A. Meeting Called to Order and Roll Call.
   Invocation and Pledge to the Flag of the United States of America.

B. Approval of Agenda with Additions and Deletions.

C. Awards and Presentations
   1. St. Pete's Promise
   2. “Heart Month” Proclamation for American Heart Association
   3. “SPCHS National Blue Ribbon Day” Proclamation

D. Intergovernmental Reports
   1. Land Use & Transportation
      (a) Forward Pinellas
      (b) Tampa Bay Transportation Management Area (TBTMA)
      (c) MPO Action Committee
      (d) PSTA
      (e) Tampa Bay Area Regional Transportation Authority (TBARTA)
   2. Homeless Leadership Board
   3. Public Arts Commission
   4. Tampa Bay Regional Planning Council

E. Appointments
   1. Confirming four appointments to the South St. Petersburg CRA Citizen Advisory Committee

F. Adjournment
January 29, 2018

TO: The Honorable Members of City Council

SUBJECT: “Heart Month” Proclamation for American Heart Association

PRESENTER: Mayor, Dep Mayor, or City Administrator

SCHEDULE FOR COUNCIL ON:

   Agenda of FEBRUARY 8, 2018

Rick Kriseman
Mayor
Feb 1, 2018

TO: The Honorable Members of City Council

SUBJECT: “SPCHS National Blue Ribbon Day” Proclamation

PRESENTER: Mayor, Dep Mayor, or City Administrator

SCHEDULE FOR COUNCIL ON:

Agenda of FEBRUARY 8, 2018

Rick Kriseman
Mayor
DISCUSSION

- Overview and progress
- Step three results
- Technical recommendation for plan and catalyst
- TMA input
OBJECTIVE

Collect TMA Leadership Group input on the plan and catalyst draft recommendation before continuing public outreach.
SCHEDULE

- TBARTA Board Meeting
  January 26, 2018

- Community vetting of Draft Plan
  Spring/Summer ’18

- Incorporate public comment to finalize Plan
  Summer/Fall ’18
PUBLIC INVOLVEMENT SCHEDULE

YEAR 2

PUBLIC INVOLVEMENT

<table>
<thead>
<tr>
<th>January</th>
<th>February</th>
<th>March</th>
<th>April</th>
<th>May</th>
<th>June</th>
<th>July</th>
<th>August</th>
<th>September</th>
</tr>
</thead>
<tbody>
<tr>
<td>Website*</td>
<td>Unveil revised website</td>
<td>Begin weekly “Outreach Tracker”</td>
<td>Announce results</td>
<td>Update or progress</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Social Media*</td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Online Surveys*</td>
<td>Unveil interactive game</td>
<td>Train Speakers Bureau Teams</td>
<td>Conduct vote survey</td>
<td>Request input on Final Plan</td>
<td>Hand-off plan</td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Speakers Bureau*</td>
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</tr>
<tr>
<td>Street Team Outreach*</td>
<td>Train Street Outreach Teams</td>
<td></td>
<td>Create Community Portraits</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Regional Transit Forums*</td>
<td></td>
<td>Media outreach</td>
<td>Announce/60-day Draft Plan</td>
<td>Request input on Final Plan</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

COMMITTEE/BOARD UPDATES

| HART Board* | | | | | | | | |
| TMA Leadership Group* | | | | | | | | |
| TBARTA Board* | TMA input on Draft Plan | Outreach update | Refinements to Draft Plan based on public input | Updates on Final Plan + public comments | | | | |
| Partner Agency Boards* | | | | | | | | |
| Other Stakeholders | | | | | | | | |

Draft – subject to change

* Public comment opportunity
GET INVOLVED

WWW.TBREGIONALTRANSIT.COM

WATCH OUR VIDEO:
TRANSIT MODES

This video highlights the transit modes being considered for the Regional Transit Feasibility Plan. They include rubber tire, steel wheel, water, air, and autonomous solutions!

Check it out here!
1. What are the projects to be built?

2. How is it funded?

3. Who is responsible for building and maintaining it?
WHY PREMIUM TRANSIT

As our region grows, we need a modern multimodal transportation system that provides mobility choices.
PLAN PURPOSE

Define and validate a **regional transit vision** that serves Tampa Bay today while supporting tomorrow’s growth.
PLAN PURPOSE
Identify a **catalyst** to begin building the vision with a project that has the **greatest potential** to be built (compete for state and federal grants) and
PLAN PURPOSE

Identify a catalyst project that is forward thinking and makes the best use of existing and emerging technology.
THE PLAN IS NOT

- Another study for the shelf
- A Long Range Transportation Plan
- A Transit Development Plan
- A replacement for these efforts
THE CATALYST

× DOES NOT replace future transit project needs
× IS NOT the only transit recommendation for Tampa Bay
√ DOES support the growth of a future transit system
Number of Projects Over the Past 30+ Years in Tampa Bay
GOAL: DRAFT IMPLEMENTATION PLAN

1A Identify the steps needed to build each project in the Regional Transit Vision

1B Provide the information needed to determine the catalyst project
STEP 1: WHERE ARE THE TOP PERFORMING CONNECTIONS?
REGIONAL TRANSIT VISION

The top performers and critical regional connections would serve the following within ½ mile of each connection by 2040.

- Serves approx. 6 in 10 jobs (2040)
- Serves approx. 5 in 10 residents (2040)
- Serves approx. 2,100 jobs per mile (2040)
- Serves approx. 3,000 residents per mile (2040)
- Serves approx. 6 in 10 residents without cars (2040)

Vision - Step 1 Results

Source: Data from various sources, including regional transportation agencies and planners. Map created using GIS software and data provided by local government entities.
VISION: STEPS NEEDED TO BUILD EACH

PLANNING
- Travel Market Evaluation
- Defined Connection
- Public Input
- In LRTP Needs Plan

PROJECT DEVELOPMENT
- Environment, Engineering, and Design
- Public Hearing
- Competitive for Federal/State Funds
- In LRTP Cost Feasible Plan

DECISIONS:
- Technical/Analysis
- Public Outreach
- Policy/Funding

FEASIBILITY
- Feasibility Study
- Environmental Fatal Flaws
- Public Consensus
- Funding Strategy

EXPRESS (TRIGGER)

LOCAL FUNDING IN PLACE
- State Grant(s)
- Federal Grant(s)

Critical Connection: Downtown Tampa to Brooksville

WHERE IS THE CONNECTION?
- Generally follows the CSX Rail Line between Downtown Tampa and Brooksville
- 3 Counties Served
- 46.0 Miles
- 2 Activity Centers Served

ABOUT THE CONNECTION

DOES IT MEET THE FTA MEDIUM RATING?
- Jobs: Number of jobs along the corridor
  - Meets threshold by 2030
  - 70K JOBS
- Residents: Number of residents per square mile around station areas
  - Meets threshold by 2030
  - 5,760 People per mi²

Visit www.TBRegionalTransit.com
VISION: STEPS NEEDED TO BUILD EACH PROJECT ROUTE MAP

PLANNING
- Travel Market Evaluation
- Defined Connection
- Public Input
- In LRTP Needs Plan

PROJECT DEVELOPMENT
- Environment, Engineering, and Design
- Public Hearing
- Competitive for Federal/State Funds
- In LRTP Cost Feasible Plan

DECISIONS:
- TECHNICAL/ANALYSIS
- PUBLIC OUTREACH
- POLICY/FUNDING

FEASIBILITY
- Feasibility Study
- Environmental Fatal Flaws
- Public Consensus
- Funding Strategy

FUNDING
- Local Funding in Place
- State Grant(s)
- Federal Grant(s)
VISION: STEPS NEEDED TO BUILD EACH

ABOUT THE PROJECT

WHERE IS THE CONNECTION?

ABOUT THE CONNECTION

Generally follows the CSX Rail Line between Downtown Tampa and Brooksville

- 3 COUNTIES SERVED
- 46.0 MILES
- 2 ACTIVITY CENTERS SERVED

DOES IT MEET THE FTA MEDIUM RATING?

<table>
<thead>
<tr>
<th>JOBS</th>
<th>Number of jobs along the corridor</th>
</tr>
</thead>
<tbody>
<tr>
<td>TODAY</td>
<td>70K JOBS</td>
</tr>
<tr>
<td></td>
<td>Meets threshold by 2030</td>
</tr>
<tr>
<td></td>
<td>FTA Medium Rating</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>RESIDENTS</th>
<th>Number of residents per square mile around station areas</th>
</tr>
</thead>
<tbody>
<tr>
<td>TODAY</td>
<td>5,760 PEOPLE PER MI</td>
</tr>
<tr>
<td></td>
<td>Meets threshold by 2030</td>
</tr>
<tr>
<td></td>
<td>FTA Medium Rating</td>
</tr>
</tbody>
</table>
VISION: STEPS NEEDED TO BUILD EACH

Total projects =
Planning efforts =
Feasibility efforts =
Projects advanced by Plan =
STEP 1: WHERE ARE THE TOP PERFORMING CONNECTIONS?

