



**SPECIAL COMMISSION MEETING**

**CITY OF ST. PETE BEACH**

155 Corey Avenue  
St. Pete Beach, FL 33706

Thursday, June 13, 2019  
9:30 a.m.

Call to Order  
Pledge of Allegiance  
Roll Call

=====

**SPECIAL MEETING**

1. Action Items
  - A. Resolution 2019-05, Bus Rapid Transit/Pinellas Suncoast Transit Authority
2. Adjournment

**APPEAL:** If a person decides to appeal any decision made at this meeting, they will need a record of the proceeding and, for such purpose, may need to ensure that a verbatim record of the meeting is made, which record includes the testimony and evidence upon which the appeal is to be based. (Florida Statute 286.0105) The City does not furnish verbatim transcripts; interested parties should make the necessary arrangements for verbatim transcripts.

**AMERICAN DISABILITIES ACT:** In Accordance with the American's with Disabilities Act and Florida Statute 286.26, persons with disabilities needing special accommodations to participate in this meeting should contact City Hall at (727) 367-2735 no later than (4) days prior to the meeting for assistance.

The public is cordially invited to attend.

All agenda material is available for review at City Hall.

## **RESOLUTION OPTION “A”**

## **RESOLUTION 2019-05**

### **A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF ST. PETE BEACH, FLORIDA, OPPOSING THE PINELLAS SUNCOAST TRANSIT AUTHORITY OF PINELLAS COUNTY, FLORIDA PROPOSED BUS RAPID TRANSIT SOUTH OF 75<sup>TH</sup> AVENUE; AND PROVIDING FOR AN EFFECTIVE DATE.**

**WHEREAS**, the City Commission of the City of St. Pete Beach ("City") opposes operation of the Bus Rapid Transit ("BRT") proposed by the Pinellas Suncoast Transit Authority ("PSTA") of Pinellas County, Florida south of 75<sup>th</sup> Avenue; and

**WHEREAS**, the PSTA has expressed an interest in proposing a BRT, a portion of which will specifically impact the traffic, and may provide little to no benefit, to the City and its community; and

**WHEREAS**, the BRT will increase congestion and affect emergency service response time to the City and its community; and

**WHEREAS**, the BRT will cause removal of lanes or the narrowing of lanes that will negatively affect the flow of traffic within the City and further burden local roadways in the City and its community; and

**WHEREAS**, the BRT poses a threat to the City's tourism, due to the negative effect and burden on local roadways, which is of economic value for numerous industries; and

**WHEREAS**, it is the City's belief that despite the population increase and business development the BRT would tax the area's resources and infrastructure and there's no positive assurance it would provide any benefit to the City; and

**WHEREAS**, the City has repeatedly requested PSTA to cease and desist misrepresenting our grant and other application and documents that the City is contributing financial resources that the City has not agreed to do.

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF ST. PETE BEACH, THAT:**

SECTION 1. Recitals. The above recitals ("Whereas" clauses) are true and correct and adopted hereby as findings, purpose and intent of the City Commission.

SECTION 2. The City Commission is hereby opposed to the BRT proposed by the PSTA to run through the City south of 75<sup>th</sup> Avenue and finds little to no benefit to the City and its community. The City Manager is directed to immediately transmit this Resolution to PSTA and request PSTA to stop representing financial contributions that the City has not agreed to.

SECTION 3. Effective Date. This resolution shall take effect immediately upon adoption.

CITY COMMISSION, CITY OF ST. PETE  
BEACH, FLORIDA.

