



**LEGISLATIVE COMMITTEE
MEETING AGENDA**

February 9, 2022 – 12:00 p.m.
The Palm Room
333 Chestnut Street
Clearwater, FL 33756

THE PLANNING COUNCIL AND METROPOLITAN PLANNING ORGANIZATION FOR PINELLAS COUNTY

- 1. CALL TO ORDER**
- 2. APPROVAL OF MINUTES FROM JANUARY 12, 2022**
- 3. REPORT FROM TALLAHASSEE**
- 4. STATUS OF BILLS OF CONCERN**
- 5. TRANSPORTATION BILLS OF INTEREST**
- 6. OTHER BILLS OF INTEREST**
- 7. BIPARTISAN INFRASTRUCTURE LAW**
- 8. ADJOURNMENT**

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

Legislative Committee – February 9, 2022

2. Approval of Minutes from January 12, 2022



SUMMARY

The minutes from the previous Legislative Committee meeting are attached for the committee's review and approval.

ATTACHMENT(S): Minutes of the January 12, 2022 Forward Pinellas Legislative Committee Meeting

ACTION: Committee to review and approve the meeting minutes.

**FORWARD PINELLAS
LEGISLATIVE COMMITTEE MEETING SUMMARY
JANUARY 12, 2022**

Committee Members in Attendance:

Councilmember Brandi Gabbard, City of St. Petersburg, Committee Chair
Mayor Cookie Kennedy, City of Indian Rocks Beach, Forward Pinellas Chair

(Representing the Beach Communities)

Councilmember David Allbritton, City of Clearwater, Forward Pinellas Treasurer

Commissioner Dave Eggers, Pinellas County

Commissioner Janet Long, Pinellas County, Forward Pinellas Vice Chair

Councilmember Bonnie Noble, Town of Kenneth City

Vice Mayor Patti Reed, City of Pinellas Park

(Representing the Inland Communities)

Vice Mayor Michael Smith, City of Largo

Also Present:

Whit Blanton, Executive Director

Linda Fisher, Principal Planner

Tina Jablon, Executive Administrative Secretary

Maria Kelly, Secretary

Jeanmarie Gamer, City of Dunedin

Carson King, City of Lago

John Rodriguez, City of St. Petersburg

The Forward Pinellas Legislative Committee met in the Magnolia Room at the Florida Botanical Gardens; 12520 Ulmerton Road, Largo.

1. CALL TO ORDER

Councilmember Gabbard called the meeting to order at 11:01 a.m.

2. APPROVAL OF MINUTES FROM NOVEMBER 10, 2021

A motion was made by Councilmember Allbritton and seconded by Commissioner Long, and carried unanimously, to approve the minutes from the November meeting. (vote: 8-0)

3. FEDERAL LEGISLATION AND FUNDING UPDATE

A. Infrastructure Investment and Jobs Act

Whit Blanton explained that US DOT guidance on the new funding is to prioritize a “fix it first” approach, with a focus on Complete Streets, equity and safety. He stated that Pinellas County is well positioned for those competitive grants. He advised that projects adding general purpose lanes is lower on the list of federal priorities. This policy approach reflects language in the original House version of the bill, which was struck before final passage. Mr. Blanton pointed out that there is some criticism of this approach from The Reason Foundation, a libertarian organization, for being anti-highway and contrary to the intent of the final bill. Their perspective is attached to the agenda, because it’s useful to see what different voices are saying.

In response to an inquiry by Commissioner Eggers, Mr. Blanton advised that replacement of existing bridges is considered maintenance.

Mr. Blanton further elaborated that adding capacity is not outright prohibited, but would require demonstrating that adding lanes is the right solution. In response, Commissioner Eggers pointed out that East Lake Rd. will eventually need additional capacity and discussion would come up at some point regarding doing so.