STEP 2: WHAT ARE THE BEST PROJECTS?
CHOOSING MODES

Understanding the travel needs of riders along and near each of the top connections illustrates which modes best serve that need.

Ferry and Aerial Propelled Transit

Steel Wheel or Rail Transit

Rubber Tire Rapid Transit
EMERGING AUTONOMOUS SOLUTIONS

TRANSIT MODES
STEP 2 RESULTS: TOP PERFORMING PROJECTS

- Projects that have the greatest potential to be funded (compete for state and federal grants)
- Projects that are the most forward thinking and make the best use of today’s technology
- Projects that best serve our region today while supporting tomorrow’s growth

(I-275) Wesley Chapel, USF, Tampa, Gateway, St. Petersburg

(CSX North) Downtown Tampa to USF
STEP 1:
WHERE ARE THE TOP PERFORMING CONNECTIONS?

STEP 2:
WHAT ARE THE BEST PROJECTS?

STEP 3:
HOW AND WHEN ARE PROJECTS BUILT?

January 19, 2018
STEP 3 RESULTS
STEP 3: EVALUATION

2017 LAND USE
- Employment
- Population density

2017 MOBILITY
- New riders
- Annual ridership

2017 ENVIRONMENTAL BENEFITS

2017 COST EFFECTIVENESS
STEP 3: EVALUATION RESULTS

2017 LAND USE:
Total employees within ½ mile of corridor
(Per FTA guidance)

<table>
<thead>
<tr>
<th>Corridor</th>
<th>Miles Long</th>
<th>Employees</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-275</td>
<td>41</td>
<td>83.5K</td>
</tr>
<tr>
<td>CSX</td>
<td>9</td>
<td>42.3K</td>
</tr>
</tbody>
</table>

20K 40K 60K 80K 100K
**STEP 3: EVALUATION RESULTS**

2017 LAND USE:
Station area population density
(persons/sq mi)

<table>
<thead>
<tr>
<th>Line</th>
<th>Length</th>
<th>Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-275</td>
<td>41 miles</td>
<td>4.5K</td>
</tr>
<tr>
<td>CSX</td>
<td>9 miles</td>
<td>6K</td>
</tr>
</tbody>
</table>
STEP 3: EVALUATION RESULTS

TRAVEL TIME

Assumes service arrive every 15 minutes during peak commuter periods

I-275
(41 miles)
Median stations
I-275 from Wesley Chapel to St. Petersburg

CSX
(9 miles)
CSX from USF to Tampa

<table>
<thead>
<tr>
<th>Mode</th>
<th>Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rubber Tire</td>
<td>15 mins</td>
</tr>
<tr>
<td>Urban Rail</td>
<td>15 mins</td>
</tr>
<tr>
<td>Commuter Rail</td>
<td>20 mins</td>
</tr>
</tbody>
</table>

15min 30min 45min 60min 75min
STEP 3: EVALUATION RESULTS

2017 NEW RIDERS DAILY
Using FTA STOPS model by mode

- I-275 (41 miles):
  - Rubber Tire: 4.5K
  - Urban Rail: 8.6K
- CSX (9 miles):
  - Rubber Tire: 2.1K
  - Urban Rail: 4.9K
  - Commuter Rail: 3.1K
EMISSION COSTS SAVED

Annual emissions & greenhouse gas based on VMT reductions (Source: FTA STOPS model)

<table>
<thead>
<tr>
<th>Location</th>
<th>Rubber Tire</th>
<th>Urban Rail</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-275</td>
<td>$680K</td>
<td>$910K</td>
</tr>
<tr>
<td>CSX</td>
<td>$140K</td>
<td>$330K</td>
</tr>
<tr>
<td></td>
<td>$210K</td>
<td></td>
</tr>
</tbody>
</table>

Total costs:
- $200K
- $400K
- $600K
- $800K
- $1M
STEP 3: EVALUATION RESULTS

COSTS OF CRASHES SAVED

Annual cost of accidents based on VMT reductions (Source: FTA STOPS model)

- I-275 (41 miles)
  - Rubber Tires: $3.4M
  - Urban Rail: $4.6M

- CSX (9 miles)
  - Rubber Tires: $740K
  - Urban Rail: $1.6M
  - Commuter Rail: $1M

$1M $2M $3M $4M $5M
2017 ANNUAL RIDERSHIP

Using FTA STOPS model by mode
(Source: FTA STOPS model, weighted per FTA guidance)

<table>
<thead>
<tr>
<th>Mode</th>
<th>Ridership</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-275</td>
<td>3.6M</td>
</tr>
<tr>
<td>(41 miles)</td>
<td></td>
</tr>
<tr>
<td>CSX</td>
<td>2.2M</td>
</tr>
<tr>
<td>(9 miles)</td>
<td></td>
</tr>
<tr>
<td>RUBBERTIRE</td>
<td>5.6M</td>
</tr>
<tr>
<td>URBAN RAIL</td>
<td>3.3M</td>
</tr>
<tr>
<td>RUBBERTIRE</td>
<td>1.9M</td>
</tr>
<tr>
<td>COMMUTER RAIL</td>
<td></td>
</tr>
</tbody>
</table>
STEP 3: EVALUATION RESULTS

2017 TOTAL PROJECT COST
Assumes current year dollars with contingencies

I-275
(41 miles)

$2.3B - $2.9B

$3.9B - $5.1B

CSX
(9 miles)

$340M - $420M

$800M - $1B

$520M - $650M

$1B $2B $3B $4B $5B

RUBBER TIRE
URBAN RAIL
RUBBER TIRE
URBAN RAIL
COMMUTER RAIL

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STEP 3: EVALUATION RESULTS

2017 COST PER TRIP
Using FTA STOPS model by mode

- **I-275**
  - Rubber Tire: $45
  - Urban Rail: $51

- **CSX**
  - Rubber Tire: $11
  - Urban Rail: $17
  - Commuter Rail: $21

Cost range: $10 to $50
### COMPETITIVE FOR FEDERAL/STATE FUNDING

<table>
<thead>
<tr>
<th></th>
<th>I-275 RUBBER TIRE</th>
<th>I-275 URBAN RAIL</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>EMPLOYMENT AND POPULATION DENSITIES</strong></td>
<td>✅</td>
<td>✅</td>
</tr>
<tr>
<td><strong>COST EFFECTIVENESS, COST PER TRIP</strong></td>
<td>❌</td>
<td>❌</td>
</tr>
<tr>
<td><strong>MOBILITY</strong></td>
<td>❌</td>
<td>✅</td>
</tr>
<tr>
<td><strong>NEW RIDERS, IMPACT ON CONGESTION</strong></td>
<td>✅</td>
<td>✅</td>
</tr>
<tr>
<td><strong>ENVIRONMENTAL BENEFITS, ROI</strong></td>
<td>✅</td>
<td>✅</td>
</tr>
<tr>
<td><strong>TOD POLICIES</strong></td>
<td>✅</td>
<td>✅</td>
</tr>
<tr>
<td></td>
<td>CSX RUBBER TIRE</td>
<td>CSX URBAN RAIL</td>
</tr>
<tr>
<td>--------------------------------</td>
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<td>---------------</td>
</tr>
<tr>
<td>EMPLOYMENT AND POPULATION DENSITIES</td>
<td>✔️</td>
<td>✔️</td>
</tr>
<tr>
<td>COST EFFECTIVENESS, COST PER TRIP</td>
<td>×</td>
<td>×</td>
</tr>
<tr>
<td>MOBILITY</td>
<td>×</td>
<td>×</td>
</tr>
<tr>
<td>NEW RIDERS, IMPACT ON CONGESTION</td>
<td>×</td>
<td>✔️</td>
</tr>
<tr>
<td>ENVIRONMENTAL BENEFITS, ROI</td>
<td>✔️</td>
<td>✔️</td>
</tr>
<tr>
<td>TOD POLICIES</td>
<td>✔️</td>
<td>✔️</td>
</tr>
</tbody>
</table>
VALUE ENGINEERING
**VALUE ENGINEERING: PROJECT COSTS**

- Transit improvements within interstate
  - Requires transit project to shoulder burden of costs for structure, fill, noise walls, and other elements
  - Requires right-of-way if in median

- CSX costs include use/purchase of right-of-way and cost to "double track" entire corridor
How much capital investment does the ridership support?

