25/2017</td>
<td>Suncoast APA</td>
<td>TBARTA Offices</td>
<td>Giving AICP test-taking tips to members of the Suncoast APA</td>
<td>Alicia Parinello</td>
</tr>
<tr>
<td>8/25/2017</td>
<td>TBARTA</td>
<td>FDOT Offices</td>
<td>Meeting of the TBARTA Board</td>
<td>Chelsea Favero, Whit Blanton</td>
</tr>
<tr>
<td>8/25/2017</td>
<td>Safety Harbor</td>
<td>Forward Pinellas Offices</td>
<td>Land Use Plan Amendment Pre-Application meeting with Safety Harbor staff and applicant</td>
<td>Rodney Chatman, Alicia Parinello</td>
</tr>
<tr>
<td>8/29/2017</td>
<td>PSTA</td>
<td>PSTA Offices</td>
<td>Public Meeting for the Regional Transit Feasibility Plan</td>
<td>Chelsea Favero, Whit Blanton</td>
</tr>
<tr>
<td>8/30/2017</td>
<td>Commission for the Transportation Disadvantaged</td>
<td>Orlando</td>
<td>Transportation Disadvantaged Best Practices &amp; Training Workshop</td>
<td>Sarah Caper</td>
</tr>
<tr>
<td>8/30/2017</td>
<td>Pinellas County</td>
<td>Purchasing</td>
<td>Oral Evaluation of Duke Energy Trail Design-Build Proposals</td>
<td>Chelsea Favero, Rodney Chatman</td>
</tr>
<tr>
<td>8/30/2017</td>
<td>Multiple</td>
<td>Jacobs Offices</td>
<td>Regional Transit Feasibility Plan Stakeholder Meeting</td>
<td>Whit Blanton</td>
</tr>
<tr>
<td>8/31/2017</td>
<td>Florida Department of Health in Pinellas County</td>
<td>Largo</td>
<td>Healthy Pinellas Consortium Meeting</td>
<td>Rodney Chatman</td>
</tr>
<tr>
<td>Meeting Date</td>
<td>Organization</td>
<td>Location</td>
<td>Description</td>
<td>Staff members in attendance</td>
</tr>
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<tr>
<td>9/5/2017</td>
<td>Forward Pinellas/St. Petersburg</td>
<td>Forward Pinellas Offices</td>
<td>34th St. Lane Reduction Study</td>
<td>Al Bartolotta, Whit Blanton, Sarah Caper</td>
</tr>
<tr>
<td>9/5/2017</td>
<td>Forward Pinellas/Pinellas County</td>
<td>Public Works</td>
<td>Meeting to discuss new signing and marking standards for the Pinellas Trail</td>
<td>Rodney Chatman</td>
</tr>
<tr>
<td>9/5/2017</td>
<td>Forward Pinellas</td>
<td>Forward Pinellas Offices</td>
<td>Meeting with Largo staff to discuss Comprehensive Plan amendments</td>
<td>Rodney Chatman, Linda Fisher, Alicia Parinello, Brett Burks</td>
</tr>
<tr>
<td>9/6/2017-9/7/2017</td>
<td>Florida APA Conference</td>
<td>Daytona Beach</td>
<td>Presenting on Forward Pinellas's work with bike-ped safety and Adapt-Build-Connect</td>
<td>Whit Blanton</td>
</tr>
<tr>
<td>9/8/2017</td>
<td>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>9/15/2017</td>
<td>TBARTA</td>
<td>TBARTA Offices</td>
<td>Regional Public Participation Plan group meeting</td>
<td>Hilary Lehman</td>
</tr>
<tr>
<td>9/15/2017</td>
<td>Forward Pinellas/FDOT</td>
<td>Teleconference</td>
<td>Monthly coordination meeting with FDOT and Forward Pinellas staff.</td>
<td>Multiple</td>
</tr>
<tr>
<td>9/18/2017</td>
<td>Forward Pinellas/FDOT</td>
<td>FDOT Offices</td>
<td>Howard Frankland Bridge pre-briefing prior to public input later in the year</td>
<td>Whit Blanton, Sarah Ward</td>
</tr>
<tr>
<td>9/18/2017</td>
<td>PSTA</td>
<td>PSTA Offices</td>
<td>BRT study management team meeting</td>
<td>Whit Blanton, Sarah Caper</td>
</tr>
<tr>
<td>9/18/2017</td>
<td>PSTA</td>
<td>PSTA Offices</td>
<td>BRT study management team meeting</td>
<td>Whit Blanton, Sarah Caper</td>
</tr>
<tr>
<td>9/19/2017</td>
<td>St. Petersburg Chamber</td>
<td>Chamber offices</td>
<td>Monthly meeting of the St. Petersburg Chamber Transportation Committee.</td>
<td>Whit Blanton</td>
</tr>
<tr>
<td>9/19/2017</td>
<td>Forward Pinellas</td>
<td>PSTA Offices</td>
<td>Scoping/Kick Off meeting for the Gateway Area/Mid County Master Plan.</td>
<td>Whit Blanton, Chelsea Favero</td>
</tr>
<tr>
<td>9/19/2017</td>
<td>TBARTA</td>
<td>TBARTA Offices</td>
<td>TBARTA Policy Committee Meeting</td>
<td>Al Bartolotta</td>
</tr>
<tr>
<td>9/20/2017</td>
<td>Forward Pinellas/FDOT</td>
<td>Teleconference</td>
<td>Annual meeting to discuss project priorities and the tentative Transportation Improvement Program.</td>
<td>Multiple</td>
</tr>
<tr>
<td>9/20/2017</td>
<td>St. Petersburg</td>
<td>City Hall</td>
<td>Mayor's Bicycle Pedestrian Committee</td>
<td>Al Bartolotta</td>
</tr>
<tr>
<td>Date</td>
<td>Organization</td>
<td>Location</td>
<td>Event Description</td>
<td>Organizer(s)</td>
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<tr>
<td>9/21/2017</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>9/21/2017</td>
<td>Pinellas County Economic Development</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>9/21/2017</td>
<td>Pinellas County Economic Development</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>9/21/2017</td>
<td>FDOT</td>
<td>FDOT Offices</td>
<td>Meeting with Pinellas County Economic Development and cities to discuss vision for US19 corridor redevelopment and marketing</td>
<td>Hilary Lehman</td>
</tr>
<tr>
<td>9/21/2017</td>
<td>FDOT</td>
<td>FDOT Offices</td>
