



BOARD OF COUNTY COMMISSIONERS

DATE: July 21, 2015

AGENDA ITEM NO. 8.b.

Consent Agenda ☒

Regular Agenda ☐

Public Hearing ☐

 **County Administrator's Signature:**

Subject:

Transportation Incentive Grant Program (TRIP) Application with the Florida Department of Transportation (FDOT) for Park Street North and Tyrone Boulevard Intersection Improvements.
County PID No. 001038A

Department:

Public Works

Staff Member Responsible:

Ken Jacobs, Division Manager

Recommended Action:

I RECOMMEND THE BOARD OF COUNTY COMMISSIONERS (BOARD) APPROVE SUBMITTAL OF THE TRIP APPLICATION TO THE FDOT FOR PARK STREET NORTH AND TYRONE BOULEVARD INTERSECTION IMPROVEMENTS.

Summary Explanation/Background:

This grant application is necessary in order for the County to seek financial assistance from FDOT for construction activities associated with Park Street North and Tyrone Boulevard intersection improvements. This project will improve both the capacity and efficiency of this intersection, and will result in improved traffic flow. This intersection and its connecting corridors serve as primary transportation routes to other major regional transportation facilities, as well as serving as a primary evacuation route.

The project will consist of intersection widening to accommodate increased capacity, with dedicated left and right turn lanes. Construction activities will include upgrades to sidewalks, bike lanes, storm sewers, mast arms, signalization, and pavement markings at the intersection of Park Street North and Tyrone Boulevard, extending north to 54th Avenue North. Design activities associated with this project are nearing completion.

Should the grant application be approved by FDOT, a TRIP Agreement will be submitted to the Board for approval.

Fiscal Impact/Cost/Revenue Summary:

There is no fiscal impact to the County with the submission of this grant application. Should funding be approved for this project, FDOT will provide \$1,500,000 in grant funding, and the County will match the grant funding with \$3,500,000, for a total of \$5,000,000.

The County's portion of \$3,500,000 is budgeted in the Capital Improvement Program and will be funded by the Infrastructure Sales Tax (Penny for Pinellas) through the Transportation and Traffic Flow – Road and Street Facilities Program Allocation (PID No. 001038A).

Exhibits/Attachments Attached:

Intent to Apply Form
TRIP Pre-Application Form
Email approval from Office of Management & Budget dated June 24, 2015
Capital Improvement Program Budget Sheet
Location Map

INTENT TO APPLY FOR A GRANT

Internal Notification Form

Send to Katherine Burbridge, AICP, Office of Management and Budget

Phone: 453-3457 e-mail: kburbridge@pinellascounty.org

Department Point of Contact Information/ Project Manager	
Name: Ken Jacobs	Date: 6/22/15
Phone: (727) 464-8928	E-mail: kjacobs@pinellascounty.org
Department: Public Works	
Grant Funding Program and Administering Agency Information	
Funding Agency: US Department of Transportation	
Grant Funding Program Name and CFDA # or CSFA #: TRIP	
Grant Funding Type: Formula <input type="checkbox"/> Capital <input type="checkbox"/> Project X Other <input type="checkbox"/> : _____	
Does the grant require expending funds for an reimbursement award: Yes X No <input type="checkbox"/>	
Grant Funding Program Funding Cap (\$): 1,500, 000	
Required Match Amount and Type: 50% Minimum	
Administering Agency Contact Name: Carin Watkins	
Administering Agency Phone/Fax/E-Mail: (813) 975-6435 / carin.watkins@dot.state.fl.us	
Administering Agency Address: 11201 N. McKinley Dr Tampa, Fl 33612	
Granting Funding Proposal Project Information	
Project Title: Tyrone Blvd (S.R. 595) at Park Street. (Park Street from Tyrone Blvd to 54 th Ave N)	
Anticipated Funding Amount (\$): 5,000,000	
Anticipated Match Amount/Match Source: 3,500,000	
Is the proposal submitted for a different agency? No If so, what agency?	
Proposal Abstract: Tyrone Blvd at Park St, the major intersection on the Park Street segment from Tyrone Blvd to 54 th Ave N. The improvement includes left turn and right turn lanes to maximize the available capacity at the intersection. Design is currently underway.	
Type of Submission and Submission Deadline	
Concept Paper Deadline (If applicable):	
Grant Application Deadline:	
Source of Notification of Grant Solicitation (please check)	
Administering Agency: X	
eCivis: <input type="checkbox"/>	
Other: <input type="checkbox"/>	Please provide source:

Submit your “Intent to Apply” as early as possible.

