

Connecting Our Community:

Using transportation to link people
to jobs, housing and training



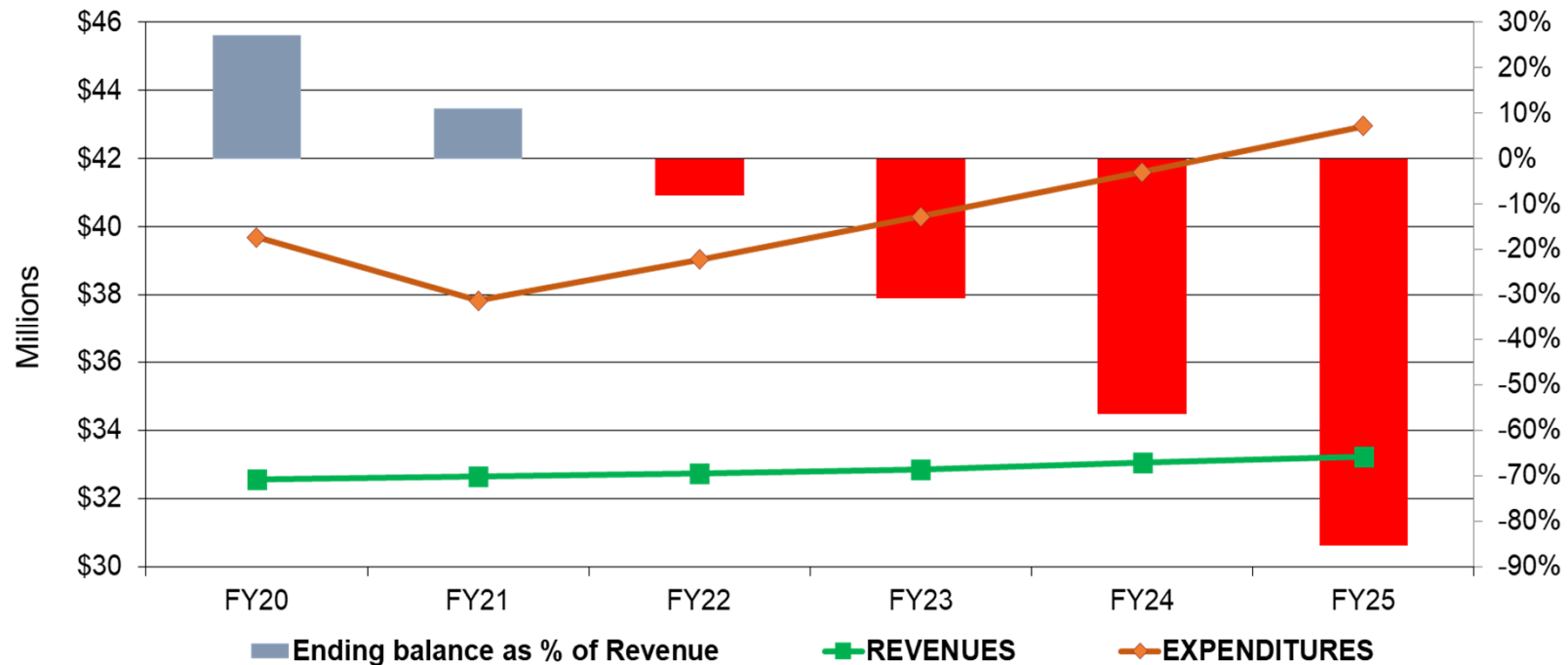
Our Vision: To Be the Standard for Public Service in America



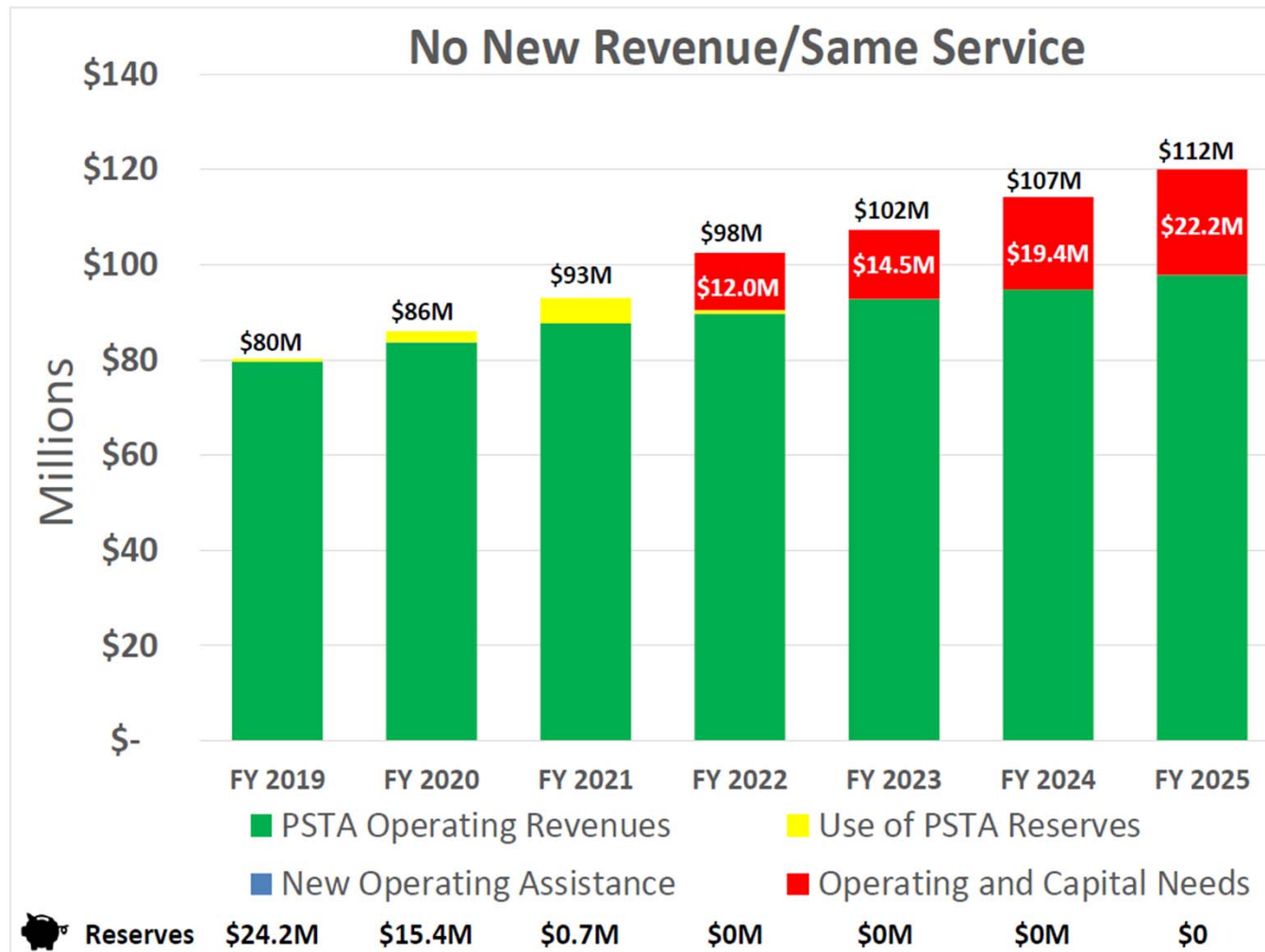
Funding Options – Current State (County)



