



**LEGISLATIVE COMMITTEE  
MEETING AGENDA**

**September 11, 2019 – 12:00 p.m.**

315 Court Street, 5<sup>th</sup> Floor

Board of County Commissioners Conference Room

**THE PLANNING COUNCIL AND METROPOLITAN PLANNING ORGANIZATION FOR PINELLAS COUNTY**

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- 1. CALL TO ORDER**
- 2. APPROVAL OF MINUTES FROM May 8, 2019**
- 3. REVIEW OF PREVIOUS COMMITTEE WORK AND SUMMER LEGISLATIVE ACTIVITIES**
- 4. LEGISLATIVE SCHEDULE AND KEY DATES**
- 5. DISCUSSION OF 2020 AREAS OF INTEREST FOR POLICY POSITIONS**
- 6. 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.*

**FORWARD PINELLAS  
LEGISLATIVE COMMITTEE MEETING SUMMARY  
MAY 8, 2019**

Committee Members in Attendance:

Commissioner Dave Eggers, Pinellas County, Forward Pinellas Chair  
Councilmember Brandi Gabbard, City of St. Petersburg  
Mayor Cookie Kennedy, City of Indian Rocks Beach, Forward Pinellas Treasurer

Also Present:

Whit Blanton, Executive Director  
Sarah Caper, Principal Planner  
Tina Jablon, Executive Administrative Secretary  
Chelsea Hardy, County Attorney's Office  
Brian Lowack, Intergovernmental Liaison, Pinellas County  
Darryl Henderson, Clearwater Regional Chamber of Commerce, VP Government Affairs  
Cheryl Reed, Intergovernmental Relations Coordinator, City of Largo

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

1. CALL TO ORDER

Commissioner Eggers called the meeting to order at 11:30 a.m.

2. APPROVAL OF MINUTES FROM APRIL 10, 2019

A motion was made by Councilmember Gabbard, which was seconded by Mayor Cookie Kennedy, and carried unanimously to approve the minutes from the April meeting (3-0).

3. STATE LEGISLATIVE UPDATE

Whit Blanton advised that the State Legislative Session has now officially ended and the wait begins to see which bills and budgets the Governor will support. Sarah Caper provided an overview of the final standings for bills related to the adopted policy priorities of Forward Pinellas:

• **Support Urban Agriculture**

Efforts to draft language to amend the Florida Right to Farm Act to define urban agriculture and appropriately exempt it from restrictions on local land development regulations did not progress. Discussions with legislators involved with the current vegetable garden bill were not successful and the Florida Farm Bureau is not open to amending the Act at this time.

• **Protect Trust Funds**

The bills that supported protection of trust funds were withdrawn.

• **Support Transportation Funding**

HB 905 passed and has been sent to the Governor for approval. This bill requires FDOT to give priority to certain parts of the interstate system with high crash rates and to address non-recurring congestion after a certain threshold. SB 7068,

including M-CORES, passed and has been sent to the Governor for approval. There is opposition for this bill, with hopes that the governor will veto it. \$10 billion in the transportation budget was approved.

- **Stop Distracted Driving**

HB 107 was sent to the Governor for approval. This bill is limited to only texting while driving. School zones and construction zones are hands free zones.

- **Maintain MPO Authority for Apportionment Structure**

HB 385, which is focused largely on Miami-Dade County, has gone through several iterations and will be sent to the Governor for approval. The bill eliminates the MDX, restricts the expenditures of the half-penny sales tax, restructures the Miami-Dade TPO Board, and prohibits the collection of an optional membership fee by the Miami-Dade TPO for use on non-federally eligible expenditures.

- **Encourage Transportation Mobility**

HB 453 passed and was sent to the Governor for approval. The bill authorizes a county or municipality to regulate operations of micromobility devices and for-hire scooters as long as they do not contradict state or federal law. Scooters will be treated the same as bicycles.

Discussion ensued with suggestions for Forward Pinellas to coordinate with the local governments to develop a model ordinance and offer guidance for uniformity. Mayor Kennedy suggested interlocal agreements among the beach communities to have geo fencing areas.

- **Support Home Rule**

Most of the bills related to this were withdrawn. HB 5 passed and was sent to the Governor for approval. SB 1730, relating to Community Development and Housing, was laid on the table and substituted for HB 7103. The bill was referred to HB 7103 which was enrolled.

#### 4. NEXT STEPS

Legislative Session begins again in January 2020 and Legislative Committee meetings will likely resume in September 2019. Whit Blanton will schedule meetings with the members of the Pinellas Legislative Delegation to talk about priorities. Chairman Dave Eggers suggested that he too would like to attend some of those meetings as his schedule allows.

The platform developed last year is still consistent with supporting transportation funding, protect trust funds, Urban Agricultural (may be able to find a sponsor), distracted driving, and the local gas tax.