COST PER TRIP = Annual capital + operations
Annual ridership
<table>
<thead>
<tr>
<th>Project Type</th>
<th>Competitive Capital Investment</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-275 RUBBER TIRE</td>
<td>~ $520M</td>
</tr>
<tr>
<td>I-275 URBAN RAIL</td>
<td>~ $740M</td>
</tr>
<tr>
<td>CSX RUBBER TIRE</td>
<td>~ $390M</td>
</tr>
<tr>
<td>CSX URBAN RAIL</td>
<td>~ $550M</td>
</tr>
<tr>
<td>CSX COMMUTER RAIL</td>
<td>~ $105M</td>
</tr>
</tbody>
</table>
## Opportunity to Reduce Costs

<table>
<thead>
<tr>
<th>Opportunity</th>
<th>How/Why</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-275 Rubber Tire</td>
<td>Yes, use existing roadway assets</td>
</tr>
<tr>
<td>I-275 Urban Rail</td>
<td>No, width of rail requires right-of-way and new structures</td>
</tr>
<tr>
<td>CSX Rubber Tire</td>
<td>No, requires additional right-of-way to co-operate with freight or removal of freight rail</td>
</tr>
<tr>
<td>CSX Urban Rail</td>
<td>Yes, use existing freight rail assets</td>
</tr>
<tr>
<td>CSX Commuter Rail</td>
<td>No, already assumed to use existing freight rail assets</td>
</tr>
</tbody>
</table>
CONCEPTS
PROJECT CONCEPT: I-275 RUBBER TIRE

- Combination of shoulder running and median running transit lane, as well as mixed operations
- **NO RIGHT-OF-WAY NEEDED** (with the exception of stations)
- 21 total stations
- 80-95 minutes to travel from Wesley Chapel to St. Petersburg (assumes street level stations)
PROJECT CONCEPT: I-275 RUBBER TIRE

ST PETERSBURG TO GREATER GATEWAY

Stations:
- 4th Street
- 8th Street
- Tropicana Field
- 27th Ave
- 62nd Ave
- Gateway
- Carillon

Dedicated transit lane on shoulder

Connect with PSTA Central Avenue BRT and use same lane

VALUE ENGINEERING
PROJECT CONCEPT: I-275 RUBBER TIRE
HOWARD FRANKLAND BRIDGE

Use planned improvement for bridge, significant transit project cost reduction
PROJECT CONCEPT: I-275 RUBBER TIRE
AIRPORT AND WESTSHORE

Direct connection to airport using planned SR 60 improvements

Connect to Westshore Intermodal Center

VALUE ENGINEERING

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PROJECT CONCEPT: I-275 RUBBER TIRE
WESTSHORE TO TAMPA

Elevated Stations:
- Westshore
- Howard - Armenia

Street Level Stations:
- Himes
- North Blvd.
- Tampa

Use preserved transit corridor for median running dedicated transit lane
Opportunity to make Floribraska a transit only access point to interstate

Connects with and could share a dedicated lane with City of Tampa Streetcar Extension

Dedicate a transit lane on Tampa and Florida
PROJECT CONCEPT: I-275 RUBBER TIRE
TAMPA TO WESLEY CHAPEL

Dedicated transit lane on shoulder

Connects with Vision 54/56

Opportunity to continue dedicated transit lane on Tampa and Florida
PROJECT CONCEPT: I-275 RUBBER TIRE
TAMPA TO WESLEY CHAPEL

Stations:
- Tampa
- Floribraska
- MLK
- Hillsborough
- Waters
- Fowler
- Bearss
- SR 54/56
- SR 54
**PROJECT CONCEPT: I-275 RUBBER TIRE**

**SHOULDER RUNNING DEDICATED TRANSIT LANE**

Serves Three Counties

<table>
<thead>
<tr>
<th>Description</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-275 END TO END MEDIAN RUNNING RUBBER TIRE</td>
<td>$2.3B - $2.9B</td>
</tr>
<tr>
<td>I-275 SHOULDER RUNNING CONCEPT</td>
<td>$1.3B - $1.6B</td>
</tr>
<tr>
<td>I-275 SHOULDER RUNNING CONCEPT INTEGRATED WITH FUTURE INTERSTATE MODERNIZATION PLANS</td>
<td>$380M - $455M</td>
</tr>
</tbody>
</table>
PROJECT CONCEPT: I-275 RUBBER TIRE

ANNUAL COST BREAKDOWN

FEDERAL CAPITAL
(FTA Capital Investment Grant Program)
$5.7M-$7.1M
50%

STATE CAPITAL
(match of local share)
$2.9M-$3.5M
25%

LOCAL CAPITAL
$2.9M-$3.5M
25%

LOCAL OPERATING
$7M

TOTAL ANNUAL COST FOR THREE COUNTIES
$9.9M-$10.5M
PROJECT CONCEPT: CSX URBAN RAIL

Electric or Diesel Multiple Unit

Stations:
- Tampa
- 21st Street
- MLK
- Hillsborough
- Waters
- Fowler

Germany (Courtesy of Bombardier)

New Jersey (upload.wikimedia.org/wikipedia/commons/s/a/CRrl_line.jpg)

Texas (By Michael Barera, CCBY-SA 4.0, https://commons.wikimedia.org)
### Diesel Multiple Unit

Uses existing freight rail corridor

<table>
<thead>
<tr>
<th></th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Double Tracked Urban Rail</td>
<td>$800M - $1B</td>
</tr>
<tr>
<td>DMU Single Track with Sidings</td>
<td>$490M - $620M</td>
</tr>
</tbody>
</table>

Germany (Courtesy of Bombardier)

France ([www.rail-pictures.com](http://www.rail-pictures.com))

Texas (By Michael Barera, CCBY-SA 4.0, [https://commons.wikimedia.org](https://commons.wikimedia.org))
PROJECT CONCEPT: CSX URBAN RAIL

ANNUAL COST BREAKDOWN

- **Federal Capital**
  - $7.7M-$9.2M
  - 50%
  - (FTA Capital Investment Grant Program)

- **State Capital**
  - $3.6M-$4.6M
  - 25%
  - (match of local share)

- **Local Capital**
  - $3.6M-$4.6M
  - 25%

- **Local Operating**
  - $12M

- **Total Annual Cost for Hillsborough County**
  - $15.6M-$16.6M
  - 25%
CATALYST
# CATALYST: RECOMMENDATION

<table>
<thead>
<tr>
<th>Feature</th>
<th>I-275 Shoulder Running Rubber Tire</th>
<th>CSX Urban Rail</th>
</tr>
</thead>
<tbody>
<tr>
<td>Competitive for Federal and State Funds</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Cost per Trip</td>
<td>$8-$10</td>
<td>$11-$13</td>
</tr>
<tr>
<td>Total Cost</td>
<td>$380M - $455M</td>
<td>$490M - $620M</td>
</tr>
<tr>
<td>Needs Right-of-Way</td>
<td>No (except for stations)</td>
<td>Yes (CSX Corridor)</td>
</tr>
<tr>
<td>Time to Construct</td>
<td>5 YRS</td>
<td>10 YRS</td>
</tr>
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</table>
CATALYST RECOMMENDATION

GOLD STANDARD ASPIRATIONS

Source: Las Vegas MAX BRT, EricWeber-flickr
CATALYST RECOMMENDATION

LOOKS LIKE A TRAIN

Source: Metz, France METTIS BRT system, Wikipedia user Occitandu34
CATALYST RECOMMENDATION

AS FAST AS A TRAIN

Source: Metz, France METTIS BRT system, Wikipedia user Agora midr
CATALYST RECOMMENDATION

PASSENGER AMENITIES

Source: Mexico City, Institute for Transportation & Development Policy
CATALYST RECOMMENDATION

BYPASSES CONGESTION

ONLY BUS
CATALYST RECOMMENDATION

MUCH LESS COST
CATALYST RECOMMENDATION

INVEST IN STATIONS

Source: Orange Line Minneapolis Lake Station Concept
CATALYST RECOMMENDATION

INVEST IN THE FUTURE

Source: 2GetThere
CATALYST RECOMMENDATION

SUPPORTS AND NEEDS SUPPORT FROM LOCAL SERVICES AND PLANS

- PSTA Central Avenue BRT
- City of Tampa Streetcar Extensions and Modernization
- USF and Westshore Circulators
- Wesley Chapel, USF, Tampa, Westshore, Gateway, and St. Petersburg Intermodal Centers Study
CATALYST RECOMMENDATION

A GREAT START

Source: Rio, TransCarioese BRT, World Resources Institute
Does not replace other future transit project needs

Would benefit from a higher investment in local transit

Supports the development of a Regional Transit Network
Highly visible start to a modern transportation system

Unique opportunity

Feasible and implementable in approximately 5 years
What are the key pieces of information that need to be brought to the public’s attention?