4. BILLS OF CONCERN

A. Transportation Projects (HB 157/SB 398)

Whit Blanton outlined the details of this bill filed by Senator Hooper. He advised these bills would create a cap on state transportation trust fund expenditures of 25% for public transportation which would include airports and ports, not just transit. It excludes funds used for federal matching grants, which could be substantial.

Whit Blanton alerted the group about a letter written by FDOT in response to Representative Diamond's bill proposal for more flexible funding. He stated that FDOT is working to create new avenues outside of traditional means.

Councilmember Gabbard reminded the committee that more flexibility with funding was the ask from Forward Pinellas at its legislative workshop with the Pinellas Legislative Delegates back in August 2021. She expressed gratitude to Representative Diamond for his responsiveness. His actions reinforced an administrative change rather than a legislative one, which is considered a win. Mr. Blanton also expressed thanks to Senator Brandes who was prepared to co-sponsor a bill on this legislation had it been necessary.

Mr. Blanton talked about some activities going on behind the scenes regarding funding flexibility. He advised that he worked with Representative Diamond in order to motivate FDOT who opposed the bill because they had the administrative process in the works. Mr. Blanton further advised that he had been talking with Barry Burton, Pinellas County Administrator, and Brad Miller of PSTA. He advised that FDOT wants to do a pilot program in Pinellas County because we have a commitment to link jobs and housing through the housing compact. FDOT is moving toward a similar set of objectives to support the state's investment.

Commissioner Eggers suggested the funding flexibility needs to encompass arterial roadways that connect to the Strategic Intermodal System (SIS). He suggested doing so would alleviate traffic on US 19.

In response, Whit Blanton stated that the flexibility proposal does two things. 1) For the SIS network, to which 75% of state transportation trust funds are allocated, the flexibility to spend those funds on parallel facilities to the SIS corridors to relieve traffic on the SIS. FDOT will need to go through a policy making process to make that happen. 2) It also broadens the definition of transit. Currently transit in the SIS is limited to fixed guideway. A broader definition gives more choices, by allowing other types such as BRT.

B. Mixed-Use Residential Development (SB 962/HB 981)

Linda Fisher explained that the bills would build upon HB 1339, which became law in 2020, allowing 100% affordable housing developments to be built on industrial land regardless of any county or local law to the contrary. The current bills would expand that provision to allow mixed-use residential developments, of which only a portion of the residential needs to be affordable. That would allow mostly market-rate developments to locate on industrial land, which would be able to out-compete both jobs and 100% affordable housing.

In response to a query by Whit Blanton on how the committee would like to respond to these bills, Mayor Kennedy suggested Forward Pinellas prepare a one pager about industrial land and the concerns with the local impact of these bills.

Mayor Kennedy then made a motion for Forward Pinellas to write a letter in response that asked additional questions about the legislation and expressed some of the local concerns.

Commissioner Eggers expressed concern that this bill would continue to circumvent County authority and should be opposed.

Councilmember Allbritton felt more information was needed prior to writing a letter.

Councilmember Gabbard stated that the City of St. Petersburg was the first community in the state to act on HB 1339. The city's approach targets properties that aren't as viable for industrial, such as those near the Pinellas Trail. She suggested comparing the new bill to HB 1339 to look for any potential pitfalls.

After discussion about how to best wordsmith the letter in a way that was more fact finding, Councilmember Allbritton seconded Mayor Kennedy's motion. The motion passed by a vote of 7-1, with Commissioner Long opposing.

Following the vote, there was extensive additional conversation about the bill and local impacts, in particular the need to demonstrate how Pinellas County is unique. By consensus, it was decided that additional information was needed prior to writing a letter and the previous motion on the floor was cancelled in favor of putting together talking points for lobbyists to use with legislators.

C. Local Governance (SB 280/HB 403 and SB 620/HB 569)

Linda Fisher advised that the stated purpose of this bill is to limit the need for the legislature to pass so many preemption bills each year. Because the bills are typically filed on behalf of business sectors, the current bills propose to allow businesses to intervene in local governance directly. The language includes a requirement for each local government to prepare a business impact statement before the adoption of a proposed ordinance. Additionally, the local government would be required to suspend enforcement of the ordinance if a challenge is filed.

