



**LEGISLATIVE COMMITTEE
MEETING AGENDA**

December 13, 2017 – 11:30 a.m.

315 Court Street, 5th Floor

Board of County Commissioners Conference Room

THE PLANNING COUNCIL AND METROPOLITAN PLANNING ORGANIZATION FOR PINELLAS COUNTY

1. CALL TO ORDER

2. APPROVAL OF MINUTES FROM November 8, 2017

3. FOLLOW UP ON PROPOSED LEGISLATIVE POSITIONS

The committee will review information that was requested from the previous meeting in follow up to the proposed legislative positions.

4. LOCAL AGENCY COORDINATION

The committee will review efforts to date regarding local coordination.

5. SUNCOAST LEAGUE OF CITIES – TRANSPORTATION ADVOCACY GROUP

Angela Crist, Executive Director of the Suncoast League of Cities, and Heather Gracy, SLC President and City of Dunedin Commissioner will present to the committee.

6. UPDATES

Updates from the PSTA Legislative Committee, MPOAC and other related items.

7. ADJOURNMENT

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact the Office of Human Rights, 400 South Fort Harrison Avenue, Suite 300, Clearwater, Florida 33756; [(727) 464-4062 (V/TDD)] at least seven days prior to the meeting.

Appeals: Certain public meetings result in actions taken by the public board, commission or agency that may be appealed; in such case persons are advised that, if they decide to appeal any decision made at a public meeting/hearing, they will need a record of the proceedings, and, for such purposes, they may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

Legislative Committee – December 13, 2017

2. Approval of Minutes of the November 8, 2017 Meeting



SUMMARY

The summary minutes from the November 8, 2017 meeting are attached for the committee's review and approval.

ATTACHMENT(S): Summary minutes of the November 8, 2017 Legislative Committee meeting

ACTION: Committee to review and approve the November 8, 2017 meeting minutes

**FORWARD PINELLAS
LEGISLATIVE COMMITTEE MEETING SUMMARY
NOVEMBER 8, 2017**

Committee Members in Attendance:

Commissioner John Morroni, Forward Pinellas Chairman
Councilmember Doreen Caudell, Forward Pinellas Vice-Chair
Councilmember Darden Rice, City of St. Petersburg
Councilmember Bill Jonson, City of Clearwater representing the Pinellas Suncoast Transit Authority (PSTA) (alternate)

Also Present:

Whit Blanton, Executive Director
Maria Kelly, Secretary
Sarah Caper, Principal Planner
Chelsea Hardy, County Attorney's Office (arrived at 11:34)
Darryl Henderson, Clearwater Regional Chamber of Commerce, VP Public Policy & Economic Development
Tatiana Zuniga, Intern with Clearwater Regional Chamber of Commerce
Brian Lowack, Executive Aide to Commissioner John Morroni

The Forward Pinellas Legislative Committee met in the Pinellas County Board of County Commissioners 5th Floor Conference Room.

1. CALL TO ORDER

The Chairman called the meeting to order at 11:32 a.m. and those present introduced themselves.

2. APPROVAL OF MINUTES FROM OCTOBER 11, 2017

Councilmember Rice moved, seconded by Councilmember Jonson that the summary from the October 11, 2017 meeting be approved, with one request to show that Councilmember Jonson as representing PSTA rather than the City of Clearwater for the minutes. The motion carried unanimously (Vote 4-0) with the change.

3. FOLLOW UP ON PROPOSED LEGISLATIVE POSITIONS

Whit Blanton reviewed the information requested from the previous meeting on proposed legislative positions.

The committee requested information on regional transit cooperative funding agreements, as the Florida Department of Transportation (FDOT) is requesting a commitment on the part of the local governments to support their continued investments into public transportation. This is important because follow on activities from the regional transit feasibility plan are programmed in FY2019 in FDOT's tentative work program. Example agreements and requirements will be made available to the Legislative Committee for review as they are received.

Mr. Blanton updated the committee on feedback received for the drafted Forward Pinellas policy statements. Both the Pasco County and Hillsborough County MPOs were contacted for feedback. Pasco County MPO did not respond and Hillsborough County MPO responded favorably with a copy of a 2015 letter asking FDOT to change the Strategic Intermodal System policy that would allow for SIS dollars to be used on express bus managed lanes and toll road managed lanes in line with one of the Forward Pinellas policy statements.

The committee then discussed current bills. There is a newly drafted Senate bill that relates to the 'move-over' law that will also apply to vulnerable users. It is not known if the bill has gone to any committees. In addition, there is Senate Bill 188 pertaining to hazardous walking conditions, essentially stating that any written request submitted obligates the school district to perform an analysis as to whether there is a hazardous walking condition related to that school, establishing a mandatory review. Senate Bill 535, statewide alternative transportation authority, has been introduced with no staff analysis or bill summary at this time. Senate Bill 384, submitted by Senator Brandes regarding electric and connected vehicles, would require the Florida Transportation Commission to examine the impact on the state transportation trust fund revenues, because most transportation funding is from gas taxes.

Councilmember Caudell updated the committee on the MPO Advisory Council (MPOAC) meeting earlier in the week. The MPOs are working on common policies throughout the entire state.

Mr. Blanton explained that two working level committees were established with the MPOAC, one committee dealing with Best Practices and the other dealing with Complete Streets. The intent is to share what is happening in these two topics with the different parts of the state.

Staff will continue to follow up on these items and will provide updates to the committee.

4. LOCAL AGENCY COORDINATION

Mr. Blanton shared that an email was distributed to city managers, city clerks, chambers of commerce and other agencies in an effort to align legislative requests. The email included a request to notify Forward Pinellas of legislative requests so that Forward Pinellas can provide support and assistance, as applicable, reinforcing partnerships. A couple of responses have been received thus far.

St. Petersburg has identified a potential issue related to urban agriculture. The right to farm law does not have any nuance relating to size or scale of any kind of farming which essentially prohibits local governments from imposing any restrictions on potential farms, such as setting minimum restrictions. This may be revisited in the December meeting.

5. PSTA LEGISLATIVE COMMITTEE UPDATE

Mr. Blanton mentioned that PSTA was looking for support for the Clearwater Busway project to secure additional funding. The project is in design phase and PSTA is looking for capital funding for next year.

Councilmember Rice shared her plans to attend a PSTA lobbying trip to Washington DC, November 29 and 30, with staff from the Tampa Bay Partnership.

Councilmember Jonson also stated that PSTA is looking for funding for the integrated transit app and funding for the TIA to the beach.

Mr. Blanton shared that Zach Thorn, with the Tampa Bay Partnership, reached out to see if there were any legislative items Forward Pinellas would like for him to include with his message with the Tampa Bay Partnership.

6. MPOAC LEGISLATIVE UPDATE

Mr. Blanton continued the discussion from earlier in the committee meeting regarding MPOAC legislative items. The US Department of Transportation rescinded \$27 million from the State of Florida's transportation allocation for FY 17. Although the usual reason for rescinding dollars by the federal government is due to recession and declining revenue that is not the case here. Other states were also impacted.

7. COUNTY ATTORNEY'S BILLS OF INTEREST

House Bill 79 and Senate Bill 192 relating to "public meetings" specifies conditions in which members of a board or commission from a state agency or authority may participate in fact finding exercises and excursions. Mr. Blanton referenced a committee in Orlando where persons on the fact finding exercise were officially "de-Sunshined" so that they could express findings to another committee that would then make recommendations to the City Council. House Bill 207 and Senate Bill 362, "growth management," requiring the government to address the protection of private property rights in their comprehensive plan. House Bill 11 relating to "government accountability" relating to auditing of special districts.

8. ADDITIONAL COMMENTS

Councilmember Jonson commented on the Regional Transit Feasibility Plan and compelling need statements to share with the public that would be required when looking at potential local funding. One suggestion was that each city could increase their millage by 1 mill, then after three years that would be the local match for an ample project. Other cities have created a new funding source like a local vehicle registration fee, this providing the local funding source.

Mr. Blanton said that the state offered the seven years of operating funding for SunRail in Orlando because of the construction of the I-4 Ultimate project during that time frame. Following that, the local governments need to come up with funding for SunRail operations. The state has said that there will be a potential reduction in transportation projects and work program dollars if this does not happen. Tri Rail in South Florida is in a similar situation.

Councilmember Caudell, to add to that, the presentation that Jacobs will give at the board meeting will helpful going forward in order to stay focused and prepare.

The meeting adjourned at 12:25 p.m.

Legislative Committee – December 13, 2017
3. Follow Up On Proposed Legislative Positions



SUMMARY

- Forward Pinellas staff continued to follow up on the proposed legislative positions discussed at the October and November legislative committee meetings, including researching SunRail's structure. The local government partners as the Central Florida Commuter Rail Commission and the Florida Department of Transportation (FDOT) have three interlocal agreements regarding SunRail that cover operations, governance and funding. After the seven years that FDOT runs the system, it will be turned over to the Commission at the end of May 2021. A committee of technical advisors is currently developing a request for proposals to study this transition and the future organizational structure. The interlocal agreements require that the local governments, through the Commission, continue to operate and maintain SunRail until 2036. The agreements describe how system revenues can be used to support operations and maintenance and lays out the formula for funding the system operating deficit. If the system is not funded as described, FDOT will fund it, taking funds out of the Work Program in the area that is not contributing its share to SunRail.
- At the October Legislative Committee meeting, the Committee reviewed proposed legislative positions. These were then shared with the Hillsborough and Pasco MPO Executive Directors for their review. The Hillsborough MPO Executive Director provided information that was shared at the November legislative committee meeting regarding related items. In addition, the Hillsborough MPO Policy Committee has recommended that the Hillsborough MPO oppose all MPO bills until next session, contingent on the outcome of the best practices study.

Forward Pinellas staff is requesting legislative committee action to share the proposed Forward Pinellas legislative positions with the entire board for action.

ATTACHMENT(S): Proposed Forward Pinellas Legislative Positions

ACTION: Committee to approve taking the proposed Forward Pinellas Legislative Positions to the Forward Pinellas Board for review and approval



DRAFT STATEMENT OF PRINCIPLES

- Clarify the Tampa Bay Area Regional Transit Authority's Regional Transit Development Plan (RTDP) and its relationship to the metropolitan planning organizations' long range transportation plan(s) (LRTPs)
 - The Tampa Bay Area Regional Transit Authority's RTDP should be used for project development and as an implementation and evaluation plan.
 - The RTDP will advance, prioritize, implement and operate regional transit projects or programs that are officially recognized in the metropolitan planning organization LRTP and/or a regional transportation priority list
 - Projects advanced in the RTDP will include an interlocal memorandum of understanding (MOU) to strengthen coordination of transit services, site facilities & amenities and local connectivity

- Develop a competitive regional express bus pilot program
 - TBARTA should advance a network of regional express bus routes, potentially including park-and-ride lot locations and application of emerging technologies (e.g. regional fare card, transit signal priority, and vehicle automation)
 - Components of the pilot program will include planning, operations, marketing, and promotion
 - Have a local match and a required annual evaluation
 - Must include linkage to a regional economic development strategy
 - Must be adopted as a regional transportation priority and contained in the metropolitan planning organization LRTP(s)

- Adapt state transportation funding sources to recognize the increasing need for transit in a fast-growing or established urbanized area
 - Expand eligibility of the Strategic Intermodal System (SIS) to cover express bus and bus rapid transit operating and capital costs within SIS corridors that serve major activity centers
 - Expand the Transportation Regional Incentive Program (TRIP) and reduce regulatory barriers to funding transit
 - Create a funding incentive for transit projects that are contained in an adopted regional LRTP, RTDP and are also on a regional priority list. For example, expand the transit corridor program, setting aside additional funds specifically for regional transit projects

SUMMARY

Forward Pinellas reached out to local governments, chambers of commerce and other government organizations in Pinellas County regarding their legislative requests or local bills filed in an effort to coordinate land use, economic development & redevelopment, and transportation requests. To date, responses have been received from the Clearwater Regional Chamber of Commerce, Pinellas County, the Tampa Bay Beaches Chamber, and the City of Largo. The responses related to land use, economic development & redevelopment, and transportation are summarized below. Additional interest in coordination has been expressed by the City of St. Petersburg.

Clearwater Regional Chamber 2018 Legislative Priorities include downtown Clearwater – Clearwater Beach – Tampa International Airport Transportation Solution via transit options, Clearwater Beach to TIA Express and emerging technology. Their legislative priorities also include supporting Clearwater's proposed change to Florida Law for Imagine Clearwater. The priorities are still in draft form.

Pinellas County's 2018 State Legislative Program was adopted in October and includes supporting age friendly communities; opposes efforts that would preempt local governments from controlling or managing Community Redevelopment Areas (CRAs) as local economic development tools; supports regional transportation coordination and funding; opposes efforts to amend or open up allowable uses for the Tourist Development Tax funds; and supports removing the pre-emption of local regulation of vacation rental properties. Pinellas County is also requesting an appropriation to implement a fully functional Connected Vehicle Arterial system that can be used for testing of a wide range of smart city and connected vehicle technologies. Pinellas County staff indicated that based on the December 5 Commission meeting, two items will be added to the program.

The Tampa Bay Beaches Chamber of Commerce's 2018 Community Advocacy Agenda, a working document, includes economic development activities at commission meetings in favor of reducing restrictions on redevelopment; pedestrian safety and pedestrian safety educational materials; waterborne transportation ordinances at the local level allowing and supporting waterborne transportation; preserving the tourist development tax; and supporting a direct public transportation connection between Pinellas County beaches and Tampa International airport.

The City of Largo adopted a resolution of support for the Florida League of Cities' 2018 Legislative Action Agenda. This agenda includes support for legislation to improve municipalities' use of community redevelopment agencies to carry out redevelopment and community revitalization efforts. It also includes support for legislation that preserves local control of transportation planning, a more equitable transportation funding formula and additional dedicated revenue options for municipal transportation infrastructure and transit projects.

Senator Brandes has filed SR 658 which would expand the tourist development tax revenues to be utilized for certain public facilities. The Board of County Commissioners discussed this on December 5, including revisiting their position when and if a piece of legislation opened the tourist development tax funds for other uses and will have a discussion on this next week.

ATTACHMENT(S): Legislative Requests

ACTION: None required; informational item only; or as deemed appropriate by the committee

**Pinellas County Board of County Commissioners
2018 Legislative Program**

I.) State Legislative Program

A.) Priority Issues

| Issue | Position |
|---|---|
| Aging Friendly Community | Support efforts to improve services and resources for the elderly population. |
| Article V Court Funding | Support eliminating the requirement that counties increase certain court expenditures by 1.5 percent over the prior county fiscal year. |
| Beach Nourishment | Support the continuation and increase of funding for beach nourishment projects. |
| Building Permits | Support legislation allowing homeowners acting as their own contractors to pull online permits for additional projects instead of having to appear in person. |
| Community Redevelopment Areas | Oppose efforts that would preempt local governments from controlling or managing Community Redevelopment Areas (CRAs) as local economic development tools. |
| Construction Licensing Board | Support updating the Special Act to improve the membership structure, accountability, oversight, and transparency of the PCCLB. |
| Defense Contractor Incentives | Support legislation that makes incentives for defense contractors an outright reward. Currently state dollars may offset federal incentives. |
| Energy Policy | Support the development of a statewide energy policy. |
| Entertainment Tax Credit Incentives | Support entertainment tax credit incentives. On-location and indigenous commercial, film, and media production generate over \$25 million per year in Pinellas County. |
| Flood Insurance | Support efforts to support flood mitigation and encourage the private marketplace. |
| Healthcare Expansion | Support efforts to expand healthcare in Florida and draw down federal resources to expand Medicaid eligibility. |
| High Impact Veteran County | Support legislation establishing a “High Impact Veteran County” designation that allocates state funds to hire Veterans Service Officers in designated counties to increase services and federal benefits for Florida veterans. |
| High Prescriber Database | Support legislation that requires physicians to input data into the state monitoring database rather than leaving it a voluntary program. |
| Homelessness Funding | Support a steady source of state funding for homelessness issues that is not subject to the annual appropriations process. |
| Infrastructure – Resiliency | Support statewide investments to strengthen and improve the resiliency of critical infrastructure (i.e. power, transportation, and telecommunications systems). |
| Infrastructure – Wastewater/Stormwater | Support creation of a state program to assist with the replacement of private laterals, support funding for a regional inflow and infiltration study of all sewer systems countywide and other recommendations from the Wastewater/Stormwater Task Force. |
| Medicaid Dental Care | Support legislation to incentivize participation by the dental community. |
| Medicaid Managed Care | Support continued efforts to work through Medicaid reform initiatives to ensure timely and full payment cycles for providers. |
| Mosquito Control Funding | Support increased mosquito control funding available to all mosquito control districts. |
| Regional Transportation | Support regional transportation coordination and funding, including funding for a study of the best regional models. |
| Tourist Development Tax (TDT) Funds | Oppose efforts to amend or open up allowable uses for Tourist Development Tax (TDT) funds. |
| Vacation Rentals | Support removing the pre-emption of local regulation of vacation rental properties |
| Local Tax Referenda | Oppose efforts to raise the approval threshold or restrict local control over the scheduling of local tax referenda. |
| Open Carry | Oppose any efforts for open carry of firearms |
| SHIP/SAIL (Affordable Housing Trust Fund) | Oppose money from the Sadowski Affordable Housing Trust Fund being used for any purpose other than housing. |

B.) Appropriations

- Additional \$2 million in state funding for Lealman Community Recreation Center.
- \$2.4 million in state funding for a regional inflow and infiltration study of wastewater/stormwater system.
- \$6 million in state funding for the construction, fixtures, furniture and equipment for a small business incubator on land provided by the City of St. Petersburg. The County match of up to \$4 million could be allocated from the proceeds of the sale of the STAR Center or other sources. In addition, the County will be pursuing a federal Economic Development Agency grant. The project will lead to the creation of new high-wage primary employers in the Tampa Bay area.
- \$6 million towards a cooperative County / State project to implement a fully functional Connected Vehicle Arterial system that can be used for operational and original equipment manufacturer (OEM) testing of a wide range of smart city and connected vehicle technologies.
- \$3 million to match the local and water district contributions to improve the water quality of Lake Seminole and Boca Ciega Bay. This multi-year project will remove several tons of harmful nutrients from Lake Seminole and return the lake to a condition where it can support recreational and commercial uses.
- Support City of Tarpon Springs’ funding request for the Anclote River dredging project and spoil site.
- Support state funding for the construction of a Veterans Memorial Reef.
- Request state funding for school nurses within Public Schools.
- Request investments to strengthen and improve the resiliency of critical infrastructure (i.e. power grid, transportation, and telecommunications systems).