Conversations are beginning federally about switching to miles traveled versus gas tax since the decline of gas usage. Florida DOT is already lowering their revenue projections.

Mayor Kennedy inquired if Forward Pinellas is working on any federal legislative initiatives. There is a possibility to work with other MPO's on a subcommittee, on issues that are relevant to our larger urban areas eligible for federal funding, specifically FDOT federal funding.

The TMA Leadership Group meeting with Hillsborough and Pasco Counties resulted in conversation about educating State Legislative Delegation members more about what each MPO is doing and taking the MPO new adopted priorities list and the legislative priorities to the delegation members for discussion.

The next meeting will likely be held in September 2019. New appointments to the committee will be made at the July board meeting.

There being no additional items for discussion, the meeting adjourned at 12:19 p.m.

DRAFT

**Legislative Committee – September 11, 2019**

**3. Review of Previous Committee Work and Summer  
Legislative Activities**



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**SUMMARY**

Staff will provide an overview of the work that was completed for the 2019 legislative session and summer meetings with legislative delegation members.

**ATTACHMENT(S):** Legislative delegation meeting materials

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

# What is Forward Pinellas?



# FORWARD PINELLAS

Integrating Land Use & Transportation

Forward Pinellas is a policy-making and planning agency that identifies transportation needs in the county, prioritizes them, and then identifies potential funding sources. We guide integrated transportation and land use solutions that together create connections and vibrant communities.

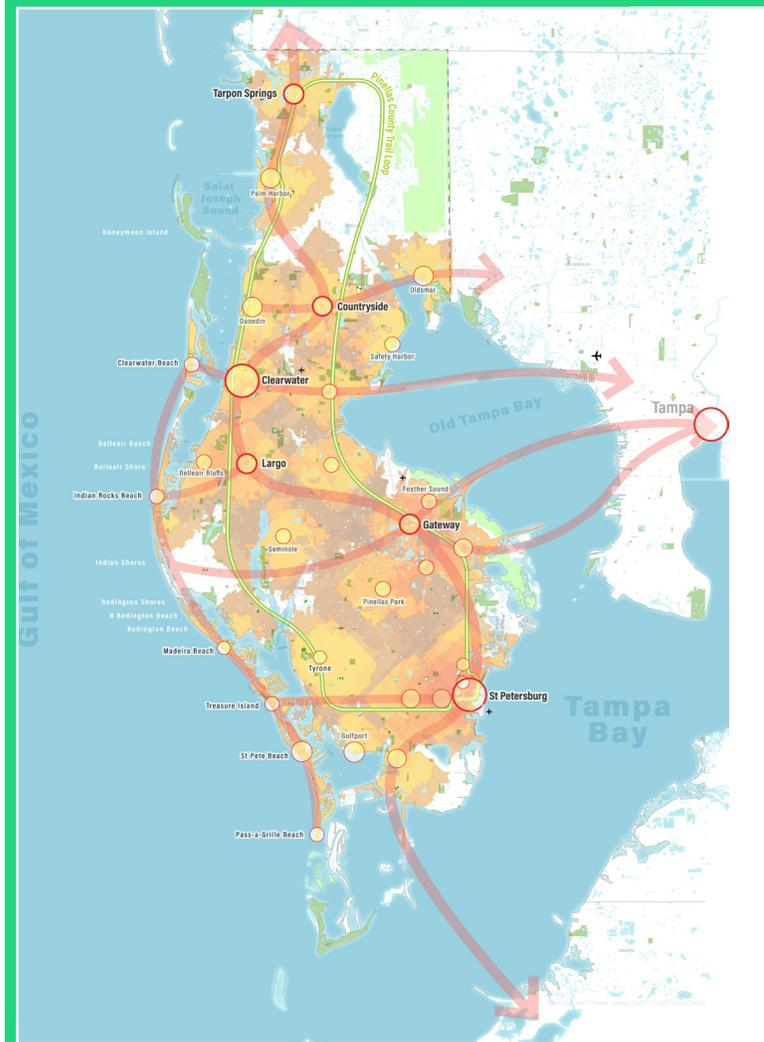
## Our Plans

We serve two roles: as the metropolitan planning organization (MPO) for Pinellas County and as the Pinellas Planning Council. We are responsible for the following guiding plans that are adopted by our governing board after extensive review by advisory committees and through public outreach and input:

- A **Countywide Plan** that guides land use planning among the 24 local governments of Pinellas County with an overall growth and development strategy as well as regulations for implementation
- A 20-year **Long Range Transportation Plan**. This plan identifies needs and projects that fulfill the county's vision for a future transportation system. The upcoming plan is underway and plans for tomorrow through 2045.
- A five-year **Transportation Improvement Program** that assigns available funds to specific projects
- Other **transportation and land use planning studies** including corridor studies, bicycling and walking master plan, and complete streets concept plans.