Mayor Kennedy advised that the City of Indian Rocks Beach has already sent a letter of concern on these bills to all committee members and Pinellas delegation.

D. State Housing Assistance (SB 1170)

Linda Fisher reminded the committee that Senator Brandes alluded to this legislation at the legislative workshop in August of 2021. She advised that this bill proposes to transfer responsibility for administering the State Housing Initiatives Partnership (SHIP) program from the state to counties. Funds that currently flow from the state to cities would now flow from the counties to cities. It would create new administrative duties for counties while decreasing predictability for the cities. She further advised that since the publication of the agenda, the bill now has a House companion. Ms. Fisher stated that Pinellas County and St. Pete staff have expressed opposition to this legislation. While, Councilmember Gabbard agreed this was a bad bill, Vice Mayor Smith stated that Largo staff did not feel there would be much impact at the city level. However, he advised that he does not believe the Suncoast League of Cities is supportive of the bill.

Councilmember Gabbard praised Senator Hooper for his work on SB 788, the Florida Hometown Hero Housing Program, which is similar to the Salute Our Soldiers act.

Given how fast these various bills are moving, Mr. Blanton advised that Forward Pinellas would work closely with other organizations around the state and requested authorization to work directly with the Chair on issues where the board would like us to become involved in order to respond in a timely manner. There was consensus of the group for him to do so in close communications with the Committee and Board Chairs.

5. TRANSPORTATION BILLS OF INTEREST

Whit Blanton highlighted a few transportation bills of particular interest to include those related to electric vehicle charging stations, the TBARTA bill not likely to advance and the Baxley bill filed annually that never advances to better protect vulnerable road users and create greater penalties for offenses.

Mr. Blanton advised he has spoken to the local communities to discourage earmarks, but they keep seeking them. They potentially take money out of the budget for projects on our priority list.

Councilmember Gabbard pointed out that Oldsmar has received \$1,000,000 a year in earmarks for several years, working incrementally toward a several million dollar project that they couldn't get funded all at once. She inquired if the funds expire and Mr. Blanton advised that staff would look into that.

Commissioner Eggers expressed an understanding for small communities seeking earmarks. This may be the best way to fund their needs. Earmarks are being offered and they're just taking advantage. Mr. Blanton acknowledged that many earmarks are for road resurfacing and resilience, which we generally don't fund.

Whit Blanton stressed the importance of alerting the legislators about the upcoming Target Employment Industrial Land Study Update so they will be aware

of the local level work being done on this topic. After which, Commissioner Eggers added doing so on the Gateway effort as well so that local governments know that we're helping them.

In response to query by Vice Mayor Smith on the status SB 1252, the Vulnerable Road Users Act, Councilmember Gabbard advised that it has been referred to the Judiciary and Appropriations Committee.

6. OTHER BILLS OF INTEREST

In the interest of time, Linda Fisher reminded the committee that many of these bills have been covered at previous meetings and offered to merely take any questions.

Mr. Blanton advised that APA-FL is looking at HB 739/SB 1248, the residential infill bills, and has asked for input from Forward Pinellas.

Mr. Blanton also highlighted HB 57/SB 242, the equity bill, as being problematic if seeking federal funding.

Vice Mayor Smith inquired if anyone has looked into last year's graywater bill. In response, Linda Fisher advised tht it allows a density bonus for developments installing certain water recycling facilities. She further advised it was discussed at a PAC meeting after Largo staff raised the issue, but no one else had explored it thus far. Councilmember Gabbard asked staff to look into it for the committee.

7. TRAVEL TO TALLAHASSEE

Councilmember Gabbard announced that the dates were selected for travel to Tallahassee as February 1st and 2nd. She advised that staff are working to set meetings with FDOT officials and legislators. She encouraged anyone else wishing to attend to reach out to Whit or Tina.