Transportation Trust Fund Forecast (Current)



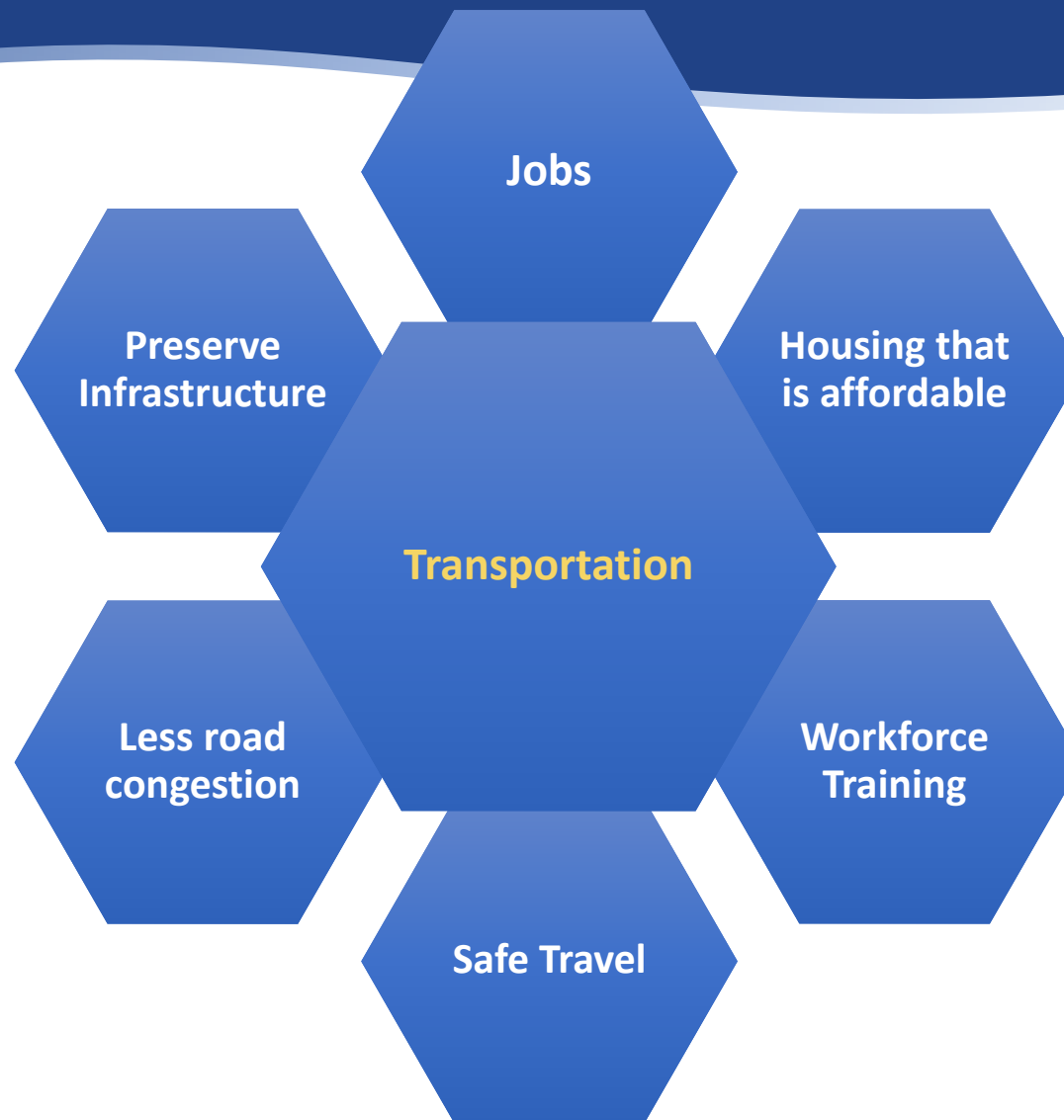
Funding Options – Current State (PSTA)



Community Discussions



Integrated Approach



Balanced Solution



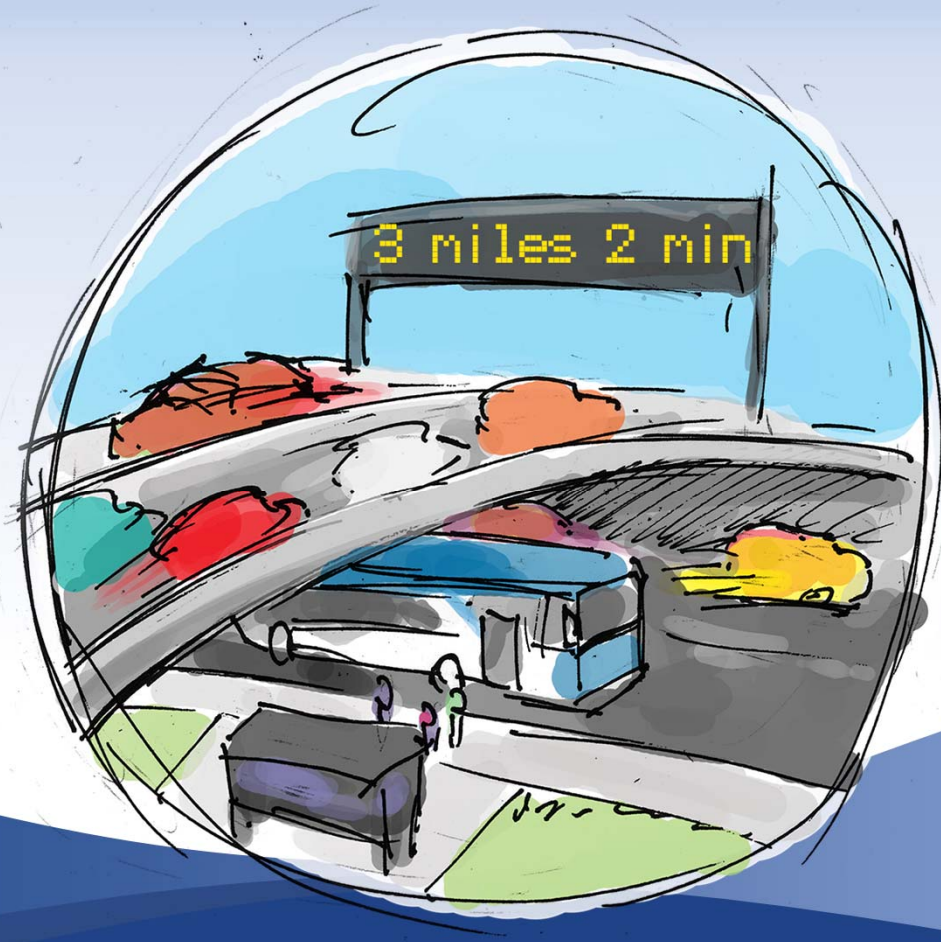
Reduce Road Congestion



Make Transportation Corridors Safer



Enhance Transit Services



Reduce Road Congestion

Reduce Road Congestion

Improve stoplight timing along major corridors

Advanced Traffic Management System (ATMS) Phase 1:

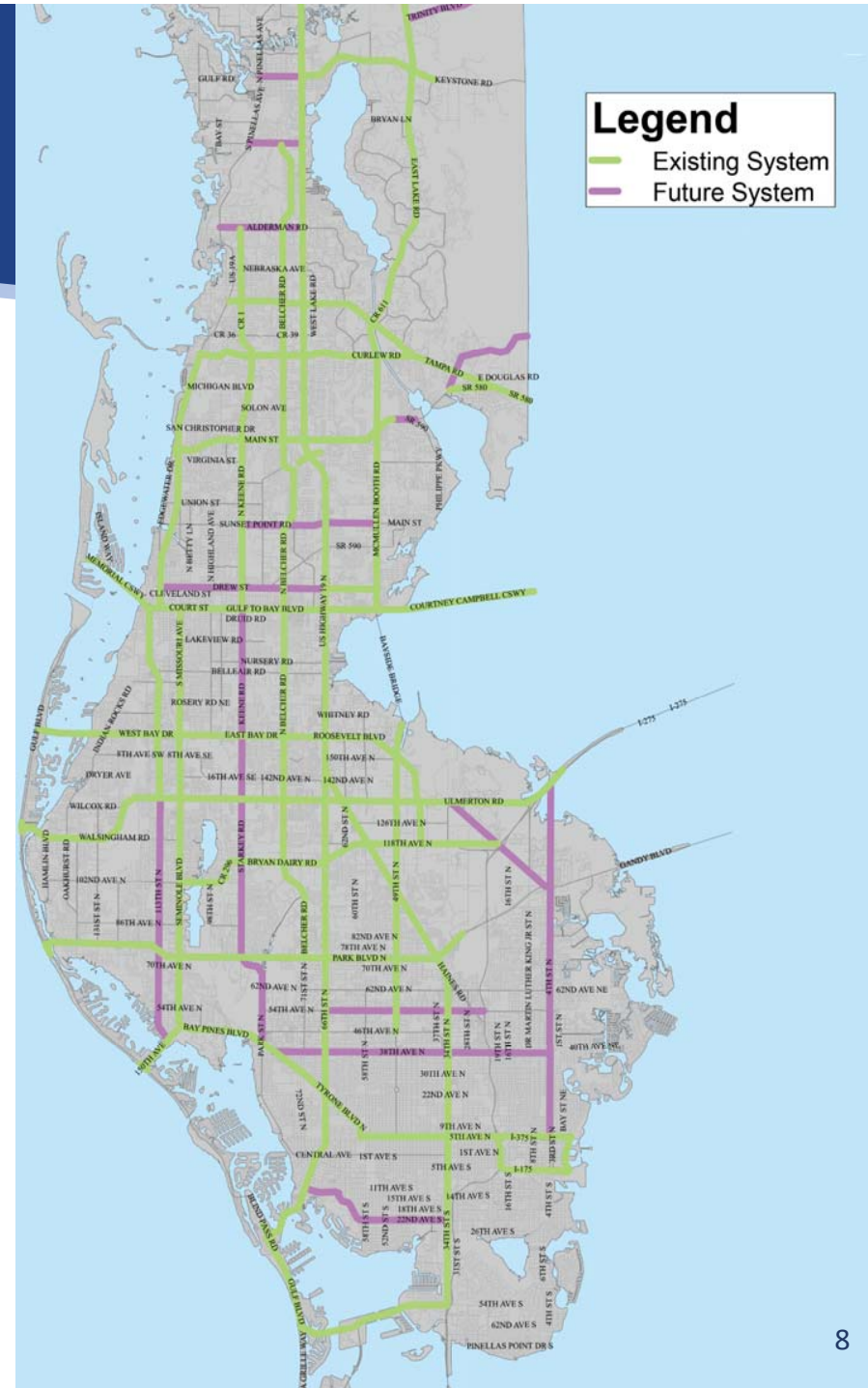
- 267 miles collectors/arterials completed
 - Complete 11 miles as one project

ATMS Phase 2:

- 60 miles of new collectors/arterials

Outcome: reduce travel time by 13-15%

Capital cost: \$35M



Capital cost: \$49M





Make Transportation Corridors Safer

Safer Transportation Corridors

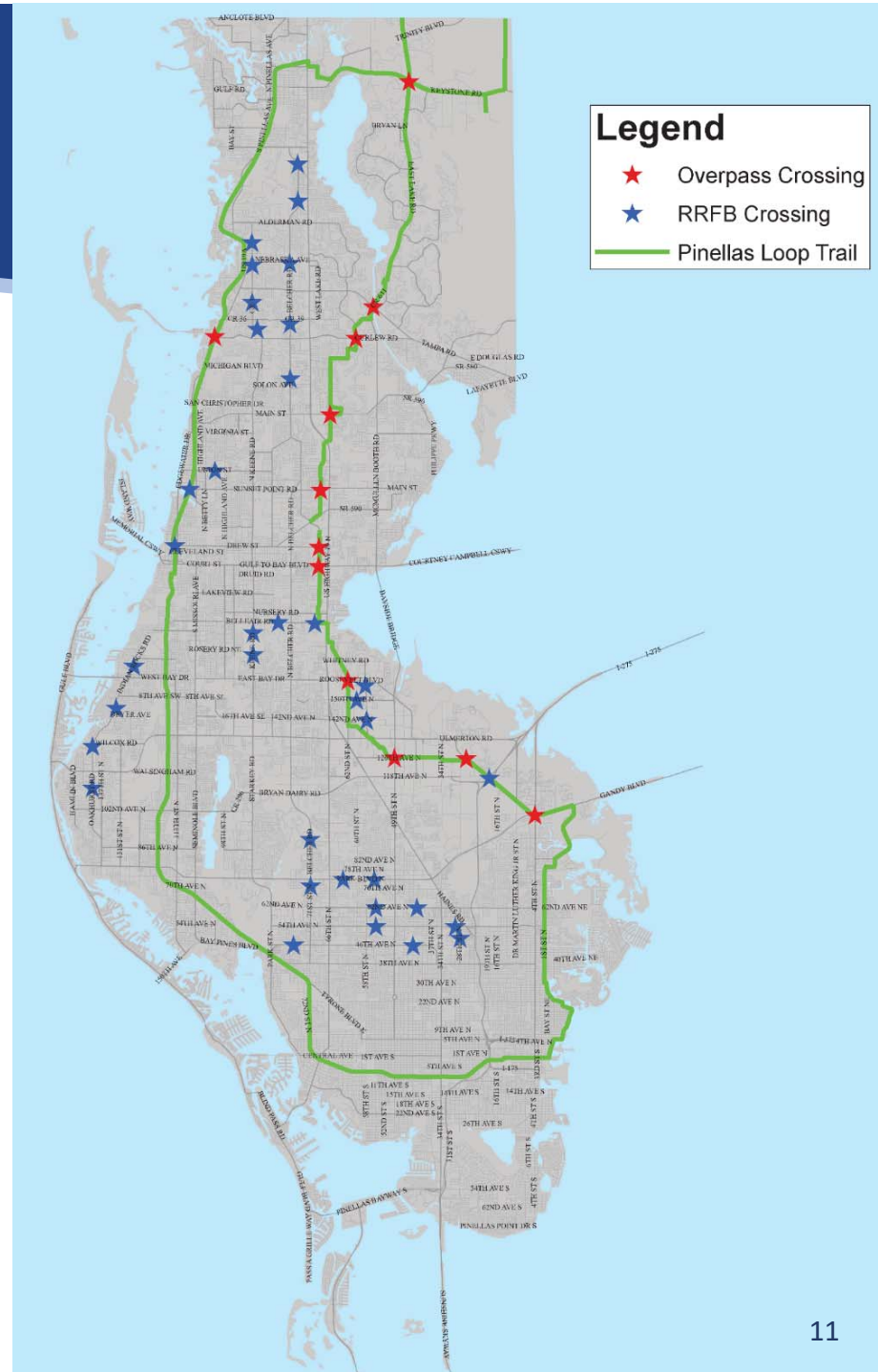
Build safety improvements at major crash locations