## Our Governing Board

The voting members of the Forward Pinellas Board are elected officials who represent the Pinellas County Board of County Commissioners, the 24 Pinellas municipalities, and the Pinellas Suncoast Transit Authority (PSTA).



*Development patterns and transportation investments in Pinellas County have led to activity centers (circles) and distinctive flows of people in vehicles (red lines) within and across county lines.*

## Our Communities

In addition to providing a forum for countywide decision-making on transportation and land use issues, we assist Pinellas County's local governments with technical support, regional coordination and representation, and policy advice and guidance.

## Your Voice

There are many ways to contribute to and partner with Forward Pinellas, both traditional and digital. Consider serving on an advisory committee, hosting us at a neighborhood meeting, or simply follow us on social media and engage in the plans that are important to you. Your voice is essential at every phase of planning for Pinellas County's future.

## Our Advisory Committees

To help the Forward Pinellas Board make informed decisions, advisory committees review plans and provide input prior to any board action. Committees include:

**Planners Advisory Committee (PAC)** The PAC, as part of the Pinellas Planning Council, provides technical input and makes recommendations.

**Citizens Advisory Committee (CAC)** The CAC is made up of a cross section of citizens who serve as an important conduit for public input on the agency's many plans and programs.

**Technical Coordinating Committee (TCC)** The TCC is comprised of planners, engineers, and environmental staff who offer technical input and recommendations to the board.

**Bicycle Pedestrian Advisory Committee (BPAC)** The BPAC includes staff from governmental and law enforcement agencies and citizens; they provide input and direction on bicycle and pedestrian related issues, plans, and policies.

**Local Coordinating Board (LCB)** The LCB oversees the county's Transportation Disadvantaged Program. It has an elected official as chairperson and representatives of social service agencies, private transportation providers, Florida Department of Transportation (FDOT), and citizens.

Board meetings are typically held the second Wednesday of each month at 1 p.m. in the County Courthouse 5th floor assembly room, 315 Court Street, Clearwater. You can see exact dates on our calendar at

[forwardpinellas.org](http://forwardpinellas.org)



# What is the Countywide Plan?



**FORWARD  
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Forward Pinellas recognizes the importance of coordinating plans for transportation projects and future development. The Countywide Plan (CWP) for Pinellas County guides land use planning among the local governments and partner agencies in Pinellas County.

## Land Use and Transportation

The CWP supports redevelopment with policies that direct higher-density projects into activity centers and corridors that can support many transportation modes like biking, walking, and public transit, while preserving and enhancing the character of established neighborhoods. The CWP's development was and continues to be closely coordinated with the Forward Pinellas Long Range Transportation Plan (LRTP) and planned investments in the transportation system.

The Countywide Plan has three major components:

- **The Countywide Plan Strategies:** The policy basis for the entire plan. 16 Land Use goals with adopted strategies and best practices, 12 Transportation goals and related strategies, and four Intergovernmental Coordination goals
- **The Countywide Plan Map:** Guides redevelopment of land use in appropriate locations
- **The Countywide Rules:** Contain regulations governing implementation and amendment of the Countywide Plan Map

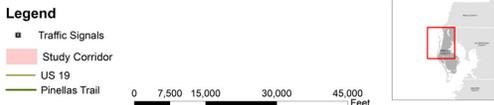
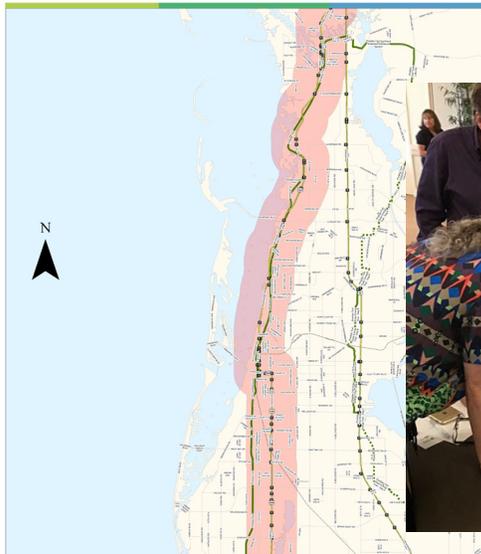


*The Countywide Plan's Transit Oriented Land Use Vision Map identifies activity centers and multimodal corridors that, if realized, can help focus high-quality, walkable development and supportive, efficient transit for Pinellas County residents and visitors.*

In the next 25 years, we can expect about 100,000 additional Pinellas County residents. Where will they live, work, and go to school? How will we all get around? Growth is an opportunity to create places and neighborhoods if done with supportive policies.

