TECHNICAL COORDINATING COMMITTEE (TCC) MEETING AGENDA

March 28, 2018 – 2:00 p.m.
310 Court Street, 1st Floor Conf. Room
Clearwater, FL 33756

THE PLANNING COUNCIL AND METROPOLITAN PLANNING ORGANIZATION FOR PINELLAS COUNTY

1. **CALL TO ORDER AND INTRODUCTIONS**
2. **APPROVAL OF MEETING SUMMARY – February 28, 2018**
3. **FY 2016/17 – FY 2020/21 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENTS**
4. **PSTA PRESENTATION**
5. **HOWARD FRANKLAND CAUSEWAY MODIFICATIONS**
6. **US 19 EXPRESS BUS CONCEPT PLAN**
7. **US 19 REPORT: CONDITIONS, TRENDS & PROJECTS**
8. **2018 FLORIDA LEGISLATIVE SESSION REPORT**
9. **INFORMATIONAL ITEMS**
   - A. **SPOTLight Emphasis Areas Update**
   - B. **Forward Pinellas Board Executive Summary – March 14, 2018**
   - C. **Traffic Fatalities Map**
   - D. **Tentative Future Agenda Topics**
10. **OTHER BUSINESS**
11. **ADJOURNMENT**

NEXT MEETING – April 25, 2018

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.

Technical Coordinating Committee – March 28, 2018

2. Approval of Meeting Summary

SUMMARY

The meeting summary for the February 28, 2018 meeting is attached for review and approval.

ATTACHMENT(S): TCC Meeting Summary – February 24, 2018

ACTION: Provide recommendation regarding meeting summary.

SUMMARY
OF THE
TECHNICAL COORDINATING COMMITTEE
MEETING February 28, 2018

The following is a summary of Forward Pinellas' Technical Coordinating Committee meeting held February 28, 2018 in the Pinellas County Planning Department Conference Room, First Floor, 310 Court Street, Clearwater, Florida.

Members Present

Joan Rice, Chair	Pinellas County Public Works Traffic
Katie Agoado	City of Dunedin
Liz Ciesla	City of Safety Harbor
Rafal Cieslak	City of Largo
Marie Dauphinais	City of Oldsmar
Brent Hall	Pinellas County Public Works Engineering (Alt)
Caroline Lanford	Pinellas County Planning
Frances Leong	City of Largo
Cory Martens	City of Clearwater Traffic (Alt)
Patricia McNeese	City of Tarpon Springs
Ajaya Satyal	Pinellas County Air Quality
Heather Sobush, Vice Chair	PSTA
Cheryl Stacks	City of St. Petersburg – Transportation and Parking
Danny Taylor	Pinellas Park Planning Department
Tom Whalen	City of St. Petersburg Planning and Eco. Dev.

Members Absent

Bob Bray	City of Treasure Island
Mike Burke	Pinellas County School Board
Brian Ellis	TBRPC
Mark Ely	City of Seminole
Tim Funderburk	City of St. Petersburg Engineer & Capital Improvements
Lucy Fuller	City of Dunedin Planning Department
Hetty Harmon	City of Indian Rocks Beach
Dave Larremore	City of Clearwater Engineering (Alt)
Anthony Matonti	TBARTA
Brent Perkey	City of Pinellas Park Stormwater &Transp.
Mike Taylor	City of Gulfport

Others Present

Brian Beaty	FDOT District 7
Lilliam E. Escalera	FDOT – PD & E
John Kenty	H.W. Lochner
Camille Hebting	Clearwater Ferry Services
Bob Ironsmith	City of Dunedin
Jerry Dabkowski	City of Dunedin/George F. Young
Eric Hines	Jacobs Engineering
Kathy Gademer	Pinellas Park Planning Department (Alt)
Kevin Jackson	City of St. Petersburg Traffic
Mike Smith	City of Largo

Carol Stricklin	City of Largo
Katrina Gordon	City of Largo
Richard Perez	City of Largo Planning (Alt)
Barry Westmark	City of Largo
Nari Bennett	City of Oldsmar
Michele Parisano	City of Oldsmar (Alt)
Al Bartolotta	Forward Pinellas
Alicia Parinello	Forward Pinellas
Sarah Caper	Forward Pinellas
Sarah Ward	Forward Pinellas
Chelsea Favero	Forward Pinellas
Robert Feigel	Forward Pinellas
Maria Kelly	Forward Pinellas

1. **CALL TO ORDER**

   Chair Joan Rice, called the meeting to order and asked everyone to introduce themselves.

2. **APPROVAL OF SUMMARY**

   The summary of the January 24, 2018 meeting was approved as provided with no corrections.

3. **FY 2016/17 – FY 2020/21 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

   Robert Feigel, Forward Pinellas staff addressed the committee regarding performance targets and the proposed safety measures approved by the Forward Pinellas Board at the February 14th, 2018 meeting. The purpose of this item is to amend the safety and transit asset management measures into the TIP. The proposed amendment seeks to add a new TIP section that includes the Board and PSTA approved safety measures and targets. Questions were taken and appropriately answered. Cheryl Stacks made a motion to approve the amendments into the TIP with changes. It was seconded by Cory Martens and passed unanimously

4. **COMPLETE STREETS APPLICATION PRESENTATIONS**

   Chelsea Favero, Forward Pinellas staff, addressed the committee regarding the Complete Streets Program grant awards. A subcommittee made up of PAC, TCC and Forward Pinellas staff members recommended that construction funding be awarded to the City of Oldsmar in the amount of $1,000,000 for improvements to St. Petersburg Drive from East Dartmouth Avenue to Bayview Boulevard, and $100,000 in planning funds be awarded to the City of Dunedin for development of a concept plan for Skinner Boulevard from U.S. Alternate 19 to Bass Boulevard. There was additional discussion regarding the merits of the construction project in the City of Largo. Questions were taken and appropriately answered. Cheryl Stacks made a motion to approve the Complete Streets recommendations. It was seconded by Caroline Lanford and passed with a unanimous vote.

5. **AMENDMENTS TO THE 2040 LONG RANGE TRASNPORTATION PLAN**

   Chelsea Favero, Forward Pinellas staff, addressed the committee regarding the Central Avenue Bus Rapid Transit (BRT) Project. When the 2040 LRTP was adopted, there were three potential alignments identified for the Central Avenue BRT project. As the project completed the Federal Transit Administration (FTA) Small Starts Project Development (PD) phase, PSTA submitted their locally preferred alternative, which goes from downtown St. Petersburg to the Don Cesar Hotel at St. Pete Beach. The project received a rating of Medium High from the FTA. The locally preferred alternative needs to be reflected in the

LRTP for PSTA to proceed with the next steps of the project. Revised maps were provided at the meeting showing the route. Heather Sobush with PSTA answered members' questions. Cheryl Stacks made a motion to approve the amendments to the LRTP. It was seconded by Tom Washburn and passed with a unanimous vote.

6. CLEARWATER FERRY SERVICE

Camille Hebting with the Clearwater Ferry, shared a presentation with the committee showing the water taxi as a viable multimodal form of transportation that helps Forward Pinellas improve beach access and relieve beach traffic congestion. Ms. Hebting shared benchmark data on ridership demographics and plans as to where the ferry will go next (Dunedin). Questions were taken and appropriately answered.

7. UNIFIED PLANNING WORK PROGRAM PRESENTATION

Sarah Caper, Forward Pinellas staff, shared a PowerPoint presentation that described the work program areas of the Unified Planning Work Program (UPWP). She explained that it is a federally required two-year document for metropolitan planning organizations to identify their transportation planning activities and associated funding. Questions were taken and appropriately answered. Cheryl Stacks made a motion to recommend approval of the draft FY 2018/19 – 2019/20 UPWP. It was seconded by Heather Sobush and passed unanimously.

8. PROJECT DEVELOPMENT AND ENVIRONMENT STUDY

Lilliam Escalera, FDOT PD&E, shared a presentation with the committee regarding the US 19 PD&E Study. This study came before the committee about a year ago and the committee made some suggestions at that time. With those suggestions being taken into consideration, FDOT is bringing the study back to the TCC for review. In the previous study completed in 1990 of the US 19 and Gandy interchange, the recommendation was for an expressway concept with frontage roads extending from 49th St. N. down to Gandy, including overpasses at Mainlands Blvd and Gateway Center Blvd. The recommendation now is to keep these current intersections at grade due to the extension of the Gateway Expressway that will come down 118th Ave; they seem to be operating sufficiently at grade. The focus will be on the capacity and lighting deficiencies at Gandy and US 19. Some of the features to be implemented as part of the recommendations of the PD&E are: any place where there will be widening or ramp improvements will include a 7ft buffered bike lane, enhanced sidewalk widths, pedestrian refuges and improved lighting. The existing bridge on Gandy over US 19 is four lanes and will be replaced with six lanes to go along with the current Gandy Boulevard Improvement Project, which will include an additional lane heading both east and west bound to feed into the ramps. Questions were taken and appropriately answered. FDOT, after final revisions, is ready to take this recommendation to the public. Brian Beaty reminded the committee that there were concerns when this item first appeared before the committee. He asked the committee if they were satisfied that FDOT made the situation better and whether the TCC felt that FDOT is showing better pedestrian safety and if not, if the TCC expressed what their concerns are. One response was that the situation is better, however with the multi-step pedestrian crossing, someone is going to get impatient or be in too much of a hurry and become the daredevil. Another concern is the double right-turn lanes on the westbound approach seems to be overkill which will require a signal because of the pedestrian crossing.

9. FDOT US 19 PROJECT UPDATE

Deferred to April

10. INFORMATIONAL ITEMS

A. SPOTlight Emphasis Areas Update

Ms. Favero, provided an update on the SPOTLight Emphasis Areas. In April, comprehensive updates on the US 19 projects that are currently underway, will be brought to the committee. These projects include the economic analysis study and all the remaining segments north of 580. The Gateway Master Plan Interlocal agreements have been approved by the Forward Pinellas Board and have been sent out to the local governments for signature. The project kick-off meetings will occur March 7th & 8th.

B. Board Action Sheets – attached for February 14th, 2018

C. Traffic Fatalities Map – attached

D. Socioeconomic Data Development

Ms. Favero stated she is working with the consultant at this time on developing a trend analysis for the socioeconomic development which will include population and employment forecasts from the year 2015 to 2045. Once there is a trend, meetings will be set up with each of the local governments for feedback. There will be a series of scenarios developed that will lead to the ultimate scenario that is selected for the long range plan to include the various transportation investment that are chosen to put in the plan.

E. Tentative Future Agenda Topics

- US 19 Express Bus Study
- US 19 Improvements at Gandy Boulevard
- Environmental Justice Report

11. OTHER BUSINESS

Saying goodbye to Sarah Ward

12. ADJOURNMENT- 3:20 pm

Technical Coordinating Committee – March 28, 2018

3. Transportation Improvement Program Amendments

SUMMARY

There are no proposed TIP amendments scheduled for this meeting. However, if the need for a TIP amendment(s) arises following the mailing of the agenda packet, the Florida Department of Transportation (FDOT) will present the proposed amendment(s) under this agenda item.

ATTACHMENT(S): None

ACTION: None, Informational Only

Technical Coordinating Committee – March 28, 2018

4. PSTA Presentation

SUMMARY

PSTA staff will update the Technical Coordinating Committee on recent projects, including a Bus on Shoulder Pilot Project and service improvement plans.

ATTACHMENT(S): None

ACTION: None, Informational Item Only

Technical Coordinating Committee – March 28, 2018

5. Howard Frankland Causeway Modifications

SUMMARY

Tampa Bay has been recognized as one of the few examples of a coastal ecosystem in recovery despite continued urbanization and population growth. Seagrass coverage continues to expand and now has approached levels last observed in the 1950s. Periodic setbacks have been observed in some of the Bay and there are a number of efforts underway in response to these water quality challenges.

The FDOT is currently working to modify the Courtney Campbell Causeway. There are additional opportunities to address circulation and flushing in the Bay, such as making alterations to existing causeways and bridges. There may also be an opportunity to make alterations to the approaches of the Howard Frankland Bridge during the upcoming replacement project. The Tampa Bay Estuary Program (TBEP) is currently seeking letters of support to continue to work in partnership with FDOT to find opportunities to further improve Old Tampa Bay's ecology, and is asking Forward Pinellas to consider providing such a letter. A representative from TBEP will provide an overview of their efforts in Tampa Bay and request that the committee recommend that the Forward Pinellas Board send a letter of support for finding opportunities to improve water quality, and protect and restore Tampa Bay.

ATTACHMENT(S): None

ACTION: Recommend that the Forward Pinellas Board send a letter of support for finding opportunities to improve water quality in Tampa Bay.

Technical Coordinating Committee – March 28, 2018

6. US 19 Express Bus Concept Plan

SUMMARY

One of the US 19 visioning projects being conducted under the umbrella of the Forward Pinellas SPOTlight Initiative is the development of the Express Bus Concept Plan. This project involves the evaluation of travel demand and transit supportive land uses along the corridor to accomplish the following:

- Identification of promising concepts for the implementation of express bus transit service connecting north Pinellas County and western Pasco County to the Gateway area and other employment intensive areas along US 19;
- Identification of potential new or enhanced transit service connecting south Pinellas County to downtown St. Petersburg and the Gateway area; and
- Planning recommendations for alignments, stops, and travel shed areas where park-and-ride facilities may be appropriate, and conceptual level estimates of costs associated with the implementation of express transit service.

HDR Inc. has been assigned to the project. They recently completed an evaluation of work trip travel patterns along the corridor utilizing U.S. Census data. The result of this effort is the attached Work Trip Travel Pattern Report. The report is intended to provide information necessary to define conceptual route options connecting south Pinellas County with downtown St. Petersburg and the Gateway area and western Pasco County and north Pinellas County to the Gateway area. HDR staff will discuss the travel analysis presented in the report at the meeting.

A final report on the Express Bus Concept Plan will be presented to the advisory committees in April.

ATTACHMENT(S): US 19 Express Bus Work Trip Travel Pattern

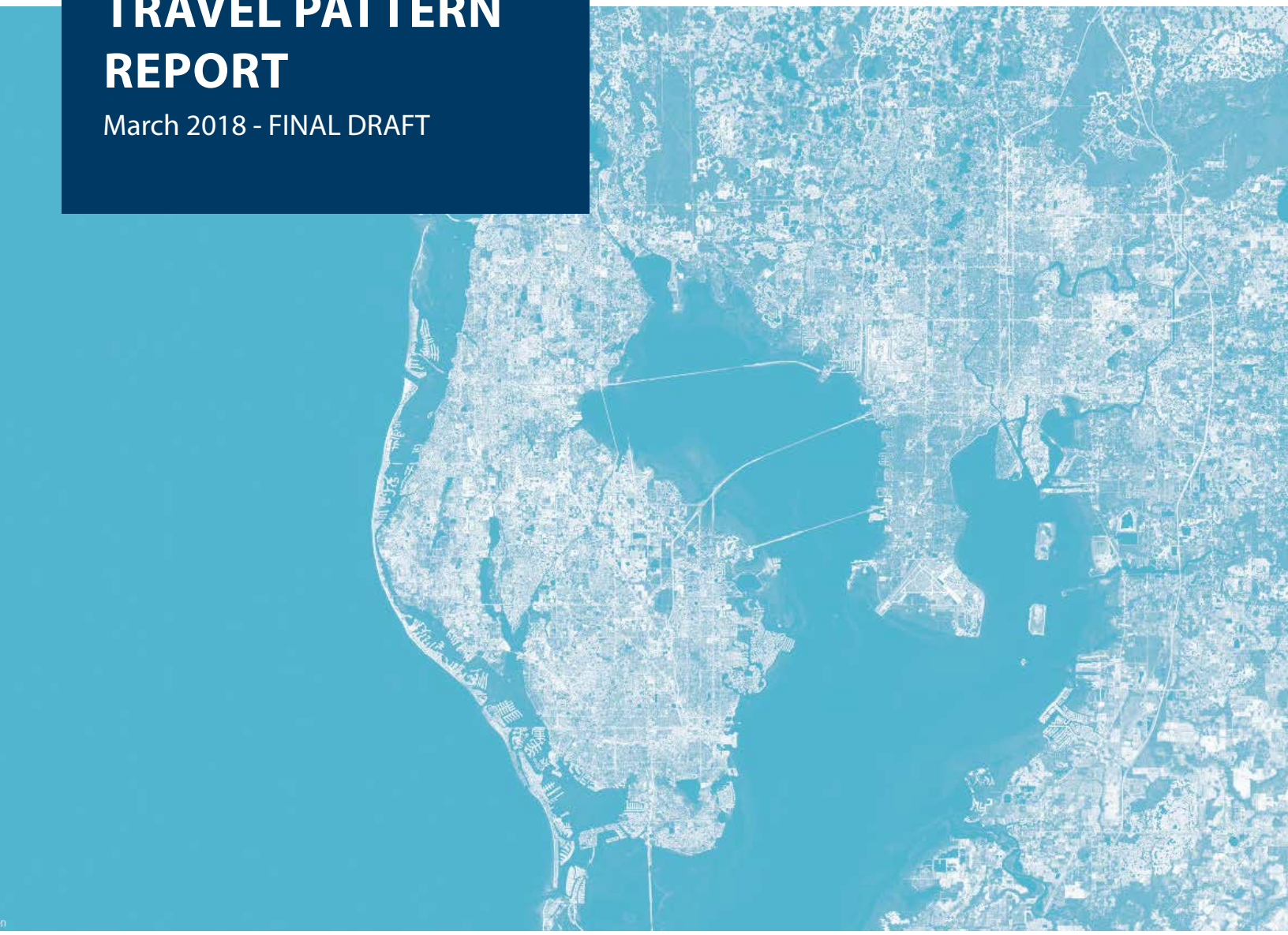
ACTIONS: Provide input on conceptual route options identified in the attached report

US 19 CORRIDOR

Express Bus Service Concepts

WORK TRIP TRAVEL PATTERN REPORT

March 2018 - FINAL DRAFT



Prepared by:
HDR

FORWARD PINELLAS

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01 Introduction

The US 19 Express Bus Service Concept Plan Study is a planning effort by Forward Pinellas to evaluate travel demand and transit supportive land uses along US 19 in Pinellas County to evaluate the feasibility of express bus service along the corridor. The study team is developing express bus transit service concepts between the residential areas in northern and southern Pinellas County and western Pasco County and the concentrations of employment destinations in the Gateway area and downtown St. Petersburg.