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Alan Johnson, Mayor

ATTEST:

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Rebecca C. Haynes, City Clerk

APPROVED AS TO LEGAL FORM AND CORRECTNESS:

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Andrew Dickman, City Attorney

## **RESOLUTION OPTION “B”**

## **RESOLUTION 2019-05**

### **A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF ST. PETE BEACH, FLORIDA, OPPOSING THE PINELLAS SUNCOAST TRANSIT AUTHORITY OF PINELLAS COUNTY, FLORIDA PROPOSED BUS RAPID TRANSIT AS CURRENTLY DESIGNED SOUTH OF 75<sup>TH</sup> AVENUE; AND PROVIDING FOR AN EFFECTIVE DATE.**

**WHEREAS**, As currently designed south of 75<sup>th</sup> Avenue on Gulf Boulevard, the City Commission of the City of St. Pete Beach (City) opposes the grant application to Federal Transit Administration (FTA) for the "Central Avenue Bus Rapid Transit Project" (BRT) proposed by the Pinellas Suncoast Transit Authority (PSTA) of Pinellas County, Florida; and

**WHEREAS**, the PSTA did not consult the City prior to submitting its application to the FTA, has misrepresented the City's support for the BRT, which is still reflected in the PSTA application, and has not supplied reliable data to support a successful BRT in the City; and

**WHEREAS**, the City is geographically a narrow barrier island and Gulf Boulevard is the City's primary north-south thoroughfare for its residents, businesses and visitors; and

**WHEREAS**, the City's current plans and investments for Gulf Boulevard involve improving pedestrian use, undergrounding utilities, as well as enhancing the appearance and look of a beach destination, all of which are incompatible with the current design of the BRT and its related facilities; and

**WHEREAS**, the City is attempting to negotiate with PSTA a compromise interlocal agreement that may connect the BRT to the City and at the same time respect the type of mass transit along Gulf Boulevard more appropriate for the City's scale and vision; and

**WHEREAS**, the City supports mass transit in general to and on Gulf Boulevard, but negotiations with PSTA are ongoing and PSTA is still planning the BRT and related facilities on Gulf Boulevard south of 75<sup>th</sup> Avenue, despite the City's objection.

### **NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF ST. PETE BEACH, THAT:**

SECTION 1. Recitals. The above recitals ("Whereas" clauses) are true and correct and adopted hereby as findings, purpose and intent of the City Commission.

SECTION 2. The City Commission is hereby opposed to the proposed BRT and related facilities as currently designed by the PSTA south of 75<sup>th</sup> Avenue on Gulf Boulevard, and requests that the FTA take no further action on PSTA's application.

SECTION 3. The City Manager is directed to immediately transmit this Resolution to PSTA, the Florida Department of Transportation, and the FTA.

SECTION 4. The City Commission directs the City Manager and City Attorney to invite PSTA to continue negotiating a reasonable interlocal agreement for the BRT and related facilities and bring the agreement to the City Commission for its consideration.

SECTION 5. Effective Date. This resolution shall take effect immediately upon adoption.

CITY COMMISSION, CITY OF ST. PETE  
BEACH, FLORIDA.

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Alan Johnson, Mayor

ATTEST:

---

Rebecca C. Haynes, City Clerk

APPROVED AS TO LEGAL FORM AND CORRECTNESS:

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Andrew Dickman, City Attorney

## **INFORMATIONAL DOCUMENTS**



## Central Avenue Bus Rapid Transit Project Profile: FY 2020 Annual Report

[fl-st-petersburg-central-ave-brt-ar20-profile.pdf](#)

The Pinellas Suncoast Transit Authority (PSTA), in coordination with the Florida Department of Transportation (FDOT), the City of St. Petersburg, and other regional stakeholders, plans to construct a bus rapid transit (BRT) line from downtown St. Petersburg to St. Pete Beach via the Central Avenue corridor.

*DOT is committed to ensuring that information is available in appropriate alternative formats to meet the requirements of persons who have a disability. If you require an alternative version of files provided on this page, please contact [FTAWebAccessibility@dot.gov](mailto:FTAWebAccessibility@dot.gov)*

### *Related Links*

- [Capital Investment Program Project Profiles: Fiscal Year 2020](#)

### *Related Documents*

- [Proposed Allocation of Funds for Fiscal Year 2020: Capital Investment Grants Program \(New Starts, Core Capacity and Small Starts\)](#)

### *Contact Us*

#### **Office of Planning & Environment**

Federal Transit Administration  
1200 New Jersey Avenue, SE  
Washington, DC 20590  
United States