Councilmember Allbritton announced he would be up there on February 1st with Amplify Clearwater and invited others to attend if they wished.

8. ADJOURNMENT

There being no additional items for discussion, the meeting adjourned at 12:05 p.m.

3. Report from Tallahassee

SUMMARY

The Forward Pinellas Legislative Committee Chair and executive director traveled to Tallahassee in early February to share our priorities and discuss key issues with legislators and officials with the Florida Department of Transportation. The visit coincided with a legislative day hosted by Amplify Clearwater and the City of Clearwater on February 1, with our Clearwater board representative also present.

As directed by the board, staff prepared a one-page summary of four critical bills, outlining our perspective and reasons for either opposing or supporting them. The chair and executive director will give a report on their visit.

ATTACHMENT(S): One-page summary of bills of concern

ACTION: None required; informational item only.

SB 398 (HOOPER) & HB 157 (ANDRADE): Transportation Projects

ABOUT THE BILLS

These bills limit state spending on public transportation projects (such as transit, airports, and regional transportation authorities) to no more than 25% of annual revenues deposited into the State Transportation Trust fund, excluding funds needed for matching federal grants.

WHY WE'RE CONCERNED

No reason has been given for establishing a spending cap for public transportation projects. The highest annual expenditure in the past several years was 20% in 2019.

The proposed law jeopardizes future funding for a statewide passenger rail policy currently being developed by FDOT.

We support the exemption for matching federal grants, but would like more clarification on what is included.



HB 743 (MCCLAIN):

Violations Against Vulnerable Road Users

SB 1252 (BAXLEY):

Traffic Offenses

ABOUT THE BILLS

These bills provide criminal penalties for a moving violation that causes serious bodily injury or death of a vulnerable road user, such as a pedestrian, bicyclist, or person in a motorized wheelchair.

WHY WE'RE SUPPORTIVE

Florida has the most pedestrian deaths and highest bicycle deaths per capita of any state in the U.S.

Current Florida law imposes insufficient penalties when a driver causes the death of a vulnerable road user.

Similar legislation has been filed repeatedly in past years, but has never been passed. It's time for Florida to show its commitment to safety for all road users.

SB 280 (HUTSON) AND HB 403 (MORALES):

Local Ordinances

SB 620 (HUTSON) AND HB 569 (MCCLURE):

Business Damages Caused
by Local Governments

ABOUT THE BILLS

SB 280/HB 403 requires each local government to prepare a business impact statement before the adoption of a proposed ordinance. SB 620/HB 569 allows businesses to claim damages from a local government enacting a law that will cause a reduction of at least 15 percent of the business' revenue or profit.

WHY WE'RE CONCERNED

The business impact statement requirement would place a burdensome unfunded mandate upon local governments.

The threat of lawsuits would interfere with a local government's right to reasonably regulate businesses whose activities affect its citizens.

Both proposed laws would encourage frivolous legal challenges intended to halt enforcement of new laws indefinitely.

SB 962 (BRADLEY):

Residential Development
Projects for Affordable
Housing

HB 981 (PAYNE):

Mixed-use Residential
Development Projects for
Affordable Housing

ABOUT THE BILLS

These Bills allow a local government to approve a mixed-used residential development (HB 981) or an entirely residential development (SB 962) on any residential, commercial, or industrial parcel, notwithstanding any local law to the contrary.

WHY WE'RE CONCERNED

The proposed law departs from a longstanding countywide policy in Pinellas to reserve industrial land for high-wage jobs.

No minimum amount of affordable housing is required to be included in the projects. Even one affordable unit would meet the letter of the law.

Market-rate development would drive up industrial real estate prices, not only crowding out good jobs, but also the 100% affordable housing projects incentivized by HB 1339 in 2020.

We are about to commence a major countywide study of industrial land with input from our business community. The Legislature should allow local governments to revise their own plans to reflect local trends and issues.



4. Status of Bills of Concern

SUMMARY

At last month's meeting, the Committee discussed several concerning bills that could negatively affect transportation and land use planning in Pinellas County. Unfortunately, most of the bills have moved steadily through the legislative process. The updated status for each is below.

