



**LEGISLATIVE COMMITTEE
MEETING AGENDA**

November 10, 2021 – 11:00 a.m.
12520 Ulmerton Road
Magnolia Room at Florida Botanical Gardens
Largo, FL 33774

THE PLANNING COUNCIL AND METROPOLITAN PLANNING ORGANIZATION FOR PINELLAS COUNTY

1. **CALL TO ORDER**
2. **APPROVAL OF MINUTES FROM OCTOBER 13, 2021**
3. **FEDERAL LEGISLATION UPDATE**
 - A. **Infrastructure Investment and Jobs Act**
 - B. **Build Back Better Act**
4. **TRANSPORTATION SAFETY**
 - A. **Rectangular Rapid Flashing Beacon Legislation**
 - B. **“Move Over” Legislation**
5. **BILLS OF INTEREST**
6. **LEGISLATIVE DAYS**
7. **ADJOURNMENT**

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Legislative Committee – November 10, 2021

2. Approval of Minutes from October 13, 2021



SUMMARY

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

ATTACHMENT(S): Minutes of the October 13, 2021 Forward Pinellas Legislative Committee Meeting

ACTION: Committee to review and approve the meeting minutes.

**FORWARD PINELLAS
LEGISLATIVE COMMITTEE MEETING SUMMARY
OCTOBER 13, 2021**

Committee Members in Attendance:

Councilmember Brandi Gabbard, City of St. Petersburg, Committee Chair (late arrival)
Mayor Cookie Kennedy, City of Indian Rocks Beach, Forward Pinellas Vice Chair
(*Representing the Beach Communities*) (late arrival)
Councilmember David Allbritton, City of Clearwater, Forward Pinellas Treasurer
Commissioner Dave Eggers, Pinellas County
Commissioner Janet Long, Pinellas County, Forward Pinellas Secretary
(*Representing PSTA*)
Councilmember Bonnie Noble, Town of Kenneth City
(*Representing the Inland Communities*)
Vice Mayor Patti Reed, City of Pinellas Park

Not in Attendance:

Commissioner Michael Smith, City of Largo

Also Present:

Whit Blanton, Executive Director
Linda Fisher, Principal Planner
Tina Jablon, Executive Administrative Secretary
Anne Morris, County Attorney's Office
Chris Hawks, City of Largo
Nicholas Porrini, Connex2x, LLC

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

1. CALL TO ORDER

Commissioner Long called the meeting to order at 11:10 a.m. as Councilmember Gabbard was delayed.

2. APPROVAL OF MINUTES FROM SEPTEMBER 8, 2021

A motion was made by Councilmember Allbritton and seconded by Commissioner Eggers, and carried unanimously, to approve the minutes from the September meeting (vote: 5-0; neither Councilmember Gabbard nor Mayor Kennedy were present for this vote)

3. FEDERAL FUNDING AND LEGISLATION

A. Infrastructure Investment and Jobs Act

Whit Blanton updated the committee on the status of the bill, citing its importance to Forward Pinellas. The bill would provide a significant infusion of dollars into core transportation funding programs, while also creating new competitive grant programs, which would increase metropolitan planning organizations' discretionary spending. The Infrastructure Investment and Jobs Act proposes to invest in state and local infrastructure. However, the final amount proposed in the bill has not yet been agreed upon by Congress. The Senate has approved the bill, but it is awaiting a vote in The House and negotiations are ongoing.

Due to the passage of the bill being delayed, the FAST Act expired causing a brief furlough of 37 DOT employees. The FAST Act has since been extended for one month.

In response to inquiry by Commissioner Eggers regarding whether the funding would be more grant driven or formula driven, Mr. Blanton explained that it is a combination of both. He further elaborated to say that the PL grant, which funds MPO staff and operations, is formula driven. However, since about 1990, the federal government has shifted more to competitive grants which can be more difficult to win for our region when competing with large urban areas, like Atlanta.

- ❖ Councilmember Gabbard arrived to the meeting at 11:11 a.m. and took over chairing at this point

B. Build Back Better Act

Whit Blanton explained that the proposed legislation would have invested \$3.5T, but that the number has been negotiated down to \$1.5 or 2T and negotiations are still ongoing. He outlined the variety of programs which could be receiving funding to include climate change and affordable housing near transit. Forward Pinellas would be well positioned for funding on the latter program because of its existing framework set up through Advantage Pinellas. There is significant debate surrounding the bill regarding the benefit of making quality investments in fewer programs or spreading the funding out to more programs. The bill aligns well with current activities in Pinellas County.