A complete list of proposed projects for appropriations can be found on pages 3 – 5 of the Legislative Program on the document titled “Projects to Consider for Appropriations.”

C.) Monitoring Issues

| Issue |
|--|
| Support the Florida Association of Counties’ (FAC) Agenda when not in conflict with our own. |
| Support the priorities of partner agencies when aligned with County priorities. |
| Support funding for Pinellas County transportation projects. |
| Support the indexing of the local option fuel tax. |
| Support legislation to revise the deadline for city and county tax increment financing (TIF) payments to community redevelopment areas (CRA) from January 1 st to 30 days after the certification of the tax rolls. |
| Support legislation that would reduce the nutrient load in Florida’s springsheds. Oppose any springs protection legislation that would require local governments to pay up front for improvements and protection. |
| Support funding for Regional Planning Councils, Pinellas County Department of Health, Small Business Development Center Network. |
| Monitor any legislation that may impact the Pinellas County membership or relationship with Tampa Bay Water. |
| Monitor any changes to gaming legislation, including provisions to allow slot machines at pari-mutuels. |
| Monitor any changes to mental health services and support increased funding for these services. |
| Monitor any changes to the Florida Retirement System. |
| Monitor any changes to Agency for Health Care Administration, Brownfield Incentive Programs, Department of Health. |
| Oppose changes to sovereign immunity that would increase the cap on damages paid by local governments. |
| Oppose the preemption of the ability for medical examiners to charge reasonable fees for service. |
| Home Rule Issues |
| - Oppose pre-emptions of fertilizer ordinance, high prescriber moratorium, fireworks restrictions, vehicle for hire regulation, authority to levy a local business tax |
| - Oppose legislation that would reduce or eliminate the local air quality control contract |
| - Oppose any unfunded mandates that impact local government budgets and control |

**Projects to Consider for Appropriations
FY18 Legislative Session**

| Department | Amount | Summary of Proposal |
|----------------------|-------------|---|
| Animal Services | \$40,000 | Pet Friendly Emergency Shelters: The funds will be used to purchase 2 additional trailers equipped with generator, animal kennels, and necessary supplies to set up and operate two pet friendly shelters for the protection of citizens and their accompanying pets in a shelter environment during emergency events requiring citizens to evacuate their homes and seek refuge in a shelter. Pinellas County Animal Services is responsible for the set up and operation of up to 4 pet friendly shelters during an emergency event. |
| Economic Development | \$6,000,000 | Small Business Incubator: The project would lead to the formation of new high-wage primary employers throughout the Tampa Bay area and the creation of quality jobs for citizens of Florida. Funds would be matched against local and federal dollars to construct and equip a 40,000 to 50,000 square foot state-of-the-art business incubator facility. |
| Emergency Management | \$500,000 | Emergency Equipment and Supplies Warehouse: Provide hardened warehouse space in a non-evacuation zone for the storage and maintenance of emergency generator equipment, water filtration equipment, air conditioning equipment, communications equipment, points of distribution trailer and equipment, county staging area equipment, and shelter supplies such as cots and durable medical equipment, as well as a staging location post storm when shelter equipment must be collected, inventoried, cleaned, repackaged and stored. |
| Planning | \$2,000,000 | Lealman Community Recreation Center: Purchase and renovation of existing property for the establishment of the Lealman Community and Recreation Center located in the Lealman Community Redevelopment Area (designated CRA per F.S. Chapter 163) |
| Planning | \$375,000 | Lealman Playground Replacement, Splash Pad, Shade Cover, and Court Repair/Re-striping: Replace and new installation of playground apparatus, interactive water feature / splash pad, safety surfacing, shade cover, and repair/re-striping of existing multi-purpose outdoor basketball/tennis court. Existing playground apparatus is located at the future Lealman Community and Recreation Center, and immediately adjacent to the Joe's Creek Greenway Park. Elements of this project will be designed and constructed on the recreation center site, existing park land or a combination of both. |
| Planning | \$400,000 | Lealman CRA Flexible Real-time Ridesharing Pilot Program: Test the feasibility of the implementation of a real-time ridesharing (RTR) (carpooling without pre-arrangement) pilot program for low-income and or transportation disadvantage areas. In partnership with area transit agencies and service providers, the program will aim to implement a flexible, RTR carpooling system through GPS enabled smart phones and designated RTR stations for passengers whose trip originates and or terminates within the boundaries of the Lealman CRA. |
| Public Works | \$6,000,000 | Interconnected Pinellas (ATMS): Implementation of connected vehicle infrastructure to enhance the ITS with connected technologies including smart street lighting, vehicle to vehicle and vehicle to infrastructure communication, wireless communication, enhanced pedestrian and bicycle technologies, etc. |

**Projects to Consider for Appropriations
FY18 Legislative Session**

| Department | Amount | Summary of Proposal |
|--------------|-------------|---|
| Public Works | \$300,000 | <p>Pilot Project to install Solar-Powered Traffic Signals: This request is for funding to utilize the latest battery, solar and traffic signal equipment to develop a new power outage resilient traffic signal installation. The intent would be to reduce the power dependency from the power grid while significantly extending the operation life of a traffic signal in power outage situations.</p> <p>During Hurricane Irma over half of the traffic signals in Pinellas County were without power for as many as 5 days after the storm passed through. This funding would be used to cooperatively work with Florida Department of Transportation (FDOT), Federal Highway Administration (FHWA) and Department of Energy (DOE), as well as private partner technology companies to investigate the develop a traffic signal that could continuously operate during long duration power outages for much extended times than current Uninterruptable Power Supplies (UPS) can provide.</p> <p>New battery technology, solar power and traffic signal equipment have made dramatic improvements in energy output and reduced power consumption. Combining these technologies in the safest and most efficient arrangement could provide far longer operational times without power and also reduce daily power consumption of the standard traffic signal. We are requesting \$300,000 to purchase and install up to 5 traffic signals with the newest technology as a test bed for this important project.</p> |
| Public Works | \$3,000,000 | <p>Lake Seminole Dredging Project: This project will consist of dredging the problematic, organic sediments that contribute to water quality violations, dewatering the material, disposal of the dredged material, and site restoration. The project is shovel ready (designed, permitted, bid, and contracted). This project has been approved by the Pinellas County Board of County Commissioners, the Southwest Florida Water Management District, the Florida Department of Environmental Protection (Reasonable Assurance Plan), the City of Seminole, and garners strong support from the community at large. We have held public meetings. Project is adopted in the County's Capital Improvement Program and an executed cooperative agreement with SWFWMD. We have supporting correspondence from the City of Seminole.</p> |
| Public Works | \$250,000 | <p>Bee Branch Channel Erosion Control: The purpose of the project is to address severe erosion occurring in a segment of Bee Branch, a natural waterway in north Pinellas County. The erosion is contributing to the discharge of sediments downstream to lower portions of the creek, reducing flow capacity and increasing flood risk, and ultimately to the Sutherland Bayou estuary where it impacts mangroves and water quality. The erosion is also causing trees to fall into the creek, impeding conveyance and threatening adjacent properties and residential structures due to loss of soil. Pinellas has established an Erosion Control Capital Improvement Program to address such issues.</p> |
| Public Works | \$200,000 | <p>Flood Protection Forecast Model: The purpose of this project is to develop a predictive hydrologic model and GIS interface that will harness existing watershed data and models and hydrologic forecasts to predict and map flood extents and depth in a near real time window. Pinellas County has invested significant financial resources in developing models of its watersheds that show flood levels and spacial extent over land uses. This information is critical in identifying flood zones, approving floor elevations for new development and support of the Community Rating System under FEMA. There's a need to leverage the models and add a GIS interface that allows for input and display of impending weather events to predict and guide response to rainfall/flood events as they develop. The results will be used to mobilize resources, alert the public, operate facilities and thereby eliminate damages and provide greater safety to our citizens. This is part of our Stormwater/Flood Protection programs.</p> |
| Utilities | \$2,400,000 | <p>Wastewater/Stormwater Inflow and Infiltration Study: The purpose of the Pinellas County Inflow and Infiltration Study is to identify specific areas of the County sanitary sewer system that are high contributors to rain derived inflow and infiltration. This is achieved through monitoring the flows in the sewers before, during, and after rain events with flow meters. Specifically identifying the areas of high inflow and infiltration will help target where Capital Improvement dollars should be spent to reduce sewer overflows during heavy rain events</p> |

**Projects to Consider for Appropriations
FY18 Legislative Session**

| Department | Amount | Summary of Proposal |
|------------|-----------|--|
| Utilities | \$885,000 | <p>Emergency Back-Up Power for Sanitary Sewer Pumping Stations to Prevent Sewer Overflows: The Pinellas County Utilities Department is actively investigating and pursuing new stationary generators to be installed at additional critical pump stations for both North and South County service areas (12 locations). Currently the Pinellas County sewer system has a total of 300 pump stations in the north and South County combined. Only 30 of those stations are equipped with stationary generators. Installation of additional generators at the sites below will provide continuity of sewer service for customers as well as protect the public health and environment through reducing the amount of spilled sewage during power outages as a result of emergency storm events and hurricanes.</p> |
| Utilities | \$450,000 | <p>Force Main Sampling Equipment to Improve Sanitary Sewage Collection Process: The South Cross Bayou Water Reclamation Facility (SCBWRF) treats sanitary sewage collected from (4) different and independent collection system basins located in southern Pinellas County. There have been occurrences of monitored parameters exceeding the allowable limits in the influent ('hits'). Most recently these have included lead and copper, and other unknown compounds that have caused upsets in the treatment process. Although the County's IPP group is notified there is no effective mechanism in-place that can quickly help identify the source(s) of these 'hits'. This equipment will help track those sources and potentially prevent them from causing a negative effect on the quality of the treatment process, reclaimed water and surface water discharge.</p> |
| Utilities | \$250,000 | <p>Drinking Water Facility Security Equipment: Project includes installing additional pan and zoom cameras at drinking water facilities to cover blank areas. Install video cameras and recorders at locations from several angles of view. Provide gate control from the Keller SCADA room to open and close and view facility gates remotely. Install new perimeter fencing at all locations including gates and gate controllers. The drinking water treatment plant and the water boosting facilities are located from east of Tarpon Springs, south to Ft. Desoto. There are several gaps in the surveillance systems of these facilities. These gaps leave areas unviewed or unprotected.</p> <p>CUSTOMER BENEFITS</p> <ul style="list-style-type: none"> • Protect from terrorism, vandalism, mischief, accidental entry • Protect the integrity of the buildings, pumping equipment, and chemical processes |



2018 Community Advocacy Agenda

Local Agenda Items

Municipality: Tierra Verde, South Pasadena, St. Pete. Beach, Treasure Island, Madeira Beach, Redington Beach, North Redington Beach, Redington Shores, Indian Shores, Indian Rocks Beach, Belleair Beach, Belleair Shores & Belleair Bluffs

Agenda Item: Beach Renourishment

*Local issue decided by state and federal government

Agenda Item Description: Over time our beaches suffer loss of beachfront as a natural result of storms and hurricanes. Renourishment projects in Pinellas County have been approved and secured proper permits, however, state and federal officials need to secure adequate funding. The county pays 20%, the state pays 20% and the Federal government pays 60%. The Army Corps of Engineers continuously assess the cost of renourishing the beaches after the damage is incurred. However, there is always a possibility that our beaches might not receive the necessary funding.

Current Status: TBBCoC advocates for state and federal funding towards beach renourishment. Beach renourishment is essential for protecting our award-winning beaches and maintaining a strong and prosperous local economy. The beaches are essential in our efforts to continue breaking tourism records year over year. Without our award winning beaches, Pinellas County would not be the tourist destination it is today.

Useful Resources:

- More Information: www.VisitStPeteClearwater.com
- TBBCoC Advocacy Website: <http://www.tampabaybeaches.com/advocacy.html>

Action: Urge state and federal elected officials to secure adequate funding for our beach renourishment projects.

Municipality: Tierra Verde, South Pasadena, St. Pete. Beach, Treasure Island, Madeira Beach, Redington Beach, North Redington Beach, Redington Shores, Indian Shores, Indian Rocks Beach, Belleair Beach, Belleair Shores & Belleair Bluffs

Agenda Item: Business Development

*Local issue decided by municipal, county, state and federal government

Agenda Item Description: A growing number of businesses have had difficulty doing business due to burdening regulations. Business owners also receive conflicting information from municipal staff, commissioners and city managers. This can delay work or add additional work drastically increasing the time-frame and cost for the business owner. Furthermore, some regulations already on the book have unintended consequences that actually prevent business owners from updating or improving their property.

Current Status: The TBBCoC advocates for a streamlined, consistent process to open a business allowing business owners to invest in our community. Burdensome regulations that prevent business owners from upgrading or improving their property need to be reduced or eliminated.

Useful Resources: TBBCoC Advocacy Website: <http://www.tampabaybeaches.com/advocacy.html>

Action: Work with all forms of government to reduce burdening regulations, provide new business orientation and provide consistent messaging for city staff. Work with municipalities to include business input when updating regulations.

Municipality: St. Pete. Beach, Treasure Island and Madeira Beach

Agenda Item: Economic Development

Agenda Item Description: A majority of our accommodations were built 50 years ago or more and are outdated (sewage, electrical, ADA, FEMA, room size, amenities, etc). Therefore, we need to redevelop properties to be competitive in the tourism market. Newer hotels offer larger rooms and other amenities that are only made possible by new construction.

Current Status: TBBCOC advocates for responsible redevelopment and is working with local municipalities to allow for redevelopment along the beaches. Current regulations may prevent hotel redevelopment due to height and density restrictions which prevent hotels from being profitable and competitive in the marketplace. If regulations are not updated to allow for adequate height and density, hotels will be replaced with condominiums and the area will lose the tourists that keep our taxes low.

Useful Resources: TBBCoC Advocacy Website: <http://www.tampabaybeaches.com/advocacy.html>

Action: Attend commission meetings and speak during the public comment period in favor of reducing restrictions on redevelopment to allow municipalities to be competitive in the marketplace. Also, be a part of the TBBCOC Economic Development Task Force.

Municipality: Tierra Verde, South Pasadena, St. Pete. Beach, Treasure Island, Madeira Beach, Redington Beach, North Redington Beach, Redington Shores, Indian Shores, Indian Rocks Beach, Belleair Beach, Belleair Shores & Belleair Bluffs

Agenda Item: Pedestrian Safety

Agenda Item Description: Pedestrian safety is a hot topic across the county. Florida is consistently recognized for the highest number of pedestrian fatalities per capita. Promotion and education of the crosswalk system along SR699 (Gulf Boulevard) is a major concern to businesses and leaders.