Transportation Projects

[HB 157](#) (Andrade) and [SB 398](#) (Hooper) propose to limit state spending on public transportation projects (such as transit, airports, and regional transportation authorities) to no more than 25% of annual revenues deposited into the State Transportation Trust fund, excluding funds needed for matching federal grants.

Status:

- HB 157 has passed its first two committees and awaits scheduling for its final Commerce Committee vote.
- SB 398 has passed two of its three committees and awaits scheduling for its final Appropriations Committee vote.

Vulnerable Road Users

[HB 743](#) (McClain) and [SB 1252](#) (Baxley) propose criminal penalties for a moving violation that causes serious bodily injury or death of a vulnerable road user. Requires payment of a fine, a minimum period of house arrest, completion of a driver improvement course, and revocation of driver license for a minimum specified period.

Status:

- Neither bill has been scheduled for any of its three committees.

Industrial Land

[SB 962](#) (Bradley) and [HB 981](#) (Payne) propose to significantly expand upon a recent preemption on regulation of industrial land. HB 1339, signed into law in 2020, allows a local government to approve an affordable housing development on any parcel designated for residential, commercial, or industrial use, notwithstanding any other law, local ordinance, or regulation to the contrary. This year's bills would add residential and mixed-use development projects to the allowable uses if 10% of the residential units are affordable housing.

Status:

- SB 962 has passed all three of its committees. It has not yet been scheduled for a Senate floor vote.

- HB 981 was only referred to two committees and has passed both of them. It has not yet been scheduled for a House floor vote.
- Committee Chair Gabbard met with Sen. Powell, who serves on the Senate Rules Committee, and Rep. Diamond of St. Petersburg to seek their help in improving the bills or exempting Pinellas County. The executive director conveyed a similar message to Sen. Hooper and Rep. Koster.
- Pinellas County staff have reached out to Representative Chaney, who agreed to work with Representative Payne to help educate him on the Pinellas situation and seek an exemption for our county. Representative Payne acknowledged those discussions at the February 1 State Affairs Committee meeting and stated that they were continuing.

Local Governance

Two pieces of proposed legislation would present significant challenges to local governments' ability to pass and implement ordinances. Rather than preempt local regulation on a specific topic, the bills intercede in the process of local governance itself. [SB 280](#) (Hutson) and [HB 403](#) (Morales) propose to require each local government to prepare a business impact statement before the adoption of a proposed ordinance. The local government must suspend enforcement of the ordinance if a challenge is filed. [SB 620](#) (Hutson) and [HB 569](#) (McClure) propose to allow businesses to claim damages from a local government enacting a law that will cause a reduction of at least 15 percent of the business' revenue or profit.

Status:

- SB 280 has passed the Senate and is in messages to the House.
- HB 403 has passed one committee and awaits scheduling for a vote of the Civil Justice & Property Rights Subcommittee. Its final committee stop will be the State Affairs Committee.
- SB 620 has passed the Senate and is in messages to the House.
- HB 569 has passed two committees and awaits scheduling for its final Judiciary Committee vote.
- The City of Indian Rocks Beach has written a letter of concern to the Pinellas County Legislative Delegation and committee members

Affordable Housing

[SB 1170](#) (Brandes) and [HB 1553](#) (Plakon) propose to shift responsibility for administering the State Housing Initiatives Partnership (SHIP) Program from the state to individual counties. Funds that currently flow from the state to the cities would now come from counties to the cities, which would create additional administrative tasks for Pinellas County staff and decrease funding predictability for affected cities St. Petersburg, Clearwater and Largo.

Status: Neither bill has been scheduled for any of its three committees.

ATTACHMENT(S): Letter from the City of Indian Rocks Beach to Senator Stargel, January 14, 2022

ACTION: As determined appropriate by the committee.