C. Pending Federal Legislation

Whit Blanton explained that encompassed in the Build Back Better Act there is the Housing Supply and Affordability Act which proposes to offer grants to states and local governments for regulatory reform that reduces barriers to housing affordability. He advised he feels Florida is well positioned to receive funding due to its history of growth management legislation. While Pinellas County lacks housing supply, not every local government is supportive of change to single-family zoning.

Councilmember Gabbard expressed pleasure that the federal and state governments are acting on this topic. However, she cautioned that at the local level it often takes years to make strides. As an example, she said the City of St. Petersburg has been engaging the public for two years and changes won't come out of the committee process until February 2022 at the earliest.

Mr. Blanton further stated that Florida no longer has the Department of Community Affairs (DCA), which is now the Department of Economic Opportunity (DEO). The DEO doesn't provide as much hands-on oversight to the local governments as the DCA once did. The proposed federal grants would likely flow through the DEO.

Mr. Blanton outlined a second component of the Build Back Better Act entitled the Build More Housing Near Transit Act. The Act proposes to offer grants to local governments that demonstrate on-the-ground capacity to put housing near transit. He provided an example from the San Francisco metro area where BART requires demonstration of the existence of, or ability to build, a minimum of 15,000

households near station areas in order to receive funding for the stations. Mr. Blanton elaborated further on how rail transit routes are typically designed by engineers based on least-cost options without as much consideration for community needs. This proposed legislation could begin to change that.

4. RECTANGULAR RAPID FLASHING BEACON (RRFB) LEGISLATION

Whit Blanton advised the committee that the letter, as supported by the TMA Leadership Group, was sent out to the Pinellas County Legislative Delegation members. It was drafted with input from TMA partners and has already garnered support from Representatives DiCeglie and Diamond. There is also an ongoing social media campaign to draw additional attention to the legislation.

Councilmember Gabbard advised that Representative Chaney is also a strong supporter who addressed the City of St. Petersburg asking for additional backing.

Commissioner Eggers expressed appreciation that the entire county seems to be galvanized around this topic and agrees about it.

Mr. Blanton reminded the group that the RRFBs are a tool that began in one area of the state and have been evolving over time, but are still considered experimental. While Pinellas County views them positively, not all communities have had the same experience.

5. BILLS OF POTENTIAL INTEREST

Referring to the agenda packet, Linda Fisher highlighted the preliminary list of bills pertaining to transportation funding and safety, preemption of local regulation, and vacation rentals. These will continue to be monitored.

Councilmember Gabbard encouraged members to use the House website bill tracker to track legislation of interest.

Mr. Blanton alerted the committee about an anti-equity bill sponsored by Representative Fine that, if passed, would likely prohibit some of the recommendations coming out of the Forward Pinellas Equity Assessment which will wrap up around the first of next year.

6. LEGISLATIVE PRIORITIES

A. LEGISLATIVE WORKSHOP FOLLOW-UP

Councilmember Gabbard commended Forward Pinellas staff on the workshop which was successful and has already produced action on some of the issues discussed. She views Forward Pinellas as a convener that is well positioned to continue to host this type of event ongoing.

B. DRAFT 2022 POLICY POSITIONS

Councilmember Gabbard expressed her desire to advance the priorities for 2022 to board for action later today.

Mr. Blanton advised that Representative Diamond drafted a bill to allow for more flexible transportation funding, which is consistent with FDOT and has also been reviewed by Forward Pinellas.

In response to an inquiry by Councilmember Allbritton, Mr. Blanton explained that currently proposed legislation concerning Vehicle Miles Traveled (VMT) only applies to cars and trucks and does not address any other travel modes.

The group discussed a variety of topics surrounding VMT such as how the miles would be tracked, impacts to and from business like Amazon and local small businesses, charging stations and effects on hurricane evacuations.

7. STATE LEGISLATIVE COMMITTEE MEMBERS

For the benefit of the group, the agenda packet included a listing of state legislative committee members.

Mayor Kennedy opined that she had a productive meeting with Senator Hooper and that he is aware of the work of Forward Pinellas. She advised that he supports home rule and highlighted a bill that would reverse the state's preemption on vacation rentals. She further stated that the senator expects there to be proposed legislation regarding RRFBs again this year. Additionally, she explained there may also be an effort at the state level to change the name of "affordable housing" to something more palatable and inclusive.