Current Status: TBBCoC advocates for the promotion and education of pedestrian safety including crosswalk & bicycle safety. The TBBCoC continues to work with Walk/Bike Tampa Bay on a campaign to educate the local community. The TBBCoC continues to offer educational material directed toward the people actually using the crosswalks along Gulf Boulevard, the visitors. The TBBCoC provides educational pieces in to businesses along the beaches that direct residents and visitors on how to use the unique crosswalk systems.

Useful Resources:

- More Information: <http://walkwisetampabay.com/>
- TBBCoC Advocacy Website: <http://www.tampabaybeaches.com/chamber/advocacy.aspx>

Action: Word of mouth is the best way to educate. Also, distribute educational material available at the TBBCoC.

Municipality: Tierra Verde, South Pasadena, St. Pete. Beach, Treasure Island, Madeira Beach, Redington Beach, North Redington Beach, Redington Shores, Indian Shores, Indian Rocks Beach, Belleair Beach, Belleair Shores & Belleair Bluffs

Agenda Item: **Transient Boat Docks**

Agenda Item Description: There is a lack of transient boat docking along the beaches. Additional transient docks will enhance the business climate and create a unique, prosperous tourist destination. Additional transient boat docks will allow visitors and residents to patronize local businesses and attractions. Such dock space is nearly nonexistent along the beaches and would meet a longstanding need.

Current Status: TBBCOC advocates for additional transient boat docks along our beaches. The addition of transient boat docks will not only enhance our economy and business climate, but also enhance our quality of life. Additional transient boat docks will help to build and revitalize the gulf economy by providing a high-amenity destination for recreational boaters and benefit local businesses by generating new revenue brought in by the additional customer base. Parking spaces are limited along our beaches and the additional transient boat docks are a good alternative to allow more residents and visitors to patronize our local businesses.

Useful Resources: TBBCoC Advocacy: <http://www.tampabaybeaches.com/chamber/advocacy.aspx>

Action: Attend commission meetings and speak during the public comment period in favor of reducing restrictions on redevelopment to allow municipalities to be competitive in the marketplace.

Municipality: Tierra Verde, South Pasadena, St. Pete. Beach, Treasure Island, Madeira Beach, Redington Beach, North Redington Beach, Redington Shores, Indian Shores, Indian Rocks Beach, Belleair Beach, Belleair Shores & Belleair Bluffs

Agenda Item: **Waterborne Transportation**

Agenda Item Description: Given the unique geography of our beach communities, embracing all forms of transportation is essential. Waterborne Transit will alleviate traffic and parking congestion and provide entertainment for passengers by showcasing our breathtaking views and sights.

Current Status: TBBCOC advocates for waterborne transportation that consists of regularly scheduled stops along the beaches. The TBBCOC will assist in the following to ensure the success of waterborne transportation:

- Completion/expansion of routes, adoption of sample ordinance, enhanced exposure, meetings with hoteliers, facilitation of town halls, creation of task force

Useful Resources:

- TBBCoC Advocacy: <http://www.tampabaybeaches.com/chamber/advocacy.aspx>
- Hubbard's Marina Water Taxi: <http://www.tampabayferry.com/>
- Clearwater Ferry: <http://www.clearwaterferry.com/>

Action: Attend commission meetings and urge municipalities to adopt an ordinance to allow for waterborne transportation. Spread the word of these new waterborne transportation services and encourage ridership.

County Agenda

Agenda Item: Property Assessed Clean Energy (PACE)

Agenda Item Description: PACE would allow commercial property owners to borrow money from private operators for conservation or clean energy upgrades and pay it back through a surcharge on their property tax bill. If a property is sold, repayment obligations are transferred to the new owner.

Current Status: TBBCoC advocates for county and municipal governments to work with numerous providers to create the PACE program. Once a provider and agreements have been vetted at staff level, it would go to the Board of County Commissioners for approval. The goal is to eventually bring in numerous providers to our area.

Useful Resources:

- More Information: <http://energy.gov/eere/slsc/property-assessed-clean-energy-programs>
- Energy Upgrades:
http://www.leg.state.fl.us/Statutes/index.cfm?App_mode=Display_Statute&Search_String=&URL=0100-0199/0163/Sections/0163.08.html
- TBBCoC Advocacy Website: <http://www.tampabaybeaches.com/chamber/advocacy.aspx>

Action: The TBBCoC will work closely with county and local officials to assure success of this program.

Agenda Item: Sales Tax Recalculation

Agenda Item Description: Beach municipalities see millions of visitors every year. These visitors generate massive amounts of sales tax revenue when they shop, dine and patronize local attractions. However, the formula used to distribute sales tax revenue back to municipalities doesn't take into account visitors and is instead based on the number of full-time residents. Beach municipalities need a sales tax redistribution formula that is fair and takes into account visitors in an effort to maintain infrastructure - i.e. sewers, roads, bridges, transportation, etc.

Current Status: TBBCoC advocates for a fair distribution of sales tax revenue. The formula used to return sales tax revenue back to municipalities should be recalculated to take into account the millions of visitors that pay sales tax on every purchase they make.

Useful Resources:

- TBBCoC Advocacy Website: <http://www.tampabaybeaches.com/advocacy.html>

Action: Contact Pinellas County Board of County Commissioners.

Agenda Item: Tourist Development Tax: Enforcement

Agenda Item Description: Enforcing residents, who rent their properties to tourists, pay the Tourist Development Tax is essential to promote our destination, attract visitors and support the tourism Industry. Enforcing residential rental properties to pay the Tourist Development Tax will create fair and equitable funding opportunities for all rental properties and legitimate businesses.

Current Status: TBBCoC advocates for enforcing collection of the Tourist Development Tax and educates the community that there are vacation management companies who follow the rules and there are property owners who do not. It is important to treat them differently. Residential rental properties are required to pay their fair share of the Tourist Development Tax. However, some properties are being rented illegally and are not paying the tax. The tax of six cents per dollar needs to be levied not just on motel or hotel stays, but on all "transient accommodations" of six months or less.

Useful Resources:

- More Information: <http://www.pinellascvb.com/cms/index.php?id=6>
- TBBCoC Advocacy Website: <http://www.tampabaybeaches.com/advocacy.html>

Action: TBBCoC is working with municipal, county and state officials towards a solution.

Agenda Item: Tourist Development Tax: Preservation

Agenda Item Description: Preserving the Bed Tax for its intended purpose is essential to promote our destination, attract visitors, and support the tourism Industry. Preserving the Bed Tax for its intended purpose will create fair and equitable funding opportunities for all.

Current Status: TBBCoC advocates for preserving the Tourist Development Tax for its intended purpose. The TBBCOC opposes any language in county or state legislation that would expand the use. Expanding the use of the Tourist Development Tax sets precedence for future changes and further expanded uses. This could result in funds being appropriated for things that don't meet the sufficient requirements which will take away from the intended purpose, attracting visitors to our area. The Tourist Development Tax is a six percent tax collected on accommodations rented for less than six months. The tax is used to strengthen the local economy and increase employment through the ongoing promotion and development of tourism; Pinellas County's major industry.

Bed Tax Uses



Useful Resources:

- More Information: <http://www.pinellascvb.com/cms/index.php?id=6>
- TBBCoC Advocacy Website: <http://www.tampabaybeaches.com/advocacy.html>

Action: TBBCoC is attending all Tourist Development Council Meetings to stay informed and is speaking with Pinellas County Board of Commissioners to guarantee they fully understand the preservation of these funds.

Agenda Item: Transportation

*County issue decided by state government

Agenda Item Description: Navigating throughout Pinellas County is no easy task. Traveling to the beaches from our airports or attractions can be burdensome and may discourage tourists from returning. A direct public transportation connection between Pinellas County beaches and Tampa International Airport will support the thousands of tourists and residents who travel on our roads every day.

Current Status: TBBCoC advocates for funding from the state for the Pinellas Suncoast Transit Authority's (PSTA) proposed express service to and from Tampa International airport and the beaches. The proposed express service is designed to enhance public transportation for residents, businesses and visitors. Pinellas County is competing with all counties in Florida to be the best and brightest. We want to attract the most jobs and tourists. If we do nothing, our infrastructure will suffer and degrade over time. Residents, tourists and employers will move away to a better county. We need to invest in our infrastructure to improve our overall quality of life. If we don't move forward, we will fall behind. Let's move forward.

Useful Resources:

- TBBCoC Advocacy Website: <http://www.tampabaybeaches.com/advocacy.html>

Action:

- Contact the Appropriations Chairman, Senator Latvala and urge him to support funding for PSTA's proposed express service to and from Tampa International Airport and the beaches.
 - Contact Florida Senator Jeff Brandes, Chair of Transportation Committee, and urge him to take action.
-

Agenda Item: Workforce Development

Agenda Item Description: There is an influx in open positions along throughout Pinellas County. Many businesses are having difficulties finding individuals to fill open positions. Most individuals applying for jobs are unqualified. However, the bigger issue affecting businesses is that there are not enough people applying for the jobs to fill open positions.

Current Status: The Clearwater Beach Chamber of Commerce, St. Pete Beach Chamber of Commerce and Tampa Bay Beaches Chamber advocates for an enhanced pool of qualified workers. To remain competitive in a changing economy, Pinellas County needs to advance the economic well-being by developing and maintaining a quality workforce and by serving as the focal point for our workforce development initiatives. This is to be achieved through the co-location and integration of employment, training, education and economic development services for job seekers, workers and employers.

Useful Resources:

- TBBCoC Advocacy Website: <http://www.tampabaybeaches.com/advocacy.html>

Action: The three chambers of commerce listed above will work together to complete the following initiatives:

- Guidance Counselor Interaction
 - Career Fairs
 - Orientation Workshops
 - Continued Industry Cultivation
 - Partnerships
 - Promotion
-

State Agenda

Agenda Item: Insurance Reform (Assignment of Benefits, Flood, Workers Compensation)

Agenda Item Description: Creating a competitive and stable insurance market will lower costs in Florida's current insurance market. Florida must continue initiatives like reforming flood insurance, property insurance and workers' compensation insurance by spreading risks, reducing fraudulent claims and allowing for creative solutions for the issues homeowners and businesses face.

Current Status: TBBCoC advocates for insurance reform allowing alternatives for residents and business owners on the verge of bankruptcy. Fixing Florida's broken insurance system to reduce taxpayer risk in the event of a catastrophic storm and reduce inflated workers' compensation rates is a step in the right direction. Instead of short-term quick fixes, long-term solutions are the focus to grow the private-sector and help small businesses and families.

Useful Resources:

- TBBCoC Advocacy Website: <http://www.tampabaybeaches.com/advocacy.html>
- Track House Legislation: <http://www.myfloridahouse.gov/>
- Track Senate Legislation: <http://www.flsenate.gov/>

Action: Urge state elected officials to support insurance reform.

Agenda Item: Reliable and Cost-Effective Energy Solutions

Agenda Item Description: Florida needs to achieve a stable, reliable and diverse supply of energy. Energy policy requires a stable, predictable regulatory and business climate while promoting energy resources that further fuel source diversification through the deployment of existing and alternative energy sources. Florida must renew its commitment to energy resources and technologies which result in the creation of new jobs within the state.

Current Status: TBBCoC advocates against oil drilling and seismic testing in the Gulf of Mexico and advocates for an energy policy that puts the long-term over the short-term and rests on reliable, cost effective energy sources to grow the economy. This type of policy will increase energy independence and promote the use of domestic energy sources. It would also include advanced technologies and pave the way for sustainable economic growth. We are working to make sure that Florida's needs are met with an energy policy that responds to new technology and changes in the market while bringing in new capital for investment and increasing energy security.

Useful Resources:

- TBBCoC Advocacy Website: <http://www.tampabaybeaches.com/advocacy.html>
- Track House Legislation: <http://www.myfloridahouse.gov/>
- Track Senate Legislation: <http://www.flsenate.gov/>

Action: Urge state elected officials to support Reliable and Effective Energy Solutions.

Agenda Item: Tax Reform (Business Rent Tax, Unemployment Compensation Taxes, Florida Corporate Income Tax)

Agenda Item Description: Florida, spurred on by a dedicated business community, has eliminated 4,500 outdated, duplicate regulations under the leadership of Governor Scott. While Florida already has one of the best tax climates in the nation, enacting smart and targeted tax reforms for job creators and consumers will produce greater economic growth.

Current Status: TBBCoC advocates for reducing Florida's unemployment compensation tax, corporate income tax and business rent tax. Driving a fair and equitable tax system is key to attracting and growing businesses in our state. Limiting burdensome taxes by enacting smart and targeted tax reforms helps place money back into the pockets of Florida's businesses and families. Florida must continue to push back against initiatives that make the state less competitive in comparison to other states and become the number one state for business.

Useful Resources:

- TBBCoC Advocacy Website: <http://www.tampabaybeaches.com/advocacy.html>
- Track House Legislation: <http://www.myfloridahouse.gov/>
- Track Senate Legislation: <http://www.flsenate.gov/>

Action: Urge state elected officials to reduce Florida's unemployment compensation tax, corporate income tax and business rent tax.

Agenda Item: Tourism

Agenda Item Description: As the Sunshine State's No. 1 industry, tourism was responsible for welcoming 106+ million visitors in 2016 and employing more than 1.3 million Floridians. According to the Office of Economic and Demographic Research, for every \$1 the state invests in VISIT FLORIDA – the official tourism marketing corporation for the state of Florida – \$3.20 in tax revenue is generated. VISIT FLORIDA promotes tourism to Florida through sales, advertising, promotions, public relations and visitor services programs. Each decision the agency has made has been based on financial research that led to record tourism and, more importantly, record spending by visitors. As a public/private partnership, VISIT FLORIDA serves more than 11,000 tourism industry businesses.

Current Status: TBBCoC advocates for the tourism industry to receive adequate funding and resources essential to stay competitive. Florida is a worldwide top travel destination with every 85 visitors creating 1 job and the TBBCoC advocates supporting and growing the industry. After VISIT FLORIDA increased marketing by \$50 million, \$30 billion in visitor spending was collected and Sales Tax collections are up \$1.6 billion. Florida is aiming to bring in \$100 billion in total tourism related spending by 2020, however, attracting more tourists isn't the key strategy in driving up dollars. The influx will come from the experience rather than filling more hotel beds. The new strategy is less about bringing in more bodies and more about tapping into consumer markets that want to spend dollars in the state.

Useful Resources:

- TBBCoC Advocacy Website: <http://www.tampabaybeaches.com/advocacy.html>
- Track House Legislation: <http://www.myfloridahouse.gov/>
- Track Senate Legislation: <http://www.flsenate.gov/>

Action: Urge state elected officials to adequately fund VISIT FLORIDA and support the tourism industry as it is Florida's number one industry.

Federal Agenda

Agenda Item: Infrastructure Funding (Airports, Bridges and Roads)

Agenda Item Description: Federal funding for airports, roads and bridges have been lacking in recent years. Rebuilding America's infrastructure is critical to promote job creation and our destination. America has fallen to 12th in the world in terms of infrastructure ratings. Increased infrastructure funding includes increasing the Passenger Facility Charge (PFC) for airports. The PFC is a \$4.50 fee on every plane ticket and goes back to the airport for capital improvement. The PFC has not been raised since 2000 and should be between \$6 and \$8 due to inflation. The fee is currently set by congress and needs to be change so airports can individual airports can set their own rates.

Current Status: TBBCoC advocates for an increase in infrastructure funding in an effort to remain competitive as a top travel destination. TBBCoC supports an increase in federal funding as well as congressional approval for individual airports to have authority to increase their PFC. People travel from all over the world to visit our country. Many other countries have world class infrastructure while airports, road and bridges in the United States are decades old and dilapidating. The United States must not fall behind other countries and must remain competitive in an effort to support tourism and our economy.

Useful Resources: TBBCoC Advocacy Website: <http://www.tampabaybeaches.com/advocacy.html>

Action: Urge federal elected officials to support an increase in funding for infrastructure and allow individual airports to have authority to set their Passenger Facility Charge (PFC).

Agenda Item: Regulation Reform

Agenda Item Description: Over regulation can stifle job creation and innovation. The Small Business Administration recognizes that small businesses bear the brunt of dealing with approximately \$2 trillion of red tape emanating from Washington, D.C. Regulations have become way too complex, burdensome, duplicative, and sometimes pointless that make it hard for small businesses to compete with larger companies that have multiple floors of lawyers and lobbyists.

Current Status: TBBCoC advocates for regulation reform to ensure the success of small businesses. The \$2 trillion in costs for compliance and increased number of complex rules is only hurting our business community. Businesses deserve a working regulatory system that is fair for everyone, takes into account the views of communities and businesses, evaluates the impact rules will have on jobs and small business and protects our economic and personal freedoms.