What questions should we ask the public over the next 6 months?
UPCOMING MILESTONES

- January 19 TMA Leadership Group Meeting
- January 26 TBARTA Board Meeting
- February start for Community Vetting of Draft Plan
- Late spring regional forum
- Early fall regional forum
A RESOLUTION OF THE ST. PETERSBURG CITY COUNCIL SUPPORTING THE PRELIMINARY FINDINGS AND RECOMMENDATIONS RELATED TO THE IMPLEMENTATION OF THE REGIONAL TRANSIT FEASIBILITY PLAN AND ITS IDENTIFIED CATALYST PROJECT; SUPPORTING ADMINISTRATION WORKING WITH THE TAMPA BAY AREA REGIONAL TRANSIT AUTHORITY, FORWARD PINELLAS, AND PARTNER AGENCIES TO INCORPORATE THE REPORT’S FINDINGS IN ALL APPLICABLE TRANSIT PLANS, THE LONG RANGE TRANSPORTATION PLAN, AND THE FLORIDA DEPARTMENT OF TRANSPORTATION’S TAMPA BAY NEXT PROGRAM IN ORDER TO IMPLEMENT THE RECOMMENDATIONS IF THEY HAVE COMMUNITY SUPPORT AND A LOCAL FUNDING PLAN; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the Hillsborough Area Regional Transit Authority is administering the development of a Tampa Bay Regional Transit Feasibility Plan (“Plan”) on behalf of the Florida Department of Transportation (“FDOT”); and

WHEREAS, the Plan began with a review of the more than 55 transportation plans and studies already completed by Tampa Bay area agencies over the past 30 years and seeks to determine the strongest corridors for regional transit options in order to advance potential projects toward implementation; and

WHEREAS, after considerable technical analysis and outreach, the Plan recommends a regional vision for premium transit and indicates that an initial catalyst project and top-performing corridor is generally along I-275 for approximately forty miles, from Downtown St. Petersburg to Gateway to Tampa and Wesley Chapel; and

WHEREAS, the top-performing corridor is projected to serve 6 in 10 jobs, 5 in 10 residents, and 6 in 10 residents without cars in the year 2040; and

WHEREAS, the utilization of bus rapid transit (“BRT”) or rubber tire technology to implement premium transit service primarily in or along express lanes in the top-performing corridor has developed as the catalyst project most likely to be successful due to its cost effectiveness and likelihood to receive federal transit funding for both capital and operating expenses; and

WHEREAS, the FDOT is developing an interstate modernization plan for I-275 in which express lanes and BRT-supportive infrastructure could be implemented if support for such facilities is indicated by the Tampa Bay area’s Metropolitan Planning Organizations, such as Forward Pinellas, through adoption of the FDOT’s proposed projects including express lanes and
other dedicated BRT-supportive infrastructure in each county's Long Range Transportation Plan; and

WHEREAS, the St. Petersburg City Council has previously indicated support for BRT transit service in St. Petersburg through the Central Avenue Corridor Bus Rapid Transit project, which, when implemented in advance of the Plan's catalyst project, will act as a model for premium transit in the Tampa Bay region; and

WHEREAS, the St. Petersburg City Council and Administration have previously expressed support for the FDOT to implement lane continuity and managed toll (express) lane projects on I-275 within St. Petersburg and continue to support these improvements; and

WHEREAS, a series of transit routes that serve all areas of St. Petersburg have been identified as critical connections, commuter services, and local transit services on the Plan and are needed to support the catalyst project and will benefit from the catalyst project; and

WHEREAS, Forward Pinellas is studying the feasibility of express bus service along the US 19 corridor in St. Petersburg and the rest of Pinellas County; and

WHEREAS, the FDOT is studying locations for six intermodal centers along the I-275 corridor, including centers in downtown St. Petersburg and the Gateway area, that will be essential for serving the two largest employment centers in Pinellas County; and

WHEREAS, the next phase of the Plan is an extensive community vetting process and regional forums in the late spring and early fall of 2018; and

WHEREAS, the counties that benefit from the proposed catalyst project will need to develop and agree upon a local funding plan to provide matching funds for state and federal funding sources for the purpose of constructing, maintaining, and operating the system.

NOW THEREFORE BE IT RESOLVED by the City Council of the City of St. Petersburg that City Council supports the preliminary findings and recommendations related to the implementation of the Regional Transit Feasibility Plan and its identified catalyst project.

BE IT FURTHER RESOLVED that City Council supports Administration working with the Tampa Bay Area Regional Transit Authority, Forward Pinellas, and partner agencies to incorporate the report's findings in all applicable transit plans, the Long Range Transportation Plan, and the Florida Department of Transportation's Tampa Bay Next program in order to implement the recommendations if they have community support and a local funding plan.

This Resolution shall become effective immediately upon its adoption.

Approvals:

Legal: [Signature]  Administration: [Signature]

00359568
The board of Forward Pinellas (FP), Pinellas County’s Metropolitan Planning Organization (MPO) and Planning Council, discussed several agenda items at their meeting on January 10, 2018 that are of particular importance to the City of St. Petersburg. A summary of the discussion of these items is provided below. Please take note of the information in Item 7E regarding rectangular rapid flashing beacons and bike share legislation.

5. CONSENT AGENDA
The board approved the Consent Agenda, which included December meeting minutes and an adjustment to the Future Land Use Map for a property located at 10900 Roosevelt Boulevard in St. Petersburg.

7. PRESENTATIONS AND/OR ACTION ITEMS
7A. MPO Regional Coordination Structure Research and Best Practices Project Study
Ray Chiaramonte, the TBARTA Executive Director, provided an overview of the MPO Regional Coordination Structure Research and Best Practices Project Study. It is a three-phase study that began in May 2017 with a workshop and is scheduled for completion in December 2018. The study could lead to a recommendation to revise the structure of the metropolitan planning organizations (MPOs) in the Tampa Bay region, which currently has a large number of single county or two-county MPOs rather than a single MPO that covers a larger geographic area like MetroPlan in Orlando, but ultimately any changes in MPO
board composition or geographic areas are up to each respective MPO Board to decide and reach agreement with the Governor.

Mr. Chiaramonte said they are in Phase I and are studying the structure of the existing MPOs are and trying to define what regionalism means for the Tampa Bay region. In Phase II, which is scheduled to begin in February and end in April, they will identify relevant peer regions and MPOs and develop case studies. A second collaborative lab is tentatively scheduled for May 18, 2018, at the start of Phase III, to present and review the results of Phases I and II and build consensus around a viable option for a regional coordination framework and implementation procedures. A third workshop will be held in September 2018 to follow on implementation oriented issues and concerns for preferred alternatives.

Council Member Darden Rice asked about the final decision making process, and how it will all work with the three MPOs and the Governor. Mr. Chiaramonte responded that depending on the reactions from stakeholder meetings there could be proposals for merging the MPOs or simply better coordination within the existing structure. Whit Blanton, the Forward Pinellas Executive Director, clarified that there could be a range of recommendations for the MPOs to vote on or choose from. He said that many examples of regional planning bodies across the country exist because of state enabling statute, which might not currently exist in Florida. Mayor Sandra Bradbury asked what the future of the PPC would look like. Mr. Blanton replied that they will need to look at the statutory authority for the PPC, and that we could have a Pinellas County staff and then an oversight MPO agency. He noted that there are many good models in the United States.

7B. PSTA Activities Report
Council Member Bill Jonson said the next PSTA Board meeting will be on January 31. PSTA Board members would be traveling to Tallahassee the week of January 15 to discuss legislative priorities. An integrated application is a priority for PSTA. PSTA is working on an on-demand service for paratransit users through the Sandbox grant program, which would have real time features rather than scheduling.