<td>Workshop with FDOT and local agencies to learn more about the FDOT complete streets implementation and handbook.</td>
<td>Chelsea Favero, Al Bartolotta, Rodney Chatman</td>
</tr>
<tr>
<td>9/21/2017</td>
<td>FDOT</td>
<td>FDOT Offices</td>
<td>Workshop with FDOT and local agencies to learn more about the FDOT complete streets implementation and handbook.</td>
<td>Chelsea Favero, Al Bartolotta, Rodney Chatman</td>
</tr>
<tr>
<td>9/22/2017</td>
<td>Forward Pinellas</td>
<td>Dade City</td>
<td>Knowledge Exchange Series site visit and interview at the Roth Farm (urban agriculture)</td>
<td>Hilary Lehman, Linda Fisher, Alicia Parinello, Brett Burks, Robert Feigel</td>
</tr>
<tr>
<td>9/22/2017</td>
<td>TBARTA</td>
<td>FDOT Offices</td>
<td>Meeting of the TBARTA Board</td>
<td>Chelsea Favero</td>
</tr>
<tr>
<td>9/26/2017</td>
<td>Association</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9/22/2017</td>
<td>Forward Pinellas</td>
<td>Dade City</td>
<td>Knowledge Exchange Series site visit and interview at the Roth Farm (urban agriculture)</td>
<td>Hilary Lehman, Sarah Perch</td>
</tr>
<tr>
<td>9/25/2017</td>
<td>Pinellas County Legislative Delegation</td>
<td>SPC Clearwater Campus</td>
<td>Pinellas County Legislative Delegation meeting</td>
<td>Hilary Lehman, Sarah Perch</td>
</tr>
<tr>
<td>9/26/2017</td>
<td>FCAN</td>
<td>Central Ave</td>
<td>Walking Tour for Open Streets St. Pete</td>
<td>Al Bartolotta</td>
</tr>
<tr>
<td>9/27/2017</td>
<td>Forward Pinellas</td>
<td>Land O' Lakes</td>
<td>Tri-County BPAC meeting</td>
<td>Susan Miller, Rodney Chatman</td>
</tr>
<tr>
<td>9/27/2017</td>
<td>Pinellas County</td>
<td>County Offices</td>
<td>Kick off meeting for the design/build Pinellas Trail Loop north gap project.</td>
<td>Whit Blanton, Rodney Chatman, Chelsea Favero, Sue Miller</td>
</tr>
<tr>
<td>9/28/2017</td>
<td>Forward Pinellas</td>
<td>Ruth Eckerd Hall</td>
<td>Forward Pinellas Technology Forum.</td>
<td>Multiple</td>
</tr>
<tr>
<td>9/28/2017</td>
<td>Forward Pinellas</td>
<td>USF</td>
<td>SR 580 Walkability Assessment presentation to the Multimodal Transportation Planning Class (URP 6711) at the University of South Florida</td>
<td>Rodney Chatman</td>
</tr>
<tr>
<td>Date</td>
<td>Location</td>
<td>Description</td>
<td>Authors</td>
<td></td>
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<tr>
<td>------------</td>
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</tr>
<tr>
<td>9/28/2017</td>
<td>St. Petersburg City Hall</td>
<td>Committee of the Whole meeting with City staff on St. Petersburg Complete Streets Implementation Plan.</td>
<td>Chelsea Favero</td>
<td></td>
</tr>
<tr>
<td>9/29/2017</td>
<td>TMA Leadership Group AECOM 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, Hilary Lehman</td>
<td></td>
</tr>
<tr>
<td>9/29/2017</td>
<td>Pinellas County Public Works</td>
<td>High Crash Intersection Enforcement and Engineering Meeting</td>
<td>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>
</tr>
<tr>
<td>--------------</td>
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<tr>
<td>10/2/2017</td>
<td>Forward Pinellas</td>
<td>St. Pete Beach Library</td>
<td>St. Pete Beach library talk, kicking off a series of community conversations.</td>
<td>Whit Blanton</td>
</tr>
<tr>
<td>10/2/2017</td>
<td>City of Clearwater</td>
<td>City Hall</td>
<td>Clearwater City Council Work Session</td>
<td>Whit Blanton</td>
</tr>
<tr>
<td>10/3/2017</td>
<td>FDOT</td>
<td>FDOT</td>
<td>FTA Section 5310 grant update</td>
<td>Sarah Caper</td>
</tr>
<tr>
<td>10/3/2017</td>
<td>Pinellas County Planning, Pinellas County Public Works, Forward Pinellas</td>
<td>St. Petersburg Main Library</td>
<td>Joint Planning Session</td>
<td>Multiple</td>
</tr>
<tr>
<td>10/3/2017</td>
<td>City of St. Petersburg</td>
<td>St. Petersburg Main Library</td>
<td>St. Petersburg Complete Streets open house</td>
<td>Whit Blanton</td>
</tr>
<tr>
<td>10/3/2017</td>
<td>St. Petersburg</td>
<td>St. Petersburg Main Library</td>
<td>Open house for the City of St. Petersburg Complete Streets Implementation Plan.</td>
<td>Chelsea Favero, Whit Blanton, Al Bartolotta</td>
</tr>
<tr>
<td>10/4/2017</td>
<td>Tampa Bay Partnership</td>
<td>Forward Pinellas</td>
<td>Discussing legislation regarding MPOs with Zachary Thorn.</td>
<td>Whit Blanton</td>
</tr>
<tr>
<td>10/4/2017</td>
<td>CUTR</td>
<td>USF</td>
<td>CUTR transportation achievement awards</td>
<td>Whit Blanton</td>
</tr>
<tr>
<td>10/4/2017</td>
<td>Forward Pinellas/PSTA</td>
<td>Forward Pinellas</td>
<td>Meeting to discuss UPASS program</td>
<td>Whit Blanton, Sarah Caper</td>
</tr>
<tr>
<td>10/5/2017</td>
<td>Clearwater Chamber</td>
<td>Forward Pinellas</td>
<td>Meeting with the new VP of public policy for the chamber to discuss transportation issues.</td>
<td>Whit Blanton</td>
</tr>
<tr>
<td>10/5/2017</td>
<td>Unite Pinellas</td>
<td>call</td>
<td>Meeting with local multi-sector agencies for UNITE Pinellas's monthly meetings</td>