Useful Resources:

- TBBCoC Advocacy Website: <http://www.tampabaybeaches.com/advocacy.html>
- Track Legislation: <https://www.govtrack.us/>
- Download iCitizen App: <http://www.icitizen.com>

Action: Urge federal elected officials to support regulation reform.

Agenda Item: Overtime Regulations

Agenda Item Description: In 2016 The Labor Department expanded the number of workers covered by overtime rules in the Fair Labor Standards Act. The salary threshold under which workers are eligible to receive overtime pay more than doubled from \$23,660 to \$50,440. That threshold would have continued to increase every year. However, the courts overturned this ruling and now the process has started all over again.

Current Status: The TBBCOC opposes the Labor Department's 2016 rule change and is committed to working with the Labor Department to develop overtime regulations that are fair and equitable for the business community. The reality is changing overtime regulations will not guarantee more income, but instead will negatively impact small businesses and drastically limit employment opportunities. The rule as passed in 2016, would have forced some smaller businesses to close, increase litigation, and is not in line with the historical practices of the Fair Labor Standards Act. Additionally, businesses were forced to make decisions that negatively impacted the very people the proposed rule is drafted to assist. The unintended consequences of this rule change are numerous, and it is in the best interest of Florida, our nation, our job creators, and those that work hard day in and day out that this rule be reconsidered.

Useful Resources:

- TBBCoC Advocacy Website: <http://www.tampabaybeaches.com/advocacy.html>
- Track Legislation: <https://www.govtrack.us/>
- Download iCitizen App: <http://www.icitizen.com>

Action:

- Provide the Department of Labor with feedback from our members to help them redraft the overtime rule.

Agenda Item: Tax Reform

Agenda Item Description: Our current tax system is 30 years old and needs to be updated. Tax policy influences economic outcomes primarily through distortions imposed on prices and incentives individuals and businesses face in making economic decisions such as how many hours to work, how much to save, when and where and how much to invest. Correcting tax policy to minimize tax distortions requires care in constructing the tax base and then applying the lowest possible tax rate. Both features are important to pro-growth tax reform: the correct tax base and a low tax rate. For this reason, allowing businesses to deduct in full and immediately the cost of capital purchases, adopting a competitive international tax system, and reducing business tax rates for all forms of businesses anchor pro-growth tax reform

Current Status: TBBCoC advocates for tax reform in an effort to create a smarter, streamlined tax system allowing taxpayers to make smarter decisions about how they work, save, invest and unleashing the power of American businesses – large and small – to create jobs. A pro-growth tax agenda will lower tax rates for businesses and individuals, establish a more economically rational tax base and simplify compliance and administration.

Useful Resources:

- TBBCoC Advocacy Website: <http://www.tampabaybeaches.com/advocacy.html>
- Track Legislation: <https://www.govtrack.us/>
- Download iCitizen App: <http://www.icitizen.com>

Action: Urge federal elected officials to support tax reform.

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RESOLUTION NO. 2203

**A RESOLUTION OF THE CITY OF LARGO, FLORIDA., SUPPORTING
THE FLORIDA LEAGUE OF CITIES 2018 LEGISLATIVE ACTION
AGENDA; PROVIDING FOR AN EFFECTIVE DATE.**

WHEREAS, the City of Largo wishes to engage in productive, focused dialogue with the Florida State Senate and House of Representatives; and

WHEREAS, the State of Florida 2018 Legislative Session will convene on January 9, 2018; and

WHEREAS, the City of Largo is an active member of the Florida League of Cities and participated in the development of priorities for the 2018 Legislative Action Agenda; and

WHEREAS, the City of Largo supports legislation which maintains municipal home rule and allows for local control of local issues.

NOW, THEREFORE, THE CITY COMMISSION OF THE CITY OF LARGO HEREBY RESOLVES:

Section 1. That the City of Largo hereby adopts the “2018 Florida League of Cities Legislative Action Agenda,” attached hereto and incorporated herein as “Exhibit A,” as the legislative priorities for the City.

Section 2. That the City Clerk is directed to forward a copy of this resolution to the members of the Pinellas County Legislative Delegation.

Section 3. That this resolution shall take effect immediately upon its adoption.

PASSED AND APPROVED THIS _____ DAY OF NOVEMBER, 2017.

CITY OF LARGO, FLORIDA

Louis L. Brown, Mayor

REVIEWED AND APPROVED:

ATTEST:

Alan S. Zimmet, City Attorney

Diane Bruner, City Clerk



2018

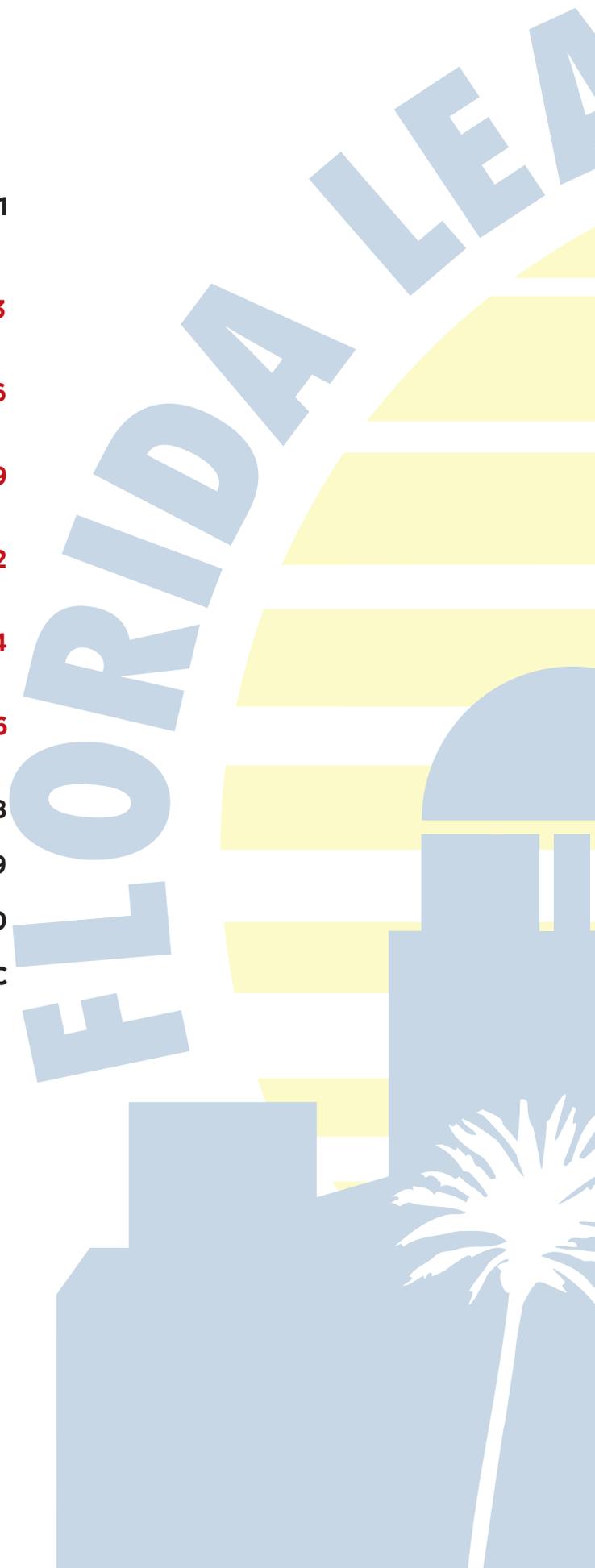
**FLORIDA LEAGUE OF CITIES
LEGISLATIVE ACTION AGENDA**



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The Florida League of Cities, Inc. was founded on the belief that local self-government is the keystone of American democracy.



Introduction

Each year, municipal officials from across the state volunteer to serve on one of the League's five legislative policy committees. These committees develop the League's Legislative Action Agenda, which addresses priority issues most likely to have a statewide impact on daily municipal operations and governance.

This year, there are six priorities – one developed by each of the policy committees – and a super priority to strengthen and protect local self-government. The priorities were considered and approved by the full League membership on August 19, 2017.

LOCAL SELF-GOVERNMENT

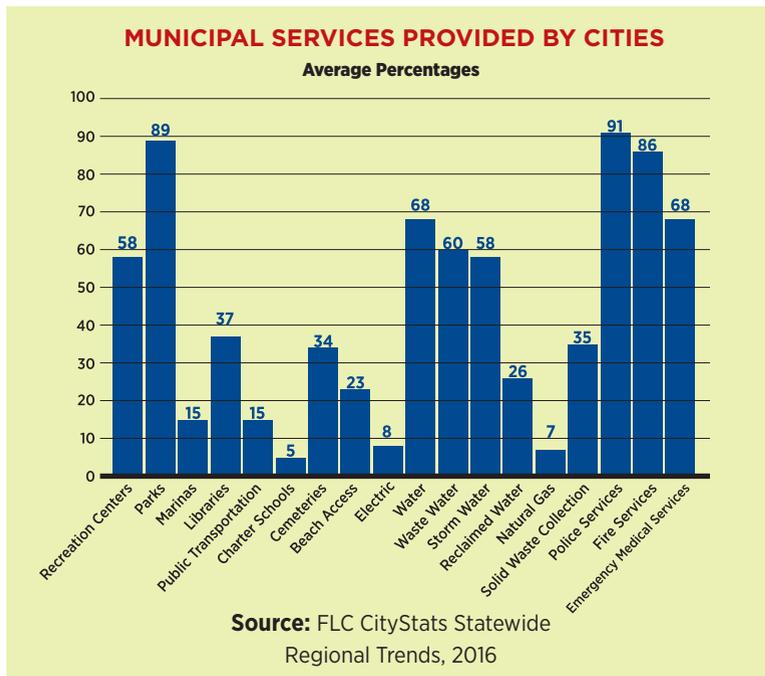
The formation of a city is the embodiment of local self-government, or Home Rule. A city is voluntarily created by its citizens for a variety of reasons. Citizens in an area may want additional services, increased control over land use decisions, an improved business or residential environment, or more say in how their government is run.

Home Rule is why no two cities are alike. City residents take pride in this diversity.

Strong Home Rule powers ensure that government stays responsive to the people it serves. The desires and expectations of residents cannot be met if municipal officials do not have the authority to respond to local needs and preferences, or to address them in a timely manner. We ask the Florida Legislature to LET CITIES WORK!

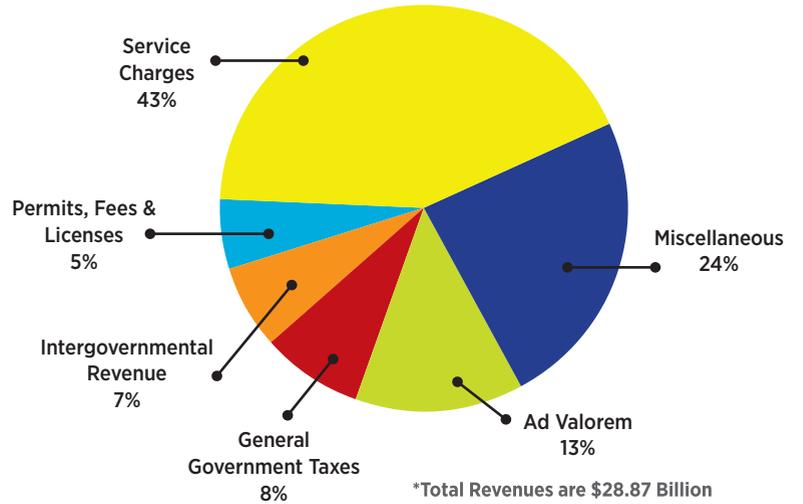
MUNICIPAL SERVICES

Just as no two cities are alike, each city's menu of services is also different. The most important aspect of municipal services is that the services are created to meet the demands of the residents. Each city offers those services desired by its own citizenry.



CITY BUDGETS: AT-A-GLANCE

MUNICIPAL REVENUES FY 2015*



MUNICIPAL EXPENDITURES FY 2015*

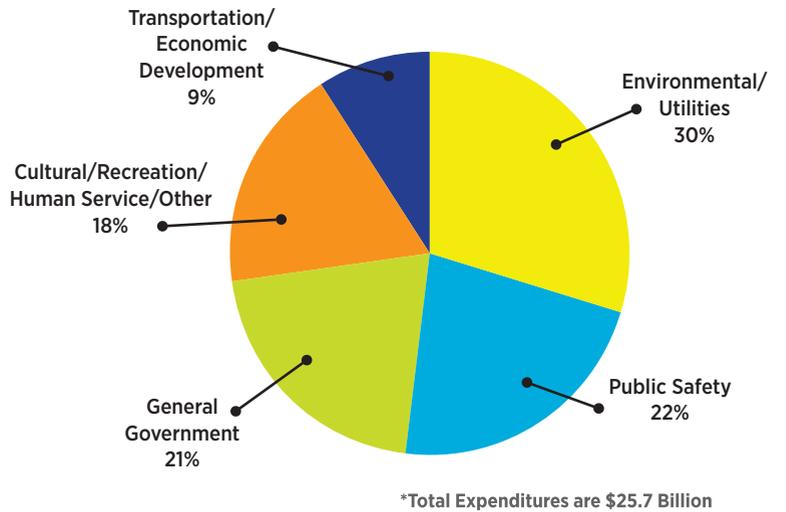




ILLUSTRATION © ISTOCKPHOTO

Local Self-Government

PRIORITY STATEMENT:

The Florida League of Cities seeks to strengthen and protect the fundamental concept of local self-government, and will **OPPOSE** legislative efforts to impede the constitutional right Floridians have enjoyed for nearly 50 years to govern themselves under municipal Home Rule powers. Additionally, the Florida League of Cities **OPPOSES** the Legislature's persistent intrusion into local finances, which are necessary to provide financial stability and essential services uniquely required by municipal residents and local businesses.

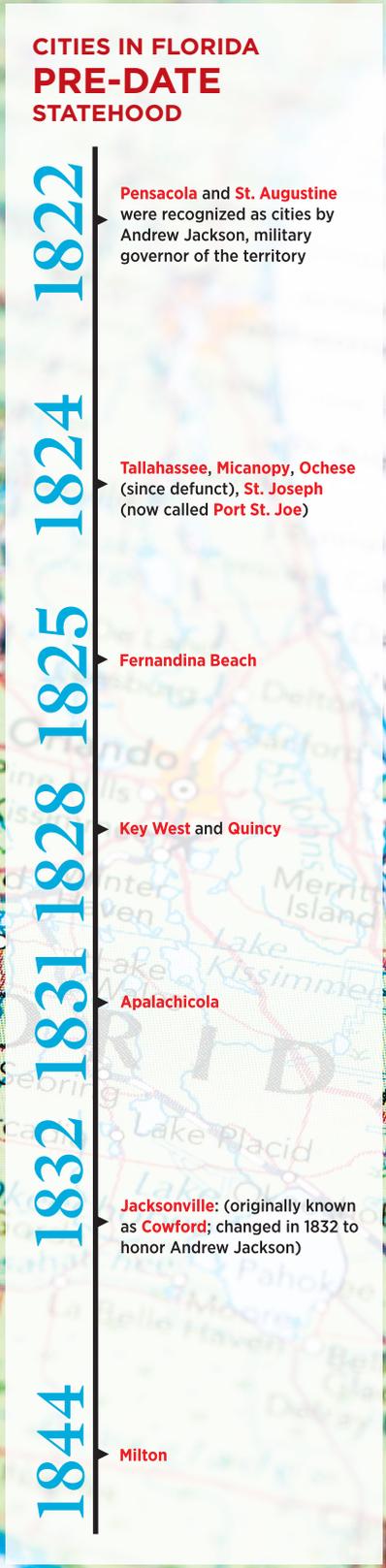
BACKGROUND:

In Florida, local self-government is not a gift of the state Legislature. . . it is the expressed will of the people. It was added to the Florida Constitution nearly 50 years ago by a statewide vote of the electorate. Floridians voted to empower themselves with the right of local self-government, or Home Rule. As the only form of voluntary government, Florida's municipalities are the embodiment of this right.

A city is created by its citizens for a variety of reasons, including increased services, a desirable business or residential environment, and more voice in how their government is run. Florida law specifies the standards for the formation of a municipality. The multi-step process is not an easy one, and it should not be. The process takes commitment, tenacity and hard work of residents who volunteer their time for the cause. Local citizens take the first step by having a feasibility study to determine if the community should incorporate, and they develop a charter that specifies the form, functions and power of their proposed city government. These steps can take a year or more to complete.