The outcome of the study will be a Concept of Operations assessment with high-level planning recommendations for alignments, stops, park-and-ride-locations, and conceptual level estimates of costs for implementation of the proposed transit service. The study is part of the US19 SPOTlight initiative being undertaken by Forward Pinellas to develop a vision for the US 19 Corridor.

US 19 is Pinellas County's primary north-south corridor that provides access through the entire length of the county from Tarpon Springs to St. Petersburg. The corridor passes through several activity centers and employment areas including the Gateway area in mid-county and downtown St. Petersburg in south County. For the purposes of this analysis, the Gateway area is bordered by Belleair Road to the north, 66th Street and US 19 to the west, Gandy Boulevard to the south, and Tampa Bay to the east. It has regionally-significant employment destinations and good access to regional transportation linkages such as St. Petersburg-Clearwater International Airport, I-275, and the Howard Frankland and Gandy bridges.

This report provides the findings of the work trip travel pattern analysis that was completed for the study. The analysis focused on travel patterns between North and South Pinellas County along the US 19 and between Greater Gateway and Downtown St. Petersburg employment intensive areas. Two primary employment destination zones were identified using data from the Tampa Bay Regional Planning Model employment projections and the Longitudinal Employer-Household Dynamics (LEHD) data from the U.S. Census Bureau.

Several origin zones were established to analyze the residential locations for employees who work within one of the employment destination zones. The study team completed an origin-destination (O/D) analysis to evaluate the work trip travel pattern within the US 19 corridor. As detailed below, a GIS-based O/D analysis included the identification of Pinellas County employment destination zones and residential origin zones.

Analysis from this report will be used to help define and evaluate conceptual route options in the next phase of the study process.

02 Origin-Destination Analysis

Employment Destination Zones

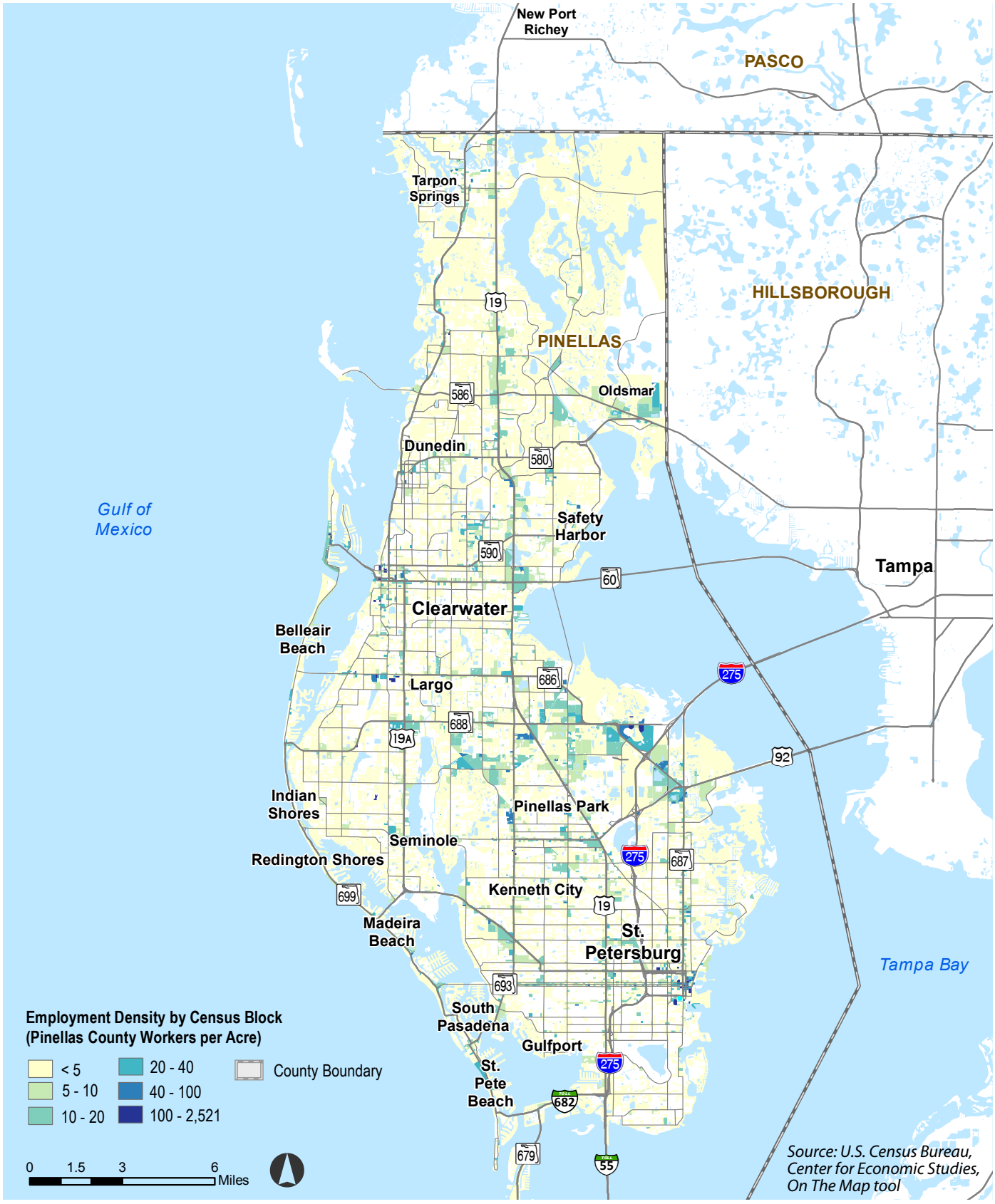
As presented in the *Planning Context Report*, employment and population estimates from the Tampa Bay Regional Planning Model (TBRPM) and Pinellas Long Range Transportation Plan (LRTP) were reviewed to identify potential transit supportive populations within Pinellas County. Areas projected to have the highest employment densities, or the highest concentration of workers per acre in 2020, are located in downtown St. Petersburg and downtown Clearwater. By 2040, several other areas of Pinellas County, particularly the Greater Gateway area, are expected to see large increases in employment density.

The study team also reviewed Longitudinal Employer-Household Dynamics (LEHD) data from the U.S. Census Bureau's Center for Economic Study to help identify the locations of employment destinations in Pinellas County. LEHD data is based primarily on Unemployment Insurance earnings data and the Quarterly Census of Employment and Wage. This data is then used to generate geographic locations (by Census Block) that show where workers are employed and where they live.

Using the U.S. Census Bureau's On The Map Tool, LEHD data was collected at the Census Block level to determine the location and characteristics of all primary jobs within Pinellas County. Primary jobs are defined as the dominant job an individual has and where a person earns the most money. Secondary, or non-primary jobs were excluded to better approximate the number of workers rather than the number of jobs.

This information was mapped to show employment density within each census block. As shown in Figure 1, results from this data also indicate that the highest concentrations of workers per acre (over 100 workers per acre) in Pinellas County are in downtown St. Petersburg, downtown Clearwater, and the Carillon area that is part of the Greater Gateway area.

Figure 1. Employment Density by Census Block (2015)



Using the LEHD, TBRPM, and LRTP data, the study team identified 11 employment destination zones within Greater Gateway and downtown St. Petersburg.

Five employment destinations zones were identified within the Gateway area:

- **Carillon**. Includes the area around the Carillon Business Park area between Ulmerton Road, 34th Street, 118th Avenue North, and I-275;
- **Light Industrial Area.** A large area with light industrial uses generally between 66th Street North to the east, Ulmerton Road and Roosevelt Boulevard to the north, 102nd Avenue North, Lake Boulevard, 118th Avenue to the south, and 34th Street North to the east.
- **St. Petersburg-Clearwater International Airport.** Includes the airport property northeast of Roosevelt Boulevard and the Bayside Bridge.
- **Tech Data**. The Tech Data property on Roosevelt Boulevard.
- **Roosevelt/MLK**. The area west of I-275 and north of Gandy Boulevard near Roosevelt Boulevard and Martin Luther King, Jr. Street.

The Gateway Employment District had approximately 72,000 jobs in 2015 with an average employment density of 8.8 jobs per acre. The Carillon and Tech Data sub-districts had much higher employment densities with 22.0 and 29.9 jobs per acre, respectively.

Three employment destinations were identified within Downtown St. Petersburg:

- **Core.** Area within downtown between Beach Drive and 1st Street to the east, 5th Avenue North to the north, 8th Street to the west, and 5th Avenue South to the south.
- **West.** Area within downtown between 8th Avenue to the east, 7th Avenue North to the north, I-275 to the west, and I-175 to the south. Includes St. Anthony's Hospital and Tropicana Field.
- **South.** Area within downtown between 1st Street to the east, 5th Avenue South to the north, 8th Street to the west, and 9th Avenue/11th Avenue South to the south. Includes USF-St. Petersburg and John Hopkins All Children's Hospital.

In 2015, Downtown St. Petersburg had approximately 24,000 jobs. Due to the more urban development patter, the average employment density for Downtown St. Petersburg is much higher than the Gateway area. In the three areas, Downtown St. Petersburg has an average of 24.6 jobs per acre. The Core and the South subdistricts had higher average employment densities, with 45.1 and 36.1 jobs per acre, respectively.

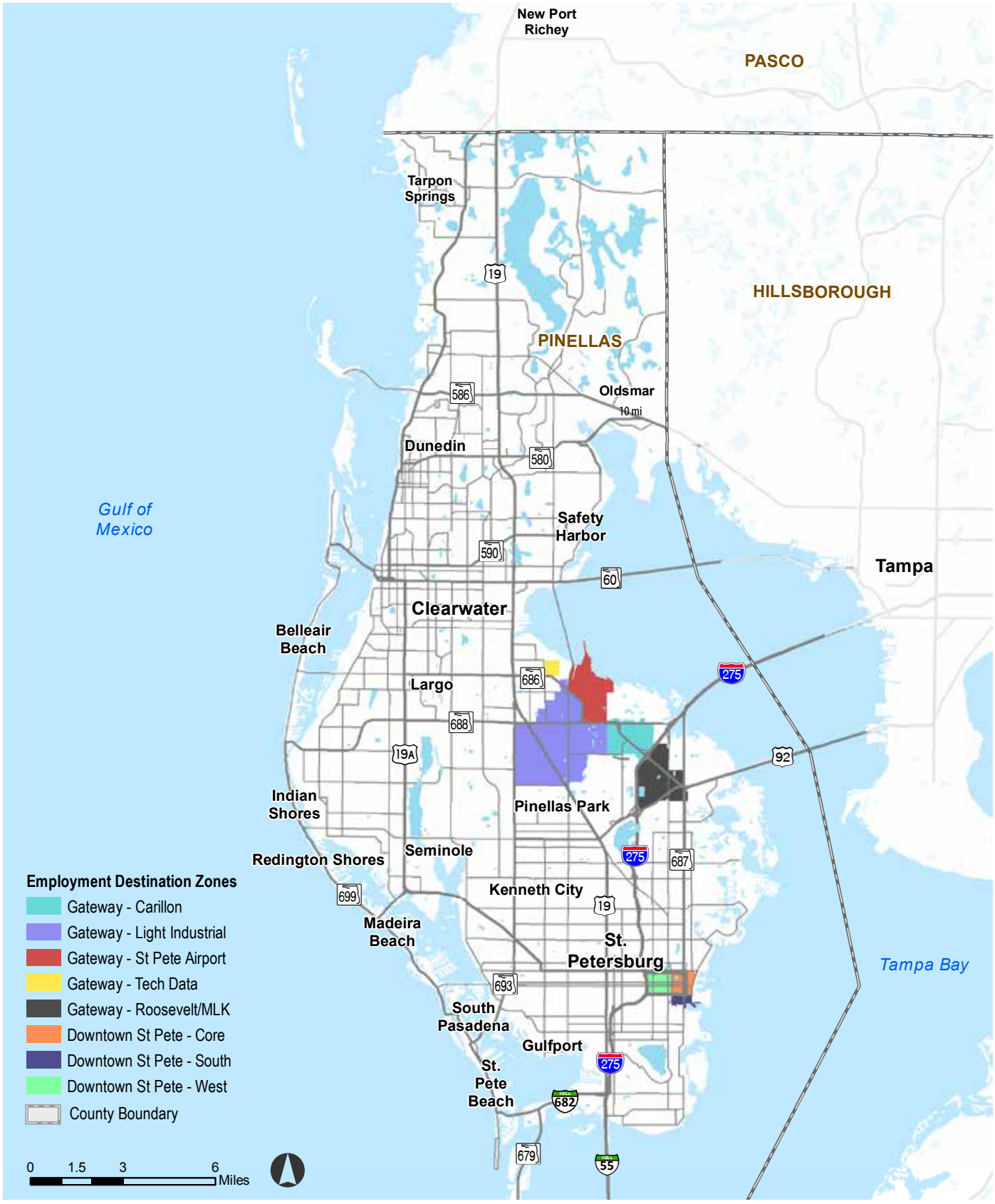
The eight employment destination zones are shown on Figure 2. Employment details and density for each zone is summarized in Table 1.

Table 1. Employment Destination Zone Summary

Employment Destination Zone	Total Jobs	Area (acres)	Job Density (Jobs/Acre)	Worker Lives in Residential Location within Visible Map Area
Gateway - All Zones	**72,016**	**8,200**	**8.8**	**50,851**
Gateway: Carillon	23,472	1,069	22.0	16,684
Gateway: Light Industrial Area	28,904	4,238	6.8	20,332
Gateway: St. Pete Airport	845	1,246	0.7	598
Gateway: Tech Data	4,968	166	29.9	3,751
Gateway: Roosevelt/MLK	13,827	1,481	9.3	9,486
Downtown St. Petersburg - All Zones	**24,098**	**973**	**24.8**	**18,094**
Downtown St. Petersburg: Core	13,446	372	36.1	9,913
Downtown St. Petersburg: South	6,761	150	45.1	5,114
Downtown St. Petersburg: West	3,891	451	8.6	3,067

Source: U.S. Census Bureau, Center for Economic Studies, On The Map tool

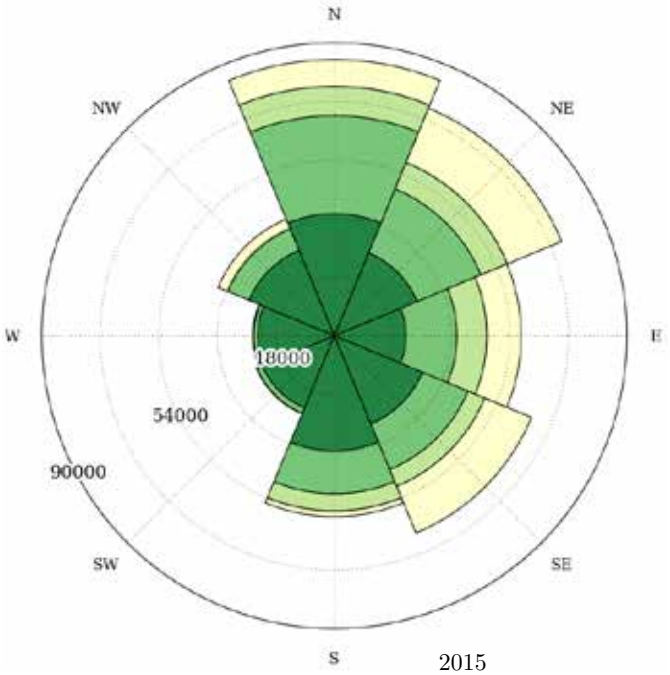
Figure 2. Employment Destination Zones



Residential Origin Zones

The LEHD data from the U.S. Census Bureau's On The Map tool was used to identify the residential locations of Pinellas County workers. A Distance/ Direction Report was generated, which shows the residential location of all primary jobs within a defined geographical area and data is reported at the Census Block level. The report also illustrates the distance and direction from the work Census Block to the home Census Block. As shown in Figure 3, over half of the workers within Pinellas County live within 10 miles of their employment destination. Roughly 25 percent live within 10 to 24 miles from their work site and 9 percent live between 25 and 50 miles away. Approximately 13 percent live greater than 50 miles from their work location, including workers who telecommute or have different physical work locations than the employment's primary office or facility.