**Transportation Regional Incentive Program (TRIP)
Project Submittal Form**

TRIP was created under F.S. 339.2819 to improve regionally significant transportation facilities in "regional transportation areas." State funds are available throughout Florida to provide incentives for local governments and the private sector to help pay for critically needed projects that benefit regional travel and commerce.

Origin of Request: (Applying Agency)

Organization:	Pinellas County		
Contact Person:	Ken Jacobs		
Address:	22211 U.S Hwy 19 N., Bldg. 1 Clearwater, Florida 33765		
Phone:	727 464-8909	Fax:	727-464-8909
E-mail:	kjacobs@pinellascounty.org		

Implementation Agency¹:

Organization:	Pinellas County Dept. of Environment and Infrastructure		
Contact Person:	David Talhouk		
Address:	14. S. Ft. Harrison Clearwater, Florida 33756		
Phone:	727 464-3780	Fax:	
E-mail:	dtalhouk@pinellascounty.org		

Engineering Contact:	Dave Talhouk		
Phone:	727 464-3780	Fax:	727 464-3595
E-mail:	dtalhouk@pinellascounty.org		

Finance Contact:	Bill Berger, Director of Management and Budget		
Phone:	727 453-3437	Fax:	
E-mail:	bberger@pinellascounty.org		

1. If a project is on the Strategic Intermodal System or Florida Intrastate Highway System and the Department of Transportation will be performing the work, please identify the agency responsible for meeting the financial match requirements of the TRIP program.

Project Improvement Information:

Facility:	Tyrone Boulevard
Project Limits:	At Park Street

Project Location: (attach location map) – See Attached

Current Project Status: Design Complete - Construction proposed in FDOT FY 2015

Work to be
performed:

Tyrone Blvd at Park St, the major intersection on the Park Street segment from Tyrone Blvd to 54th Ave N. The improvement includes left turn and right turn lanes to maximize the available capacity at the intersection. Design is currently underway.

Project listed in the Regional LRTP? ☒ Yes ☐ No

Project listed in the Capital Improvement Program? ☒ Yes ☐ No attach CIP page)

Project listed on the Chairs Coordinating Committee Regional Transportation Network? ☒ Yes ☐ No

Project prioritized by the Chairs Coordinating Committee? ☒ Yes ☐ No

Detail requested funding, including the source and type of asset(s) available as a match:

Amount(s) Requested	Total Project Costs (for activity)	Local Funding Commitment(s) ("match")	Source(s) of match	Type of match (cash, in-kind)
\$1.5 million	\$5 million	\$3.5 million	CIP	Cash

Public Transportation Project Improvement Information:

Facility:

--

Project Limits:

--

Project Location: (attach location map)

Current Project Status: (attach project schedule)

Work to be
performed:

--

Project listed in the Transit Development Plan/Master Plan? ☐ Yes ☐ No (attach TDP/Master Plan page)

Project listed in the Public Transportation Audited Budget/Board Resolution to commit local funding and participation? ☐ Yes ☐ No (attach budget page/resolution)

Project listed on the Chairs Coordinating Committee Regional Transportation Network? ☐ Yes ☐ No

Project prioritized by the Chairs Coordinating Committee? ☐ Yes ☐ No

Detail requested funding, including the source and type of asset(s) available as a match:

Amount(s) Requested	Total Project Costs (for activity)	Local Funding Commitment(s) ("match")	Source(s) of match	Type of match (cash, in-kind)

Minimum Criteria:

1. Does the project support facilities that serve national, statewide or regional functions and function as an integrated transportation system? ☒ Yes ☐ No How?