Councilmember Gabbard suggested it was important to frame a conversation regarding preserving the trust fund rather than focusing on mere wording. She indicated that legislators seem to be offended by the term "Sadowski" when discussing the preservation of funds.

Commissioner Long stated that Bill Sadowski left a legacy that should not be worked around to make the discussion more palatable to legislators. She provided some historical context regarding the "borrowing" of money from trust funds and an example of the effects on the Tampa Bay Regional Planning Council's resiliency compact, which was belabored by six months due to wordsmithing.

At the conclusion of discussion, a motion was made by Commissioner Long to advance the proposed legislative priorities to the full board for consideration. The motion was seconded by Mayor Kennedy and passed by unanimous vote (6-0; Commissioner Eggers had left the meeting).

8. CANCELLATION OF THE DECEMBER LEGISLATIVE COMMITTEE MEETING

A motion was made by Councilmember Allbritton and seconded by Mayor Kennedy, and carried unanimously to cancel the December meeting of the Legislative Committee. (vote: 6-0; Commissioner Eggers had already left the meeting)

ADDITIONAL DISCUSSION

Mr. Blanton and Councilmember Gabbard suggested some of the members should plan a trip to Tallahassee during the session. There was agreement among the group to do so in coordination with existing efforts of partners. The group agreed to discuss this further at the November meeting.

9. ADJOURNMENT

There being no additional items for discussion, the meeting adjourned at 12:13 p.m.

3A. Infrastructure Investment and Jobs Act

SUMMARY

The Infrastructure Investment and Jobs Act ([H.R. 3684](#)), a sweeping \$1.2 trillion federal proposal to invest in the nation’s transportation, energy, water and communications infrastructure, passed the U.S. House of Representatives in a late night vote on Friday. Enjoying broad bipartisan support, it was passed by the U.S. Senate on August 10, but was delayed by negotiations over a vote on another large spending bill, the Build Back Better Act.

The bill will deliver an infusion of funds for local governments for the repair and enhancement of transportation and other infrastructure. It will also create innovative new programs, including the Reconnecting Communities Pilot Program to fund removal or mitigation of physical infrastructure (such as highways) that create barriers for disadvantaged communities. In addition, incorporated within H.R. 3684 is the Surface Transportation Reauthorization Act of 2021, a successor to the Fixing America’s Surface Transportation (FAST) Act.

ATTACHMENT(S):

- “House passes \$1 trillion infrastructure bill, heads to Biden.” Tampa Bay Times, November 6, 2021.
- “Here's what's in the bipartisan infrastructure bill.” CNNPolitics, November 5, 2021.

ACTION: None required; informational item only.

House passes \$1 trillion infrastructure bill, heads to Biden

Associated Press

WASHINGTON — The House approved a \$1 trillion package of road and other infrastructure projects after Democrats resolved a months-long standoff between progressives and moderates, notching a victory that President Joe Biden and his party had become increasingly anxious to claim.

The House passed the measure 228-206 late Friday, prompting prolonged cheers from the relieved Democratic side of the chamber. Thirteen Republicans, mostly moderates, supported the legislation while six of Democrats' farthest left members — including Reps. Alexandria Ocasio-Cortez of New York and Cori Bush of Missouri — opposed it.

Approval of the bill, which would create legions of jobs and improve broadband, water supplies and other public works, whisked it to the desk of a president whose approval ratings have dropped and whose nervous party got a cold shoulder from voters in this week's off-year elections.

Democratic gubernatorial candidates were defeated in Virginia and squeaked through in New Jersey, two blue-leaning states. Those setbacks made party leaders — and moderates and progressives alike — impatient to produce impactful legislation and demonstrate they know how to govern. Democrats can ill afford to seem in disarray a year before midterm elections that could result in Republicans regaining congressional control.

Simply freeing up the infrastructure measure for final congressional approval was a like a burst of adrenaline for Democrats. Yet despite the win, Democrats endured a setback when they postponed a vote on a second, even larger bill until later this month.

That 10-year, \$1.85 trillion measure bolstering health, family and climate change programs was sidetracked after moderates demanded a cost estimate on the sprawling measure from the nonpartisan Congressional Budget Office. The postponement dashed hopes that the day would produce a double-barreled win for Biden with passage of both bills.

But in an evening breakthrough brokered by Biden and House leaders, five moderates later agreed to back that bill if CBO's estimates are consistent with preliminary numbers that White House and congressional tax analysts have provided. The agreement, in which lawmakers promised to vote on the social and environment bill by the week of Nov. 15, stood as a significant step toward a House vote that could ultimately ship it to the Senate.