Figure 3. Distance and Direction from Work Census Block to Home Census Block for All Pinellas County Jobs (2015)



Distance	2015 Count	Share
Total All Jobs	428,704	100.0
Less than 10 miles	227,626	53.1
10 to 24 miles	105,793	24.7
25 to 50 miles	37,843	8.8
Greater than 50 miles	57,442	13.4

Source: U.S. Census Bureau, Center for Economic Studies, On The Map tool

The LEHD data was used to calculate residential density for Pinellas County workers at the Census Block level. As shown in Figure 4, the residential density of Pinellas workers is relatively low (less than five workers per acre). As shown in Table 1, while most workers within the eight employment destination zones that were defined for this analysis live within the visible map area shown in Figure 4, they reside fairly dispersed throughout Pinellas, Pasco, and Hillsborough counties. The highest concentration of worker residential locations are found in downtown St. Petersburg, the 4th Street corridor and Gateway Area in north St. Petersburg, Largo, and Clearwater.

The next step in the evaluation was the identification of residential origin zones. These zones were defined and mapped to help understand the potential for express bus or commuter-oriented transit service on the US 19 corridor to the defined employment destination zones. As shown in Figure 5, eleven origin zones were established to evaluate residential location patterns for workers in the employment destination zones, including:

- New Port Richey (Pasco County);
- Trinity (Pasco County);
- Tarpon Springs;
- East Lake/Oldsmar;
- Palm Harbor/Dunedin;
- Clearwater/Safety Harbor;
- Largo;
- Gateway;
- Northwest St. Petersburg;
- South St. Petersburg; and
- East St. Petersburg.

Figure 4. Population Density by Census Block (2015)

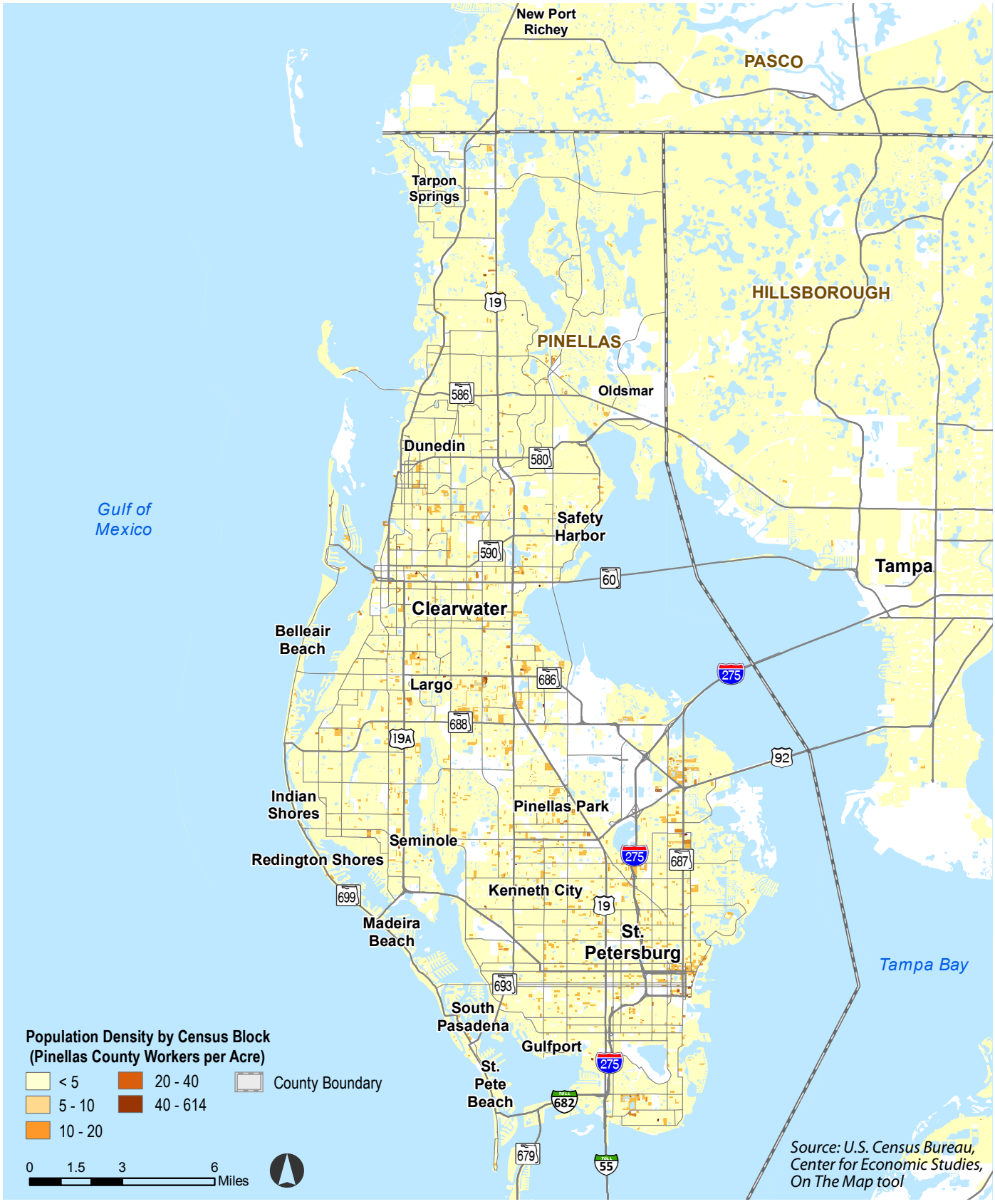
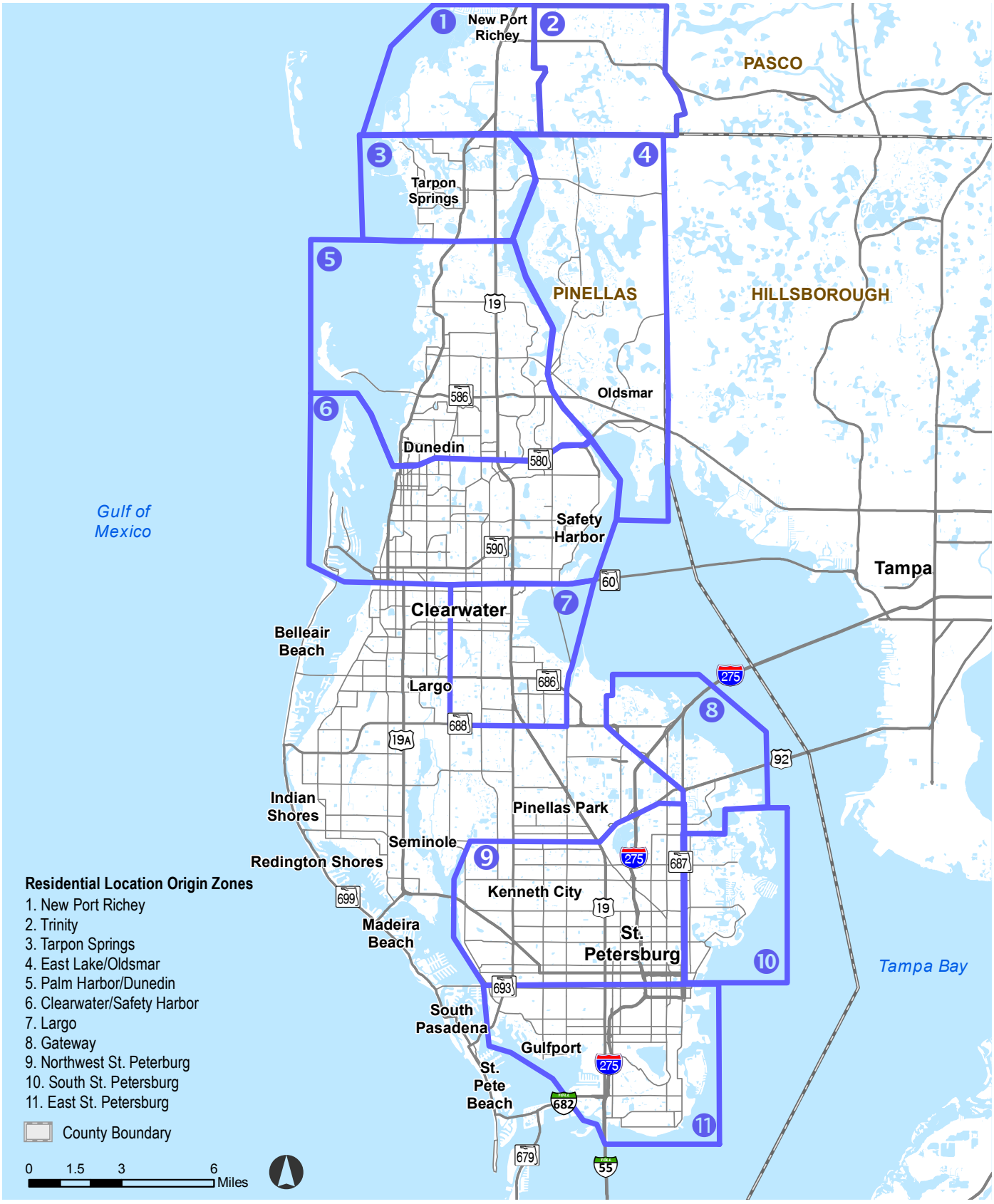


Figure 5. Residential Origin Zones



Origin/Destination Pair Analysis

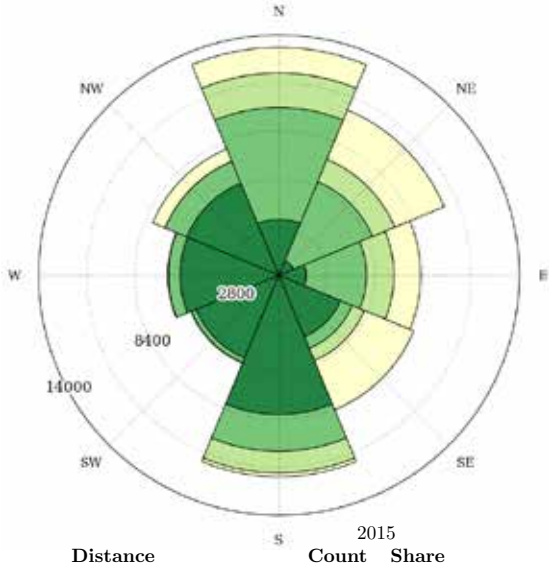
To evaluate the potential for future express bus service demand, an origin/destination (O/D) pair analysis was completed to analyze work trip patterns along the US 19 corridor. The LEHD On The Map data was used to determine the estimated number of trips and the distance in miles between the residential origin zones and the employment destination zones.

Within the Gateway Employment District zones, almost 48 percent of workers live within 10 miles and approximately 28 percent live between 10 to 24 miles from work. As shown in Figure 6, these workers are primarily drawn from residential areas to the south and west for shorter trips (less than 10 miles) and from the north for longer trips (10 to 24 miles).

Figure 7 shows the distance and direction pattern for workers in the Downtown St. Petersburg zones. The majority of workers (55 percent) in the downtown live within 10 miles of their work Census Block. Another 26 percent work between 10 to 24 miles from home.

Figure 9 shows the origin locations by census block for the Downtown St. Petersburg zone. The majority of trips are from nearby locations, including the Northwest St. Petersburg, South St. Petersburg, and East St. Petersburg origin zones. Only a small number of trips occur from origin zones further north.

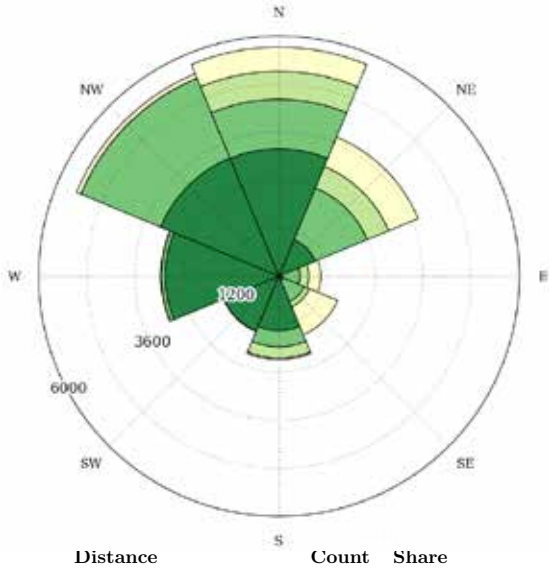
Figure 6. Distance and Direction from Work Census Block to Home Census Block for Gateway Zone Jobs (2015)



Distance	2015 Count	Share
Total Primary Jobs	72,122	100.0
Less than 10 miles	34,568	47.9
10 to 24 miles	20,242	28.1
25 to 50 miles	7,042	9.8
Greater than 50 miles	10,270	14.2

Source: U.S. Census Bureau, Center for Economic Studies, On The Map tool

Figure 7. Distance and Direction from Work Census Block to Home Census Block for Downtown St. Petersburg Zone Jobs (2015)



Distance	Count	Share
Total Primary Jobs	24,098	100.0
Less than 10 miles	13,248	55.0
10 to 24 miles	6,304	26.2
25 to 50 miles	1,925	8.0
Greater than 50 miles	2,621	10.9

Source: U.S. Census Bureau, Center for Economic Studies, On The Map tool

Figure 8. Residential Pattern for Gateway Employment Destination Zone Workers

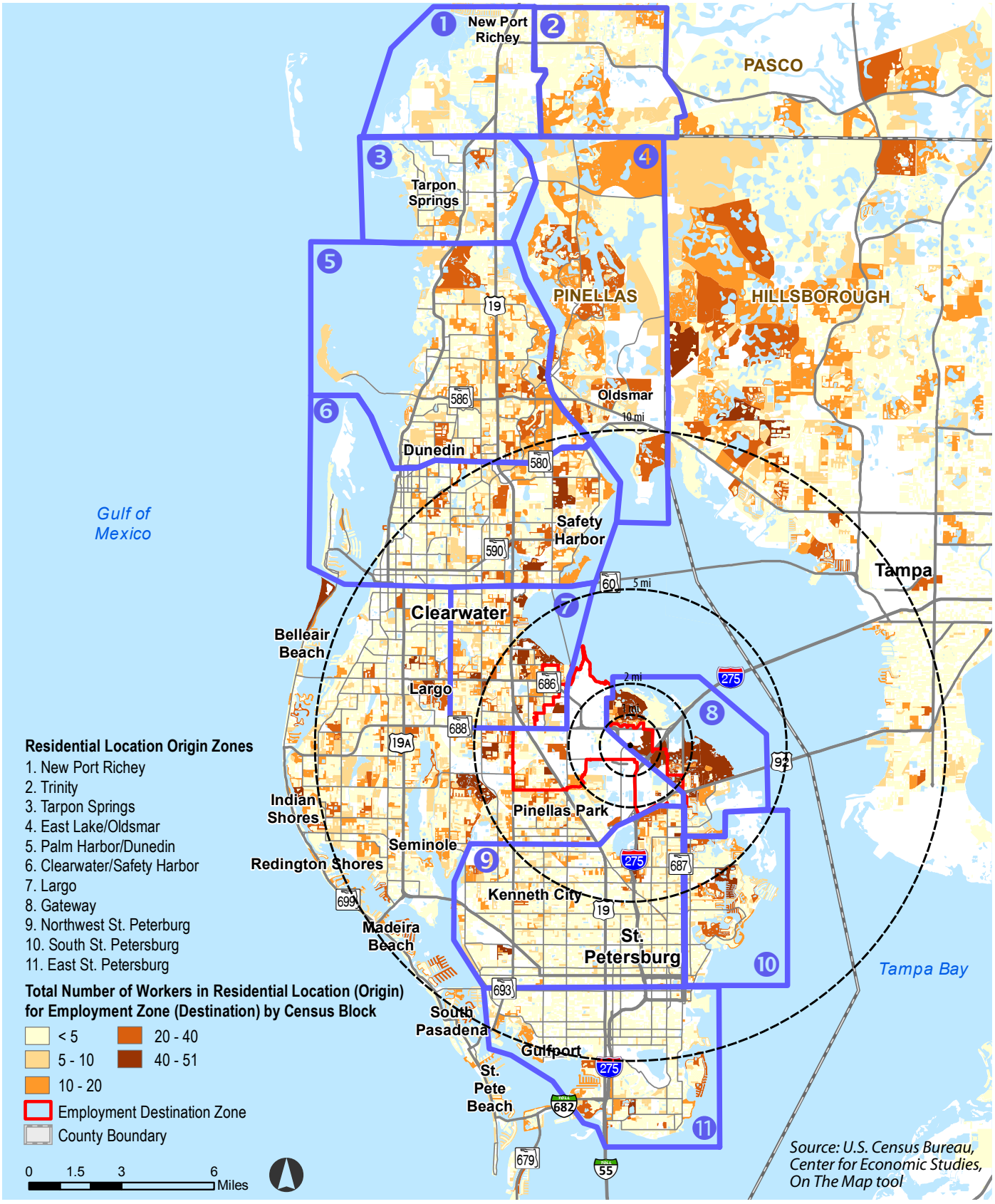


Figure 9. Residential Pattern for Downtown St. Petersburg Employment Destination Zone Workers