Next, the proposal is presented to the Legislature for a review of whether it meets statutory requirements for incorporation. Following a successful review, the proposed charter is adopted by a special act of the Legislature. The final step must be taken by local citizens: approval of the incorporation and charter by voters in a local referendum.

Home Rule authorizes the governmental, corporate and proprietary powers necessary to conduct municipal government, perform municipal functions, and render municipal services. At its core, Home Rule is demonstrated by the level of services provided within a municipality and, to a much lesser extent, by exercises of regulatory power.



Citizens in cities expect various municipal services: water, sewer, garbage collection, storm water systems, roads, sidewalks, fire protection, law enforcement, parks and recreation. Citizens also expect municipal officials to exercise regulatory powers when necessary to protect public health, safety and community standards specific to the municipality in which they choose to live. These expectations cannot be met if municipal officials do not have the authority to respond to local needs and preferences, or to address them in a timely manner.

Municipalities are authorized by the Florida Constitution to levy ad valorem taxes, and are further authorized by statute to levy other forms of local taxation. In addition, municipalities are authorized under their constitutional Home Rule powers to impose special assessments and fees for municipal services. Municipal citizens pay local taxes, assessments and fees for the specific purpose of obtaining and enhancing municipal services and amenities. Citizens expect their elected city leaders to use these local revenue proceeds for local municipal purposes, and not for state purposes (that should be paid for with state taxes).

Home Rule is why no two cities are alike. City residents take pride in this diversity. Strong Home Rule powers ensure that government stays close to the people it serves. Intrusion on Home Rule from the state or federal government undermines the constitutional right of citizens to govern themselves. Intrusion from the state or federal government into local finances prohibits elected city leaders from meeting the expectations of their citizens that local revenues will be used as intended by the citizens.

CS/HB 17 (Fine) and **SB 1158** (Passidomo), introduced in the 2017 legislative session, would have effectively preempted to the state the authority of municipal governments to impose local requirements on businesses, professions, commerce and trade. While the bills differed in approach, their ultimate effect was the same. In short, the right of local citizens to govern themselves through the exercise of municipal Home Rule powers would have been severely restricted. The bills eviscerated principles of local self-government by transferring local decision-making to the state Legislature. CS/HB 17 passed one subcommittee but ultimately died in the House Commerce Committee. SB 1158 never got a hearing in the Senate.

In addition to CS/HB 17 and SB 1158, numerous other bills restricting local self-government were introduced in the 2017 legislative session. Examples of 2017 proposals include, but are not limited to, the following issues: Building and Land Use; Small-Cell Wireless; Community Redevelopment Agencies; Vacation Rentals; Municipal Elections, Medical Marijuana; Concealed Weapons and Firearms; Firefighter Cancer Disability Presumption; Local Business Taxes; Fiscal Transparency; Ad Valorem Taxes; Stormwater and Wastewater Management; Traffic Infraction Detectors; and Drones. These proposals involved either preemptions of municipal powers or intrusion into municipal finances, and sometimes both.

The League anticipates that legislative efforts to divest citizens of their powers of local self-government and transfer control over local decisions to the state Legislature will continue in the 2018 legislative session.

LEGISLATIVE PREEMPTIONS USURP LOCAL CONTROL

These are some of the preemptions that the Florida Legislature has passed.





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Communications Services Tax Protection

PRIORITY STATEMENT:

The Florida League of Cities **SUPPORTS** reforming the Communications Services Tax in a manner that is revenue neutral; provides for a broad and equitable tax base; provides for enhanced stability and reliability as an important revenue source for local government; and provides a uniform method for taxing communication services in Florida. Reform should promote a competitively neutral tax policy that will free consumers to choose a provider based on tax-neutral considerations.

BACKGROUND:

In 2000, the Florida Legislature restructured taxes and fees on telecommunications, cable, direct-to-home satellite and related services under the Communication Services Simplifications Act. This act replaced and consolidated seven different state and local taxes and fees into a single tax that has two centrally administered parts, the state and the local communications services tax (CST). The local CST is one of the main sources of locally levied general revenue for municipalities, providing them with more than \$421 million annually. Counties collect nearly \$234 million a year. The State of Florida collects approximately \$600 million, including direct-to-home satellite, and shares a portion of those revenues with cities through the Municipal Revenue Sharing Program and Local Half-Cent Sales Tax Program. These revenues may be used for any public purpose, including pledging the revenues to secure bonds.

COMMUNICATIONS SERVICES TAX



Source: Office of Economic and Demographic Research

The CST applies to telecommunications, video, direct-to-home satellite and related services. The definition of communications services encompasses voice, data, audio, video, or any other information or signals transmitted by any medium. Examples of services subject to the tax include local, long distance and toll telephones; voice over Internet protocol telephones; video services; video streaming; direct-to-home satellite; mobile communications; private line services; pagers and beepers; telephone charges made at a hotel or motel; facsimiles; and telex, telegram and teletype. The tax is imposed on retail sales of communications services that originate and terminate in Florida or are billed to an address within the state.

The Florida CST includes both a state tax and a gross receipts tax. Communications services, except direct-to-home satellite service, are subject to the state tax of 4.92 percent and the gross receipts tax of 2.52 percent. Direct-to-home satellite service is subject to the state tax of 9.07 percent and the gross receipts tax of 2.37 percent.



Source: Bureau of Economic and Business Research, 2016 population estimate



ILLUSTRATION © GETTY IMAGES

A county or municipality may authorize the levy of a local CST. The local tax rates vary depending on the type of local government. For municipalities that have not chosen to levy permit fees, the tax may be levied at a rate of up to 5.1 percent. For municipalities that have chosen to levy permit fees, the tax may be levied at a rate of up to 4.98 percent. In addition to the local CST, any local option sales tax that a county or school board has levied is imposed as a local CST.

Over the past few years, the economy, legislation and changes in technology have eroded the tax base for the CST. Additionally, there has been a movement by the Florida Legislature to reduce the total tax rate, both on the state and local CST. In June 2015, the First District Court of Appeal overturned a lower court's favorable ruling regarding the constitutionality of the direct-to-home satellite rate. The original lawsuit, from May 2005, alleged that the direct-to-home satellite rate was unconstitutional because by imposing the CST at a rate of approximately 60 percent higher on out-of-state satellite TV companies versus in-state cable companies, the tax unfairly discriminated against out-of-state companies and, therefore, violated both the Commerce Clause and the Equal Protection Clause of the U.S. Constitution. The Department of Revenue appealed this decision and the Florida Supreme Court heard oral arguments in April 2016. On April, 13, 2017, the Florida Supreme Court found that the statute involved did not violate the dormant Commerce Clause, and reversed the decision of the First District Court of Appeal.



PHOTO © GETTY IMAGES

Community Redevelopment Agencies

PRIORITY STATEMENT:

The Florida League of Cities **SUPPORTS** legislation to improve municipalities' use of community redevelopment agencies to effectively carry out redevelopment and community revitalization in accordance with Home Rule.

BACKGROUND:

There are 222 active community redevelopment agencies (CRAs) in Florida. They were established to encourage new investment and job creation in urban areas that were blighted as a result of substantial growth moving away from the urban core.

For many years, residential development and commercial and governmental facilities were being built outside central urban areas. As these urban areas became vacant or underutilized, high crime rates followed, creating a decline in the economic and social vitality of many municipalities. Faced with these challenges, municipalities, working with their respective counties, have exercised their discretion to establish a CRA as a means for economic recovery in these areas.

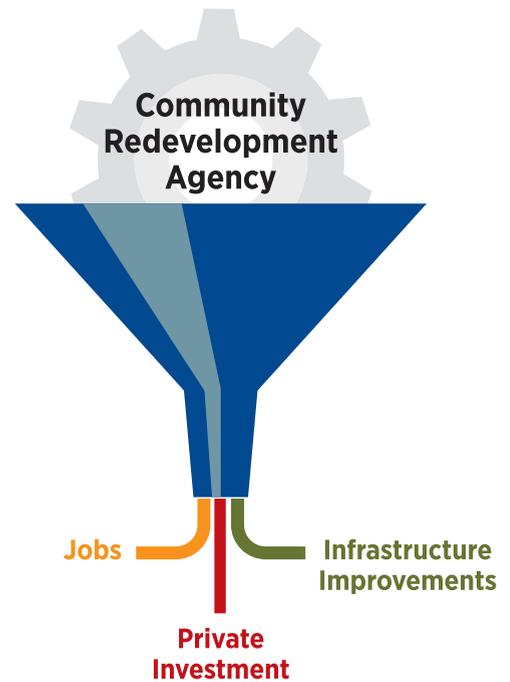
Under Florida law (Chapter 163, Part III), local governments are able to designate areas as CRAs when certain conditions exist, such as the presence of substandard or inadequate structures, a shortage of affordable housing, inadequate infrastructure, insufficient roadways and inadequate parking. To document that the required conditions exist, the local government must survey the proposed redevelopment area and prepare a "Finding of Necessity."

If the Finding of Necessity determines that the required conditions exist, the local government may create a CRA to provide the tax increment financing tools needed to foster and support redevelopment of the targeted area, and to spur job growth. This redevelopment tool is used by both Florida counties and cities of all sizes, from Miami-Dade County, Tampa, Orlando and Jacksonville, to Hernando County, Madison and Apalachicola, to improve their targeted areas.

The tax increment used for financing projects is the difference between the amount of property tax revenue generated before the CRA designation and the amount of property tax revenue generated after the CRA designation. Monies used in financing CRA activities are, therefore, locally generated. CRA redevelopment plans must be consistent with local government comprehensive plans. This makes CRAs a specifically focused financing tool for redevelopment.

This financing system is successful because it provides specific public services without increasing or levying any new taxes. Both residents and business owners favor this system because the taxes they pay on their investment are rewarded with direct benefits from the CRA. Also, unlike a city

or county government, a CRA may utilize tax increment financing as a way to leverage these local public funds with private dollars to make redevelopment happen in public/private partnerships. This has been extremely successful throughout the state.



ADDITIONAL POINTS:

1. The state should be wary of attempts to restrict the use of tax increment financing, particularly if the debate is over money and control and not about the merits of revitalizing blighted areas. CRAs have demonstrated that the use of the funding dramatically improved the economic and social outcomes within the targeted areas. These outcomes benefit cities, counties and, more importantly, the taxpayers.
2. CRAs and tax incrementing financing have been integral tools for municipalities to provide improvements to run-down urban cores for more than 30 years. It is not in the state's best interest to restrict municipalities' ability to revitalize and redevelop areas that are struggling the most. This is especially true, given the sunset of the state-funded Enterprise Zones program and the lack of alternative programs that address slum and blighted areas in Florida.
3. Redevelopment of an area can take different twists and turns to accommodate shifting circumstances, requiring the need for flexibility. Any attempt to increase bureaucratic or political interference would hinder the ability of the CRA to respond nimbly and comprehensively in implementing redevelopment initiatives.
4. On February 3, 2016, the Miami-Dade County Grand Jury filed a report titled "CRAs: The Good, the Bad and the Questionable" that asserts the highest priority of Florida's CRAs should be affordable housing. This view of CRAs incorrectly reduces and mislabels their value and core mission as versatile revitalization engines. The Grand Jury report asserts CRAs are not held accountable for their spending and, therefore, public tax dollars are being abused by city officials. This is incorrect. The use of TIF funds must be consistent with the redevelopment plans agreed to by the citizens in a community.

5. Overall, the comprehensive community redevelopment plans that are created and implemented by CRAs are uniquely designed to address that area's specific needs for revitalization. Creating affordable housing is just one of the many roles that CRAs may play, and it should be part of a balanced economic development strategy. There are a variety of community, state and federal programs with the primary mission of providing affordable housing and CRAs consistently partner with and invest in these programs. The Florida Redevelopment Act, which governs CRAs, is designed to be adaptable to Florida's widely diverse communities.
6. Local governments create CRAs to respond to local needs and concerns to address slum and blight. CRA boards act officially as a body distinct and separate from the governing body of a city or county, even when it is the same group of people. By allowing elected officials to serve as CRA board members, CRAs provide knowledgeable representation to taxpayers from individuals who are familiar with community needs. Ultimately, elected city officials are held accountable by their decisions
7. At times, some county governments have been critical or uncooperative in the creation and expansion of CRAs by municipalities. These intergovernmental disputes have led to unnecessary conflicts between local governments. In some instances, questions regarding the interpretation of certain provisions of the Community Redevelopment Act are being disputed.

CS/SB 1770 (Lee) and **CS/CS/CS/HB 13** (Raburn), introduced during the 2017 session, would have increased audit, ethics, reporting and accountability measures for community redevelopment agencies (CRAs). The bills would have required CRAs to annually submit additional reporting information to the state, including the number of CRA projects (the term "projects" is not defined), and the amount of money spent on affordable housing within the CRA. The bills would have required CRA procurement to comport with city and county procurement procedures. Of specific concern to cities, the bills outlined a process by which CRAs would be phased out and restricted the use of tax increment financing (TIF) funds to only those purposes specified in statute. This restriction would have eliminated the ability of the CRA to fund what could be considered traditional CRA projects such as infrastructure, streetscapes, sidewalks, building improvements, parks, security and the like. CS/SB 1770 also required a supermajority vote of the governing body that created the CRA to maintain any existing CRAs past 2037. CS/SB 1770 allowed for the creation of a new CRA, but only with a supermajority vote of the city or county that created it. CS/CS/CS/HB 13 prohibited the creation of a new CRA unless authorized by a special act of the Legislature. CS/SB 1770 died in a Senate subcommittee while CS/CS/HB 13 passed the House on a 78-37 vote. The League anticipates that legislative efforts to phase out or eliminate CRAs will continue in the 2018 legislative session.



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Sober Homes

PRIORITY STATEMENT:

The Florida League of Cities **SUPPORTS** legislation requiring certification for all recovery residences and recovery residence administrators to ensure that this vulnerable population is protected and that recovery residence administrators have the competencies necessary to appropriately respond to the needs of residents.

BACKGROUND:

In 2008, Congress passed the Mental Health Parity and Addiction Equity Act, which made available additional insurance benefits to people with substance abuse disorders. The passage of the Affordable Care Act in 2010 authorized adults under the age of 26 to use their parents' insurance, required insurance providers to cover pre-existing conditions, and guaranteed coverage despite multiple drug relapses. These changes in insurance benefits opened the floodgates of money going to substance abuse treatment.

“Police have coined the term ‘**new homeless,**’ referring to patients who are removed from sober homes once insurance money runs out.”

As a result, recovery residences became big business. Florida has long been a destination for those trying to overcome an addiction. In 2016, a study by Minnesota-based health care company Optum found that more than 75 percent of young adults treated for substance abuse in Florida came from out of state. The increased regulation of pill-mills during this decade limited access to prescription narcotics and has led to an increase in the use of heroin and other more accessible synthetic opioids.

There is little oversight of the recovery residence industry, whereas other areas of the healthcare system are highly regulated by the state. Recovery residences, which house vulnerable patients engaged in intensive outpatient treatment, are essentially self-policed. Legitimate recovery residences avail themselves of a voluntary certification program and agree to operate under higher standards. However, because this certification is voluntary, other sober homes can operate without minimum standards, resulting in the warehousing of patients in substandard housing that encourages anything but sobriety.

Cities have also been negatively impacted. Residential neighborhoods are lined with poorly run sober homes, but the number is unknown because there is no mandatory registration at any level of government. A recent *New York Times* article highlights the problems cities are facing, “With six to 12 people living in a home, noise is unavoidable. Property crime rose 19 percent from 2015 in a Delray Beach neighborhood.” Police have coined the term “new homeless,” referring to patients who are removed from sober homes once insurance money runs out. These homes not only create nuisances for residents, but are also a burden on local governments. Palm Beach County first responders dealt with 5,000 overdose calls in 2016.

On May 3, 2017, Governor Rick Scott declared a public health emergency in response to the opioid epidemic, allowing the state to tap into federal funding for prevention, treatment and recovery services.

The Legislature passed HB 807 by Representative Hager during the 2017 legislative session. The bill expands prohibitions on referrals between licensed treatment providers and certain recovery residences, while also prohibiting service providers from engaging in deceptive marketing practices. While HB 807 was a good start, the League will be advocating for minimum operating standards needed to protect this vulnerable population.

“Palm Beach County first responders dealt with 5,000 overdose calls in 2016.”