**Creative Pinellas** **FORWARD PINELLAS**  
Integrating Land Use & Transportation

### Alternate U.S. 19 Cultural Corridor



*The Alternate US 19 Cultural Corridor study relied heavily on hands-on workshops with dedicated residents. The plan reinforces community identity, history, and commerce from Largo to Tarpon Springs.*

## Collaboration

The updated LRTP and CWP are the results of an ongoing collaborative process between Forward Pinellas and all local governments, along with our partner agencies, community stakeholders, advisory committees, and the Board of County Commissioners in its role as the countywide planning authority. The plans build on more than a decade of outreach to citizens and the business community about their vision for the future of our shared Pinellas community.

## The Vision

The network of activity centers and multimodal corridors envisioned by the LRTP and CWP provides for more transportation and lifestyle options. Compact development, mixed uses, and interconnected streets allow for convenient walking, bicycling, and transit use, creating places of special value to the community and providing new mobility options.

## The Results So Far

Some of the primary multimodal corridors identified in the Countywide Plan - Alt US 19 and Central Avenue in St Petersburg - have undergone specific visioning exercises and changes are underway.

- The **Alternate US 19 Cultural Corridor** plan seeks to drive change that supports the arts, culture, entertainment, and education from Largo to Tarpon Springs.
- The **Central Avenue Bus Rapid Transit** will be under construction soon, and a corridor-wide development strategy is being developed to benefit the communities served by the project. Strategies will transform communities in the corridor to be livable, walkable, and transit-friendly, which will spur economic development and support the transportation investment.

### TO LEARN MORE

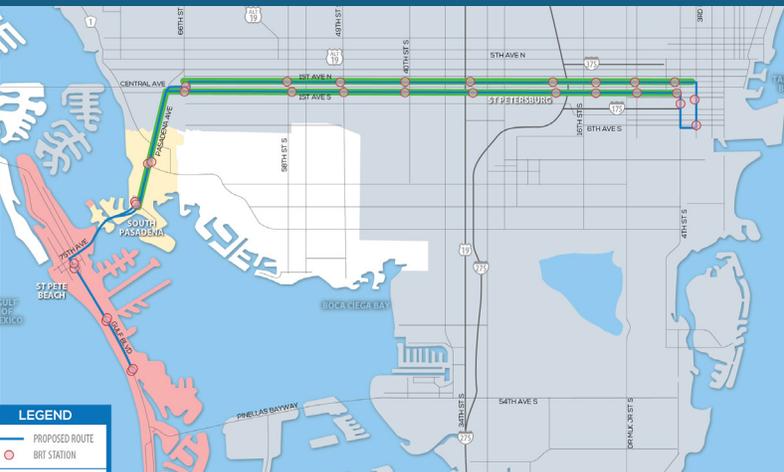
Visit our website:  
[forwardpinellas.org](http://forwardpinellas.org)

Give us a call:

727.464.8250

Send us an email:

[info@forwardpinellas.org](mailto:info@forwardpinellas.org)



*Bus Rapid Transit service is scheduled to begin on 11 miles of Central Avenue, connecting St Petersburg's downtown to Pinellas County's Gulf beaches, in late 2020 or early 2021.*



## **Policy Positions - 2019**

Adopted February 13, 2019

**Support Urban Agriculture.** Local governments are discouraged from allowing urban agriculture because the Florida Right to Farm Act (Section 823.14, Florida Statutes) exempts commercial farms from most local land development regulation. This protects rural farms from encroaching suburban development, a necessary and beneficial purpose. However, the statute is broadly written and so applies to commercial farms in urban areas, which bring value to communities from a health, economic development and affordability standpoint, and where reasonable regulation is required to protect adjacent development. *Forward Pinellas supports proposed bill language amending the Florida Right to Farm Act to define urban agriculture and appropriately exempt it from restrictions on local land development regulation.*

**Protect Trust Funds.** Trust funds such as the State Housing Trust Fund, the State Transportation Trust Fund and Local Government Housing Trust Fund are established with a clear purpose. These trust funds should be protected and not subject to transfers to the Budget Stabilization Fund and the General Revenue Fund. *Forward Pinellas specifically supports Senate Bill 70, protecting funding intended for affordable housing from being transferred to other sources.*

### **Support Transportation Funding.**

- Taxes on fuel are a primary source of transportation funding for local governments. Increasing fuel efficiency, more electric vehicles in the fleet, and rising roadway maintenance and operating costs are placing pressure on local governments to search for additional funding. Local fuel taxes are not indexed to the Consumer Price Index to account for inflation, as state fuel taxes are, and therefore, revenues are declining at a faster rate. *Forward Pinellas supports the Legislature permitting the indexing of local fuel taxes for inflation to better keep pace with transportation needs like it has done for state fuel tax revenues.*
- The Strategic Intermodal System (SIS) receives the vast majority of state transportation funding. As our highway network continues to mature in urban areas like Pinellas County, and reaches a point where expansion is not a feasible or affordable option, *Forward Pinellas supports increased flexibility for SIS funds for premium or express transit operating on the SIS roadway, but not necessarily on its own fixed guideway. This is consistent with the legislative position of the Florida Metropolitan Planning Organization Advisory Council.*