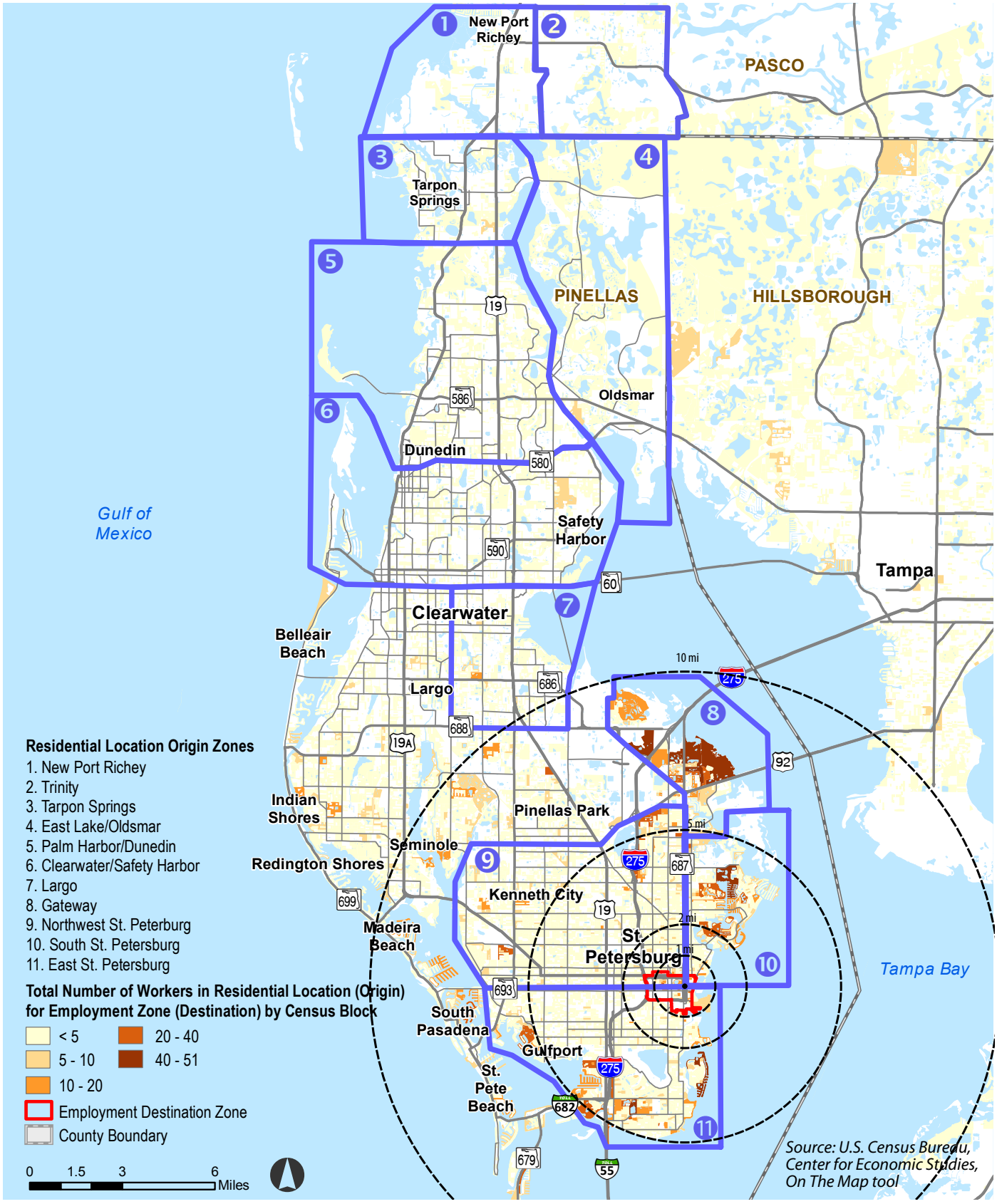


Table 2 shows the total number of estimated trips between the seven residential origin zones in North Pinellas and West Pasco county. Table 3 summarizes the four South Pinellas County origin zones. As shown in Figure 8, a large number of workers in the Gateway area live in a nearby origin zone, including within Gateway itself, Northwest St. Petersburg, Largo, and Clearwater/Safety Harbor. An estimated 3,000 trips come from zones further north along the US 19 corridor (New Port Richey, Tarpon Springs, and Palm Harbor/Dunedin).

More detailed maps showing O/D trips to Gateway and Downtown St. Petersburg subdistrict zones are shown in the appendix. The analysis completed as part of this report will be used to help define and evaluate conceptual route options in the next phase of the study process.

Table 2. Estimated Trips between Origin and Destination Zones - North Pinellas/West Pasco County Zones

	Residential Location Origin Zones							
Employment Destination Zone	(1) New Port Richey	(2) Trinity	(3) Tarpon Springs	(4) East Lake / Oldsmar	(5) Palm Harbor / Dunedin	(6) Clearwater / Safety Harbor	(7) Largo	TOTAL
Gateway - All Zones	**572**	**549**	**667**	**1,401**	**3,346**	**4,267**	**3,778**	**14,571**
Gateway: Carillon	135	128	197	389	995	1,318	1,025	4,187
Gateway: Light Industrial	305	298	308	566	1,452	1,893	1,869	6,684
Gateway: St. Pete Airport	5	5	10	27	30	52	55	184
Gateway: Tech Data	55	48	56	219	460	409	333	1,580
Gateway: Roosevelt/MLK	72	70	96	200	409	595	496	1,936
St. Petersburg - All Zones	**67**	**65**	**107**	**174**	**377**	**520**	**391**	**1,701**
St. Petersburg: Core	40	34	48	92	200	265	203	882
St. Petersburg: South	13	19	43	54	118	162	118	527
St. Petersburg: West	14	12	16	28	59	93	70	292

Source: U.S. Census Bureau, Center for Economic Studies, On The Map tool

Table 3. Estimated Trips between Origin and Destination Zones - South Pinellas County Zones

	Residential Location Origin Zones				
Employment Destination Zone	(8) Gateway	(9) Northwest St. Petersburg	(10) East St. Petersburg	(11) South St. Petersburg	TOTAL
Gateway - All Zones	**2,458**	**8,683**	**1,980**	**3,304**	**16,425**
Gateway: Carillon	1,058	2,892	802	1,035	5,787
Gateway: Light Industrial	572	3,385	512	1,242	5,711
Gateway: St. Pete Airport	30	114	16	37	197
Gateway: Tech Data	97	410	134	166	807
Gateway: Roosevelt/MLK	701	1,882	516	824	3,923
St. Petersburg - All Zones	**724**	**5,261**	**1,761**	**3,695**	**11,441**
St. Petersburg: Core	367	2,965	1,017	2,100	6,449
St. Petersburg: South	247	1,354	500	963	3,064
St. Petersburg: West	110	942	244	632	1,928

Source: U.S. Census Bureau, Center for Economic Studies, On The Map tool

03 Sources

- Tampa Bay Regional Transportation Analysis (RTA), Tampa Bay Regional Planning Model (TBRPM), http://www.tbrta.com/
- U.S. Census Bureau, Center for Economic Studies, Longitudinal Employer-Household Dynamics (LEHD) data, On The Map Tool, https://onthemap.ces.census.gov/

Appendix - O/D Analysis Mapping

Figure 10. Residential Pattern for Gateway: Carillon Employment Destination Zone Workers

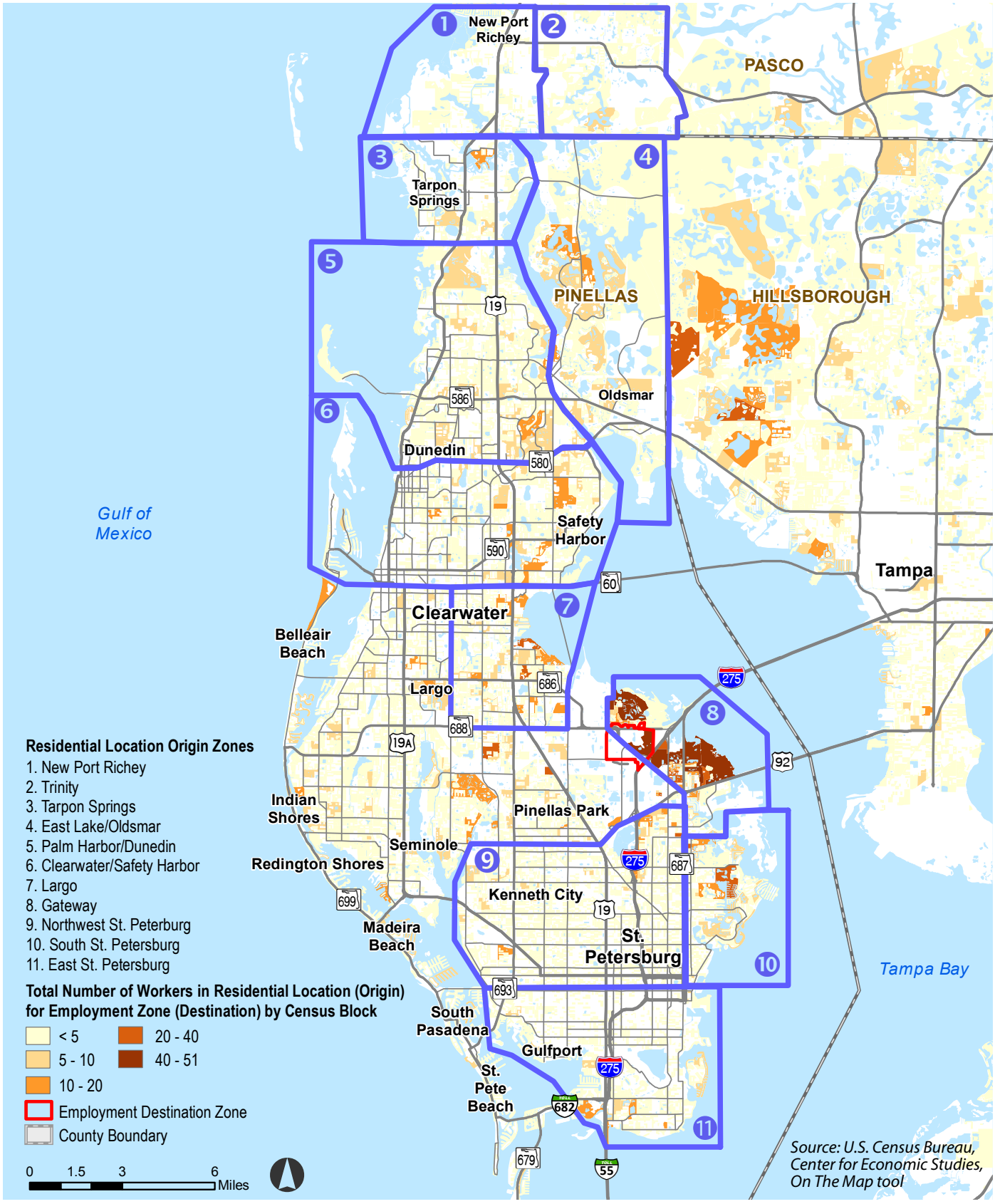


Figure 11. Residential Pattern for Gateway: Light Industrial Employment Destination Zone Workers

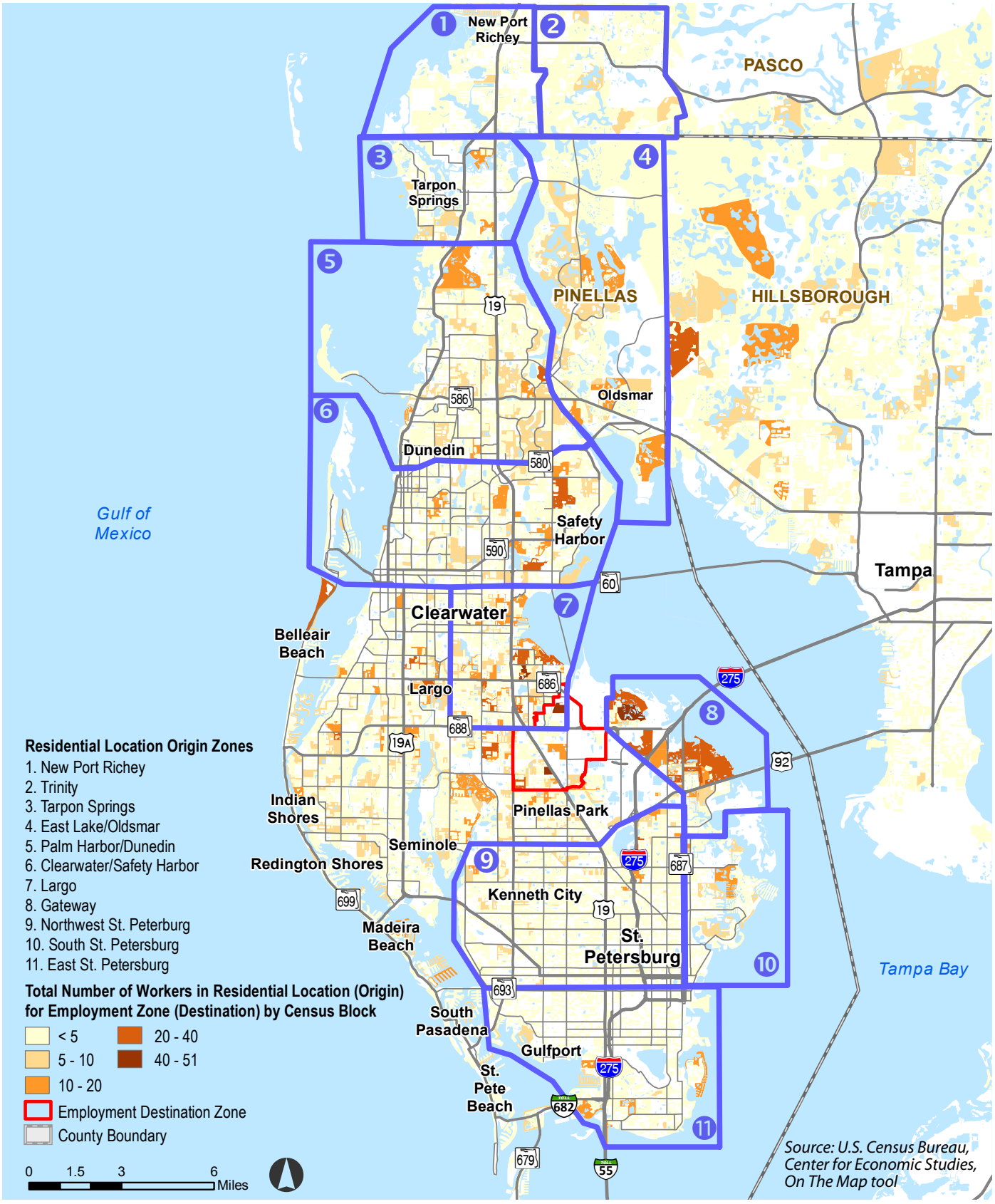


Figure 12. Residential Pattern for Gateway: St. Petersburg-Clearwater Airport Employment Destination Zone Workers

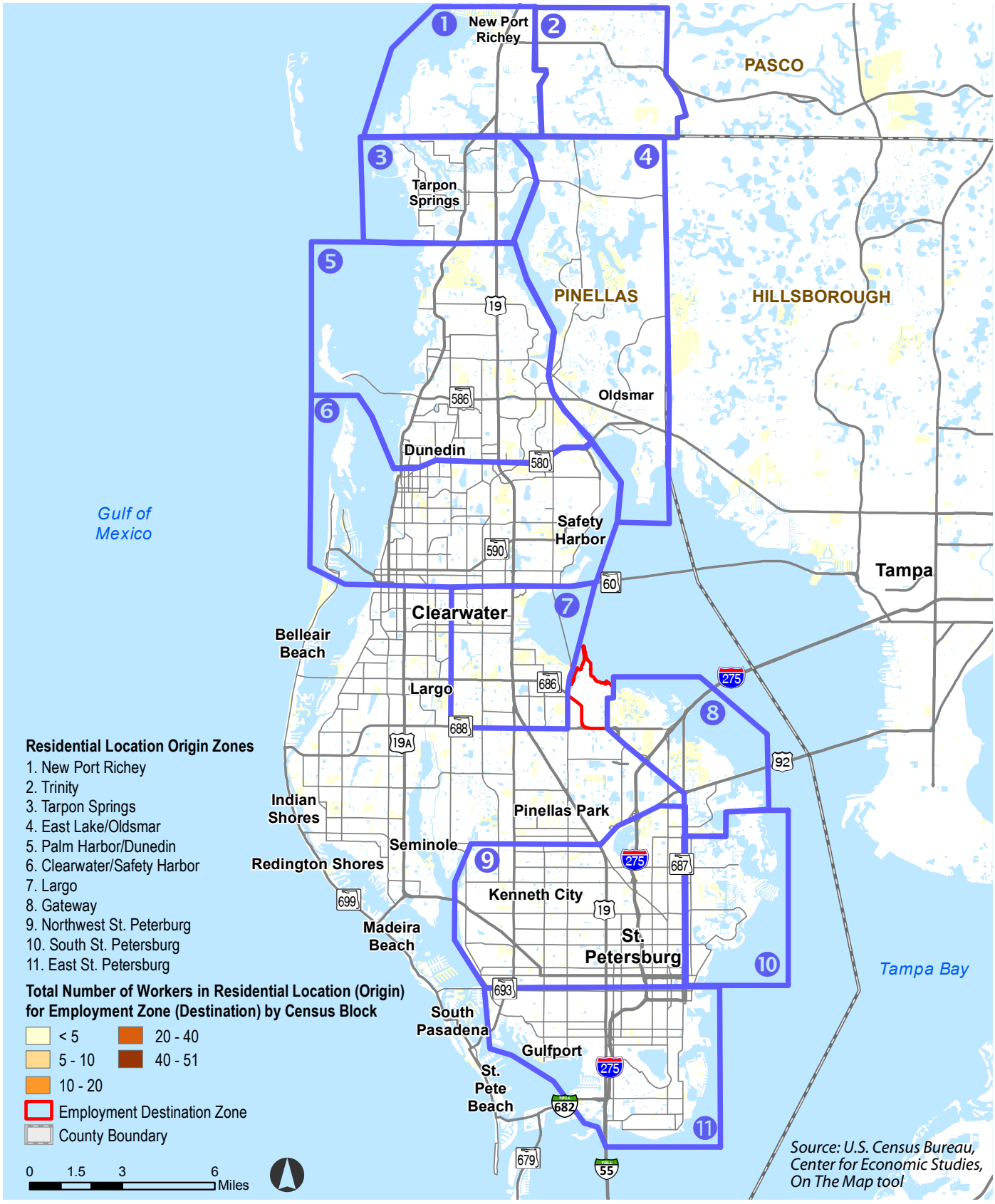


Figure 13. Residential Pattern for Gateway: Tech Data Employment Destination Zone Workers