Commissioner Ken Welch asked for information on the Central Avenue Bus Rapid Transit project. He expressed a concern about a reduction in the number of through lanes. Cassandra Borchers from PSTA staff said that the left through lane will become a Business Access Transit lane and will have little to no impact on traffic flow for motor vehicles. She said some parking spaces will have to be removed, particularly at the intersection that will have stations. Commissioner Welch reiterated his concerned about losing a through lane. Ms. Borchers said that the neighborhoods have expressed more concern about losing parking than a through lane. Mr. Blanton said that this is a great corridor for this project, because it has one-way streets, few traffic signals, and excess capacity. Council Member Rice said that the City had to dedicate a lane to the service early in the process under FTA requirements for Small Starts projects. Commissioner Welch said he was also concerned about potential impacts to bike lanes.
7C. Clearwater Beach Transit Projects
Whit Blanton said that the Gulf to Bay Boulevard corridor has heavy pedestrian and transit activity and many people trying to get through the corridor. He introduced Cassandra Borchers of PSTA staff and Paul Bertels from the City of Clearwater to speak about projects in Clearwater. Ms. Borchers discussed the status of several beach-related projects, including the spring break park and ride service from February 19 to April 29, proposed Clearwater Beach to TIA express service (PSTA is requesting $2.2 million annually from the Florida Legislature), Clearwater Beach Transit Center (opens in February), Memorial Causeway Bridge Bus Way (FDOT is conducting a design study) and Clearwater Intermodal Center (design contract awarded later this year). Mr. Bertels discussed plans to update the Clearwater Beach Roundabout.

7D. Forward Pinellas Grant Programs

1. Planning & Place-Making Grant Pilot Program Update
Rodney Chatman of Forward Pinellas staff presented the four applications that have been submitted for the Planning & Place-Making (PPM) Grant Pilot Program, including the City of St. Petersburg’s request for $50,000 to fund a two-part project focused on advancing the “Missing Middle” concept. Mr. Chatman said all of the applications are good. Three of the four applicants are requesting the full $50,000 amount available for the Program, so the board has the option to partially fund projects.

7D2. Complete Streets Program Update
Al Bartolotta of Forward Pinellas staff said the Forward Pinellas Complete Streets Program is in its second year. He described the two constructions applications and two planning applications that have been submitted. He said the City of St. Petersburg is requesting $60,000 in planning funding for the southern half of the South St. Petersburg Community Redevelopment Area, bounded by 49th Street South, 13th Avenue South, 3rd Street South, and 30th Avenue South. He mentioned the sidewalk project on 22nd Avenue South and coordination between the Cities of St. Petersburg and Gulfport on planning for trails. Commissioner Welch said that cyclists on 26th Avenue South are negatively impacted on a section where the bike lane and median ends at an intersection. Mr. Bartolotta said the next step is for the Technical Coordinating Committee and Planners Advisory Committee to review the applications. Whit Blanton said that the applications represent a great effort by local governments.

7E. Legislative Position Statement
Whit Blanton reviewed the proposed letter to the Pinellas Legislative Delegation outlining the position statements of Forward Pinellas, which were described in the brief. The Legislative Committee requested that a position be added regarding concerns about a bill that would restrict local government authority over dockless bike sharing entities. He said that dockless bike share systems have unintended consequences, such as bikes being disregarded in the right of way, and the language would preempt local governments from establishing any rules regarding bike share systems.
The board also discussed rectangular rapid flashing beacons (RRFBs). The Federal Highway Administration recently prohibited the construction of new projects with the flashing beacons due to a patent held on the devices. The board members agreed that RRFBs have been very effective throughout Pinellas County and should be continued to be allowed due to their proven safety benefits. The board voted to approve the letter with additional language regarding dockless bike share and authorized an additional letter to be sent without further action by the board if necessary regarding RRFBs. Brian Beaty of FDOT provided information at the end of the meeting. He said that FHWA has stated in a letter that we need to terminate planned installations, but the letter doesn't speak to replacements of damaged RRFBs. The RRFBs can remain for their usable life.

8. REPORTS/UPDATES

8A Director's Report
Whit Blanton provided an update on the Gateway/Mid-County Area Master Plan. He said there are a few questions about the interlocal agreement that need to be addressed and more review is needed by the local governments on the scope of services. He hopes that the board will be take action in March. Funding has been obtained from all the local government partners. Mr. Blanton said that meetings will be held soon to discuss design options for US 19 in northern Pinellas County and a productive community meeting was held the previous evening to discuss the proposed West Bay Drive lane diet.

8B. Forward Pinellas Legislative Committee Update
Mr. Blanton discussed the proposed state legislation (SB 1200/HB 535) that would provide $25 million for TBARTA if matched by local governments or the private sector. The bill favors the implementation of autonomous vehicles rather than premium transit and limits local input regarding technology. Forward Pinellas will follow the progress of this bill.

8C. "The Kennedy Report" on Regional Transit Funding
Mr. Blanton said that this a standing item that came from a request from former Council Member Jim Kennedy to have a regional discussion on funding for mass transit. He said that the Transportation Management Area Leadership Group meeting on January 19 will be important in this regard, since one to three transit projects will likely be supported after the meeting.

Should you have any questions or comments about the Forward Pinellas board meeting on January 10, 2018, please contact Evan Mory at 551-3322.

EM/TMW/KS

cc: Mayor Rick Kriseman
    Members of City Council
    Kanika Tomalin, Deputy Mayor
    Gary Cornwell, City Administrator
    Kevin King, Chief of Staff
    Ben Kirby, Director, Communications
    Alan DeLisle, Administrator, City Development
1. Complete Streets
   a. Implementation Plan
      i. The City of St. Petersburg adopted a Complete Streets Policy on November 2, 2015 (#020400) to encourage streets that are safe and convenient for all users of the roadway. Steps the City will pursue to achieve a network of Complete Streets in St. Petersburg.
      ii. Efforts towards creating a Complete Streets Implementation Plan have been underway since early 2017. Those efforts include establishing the modal priority and desired operational speeds to meet the given or desired land use character for corridors citywide, identifying needed physical modifications to make walking and bicycling safe and comfortable choices, and prioritizing actions needed to build the identified improvements and enact the needed changes to City codes and processes.
      iii. Extensive public involvement has included four public workshops in March 2017, an online survey, a public open house, bus and bicycle tours, stakeholder meetings, numerous presentations to community groups, and City Council committee reviews. Draft materials are available for review on the City’s website. The plan document is currently in production and expected to be presented for City Council approval in spring 2018.
      iv. The Complete Streets Committee established through the policy represents a diverse set of City departments and community organizations. The Committee serves as the project steering committee through plan development and that role will continue through implementation.
   b. Forward Pinellas Complete Streets Program. Forward Pinellas has created a program to fund concept planning, design, or construction projects that encourage the implementation of Complete Streets projects that meet the needs of all roadway users and that help to reinforce desired land use and redevelopment activities that meet criteria identified in the adopted Countywide Land Use Plan.
      i. In December 2016, the City submitted two project applications, one in each funding category for consideration within the Forward Pinellas Complete Streets Program. $1 Million of construction funding was approved for the Skyway Marina District – 34th Street South Sidewalk Improvements construction project, to be completed when the roadway is resurfaced in a few years. The South St. Petersburg East-West Transportation Network Action Plan planning study was not selected for funding.
      ii. In December 2017, the City submitted an updated project application for the South St. Petersburg East-West Transportation Network Action Plan planning study. Applications are being reviewed by Forward Pinellas committees with a funding decision expected in March 2018.

2. Trail Facilities
   a. Pinellas Trail
      i. Landscaping & Amenities Grant – Construction has recently been completed for the landscape and amenity improvements in three distinct regions along the Trail (Downtown and EDGE, Warehouse Arts, and Residential). New concrete pads have been constructed with bicycle racks, benches, trash receptacles, shade trees, screening trees, and sodding.
      ii. Trail lighting – A pilot project to install pedestrian-scale lighting on the Pinellas Trail between 20th Street and 24th Street is in design and is expected to be constructed in 2018.
b. Bayway Trail
   i. Trail is complete between 34th Street and St. Pete Beach near the Don Cesar Hotel.
   ii. Bayway Trail South (SR 679) – FDOT is currently designing multiple improvements for SR 679, connecting SR 682 and Tierra Verde. The improvements include a 12’ wide trail on the east side of SR 679 to eventually connect with the trail leading to Fort De Soto. The roadway resurfacing will also introduce sidewalks on the west side, shoulders, and sections of bike lane. The project also includes replacement of the existing two-lane movable bridge with a two-lane, high-level, and fixed-span bridge. Instead of a traffic signal, a roundabout will be provided at the south side of the bridge at the intersection of Madonna Blvd/First Street. An open house covering the combined projects was held in April 2017 and preliminary engineering was completed in 2017. A design/build firm to finalize design and construct the projects is expected to be selected in early 2018 with construction expected to begin in 2018.