**Stop Distracted Driving.** Texting while driving and related distractions pose a threat to the safety of motorists and non-motorized users. Forward Pinellas is committed to a Vision Zero initiative to eliminate fatalities and serious injuries on our roadways. In 2017, there were 106 serious injury and 8 fatal crashes in Pinellas County due to distracted driving (Forward Pinellas 2018 Countywide Trends and Conditions Report). SB 76 and HB 107 authorize law enforcement officers to stop motor vehicles and issue citations

to persons who are using a wireless communications device while driving. *Forward Pinellas supports legislation that prohibits distracted driving by addressing the use of wireless communications devices with clear definitions and clarification on what it means to be stationary and operating.*

**Maintain MPO Authority for Apportionment Structure.** State-mandated changes to metropolitan planning organizations (MPOs), such as HB 385 this year and HB 575 last year, are a recurring concern to Forward Pinellas and other MPOs statewide. Attempts like HB 385, which is aimed at one county, could easily be revised to apply to other MPOs. *Forward Pinellas opposes one-size-fits all changes that would usurp local authority to determine the most appropriate structure of MPOs consistent with federal law and consultation with the Governor.*

**Encourage Transportation Mobility.** *Forward Pinellas supports micromobility options, such as electric bicycles and scooters as described in HB 453 and SB 542, and encourages first and last mile transportation options to reduce driving. These new micromobility options should be subject to appropriate and reasonable local regulations to address liability and ensure safety and compatibility with local conditions and procedures.*

**Support Home Rule.** Florida is a diverse state characterized by unique communities. Pinellas County is an example of that with its many downtowns, beach communities and neighborhoods. Home rule allows local governments to align the values of a community to its ordinances and other governing elements. *Forward Pinellas supports home rule and opposes bills that erode the ability of local governments to reflect the wishes and desires of their communities. A few examples:*

- Many of Florida's local governments, including those in Pinellas County, are still struggling with the effects of previous legislation, such as those amending Section 509.032(7)(b) that limit the ability of local governments to address vacation rentals. The preemption of local laws, ordinances or regulations to regulate the duration or frequency of vacation rentals limits the ability of local governments to respond to the negative impacts that may occur with vacation rentals.
- HB 385 restricts the ability of local governments to use the charter county and regional transportation system surtax on system operations, an ongoing expense.
- SB 588 and HB 603 would preempt regulation of single-use plastic straws to the state.
- SB 336 would require that a referendum to adopt or amend a local discretionary sales surtax be held at a general election, replacing the current ability of governing bodies to set a time at its discretion.

# Transportation Priorities 2019



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## A Balanced Solution

Every year, Forward Pinellas adopts a priority list for funding. This year the board adopted 28 local priorities that include local and regional projects across a variety of modes. These priorities fall into three general categories.

## Reduce Traffic Congestion

Improving the flow of traffic is a priority for our residents as we redevelop and grow.

- **SR 60 / I-275 at Westshore** Fix the bottleneck to help our residents travel to Tampa & beyond - top regional priority
- **US 19 Interchanges** Continue to elevate US 19 through Tampa Road & Nebraska Avenue
- **Dunedin Causeway** Add two lanes and toll booths to the Honeymoon Island entrance to address backups

## Make Transportation Safer

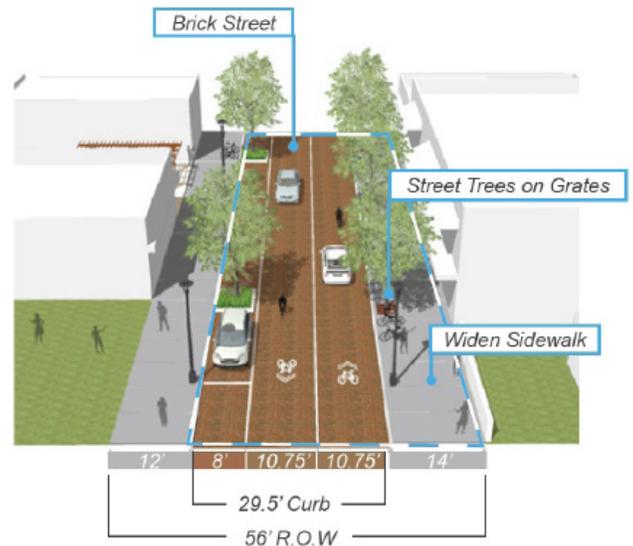
Decreasing deaths and injuries is critical, especially for vulnerable users like bicyclists and walkers.