Phone: 202-366-4033

Business Hours:  
8:30 a.m.-5 p.m. ET, M-F

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**Central Avenue Bus Rapid Transit Project**  
**St. Petersburg, Florida**  
**Small Starts Project Development**  
**(Rating Assigned November 2017)**

| Summary Description                               |                                            |
|---------------------------------------------------|--------------------------------------------|
| <b>Proposed Project:</b>                          | Bus Rapid Transit<br>11 Miles, 17 Stations |
| <b>Total Capital Cost (\$YOE):</b>                | \$41.36 Million                            |
| <b>Section 5309 Small Starts Share (\$YOE):</b>   | \$20.36 Million (49.2%)                    |
| <b>Annual Operating Cost (opening year 2020):</b> | \$3.77 Million                             |
| <b>Existing Corridor Ridership (Warranted):</b>   | 5,400 Daily Linked Trips                   |
| <b>Overall Project Rating:</b>                    | Medium-High                                |
| <b>Project Justification Rating:</b>              | Medium                                     |
| <b>Local Financial Commitment Rating:</b>         | High                                       |

**Project Description:** The Pinellas Suncoast Transit Authority (PSTA), in coordination with the Florida Department of Transportation, the City of St. Petersburg, and other regional stakeholders, plan to construct a bus rapid transit (BRT) line from downtown St. Petersburg to St. Pete Beach via the Central Avenue corridor. The proposed project includes six miles of exclusive bus lanes, transit signal priority, and the purchase of nine branded articulated hybrid buses. The service is planned to operate every 15 minutes during daytime hours on weekdays, every 30 minutes on weekday evenings, and every 15 to 30 minutes on weekends.

**Project Purpose:** The Central Avenue corridor serves multiple travel markets, including work, healthcare, education, community access, entertainment, and tourism. The project is expected to improve transit accessibility within downtown St. Petersburg and provide more frequent mobility options between downtown St. Petersburg and the Gulf Beaches area. The corridor currently has five local bus routes, but no direct transit service linking central St. Petersburg with attractions to the west. Additionally, bus travel times are slowed by automobile congestion and the absence of transit signal priority or any other preferential treatments. PSTA expects the project to enhance the corridor's economic development.

**Project Development History, Status and Next Steps:** The project was adopted into the region's fiscally constrained long range transportation plan in February 2016. The project entered Small Starts Project Development in May 2016. PSTA selected their locally preferred alternatives in January 2017. PSTA completed the environmental review process with receipt of a Documented Categorical Exclusion in August 2017. PSTA anticipates receipt of a Small Starts Grant Agreement in October 2018, and the start of revenue operations in June 2020.

## Locally Proposed Financial Plan

| <u>Source of Funds</u>                                                                    | <u>Total Funds (\$million)</u> | <u>Percent of Total</u> |
|-------------------------------------------------------------------------------------------|--------------------------------|-------------------------|
| <b>Federal:</b><br>Section 5309 Small Starts                                              | \$20.36                        | 49.2%                   |
| <b>State:</b><br>Florida State New Starts Program                                         | \$9.50                         | 23.0%                   |
| Florida Department of Transportation<br>Design Grant                                      | \$1.00                         | 2.4%                    |
| <b>Local:</b><br>PSTA<br>Ad Valorem (Local Property Tax)                                  | \$5.00                         | 12.1%                   |
| City of St. Petersburg<br>Tax Increment Financing Proceeds<br>or Local Government Capital | \$4.00                         | 9.7%                    |
| City of St. Pete Beach<br>Ad Valorem (Local Property Tax)                                 | \$1.50                         | 3.6%                    |
| <b>Total:</b>                                                                             | <b>\$41.36</b>                 | <b>100.0%</b>           |

**NOTE:** The financial plan reflected in this table has been developed by the project sponsor and does not reflect a commitment by DOT or FTA. The sum of the figures may differ from the total as listed due to rounding.

