



**FORWARD
PINELLAS**
Integrating Land Use & Transportation

Pinellas Planning Council (PPC) FY26 Budget Information Session

Board of County Commissioners - June 12, 2025

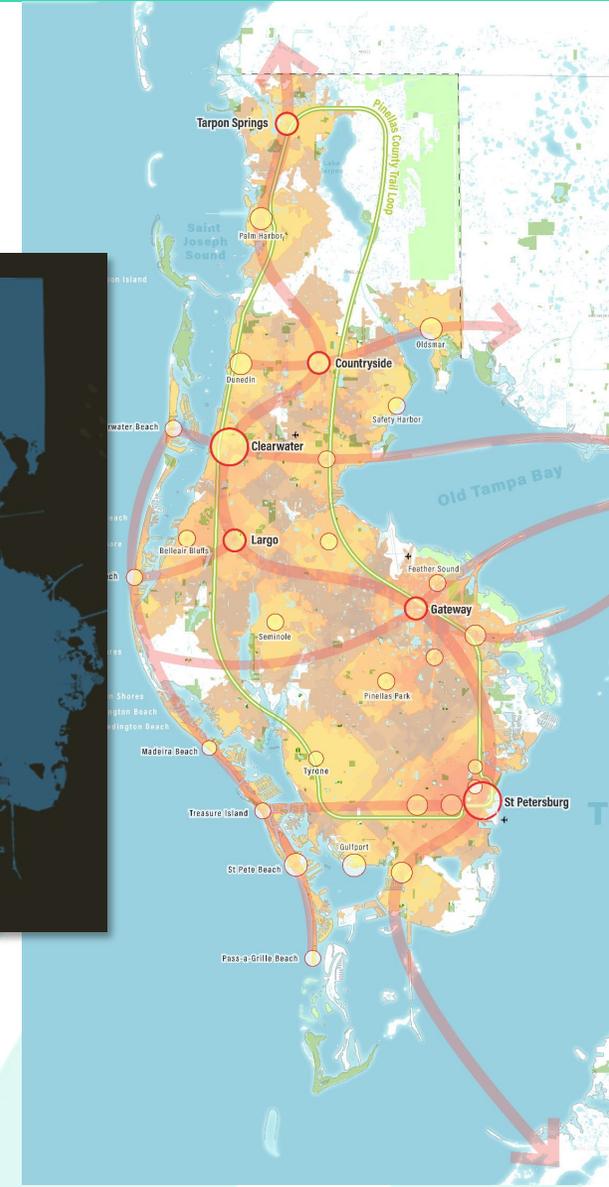
Whit Blanton, FAICP, Executive Director

Unification of the PPC and MPO



New Direction

- **Amended Special Act Approved by Governor in 2014**
- **Integrate staff and policies of separate legal entities**
 - Align operations and budgeting
 - Link Countywide Plan with Long Range Transportation Plan and 5-Year Transportation Improvement Program (MPO)
 - Reinvent PPC from regulatory-focused agency to providing technical assistance to all 25 local governments
- **Undertake plans of Countywide significance**
 - Gateway Area Master Plan
 - Target Employment & Industrial Land Study Update
 - Multimodal Transportation Impact Fee Ordinance Update



What Does Success Look Like?

Outcomes

✓ Consistent Policies & Regulations

- Integrated Local + Countywide Planning Processes

✓ Timely Technical Assistance

- 65 local assistance requests fulfilled in 2025
- 308 local assistance requests fulfilled in 2024

✓ Administer an Efficient Countywide Plan Map Amendment Process

- 171 Countywide Plan Map amendments since 2017
- 80 Staff level reviews approved since 2017

✓ Encourage Jobs, Housing, and Job Training Along Key Corridors

✓ Strengthen Partnerships

Overall, success means providing technical support, policy guidance, and regional coordination to Pinellas County's 25 local governments.

Notable 2024 Countywide Plan Map Amendment

Target Employment Center (TEC) - Local

SunRunner Rising Special Area Plan

- First community to adopt transit-oriented development regulations
- 22nd Street South / Warehouse Arts District / Deuces Live area of St. Petersburg

Creates new mixed-use development opportunities for:



Retail



Office



Research



Education



Artisan



Residential

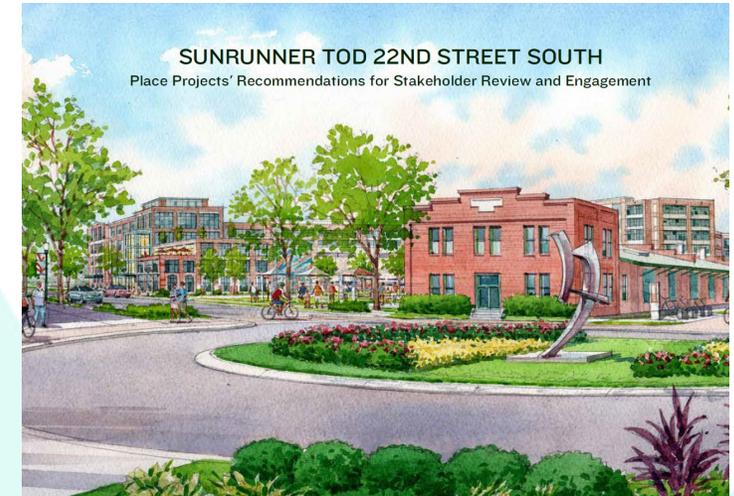


Manufacturing

58-acre area

Forecast to create **1,336 new jobs** by 2050

Forecast to create up to **1,858 new residences** by 2050



Advantage Pinellas: Housing Compact

“Live Local Act” Affordable Housing Dashboard

- Developed **in-house**
- Tracks housing projects that used legislative pre-emptions
 - **HB 1339, SB 962, or SB 102**
- First tracking tool in the state

- **Several projects in various stages of the development review process**
- **1,300 affordable units out of 3,000 total units**

- **Pinellas Park:**
 - 1 project
- **St. Petersburg:**
 - 7 projects
- **Largo:**
 - 4 projects

Forward Pinellas “Live Local Act” Affordable Housing Dashboard

Project Selection

Jurisdiction

Legislation Used
No category selected

Project Status

Application Submitted

Site Plan Approval

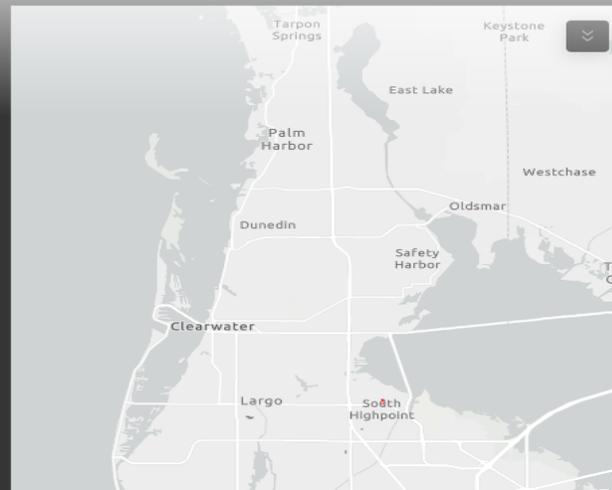
Project Completion Date

Total Acreage Impacted
123

Total Units Proposed
3k

Total Affordable Units
1.3k

Legend



Percent of Land Use Impacted



0 to 30% AMI Units

Advantage Pinellas: Long Range Transportation Plan

Overview

- Strategic plan adopted in November 2024 to improve mobility and economic opportunity countywide
- **Forecasts 100,893 more people and 77,300 more workers through 2050**
- Defines major transportation needs and enables our communities to receive essential funding
- Developed every **5 years** to account for changing policy and mobility needs
- Ties together land use, transportation and housing



Plan Investments

- **\$1.2B in roadway construction projects**
 - \$7B in roadway operations/maintenance/bridges for the FDOT District 7 region
- **\$500.8M in transit capital and operations**
- **\$84.6M in active transportation projects**



Safe Streets and Roads for All

Project Overview

- Awarded a **\$600,000 Federal grant** to conduct safety studies in **5 partner communities**
- **City of Dunedin** - Beltrees Street, **City of Largo** - Seminole Boulevard, **Pinellas County** - 49th Street North, **City of St. Petersburg/City of Gulfport** - 49th Street South, **City of Oldsmar**
- **Studies conducted from November 2023 - January 2025**

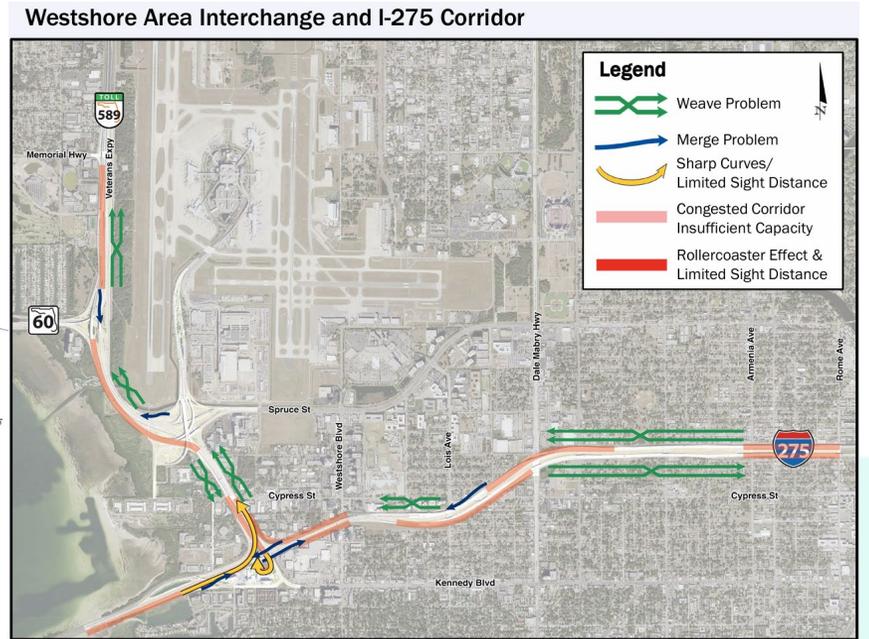
Recommended Safety Improvements

- Lighting
- Access management (i.e., median restrictions, driveways)
- Traffic control (i.e., signal timing, protected left-turns)
- Stormwater drainage
- Maintenance (i.e., landscaping, sidewalks, pavement markings)