- **Pinellas Trail Loop** Complete this shared use path to allow easy travel around Pinellas County
- **22nd Street South Complete Streets** Support redevelopment with connectivity - our annual Complete Streets award

## Enhance Transit Services

Connecting jobs and training with housing that is affordable, necessitates expanded transit opportunities.

- **Central Avenue Bus Rapid Transit** Provide fast, reliable transportation from beach to bay
- **Aerial Transit Feasibility Study** Innovative solutions for mobility and access in Clearwater & St. Petersburg



*FDOT's draft rendering of the full reconstruction of the Westshore Interchange, adding two express lanes in each direction and connecting to the Veterans and Howard Frankland Bridge.*

*The City of St. Petersburg's plans for a portion of 22nd Street South from 9th Avenue South to 11th Avenue South.*

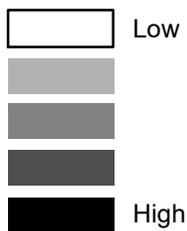
*To view the full list of Forward Pinellas and regional transportation priorities, visit [forwardpinellas.org](http://forwardpinellas.org).*



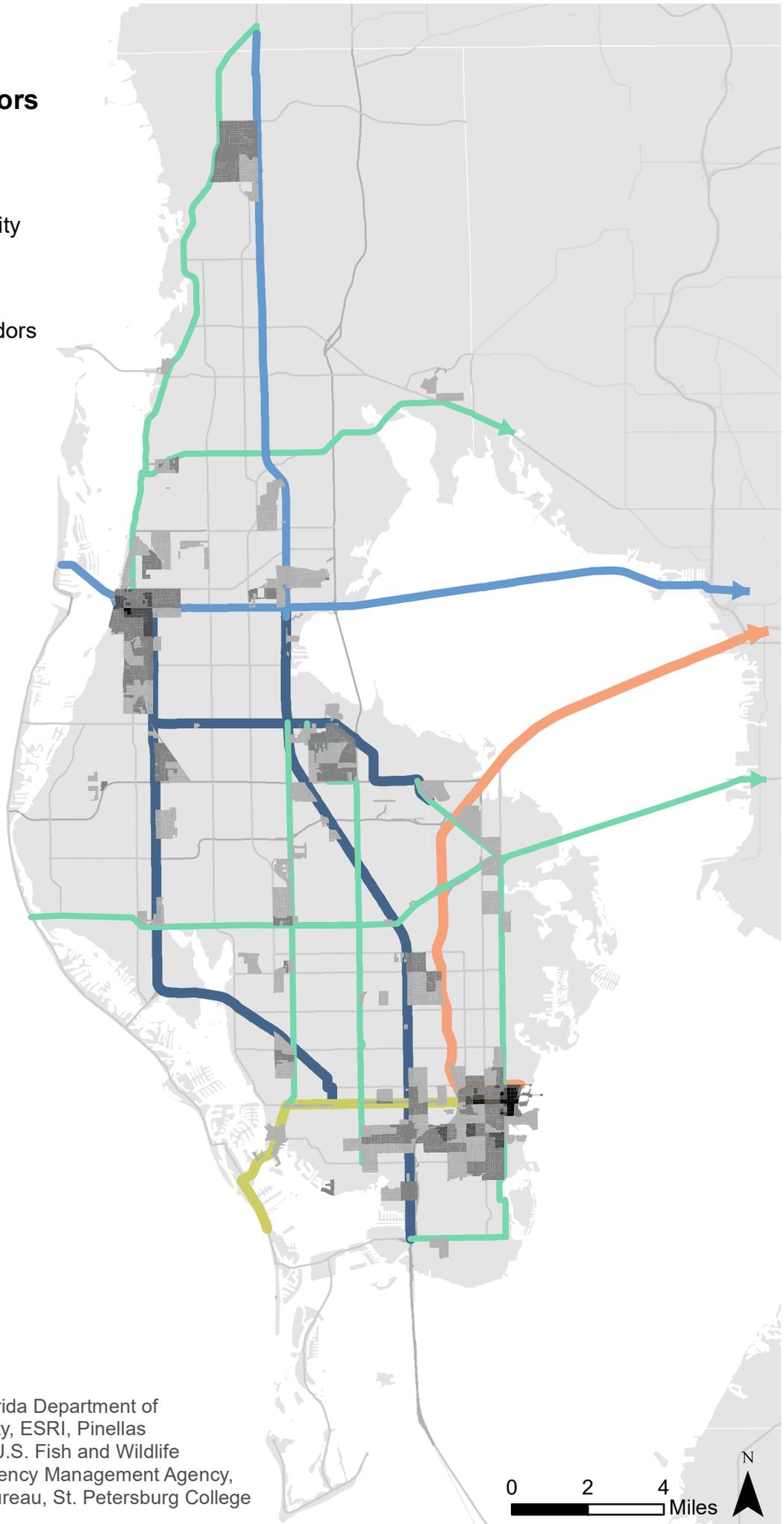
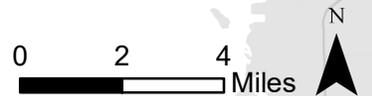
### Investment Corridors