- **Countywide locations**
- **Pinellas County Trail Crossings**
 - Overpasses and enhanced traffic control

Outcome: reduce pedestrian and vehicle crashes and fatalities

Capital cost: \$50M

Annual O&M: \$100K



Safer Transportation Corridors

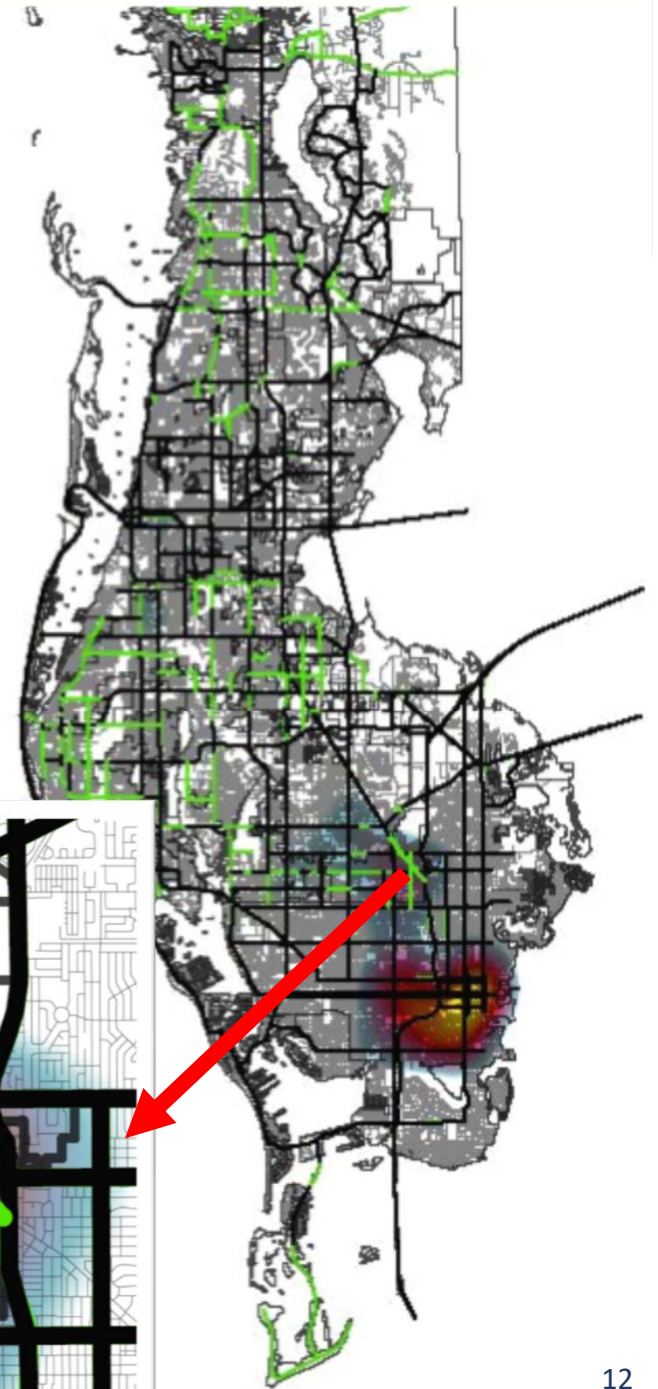
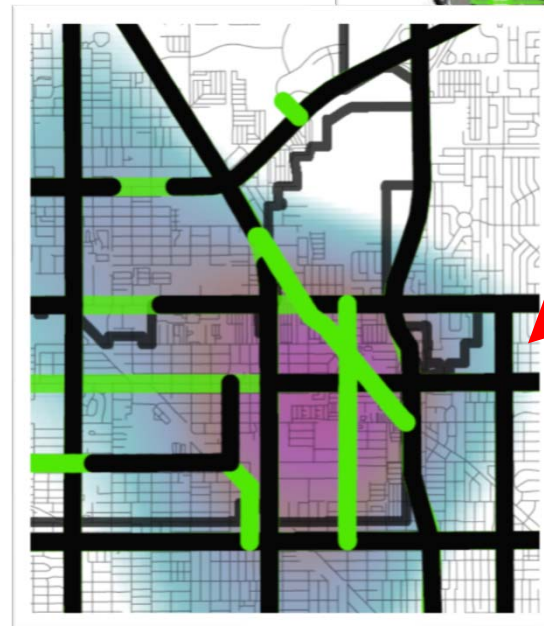
Increase street lighting along major transportation corridors

100 miles of unlit primary and feeder corridors

Outcome: reduce pedestrian and vehicular crashes and fatalities (by approx. 28%)

Capital Cost: \$40M

Annual O&M: \$275K



Safer Transportation Corridors

Improve additional infrastructure:

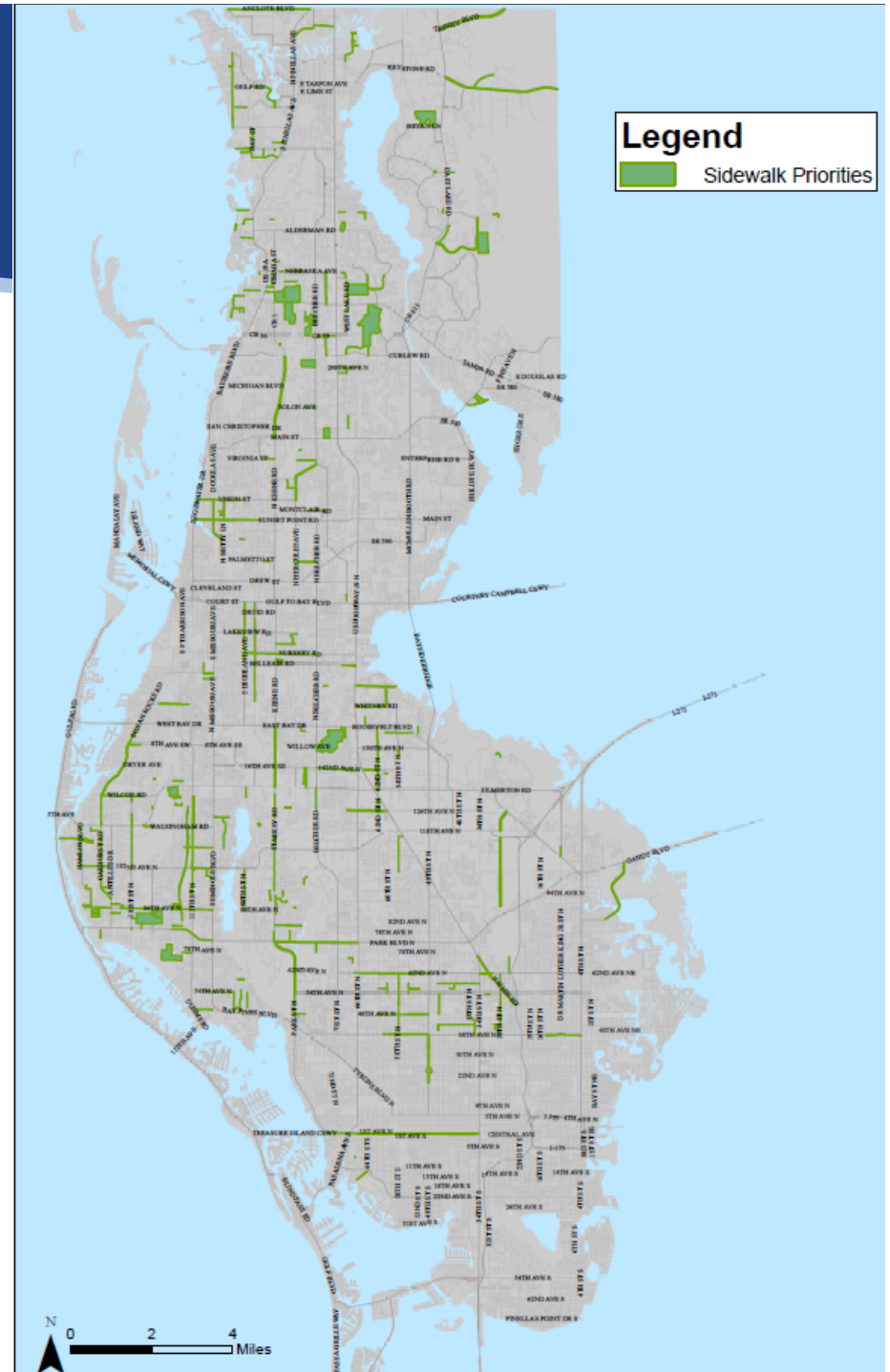
- Fill 120 miles of sidewalk gaps

Outcomes:

Better connected pedestrian corridors
Safer right-of-ways

Capital Cost: \$73M

Annual O&M: \$1M





Enhance Transit Services

Enhance Transit Services

Better connect local workforce to **jobs, training** and **housing** that's affordable.

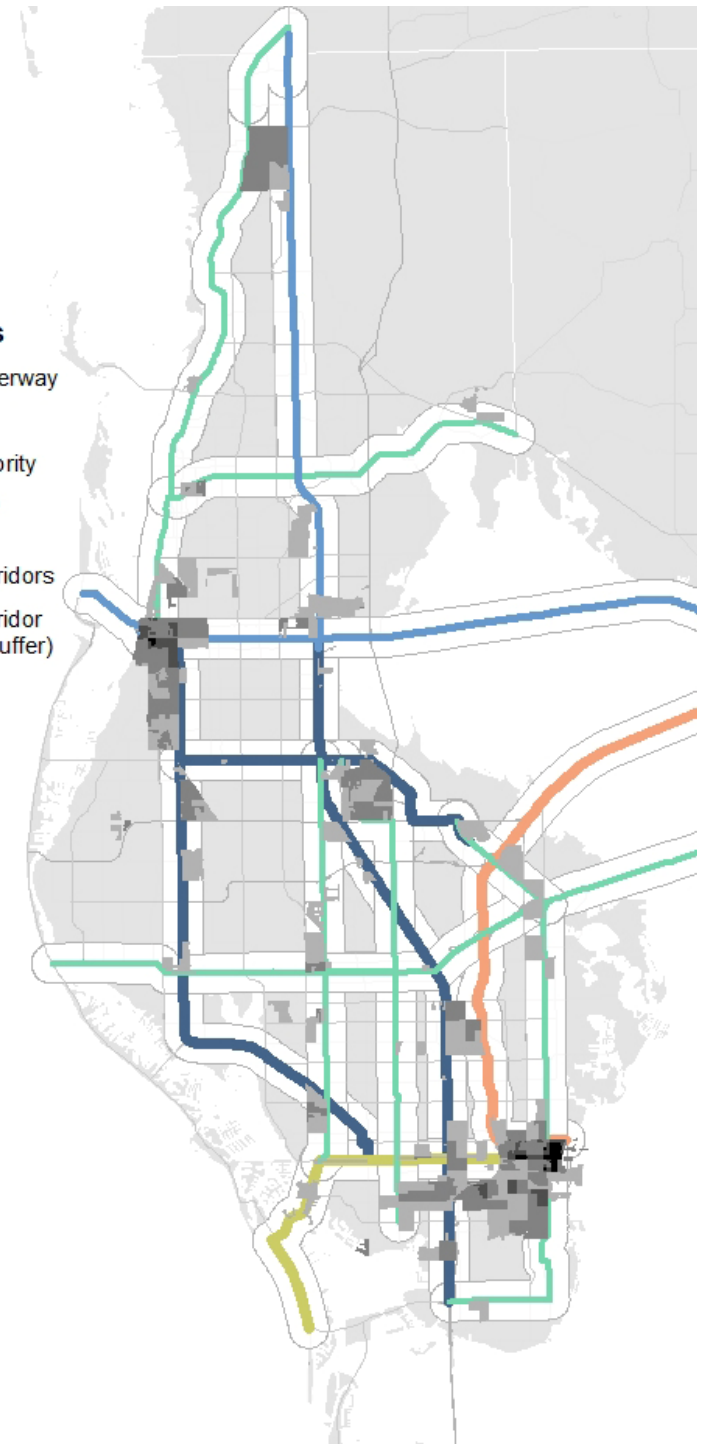
Maintain existing service in state of good repair.

Combined Indicators

Low



Priority Corridors



What are we trying to better connect?



Where are the jobs and training?

Employment/
Workforce Training
Indicators

Employment
densities

Opportunity
zones

Workforce
development
areas

Where are the people?

Population Indicators

Population
densities

Minority/Low
Income Areas

Zero car
households

Where is housing that is affordable?

Housing Indicators

Housing units
affordable to
lower income
households

Existing
investments in
housing that is
affordable

Where might future development occur?

Redevelopment
opportunities
indicators

Commercial

Age > 1980

Underutilized
currently

Large, >1 acre

Investment Corridors

- **Data-driven approach**
- **Public and private sector investments**
- **Reinforced by Countywide Plan**
(Advantage Pinellas)

Combined Indicators



What areas should we connect and what corridors connect them?