Tyrone Boulevard (S.R. 595) is a major arterial that connects the Pinellas Beaches to the Interstate System. This regional facility connects to several SIS and high priority regional transportation corridors and provides for emergency evacuation. The project will also support other regional activities including transit, freeway connectivity and emergency service management on both a daily and catastrophic emergency basis.

2. Is the project identified in the capital improvements element of a comprehensive plan that has been determined to be in compliance with part II of chapter 163, after July 1, 2005, or to implement a long-term concurrency management system adopted by a local government; further the project shall be in compliance with local government comprehensive plan policies relative to corridor management? ☒ Yes ☐ No (attach CIE page)

3. Is the project consistent with the Strategic Intermodal System(SIS)? ☒ Yes ☐ No How?

This project will improve the capacity and reduce bottlenecks on SIS connector facilities within the County and provide better access to SIS hubs. This project will improve the overall regional transportation management for the County by removing a bottleneck along this important facility.

4. Is there a commitment of local, regional or private matching funds? ☒ Yes ☐ No

Prioritization Considerations

1. Is the project in compliance with local corridor management policies? ☒ Yes ☐ No Describe

The MPO has included this type of capacity improvement project in its Long Range Transportation Plan as part of the Corridor Strategy Plan / Congestion Management System strategies through the TIP

2. Describe how this project implementation will manage growth.

Targeted intersection improvements are intended to maximize the capacity of the corridor and thereby extend and manage potential traffic growth, or existing congestion. These efforts will assist mobility throughout this area of the County providing opportunities for redevelopment and alternate routes for goods movement.

3. Describe how the project will improve **regional mobility** within the Regional Transportation Area.

This project is designed to improve and manage regional mobility within the County. It provides better traffic flow and improved capacity on an arterial that connects to several of the area's major north-south connectors, SIS facilities and regional transportation facilities. These improvements will alleviate congestion on several E-W parallel regional roadways that are over burdened. This in conjunction with other construction projects will assist in regional transportation management and mobility.

4. Describe why priority should be given to the project based on the following:

- Provides connectivity to the SIS,
- Supports economic development and goods movement in rural areas of critical economic concern,
- Are subject to local ordinances that establish corridor management techniques,
- Improve connectivity between military installations and the Strategic Highway Network (STRAHNET) or the Strategic Rail Corridor Network (STRACNET).

This project provides better connectivity to County and Regional SIS facilities by improving the level of service of this intersection. Two of the roadways segments at this intersection are F and D. This is causing significant delay to all motorists traveling along this connector facility. By reducing the delay at this intersection the remaining corridor can support additional economic development and access to existing businesses. This high priority corridor supports statewide and county functions and connects Pinellas County to Tampa. Tyrone Blvd/Bay Pines Blvd serves as the only access to the Bay Pines Veterans Administration Hospital. In addition to the high vehicular traffic, this facility is heavily accessed via transit and bike/ pedestrian.

5. How TRIP funding will accelerate the project's implementation?

Funding for this project comes from the Penny for Pinellas Infrastructure tax. Due to reduced collections over the past several years this project, this project like many other have been delayed from the original schedule awaiting funding to proceed. TRIP funds would accelerate the project and benefit several other capacity projects within the County CIP.

6. Will the local government with jurisdiction adopt the FDOT level-of-service standard?

☒ Yes ☐ No

Please transmit the package, with Attachments and any additional supporting information and documentation to:

**Debbie Hunt, Transportation Development Director
District Seven
11201 N. McKinley Drive, MS 7-100
Tampa, Florida 33612**

This document has been developed at an overview level. Additional information and documentation maybe required. Please refer to the FDOT Office of Policy Planning website (<http://www.dot.state.fl.us/planning/TRIP.html>) or contact Lee Royal, FDOT District Seven TRIP Coordinator (lee.royal@dot.state.fl.us) for detailed program requirements.

Program Guidance for Transportation Regional Incentive Program (TRIP) Background

Pursuant to Section 339.2819, F.S., the 2005 Legislature created within the Department a Transportation Regional Incentive Program (TRIP) for the purpose of providing funds to improve regionally significant transportation facilities in regional transportation areas created pursuant to s. 339.155(5).