- In design
- In design
- Highest Priority
- Opportunity Corridors
- Priority Corridors

### Combined Indicators



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



## Legislative Committee – September 11, 2019

### 4. Legislative Schedule and Key dates



#### SUMMARY

The Florida House of Representatives and Florida Senate have released the 2020 Session committee week dates.

#### Committees:

LBC meeting the week of September 9<sup>th</sup>

Week of September 16

Week of October 14

Week of October 21

Week of November 4

Week of November 12

Week of December 9

#### 2020 Session Dates

August 1, 2019	Deadline for filing claim bills
November 22, 2019	Deadline for submitting requests for drafts of general bills and joint resolutions, including requests for companion bills
January 10, 2020	Deadline for approving final drafts of general bills and joint resolutions, including companion bills
January 14, 2020	Regular Session convenes
February 29, 2020	All bills are immediately certified. Motion to reconsider made and considered the same day
March 3, 2020	50 <sup>th</sup> day – last day for regularly scheduled committee meetings
March 13, 2020	60 <sup>th</sup> day – last day of Regular Session

**ATTACHMENT(S):** None

**ACTION:** None required; informational only

**FLORIDA METROPOLITAN PLANNING ORGANIZATION ADVISORY COUNCIL**

**2020 DRAFT LEGISLATIVE POLICY POSITIONS**

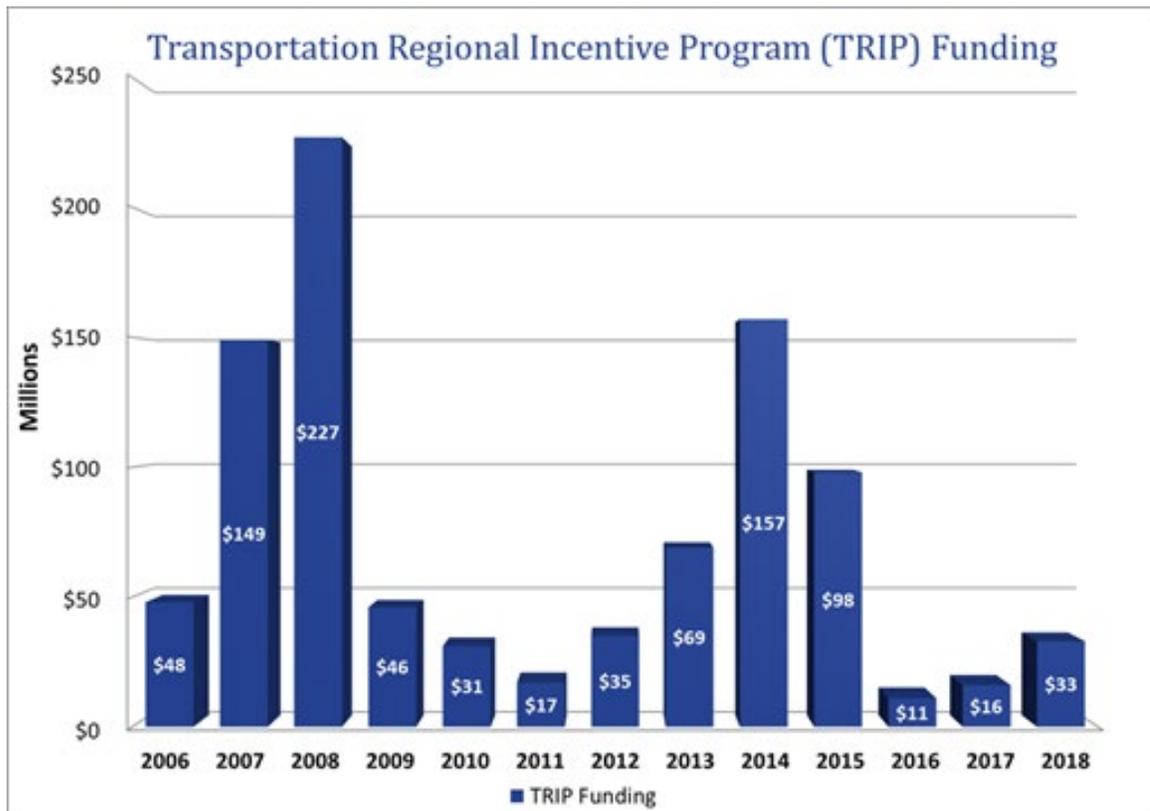
**MPOAC supports state legislation that:**