# Central Avenue Bus Rapid Transit Project

St. Petersburg, Florida

Small Starts Project Development

(Rating Assigned November 2017)

## **LAND USE RATING: Medium**

The land use rating reflects population density within one-half mile of proposed stations, employment served by the line, and the share of legally binding affordability restricted (LBAR) housing in the station areas compared to the share in the surrounding county.

- Average population density across all station areas is 4,341 persons per square mile, which corresponds to a Medium-Low rating. Total employment served is 49,355, corresponding to a Medium-Low rating. The central business district average daily parking cost ranges from \$12.00-\$13.50, rating Medium-High. The proportion of LBAR housing in the project corridor compared to the proportion in the county through which the project travels is 3.19, which corresponds to a High rating.
- Downtown St. Petersburg has a mix of uses, including restaurants, hotels, green space, office buildings, retail, and residences. West of downtown, surface parking lots, single-family residences, and big box retail are prevalent. Through South Pasadena, the corridor includes parks, retail, restaurants, and surface parking lots. The southern portion, through St. Pete Beach, includes mid-rise beach resorts, beach clubs, and public beach access parking, as well as retail and single-family residences.
- In Downtown St. Petersburg, developments have short setbacks, sidewalks, and landscaping. First Avenues North and South, along which the BRT will run parallel to Central Avenue, have consistent set-back sidewalks and ADA ramps, but few marked crossings. In South Pasadena and in St. Pete Beach, sidewalks are consistently present on both sides of the road and signalized intersections include marked crossings with ADA ramps; however, blocks are extremely long with few marked mid-block crossings.

## **ECONOMIC DEVELOPMENT RATING: Medium-Low**

### **Transit-Supportive Plans and Policies: Medium-Low**

- *Transit-Supportive Corridor Policies:* St. Petersburg has plans and policies that support designating an activity center along Central Avenue, supporting transit-oriented development, increasing densities, improving pedestrian facilities, and increasing parking rates in Downtown. The cities of South Pasadena and St. Pete Beach have minimal to no transit-supportive plans and policies.
- *Supportive Zoning Near Transit Stations:* Within St. Petersburg and St. Pete Beach, permitted densities along the corridor generally range from medium to high. Residential areas generally are low density. Permitted densities in South Pasadena range from moderate in commercial areas to high for residential zones covered by a Planned Redevelopment overlay zone.
- *Tools to Implement Land Use Policies:* Some outreach around transit-supportive development has occurred regionally and in the St. Petersburg portion of the corridor. Pinellas County and St. Petersburg have financial and regulatory incentives to encourage transit-supportive development, such as credits and floor area ratio bonuses for transit and pedestrian amenities. Information on incentives for St. Pete Beach and South Pasadena was not provided.

### **Performance and Impacts of Policies: Medium-Low**

- *Performance of Land Use Policies:* Renderings for new developments within or near Downtown St. Petersburg show transit-supportive densities, short setbacks, and pedestrian infrastructure. Information for the rest of the corridor was not provided.
- *Potential Impact of Transit Investment on Regional Land Use:* Vacant land is scattered throughout the corridor, with greater concentrations on the eastern half where transit-supportive zoning has been implemented. The corridor is growing, but at a slower rate than the region.

**Tools to Maintain or Increase Share of Affordable Housing: Medium-Low**

- Affordable housing supply and needs were assessed for the South St. Petersburg Community Redevelopment Area (CRA), which covers most of the corridor in St. Petersburg. The CRA directs 40 percent of tax increment financing revenues to the development of affordable and market-rate housing within the CRA. Habitat for Humanity has invested \$2.9 million in the CRA. St. Petersburg and St. Pete Beach provide density bonuses to developers for affordable housing.

# PSIA CENTRAL AVENUE BRT PROJECT LOCATION AND LOCALLY PREFERRED ALTERNATIVE

ST. PETERSBURG, FLORIDA



SOURCE: BASE MAP AND DATA PROVIDED BY PINELLAS COUNTY OF FLORIDA COUNTY MAPS AND DATA, ALL OTHER DATA CREATED BY JACOBS, SEPTEMBER 2017.