PHOTO © ISTOCKPHOTO.COM

The cost of an average Palm Beach County Fire Rescue run is between

\$1,000
and
\$1,500

Source: Palm Beach County Sober Homes Task Force Report, January 1, 2017

Transportation Funding

PRIORITY STATEMENT:

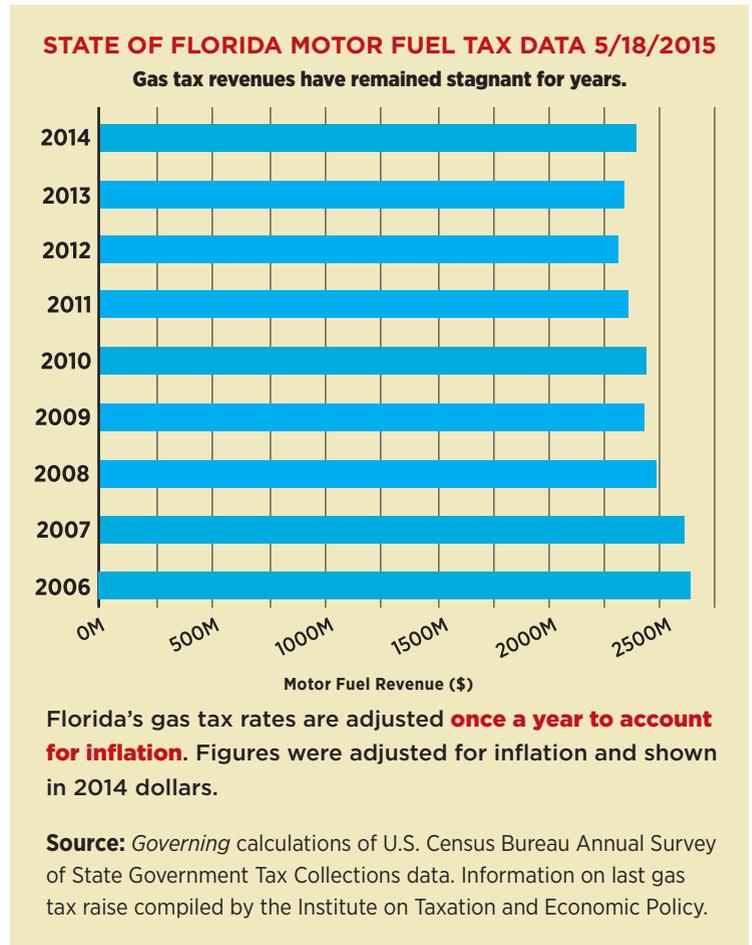
The Florida League of Cities **SUPPORTS** legislation that preserves local control of transportation planning, provides for a more equitable transportation funding formula between municipalities and counties, and provides for additional dedicated revenue options for municipal transportation infrastructure and transit projects.

BACKGROUND:

The 2017-2018 budget for the State of Florida allocates \$5.6 billion for the Florida Department of Transportation 5-Year Work Plan. This amount includes \$22.3 billion for construction, \$2.6 billion for right-of-way purchase and maintenance, and \$5.4 billion for freight logistics and passenger operations.

With 112.8 million visitors each year and more than 1,000 people moving to Florida each day, the state’s transportation infrastructure is taking a beating. Congestion is a growing problem and the added wear and tear on our roads makes for recurring repair or replacement. At the same time, highway construction costs continue to escalate. Some of this increase is directly attributable to technological advancements that are necessary to implement a “smart transportation grid.”

A major portion of transportation funding flows to municipalities through county, state and federal taxes on gasoline. Recent data show that gas tax revenues at both the state and federal levels have continued to decline, primarily due to an increase in the number of fuel-efficient vehicles. More fuel-efficient vehicles mean less gas is being purchased, resulting in lower gas tax revenues. As vehicles become even more fuel efficient, gas tax revenue will continue to decrease. To compound the problem, the federal gas tax was last increased in 1993 and doesn’t keep up with inflation. Florida’s gas tax rates are adjusted once a year to account for inflation.



While the federal, state and county governments have a variety of tools available to them to address transportation funding, municipalities have limited revenue options for funding transportation projects.

For example, the state can charge tolls on certain roadways or can increase vehicle registration or tag and title fees to generate additional revenue. Charter counties may hold a referendum on whether to impose up to a 1 percent sales tax to fund transportation infrastructure projects. Florida statutes also allow each county to levy up to 12 additional cents per gallon of fuel.



PHOTO COURTESY OF SUNRAIL

PHOTO © GETTY IMAGES

Only **3%** of Floridians use some form of public transit — **virtually unchanged since 2013.**

Municipalities lack the authority to impose these fuel taxes. This can be problematic when there are disparities between the transportation needs of municipalities versus those of the more rural areas of the county. For example, a referendum was held in Hillsborough County to enact such a tax. The tax was defeated countywide. However, if the election results are broken down, a majority of the residents of the City of Tampa voted to approve the tax to pay for much-needed transportation projects. Extending such options to municipalities would allow greater flexibility to fund their specific transportation needs.

For those local option taxes adopted by counties, the proceeds are distributed by interlocal agreement or by a statutory formula that is not favorable to municipalities. The current transportation funding formulas do not take into account lane miles, traffic counts or other measures related to use and/or maintenance need. By including these elements into the calculations that determine the distribution of transportation funding, local governments – municipalities, in particular – will be able to more effectively address their transportation needs.

Another way to assist local governments would be for the state to provide a mechanism for low-interest loans or grants for transportation projects.



PHOTO © GETTY IMAGES

This is what happens when the **economy grows faster than the transportation system's ability to accommodate it.**



PHOTO © GETTY IMAGES

Water Funding

PRIORITY STATEMENT:

The Florida League of Cities will **SUPPORT** legislation to provide long-term, recurring and adequate state funding, that is equitably distributed throughout the state, for local government water resource and water quality improvement projects and infrastructure, including, but not limited to, projects that: reduce nutrient and pollutant loading from wastewater sources; mitigate storm water and flooding impacts; and increase available water resources and supplies.

BACKGROUND:

Florida's water quality and water supply challenges are myriad. Current conditions result from decades of pollution and overuse from multiple sources – urban, rural, agricultural, residential and industrial. All of these sources, their stakeholders, and their state and local governments, have a shared responsibility for addressing water supply, water quality and associated infrastructure problems. Resolution of these issues will require both long- and short-term strategies that are coordinated, are based on sound science, and make effective use of limited public funds and resources.

Florida's ability to meet the water needs of its growing population, industries and natural environment exceeds available supply and infrastructure. \$48.71 billion is estimated to be needed over the next 20 years to meet needs for drinking water and wastewater, flood control, nutrient pollution, Everglades restoration, and beach and inlet erosion. Some states have taken proactive steps to ad-

In Florida:



PHOTO © GETTY IMAGES

Source: EPA Drinking Water Infrastructure Needs Survey and Assessment - Fifth Report to Congress, September 2015



ILLUSTRATION © GETTY IMAGES

\$18.5 billion

is needed for wastewater infrastructure improvements **by 2020**

Source: EPA Clean Watersheds Need Survey 2012, Florida



There are over
1900

water body segments throughout Florida
impaired for water quality

Source: 2016 Report Card for Florida's
Infrastructure, American Society for
Civil Engineers

ILLUSTRATION © GETTY IMAGES



\$69 billion

in coastal property in Florida
that is not at risk today could
flood at high tide by 2030

PHOTO © GETTY IMAGES

Source: "Come Heat and High Water: Climate Risk in the Southeastern U.S.
and Texas," July 2015, Risky Business Project

dress similar challenges by creating financing and funding mechanisms, including Texas, New Jersey, Massachusetts, Illinois and California. Florida does not have a dedicated, long-term, recurring source of funding for water supply, water quality and associated infrastructure.

In 2005, the Florida Legislature took initial steps to establish a dedicated source of funding for water quality and water supply projects by creating and funding the Water Protection and Sustainability Program. Local funding matches and transparent grant criteria were hallmarks of the program. The program was funded with \$100 million in recurring revenues – an amount that represented less than 1 percent of the state's total budget. During the program's first three years, the state and water management districts contributed \$423 million for alternative water supply development, which funded 344 local projects. These projects were anticipated to generate 842 million gallons of new water per day. Unfortunately, the program was drastically cut in 2008, and funding to the trust fund was eliminated in 2009.

Other than the brief success of 2005's SB 444, Florida's history of water project and infrastructure funding has been one of band-aids and crisis management. Dying springs and algae-choked estuaries prompted the passage of SB 552 and HB 989 in 2016. Among other things, these bills required septic tank remediation plans for certain spring sheds and provided dedicated percentages of Amendment 1 money for the benefit of the Everglades and surrounding estuaries, Lake Apopka and springs. Continued algae blooms in South Florida estuaries prompted passage of SB 10 in 2017, which provided a \$1.5 billion plan for water storage needed to combat nutrient pollution in these areas. These bills were critically needed, but problems persist throughout the state and continue to grow.

The extent and nature of the state's water and infrastructure problems vary among regions and communities. For some local governments, their most acute need is finding resources to mitigate nutrient pollution from septic tanks. Others are desperately seeking ways to increase available water supply through the creation of alternative water supplies, including reuse of reclaimed water. Still others grapple with the enormity of retrofitting their community against increasing tidal and storm flooding.

These challenges are growing exponentially, and cannot be shouldered by one or even a few governments or stakeholders. It is pointless to assign "blame" for these growing challenges because it is shared by everyone who uses Florida's water and infrastructure resources – businesses, residents, visitors and industries. It is time for Florida's state and local governments, residents, industry and water stakeholders to collaborate on shared solutions that meet Florida's water and infrastructure challenges comprehensively, equitably and for the long term.

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- » Special Districts
- » Transportation/Highway Safety/Aviation
- » Veterans Affairs

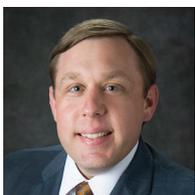


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2017-2018 KEY DATES

(Dates subject to change)

OCTOBER 1 2 3 4 5 6 7 8 **9 10 11 12 13** 14 15 16 17 18 19 20 21 22 **23 24 25 26 27** 28 29 30 31

House/Senate Interim Committee Week

Federal Action Strike Team (FAST) Fly-in
Washington, D.C.

House/Senate Interim Committee Week

NOVEMBER 1 2 3 4 5 **6 7 8 9** 10 11 12 **13 14 15 16 17 18** 19 20 21 22 23 24 25 26 27 28 29 30

House/Senate Interim Committee Week

NLC City Summit
Charlotte, NC

House/Senate Interim Committee Week

DECEMBER 1 2 3 **4 5 6 7 8** 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31

House/Senate Interim Committee Week

FLC Legislative Conference
Embassy Suites Orlando
Lake Buena Vista South

JANUARY 1 2 3 4 5 6 7 8 **9** 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 **30 31**

Legislative Session Convenes

FLC Legislative Action Days
Tallahassee, FL

MARCH 1 2 3 4 5 6 7 8 **9 10 11 12 13 14** 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31

Last Day of Regular Session

NLC Congressional City Conference
Washington, D.C.

LEGISLATIVE POLICY COMMITTEES

The following city officials served as chairs and vice chairs of the Florida League of Cities legislative policy committees. We thank them and the hundreds of municipals officials who participated in the development of these legislative priorities.

FINANCE, TAXATION AND PERSONNEL

Chair: *Council Member Natalie Kahler, City of Brooksville*

Vice Chair: *Mayor Bill Partington, City of Ormond Beach*

LAND USE AND ECONOMIC DEVELOPMENT

Chair: *Commissioner Hayward J. Benson, Jr., City of Lauderhill*

Vice Chair: *Mayor Kathy Meehan, City of Melbourne*

MUNICIPAL ADMINISTRATION

Chair: *Commissioner Willie Shaw, City of Sarasota*

Vice Chair: *Councilman Jon Burgess, City of Homestead*

TRANSPORTATION AND INTERGOVERNMENTAL RELATIONS

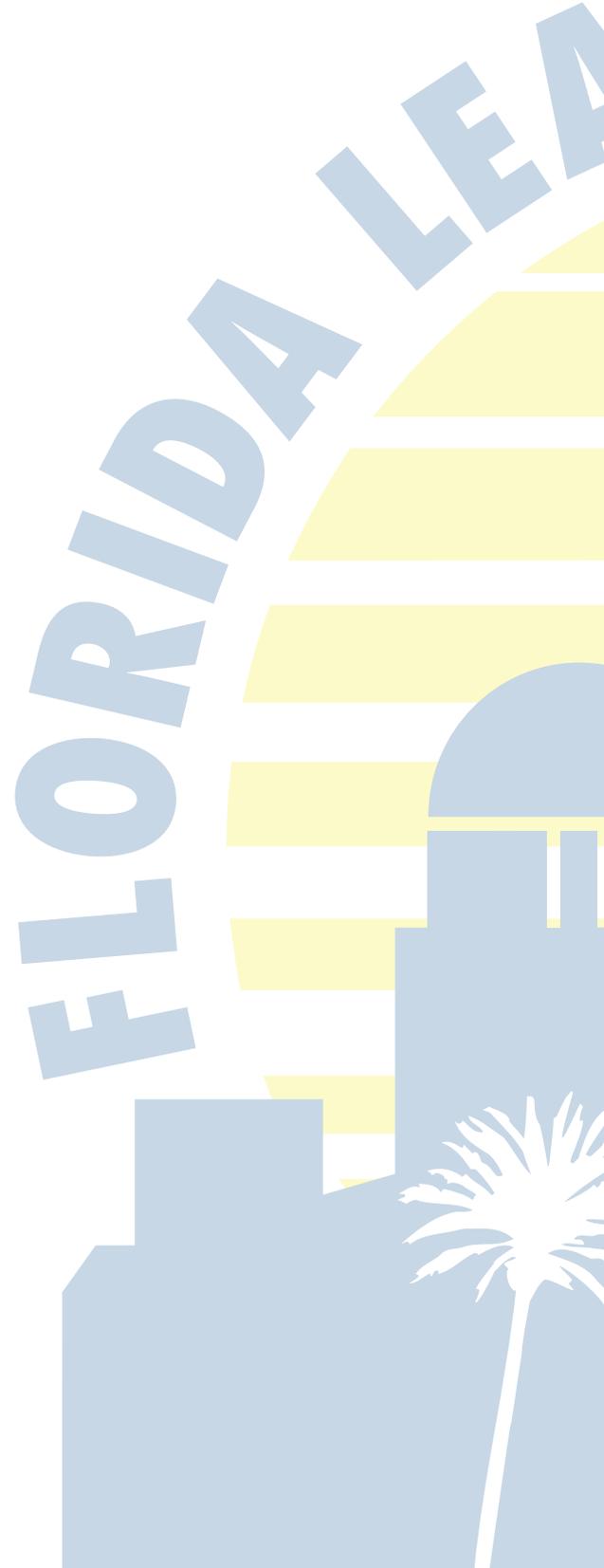
Chair: *Commissioner Tony Ortiz, City of Orlando*

Vice Chair: *Mayor Linda Yates, City of North Port*

UTILITIES, NATURAL RESOURCES AND PUBLIC WORKS

Chair: *Vice-Mayor Deborah Kynes, City of Dunedin*

Vice Chair: *Councilwoman Helen Miller, Town of White Springs*



LEAGUE OF CITIES, INC.



The Action Agenda reflects the priorities of 412 municipalities, as prepared by the Florida League of Cities' five legislative policy committees and adopted by the full membership at the League's 91st Annual Conference, August 19, 2017, in Orlando.

2017-2018 Officers



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Councilmember Isaac Salver
Bay Harbor Islands

The Florida League of Cities is the united voice for Florida's municipal governments. Its goals are to serve the needs of Florida's cities and promote local self-government.

Florida's city officials formed as a group of municipal governments for the first time in 1922. They wanted to shape legislation, share the advantages of cooperative action, and exchange ideas and experiences. Growing from a small number of cities and towns, our membership now represents 412 cities, towns and villages in the Sunshine State.

The League is the premier provider of many products and services developed especially for Florida's cities. Our strength and success are dependent upon the support and participation of our members.

For more information on the League's legislative initiatives, please contact:

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5. Suncoast League of Cities – Transportation Advocacy Group

SUMMARY

The Suncoast League of Cities has formed a transportation advocacy group known as [TAG Tampa Bay](#), which entails building a coalition of business partners, local governments, transportation and planning agencies, and others to demonstrate broad public support for full funding of Tampa Bay's regional transportation needs by the state and federal government. The parties to the TAG Regional Compact commit to support a range of regional transportation investments in both highways and transit to support the needs of our growing region.

Angela Crist, executive director of the Suncoast League of Cities, and Heather Gracy, SLC President and City of Dunedin Commissioner, will present the approach and desired outcomes of TAG Tampa Bay, and how it relates to the mission and priorities of Forward Pinellas.