<td>Whit Blanton</td>
</tr>
<tr>
<td>10/5/2017</td>
<td>Hillsborough and Pasco MPOs, Forward Pinellas</td>
<td>Rusty Pelican</td>
<td>Meeting with Hillsborough and Pasco MPOs to discuss data sharing.</td>
<td>Whit Blanton</td>
</tr>
<tr>
<td>10/6/2017</td>
<td>Belleair Beach</td>
<td>Belleair Beach City Hall</td>
<td>Presentation to the City of Belleair Beach on the West Bay Drive Complete Streets Project</td>
<td>Chelsea Favero</td>
</tr>
<tr>
<td>10/9/2017</td>
<td>Bike Walk Tampa Bay</td>
<td>Virtual Board Meeting</td>
<td>Bike Walk Tampa Bay's quarterly board meeting</td>
<td>Multiple</td>
</tr>
<tr>
<td>10/12/2017</td>
<td>Forward Pinellas</td>
<td>St. Petersburg Main Library</td>
<td>St. Petersburg library talk, continuing series of community conversations.</td>
<td>Whit Blanton</td>
</tr>
<tr>
<td>10/13/2017</td>
<td>Forward Pinellas/PSTA</td>
<td>Forward Pinellas</td>
<td>Discussing scoping for 2045 LRTP</td>
<td>multiple</td>
</tr>
<tr>
<td>Date</td>
<td>Organization</td>
<td>Location</td>
<td>Meeting Type</td>
<td>Participants</td>
</tr>
<tr>
<td>------------</td>
<td>-----------------------</td>
<td>------------------</td>
<td>------------------------------------------------------------------------------</td>
<td>---------------------------------------</td>
</tr>
<tr>
<td>10/13/2017</td>
<td>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>10/13/2017</td>
<td>TMA Staff Directors</td>
<td>Conference Call</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, Sarah Ward, Chelsea Favero</td>
</tr>
<tr>
<td>10/13/2017</td>
<td>Forward Pinellas</td>
<td>Forward Pinellas</td>
<td>Regular coordination meeting with Pinellas County Planning and Public Works Staff</td>
<td>multiple</td>
</tr>
<tr>
<td>10/13/2017</td>
<td>Forward Pinellas/PSTA</td>
<td>Forward Pinellas</td>
<td>Coordination meeting with PSTA regarding the development of the 2045 Long Range Transportation Plan</td>
<td>Whit Blanton, Chelsea Favero, Sarah Caper</td>
</tr>
<tr>
<td>10/16/2017</td>
<td>Belleair Bluffs</td>
<td>Belleair Bluffs city Hall</td>
<td>Speaking with city leadership about developments in land use and transportation.</td>
<td>Whit Blanton</td>
</tr>
<tr>
<td>10/16/2017</td>
<td>Pinellas County</td>
<td>County offices</td>
<td>Meeting with FDOT and Pinellas County to discuss the Highway Safety Improvement Program.</td>
<td>Chelsea Favero</td>
</tr>
<tr>
<td>10/17/2017</td>
<td>St. Petersburg Chamber</td>
<td>Chamber offices</td>
<td>Monthly meeting of the St. Petersburg Chamber Transportation Committee.</td>
<td>Hilary Lehman</td>
</tr>
<tr>
<td>10/19/2017</td>
<td>FDOT</td>
<td>Orlando</td>
<td>Regular meeting of the Florida Model Task Force to coordinate transportation modeling efforts throughout the state of Florida.</td>
<td>Chelsea Favero</td>
</tr>
<tr>
<td>10/19/2017</td>
<td>Pinellas County Economic Development Council</td>
<td>Vology</td>
<td>Quarterly meeting of Pinellas County Economic Development Council.</td>
<td>Whit Blanton</td>
</tr>
<tr>
<td>10/20/2017</td>
<td>Pinellas County</td>
<td>315 Court Street</td>
<td>Meeting of the appointing authorities</td>
<td>Whit Blanton</td>
</tr>
<tr>
<td>10/20/2017</td>
<td>Bike Walk Tampa Bay</td>
<td>St. Pete</td>
<td>Bike Walk Tampa Bay's fall summit, held in downtown St. Petersburg</td>
<td>Multiple</td>
</tr>
<tr>
<td>Date</td>
<td>Organization</td>
<td>Location</td>
<td>Event Description</td>
<td>Participants</td>
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<td>---------------------------------------------------------------------------------------------------</td>
<td>-------------------------------</td>
</tr>
<tr>
<td>10/20/2017</td>
<td>TMA Staff Directors</td>
<td>Conference Call</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, Sarah Ward, Chelsea Favero</td>
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<tr>
<td>10/24/2017</td>
<td>Forward Pinellas/FDOT</td>
<td>Teleconference</td>
<td>Monthly coordination meeting with FDOT and Forward Pinellas staff.</td>
<td>Multiple</td>
</tr>
<tr>
<td>10/25/2017</td>
<td>Pinellas County</td>
<td>County offices</td>
<td>Meeting with county partners to discuss the Linking Lealman complete streets project.</td>
<td>Chelsea Favero</td>
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<tr>
<td>10/26/2017</td>
<td>FDOT</td>
<td>FDOT Offices</td>
<td>Kick off meeting to discuss the regional household travel survey effort.</td>
<td>Chelsea Favero</td>
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<tr>
<td>10/27/2017</td>
<td>TBARTA</td>
<td>FDOT Offices</td>
<td>Meeting of the TBARTA Board</td>
<td>Chelsea Favero</td>
</tr>
<tr>
<td></td>
<td>Forward Pinellas/Pinellas County</td>
<td>County offices</td>
<td>Meeting to discuss complete streets projects and the incorporation of them into the long range transportation plan.</td>
<td>Whit Blanton, Chelsea Favero</td>
</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 July 2017:

PUBLIC HEARINGS

Regular Plan Map Amendments:

- **Case CW 17-4**, a Pinellas County case located at 500 Anclote Road. The board approved the amendment from Employment and Target Employment Center to Residential Low Medium (vote 7-0).
- **Case CW 17-5**, a City of Tarpon Springs case located on the southeast corner of Alternate U.S. 19 and Meres Boulevard. The board approved the amendment from Office to Retail & Services (vote 7-0).

REGULAR AGENDA ITEMS

- Countywide Plan Map Adjustment – City of Clearwater – Official Acceptance, The board officially accepted the map adjustment (vote 6-0).

CPA Actions from August 2017:

PUBLIC HEARINGS

Subthreshold Plan Map Amendments:

- **Case CW 17-6**, a City of Clearwater case located at 3111 & 3109 Wolfe Road; 421 & 501 North McMullen-Booth Road. The board approved the amendment from Residential Low Medium to Recreation/Open Space (vote 6-0).
- **Case CW 17-7**, a City of St. Petersburg case located at 4241 4th Street North. The board approved the amendment from Residential Medium to Multimodal Corridor (vote 6-0).

REGULAR AGENDA ITEMS

- Countywide Plan Map Adjustment – City of Safety Harbor – Official Acceptance, The board officially accepted the map adjustment (vote 6-0).
CPA Actions from September 2017:
There were no items heard by the CPA in September to report.

Tier I Countywide Plan Map Amendments July through September 2017:
There were no Tier I Amendments to report.

ATTACHMENT(S):  None

ACTION:  None required; informational item only
July 31, 2017

John Morroni
Chair
Forward Pinellas
315 Court Street
Suite 501
Clearwater, FL 33756

RE: PSTA Transit Riders Advisory Committee Bus Stop Access Safety Concerns in Pinellas County

Dear Chairman Morroni:

We are the Transit Riders Advisory Committee (TRAC) of Pinellas Suncoast Transit Authority (PSTA). We represent the riders of PSTA and provide insight and recommendations to the PSTA Board of Directors and its committees (as appropriate) on operational and transit service issues. Our goal this year is to communicate and garner support for several key initiatives we have identified as important to riders and about which we believe we have a unique and informed perspective.

The first initiative we selected is safety. The attached list of concerns describes our collective point of view and requested next-steps. We have found that this multi-faceted issue may require actions by PSTA, other transportation planning agencies, and/or local municipal government departments.

We welcome an open discussion with you and others about the safety concerns we have expressed. Our committee meets monthly at PSTA at 4 PM on the third Tuesday of the month. We invite your organization to our meeting to present your ideas and possible solutions to these safety problems faced by transit riders. In addition, our committee members will volunteer to attend your meetings to present our initiatives. We can also be a great sounding board for your future projects, by providing the insights for transit riders from all geographic regions and demographics of Pinellas County.

I look forward to hearing from you about this initiative. I can be reached by calling the PSTA Planning Department at (727) 540-1801 or email lepikcorrigan@gmail.com.

Sincerely,

Glória Lepik-Corrigan
Chair – PSTA Transit Riders Advisory Committee
c/o PSTA Planning Dept.

cc: PSTA Board of Directors
    B. Miller, CEO
    C. Borchers, CDO
    W. Blanton, Forward Pinellas
    A. Bartolotta, Forward Pinellas

Attachment: TRAC – Bus Stop Safety Concerns, July 31, 2017

3201 Scherer Drive St. Petersburg, FL 33716
www.PSTA.net 727.540.1800 fax 727.540.1913
PSTA - TRAC – BUS STOP SAFETY CONCERNS

As regular riders of PSTA what do we “know” that non-riders may not?

- Safety for transit riders involves the “whole trip” to and from a destination and is of paramount importance to us.

- When we choose to travel using public transportation over using a private car, safety on the bus is just a part of the equation.
  
  - Buses are quite safe, (often more-so than private cars)
  
  - Sidewalks are fairly contiguous and safe, although can present challenges in some cases.
  
  - Bus stop safety is contingent upon the condition of the sidewalks and roadways where they are located
  
  - Access to stores and businesses are often poor and quite dangerous

- Safety affects all riders. Most at risk are disabled, seniors, and children

- Lack of safe access can result in putting riders at much greater risk. And it increases liability risks for car-drivers, property owners and municipalities.

- Lack of safety may result in fewer trips, fewer riders.

- Because of risks some riders (who can) defer to using DART /CareRide –which costs more for the riders and PSTA.

Additional Factors

- PSTA does focus on rider safety and is responsive when concerns are voiced.

- Municipal roadways and sidewalks are generally maintained according to reasonable schedules and oversight. Areas of concern are generally addressed within a reasonable time frame.

- Pinellas County was developed in an automobile-centric manner.

- Shopping centers and office complexes were not required to provide safe access from sidewalks and bus stops, but do have required handicapped parking spaces, walkways and ramps from them.

- 100% of the riders on PSTA buses are NOT arriving by car to stores and offices. As such, we represent an ideal, collective “set of eyes” to identify issues affecting all pedestrian and non-car-driving citizens.
• New construction does adhere to current guidelines – BUT most existing centers are not compelled to upgrade.

• Despite some property owner resistance many of the recommended changes have low cost, disturb almost no one and benefit many.

What actions do we believe are warranted?

• Greater municipal awareness and commitment to transportation riders and pedestrian safety.

• Identify ways to bring established public and private infrastructure up to current standards as far as safety is concerned.

• Create a directory/system for addressing “Danger Zones” identified by transit riders.

PSTA TRAC “Danger Zone” Examples

Lack of safe pedestrian access is a major problem throughout the county and is present for a majority of destinations in all communities. Listed below are specific examples of areas the TRAC feels demonstrate the need for a comprehensive examination of pedestrian and bus stop access safety.

1. No safe return:

When traveling to a destination, the returning bus boards on the other side of a busy road and no safe walkway exists to get there.

Example:

Long Center on Belcher Road. The Northbound Route 62 has 2 bus stops and a safe sidewalk to the entrance. But stops on the Southbound are located on the other side of this busy 4 lane road with no light, markings or island to enable safe crossing.

2. Major Bus stop with no safe access

Bus riders plan trips to visit key locations but only discover after disembarking that there are not safe walkways to store or building entrances.

Examples:

a) Countryside Mall - The mall has 9 vehicle entrances and 6 bus stops, but only one safe pedestrian entrance from the perimeter sidewalk (South side by Macy’s). The major stop on 580 and Summerland Dr. (serving routes 19, 61, 62, 67, 67, 68 and connectors) does not have a curb cut or marked walkway to the mall. Ambulatory
riders must walk down stairs, between parked cars and across an active car lane to a mall entrance. Wheelchairs and baby carriages have to go in busy car lanes at fairly blind curves.

b) **Clearwater Mall** – The major bus stop serving Routes 19 and 60 is located on an island that has no safe pedestrian pathway to the Target store just behind it. Shoppers who ride the bus must walk across parking lots, curbs and very active car lanes.

c) **Boot Ranch** – The stop serving Routes 62 and OTC has no safe walkway to the stores at the plaza.

d) **Gandy Blvd. at Shady Lane, St. Petersburg** – The stop served by Route 9 has no bench or shelter. Cars travel at speeds of 55 mph or faster on this very busy stretch of Gandy Blvd.