## About the Program

### Overview

#### Discretionary & Competitive Federal Grant Program

- Roughly \$2.3 billion appropriated each year
- Funds light rail, heavy rail, commuter rail, streetcar, and bus rapid transit projects

#### FAST outlines: -Multi-year, multi-step process projects must follow to receive funds

- Points during process when FTA must evaluate and rate projects
- Evaluation criteria that must be used
- 5 point scale from low to high for ratings
- Annual Report to Congress that must include ratings for each project and the Administration's funding recommendations

### FAST Eligible Projects

#### New Starts

- Total project cost is equal to or greater than \$300 million or total New Starts funding sought equals or exceeds \$100 million
- New fixed guideway system (light rail, commuter rail etc.)
- Extension to existing system
- Fixed guideway BRT system

#### Small Starts

- Total project cost is less than \$300 million and total Small Starts funding sought is less than \$100 million
- New fixed guideway systems (light rail, commuter rail etc.)
- Extension to existing system
- Fixed guideway BRT system
- Corridor-based BRT system

#### Core Capacity

- Substantial corridor-based investment in existing fixed guideway system
- Project must:

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- Be located in a corridor that is at or over capacity or will be in five years
- Increase capacity by 10%
- "not include project elements designated to maintain a state of good repair"
- Learn more about the program in this [video](#) , which provides an overview of everything there is to know about the Core Capacity Improvement Program. The 49-minute presentation provides an in-depth training on project eligibility, completing steps in the process, and project evaluation and rating. It synthesizes the requirements in law, regulation, policy guidance and FTA's application procedures in an easy-to-understand format. Closed-captioned.

## Program of Interrelated Projects

- Program of interrelated projects is the simultaneous development of-
- (A) 2 or more new fixed guideway capital projects, small start projects, or core capacity improvement projects; or
- (B) 2 or more projects that are any combination of new fixed guideway capital projects, small start projects, and core capacity improvement projects.

## Bus Rapid Transit Categories

### Corridor-Based

- Separated right-of-way not required for entirety of corridor
- Makes a substantial investment in a specific corridor
- Defined stations
- Traffic signal priority for buses
- Short headway times
- Bidirectional services for a substantial part of weekdays

### Fixed Guideway

- Majority of project operates in a separated right-of-way dedicated for public transportation use
- Makes a substantial investment in a single route within a defined corridor
- Defined stations
- Traffic signal priority for buses
- Short headway times
- Bidirectional services for a substantial part of weekdays & weekend days

## Approval Process

### New Starts

#### 1) FTA approval: Project Development

- Complete environmental review process including developing and reviewing alternatives, selecting locally preferred alternative (LPA), and adopting it into the fiscally constrained long range transportation plan

#### 2) FTA evaluation, rating, and approval: Engineering

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- Gain commitments of all non-5309 funding
- Complete sufficient engineering and design

### 3) FTA evaluation, rating, and approval: Full Funding Grant Agreement

- Construction

## Small Starts

### 1) FTA Approval: Project Development

- Complete environmental review process including developing and reviewing alternatives, selecting locally preferred alternative (LPA), and adopting it into fiscally constrained long range transportation plan
- Gain commitments of all non-5309 funding
- Complete sufficient engineering and design

### 2) FTA evaluation, rating, and approval: Construction Grant Agreement

- Construction

## Core Capacity

### 1) FTA Approval: Project Development

- Complete environmental review process including developing and reviewing alternatives, selecting locally preferred alternative (LPA), and adopting it into the fiscally constrained long range transportation plan

### 2) FTA evaluation, rating, and approval: Engineering

- Gain commitments of all non-5309 funding
- Complete sufficient engineering and design

### 3) FTA evaluation, rating, and approval: Full Funding Grant Agreement

- Construction

## FAST Evaluation and Rating Criteria

### New Starts

#### Project Justification:

- mobility
- environmental benefits
- congestion relief
- economic development
- land use
- cost effectiveness (cost per trip)

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**Local financial commitment:**

- acceptable degree of local financial commitment including evidence of stable and dependable financing sources