“Generations from now, people will look back and know this is when America won the economic competition for the 21st Century,” Biden said in a written statement early Saturday.

The president and first lady Jill Biden delayed plans to travel Friday evening to their house in Rehoboth Beach, Delaware. Instead, Biden spoke to House leaders, moderates and progressives, said a White House official who described the conversations on condition of anonymity.

Rep. Pramila Jayapal, D-Wash., leader of the Congressional Progressive Caucus, said Biden even called her mother in India, though it was unclear why.

“This was not to bribe me, this is when it was all done,” Jayapal told reporters. The lawmaker said her mother told her she “just kept screaming like a little girl.”

In a two-sentence statement, the five moderates said that if the fiscal estimates on the social and environment bill raise problems, “we remain committed to working to resolve any discrepancies” to pass it. The five included Rep. Josh Gottheimer, D-N.J., leader of a group of centrists who this summer repeatedly pressured House Speaker Nancy Pelosi, D-Calif., to schedule earlier votes on the infrastructure bill.

In exchange, progressives agreed to back the infrastructure measure, which they’d spent months holding hostage in an effort to pressure moderates to back the larger bill.

The day marked a rare detente between Democrats’ moderate and progressive wings that party leaders hope will continue this fall. The rival factions have spent recent weeks accusing each other of jeopardizing Biden’s and the party’s success by overplaying their hands and expressed a deep distrust of each other.

But Friday night, Jayapal suggested they would work together moving forward.

“Let me tell you, we’re going to trust each other because the Democratic Party is together on this. We are united that it is important for us to get both bills done,” she said.

The agreement came together after the White House issued a statement from Biden explicitly urging Democrats to support both bills. “I am confident that during the week of November 15, the House will pass the Build Back Better Act,” he said.

When party leaders announced early in the day that the social and environment measure would be delayed, the scrambled plans cast a fresh pall over the party.

Democrats have struggled for months to take advantage of their control of the White House and Congress by advancing their top priorities. That’s been hard, in part because of Democrats’ slender majorities, with bitter internal divisions forcing House leaders to miss several self-imposed deadlines for votes.

“Welcome to my world,” Pelosi told reporters, adding, “We are not a lockstep party.”

Progressives had long demanded that the two massive bills be voted on together to pressure moderates to support the larger, more expansive social measure.

Democrats’ day turned tumultuous early after a half-dozen moderates demanded the CBO cost estimate of the sprawling package of health, education, family and climate change initiatives before they would vote for it.

Party leaders said that would take days or more. But with Friday’s delayed vote and lawmakers leaving town for a week’s break, those budget estimates should be ready by the time a vote is held.

The infrastructure measure cleared the Senate in August with bipartisan support. The package would provide huge sums for highway, mass transit, broadband, airport, drinking and waste water, power grids and other projects.

But it became a pawn in the long struggle for power between progressives and moderates. Early Friday, Jayapal said the White House and Congress' nonpartisan Joint Committee on Taxation had provided all the fiscal information lawmakers needed for the broad bill. She suggested that progressives would oppose the infrastructure bill unless the two measures were voted on together.

But that changed after the two Democratic factions reached their agreement.

House passage of the social and environment package would send it to the Senate, where it faces certain changes and more Democratic drama. That's chiefly because of demands by Sens. Joe Manchin of West Virginia and Kyrsten Sinema of Arizona to contain the measure's costs and curb or drop some of its initiatives.

Moderates have forced leaders to slash the roughly 2,100-page measure to around half its original \$3.5 trillion size. Republicans oppose it as too expensive and damaging to the economy.

The package would provide large numbers of Americans with assistance to pay for health care, raising children and caring for elderly people at home. The package would provide \$555 billion in tax breaks encouraging cleaner energy and electric vehicles. Democrats added provisions in recent days restoring a new paid family leave program and work permits for millions of immigrants.

Much of the package's cost would be covered with higher taxes on wealthier Americans and large corporations.

By ALAN FRAM, Associated Press writers Lisa Mascaro, Farnoush Amiri, Kevin Freking, Aamer Madhani, Alexandra Jaffe, Mary Clare Jalonick and Brian Slodysko contributed to this report.

Here's what's in the bipartisan infrastructure bill

Editor's Note: This story originally ran July 28. It has been updated to reflect the current status of the bill.

(CNN) — Congress passed a \$1.2 trillion infrastructure package Friday, approving a signature part of [President Joe Biden's](#) economic agenda.