3. **Unsafe sidewalks and bus stops**

Sometimes the challenges presented by poorly planned or degraded sidewalks are the most dangerous part of using public transportation.

Examples:

a) The sidewalk at 84th Avenue and Belcher going north looks like a sinkhole. Pedestrians must go out on Belcher in the bike lane for part of the damaged walkway and then move back onto the sidewalk just before the bus stop.

b) The sidewalk at 66th Street North and 94th Avenue North East corner pitches too steeply for safe travel. Wheelchair users typically cut across the grass to go east on 94th and avoid that pitch. It is safe staying on 94th coming back to 66th.

c) The sidewalk that leads to the one of the primary transit stops (Huey Ave/Stop 5638) along Route 19 can be unsafe to travel due to the lack of proper lighting, which presents a host of unsafe conditions especially in the evening when visibility is low within the immediate surrounding area. Furthermore, when our pedestrians cross from the primary bus stop (Stop 5638) or to it (north to south on Tarpon Avenue or vice-versa), the highly active car lane can present a challenge while navigating as well.
September 7, 2017

John Morroni
Chair
Forward Pinellas
315 Court Street, Suite 501
Clearwater, FL 33756


Dear Mr. Morroni,

We are the Transit Riders Advisory Committee (TRAC) of Pinellas Suncoast Transit Authority (PSTA). We represent the riders of PSTA and provide insight and recommendations to the PSTA Board of Directors and its committees (as appropriate) on operational and transit service issues. Our goal this year is to communicate and garner support for several key initiatives we have identified as important to riders and about which we believe we have a unique and informed perspective.

The second initiative we selected to focus on is regionalism. The attached list of concerns describes our collective point of view and requested next-steps. We have found that this multi-faceted issue may require actions by PSTA, other transportation planning agencies, and/or local municipal government departments.

We welcome an open discussion with you and others about the benefits of regionalism in the approach to transit initiatives and modern transit projects for the future. Our committee meets monthly at PSTA at 4 PM on the third Tuesday of the month. We invite your organization to our meeting to present your ideas and support the short and long term benefits of a regionalism approach to modern transit. In addition, our committee members will volunteer to attend your meetings to present our initiatives. We can also be a great sounding board for your future projects, by providing the insights for transit riders from all geographic regions and demographics of Pinellas County.

I look forward to hearing from you about this initiative. I can be reached by calling the PSTA Planning Department at (727) 540-1801 or email lepikcorrigan@gmail.com.

Sincerely,

Gloria Lepik-Corrigan
Chair – PSTA Transit Riders Advisory Committee
c/o PSTA Planning Dept.

cc: PSTA Board of Directors
Brad Miller, CEO and Cassandra Borchers, CDO

Attachment: TRAC Support for Regionalism, September 1, 2017
PSTA TRAC INITIATIVE FOR FOCUS ON REGIONALISM

As regular riders of PSTA what do we “know” that non-riders may not?

- As regular transit riders we often think of public transit options as our first choice for travel.
  - Many of us don’t drive or don’t have cars.
  - Transit availability has influenced our choices for where we live, work, shop, seek medical care and more.
- While we have regular (typically local) patterns of transit usage, we research and take advantage of additional routes as needed.
- Like any other citizens we need to utilize services regardless of county lines.
  - We all have experiences of difficult/impossible trips needed in the region.
  - We have opted to forego activities where transit options were unavailable or too cumbersome.
    - Medical
    - Work
    - Higher Education
    - Recreation
  - Statistics showing actual ridership on existing routes do not capture “lost opportunities” trips not taken, new riders not initiated.

Many Municipalities to Manage Transit

- The car riding public is often unaware of which government entity has responsibility for managing specific roads, (State, county or town?) and it typically doesn’t make a difference in their use. In public transit we are very aware of regional differences in the governing agencies and have to follow somewhat different systems based on them. This seems particularly odd in the context of a single metropolitan area of dominant influence (ADI).

- Like transit riders worldwide, we also travel.
  - Availability of public transit shapes where and how we travel.
  - Tourists from other areas look for and expect user-friendly public transportation.
  - The Tampa Bay area has a strong focus on tourism, but falls very short in delivering seamless public transportation for tourists.
- Because of our needs and usage described above, we want and need both robust local transit presence (PSTA) and delivery of regional service.
What actions do we want to recommend? What actions do we believe are warranted?

- Need for a cross-county regional Paratransit Service and Shared Fare.
- Recognize the perspectives of every day riders.
- Regardless of HOW it is achieved, we need a system that seamlessly integrates public transportation throughout the region.
- Focus first on increased travel options between key centers and work to ensure that management favors the region evenly.
  - Clearwater and Tampa
  - St. Petersburg and Tampa
  - Improve the unbearable congestion of U.S. 19 through several counties
- Focus on improving transit to and from Tampa Airport to St. Petersburg, Clearwater, Sarasota, Orlando and other key tourist destinations.

Benefits of Regionalism:

- Federal, State and Local Government funding opportunities will benefit from a regional approach to transit planning and improvements.
- Shared fare programs such as Flamingo Fares (fare app works in Pinellas and Hillsborough) will encourage intra-county travel.
- Helps HART, PSTA and other Transit Agencies negotiate better prices for software, hardware, equipment and large scale road and bridge construction contracts.
- Federal Grants may favor projects that encompass many different regions coming together to benefit a multi-county or city transit project.
- A seamless transit system from Tampa Airport to Clearwater, St. Petersburg and eventually Orlando will bring millions of tourism dollars flowing into Central and West Coast Florida, not to mention the increased economic incentives for corporations to relocate to Tampa Bay and create jobs.

Examples of Difficulties experienced:

- Medical tests only available in Tampa (the center of cancer treatments: Moffitt, Shriners) for those who live in Pinellas; and tests only available at All Children’s John Hopkins for those who live in Hillsborough.
- College course / curriculum on both sides of the bay.
- Difficulty to get to dining, shopping and entertainment options on both sides of the Bay.
- Tourists are confused when traveling to Tampa Airport.
What are we asking of our partner agencies?