City of Indian Rocks Beach

1507 Bay Palm Boulevard, Indian Rocks Beach, Florida 33785

www.indian-rocks-beach.com

January 14, 2022

Administrative

727/595-2517

727/596-4759 (Fax)

Library

727/596-1822

Public Services

727/595-6889

727/593-5137 (Fax)

The Honorable Kelli Stargel
Chair, Appropriations Committee
420 SOB
404 S. Monroe Street
Tallahassee, Florida 32399

Dear Senator Stargel,

As elected officials in a Florida community, we thank you for your service to the residents of our great state and willingness to engage in an open dialogue on the policies that shape our future.

We, the City Commission of City of Indian Rocks Beach in Pinellas County, write to express our strong opposition to and concern regarding legislation that you may be called to vote on this session.

Specifically, we are troubled by Senate Bills 280 and 620. These legislative proposals encumber the ability of small communities like ours to respond to their constituencies by requiring overburden some findings for legislative enactments, while creating civil exposure to damages and fees. SB 280, for example, fundamentally alters the well-established standard of review for municipal enactments and pairs that change with a deviation from the ordinary operation of Florida law by subjecting local governments to exposure for attorneys' fees. Similarly, with limited exceptions, SB 620 creates a cause of action against municipalities for municipal enactments that are proven to cause a 15% loss of revenue or profits, which is also paired with municipal exposure to attorneys' fees. Inexplicably, the entitlement to attorneys' fees for the claimant is not reciprocally extended to the municipality should it prevail in its defense. This broad entitlement will have a chilling effect on legislative bodies across the state, not just for innovative or unique enactments, but those that may practically serve the majority of residents or business owners in a community.

Legislative enactments like these place impractical and untenable restraints on the ability of local communities like ours to respond to their residents. The innovation and diversity that underpins our tourist industry, fostered by our state's home-rule principles and civil immunities, will be eroded by a fear of exposure to liability. In Florida's smaller communities this could mean a legislative body weighing the need for legislation against potential insolvency from a potentially unidentifiable field of litigants.

We respectfully request that you advocate and vote against these unwarranted intrusions on local governance.

Sincerely,

CITY OF INDIAN ROCKS BEACH


Joanne "Cookie" Moston-Kennedy
Mayor-Commissioner

cc: Appropriation Committee Members
Barrier Islands Governmental Council
Representative Nick DiCeglie

5. Transportation Bills of Interest

SUMMARY

Below is a list of transportation-related bills that may be of interest to the committee. Several the bills include revised versions of legislation proposed last year or in previous years. Staff will track the progress of these bills and add to the list as needed throughout the session.

Transportation Funding

- [HB 6089](#) (Gregory): Removes the requirement that 1.5% of funds allocated by FDOT for construction projects be used for purchase of plant materials. No Senate companion. The bill has not been heard by any committee.
- [SB 1824](#) (Brodeur) and [HB 1415](#) (W. Robinson): Revises requirements for a local government that repeals transportation concurrency and adopts a mobility fee. Requires a public workshop and 2/3 supermajority, requires non-automobile modes and emerging technologies to be included, and allows reductions in projected travel demand to incentivize affordable housing and economic development.

Transportation Safety

- [HB 127](#) (Slosberg): Prohibits drivers from using wireless communications devices in the immediate vicinity of first responders who are in the line of duty, including when a driver is pulled over to let an emergency vehicle pass. No Senate companion. The bill has not been heard by any committee.
- [HB 189](#) (Duran), [SB 410](#) (Rodriguez), and [HB 797](#) (Overdorf): Authorizes counties and municipalities to enforce school speed zones through use of speed detection systems. SB 410 has passed two of its three committees, but the other bills have not been heard by any committees.