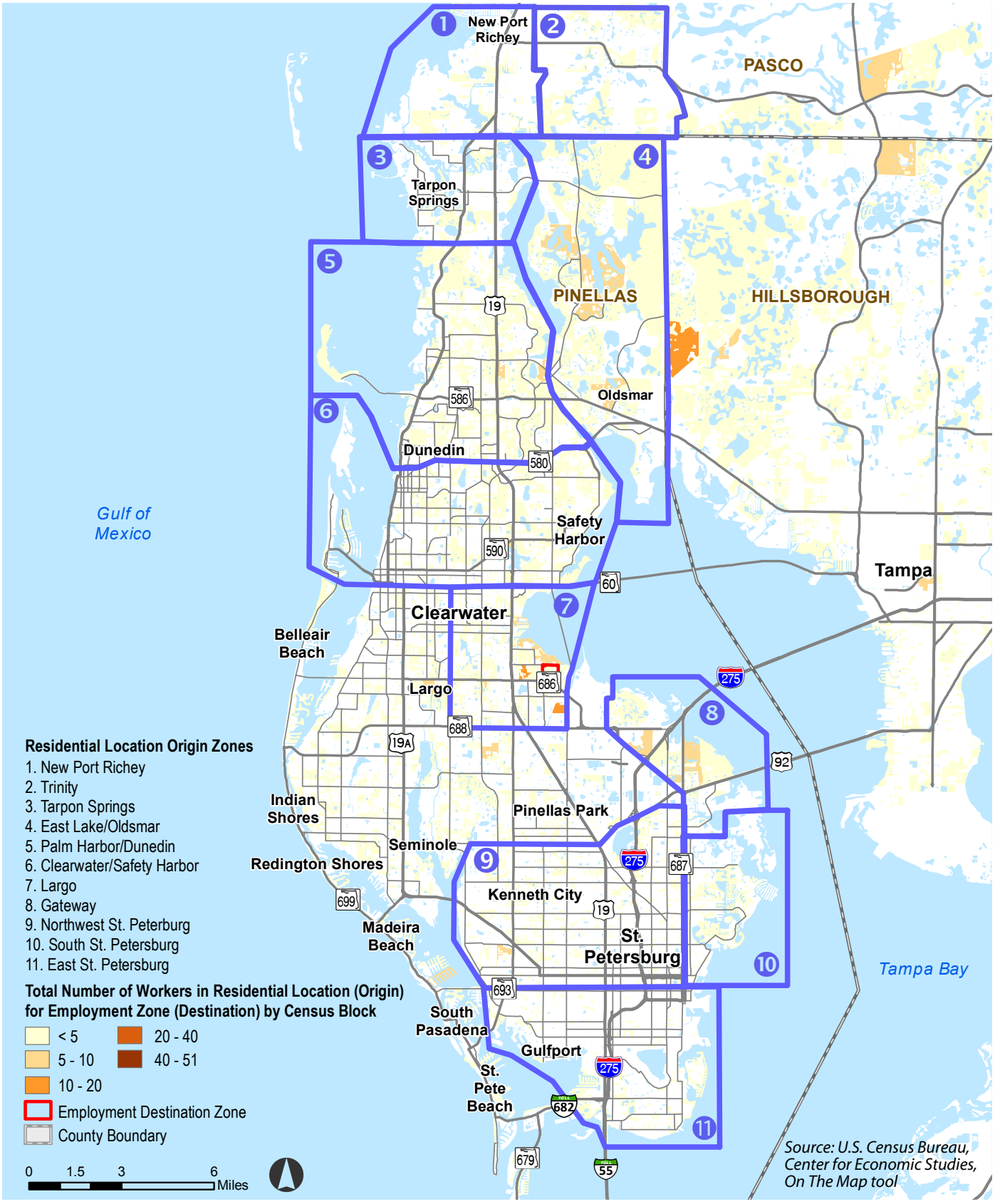


Figure 14. Residential Pattern for Gateway: Roosevelt Blvd/MLK Jr. Drive Employment Destination Zone Workers

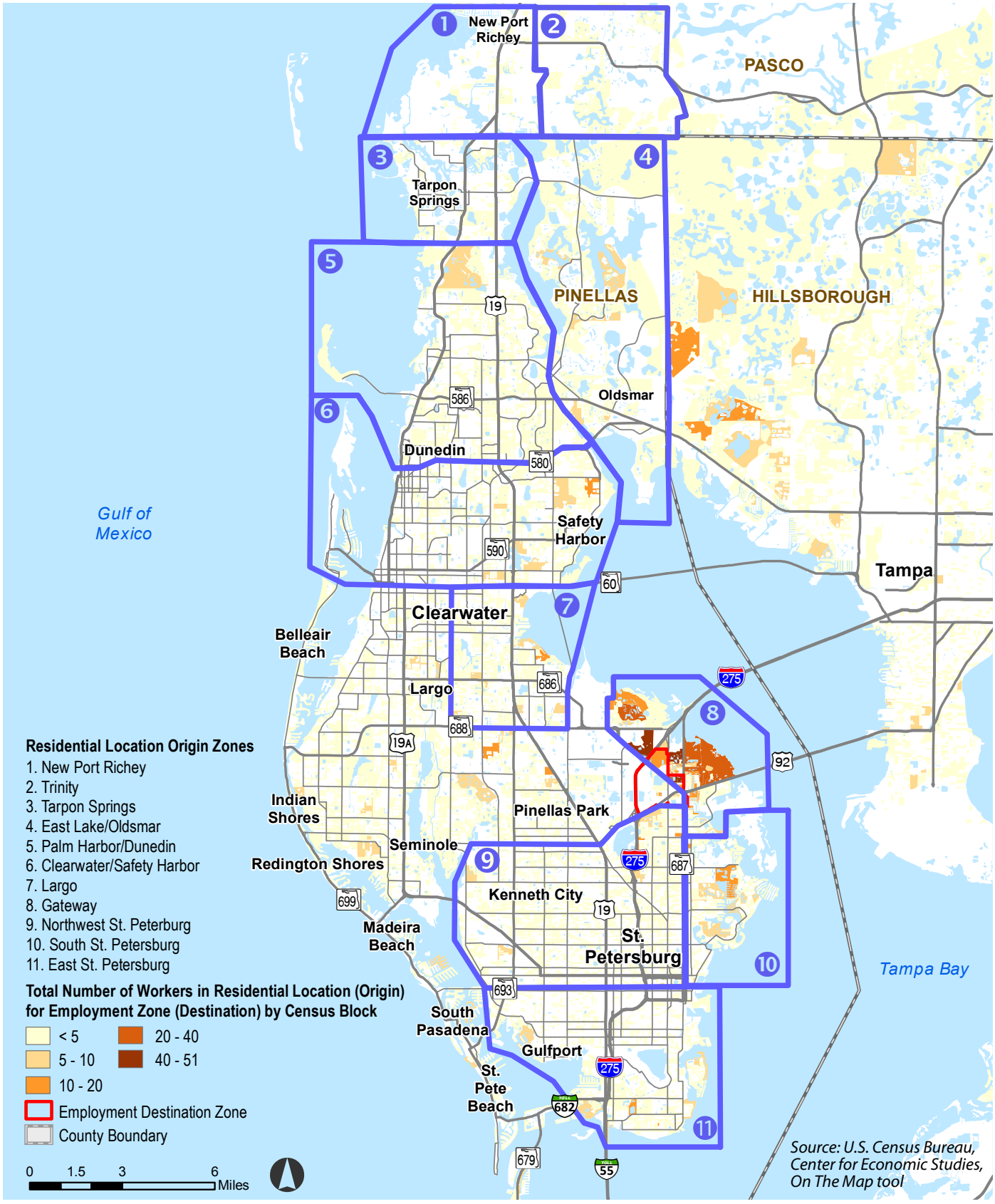


Figure 15. Residential Pattern for Downtown St. Petersburg: Core Employment Destination Zone Workers

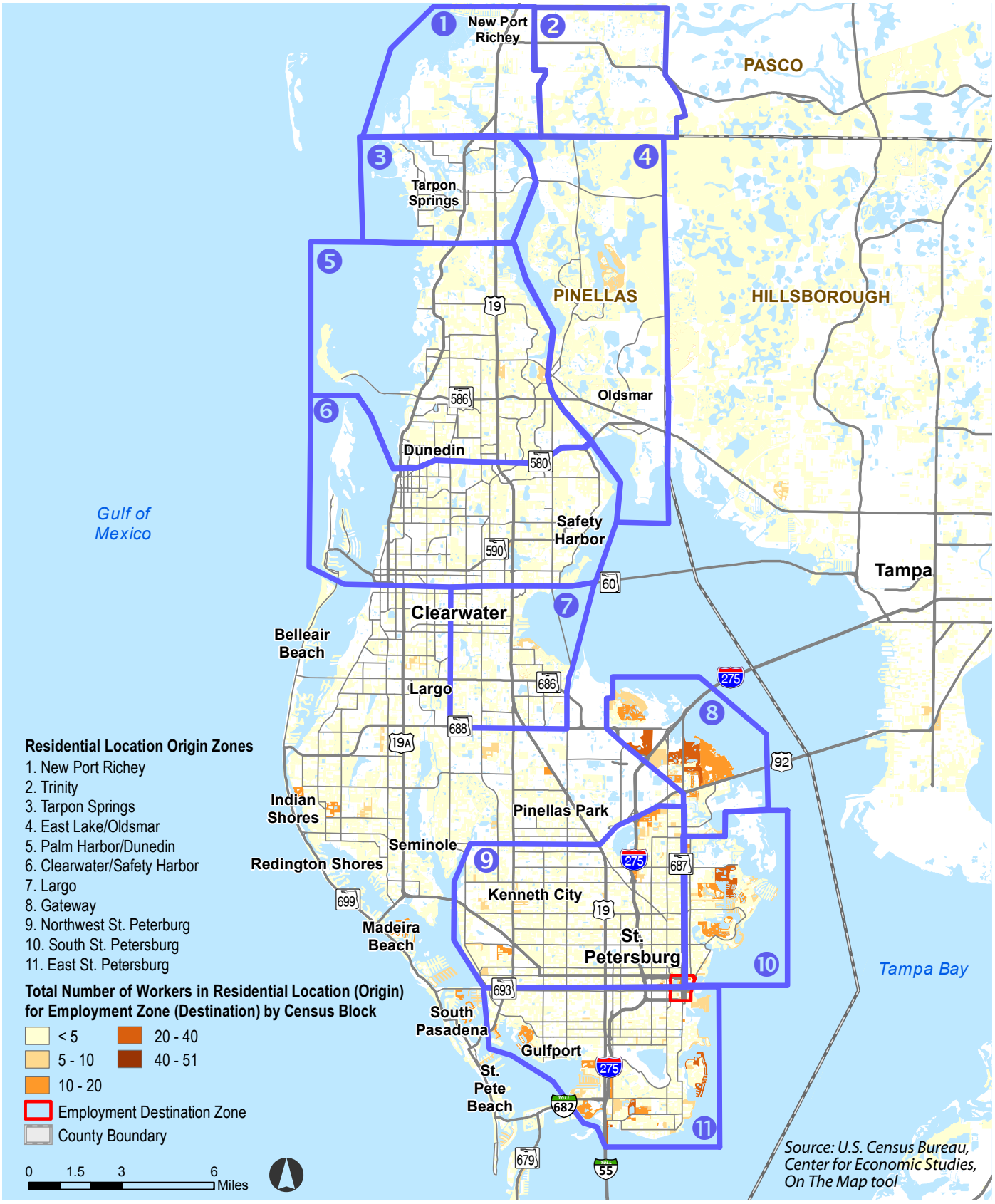


Figure 16. Residential Pattern for Downtown St. Petersburg: South Employment Destination Zone Workers

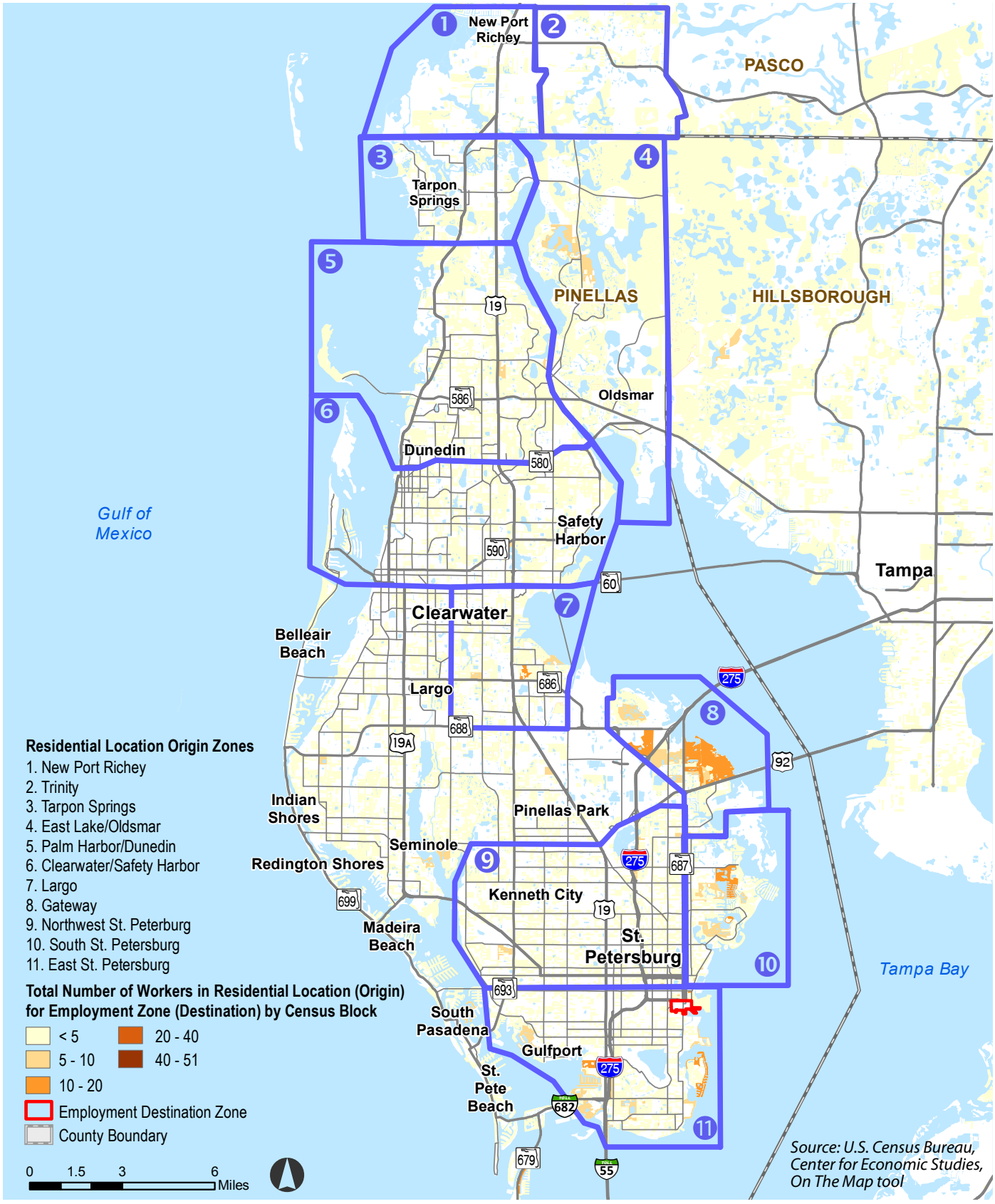
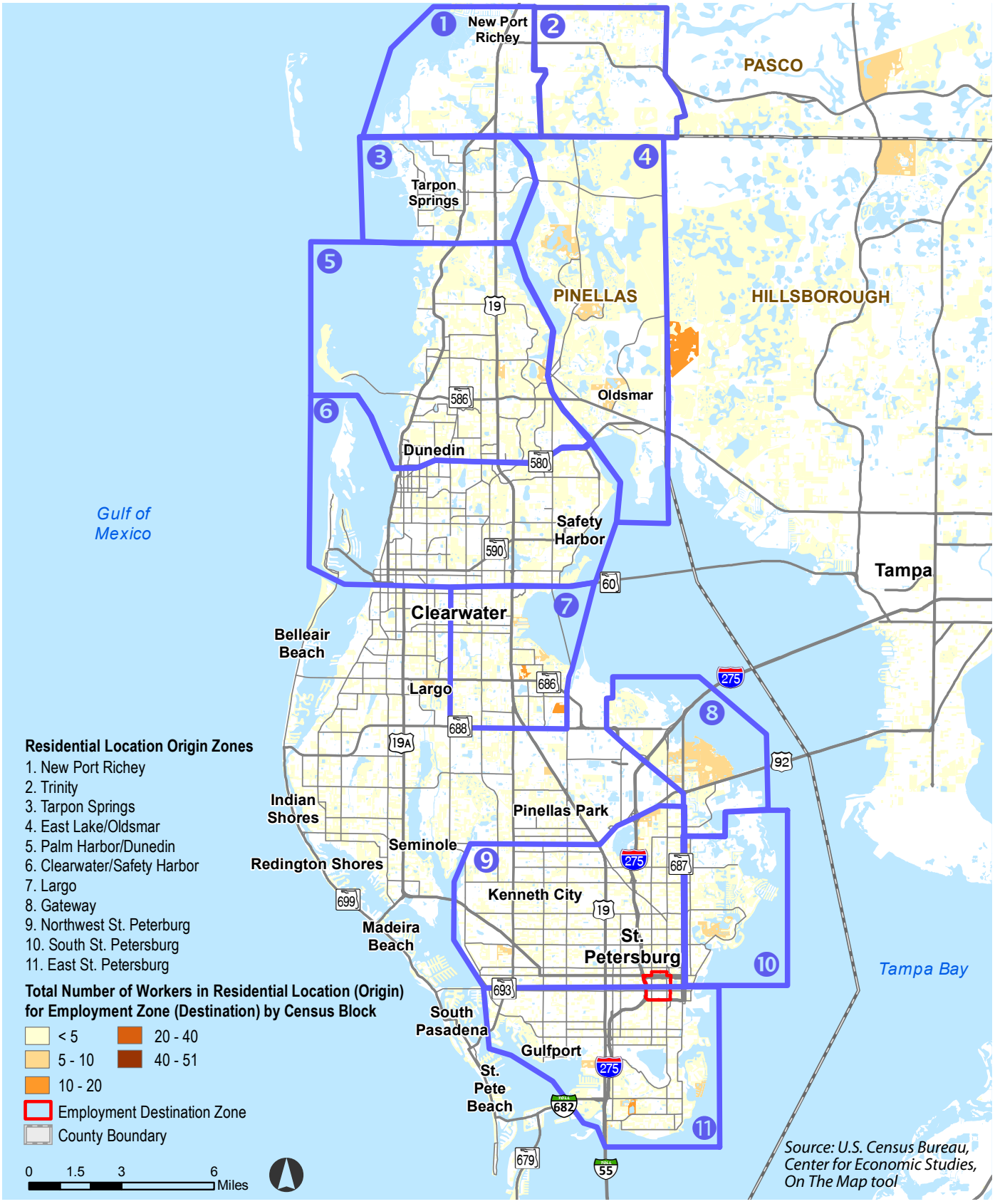