- Hear our perspectives
- Take a regional approach to current and future transit improvements while continuing to support strong local transit option for regular users.
- Request the support of our Senate and House representatives to vote for increased funding for modern transit projects; and invest in regional transit projects to alleviate pollution and traffic congestion.
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)

**YEAR 2017** (thru October 2nd)

**NOTE:** Graphic not an official representation, based upon initial reporting, subject to change upon verification.
## Initial Reporting of Traffic Fatalities thru October 2, 2017

### 97 Fatalities Including Medical Incidents *

### 97 Fatalities Excluding Medical Incidents

### 92 Crashes (fatal) Including Medical Incidents *

### 92 Crashes (fatal) Excluding Medical Incidents

#### 36 Auto-Vehicle Fatalities

#### 26 Motorcycle Fatalities

#### 6 Bicycle Fatalities

#### 24 Motorcycle Crashes (fatal)

#### 6 Bicycle Crashes (fatal)

#### 29 Pedestrian Fatalities

#### 28 Pedestrian Crashes (fatal)

#### 58 Vulnerable User Fatalities

#### 58 Vulnerable User Crashes (fatal)

#### 62.9% Vulnerable/total fatalities

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

* MEDICAL INCIDENTS INCLUDE HEART ATTACKS, STROKE, OR OTHER FATAL CONDITION.
Pinellas Trail User Count Data Summary

Automated Trail Counter Data Collection Period: May 1 – May 31, 2017 (31 days)

Total Usage

- 31-Day Count Total: 124,495
- Daily Average Users: 4,016

Highest Daily Totals:

1. Sunday, May 7th (Dunedin - 1,424)
2. Sunday, May 7th (Wall Springs - 1,369)
3. Sunday, May 7th (Bay Pines - 1,011)

Monthy Trail Users by Counter Location

- East Lake Tarpon: 3,632
- Wall Springs: 22,594
- Dunedin: 11,854
- Clearwater: 25,498
- Walsingham: 14,799
- Seminole: 15,650
- Bay Pines: 17,985
- St. Petersburg: 12,483

Counter Locations

Weekday & Weekend Profile

- East Lake Tarpon: 184 (Weekday), 94 (Weekend)
- Wall Springs: 625 (Weekday), 700 (Weekend)
- Dunedin: 1,027 (Weekday), 1,175 (Weekend)
- Clearwater: 496 (Weekday), 668 (Weekend)
- Walsingham: 411 (Weekday), 660 (Weekend)
- Seminole: 523 (Weekday), 745 (Weekend)
- Bay Pines: 343 (Weekday), 474 (Weekend)
- St. Petersburg: 19% (Weekday), 81% (Weekend)

Source: Forward Pinellas May 2017
Pinellas Trail User Count Data Summary

Automated Trail Counter Data Collection Period:
June 1 – June 30, 2017 (30 days)

Total Usage

30-Day Count Total: 91,299
Daily Average Users: 3,043

Highest Daily Totals:
#1 – Saturday, June 24th (Dunedin - 1,275)
#2 - Tuesday, June 27th (Walsingham - 1,248)
#3 - Sunday, June 25th (Wall Springs - 1,170)

Note: Dunedin Counts Estimated Only

Counter Locations

Weekday & Weekend Profile

Trail User Mode Split

<table>
<thead>
<tr>
<th>Location</th>
<th>Weekday</th>
<th>Weekend</th>
</tr>
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<tbody>
<tr>
<td>East Lake Tarpon</td>
<td>842</td>
<td>935</td>
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<tr>
<td>Wall Springs</td>
<td>484</td>
<td>527</td>
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<tr>
<td>Dunedin</td>
<td>235</td>
<td>377</td>
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<tr>
<td>Clearwater</td>
<td>536</td>
<td>515</td>
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<td>Walsingham</td>
<td>515</td>
<td>323</td>
</tr>
<tr>
<td>Seminole</td>
<td>362</td>
<td>275</td>
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<tr>
<td>Bay Pines</td>
<td>146</td>
<td>57</td>
</tr>
<tr>
<td>St. Petersburg</td>
<td>57</td>
<td>275</td>
</tr>
</tbody>
</table>

East Lake Tarpon: 3% 97%
Wall Springs: 21% 79%
Dunedin: 4% 96%
Clearwater: 13% 87%
Walsingham: 25% 75%
Seminole: 9% 91%
Bay Pines: 25% 75%
St. Petersburg: 9% 91%

Source: Forward Pinellas June 2017
Pinellas Trail User Count Data Summary

Automated Trail Counter Data Collection Period: July 1 – July 31, 2017 (31 days)

Total Usage

31-Day Count Total: 103,694
Daily Average Users: 3,345

Highest Daily Totals:

#1 – Tuesday, July 4th (Dunedin - 1,193)
#2 – Sunday, July 16th (Wall Springs - 1,052)
#3 – Sunday, July 16th (Bay Pines - 743)

Note: Dunedin, Walsingham & Bay Pines Counts are Estimates Only

Monthly Trail Users by Counter Location

<table>
<thead>
<tr>
<th>Counter Location</th>
<th>July Usage</th>
</tr>
</thead>
<tbody>
<tr>
<td>East Lake Tarpon</td>
<td>3,366</td>
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<tr>
<td>Wall Springs</td>
<td>9,774</td>
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<tr>
<td>Dunedin</td>
<td>14,104</td>
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<tr>
<td>Clearwater</td>
<td>21,300</td>
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<tr>
<td>Walsingham</td>
<td>19,160</td>
</tr>
<tr>
<td>Seminole</td>
<td>12,189</td>
</tr>
<tr>
<td>Bay Pines</td>
<td>14,432</td>
</tr>
<tr>
<td>St. Petersburg</td>
<td>9,369</td>
</tr>
</tbody>
</table>