Electric Vehicles

- [SB 908](#) (Brandes): Imposes an annual flat fee and license tax structure for electric and plug-in hybrid vehicles. Provides for the proceeds to be deposited into the State Transportation Trust Fund and disbursed to local governments. Sunsets in December 31, 2030 unless amended by future legislation. No House companion. Linked to SB 918. The bill has not been heard by any committee.
- [SB 918](#) (Brandes): Establishes the Electric Vehicle Infrastructure Grant Program, to be paid from the State Transportation Trust Fund using revenues generated from SB 908. The grant will fund both technical assistance and equipment purchase/installation, and is targeted to areas with high-density housing and low to moderate incomes. No house companion. Linked to SB 908. The bill has not been heard by any committee.

- [HB 737](#) (Borrero) and [SB 920](#) (Perry): Requiring the Public Service Commission to adopt rules for an electric vehicle transportation electrification plan, which will offer competitive financial incentives for electric utilities to invest in EV infrastructure. The Senate bill has passed one of its three committees, but the House bill has not passed any of its three.

Tampa Bay Area Regional Transit Authority (TBARTA)

- [SB 426](#) (Brandes) proposes to dissolve TBARTA and provide for the distribution of the authority's assets to the local governments represented on its board. There is no House companion. The bill has not been heard by any committee.

Advanced Air Mobility

- [SB 728](#) (Harrell) and [HB 1005](#) (Fischer) propose to create an Advanced Air Mobility Study Task Force adjunct to the Department of Transportation, and create a statutory definition for "VTOL aircraft." The Senate bill has passed two of its three committees, and the House bill has passed one of its three.

Earmarks from the State Transportation (Primary) Trust Fund

- [HB 2833](#) (Koster): City of Oldsmar – Provides an appropriation of \$1,000,000 for improvements to Douglas Road. The bill has passed one of its two committees.
- [HB 4371](#) (Chaney): Madeira Beach – Provides an appropriation of \$1,000,000 for improvements to 1st Street East, 2nd Street East, Harbor Drive, and Municipal Drive. The bill has passed one of its two committees.
- [HB 4381](#) (Chaney): Town of Redington Beach – Provides an appropriation of \$1,500,000 for resurfacing all interior roads within the city limits from 155th Avenue to 164th Avenue. The bill has passed one of its two committees.

ATTACHMENT(S): None

ACTION: None required; informational item only.

6. Other Bills of Interest

SUMMARY

Below is a list of bills pertaining to land use and other local governance topics that may be of interest to the committee. Staff will track the progress of these bills and add to the list as needed throughout the session.

Vacation Rentals

- [SB 512](#) (Burgess) and [HB 325](#) (Fischer): Allows local governments to amend grandfathered vacation rental regulations (adopted before June 1, 2011) to be less restrictive without losing their grandfathered status. Allows local governments to require licensure and registration of vacation rentals. Requires vacation rental advertising platforms to collect and remit all applicable taxes. The Senate bill has passed two of its three committees and the House bill has passed one of its three.
- [HB 6033](#) (Grieco): Reverses state preemption of local vacation rental regulation. No Senate companion. The bill has not been heard by any committee.

Affordable Housing

- [SB 580](#) (Torres) and [HB 6017](#) (Eskamani): Deletes a provision that automatically terminates locally-adopted rent control measures after one year. Neither bill has been heard by any committee.
- [HB 6057](#) (Eskamani): Removes provisions requiring counties & municipalities to provide incentives to fully offset costs of certain affordable housing contributions or linkage fees. No Senate companion. The bill has not been heard by any committee.

Residential Infill

- [HB 739](#) (Borrero) and [SB 1248](#) (Gruters): Requires each local government to adopt residential infill development standards, which may relax some regulations and expedite approval, but are not intended to increase densities above the surrounding development pattern. A local government may not deny a request for designation as a residential infill development if the applicant has complied with the general intent of the regulations. Neither bill has been heard by any committee.

Radio Communication Systems

- [HB 785](#) (Botana) and [SB 1190](#) (Boyd): Similar to unsuccessful legislation filed last year, requires two-way radio equipment for fire department communications with a specified radio signal strength to be installed in new and existing high-rise buildings. Apartment buildings that are 75 feet or less in height are exempted from the requirement. The House bill was only referred to two committees and has passed one. The Senate bill has passed two of its three.