c. Booker Creek Trail
   i. Historic Booker Creek Trail Loop
      1. Phase IIA – connecting Campbell Park to 3rd Street
         a. The boardwalk-style path through Woodbrook and Roser Parks has been placed on hold until such time that a related opportunity can be further developed. FDOT’s work program includes a capital project to replace the MLK Street Bridge over Booker Creek with design to begin in spring 2018. That project will include accommodation of the trail under the reconstructed bridge. Routing the trail under the bridge removes the expensive and steep section of trail that would have been required and also removes the need for trail users to cross MLK Street at a signal.
         b. The funding set aside for this project is instead being used to create a separated bikeway along the south side of 6th Avenue S between MLK Street and 3rd Street, as envisioned in the Innovation District Streetscape and Connectivity Plan. Pending Council approval of the design contract, detailed design should begin in late spring 2018.
      2. Phase IIB – USFSP/Bayboro – Construction has been completed for the sections of the trail along the east side of 3rd Street from 11th Avenue South to 6th Avenue South. Construction of the trail along the east side of 1st Street from 6th Avenue South to 5th Avenue/Dali Boulevard South is nearing completion.
      3. Phase IIC – Waterfront – Resurfacing and striping of the on-street portion along Bay Shore Dr. has been completed. Additional elements, including green paint, planters, and wayfinding signage will be added following the 2018 Grand Frix.
   ii. Campbell Park - The City is pursuing creation of the St. Petersburg Regional Skate Park along the west/south band of Booker Creek through Campbell Park. Plans for the Skate Park have been modified such that a trail bypass is no longer necessary; events at the park should not interfere with trail operations.
   iii. Booker Creek Trail North - The CSX rail corridor was identified as a future trail corridor on the 2003 City Trails plan between 1st Avenue South and Booker Creek Park at 13th Avenue North. The Forward Pinellas MPO plan shows a future trail continuing up the rail corridor to the Lealman area, and the segment is currently being added to the regional trails planning maps managed by the State Office of Greenways and Trails. The CSX rail corridor is still owned by the railroad, and the City has explored purchasing the property outright, but found it to be cost prohibitive. FDOT District 7 has initiated their Regional Premium Transit Study to identify regional transit opportunities, which include the potential for commuter rail on the corridor. The current approach is to incorporate trail construction into possible future regional transit plans for the corridor.
d. Treasure Island Causeway Trail – connecting the Pinellas Trail to Treasure Island.
   i. Phase I – Pinellas Trail Connection – Phase I includes a concrete path east of the bridges with a two-way protected bike lane on 1st Avenue South. It also includes wayfinding signs with pavement markings in the section west of the first bridge. Construction has been substantially complete.
   ii. Phase II – Central Avenue – The second phase of the project will add separated path along the north side of Central Ave adjacent to Causeway Isles. Design was just initiated and is expected to be completed in 2018. The FDOT Draft Tentative Work Program includes construction funding in their FY19 budget; pending approval of their budget later this spring, it is anticipated that construction can begin as soon as design is completed and would be done concurrent with other roadway and drainage improvements along Central Avenue.

e. Gateway Area Trails. Conversations have begun with Gateway area businesses on how to improve access to the trail. In addition to the below trail segments that are currently progressing, Forward Pinellas will soon undertake the development of a Gateway Area Master Plan to address broader land use and transportation opportunities in the area, which will include the identification and plan for funding of future trail facilities.
   i. Roosevelt Boulevard Trail - FDOT has completed construction of a new trail on the east/north side of the roadway in conjunction with the resurfacing project. The roadway resurfacing will also include shoulder and sections of shoulder/bike lane. The trail forms a segment of the eastern leg of the Pinellas Trail Loop.
   ii. Gandy Blvd – Trail segments are being created along the Gandy Blvd corridor as a part of the various roadway construction projects currently underway that are creating grade separated interchanges with the local streets.
   iii. 28th Street – The City has identified funding to develop a trail along the east side of 28th Street from Gandy Blvd to 118th Avenue North. Design is anticipated to begin in 2018.
   iv. Forward Pinellas has identified a conceptual Gateway Trail Corridor that would generally connect Lealman to the Gateway Area. Alignments need to be studied, but include a potential trail connection from Joe’s Creek Park to Sawgrass Lake Park, the forthcoming trail along Gandy Blvd, and continuing to a future new trail bridge over Tampa Bay.

f. Howard Frankland Bridge Trail. FDOT is working to replace the northbound span of the Howard Frankland Bridge which is nearing the end of its useful life. Based on requests by MPOs on both sides of the Bay, the new concept for the bridge replacement includes a bicycle/pedestrian trail on the north side of the bridge. FDOT staff is working with staff from the City, County, and Forward Pinellas to develop trail connections to the trail on the bridge so that it’s more readily accessible once construction is completed.

g. Florida SUN Trail Network - The State of Florida has made $25M available each year for construction of selected regional trails identified as a part of the Shared Use Non-motorized (SUN) Trail network. Two of the statewide trails start in downtown St. Petersburg.
   i. Coast-to-Coast (C2C) Trail - The Fred Marquis Pinellas Trail serves as the western terminus of the Coast-to-Coast (C2C) Trail, which is the highest priority trail in the state. The portion of C2C Trail within the City is completed, notwithstanding amenities that may be added to support long distance travel.
   ii. Florida Gulf Coast Trail - The North Bay Trail, also known as the eastern leg of the Pinellas Trail Loop, serves as the northern terminus of the currently re-named Florida Gulf Coast Trail, which a trail concept connecting between Pinellas and Collier Counties.
      1. Funding for the gaps in this segment of the Pinellas Trail Loop has been previously pursued unsuccessfully via the USDOT’s TIGER grant program. In coordination with
City and Forward Pinellas, Pinellas County Public Works submitted an application to FDOT District 7 to fund the east leg of the Pinellas Trail Loop through the SUN Trail network program. Six project applications were forwarded by FDOT District 7 to the FDOT Central Office. Two projects in Pinellas County were selected for funding, including an overpass of SR 60 in Clearwater and a segment of trail in Palm Harbor, but no segments in the City.

2. A Gulf Coast Trail summit was held on January 23rd in Venice, resulting in a draft Position Statement of support for the Florida Gulf Coast Trail. The document also identified the MPOs along the corridor as the entities that comprise the Gulf Coast Trail Alliance.

3. In coordination with TBARTA, Forward Pinellas has identified several future trail segments that should be added to both the TBARTA Multi-Use Trails Regional Priorities Map as a Conceptual Trail as well as the State Office of Greenways and Trails’ Land Trails Opportunities Map, which is currently soliciting updates to be finalized. These segments would all form branches or loops off of the Florida Gulf Coast Trail. The segments include the Joe’s Creek Greenway Trail, the CSX right of way between downtown St. Petersburg and Lealman, the Gandy Bridge corridor, and a new Gateway Trail corridor connecting Lealman to the Gandy Bridge with a route to be determined.

h. Trail Counters – Automated counting equipment to record the number of trail users is being installed along trails across the City. Over the coming months, the following locations will be providing continuous counting that differentiates pedestrians, bicyclists, and directions of travel:
   i. Pinellas Trail near Tyrone (pending approval of County permit)
   ii. Pinellas Trail near Childs Park (location installed and maintained by Forward Pinellas)
   iii. Pinellas Trail near Tropicana Field
   iv. Skyway Trail near Twin Brooks Golf Course
   v. North Bay Trail near Coffee Pot Park

3. Pedestrian Facilities
   a. 2016 Downtown Bulb outs – Construction is substantially complete at a number of downtown intersections, including: 1st Street/1st Avenue N, 1st Street/1st Avenue S, 1st Street/2nd Avenue S, 1st Street/4th Avenue S, 1st Street/5th Avenue S, Beach Drive/1st Avenue S, Beach Drive/1st Avenue N, Beach Drive/2nd Avenue N, 2nd Street/2nd Avenue S, and 7th Street/Central Avenue. Landscaping and lighting elements will be added in 2018.

   b. Bulb outs for 3rd Street through Downtown – The City has received FDOT safety funds to design and construct bulb outs to shorten pedestrian crossing distances and tighten the turn radii at feasible corners between 5th Avenue North and 5th Avenue South. Design has been underway through 2017 and is expected to be completed this year. Construction is expected to begin in late 2018 and 2019. Intersection along 4th Street was previously included in this project, but have been removed due to required drainage costs being higher than anticipated.

   c. 4th Street South/3rd Street South – Crossing improvements were included as a part of the Innovation District Streetscape and Connectivity Plan. Four enhanced midblock crossings are planned on 4th Street and 3rd Street between 6th Ave S and 18th Ave S. There are three locations planned on 4th Street including 7th Avenue S, 11th Avenue S, and Newton Avenue S (between 14/15th Avenue S), and one location planned on 3rd Street at 11th Avenue South. Design is just beginning and is anticipated to be completed in 2018 with construction following thereafter.

   d. Rectangular Rapid Flashing Beacon (RRFB) Crosswalk Enhancements
i. 120 crossings are now equipped with RRFBs in the City. 57 were installed in 2016 and 17 in 2017. St. Petersburg now has the highest known implementation of RRFB devices installed in any city in the United States.

ii. The RRFB equipment recently had its interim approval rescinded by the federal government that claimed the rescission is due to a patent issue and unrelated to the safety performance. For now all existing installations will remain in place, with future installations pending additional guidance from the federal government.

e. As an educational component, City staff developed and distributed a utility bill flier in January 2018 to provide traffic safety tips for both motorists bicyclists aimed at informing city residents as to the meaning of certain new green pavement markings that have been or are expected to be installed following resurfacing projects. Additional copies of the flier were produced to be distributed a community events and neighborhood association meetings.

f. A series of downtown wayfinding signs and informational kiosks are forthcoming to direct pedestrians to major destinations. A similar system of signs will be oriented to motorists with a special emphasis on entrances to the parking garages with the goal of reducing the amount of traffic circulating and looking for on-street parking spaces. A contract for the pedestrian signs and vehicular wayfinding signs was approved by Council in December 2017. Fabrication and installation should be complete in fall 2018.