**Small Starts****Project Justification:**

- mobility
- environmental benefits
- congestion relief
- economic development
- land use
- cost effectiveness (cost per trip)

**Local financial commitment:**

- acceptable degree of local financial commitment including evidence of stable and dependable financing sources

**Core Capacity****Project Justification:**

- mobility
- environmental benefits
- congestion relief
- economic development
- capacity needs of the corridor
- cost effectiveness (cost per trip)

**Local financial commitment:**

- acceptable degree of local financial commitment including evidence of stable and dependable financing sources

**Funding Recommendations**

FTA's decision to recommend a project for funding in the President's Budget is driven by a number of factors, including:

- the "readiness" of the project for capital funding
- the project's overall rating
- geographic equity
- the amount of available funds versus the number and size of the projects in the pipeline

**Receipt of Construction Funding**[Submit Feedback >](#)

- To receive a construction grant agreement a project must:
- Complete the Planning, Project Development, and Environmental Review Processes
- Meet Project Readiness Requirements (technical capacity, firm and final cost estimate, all funding committed)
- Receive a "medium" or higher overall rating
- Meet all other federal requirements

Updated: Friday, June 29, 2018

### *Related Documents*

- [Capital Investment Grant Program Overview](#)
- [Capital Investment Grant Fact Sheet \(Section 5309\)](#)
- [Dear Colleague Letter - Capital Investment Grants Program](#)

### *Contact Us*

#### **Office of Planning & Environment**

Federal Transit Administration  
1200 New Jersey Avenue, SE  
Washington, DC 20590  
United States

Phone: 202-366-4033

Business Hours:  
8:30 a.m.-5 p.m. ET, M-F

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## Frequently Asked Questions

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View frequently asked questions on this topic below. Perform a word search to narrow your content or, if this topic has sub-categories, select based on your interest from the drop-down list. Answers to frequently asked questions are provided as guidance.

### Search

### FAQ Category

Capital Investment Grants ▼

[01 How do I obtain Capital Investment Grant Program funding for my project?](#)

[02 When may a project sponsor seek entry into the New Starts or Core Capacity Engineering phase?](#)

[03 How soon will FTA respond to my request to enter Project Development?](#)

#### Answer:

Upon receipt of a request to enter Project Development as a New Starts, Small Starts or Core Capacity project, FTA will review the materials provided by the project sponsor. If anything is unclear, or documentation from the list above is missing, FTA will follow-up with the project sponsor via email. Upon receipt of complete information from the project sponsor, FTA will send a letter within 45 days indicating the sufficiency of the information for entry into Project Development to both the project sponsor and Congress per the direction in the FAST Act.

A letter from FTA indicating the project may enter Project Development does not imply a funding commitment or endorsement of the project by FTA, and should not be construed as a major milestone. Instead, it merely indicates the project sponsor may begin the initial stage of the process.

[04 Is there a timeframe within which projects must complete the steps in the process for a construction grant agreement?](#)

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05 What should I submit to FTA if I wish to apply for entry into the Project Development phase of the Capital Investment Grant program?

06 What technical assistance and oversight will FTA provide during Project Development?

07 What types of reviews will FTA undertake to approve entry into Engineering?

08 When will FTA conduct a risk assessment for my project?

09 When FTA undertakes a risk assessment, how does it determine whether the sponsor's budget and schedule are reasonable?

10 When can my project receive a construction grant agreement?

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Presented  
6/11/2019

# No Lane Changes on St. Pete Beach



-  **VISIONARY**
-  **EXPANSION**
-  **SERVICE**
-  **CAPITAL**
-  **FINANCIALLY SUSTAINABLE**
-  **GOVERNANCE**
-  **CUSTOMER**

## PSTA & St. Pete Beach Partnership

The Interlocal Agreement will...

1. Eliminate Trolley Service in Pass-a-Grille
2. Save City of St. Pete Beach \$100k
3. No Lane Changes
4. No St. Pete Beach Funding
5. Smaller Buses
6. City-Preferred Public Beach Stop Location