Figure 17. Residential Pattern for Downtown St. Petersburg: West Employment Destination Zone Workers



Technical Coordinating Committee – March 28, 2018

7. US 19 Report: Conditions Trends and Projects

SUMMARY

In 2015, a report on US 19 roadway performance, operating conditions, trends and projects was presented to the Forward Pinellas advisory committees and Board. This information was also presented at two public workshops in April, 2016. These workshops were held to collect public input on issues of concern related to the corridor and to kick-off the US 19 visioning effort, one of Forward Pinellas' three SPOTlight initiatives. This US 19 report has been updated to include more recent operational and crash data and information from studies associated with the visioning project currently underway. Staff will present this report at the meeting.

ATTACHMENT(S): None

ACTION: None, Informational Item Only

Technical Coordinating Committee – March 28, 2018

8. 2018 Florida Legislative Session Report

FORWARD PINELLAS
Integrating Land Use & Transportation

SUMMARY

The 2018 Legislative Session in Tallahassee ended on March 11. There were several bills affecting metropolitan planning organizations (MPOs) and transportation. Some of the key outcomes in this area are identified below.

- Texting and driving as primary offense. Failed to pass.
- MPO governance related to mergers and term limits. Several ill-advised bills failed at the last minute, but term limits were passed as was a provision for merged MPOs to have an unlimited number of board members.
- Authority for counties to use Tourist Development Tax funds for infrastructure. Passed.
- Establishment of State Alternative Transportation Authority. Failed.
- Pre-emption of local governments to craft their own regulations governing the bike-share industry. Failed.
- Changes to requirements of community redevelopment agencies (CRAs), including prohibiting their creation after a certain date. Failed.

Forward Pinellas staff will report on the results of the 2018 legislative session at the meeting.

ATTACHMENT(S):

- MPOAC Legislative Update
- APA Florida Legislative Update
  file:///C:/Users/plndf03/Downloads/APA-Florida-Bill-Tracking-Report-March-12-2018.pdf

ACTION: None, Informational Item Only

MPOAC The Florida Metropolitan Planning Organization Advisory Council

Mayor Susan Haynie
Chair

Legislative Update for the week ending 03/09/2018

Overview

Urban Transportation Planning ended on high note this legislative session. While last week's newsletter was all doom and gloom, this week we should be dancing. In a bizarre series of legislative moves that was akin to playing six games of chess at once the MPOs of Florida came out winners. Here's an overview of what happened. For those of you following these issues closely, you have seen my mid-week emails which were intended to keep you up to date and some of this will be a repeat, but here is the summary. House Bill 575 had seemed to stall and was never taken up by the third committee. That was fine with us, at the same time the Senate version had not gone before it's first committee. That means that neither version was able to advance to the floor for a full chamber vote, fine with us. Late last week, the contents of HB 575 were amended onto HB 1287 but with new, more restrictive language that was not going to work for our MPOs. The MPO contents of the bill were amended again, passed the house and came over to the Senate. Senate amendments to HB 1287 began, one after another they were added onto HB 1287 and they seemed to be from all corners of transportation issues. HB 1287 was the transportation bill that had a little bit of everything transportation in it from the House and the Senate was following suit. Working with Senators and their staffs we worked out a deal to strip out the MPO language except for the term limits provision and the proviso that MPOs who merge would have unlimited voting board members. We were told that these had to stay in the bill. The term limits were to be applied going forward, not retroactively. Seemed like the best deal we could get so we took it. Thursday was the day that SB 1104 was to be heard on the Senate Floor and at that time it would be swapped for the House version, HB 1287. It was not heard. The Senate moved to adjourn Thursday evening and all unheard bills would be taken up on Friday, including SB 1104. Friday arrived, the Senate was called to order and they seemed to be in no hurry. Once the Senate began hearing bills, one of the first was SB 1104 which was taken up and instead of swapping in the House version, the Senate passed their version without any MPO language in it. The Senate effectively left the House Bill to die. Swifty, amendments were late filled onto three other Senate bills containing the MPO language and many other provisions (115 pages of provisions). The amendments were filed at 5:23PM, 5:24PM and 6:01PM. When the first bill containing one of these amendments came up on the Senate floor, a point of order was called on the late file. The amendment was withdrawn and so were the other two. It appeared we were in the clear. At around 7:40PM Friday night, Senator Benacquisto brought forward a motion to continue Senate work until 11PM and the readjourn on Sunday to take up a vote on the budget and budget related items only. With all MPO related bills dead and late file amendments not being allowed by the Senate, there was not a way to have MPO restrictions passed in the remaining time for the 2018 legislative session. I suppose some very odd maneuvering would might be possible but the Senate was not having it, they were going to deal with the bills they had, as they were, and then finish. Folks, we made it through the session without any MPO changes!!!!! Break the foil on a fresh container of coffee!!!!!!

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In other news, the school safety/gun bill took up a great amount of time this past week and delayed the budget being printed. The reason is that the money to pay for the allocations in the school safety bill had to come from somewhere and it was going to be from projects in the general budget. Let's just say as a general rule that if you voted against the school safety bill you weren't going to see your specific projects funded in the budget. Wednesday evening in the Senate building I overhead one Senator grumble to two individuals in the hallway that "There are a lot of pissed off people in this building", meaning other Senators. They had found out which member projects had been cut in order to pay for the school safety bill. Even members of both chambers that voted for the school safety bill had to lose some of their projects in order to pay for the school safety bill. You can imagine the mood in the building that evening. After being coy about his intentions, the Governor signed the school safety bill Friday afternoon.

The texting while driving bill came so close to passing, but close doesn't count. I was terribly disappointed when I stopped by Senator Perry's office this week to see if a procedural move would be possible to advance the bill onto the Senate Floor and was told no, the bill was dead. While disappointing to hear, I appreciated the frankness of Senator Perry's team, they have been wonderful to collaborate with this session. We found that many members of the House and Senate wanted this bill, however it was blocked from being heard in the last committee stop. The committee chair is a former prosecutor who recognized that the enforcement of the proposed law would open up a lot of 4th Amendment rights issues and probably would lead to a lawsuit. Ironically, a hands-free bill would have satisfied the concerns of the committee chair but many others felt the Florida legislature was not ready to go that far with texting and driving legislation. Let's hope for next year. Interestingly, I should point out that similar legislation in previous years could not even get on the agenda for the first committee stop. We came a long way when compared to past years.

Senator Perry and Representative Payne passed their autocycle bill and it is headed to the Governor's desk. This bill will benefit injured veterans who return home, wish to ride motorcycles and find that they cannot due to their injuries. Those veterans are likely to move to autocycles and this bill will make it easier for veterans to do so. Thank you Senator Perry and Represenative Payne for looking out for our veterans. Other bills were passed, details are in this newsletter – the last one of the 2018 Legislative Session.

This session deserves many thanks to many people. During the session, particularly the last couple of weeks, a number of us were talking multiple times per day as we worked the MPO issues. A very special thank you to Senator Simmons who graciously agreed to file an amendment on behalf of Florida MPOs this week. My compliments specifically to his staff person Diane who had the foresight to file the amendment on the main bill and on the strike-all amendment so that we were covered no matter what happened to HB 1287. She even called me after the Senate version had passed. She was making sure we were OK and all was well. Thank you so very much Diane and Senator Simmons from myself and all 27 MPOs in Florida!

I was thinking yesterday when the Senate was in recess that this session had been a long, strange journey and I was trying to remember a song that had those lyrics. I figured I would quote it to lead this newsletter and it finally dawned on me that the general lyrics are from a Greatful Dead song. No, no, no, this is not that kind of newsletter. We are a family friendly publication. I will end with what I had been expecting to be the theme song of MPOs this legislative session, lyrics from the Georgia band, REM. One of their better-known songs: "It's the end of the world as we know it". That is how MPOs had to feel for a period of time as we watched legislation unfolding and changing. But please know that the next line in the song is: "And I feel fine". We should because it all came out just fine. We will need to talk about this session at a Policy and Technical Committee meeting to perform a post-mortem analysis in hopes of avoiding having this happening again in a future year.

Here is a breakdown of the bills we are following. That's a wrap for this week and this session. 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
- March 11, 2018 – Sine Die

Legislation of interest to the membership

This is a summary of bills filed and published on the legislature's website as of March 09, 2018. 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 bill you are tracking.

Changes from last update are shown in RED

HB 33: Texting While Driving – (Toledo; Slosberg – Co-Introducers: Ahern; Burgess; Fitzenhagen; Jacobs; Metz; Stark; Altman; Asencio; Berman; Beshears; Boyd; Clemons; Cortes, J.; Cruz; Daniels; Diaz, M.; Donalds; Drake; Duran; Edwards-Walpole; Grant, M.; Gruters; Hager; Harrell; Harrison; Ingoglia; Killebrew; Leek; Mariano; McClain; McClure; Miller, M.; Moskowitz; Olszewski; Payne; Perez; Plasencia; Raschein; Russell; Smith; Spano; Stevenson; Stone; Watson, C.; White; Willhite; Williams) – Similar Bill SB 90. Revises legislative intent; requires law enforcement officer to inform motor vehicle operator of certain rights; prohibits certain actions by such officer; removes requirement that enforcement be accomplished as secondary action. The bill has added many cosponsors and gained the support of the Speaker of the House. Referred to Transportation and Infrastructure Subcommittee; Judiciary Committee; Government Accountability Committee. Passed the Transportation and Infrastructure Subcommittee; YEAS 14 NAYS 0, now in Judiciary Committee. Passed Judiciary Committee, 17 Yeas, 1 Nay. It now needs to pass Government Accountability and then can head to the House floor for a full vote. Passed Government Accountability with 20 Yeas, Zero Nays. Now headed to the House floor for a full vote of the House. Please note, Speaker Corcoran has publicly stated his support for this bill. Waiting for a vote of the full House of Representatives. To read on House floor on 02/28/2018, can be voted upon 03/01/2018. Passed the Full House, 112 Yeas, 2 Nays. In Senate messages. Did not pass.

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; Baxley Stewart; Taddeo) – Identical to SB 72. Similar to HB 33. 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 seven co-sponsors.

The bill passed the Transportation Committee with a vote of 5 Yeas, 0 Nays. The bill now moves to the Appropriations Subcommittee on Transportation, Tourism, and Economic Development. On the Committee Agenda for Appropriations Subcommittee on Transportation, Tourism, and Economic Development, 01/18/2018, 9:00AM 110 Senate Office Building. Passed Appropriations Subcommittee on Transportation, Tourism and Economic Development with 8 Yeas and 2 Nays. Now in Appropriations. After Appropriations Committee it will head to the Senate Floor for a full vote. Not on the Appropriations Committee Agenda for their last committee meeting, fear this bill may not pass. Not heard by Appropriations. Did not pass.

SB 116: Operation of Vehicles – (Baxley – Co-Introducers: Passidomo; Book) - 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. Will not pass this session. Did not pass.

HB 117: Operation of Vehicles – (Stone – Co-Introducers: Hahnfeldt; Jacobs; Killebrew; Stark) - Companion Bill to SB 116. Referred to Transportation and Infrastructure Subcommittee; Government Accountability Committee. Committee Substitute passed Transportation and Infrastructure Subcommittee on a vote of 11 Yeas, 0 Nays. Pending review of Committee Substitute. Now in Government Accountability Committee. On the Government Accountability Agenda for 02/13/2018 at 3:00PM. Passed Government Accountability - 22 Yeas, Zero Nays. Heads to Full House vote. Note that the Senate companion is not advancing. Did not pass.

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. This bill was withdrawn and the bill sponsor (Slosberg) is a cosponsor of the newly filed HB 33: Texting While Driving bill.

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. Will not pass this session. Did not pass.

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. On the Transportation Committee agenda for 02/06/2018 at 2:00PM in Room 401 of the Senate Office Building. Passed Transportation, now in Appropriations Subcommittee on Transportation, Tourism and Economic Development. Will not pass this session. Did not pass.

SB 188: Public School Transportation – (Steube) – Companion bill is HB 1299. 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. On the Education Committee

agenda for 02/12/2018 at 3:30PM in Room 412, Knott Building. Passed Education Committee – 8 Yeas, 1 Nay. Now in Appropriations Subcommittee on Pre-K Education. Has two committees to go, will not pass this session. Did not pass.

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. Will not pass this session. Did not pass.

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. The bill passed the Government Accountability Committee with 19 Yeas, 2 Nays. The Bill has now been placed on the Calendar for a full House vote on 01/24/2018. Passed the House with 105 Yeas and 1 Nay. Received by the Senate and assigned to Committees – Appropriations Subcommittee on Transportation, Tourism and Economic Development; Appropriations. The Senate version has passed all committees and is waiting on a full Senate vote, this bill seems likely to become law. Headed to the Governor desk for his signature.

HB 243: Charter County and Regional Transportation System Surtax – (Avila; Perez) – Companion Bill is SB 688. 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. The bill was amended by the Transportation and Infrastructure Subcommittee to define eligible uses of surtax monies. The bill as written does not allow for surtax monies to be used for salaries or other personnel expense. The bill passed 12 Yeas, Zero Nays. The bill has passed the Ways and Means Committee with a vote of 14 Yeas, 6 Nays. It is now in the Government Accountability Committee. Bill was Temporarily Postponed in Government Accountability (was to be heard on

02/08/2018), now on Government Accountability agenda for 02/13/2018 at 3:00 PM, Morris Hall. Bill passed Government Accountability – 17 Yeas, 6 Nays. Headed to a Full House Floor vote. The Senate companion bill has one more committee stop before a full Senate floor vote. This is likely to become law. This bill passed the House on a full floor vote of 106 Yeas, 7 Nays. In Senate messages. Did not pass.

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. On the Committee agenda for 01/16/2018 at 10:00AM in room 401 Senate Office Building. Passed Appropriations Subcommittee on Finance and Tax with an amendment, 6 Yeas, Zero Nays, now in Appropriations. This bill has one more committee stop, the House companion bill has passed the full House. This bill is likely to become law. This bill is not on the agenda for the last Appropriations Committee meeting which is not good. The House companion has been sent over to the Senate, the bill can be taken up on the full Senate floor with some procedural maneuvering. Was added to the agenda for Appropriations, passed with 11 Yeas, 7 Nays. Did not pass.