4. Bicycle Routes and Facilities

a. 30th Avenue North Bicycle Facility – 30th Avenue North from MLK to 58th Street is being selectively widened and resurfaced to add a continuous bike lane across almost the entire city. The project is currently being constructed in segments from west-to-east with an estimated completion date in summer 2018.

b. First Avenue South – Downtown Trail – Intersection Improvements – The City is currently scouring spot improvements to striping at the intersections. Improved striping at driveways is occurring as a part of private redevelopment along the corridor. Further updates to the intersection at 3rd Street is to be incorporated with the FDOT-funded bulb outs safety project.

c. City staff have been working to improve and add bicycle facilities as a part of the annual resurfacing program.
   i. The FY2018 resurfacing program is currently in development and is expected to add or widen bike lanes on several roadways. A full list of those roadways will be included in the next projects update.
   ii. The FY2017 resurfacing program included improved or added bicycle facilities along segments of 18th Avenue South, 15th Avenue South, 20th Street, and Pinellas Point Drive.
   iii. FY2016 program improvements to the bicycle facilities included: Pinellas Point Drive/Roy Hanna Drive/62nd Ave S, 13th Avenue N, 37th Street South, and 19th Street N. Final installations to include green pavement markings in selected locations is forthcoming.
   iv. The FY2016 program also included the reconfiguration of 1st Street from 5th Ave S to Central Ave, which has created a two-way separated bicycle path along the east side of the roadway. The initial striping work has been completed as a part of the resurfacing, and additional physical elements to include flex posts and sections of green paint for emphasis will be added in phases. Planters in the buffer area will be added along 1st Street once the procurement process for the planters is completed.

d. FDOT will be resurfacing 54th Avenue South between 41st Street and 34th Street. The restriping to be completed includes the addition of buffered bike lanes. Design was completed in late 2017.
FDOT is expected to select a contractor within the next two months in order for the resurfacing work to begin in spring 2018.

e. City staff continue to install bicycle racks in locations throughout the City in an effort to promote healthy transportation for daily activities. Forthcoming installations include Central Avenue through both the EDGE and Grand Central business districts.

f. Bike Share -
   i. As of January 1, 2018, the Coast program in St. Petersburg has seen over 42,000 trips taken and over 86,000 miles ridden.
   ii. A member survey is anticipated to be completed by the end of January 2018 which will allow the City and operator to learn more about where minor modifications and the modest program expansion should be pursued in 2018.
   iii. A one-year anniversary ride and celebration is planned for the evening of February 1, 2018.

g. An update to the City’s Bike Map is underway including graphical redesign and the creation of topical content addressing different types of bicyclists and greater detail on some areas of the City. The updated maps are currently pending more-detailed route guidance as currently being developed in the Complete Streets Implementation Plan. Final graphic design will be completed by the City’s Marketing Department, with anticipated completion in mid-2018.

5. Multi-modal Projects
   a. Central Avenue Speed Limit Optimization - Work has begun to make the speed limits along Central Avenue as consistent as possible.
      i. The targets for posted and operating speeds include reducing the section through Grand Central to 20 mph to match downtown, as well as an incremental reduction for the western segments to 35 mph, and eventually to 30 mph in later years.
      ii. The future primary bicycle facilities for the corridor include the following segments:
         1. Bayshore Blvd. to 31st St – Shared Lane Markings and associated signage including Bikes May Use Full Lane signs, reverse-facing bicyclists’ wrong way signs, and Do Not Pass signs. These markings and signage have been completed.
         2. 31st St to 66th St – Bike lanes (30-35 mph) Bike lanes are to be added to this segment as a part of the West Central Streetscape project and the Central Avenue Corridor Bus Rapid Transit project. There is also a pending application for federal Transportation Alternatives funds to add Complete Streets amenities to this segment.
         3. 66th St to Park St – Bike lanes (30-35 mph) Pinellas County has completed their project to resurface the section from Pasadena Avenue to Park Street, which added 5’ bike lanes.
         4. Park St to Treasure Island – Treasure Island Trail which is currently under various stages of design and construction. (30-35 mph)
      iii. Pedestrian improvements along the corridor will include the following elements at selected locations as individual projects and funding are identified.
      iv. Each phase of implementation will include targeted education and enforcement
         1. City staff has completed a speed study of Central Avenue in the EDGE and Grand Central Districts, and is working with PD to increase enforcement of speeding and other moving violations. With the recently completed bulb outs at 24th, 25th, and 26th Streets, the City will be conducting a new speed study to see if a reduced speed limit is now warranted.
2. City received funding from FDOT to conduct HVE operations again in FY2017, is likely to receive funds again in 2018, and will coordinate enforcement with the Central Ave improvements as possible.

3. City staff developed and distributed a Shared Lane Marking educational utility bill flyer that is serving as a model garnering attention across the region; the City has been asked to submit the flyer to the Florida Bicycle Association, Pinellas County MPO, and Bike Walk Tampa Bay Board for their consideration. An educational video is also being pursued. The Police Department has begun distributing the sharrows flyer to cyclists riding on the sidewalks and will be part of an effort to educate cyclists riding too fast or not yielding to pedestrians.

b. 34th Street projects
   i. CityTrails funds are being applied to extend the current pathway along 37th Street northward from 34th Avenue S to 30th Avenue S, then continuing eastward along 30th Avenue S between 37th and 34th Streets in conjunction with a mixed use development project in the Skyway Marina District.
   ii. FDOT is planning a resurfacing project from 54th Avenue S to 22nd Avenue N, which is expected in the next 3-5 years.
   iii. Skyway Marina District – 34th Street South Sidewalk Improvements construction project. At their March 8th meeting, the Forward Pinellas Board voted to approve funding for the 34th Street South Sidewalks Improvements construction project via their new Complete Streets funding program. The schedule for the improvements will be linked with FDOT’s resurfacing project.
   iv. The City is working with Forward Pinellas and PSTA to study a potential lane elimination or conversion of one of the three general purpose lanes in each direction to dedicated transit and/or bicycle lanes which could also be completed at the time of resurfacing.

c. 4th Street North
   i. City is working with FDOT to project to install median channelization and pedestrian crossings on 4th Street North from 30th Avenue North to Koger Blvd. Funding for the design is included in the FDOT Draft Tentative Five Year Work Program in FY20/21 with construction anticipated in FY22/23.

d. South St. Petersburg East-West Transportation Network Action Plan. While not approved for funding under the new Forward Pinellas Program, the Action Plan will be pursued with City funds. A scope for that Plan is currently being developed and will be finalized once a funding decision by Forward Pinellas had been made.

e. Transit projects
   i. Central Avenue Corridor Bus Rapid Transit
      1. Premium buses will connect downtown to the Don Cesar Hotel on St Pete Beach,
      2. Features include off-board fare collection, low-floor boarding, high frequency, limited stops, lanes dedicated to buses and business access only along 1st Avenues North & South
      3. Impacts identified in the preliminary design include removal of bike lanes along 1st Avenues North and South west of 20th Street and the complementary addition of bike lanes to Central Avenue between 31st Street and Pasadena Street.
      4. Application for funding was submitted to the Federal Transit Administration in September 2017. PSTA will learn about the funding decision in spring 2018. If approved at anticipated levels, service could be operational in late 2020.
   ii. Downtown Circulator – PSTA and City are evaluating the options to improve transit movements and connections within downtown, and anticipate the service changes to
become operational in late 2018. The service would be provided, in part, with the County’s first all-electric bus.