Source: Forward Pinellas, Florida Department of Transportation, Pinellas County, ESRI, Pinellas County's Property Appraiser, U.S. Fish and Wildlife Services, U.S. Federal Emergency Management Agency, SB Friedman, U.S. Census Bureau, St. Petersburg College

0 217 4 Miles



Priority Corridors

Transit service on these corridors is intended to be:

- Focused on destination
- Fast and reliable

Three priority corridors:

- U.S. 19 South
- Roosevelt Blvd./East Bay Drive
- U.S. Alt. 19 - South

Combined Indicators

Low

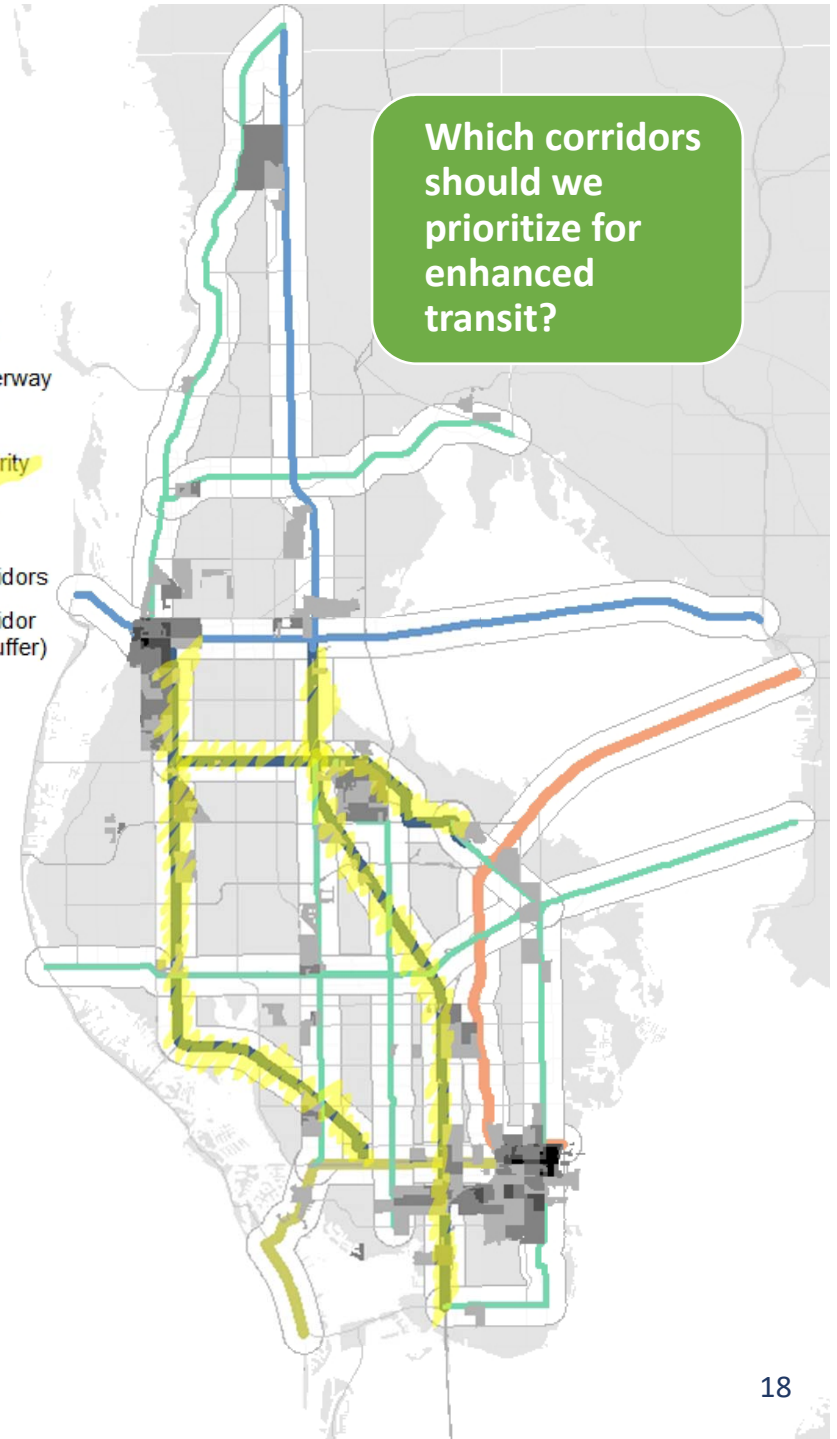


High

Priority Corridors



Which corridors should we prioritize for enhanced transit?



U.S. 19 South

Connects several workforce development opportunities with:

- High population densities
- Low income areas
- Zero-car households

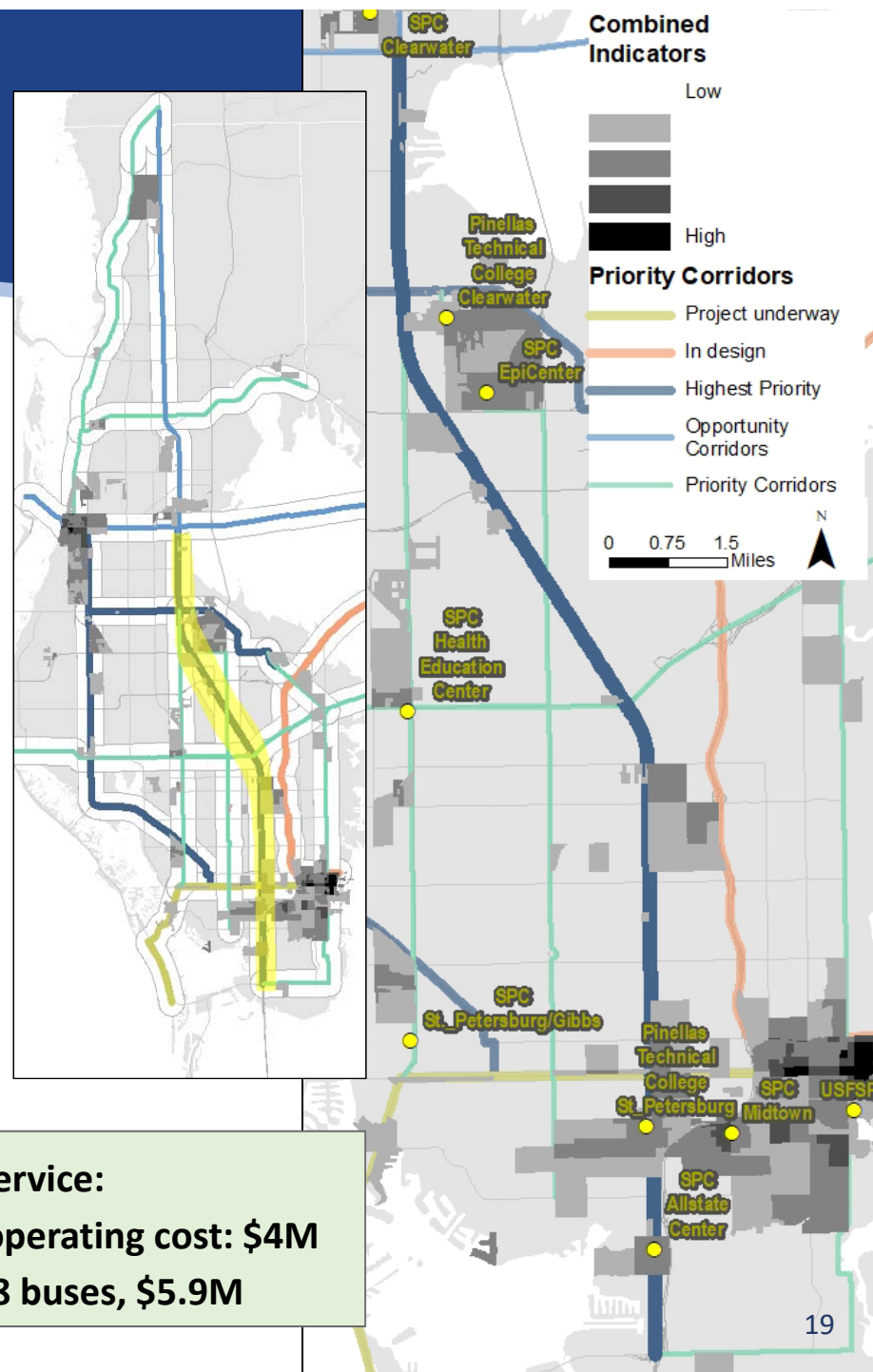
Multiple activity centers and CRAs along the corridor:

- Lealman CRA
- South St. Petersburg CRA
- Skyway Marina District

Proposed Transit Service:

Estimated annual operating cost: \$4M

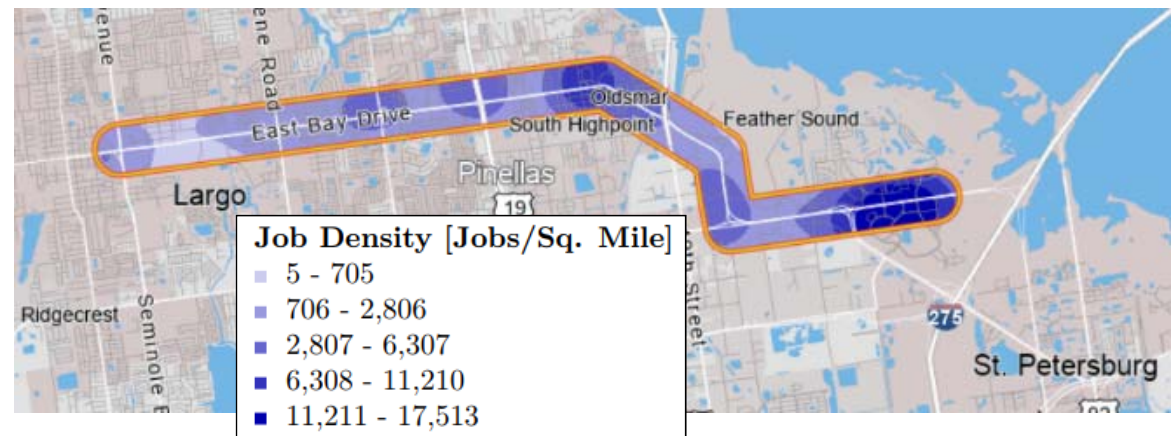
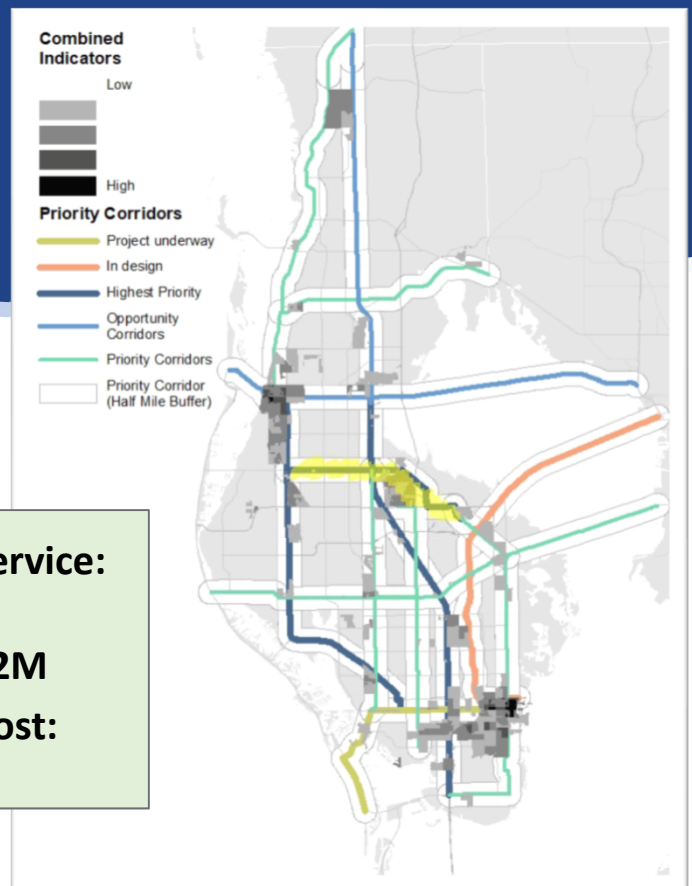
Estimated capital: 8 buses, \$5.9M



Roosevelt Blvd./East Bay Drive

- Connects residential areas with medical, office and manufacturing jobs
- About 15% of people in the corridor had an income below poverty
- Supports Gateway Master Plan and Intermodal Center Feasibility Study

Proposed Transit Service:
Estimated annual operating cost: \$3.2M
Estimated capital cost: 8 buses, \$5.2M



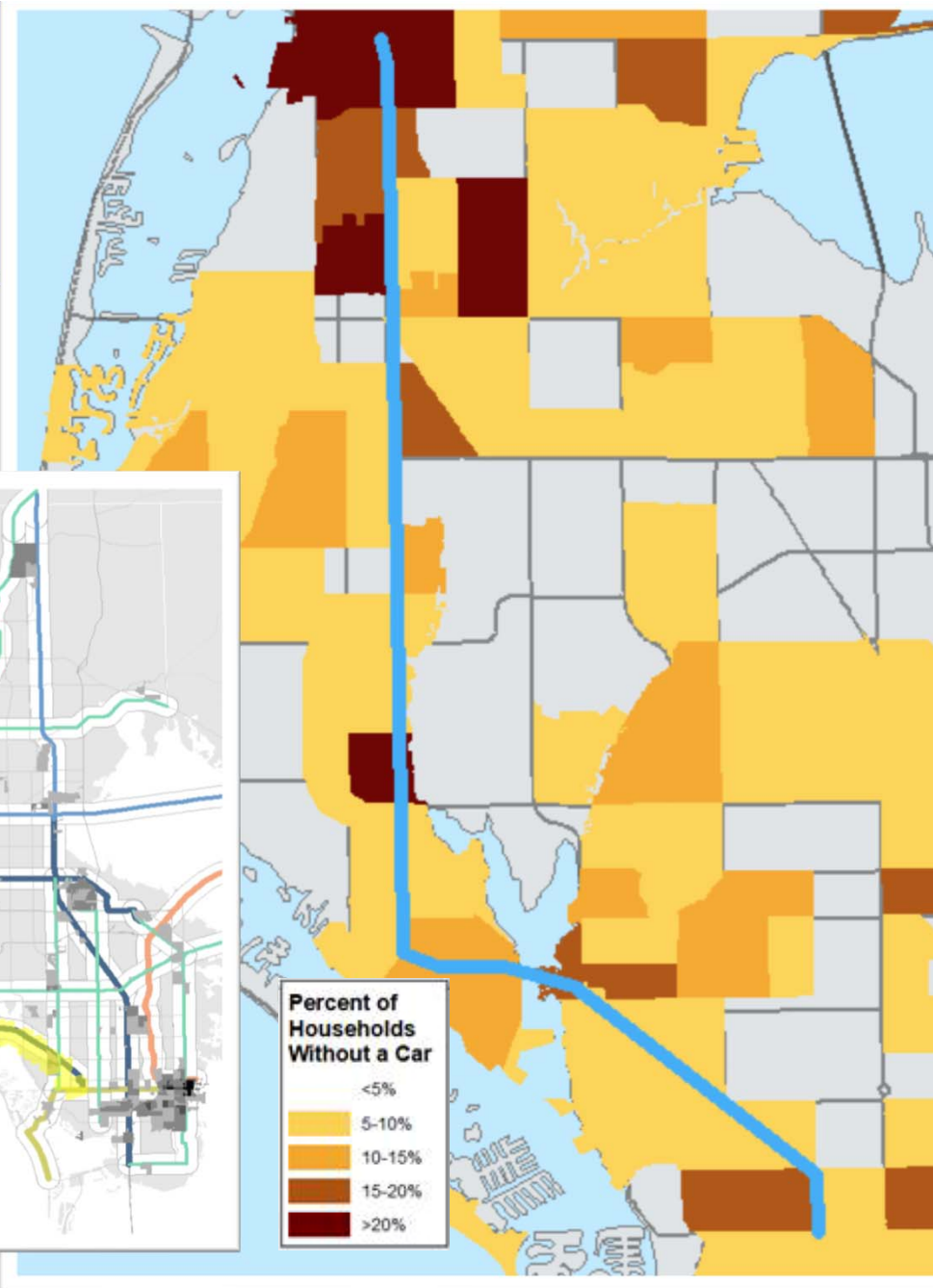
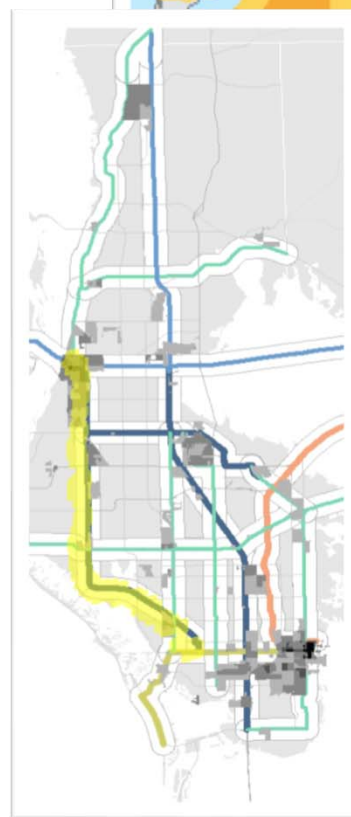
U.S. Alt. 19 South