Source: Forward Pinellas July 2017

Counter Locations

Weekday & Weekend Profile

<table>
<thead>
<tr>
<th>Counter Location</th>
<th>Weekday</th>
<th>Weekend</th>
</tr>
</thead>
<tbody>
<tr>
<td>East Lake Tarpon</td>
<td>145</td>
<td>91</td>
</tr>
<tr>
<td>Wall Springs</td>
<td>558</td>
<td>608</td>
</tr>
<tr>
<td>Dunedin</td>
<td>745</td>
<td>856</td>
</tr>
<tr>
<td>Clearwater</td>
<td>369</td>
<td>463</td>
</tr>
<tr>
<td>Walsingham</td>
<td>476</td>
<td>504</td>
</tr>
<tr>
<td>Seminole</td>
<td>447</td>
<td>337</td>
</tr>
<tr>
<td>Bay Pines</td>
<td>286</td>
<td></td>
</tr>
<tr>
<td>St. Petersburg</td>
<td>91</td>
<td>145</td>
</tr>
</tbody>
</table>

Trail User Mode Split

<table>
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<tr>
<th>Counter Location</th>
<th>Walking</th>
<th>Biking</th>
</tr>
</thead>
<tbody>
<tr>
<td>East Lake Tarpon</td>
<td>2%</td>
<td>98%</td>
</tr>
<tr>
<td>Wall Springs</td>
<td>17%</td>
<td>83%</td>
</tr>
<tr>
<td>Dunedin</td>
<td>4%</td>
<td>96%</td>
</tr>
<tr>
<td>Clearwater</td>
<td>17%</td>
<td>83%</td>
</tr>
<tr>
<td>Walsingham</td>
<td>24%</td>
<td>76%</td>
</tr>
<tr>
<td>Seminole</td>
<td>4%</td>
<td>96%</td>
</tr>
<tr>
<td>Bay Pines</td>
<td>44%</td>
<td>56%</td>
</tr>
<tr>
<td>St. Petersburg</td>
<td>6%</td>
<td>94%</td>
</tr>
</tbody>
</table>

Source: Forward Pinellas July 2017
### 1. CALL TO ORDER AND INTRODUCTIONS

The meeting was called to order at 1:30 p.m.

### 2. MINUTES OF REGULAR PAC MEETING OF JULY 5, 2017

Motion: Dean Neal  
Second: Derek Kilborn  
5-0

### 3. REVIEW OF FORWARD PINELLAS AGENDA FOR SEPTEMBER 13, 2017 MEETING

**PUBLIC HEARINGS**

Subthreshold Countywide Plan Map Amendments  
A. CW 17-8 – Pinellas County  
Motion: Dean Neal  
Second: Derek Kilborn  
5-0

**Regular Countywide Plan Map Amendments**  
B. CW 17-9 – City of Tarpon Springs  
Motion: Dean Neal  
Second: Renea Vincent  
7-0

**C. CW 17-10 – Pinellas County**  
Motion: Marie Dauphinais  
Second: Derek Kilborn  
7-0

**Regular Agenda Items**  
D. CPA Actions and Tier I Countywide Plan Map Amendments July and August 2017  
None required; informational item only

### 4. PLANNING TOPICS OF INTEREST

**A. Urban Agriculture**  
Linda Fisher discussed an upcoming Knowledge Exchange Series topic on Urban Agriculture, in partnership with St. Petersburg. Robyn Keefe, City of St. Petersburg staff, presented information on the City’s Urban Agriculture study. She outlined case studies to showcase the variety of innovative ideas in our area and around the state. Potential barriers were discussed. Examples of how other cities nationwide have changed regulations to embrace Urban Agriculture were reviewed. PAC members shared local experiences, barriers, and thoughts on regulations that may be needed.

**B. Online Countywide Plan Map**  
Linda Fisher demonstrated the features of the new online Countywide Plan Map for the PAC members. She took questions and suggestions for the continual improvement of the website.

### 5. OTHER PAC BUSINESS/PAC DISCUSSION AND UPCOMING AGENDA

Rodney Chatman advised that Forward Pinellas staff was finalizing the next Knowledge Exchange Series on the “Missing Middle” and would be bringing that to the PAC next month.

### 6. UPCOMING EVENTS

The PAC members received and shared information regarding upcoming events of interest. Rodney Chatman encouraged the PAC members to submit entries for the 2017 Great Place in Florida awards and offered Forward Pinellas staff support to assist in doing so. He also reminded the PAC of the upcoming Forward Pinellas Technology Forum.
| 7. ADJOURNMENT | The meeting was adjourned at 2:43 p.m. |

Respectfully Submitted,

________________________________________________________________________
PAC Chairman                             Date
## CALL TO ORDER AND INTRODUCTIONS

The meeting was called to order at 1:36 p.m.

## MINUTES OF REGULAR PAC MEETING OF SEPTEMBER 5, 2017

Motion: Dean Neal  
Second: Marshall Touchton  

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## REVIEW OF FORWARD PINELLAS AGENDA FOR OCTOBER 11, 2017 MEETING

### PUBLIC HEARINGS

**Subthreshold Countywide Plan Map Amendments**  
None

**Regular Countywide Plan Map Amendments**  
None

### Regular Agenda Items

#### A. CPA Actions and Tier I Countywide Plan Map Amendments September 2017

None required; informational item only

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## PLANNING TOPICS OF INTEREST

### A. Knowledge Exchange Series – Finding the Missing Middle

Brett Burks of Forward Pinellas presented the next topic in The Knowledge Exchange Series. He defined the *Missing Middle*, chronicled its history and cited statistics relating to the Tampa Bay Area and Pinellas County. Some case studies were presented from around the nation and locally. Tips and tools were reviewed to enable this type of development in our area. The PAC members with experience in this area detailed their successes and challenges.

Rodney Chatman pointed out that Forward Pinellas would be considering possible amendments to the Countywide Rules that would help facilitate this type of development locally.

This was followed by active discussion among the PAC members.

### B. Generational Preferences in Planning by AARP

Laura Cantwell, AARP Florida Associate State Director, presented information on the Safe Mobility for Life Coalition survey results. She discussed trends and approaches to meet demands for aging in place. She mentioned some of our local governments are already actively participating with others nationwide in Age-Friendly Communities, an initiative to encourage cities to incorporate age-friendly planning into their comprehensive plans and other activities.
5. **OTHER PAC BUSINESS/PAC DISCUSSION AND UPCOMING AGENDA**

<table>
<thead>
<tr>
<th>A. Pinellas SPOTlight Emphasis Areas Update</th>
<th>Rodney Chatman stated that the Transportation Technology Forum hosted by Forward Pinellas last week was well attended. Presentations were made by HART, PSTA, FDOT, sky Tran, and Echelon on new technologies in transportation that may provide viable options for our area in the future. Overall, the forum was a successful part of our SPOTlight initiatives. He also mentioned that the SR 60 Multimodal Implementation Plan is nearing completion and will likely be presented to the PAC next month.</th>
</tr>
</thead>
<tbody>
<tr>
<td>B. Planning &amp; Place-Making Grant Pilot Program</td>
<td>Rodney Chatman advised the PAC that the PPC has set aside 50K in local planning funds in FY18 to provide local assistance in the form of a grant. The purpose, guidelines, criteria, timeframes and deadlines were reviewed. He explained that this was a pilot program which was contingent on availability of funding to continue in future years.</td>
</tr>
</tbody>
</table>

6. **UPCOMING EVENTS**

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

7. **ADJOURNMENT**

The meeting was adjourned at 2:50 p.m.