Regionally significant transportation facilities include:

- Regional transportation corridors such as highway, waterway, rail, and regional transit corridors that serve major regional commercial, industrial, or medical facilities;
- Regional transportation hubs such as passenger terminals (examples include commuter rail, light rail, intercity transit and intermodal transfer centers), commercial service and major reliever airports, deepwater and special generator seaports, and major regional freight terminals and distribution centers.
- All facilities on the SIS and Emerging SIS are regionally significant. Other regionally significant facilities serve as an integral part of an interconnected regional network.

The purpose of the TRIP is to provide an incentive for regional planning; to leverage investments in regionally significant transportation facilities (roads and public transportation); and link investments to growth management objectives. The intent for the use of these funds is to generate additional capacity through growth in the transportation program. All proposed projects will be evaluated in light of this policy. The department shall allocate funding available for TRIP by statutory formula to the districts. (Equal parts of population and motor fuel tax collections).

Local/Regional Funding Sources for TRIP Match

The percentage of state matching funds provided from the TRIP shall be matched on a dollar for dollar basis by eligible funds or eligible in-kind sources as described below. TRIP funds may be used to fund up to 50 percent of the non-federal share of the eligible project cost for a public transportation facility project.

- **Projects on the State Highway System:** The District/MPO may use Federal funds attributable to urbanized areas over 200,000 population (XU funds) or Local funds for the required match.
- **Projects off the State Highway System but on the Federal System:** The District/MPO may use Federal XU funds or Local funds for the required TRIP match. If XU funds are used to match projects off the State Highway System, the 25% match required for XU must be provided by local funds. (e.g. \$100 XU = \$75 pure federal and \$25 local)
- **Projects off the State Highway System and Federal System:** Local funds must be used for the required match.
- **SIB Loans:** Funds loaned from the State Infrastructure Bank may be used to fund up to 25% of the required match for TRIP funds. Future repayments must be made from Federal XU or Local funds.
- **Public Transportation Projects:** The match for TRIP must come from a local funds. XU funds cannot be used as the local match. TRIP is intended for capital expenses, not operational. TRIP funds cannot be used to purchase replacement buses, but they can be used to add capacity and service to a regionally significant route.
- Federal earmarks may not be used as a match.

In-Kind Match for TRIP

In-kind services are goods, commodities, or services received in lieu of cash payments.

(a) Goods and commodities should be valued based on their current market value in accordance with generally accepted accounting standards as determined by the Office of the Comptroller. The value for land donated should be determined in accordance with guidelines established by the Office of Right of Way.

(b) The excess of an in kind match valued in excess of the required match will not generally be applied towards another project. On a case by case basis, an exception may be made for project segments in a regional corridor that are part of an implementation plan for that corridor.

(c) In accepting in-kind matches for TRIP funds, the districts need to exercise caution in distinguishing between the “funding” requirements and the “cash” requirements. For example, there is a \$10 million construction project for which a local government is seeking TRIP funds. Normally the match split would be \$5 million TRIP and \$5 million local. If a local government offers \$4 million in right of way and \$1 million in cash, technically they have met the local match requirement. However, there is still a \$4 million cash requirement that must be met through some source of funding in order to pay the \$10 million total. Districts will have to determine the source(s) for the remaining \$4 million cash requirement, taking into consideration such issues as whether the project is on or off the Federal and/or State Highway System.

Right of Way Contributions and Acquisition Procedures

(a) Only those properties necessary for the qualified project itself are eligible for local government matching contribution credit. Rights of way for prior projects are not eligible.

(b) Projects with Federal funds: Rights of way must be/have been acquired in accordance with the federal Uniform Relocation Assistance and Real Property Acquisition Policy Act (Uniform Act). 42 U.S.C. 4601, et sec., 49 CFR Part 24 and 23 CFR Part 710

(c) Projects without Federal Funds and on the State Highway System: Rights of way must be/have been acquired in accordance with the laws and rules applicable to Florida DOT. This includes providing relocation assistance to displaced persons in accordance with Rule Chapter 14-66, Florida Administrative Code.

(d) Projects without Federal Funds and off the State Highway System: Rights of way acquired by the local government may be accepted for contribution credit regardless of the acquisition method or procedures used. However, if the acquisition procedures do not comply with the Uniform Act, this will preclude the use of Federal funds in the future.