Sustainability

- [SB 366](#) (Berman) and [HB 81](#) (Eskamani): Directs the Office of Energy within the Department of Agriculture and Consumer Services to develop a unified statewide plan to generate this state's electricity from renewable energy and reduce carbon emissions by specified dates; and prohibits the drilling, exploration, or production of oil and gas on the lands and waters of the state. Neither bill has been heard by any committee.
- [SB 380](#) (Rodriguez) and [HB 463](#) (Melo): Prohibits the creation of state and regional programs to regulate greenhouse gas emissions without specific legislative authorization. Neither bill has been heard by any committee.

Equity

- [HB 57](#) (Fine, Fischer) and [SB 242](#) (Gruters): Prohibits state agencies, counties and municipalities from promoting "divisive concepts" or "race or sex scapegoating" in employee training. Neither bill has been heard by any committee.
- [HB 7](#) (Avila) and [SB 148](#) (Diaz): Similar to HB 57/SB 242, but applies to all employment, membership, certification, licensing, credentialing, or passing an examination. The House bill has passed two of its three committees and the Senate bill has passed one of three.
- [HB 221](#) (Davis) and [SB 388](#) (Berman): Establishes a new Office of Diversity, Equity, and Inclusion within the Executive Office of the Governor; provides for a Chief Diversity Officer and the creation of a strategic plan. Neither bill has been heard by any committee.

Virtual Meetings

- [SB 674](#) (Cruz): Authorizes governing bodies to use communications media technology to conduct meetings during declared states of emergency. The authorization expires six months from the declaration unless extended by the Governor. No House companion. The bill has not been heard by any committee.
- [SB 690](#) (Rodriguez) and [HB 691](#) (Slosberg): Authorizes resilience-related advisory committees whose membership is composed of representatives of four or more counties when there is at least 200 miles of geographic distance between the county seats may conduct public meetings and workshops by means of communications media technology. The bill criteria apply only to the Southeast Florida Regional Climate Change Compact. The Senate Bill has passed two of its three committees, but the House bill has not been heard by any.

Local Referenda

- [HB 777](#) (Robinson) and [SB 1194](#) (Botana): Requires local referenda affecting tourist development taxes, ad valorem tax millages, local option fuel taxes, and other local taxes/fees to be held on the date of a general election. The House and Senate bill have each passed two of their three committees.

ATTACHMENT(S): None

ACTION: None required; informational item only.

7. Bipartisan Infrastructure Law

SUMMARY

The Bipartisan Infrastructure Law, formerly known as the Infrastructure Investment and Jobs Act, was signed into law by President Biden on November 15, 2021. At the committee's request, staff is continuing to provide information as the new law is being implemented.

On January 31, the Biden Administration released a comprehensive guidebook to help state, local, and other governments navigate \$1.2 trillion in new programs. An accompanying website, www.build.gov, allows users to quickly navigate to topics of interest, such as public transportation and safety.

The Federal Highway Administration (FHWA) has [issued a series of fact sheets](#) on the program areas of the new law that will serve as useful guidance for project eligibility, matching requirements, and other considerations. Forward Pinellas staff is working closely with FDOT and other partners to ensure the smoothest and most productive allocation of federal funds toward our priorities.

As part of the new funding package, the U.S. Department of Transportation has issued a notice of funding availability for the \$1.5 billion Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant, which funds road, rail, transit and port projects implementing federal priorities such as safety, environmental sustainability, economic competitiveness, and community connectivity. In particular, projects are encouraged to address climate change, ensure racial equity, and remove barriers to opportunity. Forward Pinellas is working with its partners to identify projects that will be strong contenders for this competitive grant program.

ATTACHMENT(S):

- [“U.S. Department of Transportation Announces Availability of \\$1.5 Billion in RAISE Grants.” U.S. DOT press release, January 27, 2022. \(Link\)](#)

ACTION: None required; informational item only.