ATTACHMENT(S): None

ACTION: None required; informational item only

SUMMARY

Updates will be provided on the PSTA Legislative Committee, the MPOAC legislative monitoring and activity, and other regional and countywide areas of interest. Included with the other updates is information regarding SR 984 (filed by Senator Brandes) and HB 807 (filed by Representative Diamond) which are intended to allow MPOs to merge and retain all the voting members of the merged MPOs. The Forward Pinellas Executive Director provided comments to Representative Diamond before the bill was filed. Those comments are included in the attachments.

ATTACHMENT(S):

- MPOAC Legislative Update, Week Ending November 17, 2017
- Florida APA Legislative Update, Week Ending November 17, 2017
- Florida APA Legislative Update, Week Ending December 1, 2017
- Whit Blanton Email to Representative Diamond, November 20, 2017
- MPOAC Executive Director Email on SR 984 and HB 807, November 28, 2017
- Letter from Representative Diamond to Whit Blanton, November 30, 2017

ACTION: None required; informational item only; or as deemed appropriate by the committee

*Mayor Susan Haynie
Chair*

Legislative Update for the week ending 11/17/2017

Overview

This past week brought another round of committee meetings and hearings on various topics. The Florida Department of Transportation Secretary Mike Dew spoke before Senate Subcommittee on Appropriations for Transportation, Tourism and Economic Development. The topic was Hurricane Irma recovery and he impressed the committee with the overview of the department's response in the days following Hurricane Irma landfall. As I have said in previous newsletters, the department is well respected among the members of our legislature and Secretary Dew's presentation further cemented that respect. Members of the committee had very few questions for the Secretary which demonstrated that the presentation was exactly what the committee wanted to hear and see, subsequent speakers did not have nearly as easy of a time with the committee.

A few bills filed recently will be of interest to the membership. There is the MPO bill filed by Representative Beshears, HB 575, which among other things would reduce the size of MPO boards. MPOs with an urbanized population under 500,000 must have a board of between 5 and 11 members, MPOs with an urbanized population over 500,000 must have a board of between 5 and 15 members. House of Representatives staff have begun analyzing the bill and shared with me that the proposed bill as written does not affect the Miami-Dade TPO. The bill would also ban weighted voting by an MPO board. I have spoken with the staff of Representative Beshears and will be talking with the Representative himself in the near future about this piece of proposed legislation. I also spoke with the House of Representative's staff who review each bill and draft a summary explaining the impacts of each bill. Both the House staff and Representative Beshears staff are aware that the bill as written would be difficult for several of our MPOs. More to come on this proposed bill.

Another bill filed recently that will interest the MPOs in Florida is HB 535, Statewide Alternative Transportation Authority. This bill is new enough that it has not been reviewed by House staff yet. As written, the bill would rename the rail enterprise to the Statewide Transportation Authority. The proposed bill requires each state dollar to be matched by a local dollar for any project. The bill would take the \$60 Million drawdown from the TRIP funds which had gone to the Florida Rail Enterprise and now those monies would be sub-allocated as follows: \$25 to TBARTA for public-private partnerships to design and construct an alternative transportation system for passengers; and \$35 to the Statewide Alternative Transportation

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Authority for public-private partnerships. Of that \$35 Million, \$25 Million must be spent in home rule counties. The bill defines alternative transportation system as not the traditional use of a roadway system for conveyance and does include “.....without limitation.....” a high-speed rail system.

Friday the 17th brought the last day to submit requests for drafts of general bills and joint resolutions, including requests for companion bills. The MPOs have had a few surprises already this session, the passing of this deadline should mean going forward the surprises will be fewer.

To wrap up this overview, here is a heart-warming event. Senator Perry brought SB 346: Motorcycle and Moped Riders to the Senate Transportation Committee on Tuesday for consideration. This bill will require helmet usage by individuals under the age of 21 on mopeds and scooters, and will hopefully reduce deaths and serious injuries on mopeds and scooters. As the bill was being considered by the committee, the time came for public comments on the bill and a member of ABATE was called forward to speak. Typically ABATE has opposed any and all laws that require helmets and I expected to hear fierce opposition. The spokesman for ABATE approached the podium and stated that this was a good bill! It was a moment of pleasant surprise and cooperation. Congrats to Senator Perry, his bill passed the Transportation Committee unanimously.

As in the last update, shown below are the dates of events for the 2018 legislative session, and included in this legislative update is a listing of bills filed thus far in the session related to transportation. Updates will occur on an as-needed basis until the official start of the 2018 legislative session, then your MPOAC updates will be issued weekly.

Grab a cup of coffee and enjoy this edition of the MPOAC Legislative Update.

Important Dates for the 2018 Legislative Session

- August 01, 2017 – Deadline for filing claim bills
- November 17, 2017 - Deadline for submitting requests for drafts of general bills and joint resolutions, including requests for companion bills
- January 5, 2018 – Deadline for approving final drafts of general bills and joint resolutions, including companion bills
- January 9, 2018 - Regular Session convenes, deadline for filing bills for introduction
- February 24, 2018 - All bills are immediately certified, motion to reconsider made and considered the same day
- February 27, 2018 - 50th day, last day for regularly scheduled committee meetings
- March 9, 2018 - 60th day, last day of Regular Session

**Committee Meeting schedule prior to the official
Legislative Session beginning on January 9th**

October 2017 - Week of the 9th
October 2017 - Week of the 23rd
November 2017 - Week of the 6th
November 2017 - Week of the 13th
December 2017 - Week of the 4th

Legislation of interest to the membership

This is a summary of bills filed and published on the legislature's website as of November 17, 2017. The bills are listed in numerical order for your convenience. As the session and bills progress, this ordering of bills will make it easier to follow the status of any particular bill you are tracking.

Changes from last update are shown in RED

SB 72: Use of Wireless Communications Devices While Driving – (Garcia – Co-Introducers: Rodriguez; Mayfield) – Withdrawn. Identical to SB 90.

CS/SB 90: Use of Wireless Communications Devices While Driving – (Perry – Co-Sponsor: Garcia; Mayfield; Rodriguez; Campbell) – Identical to SB 72. Revising the legislative intent relating to the authorization of law enforcement officers to stop motor vehicles and issue citations to persons who are texting while driving; requiring deposit of fines into the Emergency Medical Services Trust Fund, etc. Referred to Communications, Energy, and Public Utilities; Transportation; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations. Committee Substitute (amendment) and passed by Communications, Energy and Public Utilities (Yeas 7, Nays 1). This bill also picked up three more co-sponsors. Now in Transportation. **The bill now has five co-sponsors.**

SB 116: Operation of Vehicles – (Baxley – Co-Introducers: Passidomo) - Requiring drivers to vacate lanes closest to, or reduce speed and pass, vulnerable road users, authorized emergency, sanitation, and utility service vehicles or workers, and wrecker operators under certain circumstances, subject to certain requirements, etc. Referred to Transportation; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations.

HB 117: Operation of Vehicles – (Stone) - Companion Bill to SB 116. Referred to Transportation and Infrastructure Subcommittee; Government Accountability Committee.

HB 121: Texting While Driving – (Slosberg; Stark) – Similar to SB 72 and SB 90. Revises short title & legislative intent; revises penalties for violations of provisions re: texting while

driving; provides enhanced penalties for violations committed in school zones & crossings; requires law enforcement agencies to adopt policies prohibiting racial profiling in enforcement; removes requirement that enforcement be accomplished as secondary action. Referred to Transportation and Infrastructure Subcommittee; Judiciary Committee; Government Accountability Committee.

SB 176: Traffic Infraction Detectors – (Hutson) – Similar to HB 6001 - Repealing provisions relating to the installation and use of traffic infraction detectors to enforce specified provisions when a driver fails to stop at a traffic signal, provisions that authorize the Department of Highway Safety and Motor Vehicles, a county, or a municipality to use such detectors, and the distribution of penalties collected for specified violations, etc. Referred to Transportation; Community Affairs; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations.

SB 182: Small Business Roadway Construction Mitigation Grant Program – (Rodriguez) – Similar Bill HB 567. Requiring the Department of Transportation to create a Small Business Roadway Construction Mitigation Grant Program; requiring the program to disburse grants using funds allocated to the department by the Legislature to certain qualified businesses for the purpose of maintaining the businesses during a construction project of the department, etc. Referred to Transportation; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations.

SB 188: Public School Transportation – (Steube) - Requiring district school boards to provide transportation to certain students; revising the speed and road conditions that meet the requirements for a hazardous walking condition; requiring a district school superintendent to request a review of a hazardous walking condition upon receipt of a written request from a parent of a student, etc. Referred to Education; Appropriations Subcommittee on Pre-K - 12 Education; Appropriations.

SB 206: Highway Memorial Markers – (Perry) – Requiring the Department of Transportation to establish a process, including the adoption of any forms deemed necessary by the department, for submitting applications for installation of a memorial marker; authorizing the department to install a certain sign at no charge to an applicant; authorizing an applicant to request an emblem of belief not specifically approved by the United States Department of Veterans Affairs National Cemetery Administration for incorporation in a memorial marker, subject to certain requirements, etc. Referred to Transportation; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations.

HB 215: Autocycles – (Payne) – Related bill SB 504 (Perry). Defines "autocycle" & revises definition of "motorcycle"; requires safety belt usage by autocycle operator/passenger; authorizes autocycle operation without motorcycle endorsement; provides applicability. Definition of an autocycle: A three-wheeled motorcycle that has two wheels in the front and one wheel in the back; is equipped with a roll cage or roll hoops, a seat belt for each occupant, antilock brakes, a steering wheel, and seating that does not require the operator to straddle or sit astride it; and is manufactured in accordance with the applicable federal motorcycle safety standards provided in 49 C.F.R. part 571 by a manufacturer registered with the National Highway Traffic Safety Administration. Not knowing from the description what an autocycle looks like, I thought it best to share with you a picture of one.

The image of an autocycle is shown below. Bill referred to Transportation and Infrastructure Subcommittee; Transportation and Tourism Appropriations Subcommittee; Government Accountability Committee. Bill passed the Transportation and Infrastructure Subcommittee (Yeas 12, Nays 2) and is now on the Transportation and Tourism Appropriations Subcommittee agenda for 11/15/2017. **Bill passed the Transportation and Tourism Appropriations Subcommittee, now in Government Accountability Committee.**



HB 243: Charter County and Regional Transportation System Surtax – (Avila; Perez) – Requires certain counties to use surtax proceeds for specified purposes related to fixed guideway rapid transit systems & bus systems; authorizes use of surtax proceeds for refinancing existing bonds; prohibits use of such proceeds for certain purposes. Referred to Transportation and Infrastructure Subcommittee; Ways and Means Committee; Government Accountability Committee.

SB 272: Local Tax Referenda - (Brandes) – Companion bill HB 317. Revises the voter approval threshold required to pass a referendum to adopt or amend local government discretionary sales surtaxes when the referendum is held at any date other than a general election. During a general election a simple majority would be required to pass a change to a sales tax, in a non-general election the threshold would be 60 percent. Referred to Community Affairs; Appropriations Subcommittee on Finance and Tax; Appropriations; and Rules. Passed Community Affairs, now in Appropriations Subcommittee on Finance and Tax.

HB 317: Local Tax Referenda – (Ingolia) – Companion bill SB 272. Requires local government discretionary sales surtax referenda to be held on specified dates & approved by specified percentage of voters. During a general election a simple majority would be required to pass a change to a sales tax, in a non-general election the threshold would be 60 percent. Referred to Local, Federal and Veterans Affairs Subcommittee; Ways and Means Committee; Government Accountability Committee. Passed Local, Federal and Veterans Affairs Subcommittee. **Bill is now in Ways and Means Committee.**

SB 346: Motorcycle and Moped Riders – (Perry) – Increasing the age (from age 16 to age 21) at which persons who are operating or riding upon a certain motorcycle are exempt from protective headgear requirements, etc. Bill referred to Transportation; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations. On Transportation Committee agenda for 11/14/2017. **Passed Transportation Committee, now in Appropriations Subcommittee on Transportation, Tourism and Economic Development.**

HB 353: Autonomous Vehicles – (Fisher; Brodeur – Co-introducers: Jacobs; Payne) –

Related to SB 712. Authorizes person to operate, or engage autonomous technology to operate, autonomous vehicle in autonomous mode; provides that autonomous technology is deemed operator of autonomous vehicle operating in autonomous mode; provides construction & applicability; defines "human operator." Referred to Transportation and Infrastructure Subcommittee; Appropriations Committee; Government Accountability Committee. Passed Transportation and Infrastructure Subcommittee, now in Appropriations Committee.

SB 384: Electric Vehicles – (Brandes) – Requiring the Florida Transportation Commission to review all sources of revenue for transportation infrastructure and maintenance projects and prepare a report to the Governor and the Legislature when the commission determines that electric vehicles make up a certain percentage or more of the total number of vehicles registered in this state; requiring a long-range transportation plan to consider infrastructure and technological improvements necessary to accommodate the increased use of autonomous technology and electric vehicles, etc. Bill referred to Transportation; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations.

SB 504: Autocycles – (Perry) – Related bill HB 215 (see HB 215 for an image of an autocycle). Defining the term “autocycle”; requiring safety belt or, if applicable, child restraint usage by an operator or passenger of an autocycle; including an autocycle in the definition of the term “motorcycle”; authorizing a person to operate an autocycle without a motorcycle endorsement, etc. Referred to Transportation; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations. On agenda for Transportation Committee 11/14/2017. **Passed Transportation Committee, now in Appropriations Subcommittee on Transportation, Tourism and Economic Development.**

HB 525: High-Speed Passenger Rail – (Grall; Magar) – Similar bill SB 572. Requires railroad companies operating high-speed passenger rail system to be responsible for certain maintenance, improvement, & upgrade costs; specifies that governmental entity is not responsible for such costs unless it consents in writing. **Referred to Transportation and Infrastructure Subcommittee; Transportation and Tourism Appropriations Subcommittee; Government Accountability Committee.**

HB 535: Statewide Alternative Transportation Authority – (Avila) – Please see the 11/17/2017 MPOAC Legislative Update Newsletter Overview for more information on this bill. **Renames Florida Rail Enterprise as Statewide Alternative Transportation Authority; revises annual allocations for Transportation Regional Incentive Program; specifies annual allocations to TBARTA & authority for certain purposes; provides requirements for use of funds provided to authority; requires enterprise contracts to remain with authority; provides requirements for funding requests & county matching funds; revises & provides definitions; replaces powers & duties of enterprise re: high-speed rail system with powers & duties of authority re: alternative transportation system; exempts proposed projects funded under authority from certain development requirement. The bill was referred to Transportation and Infrastructure Subcommittee; Transportation and Tourism Appropriations Subcommittee; Government Accountability Committee.**

SB 542: Public Financing of Construction Projects – (Rodriguez) – Prohibiting state-financed constructors from commencing construction of certain structures in coastal areas without first conducting a sea level impact projection study and having such study published and approved by the Department of Environmental Protection; requiring the department to publish such studies on its website, subject to certain conditions, etc. Referred to Environmental Preservation and Conservation; Governmental Oversight and Accountability; Appropriations Subcommittee on the Environment and Natural Resources; Appropriations.