HB 317: Local Tax Referenda – (Ingoglia) – 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. Bill passed Ways and Means Committee, 18 Yeas, Zero Nays. Now in Government Accountability Committee. An amended version of the bill passed Government Accountability Committee with 17 Yeas, 3 Nays. The amendment removes the ability to hold a local tax referenda item on a non-general election ballot. The bill is on the House Calendar to be heard (and voted upon) 01/31/2018. Passed the full House vote with 84 Yeas, 27 Nays. Bill was sent to the Senate, has been assigned to four committees: Community Affairs, Appropriations Subcommittee on Finance and Tax, Appropriations, Rules. The Senate companion bill has one more committee stop before a full Senate floor vote, this bill is likely to become law. Please see the Senate companion bill SB 272 for status. Did not pass.

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. This bill has three more committee stops, will not pass this session. Did not pass.

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. On Appropriations Committee agenda for 01/22/2018, 3:00PM, Webster Hall. Passed Appropriations Committee with 20 Yeas and Zero Nays. Next stop is Government Accountability Committee. This bill has one committee stop left in the House, the Senate companion bill has two committee stops. Don't count this one out yet, the Senate sponsor (Brandes) is a fan of this bill and might get it through. This bill and the Senate companion have not been scheduled for their last committee stops. Not looking likely to pass. Did not pass.

SB 384: Electric Vehicles – (Brandes) – Companion bill is HB 981. 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. Bill was amended to add hybrid vehicles, when hybrid and electric vehicles comprise 2% of the total number of vehicles registered in the state, the Florida Transportation Commission must conduct a study of the fiscal impact to transportation funding. Bill as amended passed Transportation Committee 7 Yeas, Zero Nays. This bill has two committee stops left, the House companion bill has passed all committees and is waiting on a full House floor vote. Don't count this one out yet. Will require procedural maneuvering to pass. Did not pass.

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. Passed Appropriations Subcommittee on Transportation, Tourism and Economic Development with 8 Yeas, Zero Nays. Now in Appropriations. Passed Appropriations – 19 Yeas, Zero Nays. Next stop is a full Senate floor vote. The House version of this bill has passed the House. Likely to become law. Placed on Calendar, headed to a floor vote. Headed to the Governor's Desk for his signature.

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. Will not pass this session. Did not pass.

HB 535: Statewide Alternative Transportation Authority – (Avila) – Companion bill is SB 1200. 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. Bill was amended by Transportation and Infrastructure Subcommittee, passed 13 Yeas, Zero Nays. This bill has two committee stops left to go, Senate version has been advancing. Will not pass this session. Did not pass.

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. Will not pass this session. Did not pass.

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. Passed Transportation, now in Appropriations Subcommittee on Transportation, Tourism, and Economic Development. This bill has two committee stops left, will not pass this session. Did not pass.

SB 548: Traffic Infraction Detectors – (Campbell) – Companion Bill is HB 6001. Repealing provisions relating to the definitions of "local hearing officer" and "traffic infraction detector," respectively and 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 that cap fines and provide for the deposit and use of fines, and the distribution of specified penalties, respectively, etc. Referred to Transportation; Community Affairs; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations. Will not pass this session. Did not pass.

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. Bill was amended by Transportation and Infrastructure Subcommittee, passed 12 Yeas, Zero Nays. Will not pass this session, has two committee stops left. Did not pass.

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 6 Yeas, Zero Nays. Now in Community Affairs. The bill will be presented in a workshop forum at the Community Affairs Committee on 01/23/2018 at 5:00PM, Room 301, Senate Office Building. Will not pass this session, has two committee stops left and the House companion bill has not advanced. Did not pass.

HB 575: Metropolitan Planning Organizations – (Beshears) – Revises MPO 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. 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 bans weighted voting and places term limits on Governing Board Members. Referred to Transportation and Infrastructure Subcommittee; Local, Federal and Veterans Affairs Subcommittee; Government Accountability Committee. Passed Transportation and Infrastructure Subcommittee with 13 Yeas, Zero Nays. Now in Local, Federal and Veteran Affairs Subcommittee. The bill passed Local, Federal and Veterans Affairs Subcommittee with a vote of 13 Yeas, 1 Nay. The bill now moves to the Government Accountability Committee. Will not pass this session, the Senate companion bill has not advanced. Did not pass.

HB 633: Florida Smart City Challenge Grant Program – (Fischer; Co-Introducer: Jacobs) – Companion bill is SB 852. Creates Florida Smart City Challenge Grant Program within DOT; provides program goals &

grant eligibility requirements; requires DOT to issue request for proposals; provides proposal requirements, grant award requirements, & requirements for use of grant funds; requires reports; requires administrative support by DOT; provides appropriation. Annual amount: $15,000,000.00. Referred to Transportation and Infrastructure Subcommittee; Transportation and Tourism Appropriations Subcommittee; Government Accountability Committee. On the Transportation and Infrastructure Subcommittee agenda, 01/23/2018 at 9:00AM, Reed Hall. The bill passed Transportation and Infrastructure Subcommittee with 13 Yeas and Zero Nays. Now in Transportation and Tourism Appropriations Subcommittee. On Committee Agenda for 02/13/2018 at 12:30PM, Sumner Hall. Passed Transportation and Tourism Appropriations Subcommittee – 13 Yeas, Zero Nays. Has one committee stop left. The Senate companion has two committee stops left and is scheduled on committee agenda for next week. Don't count this bill out yet, this will be a close one as to whether or not it becomes law. Passed Government Accountability Committee with 22 Yeas, Zero Nays. Headed to a full floor vote. Senate companion is headed to it's final committee stop next week. Did not pass.

SB 688: Charter County and Regional Transportation System Surtax – (Garcia) – Companion bill is HB 243. 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. Passed Community Affairs with 5 Yeas, Zero Nays. Now in Appropriations Subcommittee on Finance and Tax. On the agenda for Appropriations Subcommittee on Finance and Tax, 01/29/2018 at 1:30PM in Room 401, Senate Office Building. Passed Appropriations Subcommittee on Finance and Tax with 6 Yeas, Zero Nays. Now in Appropriations Committee. One Committee stop left to go, the House version is headed to a Floor vote. This bill is likely to become law. Not on the agenda for the Appropriations Committee meeting (last one). Will require some procedural maneuvering to pass. Did not pass.

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. Passed Transportation with 7 Yeas and Zero Nays. The next stop is Banking and Insurance. The House version has one committee stop left before heading to a full floor vote. Don't count this bill out yet. This bill and the House companion have not been scheduled for their last committee stops. Not looking likely to pass. Did not pass.

SB 782: Bollards Grant Program – (Rodriguez) - Requiring the Department of Transportation to develop the Bollards Grant Program in order to provide grants to municipalities and counties for the installation of bollards in their jurisdictions; requiring a county or municipality to specify in its application the area, which may include private property, where it intends to install bollards and why the installation is needed, etc. Annual amount: $250,000.00. Referred to Transportation; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations. Will not pass this session. Did not pass.

HB 807: Metropolitan Planning Organizations – (Diamond) – Companion Bill is SB 984. Allows MPOs designated after July 01, 2018 as the result of a merger of two or more existing MPOs to have at least 5 Governing Board members. The bill does not place an upper limit on the number of Governing Board members for MPOs designated after July 01, 2018 as a result of the merger of two or more existing MPOs. Assigned to Transportation and Infrastructure Subcommittee; Local, Federal and Veterans Affairs Subcommittee; Government Accountability Committee. On the Transportation and Infrastructure Committee agenda for 01/23/2018 at 9:00AM, Reed Hall. Passed Transportation and Infrastructure Subcommittee with 13 Yeas and Zero Nays. On the Committee Agenda for Local, Federal and Veterans Affairs Subcommittee on 01/29/2018 at 3:00PM in Room 12 of the House Office Building. Passed Local, Federal and Veterans Affairs Subcommittee

with 11 Yeas, Zero Nays. Now in Government Accountability. This bill has one committee stop left to go. The Senate companion bill has three committee stops left to go. Will not pass this session. Did not pass.

HB 815: County and Municipal Public Officers and Employees – (Avila; Co-Introducers: La Rosa)

- Companion bill is SB 1180. This bill does a number of things, of importance to MPOs are two requirements related to travel in the bill. First, out of state travel for public officials must be approved by the full governing body of the county of municipality at a publicly noticed meeting and must be on the meeting agenda with an itemized list detailing all anticipated travel expenses. The public official travel must be approved by a majority vote of the governing body. This may create problems for MPO board members to attend events/conferences and USDOT led events given that short notice travel would be virtually impossible to be approved in advance. The second issue for MPOs is the cap of lodging expenses in excess of $120 per night. For MPOs that are administratively housed within a County or Municipality, the lodging cap of $120 per night would apply to you. Foreign travel by county or municipal officers cannot be paid by their government body. Travel expenses incurred by public officers and employees may only be paid for if it is incurred 24 hours before, during and after the event necessitating the travel. Travel expenses outside those timeframes cannot be paid for by the government entity. The bill has been referred to Local, Federal and Veterans Affairs Subcommittee; Public Integrity and Ethics Committee; Government Accountability Committee. Passed Local, Federal and Veterans Affairs Subcommittee with 12 Yeas and 2 Nays. Now in Public Integrity and Ethics Committee. Committee Substitute passed Public Integrity and Ethics Committee with 12 Yeas, 6 Nays. The next stop will be Government Accountability Committee. The bill has undergone some changes and is much easier to work with now. The hotel limit of $120 per night has been removed and applies to only elected officials now. This bill has one committee stop left to go, the Senate companion bill has two committee stops left to go and is on the agenda for a committee stop this coming week. Don't count this bill out yet. Passed Government Accountability Committee with 17 Yeas, 4 Nays. Headed to full floor vote. Senate companion has one more committee stop. Placed on 3rd Reading, ready for a full floor vote. Did not pass.

SB 852: Florida Smart City Challenge Grant Program – (Brandes; Co-Introducer: Taddeo) – Companion bill is HB 633. Creates Florida Smart City Challenge Grant Program within DOT; provides program goals & grant eligibility requirements; requires DOT to issue request for proposals; provides proposal requirements, grant award requirements, & requirements for use of grant funds; requires reports; requires administrative support by DOT; provides appropriation. Annual amount: $15,000,000.00. Referred to Transportation; Transportation, Tourism and Economic Development Appropriations Subcommittee; Appropriations. On the Transportation Committee agenda for 01/18/2018 at 10:00AM in Room 401 of the Senate Office Building. Passed Transportation Committee with 7 Yeas, Zero Nays. Now in Appropriations Subcommittee on Transportation, Tourism and Economic Development. The House version has one committee stop left. This bill has two committee stops left and is scheduled on the Appropriations Subcommittee on Transportation, Tourism and Economic Development agenda for 02/21/2018 at 1:30PM in room 110, Senate Office Building. Don't count this bill out yet, this will be a close one as to whether or not it becomes law. On the Appropriations Committee agenda for 02/27/2018 at 11:00AM in Room 412, Knott Building. House companion is headed to full floor vote. Passed Appropriations Committee with 17 Yeas, 1 Nay. Headed to the full Senate. Did not pass.

HB 981: Electric Vehicles – (Olszewski) – Companion bill is SB 384. 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 and Infrastructure Subcommittee; Transportation and Tourism Appropriations Subcommittee; Government Accountability. Bill passed Transportation and Infrastructure Subcommittee 13 Yeas, Zero Nays. Now in Transportation and Tourism Subcommittee. On Committee agenda-- Transportation and Tourism Appropriations Subcommittee, 01/29/18, 3:00 pm, Reed Hall. Passed Transportation and Tourism Appropriations Subcommittee with 10 Yeas, 1 Nay. Passed Government Accountability Committee with 20

Yeas, Zero Nays. Next stop is a vote of the full House. The Senate companion bill has two stops left, don't count this one out yet. On special order calendar for 02/28/2018, meaning it is going for a full floor vote. Passed the House with 111 Yeas, 2 Nays. Sent to the Senate (messages) and was assigned to Transportation, Appropriations Subcommittee on Transportation, Tourism and Economic Development, and Appropriations Committee. Did not pass.

SB 984: Metropolitan Planning Organizations – (Brandes) – Companion Bill is HB 807. Allows MPOs designated after July 01, 2018 as the result of a merger of two or more existing MPOs to have at least 5 Governing Board members. The bill does not place an upper limit on the number of Governing Board members for MPOs designated after July 01, 2018 as a result of the merger of two or more existing MPOs. The bill has been filed but not yet assigned to committees. Bill assigned to Transportation, Community Affairs, Rules. Will not pass this session. Did not pass.

SB 1012: Alligator Alley Toll Road – (Passidomo) – Requiring fees generated from tolls to be used to reimburse, by interlocal agreement effective for a specified period of time, a county or another local governmental entity for the direct actual costs of operating a specified fire station, which may be used by a county or another local governmental entity to provide fire, rescue, and emergency management services to the public, etc. Referred to Transportation; Appropriations Subcommittee on Transportation, Tourism and Economic Development; Appropriations. On Transportation Committee agenda for 01/18/2018 at 10:00AM in room 401 of the Senate Office Building. Passed Transportation Committee with 7 Yeas, Zero Nays. Now in Appropriations Subcommittee on Transportation, Tourism and Economic Development. Passed Appropriations Subcommittee on Transportation, Tourism and Economic Development with 10 Yeas, Zero Nays. Next stop is Appropriations Committee. There is not a House companion bill. On Appropriations Committee agenda for 02/27/2018 at 11:00AM in Room 412 of the Knott Building. Passed Appropriations Committee with 17 Yeas, Zero Nays. Headed to a full floor vote. Headed to the Governor's Desk for his signature.

HB 1033: Dockless Bicycle Sharing – (Toledo) – Companion bill is SB 1304 by Young. Providing insurance requirements for a bicycle sharing company; providing requirements for dockless bicycles made available for reservation by such company, etc. Bill referred to Careers and Competition Subcommittee; Commerce Committee. On the agenda for Careers and Competition Subcommittee for 01/16/2018 at 3:00PM in room 216 in the Capitol Building. Amended version passed Careers and Competition Subcommittee with 13 Yeas, 1 Nay. Now in Commerce Committee. Has one committee stop to go before a full House vote. The Senate companion bill has two committee stops to go. Not likely to pass this session. Passed Commerce Committee with 23 Yeas, Zero Nays. On special order calendar for 02/28/2018 which means it is headed to a full floor vote. Passed the full House with 114 Yeas, Zero Nays. Sent to the Senate and assigned to Banking and Insurance, Community Affairs, and Rules committees. Did not pass.

SB 1180: County and Municipal Public Officers and Employees – (Steube) - Companion bill is HB 815. This bill does a number of things, of importance to MPOs are two requirements related to travel in the bill. First, out of state travel for public officials must be approved by the full governing body of the county of municipality at a publicly noticed meeting and must be on the meeting agenda with an itemized list detailing all anticipated travel expenses. The public official travel must be approved by a majority vote of the governing body. This may create problems for MPO board members to attend events/conferences and USDOT led events given that short notice travel would be virtually impossible to be approved in advance. The second issue for MPOs is the cap of lodging expenses in excess of $120 per night. For MPOs that are administratively housed within a County or Municipality, the lodging cap of $120 per night would apply to you. Foreign travel by county or municipal officers cannot be paid by their government body. Travel expenses incurred by public officers and employees may only be paid for if it is incurred 24 hours before, during and after the event necessitating the travel. Travel expenses outside those timeframes cannot be paid for by the government entity. This bill has undergone several changes, the hotel amount cap of $120 has been removed. The bill has been referred to Ethics and Elections; Community Affairs; Rules. On the Ethics and

Elections Committee Agenda for 02/13/2018 at 2:00PM in Room 412, Knott Building. Passed Ethics and Elections Committee – 5 Yeas, 3 Nays. On the Community Affairs Committee Agenda for 02/20/2018 at 1:30PM in Room 301, Senate Office Building. The House version has one committee stop left to go, don't count this bill out yet. House version passed last committee stop and is headed to a full floor vote. Senate version (this bill) passed Community Affairs Committee with 7 Yeas, Zero Nays. Now headed to Rules Committee which meets on 02/26/2018 – this bill is not on the agenda. No change. Did not pass.

SB 1188: Strategic Intermodal System – (Rouson) – Companion Bill is HB 1277. Specifies that the Strategic Intermodal System and the Emerging SIS shall include existing or planned corridors that are managed lanes of transit. Referred to Transportation; Community Affairs; Rules. On the Transportation Committee Agenda for 02/13/2018 at 2:00PM in Room 401 of the Senate Office Building. Passed Transportation Committee – 6 Yeas, Zero Nays. Now in Community Affairs. The House version is not advancing, will not pass this session. Did not pass.

SB 1200: Statewide Alternative Transportation Authority – (Young; Co-Introducer: Galvano) – Companion bill is HB 535. 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; Transportation, Tourism and Economic Development Appropriations Subcommittee; Appropriations. On Transportation Committee agenda for 02/06/2018 at 2:00PM in Room 401 of the Senate Office Building. Passed Transportation Committee with 6 Yeas, 1 Nay. On the Appropriations Subcommittee on Transportation, Tourism and Economic Development Agenda for 02/14/2018 at 1:30PM in Room 110, Senate Office Building. Passed Appropriations Subcommittee on Transportation, Tourism and Economic Development – 7 Yeas, 3 Nays. Now in Appropriations Committee. House companion bill has two committee stops left to go, will not pass this session. Did not pass.