Other Match Issues

(a) Private funds may be part of local matching funds required for a TRIP project.

(b) Rural Areas of Economic Concern may be eligible for a waiver of or reduction in the required match for TRIP funds (see section 3.5 of the Work Program Instructions for guidance on the Rural Economic Development Initiative). Only that portion of the project that falls within the qualified Rural Area is eligible for the waiver.

From: [Burbridge, Katherine A](#)
To: [Harvey, Gina A](#)
Subject: RE: TRIP - Tyrone Blvd & Park Street intersection
Date: Wednesday, June 24, 2015 4:35:18 PM

For your files:

OMB's has no objection to the department submitting a grant application to the Florida Department of Transportation, District 7, to obtain funding for the construction of improving the intersection of Park Street and Tyrone Blvd.

- Florida Department of Transportation (FDOT), Transportation Regional Incentive Program (TRIP) for \$1.5 million— A match of at least 50% is required. County match is \$3.5 million. The total project cost is \$5 million. The project is listed in the County's adopted CIP, Project #001038A.

The BCC signs off on this application. Please include this email when you send a copy of the completed submittal and Board agenda to the Agenda Coordinator. If you have any questions, please do not hesitate to contact me.

Katherine

Katherine Burbridge
Pinellas County Office of Management and Budget
(727) 453-3457
kburbridge@pinellascounty.org
All government correspondence is subject to the public records law.

From: Harvey, Gina A
Sent: Tuesday, June 23, 2015 9:16 AM
To: Burbridge, Katherine A
Cc: Morse, Casey
Subject: FW: TRIP - Tyrone Blvd

I'm not sure of the process, so probably need your help and guidance.

We have a couple TRIP grants we are going to apply for soon and want to follow the proper process. I assume you verify match money and it then goes to the BCC

From: Morse, Casey
Sent: Friday, June 19, 2015 3:56 PM
To: Harvey, Gina A
Subject: TRIP - Tyrone Blvd

Hi Gina,
The attachments you have on this email are all up to date.

Thank you,

**Pinellas County Capital Improvement Program
Project Budget Detail Report**

Function: Transportation

Fund Type: Governmental

		Current Year Estimate	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	Total
Function: Transportation														
Activity: Road & Street Facilities														
Project: 001038A Park Street from Tyrone Blvd. to 54th Avenue N														
Fund: 3001	Capital Projects	Center: 414100	CIP-Transportation	Program: 3022	Local Streets/Collector Projects									
020.1	Design-Penny	50,000	175,000	50,000	350,000	100,000	0	0	0	0	0	0	0	725,000
030.1	Constr-Penny	0	0	500,000	3,500,000	1,000,000	0	0	0	0	0	0	0	5,000,000
Project Total for : Fund: 3001		<i>Capital Projects</i>	<i>Center: 414100</i>	<i>CIP-Transportation</i>	<i>Program: 3022</i>	<i>Local Streets/Collector Projects</i>								
		50,000	175,000	550,000	3,850,000	1,100,000	0	0	0	0	0	0	0	5,725,000
Total for Project: 001038A		Park Street from Tyrone Blvd. to 54th Avenue N												
		50,000	175,000	550,000	3,850,000	1,100,000	0	0	0	0	0	0	0	5,725,000
Funding Source:														
	Penny for Pinellas	50,000	175,000	550,000	3,850,000	1,100,000	0	0	0	0	0	0	0	5,725,000
Funding Total:		50,000	175,000	550,000	3,850,000	1,100,000	0	0	0	0	0	0	0	5,725,000

Project Description: Park Street from Tyrone Blvd. to 54th Avenue N intersection improvements including construction of road widening, drainage improvements, sidewalks and mast arms.

Project Classifications:

CIE Elements	Not Applicable
CIP Phase	Design
County Road Corridor	Not Applicable
Location	St Petersburg
Originating Department	DEI Public Works
Penny Program	Transportation and Traffic Flow
TIF District	Countywide



**PARK STREET FROM TYRONE BLVD TO 54TH AVE N
LOCATION MAP**