SB 544: Procurement Procedures – (Brandes) – Specifying the applicability of procedures for the resolution of protests arising from the contract solicitation or award process for certain procurements by specified transportation, expressway, and bridge authorities, etc. Referred to Transportation; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations. On Transportation Committee agenda for 11/14/2017. **Was Temporarily Postponed.**

HB 567: Small Business Roadway Construction Mitigation Grant Program – (Richardson) – Similar Bill SB 182. Requires DOT to create Small Business Roadway Construction Mitigation Grant Program; requires disbursement of grants to qualified businesses; limits grant amount; provides application & eligibility requirements; requires assistance by DEO; provides for award prioritization; requires report & rulemaking. **Referred to Transportation and Infrastructure Subcommittee; Transportation and Tourism Appropriations Subcommittee; Government Accountability Committee.**

SB 572: High-Speed Passenger Rail – (Mayfield; Co-Introducer: Gainer) – Similar bill HB 525. Designating the "Florida High-Speed Passenger Rail Safety Act"; providing powers and duties of the Florida Department of Transportation; requiring the Florida Division of Emergency Management to offer, under certain circumstances, the local communities and local emergency services located along the rail corridor training specifically designed to help them respond to an accident involving rail passengers or hazardous materials; requiring a railroad company operating a high-speed passenger rail system to be solely responsible for certain maintenance, improvement, and upgrade costs, etc. Referred to Transportation; Community Affairs; Appropriations. On Transportation Committee agenda for 11/14/2017. **Passed Transportation Committee.**

HB 575: Metropolitan Planning Organizations – (Beshears) – Revises M.P.O. voting membership requirements according to population; prohibits entire county commission from being members of governing board; revises percentage of membership which may be composed of county commissioners; requires adoption of certain bylaws; revises member reappointment provisions; requires compliance with certain provisions by specified date. Filed on 11/08/2017, no analysis or related bills at this time. **MPOs with an urbanized population under 500,000 must have a board of between 5 and 11 members, MPOs with an urbanized population over 500,000 must have a board of between 5 and 15 members. The bill does not affect the Miami-Dade TPO. The bill also bans weighted voting. Referred to Transportation and Infrastructure Subcommittee; Local, Federal and Veterans Affairs Subcommittee; Government Accountability Committee.**

SB 688: Charter County and Regional Transportation System Surtax – (Garcia) –

Requiring counties, except under certain circumstances, to use surtax proceeds only for specified purposes; prohibiting the use of such proceeds for non-transit purposes, etc. Referred to Community Affairs; Appropriations Subcommittee on Finance and Tax; Appropriations

SB 712: Autonomous Vehicles – (Brandes) – Related to HB 353. Exempting an autonomous vehicle being operated in autonomous mode from a certain prohibition on the operation of a motor vehicle if the vehicle is actively displaying certain content that is visible from the driver's seat while the vehicle is in motion; authorizing a fully autonomous vehicle to operate in this state regardless of whether a licensed human operator is physically present in the vehicle; authorizing the Secretary of Transportation to enroll the state in any federal pilot program or project for the collection and study of data for the review of automated driving systems, etc. **Referred to Transportation; Banking and Insurance; Rules.**

HB 6001: Traffic Infraction Detectors – (Avila; Ingoglia) – Similar to SB 176 - Repeals provisions relating to installation & use of traffic infraction detectors to enforce specified provisions when driver fails to stop at traffic signal, provisions that authorize DHSMV, county, or municipality to use such detectors, & provisions for distribution of penalties collected for specified violations. Referred to Appropriations Committee, on the Committee agenda for 10/10/2017. Bill passed Appropriations Committee (Yeas 16, Nays 10).

Florida APA Legislative Update - November 17

The Legislature will meet during the week of December 4 for its last series of interim committee meetings before the 2018 session begins on January 9. The latest APA Florida Bill Tracking Report, dated November 17, can be accessed [here](#).

Since the last update, the following bills had action or were filed:

Growth Management:

Linear Facilities: [HB 405](#) (Representative Williamson) and [SB 494](#) (Senator Lee) are identical bills which amend two of the items excluded from the definition of “development” in relation to the Florida Electrical Power Plant Siting Act by:

- Providing that the exclusion for work done on established rights-of-way applies to established rights-of-way and corridors and to rights-of way and corridors to be established; and
- Providing that the exclusion for the creation of specified types of property rights applies to creation of distribution and transmission corridors. The bill makes identical changes to the definition of “development” in the Florida Local Government Development Agreement Act.

HB 405 was moved favorably by the House Energy & Utilities Subcommittee on November 15 and now is in the House Natural Resources & Public Lands Subcommittee, its second of three committees of reference. SB 494 was moved favorably by the Senate Communications, Energy, and Public Utilities Committee on November 14 and now moves to the Senate Community Affairs Committee, its last committee of reference.

Impact/Permit Fees: [HB 697](#) (Representative Miller) was filed on November 14 and would provide that impact fees be collected by the local government no earlier than at the time of issuance of the certificate of occupancy for the property which is the subject of the fee. This bill is similar to [SB 324](#) (Senator Young) which was billed in September and has been referred to three committees of reference. [HB 725](#) (Representative Williamson) was filed on November 16 and would require that local governments must post their permit and inspection fee schedules on their websites with a link to the building permit and inspection utilization report required under s. 553.80(7).

Public Lodging: [SB 884](#) (Senator Steube) was filed on November 14 and would create a new s.509.093 which would prohibit transient lodging establishments from requiring minimum stays of greater than one night.

Economic Development/Redevelopment:

Community Redevelopment Agencies: [CS/HB 17](#) – Community Redevelopment Agencies (Representative Raburn): The bill provides that the creation of new CRAs on or after October 1, 2018, may only occur by special act of the Legislature. It provides for the eventual phase-out of existing CRAs at the earlier of the expiration date stated in the agency’s charter or on September 30, 2038, with the exception of those CRAs with any outstanding bond obligations. However, phase-out may be prevented if a supermajority of board members serving on the board of the entity that created the CRA vote to retain the agency. The bill provides a process for the Department of Economic Opportunity to declare a CRA inactive if it has no revenue, expenditures, and debt for three consecutive fiscal years.

This bill also contains several elements intended to increase accountability and transparency for CRAs by:

- Requiring the governing board members of a CRA to undergo four hours of ethics training annually;
- Requiring each CRA to use the same procurement and purchasing processes as the creating county or municipality;
- Expanding the annual reporting requirements for CRAs to include audit information and performance data and requiring the information and data to be posted on the agency website;
- Providing that moneys in the redevelopment trust fund may only be expended pursuant to an annual budget adopted by the board of commissioners of the CRA and only for those purposes specified in current law beginning October 1, 2018;
- Authorizing the local governing body creating the CRA to adjust the level of tax increment financing available to the CRA;
- Requiring a CRA created by a municipality to provide its budget and any amendments to the board of county commissioners for the county in which the CRA is located by a time certain; and
- Requiring counties and municipalities to include CRA data in their annual financial report.

CS/HB 17 was moved favorably by the House Government Accountability Committee, its only committee of reference, on November 14 and now will head to the House floor.

[SB 432](#) (Senator Lee) also deals with Community Redevelopment Agencies and was moved favorably by the Senate Community Affairs Committee on November 7 and is now in the Senate Appropriations Subcommittee on Transportation, Tourism and Economic Development, its second of four committees of reference. This bill does not include language related to phasing-out of CRAs but does provide a process for the Department of Economic Opportunity (DEO) to declare a CRA inactive if it has no revenue, expenditures, and debt for 3 consecutive fiscal years. The bill also includes a number of changes related to increasing accountability and transparency of CRAs by:

- Providing registration and reporting requirements for lobbyists of CRAs;
- Requiring the commissioners of a CRA to undergo 4 hours of ethics training annually;
- Requiring two additional non-elected officials with substantive expertise to be members of the CRA board in certain circumstances;
- Prohibiting the use of tax increment revenues for CRA activities related to festivals or street parties designed to promote tourism, grants to entities that promote tourism, and grants to nonprofit entities providing socially beneficial programs;
- Requiring each CRA to use the same procurement and purchasing processes as the creating county or municipality;
- Expanding the annual reporting requirements for CRAs to include audit information and performance data and requiring the information and data to be published on the agency website;
- Providing that moneys in the local government redevelopment trust fund may only be expended pursuant to an annual budget adopted by the board of commissioners for the CRA and only for those purposes specified in current law beginning October 1, 2018;
- Requiring a CRA created by a municipality to provide its proposed budget, and any amendments to the budget, to the board of county commissioners for the county in which the CRA is located 10 days after the adoption of such budget;

- Limiting to 18 percent administrative and overhead expenses for the CRA's total annual budget;
- Requiring counties and municipalities to include CRA data in their annual financial report

Rural Economic Development Initiative: [SB 170](#) – (Senator Grimsley): SB 170 makes several changes to the Rural Economic Development Initiative (REDI) by:

- Reducing the number of specified agencies and organizations that are required to designate REDI representatives;
- Clarifying which individuals from specified agencies and organizations must be designated as REDI representatives;
- Providing for the appointment of five additional members from the private sector: three of the private sector members appointed by the executive director of the Department of Economic Opportunity (DEO), one appointed by the President of the Senate, and one appointed by the Speaker of the House of Representatives;
- Modifying the goals of the REDI to include job creation, community infrastructure, the development and expansion of a skilled workforce, and improved access to healthcare;
- Modifying the definition of “rural area of opportunity” to include a rural community that faces competitive disadvantages including low labor force participation, low education levels, high unemployment, a school district grade of “D” or “F” pursuant to s. 1008.34, high infant mortality rates, and high rates of diabetes and obesity;
- Requiring the REDI to focus its efforts on the challenges of the state's RAOs and economically distressed rural communities, and to work with private organizations that have an interest in the renewed prosperity and competitiveness of these communities;
- Clarifying that the REDI shall undertake outreach and capacity-building efforts in order to improve rural communities' ability to compete in a global economy;
- Removing the limitation on the number of RAOs that may be designated by the Governor;
- Requiring the REDI's annual report to be submitted to the DEO, the President of the Senate, and the Speaker of the House of Representatives by September 1st of each year; and
- Requiring the annual report to include an evaluation of organizational progress and a description of the accomplishments of the REDI.

The bill was moved favorably by the Senate Commence and Tourism Committee, its first of four committees of reference, on November 6 and now moves to the Senate Agriculture Committee.

Environment/ Natural Lands:

Fracking: Two additional bills which would prohibit fracking were filed on November 9 by Senator Farmer. [SJR 828](#) proposes an amendment to the state constitution to prohibit extreme well stimulation. [SB 834](#) would create the “Stop Fracking Act” and prohibit persons from engaging in extreme well stimulation.

School Planning:

[HB 175](#)- School District Best Financial Management Practices (Representative Daniels): This bill was originally assigned to three committees of reference but was withdrawn on November 13 prior to introduction.

Additionally, [HB 511](#) (Senator Bean), would have required that charter schools, that receive capital outlay funding used for certain purposes, ensure that new facilities comply with state requirements for

educational facilities in the Florida Building Code. This bill was also withdrawn on November 14 prior to introduction to its first committee of reference.

Transportation:

High-speed Passenger Rail: [CS/SB 527](#) (Senator Mayfield) which creates the Florida High-Speed Passenger Rail Safety Act, was moved favorably with a minor technical change on November 14 by the Senate Transportation Committee, and now moves to the Senate Community Affairs Committee, its second of three committees of reference. A similar bill, [HB 525](#) (Representative Grail), is in the House Transportation & Infrastructure Subcommittee, its first of four committees of reference.

CS/SB 527 provides a short title, definitions relating to the act, Legislative intent, and applicability; assigns various duties to the Florida Department of Transportation (FDOT); and imposes certain reporting requirements on railroad companies and the FDOT. The bill specifies that the reporting requirements are for informational purposes only and may not be used to economically regulate a railroad company. The bill also requires railroad companies to install certain technology and equipment; allocates responsibility for certain maintenance, repair, improvement and upgrade costs to railroad companies; and provides that it does not impair existing contracts with respect to its requirements related to maintenance and repair of roadbeds, tracks, and culverts, as well as safety equipment maintenance and improvements and upgrades to railroad-highway crossings. The bill also provides for enforcement jurisdiction and requires any penalty for a violation of the bill's provisions to be imposed upon the railroad company that commits such violation.

Florida APA Legislative Update - December 1, 2017

The Legislature will meet during the week of December 4 for its last series of interim committee meetings before the 2018 session begins on January 9. The latest APA Florida Bill Tracking Report, dated December 1, can be accessed [here](#). As identified in this report, a number of bills will be discussed in committees next week. If you are interested in following any of these meetings, you can consult the schedule on the [Florida Channel](#) on line. Alternatively, you can go to the House or Senate webpage, click on the committee of interest, and see if it is being live-streamed.

Since the last update, the following bills of note were filed:

[HB 773](#) – Vacation Rentals (Representative La Rosa): This bill would revise the preemption authority in s.509.032 F.S. to add that a local law, ordinance or regulation may regulate activities that arise when a property is used as a vacation rental provided that the regulation applies uniformly to all residential properties without regard to whether the property is used as a vacation rental, long term rental or is not rented. The language in this bill is similar to language included in [HB 425E1](#), filed by Representative La Rosa during the 2017 Session, that was passed by the House but indefinitely postponed by the Senate and died on the calendar.

[SB 990](#) – Rural Communities (Senator Montford): This bill would create s.288.062, the Florida Rural Community Jobs and Business Resiliency Act. This bill would allow the creation of rural growth funds, defined as an entity certified by DEO pursuant to certain criteria, which are intended to invest in rural businesses in counties of 75,000 or less.

From: Blanton, Whit
Sent: Monday, November 20, 2017 3:59 PM
To: 'Ben.Diamond@myfloridahouse.gov' <Ben.Diamond@myfloridahouse.gov>
Subject: MPO bill

Representative Diamond –

Thanks for your inquiry about the proposed legislation concerning MPOs. I have a few comments to share with you:

- Overall, the bill removes a potential obstacle to merging two or more MPOs by allowing the MPO to determine the number of seats that best suits the needs of the geographic region, rather than having an imposed limit of 25 members.
- Language in the bill appears to allow members to represent a statutorily-approved planning board, such as the Pinellas Planning Council or TBARTA, which is good.
- Line 57 indicates that a voting member may represent a group of general-purpose local governments through an entity created by the MPO. This would apply to the BIG-C (Barrier Islands Government Council, which has a seat on our board), but I don't believe the MPO created the group. Our interlocal agreement was amended to include a seat for them. Perhaps changing "created by the MPO" to "recognized by the MPO" would solve this potential problem.
- Line 61 refers to an official of an agency that operates transportation. Federal law mandates that the public transportation agency be represented by an elected official on the board. The use of the term "official" could mean that the representative is an executive director or manager of an agency like THEA or the Aviation Authority. I would recommend it be an elected board member, but that's just my preference. The Hillsborough MPO allows an official who is not an elected official to serve on the MPO Board, and that seems to work OK for them.

Please feel free to call with any questions.



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*Forward Pinellas serves as the planning council and metropolitan planning organization for Pinellas County.
All government correspondence is subject to the public records law.*

From: Mikyska, Carl [<mailto:Carl.Mikyska@dot.state.fl.us>]
Sent: Tuesday, November 28, 2017 3:54 PM
Subject: MPOAC Legislative Alert - MPO companion bill filed in the House

Dear Staff Directors,

Last week I notified you of a bill filed by Senator Brandes (SB 984) which is intended to allow MPOs to merge and retain all voting members of the merged MPOs. A companion bill, House Bill 807, has been filed by Representative Diamond (also from the St. Petersburg area).

Here is a link to the Legislature's website detailing HB 807: <http://www.flsenate.gov/Session/Bill/2018/00807>

The bill has not yet been assigned to committees.

Thank you,

CARL MIKYSKA, EXECUTIVE DIRECTOR
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TALLAHASSEE, FL 32399-0450

carl.mikyska@mpoac.org
850/414-4062

From: Mikyska, Carl
Sent: Tuesday, November 21, 2017 5:01 PM
Subject: MPOAC Legislative Alert - MPO bill filed today

Dear Staff Directors,

Please be aware that earlier today Senate Bill 984 was filed by Senator Brandes. I was briefed on the intention of this bill before seeing it, this bill is intended to allow MPOs to merge and retain all the voting members of the merged MPOs. A deeper read into the bill is still needed.

Here is a link to the Senate website which details SB 984: <http://www.flsenate.gov/Session/Bill/2018/00984>

Please share this announcement with your partners and affected members.

Thank you,

CARL MIKYSKA, EXECUTIVE DIRECTOR
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Florida House of Representatives
Representative Ben Diamond
House District 68

District Address:
 425 22nd Avenue North, Suite C
 St. Petersburg, FL 33701
 Phone: 727-552-2747

Tallahassee Address:
 1402 The Capitol
 Tallahassee, Florida 32399
 Phone: 850-717-5068

November 30, 2017

Mr. Whit Blanton
 Forward Pinellas
 310 Court St.
 Clearwater, FL 33756

RE: Forward Pinellas Resolution No. 17-3

Dear Mr. Blanton:

Thank you for your letter and your efforts to enact Forward Pinellas Resolution No. 17-3 to express your support for legislation that would make texting while driving a primary offense.

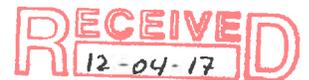
Representative Emily Slosberg and Representative Richard Stark have introduced legislation in the Florida House of Representatives that would increase penalties for violations of the Florida Ban on Texting While Driving Law, including allowing law enforcement officers to enforce the ban as a primary offense. House Bill 121, if enacted, would also enhance those penalties when committed in a school zone or school crossing. I was a co-sponsor to similar legislation last session, and intend to sign on as a co-sponsor again this year.

Thank you again for your leadership on this important matter. If there is ever anything I can do to assist you or the organization, please do not hesitate to contact me.

*Thank you about
 for your help and
 comments, too, on
 the MPO bill!*

Sincerely,

Ben
 Ben Diamond



Committee Assignments
 Judiciary Committee · Civil Justice & Claims Subcommittee
 Agriculture & Property Rights Subcommittee · Natural Resources & Public Lands Subcommittee
 Agriculture & Natural Resources Appropriations Subcommittee