Respectfully Submitted,

| PAC Chairman | Date |
SUMMARY

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

  The BPAC currently has one opening for the beach communities.

- **Local Coordinating Board (LCB)**

  The LCB currently has three openings. An opening for a Citizen Representative, Department of Children and Families, and an opening for Transportation Provider for Profit.

ATTACHMENT(S):

- [BPAC Membership Listing](#)
- [LCB Membership Listing](#)

**ACTION:** None required; informational item only
<table>
<thead>
<tr>
<th>Date</th>
<th>Time</th>
<th>Event Name</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Friday, September 22</td>
<td>12:00 p.m.</td>
<td>Citizens Transportation Academy Regional Transportation Roles and Responsibilities</td>
<td>Online Webinar (or attend at FDOT) 11201 McKinley Drive, Tampa, FL 33612</td>
</tr>
<tr>
<td>Monday, September 25</td>
<td>6:30 p.m. – 8:30 p.m.</td>
<td>Downtown/East Tampa Community Working Group - Meeting #2</td>
<td>Barrymore Hotel (near Straz) 111 Fortune St., Tampa, FL 33602</td>
</tr>
<tr>
<td>Thursday, October 5</td>
<td>5:30 p.m. – 7:30 p.m.</td>
<td>Westshore/West Tampa/South Tampa Community Working Group - Meeting #2</td>
<td>Centre Club, 8th Floor 123 S. Westshore Blvd, Tampa, FL 33609</td>
</tr>
<tr>
<td>Friday, October 6</td>
<td>12:00 p.m.</td>
<td>Citizens Transportation Academy Metropolitan Planning Process</td>
<td>Online Webinar (or attend at FDOT) 11201 McKinley Drive, Tampa, FL 33612</td>
</tr>
<tr>
<td>Monday, October 9</td>
<td>4:00 p.m. – 7:00 p.m.</td>
<td>Tampa Interstate Study, SEIS Public Workshop - Westshore</td>
<td>Marriott Westshore 1001 N. Westshore Blvd., Tampa, FL 33607</td>
</tr>
<tr>
<td>Tuesday, October 10</td>
<td>4:00 p.m. – 7:00 p.m.</td>
<td>Tampa Interstate Study, SEIS Public Workshop - Downtown Tampa</td>
<td>Hilton Downtown Tampa 211 N. Tampa Street, Tampa, FL 33602</td>
</tr>
<tr>
<td>Friday, October 13</td>
<td>12:00 p.m.</td>
<td>Citizens Transportation Academy Introduction to Transportation Project Development</td>
<td>Online Webinar (or attend at FDOT) 11201 McKinley Drive, Tampa, FL 33612</td>
</tr>
<tr>
<td>Friday, October 20</td>
<td>12:00 p.m.</td>
<td>Citizens Transportation Academy Introduction to Transit: Transit Modes and How They Work</td>
<td>Online Webinar (or attend at FDOT) 11201 McKinley Drive, Tampa, FL 33612</td>
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<tr>
<td>Friday, October 27</td>
<td>12:00 p.m.</td>
<td>Citizens Transportation Academy How Transportation Projects are Funded</td>
<td>Online Webinar (or attend at FDOT) 11201 McKinley Drive, Tampa, FL 33612</td>
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<tr>
<td>Thursday, November 2</td>
<td>12:00 p.m.</td>
<td>Citizens Transportation Academy Congestion Management Strategies</td>
<td>Online Webinar (or attend at FDOT) 11201 McKinley Drive, Tampa, FL 33612</td>
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<tr>
<td>Tuesday, November 14</td>
<td>5:30 p.m. – 7:30 p.m.</td>
<td>Howard Frankland Bridge Public Hearing</td>
<td>Tampa Marriott Westshore 1001 N. Westshore Blvd., Tampa, FL 33607</td>
</tr>
<tr>
<td>Thursday, November 16</td>
<td>5:30 p.m. – 7:30 p.m.</td>
<td>Howard Frankland Bridge Public Hearing</td>
<td>Hilton-St. Pete Carillon Park 950 Lake Carillon Dr., St. Petersburg, FL 33716</td>
</tr>
</tbody>
</table>

To attend the Citizens Transportation Academy online webinars, visit TampaBayNext.com/CitizensTransportationAcademy or attend at The Florida Department of Transportation, 11201 N. McKinley Drive, Tampa, FL 33612. Please note that recorded versions of the webinars will be available online the afternoon of each session.

The second round of Community Working Groups are being scheduled for Pinellas, Pasco/Hernando, North and West Hillsborough County, and East and South Hillsborough/Polk Counties. An update will be provided immediately as dates, times and locations are confirmed.

For more information, please call (813) 975-NEXT or email us at TampaBayNext@dot.state.fl.us.

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 to participate in this informational meeting, or persons who require translation services (free of charge) are asked to notify the agency at least seven (7) days prior to the meeting by contacting: Christopher Speese, Public Involvement Coordinator, at Christopher.Speese@dot.state.fl.us, 1 (800) 226-7220 or (813) 975-6405. The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. §327 and a Memorandum of Understanding dated December 14, 2016 and executed by the Federal Highway Administration and FDOT. If you are hearing or speech impaired, please contact the agency using the Florida Relay Service, 1 (800) 955-8771 (TDD) or 1 (800) 955-8770 (Voice). Comuníquese con nosotros: Nos importa mucho la opinión del público sobre el proyecto. Si tiene preguntas o comentarios, o simplemente desea más información, por favor comuníquese con nosotros. Nuestra representante en español es: Lilliam Escalera, (813) 975-6445, Lilliam.Escalera@dot.state.fl.us.