Regional Approach to Transportation

- Aligning plans + priorities to improve Tampa Bay's **economy and quality of life**
- Examining **MPO merger** to ready the region for the future
- FY 26 – planning organizational culture & structure
- Preparing for FY 27 **financial commitment**



Budget Overview & Plans for FY26

Millage Rate Reduction to 0.0175 mils (-12.5%)

Revenues are \$4M

- No increase over FY25

Operating Expenses are \$3.7M

- Decrease by \$610,860 over FY25

Reserves

- \$721,060 in “reserve-contingencies”
- \$890,780 in “reserve-fund balance”
- \$1.9M in “reserve for future years” (Regional MPO start-up costs)

Stress Test Reductions

- Absorbed through contingency line-item reductions

FY26 Projects

- Pinellas County Multimodal Impact Fee Ordinance Update
- Remove Barriers & Create Regulatory Incentives for **Workforce Housing**
- Remove Barriers & Create Regulatory Incentives for **High-Wage Jobs**
- Federal Safety Study **Grant Match**

18 approved positions are filled

INTRODUCTION

The multimodal impact fee ordinance (Chapter 150, Article II, Part III – Pinellas County Code of Ordinances) is a countywide ordinance that is used to ensure that new development bears a proportionate share of the cost of capital expenditures necessary to meet mobility needs as established by the county comprehensive plan, the Metropolitan Planning Organization's long range transportation plan, and the comprehensive plans of the municipalities in Pinellas County. The current impact fee is based on several factors, including the type of land development activity, and other elements, such as the average cost to construct one lane-mile of roadway (\$2,216,466.00) and the average capacity of one lane-mile of roadway (6,900 vehicles per day). Funds collected from the impact fee can be used for plans or projects that improve transit, pedestrian and/or bicycle travel as well as roadway expansion or modifications however, no funds can be used for periodic maintenance as defined in Chapter 334, Florida Statutes. Between FY16-FY22, the impact fee ordinance has funded or partially funded 44 projects, totaling \$16,312,679.

DESCRIPTION OF THE PROJECT

The multimodal impact fee ordinance was last revised in 2016. These changes included a requirement that impact fee fee generation rates and construction costs methodology be



Live Local Act Technical Assistance Memo

Prepared by the Florida Housing Coalition

For the City of Safety Harbor

Prepared by: Kody Glazer, Chief Legal and Policy Officer, glazer@thousing.org

July 2024

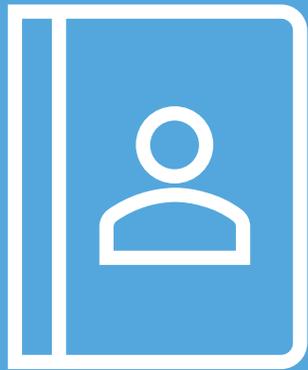
A. Background

On July 2, 2024, the City of Safety Harbor requested technical assistance regarding application of the Live Local Act's land use mandate for affordable housing in commercial, industrial, and mixed-use areas. This mandate, codified at s. 166.0415(7) of the Florida Statutes for municipalities, provides favorable use, density, height, floor area ratio, parking, and administrative approval standards for developments that set aside at least 40% of its units as affordable housing for households making at or below 120% of the Area Median Income (AMI). The City seeks guidance on applying these standards to a proposed mixed-use residential development consisting of multiple parcels.

This technical assistance memo is provided as part of Florida's Affordable Housing Catalyst Program through the support of the Florida Legislature and the Florida Housing Finance Corporation. This memo should not be construed as legal advice – the analysis in this memo contains the interpretations of the Florida Housing Coalition which should not be relied upon as legal advice. All aspects of this memo should be discussed with the City's Attorney.

Here is the background of the proposed mixed-use development as described by the City:

- The City of Safety Harbor has designated less than 20 percent of its land area for commercial or industrial use and must authorize a proposed multifamily development in areas zoned for commercial or industrial use only if the proposed multifamily development is mixed-use residential. (s. 166.0415(7)(6)).
- The City of Safety Harbor is working with a developer on an approximately 35-acre site, of which 20.2 acres ("Live Local site") is zoned for industrial and mixed use. The remainder of the site is zoned for residential use and is not subject to the Live Local Act.
- The developer is proposing a mixed-use development on the entire 35-acre site. The applicant proposes 247 multi-family units, 192 of which are located on the Live



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