iii. Skyway Marina District shelters – PSTA and the City are partnering to provide twelve (12) shelters in the Skyway Marina District and 37th Street from 30th Avenue South to 54th Avenue South. At locations where shelters exist, they will be replaced with PSTA’s new style of shelter. At stops with at least 10 passengers boarding each day (PSTA’s current threshold is a minimum of 40 passengers each day), a new shelter will be added. An agreement to solidify details of the partnership is being completed and anticipated to go to City Council for their approval this spring.

f. Transportation Demand Management (TDM) activities
   i. Bicycle Friendly Business Program
      1. As a part of the national League of American Bicyclists’ Bicycle Friendly America program, the new local BFB program recognizes employers for their efforts to encourage a more welcoming atmosphere for employees, customers, and community members who ride bicycles.
      2. The City has offered assistance to local businesses that want to pursue certification. The assistance includes safety training, an evaluation of bicycle parking needs, and completion of the application. Interested businesses should visit the website to learn more: https://stpetegreenhouse.com/bikefriendlybusiness and also contact Christine Acosta at christine@pedalpowerpromoters.com
   ii. City is participating in the Commuter Services education and driving alternatives programs being managed by TBARTA: http://tbarta.com/en/commuter-services
Tampa Bay Transportation Management Area (TMA) Leadership Group Executive Summary
Representing the MPOs in Pasco, Pinellas, & Hillsborough Counties

Summary for 1.19.18 meeting

Based on the importance and reach of the conversations that happen at the TMA Leadership Group, we are looking to keep our stakeholders aware of the outcomes of these meetings. The following is a summary of the most recent meeting highlights; you can find the full agenda online.

- The TMA Leadership Group met on January 19 to discuss the proposed catalyst project for the Regional Transit Feasibility Plan
- Scott Pringle with Jacobs Engineering, the consultant, presented about the options for the catalyst project (the entire presentation is available online)
  - The presentation’s objective was to receive TMA input on the plan and project draft recommendation before continuing public outreach for the next six months
- Prior to this presentation, the process had identified two corridors as having the greatest potential for catalyst projects
  - The I-275 Corridor including Wesley Chapel, USF, Tampa, Gateway, St. Petersburg
  - The northern corridor following the CSX rail line, from Downtown Tampa to USF
- The consultant group evaluated possible projects using four metric categories established to evaluate projects for federal funding
  - 2017 Land Use (including employment and population density)
  - 2017 Mobility (including new riders and annual ridership)
  - 2017 Environmental Benefits
  - 2017 Cost Effectiveness
- The modes evaluated were:
  - Rubber Tire and Urban Rail for the I-275 Corridor
  - Rubber Tire, Urban Rail, and Commuter Rail for the CSX corridor
- The major issues for all these projects came in the cost effectiveness category. To be competitive for federal funding, cost needs to be under $10 per trip
  - I-275:
    - Rubber Tire - $45 per trip
    - Urban Rail: $51 per trip
  - CSX:
    - Rubber Tire: $11 per trip
    - Urban Rail: $17 per trip
Commuter Rail: $21 per trip

- Given these results, the consultants went to the value engineering step, calculating how much capital investment ridership would support.
  - They found two modes with opportunities to reduce costs:
    - I-275 Rubber Tire
    - CSX Urban Rail

- The I-275 Rubber Tire concept would:
  - Have a combination of shoulder running and median running transit lanes, as well as mixed traffic operations with buses and cars
  - No right-of-way would be needed, except for stations
  - 21 total stations
  - 80-95 minute travel time from Wesley Chapel to St. Petersburg
  - Coordinate with planned interstate improvements to reduce costs
  - Have connections to planned and existing local transit projects

- The CSX Urban Rail Concept would:
  - Have six stations
  - Need right of way acquisition for CSX corridor
  - A travel time of 15 minutes from USF to Downtown Tampa
  - A single track concept came in at almost half the price of a double-tracked option

- The ultimate cost breakdown for the I-275 Rubber Tire Concept:
  - 50 percent federal capital, 25 percent state capital, and 25 percent local capital (local cost $2.9-3.5 million)
  - $9.9-10.5 million total annual cost, split among Pasco, Pinellas, and Hillsborough counties
  - The above bullets reflect updated cost information that was corrected after the meeting
  - $8-10 per trip
  - Five year time to construct

- The ultimate cost breakdown for the CSX Urban Rail Concept:
  - 50 percent federal capital, 25 percent state capital, and 25 percent local capital (local cost $3.6-4.6 million)
  - $15.6-16.6 million total annual cost, just for Hillsborough County
  - $11-13 per trip
  - 10 year time to construct

- The consultant recommendation for the catalyst project was the I-275 rubber tire concept
  - Competitive in all the categories for federal funding
  - Could incorporate autonomous vehicles
  - Allowed investment for local stations, possible development catalyst
  - Would support/ receive support from other local transit services, modal centers and planned projects

- The TMA Leadership Group members expressed cautious optimism on the concept
- Many noted they were impressed with the creativity of the funding strategy and the partnership with the Florida Department of Transportation
- Several members reiterated the need for this to be the start of a regional transit system, not the first and last project
- While the group approved getting the technical details of the project concept to the public for input, many had questions about funding, believing that citizens would want to know how the potential project would be paid for
- The group decided to meet more frequently in order to discuss the funding questions, and asked the consultant to work with FDOT to bring some possible options for funding back to the next meeting

- No votes or actions were taken regarding the implementation of the plan or funding sources
- Several citizens attended the meeting, with time given for public comment at the beginning and end of the meeting
  - Citizens expressed varying views on the plan, both in support of and against, with some voicing questions
  - Many expressed questions about funding
- The next TMA Leadership Group meeting is scheduled for February 9 at PSTA
MEMORANDUM

TO: The Honorable Chair Wheeler-Bowman and Members of City Council

FROM: Mayor Rick Kriseman

DATE: February 8, 2018

RE: Confirming Four Appointments to the South St. Petersburg CRA Citizen Advisory Committee

INTRODUCTION

On June 3, 2014, the City of St. Petersburg City Council and Pinellas County signed an Interlocal Agreement, which established the purpose, scope, mutual duties of the City and County, governance structure and funding mechanisms for the South St. Petersburg Community Redevelopment Area (CRA). Among other items, the Interlocal Agreement called for the creation of a “Citizen Advisory Committee” (CAC) to the CRA that would advise the South St. Petersburg Community Redevelopment Agency on the community redevelopment plan, any amendments thereto and on issues and policies within the CRA.

The CAC is comprised of nine (9) residents, business and/or property owners, and other stakeholders from within the CRA’s geographic boundary. The Mayor appoints six (6) members of the CAC, while the Board of County Commissioners appoints three (3) members. Four positions are open for filling. After providing a three-week long application period for interested members of the public in January 2018, City Administration received resumes and cover letters from twenty-four applicants. Mayor Kriseman has selected the following individuals to serve. Three of the four selected will be new members on the Citizen Advisory Committee.

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<th>Name</th>
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<th>Eligible Additional Terms</th>
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The terms are staggered to ensure that annually one-third of the CAC members are up for appointment or reappointment by either the City or Pinellas County. This will allow the orderly replacement of experienced CAC members and avoid the wholesale loss of institutional knowledge.
In addition, the Pinellas County Board of County Commissioner appointed three members to the CAC at its January 23, 2018, meeting. Two of the appointees will be new to the CAC. Mr. Art O’Hara was reappointed for another three-year term, while Ms. Ramona Hunter and Mr. Javan Turner were appointed to their first three-year terms. The terms for all three will expire on January 31, 2021.

Attachment

CC: Alan DeLisle, City Development Administrator
    Dave Goodwin, Director, Planning and Economic Development Department
    Nikki Gaskin-Capehart, Director, Urban Affairs Department
    Rick D. Smith, CRA Coordinator, Planning and Economic Development Department
A RESOLUTION CONFIRMING THE APPOINTMENT OF FOUR MEMBERS TO THE CITIZEN ADVISORY COMMITTEE FOR THE SOUTH ST. PETERSBURG COMMUNITY REDEVELOPMENT AREA; AND PROVIDING AN EFFECTIVE DATE

BE IT RESOLVED By the City Council of the City of St. Petersburg, Florida, that this Council hereby confirms the following appointments to the Citizen Advisory Committee for the South St. Petersburg Community Redevelopment Area with the date ending their term of service made effective by this resolution as well as the additional three-year term(s) they are eligible to serve under the current by-laws of the CAC:

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This resolution shall become effective immediately upon its adoption.

Approved as to form and content

City Attorney or Designee