HB 1277: Strategic Intermodal System – (Willhite) – Companion Bill is HB 1188. Specifies that the Strategic Intermodal System and the Emerging SIS shall include existing or planned corridors that are managed lanes of transit. Referred to Transportation and Infrastructure Subcommittee; Transportation and Tourism Appropriations Subcommittee; Government Accountability. Will not pass this session. Did not pass.

HB 1299: Public School Transportation – (Raburn) – Companion bill is HB 188. 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 PreK-12 Innovation Subcommittee; PreK-12 Appropriations Subcommittee; Education. Passed PreK-12 Innovation Subcommittee with 10 Yeas and Zero Nays. Now in PreK-12 Appropriations Subcommittee. This bill has two committee stops left to go, will not pass this session. Did not pass.

SB 1304: Dockless Bicycle Sharing – (Young) – Companion bill is HB 1033 by Toledo. Providing insurance requirements for a bicycle sharing company; providing requirements for dockless bicycles made available for reservation by such company, etc. Bill referred to Banking and Insurance; Community Affairs; Rules. On the Banking and Insurance Committee Agenda for 02/06/2018 at 11:00AM in Room 110 of the Senate Office Building. Passed Banking and Insurance Committee with 8 Yeas, 2 Nays. On the Community Affairs Committee Agenda for 02/13/2018 at 10:00AM in Room 301 of the Senate Office Building. Was not considered at last committee stop. Has two committee stops to go, the House version has one committee stop to go. Not likely to pass this session. Did not pass.

SB 1350: Airports – (Perry) – Increasing eligibility for certain funding by the DOT to include airports that have fewer than a specified number of commercial passenger enplanements annually. Bill referred to Transportation; Appropriations Subcommittee on Transportation, Tourism, and Economic Development; Appropriations. Will not pass this session. Did not pass.

SB 1516: Metropolitan Planning Organizations – (Perry) – This is a companion bill to HB 575, at this time the two bills are identical – HB 575 is likely to undergo revisions. Revises MPO 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. 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 bans weighted voting and places term limits on Governing Board Members. The bill was filed on 01/04/2018, on 01/12/2018 it was referred to Transportation, Community Affairs and Rules. Will not pass this session. Did not pass.

HB 6001: Traffic Infraction Detectors – (Avila; Ingoglia) – Similar to SB 176. Companion Bill is SB 548. 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). Bill has been placed on Calendar for Full House Vote. The Bill passed the full House on a vote of 83 Yeas, 18 Nays. This bill has been sent to the Senate. Senate version has not advanced, will not pass this session. Did not pass.

Technical Coordinating Committee – March 28, 2018

9. A-D Information Items

A. **SPOTLight Emphasis Area Update**

Staff will provide an update of the SPOTLight Emphasis Areas.

B. **Board Executive Summary – March 14, 2018**

The March 14, 2018 Forward Pinellas Executive Summary

ATTACHMENT: March 14, 2018 Forward Pinellas Executive Summary

C. **Traffic Fatalities Map**

As previously indicated, staff will provide the updated Traffic Fatalities Map each month.

ATTACHMENT: Traffic Fatalities Map February 2018

D. **Tentative Future Agenda Topics**

The following topics are tentatively scheduled to appear as items on future TCC agendas:

- TIP Annual Adoption
- Preliminary Priority Lists
- Environmental Justice Report
- LRTP Scenario Development

Executive Summary, 3.14.18 Board Meeting

The full agenda for the meeting, the meeting video, and a short list of actions that the board took this month are all on our website.

The board recognized outgoing member Bill Jonson, who is leaving the Clearwater City Council due to term limits

- Board members noted his diligence and attention to detail and thanked him for his years of service to Clearwater and Forward Pinellas
- He will be replaced as the PSTA representative on the board by County Commissioner Janet Long

The board took action to approve awards for two Forward Pinellas Grant programs

- For the inaugural Planning & Place-Making Grant Program, $25,000 went to the City of St. Petersburg, and $25,000 went to Pinellas County
    - The City of St. Petersburg requested the funds to develop an analysis of lending practices for financing "Missing Middle" housing projects
    - Pinellas County requested the funds to develop a form-based code for Palm Harbor
    - This grant program was created to assist local governments in their work to maintain and/or strengthen the character of Pinellas County's many distinct communities
- In the second year of the Complete Streets Grant Program, local governments submitted four applications to fund concept plans or construction
    - Two concept plan applications were received
        - Dunedin submitted an application for $100K to develop a plan for a half mile of roadway on Skinner Boulevard (State Road 580), from Alternate US 19 to Bass Boulevard
        - St. Petersburg submitted an application for $60K to develop a plan to improve connectivity and safety for non-motorized transportation in the southern portion of its Community Redevelopment Area (CRA)
        - The concept plan portion of the grant program is funded through Forward Pinellas planning dollars that are set aside each year - $100,000 is currently budgeted
    - Two construction applications were received
        - Oldsmar submitted an application for $1M (with a $2M match) to improve a half mile of roadway on St. Petersburg Drive from Dartmouth to Bayview within its CRA, an underdeveloped area with mixed uses
        - Largo submitted an application for $1M (with a $5M match) to improve 1.25 miles of Rosery Road from Missouri to Eagle Lake Park, filling sidewalk gaps, adding bicycle accommodations, and linking the Pinellas Trail to the park
        - The construction project portion of the grant program would be funded through FDOT, which has agreed to fund one complete streets project from each year's Forward Pinellas Priority list

- The recommending committee, made up of four representatives from the Technical Coordinating Committee, the Planners Advisory Committee and Forward Pinellas, recommended awarding the Dunedin and Oldsmar projects
    - The selection committee felt there was greater potential for land use transformation and economic development in Dunedin
    - The committee also felt there was more ability for transformational impact in Oldsmar with its mix of land uses, and also noted the project was continuing upon already built improvements
- After significant discussion among board members, the board voted to send projects forward, including both construction projects that had been submitted
    - The executive director clarified that the construction projects would be sent forward in priority order with Oldsmar above Largo
    - Because of unclear wording in an amendment to the motion, a clarifying vote will be taken at the board's April meeting

Forward Pinellas staff presented the Unified Planning Work Program and Budget Scenarios

- The UPWP is the two-year guiding budget for the MPO
    - The board approved submitting the UPWP to the reviewing agencies, and the final version will come back to the board in May for final approval
- The board heard an update on the budget scenarios, resulting from the work session in January focused on future planning activities. The scenarios related to the PPC millage rate and capacity
    - The PPC millage cap is currently at 0.0150, which is 9 percent of its maximum
        - The scenarios proposed included raising the millage to 0.0170 mills, which would generate between $139K and $148K in additional revenue, or 0.0190 mills, which would generate between $270K and $290K in revenue
        - The average residential single family home would pay either $0.26 or $.052 more in taxes, respectively for each scenario
        - Millage increases could fund hiring of one to two additional planners
    - The board also heard a recommendation to transfer $400K from the PPC's unassigned fund balance to operating funds
        - Would fund consultant and staff support for priority projects
    - The board will make a final decision on both the unassigned fund balance and the possible millage rate increase at its April meeting
        - Members asked for more information on long-term projected revenues of a millage rate increase, as well as the possible long-term negative impact of the possible homestead exemption that is on the ballot later this year
        - The resulting proposed PPC budget will come before the Board of County Commissioners in May

The board heard and approved an amendment to the Long Range Transportation Plan and an amendment to the Transportation Improvement Program

- The LRTP amendment identified a locally preferred alternative route for the Central Avenue Bus Rapid transit project and updated transit maps
- The TIP amendment incorporated performance measures and targets that the board had approved in February
    - Number of fatalities : 21.6% decrease
    - Number of serious injuries: 8.6% decrease
    - Rate of fatalities: 19.1% decrease
    - Rate of serious injuries: 6% decrease
    - Number of non-motorized fatalities and serious injuries: 9.95% decrease

Members of the Citizens Advisory Committee presented a vision statement and supporting principles they have spent the last year developing

- The CAC vision is to create “a community-driven, modern transportation system that is safe, provides equitable access and efficient mobility options in support of a sustainable, healthy, livable, and economically vibrant region.”
    - The CAC members outlined each part of the vision statement and what they meant to the committee
    - The committee intends to use the vision statement and principles as a basis for developing recommendations for the board
- The board thanked the CAC members for their efforts and discussed the need to continue efforts to increase recruitment and diversity on Forward Pinellas advisory committees

Councilmember Jonson gave the update from PSTA

- He noted the expansion of two express PSTA routes - one from the Gateway adding a stop at Tampa International Airport, and another route expanding to serve both downtown St. Petersburg and downtown Tampa
- He also noted that the PSTA board had voted to approve a resolution supporting the Regional Transit Feasibility Plan

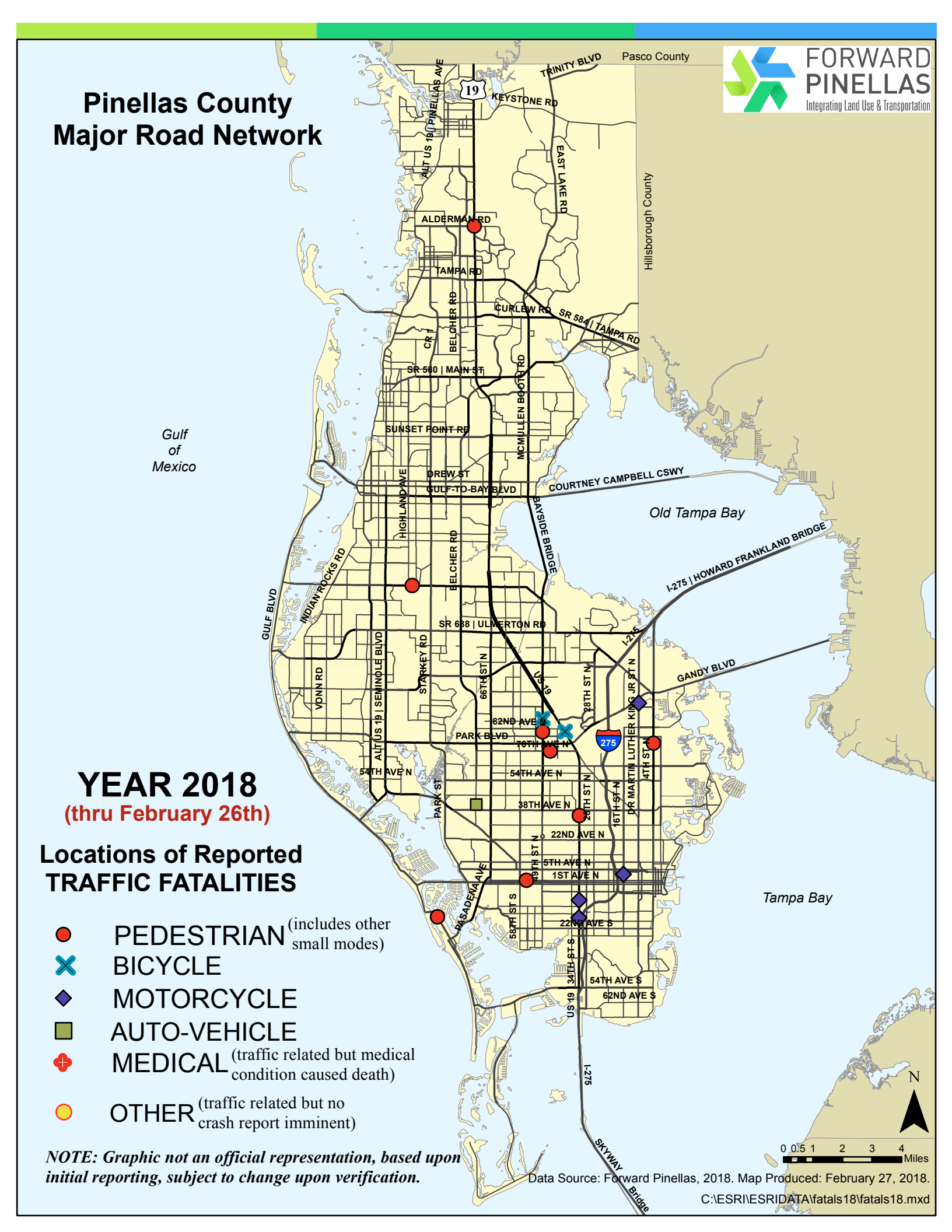
The board discussed edits to a memorandum of understanding that Tampa Bay Area Regional Transit Authority (TBARTA) had drafted regarding the results of the Regional Transit Feasibility Plan

- The edits clarify the responsibilities of the MPOs, including to advance any projects that result from the plan through the regional long range planning process
- The edits also account for the MPO role in ensuring a supportive multimodal network for transit

Other Updates

- The executive director noted that Forward Pinellas is beginning work on a scope of services to explore alternatives and possibilities for the I-175 & I-375 spurs in downtown St. Petersburg in partnership with FDOT and the City of St. Petersburg
- In the SPOTlight update, the executive director noted that the Gateway study has launched and will take place over the next 18 months, with a public workshop in late April or early May
- The promotion of Al Bartolotta to Planning Division Manager was announced
- The annual Forward Pinellas audit - the first audit of both the PPC and MPO completed by the same firm - came back clean and with no corrective actions
- There were no countywide plan amendment hearings due to an error made by the newspaper in running the public notice

Pinellas County Major Road Network



FORWARD PINELLAS
Integrating Land Use & Transportation

YEAR 2018
(thru February 26th)

Locations of Reported TRAFFIC FATALITIES

- PEDESTRIAN (includes other small modes)
- BICYCLE
- MOTORCYCLE
- AUTO-VEHICLE
- MEDICAL (traffic related but medical condition caused death)
- OTHER (traffic related but no crash report imminent)

NOTE: Graphic not an official representation, based upon initial reporting, subject to change upon verification.

N

0 0.5 1 2 3 4 Miles

Data Source: Forward Pinellas, 2018. Map Produced: February 27, 2018.

C:\ESRI\ESRIDATA\fatals18\fatals18.mxd

CRASHES	DATAID	ROADWAY	LOCATION	DESC	DATE	FATAL	APPROX TIME
1	004F18	49TH ST N	8700 BLOCK	BIC	1/20/2018	1	9:45 AM
1	005F18	US 19 HWY	8000 BLOCK	BIC	1/22/2018	1	8:30 PM
1	001F18	8TH AVE S	34TH ST S	MC	1/2/2018	1	10:22 AM
1	009F18	DR ML KING JR ST N	NEAR EXECUTIVE CENTER DR	MC	2/2/2018	1	4:30 AM
1	010F18	34TH ST S	QUEENSBOROUGH AVE S	MC	2/4/2018	1	11:06 PM
1	015F18	16TH ST N	BETWEEN 3RD AND 4TH AVE N	MC	2/26/2018	1	6:45 AM
1	002F18	49TH ST N	8000 BLOCK	PED	1/8/2018	1	10:06 PM
1	007F18	70TH AVE N	4600 BLOCK	PED	1/23/2018	1	7:45 PM
1	006F18	4TH ST N	NEAR 74TH AVE N	PED	1/24/2018	1	6:10 PM
1	008F18	US 19 HWY	ALDERMAN RD	PED	1/27/2018	1	6:50 AM
1	011F18	1ST AVE N	55TH ST N	PED	2/2/2018	1	3:10 PM
1	012F18	34TH ST N	NEAR 35TH AVE N	PED	2/7/2018	1	9:50 PM
1	013F18	BLIND PASS RD	CAPTIVA CIRCLE	PED	2/17/2018	1	7:00 PM
1	014F18	EAST BAY DR	WERTZ DRIVE	PED	2/21/2018	1	5:50 AM
1	003F18	71ST ST N	40TH AVE N	VEH	1/11/2018	1	4:11 AM

PINELLAS COUNTY

INITIAL REPORTING

of Traffic Fatalities

thru February 26, 2018

15 ***FATALITIES INCLUDING MEDICAL INCIDENTS ****

15 FATALITIES EXCLUDING MEDICAL INCIDENTS

15 ***CRASHES (fatal) INCLUDING MEDICAL INCIDENTS ****

15 CRASHES (fatal) EXCLUDING MEDICAL INCIDENTS

0 ***OTHER TRAFFIC RELATED FATALITIES BUT NO IMMINENT CRASH REPORT***

1 AUTO-VEHICLE FATALITIES

6.7% **(medical crashes not included)**

1 AUTO-VEHICLE CRASHES (fatal)

VULNERABLE ROAD USERS

4 MOTORCYCLE FATALITIES

26.7% ***of all traffic fatalities***

4 MOTORCYCLE CRASHES (fatal)

2 BICYCLE FATALITIES

13.3% ***of all traffic fatalities***

2 BICYCLE CRASHES (fatal)

8 PEDESTRIAN FATALITIES

53.3% ***of all traffic fatalities (includes other small modes)***

8 PEDESTRIAN CRASHES (fatal)

14 VULNERABLE USER FATALITIES

14 VULNERABLE USER CRASHES (fatal)

93.3% Vulnerable/total fatalities

(medical crashes not included)

NOTE

Table not an official representation,
based upon initial reporting,
subject to change upon verification.

Forward Pinellas

*** MEDICAL INCIDENTS INCLUDE HEART ATTACKS, STROKE, OR OTHER FATAL CONDITION.**