**1. Expands transportation revenue sources and stabilizes transportation funding levels.**

Key Recommendations:

- Expand the Charter County and Regional Transportation System Surtax to allow municipalities over 150,000 in population (or the largest municipality in a county) and all counties located in MPO areas to enact up to a one cent local option surtax by referendum.
- Index local option fuel taxes to the consumer price index in a manner similar to the current indexing of state fuel taxes.
- Identify potential revenue replacement sources for the current motor fuels tax which is no longer able to fully support the current or future needs of the transportation system.
- Charge alternatively fueled vehicles a fee equal to the fuel tax paid by gasoline or diesel fueled vehicles.
- Use the existing MPO and local planning processes to select individual transportation projects rather than legislative appropriations (commonly referred to as earmarks). Ensure that all legislative appropriations that are passed come from non-transportation funding sources (i.e. general revenue funds).

2. Establishes a predictable funding level of \$250 million per year for the Transportation Regional Incentive Program (TRIP).



3. Allows Strategic Intermodal System (SIS) funds to be used on roads, transit, and other transportation facilities not designated on the SIS if the improvement will enhance mobility or support freight transportation on the SIS.

Current state law does not permit SIS funds to be spent on roads, transit, or other transportation facilities that are not part of the SIS, even if proposed improvements would directly benefit users of SIS facilities by enhancing mobility options or supporting freight movement in a SIS corridor. Additionally, the newly created Federal Transportation Performance Measures (TPM) apply to a larger network than just the Strategic Intermodal System. Therefore, it is appropriate to direct SIS funding to transit and roadway projects that relieve the SIS and are part of the federal TPM system.

**4. Establishes flexible and predictable funding for transit projects (capital and operating) identified through the metropolitan transportation planning process by removing various funding limitations for the State Transportation Trust Fund (STTF).**

Current state law limits the amount of funding that can be made available from the STTF for transit projects for both capital and operating expenses. These limitations, which are not in place for roadway funding, makes transit funding from the STTF less predictable for the purposes of planning and project implementation and artificially limits the ability of MPOs to implement priority transit projects. This proposal recognizes the critical role transit plays in moving people and goods within and between Florida's metropolitan areas by removing the distinction between transit and highway projects for the purpose of spending funds from the STTF.

**5. Recognizes that federal metropolitan transportation planning funds shall not be regarded as state funds for purposes of expenditure.**

The United States Department of Transportation (USDOT) provides funding to Metropolitan Planning Organizations (MPOs) to carry out their federally required duties. Those federal funds are given to states who in turn distribute them to MPOs based upon a formula agreed upon by the Florida Department of Transportation (FDOT) and the Florida MPOs and then approved by the Federal Highway Administration (FHWA). The Florida Department of Financial Services (DFS) has determined that the expenditure of federal funds by MPOs shall be subject to all state requirements, laws and regulations even where such laws conflict with federal laws, regulations and requirements. This limits the ability of the Florida MPOs to use federal funds for their intended purpose and impinges on their ability to carry out their responsibilities as outlined in federal rule. This proposal would clarify that federal monies passed through the State of Florida to MPOs and the Florida MPO Advisory Council (MPOAC) shall not be regarded as state funds for purposes of expenditure.

- 6. Supports the advancement of innovative transportation mobility solutions and policies that promote creative approaches to addressing transportation needs, while simultaneously protecting citizens from malicious tampering with such technologies by making tampering a punishable offense.**

Transportation technologies have undergone a revolutionary leap forward over the past several years. A variety of transportation technologies are under development including autonomous vehicles and the hyperloop. It is the responsibility of the Florida legislature to ensure that state laws and funding mechanisms support the development and implementation of these technological advances in the way people and freight will move in and between our metropolitan areas. At the same time, it is incumbent upon the Florida legislature to ensure that the health and welfare of Florida's citizens and visitors are protected from possible harm presented by these new technologies, including the malicious and intentional interference of the proper functioning of transportation vehicles and systems. This proposal supports legislative efforts to implement innovative mobility solutions and policies while protecting the health and welfare of Florida's citizens and visitors.

- 7. Regulates distracted driving by prohibiting the handheld use of electronic wireless communication devices and other similar distracting devices while operating a motor vehicle on any roadway.**

The 2018 Florida legislature enacted the "Wireless Communications While Driving" law that makes texting while driving a primary offense. One of the expressed concerns of opponents of this law is the potential for racial profiling during enforcement. This legislative proposal would increase roadway safety by prohibiting the handheld use of electronic wireless devices for any purpose, making enforcement easier and reducing the potential for racial profiling.