- Connects downtown Clearwater, downtown Largo and west St. Petersburg
- Touches 4 opportunity zones and 5 activity centers
- 5,500+ houses with no cars

Proposed Peak Hour Service:

Estimated annual operating cost: \$3.2M

Estimated capital costs: \$9.8M, 13 buses



Maintain and Strategically Enhance Transit Service

Maintain existing service

Outcome: Continue to provide services at the same level it is today in other areas

Capital Cost: \$70M
Annual O&M: \$15M




Expand specialized services as needed:

- Seniors
- Veterans
- Disabled residents



Anticipated Program Costs



Program Area		Capital Costs	Annual O&M
	Reduced Road Congestion	\$64,000,000	\$75,000
	Make Transportation Corridors Safer	\$197,635,000	\$1,385,000
	Enhance Transit Services	\$130,400,000	\$30,000,000
	TOTAL	\$ 392,035,000	\$31,460,000

* Does NOT include costs for programs within incorporated areas.

Funding Options



Local Option Fuel Tax

- 5 additional cents—\$179M over 10 years
- Currently split 60% County – 40% Cities



Transportation Sales Surtax

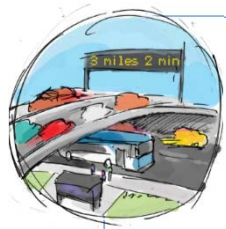
- 1/2 cent—\$1.01B over 10 years
- 1/4 cent—\$500M over 10 years



Ad Valorem Taxes (increased millage rates)

- General Fund millage—\$79.4M estimated revenue per 1 mill (FY19)
- PSTA millage—\$67.8M estimated revenue per 1 mill (FY19)

Intended Outcomes



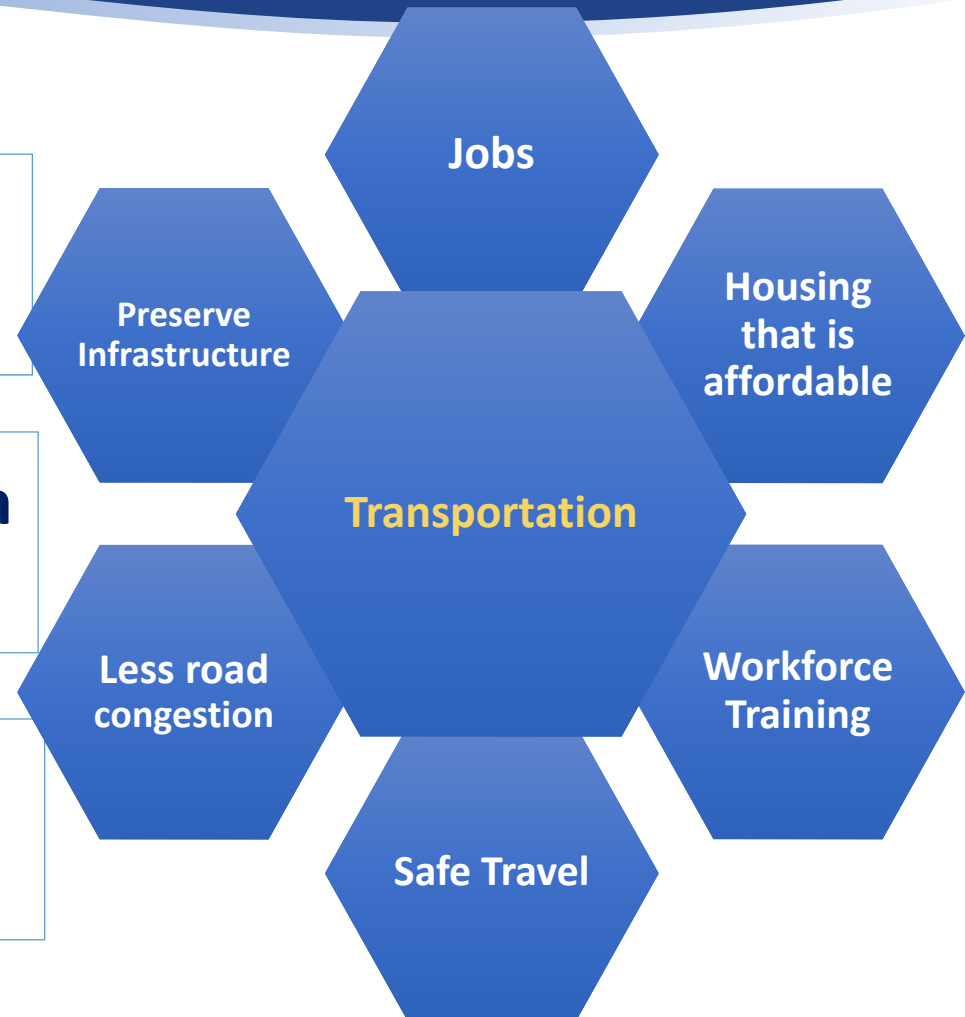
Reduced Road Congestion



Safer Transportation Corridors



Enhanced Transit Services



Thank you!