It will deliver \$550 billion of new federal investments in America's infrastructure over five years, touching everything from bridges and roads to the nation's broadband, water and energy systems. Experts say the money is sorely needed to ensure safe travel, as well as the [efficient transport of goods and produce](#) across the country. The nation's infrastructure system [earned a C- score](#) from the American Society of Civil Engineers earlier this year.

Democrats claim the bill pays for itself through a multitude of measures and without raising taxes. But the [Congressional Budget Office](#) brushed aside several of those pay-for provisions, ultimately finding the bill would add \$256 billion to the deficit over the next 10 years. It's significantly smaller than the \$2.25 trillion proposal that Biden unveiled in March, known as the [American Jobs Plan](#).

[RELATED: How Biden's infrastructure bill could help prevent the next supply chain crisis](#)

Here's what's in the infrastructure bill:

Funding for roads and bridges

The bill calls for investing \$110 billion for [roads, bridges and major infrastructure projects](#). That's significantly less than the \$159 billion that Biden initially requested in the American Jobs Plan.

Included is \$40 billion for [bridge repair, replacement and rehabilitation](#), according to the bill text. The White House says it would be the single, largest dedicated bridge investment since the construction of the interstate highway system, which started in the 1950s.

The deal also contains \$16 billion for major projects that would be too large or complex for traditional funding programs, according to the White House.

[RELATED: Here's how Biden's infrastructure plan would impact key areas of American life](#)

Some 20%, or 173,000 miles, of the nation's highways and major roads are in poor condition, as are 45,000 bridges, according to the White House.

The investments would focus on [climate change mitigation](#), resilience, equity and safety for all users, including cyclists and pedestrians.

Also in the package is \$11 billion for transportation safety, including a program to help states and localities reduce crashes and fatalities, especially of cyclists and pedestrians, according to the White House. It would direct funding for safety efforts involving highways, trucks, and pipeline and hazardous materials.

And it contains \$1 billion to [reconnect communities](#) -- mainly disproportionately Black neighborhoods -- that were divided by highways and other infrastructure, according to the White House. It will fund planning, design, demolition and reconstruction of street grids, parks or other infrastructure.

The package would provide \$39 billion to modernize public transit, according to the bill text. That's less than the \$85 billion that Biden initially wanted to invest in modernizing transit systems and help them expand to meet rider demand.

The funds would repair and upgrade existing infrastructure, make stations accessible to all users, bring transit service to new communities and modernize rail and bus fleets, including replacing thousands of vehicles with zero-emission models, according to the White House.

The deal would also invest \$66 billion in passenger and freight rail, according to the bill text. The funds would eliminate Amtrak's maintenance backlog, modernize the Northeast Corridor line and bring rail service to areas outside the Northeast and mid-Atlantic regions, according to the White House. Included in the package is \$12 billion in partnership grants for intercity rail service, including high-speed rail.

The funding is less than the \$80 billion Biden originally wanted to send to Amtrak, which [he relied upon for decades](#) to get home to Delaware from Washington, DC.

Still, it would be the largest federal investment in public transit in history and in passenger rail since the creation of Amtrak 50 years ago, according to the White House.

Broadband upgrade

The bill would provide a \$65 billion investment in [improving the nation's broadband infrastructure](#), according to the bill text. Biden initially wanted to invest \$100 billion in broadband.

[RELATED: Biden wants to close the digital divide in the US. Here's what that could look like](#)

It also aims to help lower the price households pay for internet service by requiring federal funding recipients to offer a low-cost affordable plan, by creating price transparency and by boosting competition in areas where existing providers aren't providing adequate service. It would also create a permanent federal program to help more low-income households access the internet, according to the White House fact sheet.

Upgrading airports, ports and waterways

The deal would invest \$17 billion in port infrastructure and \$25 billion in airports to address repair and maintenance backlogs, reduce congestion and emissions near ports and airports and promote electrification and other low-carbon technologies, according to the White House.

It is similar to the funding in Biden's original proposal.

Electric vehicles

The bill would provide \$7.5 billion for zero- and low-emission buses and ferries, aiming to deliver thousands of electric school buses to districts across the country, according to the White House.

Another \$7.5 billion would go to building a nationwide network of plug-in [electric vehicle](#) chargers, according to the bill text.

Improving power and water systems

The bill would invest \$65 billion to rebuild the electric grid, according to the White House. It calls for building thousands of miles of new power lines and expanding renewable energy, the White House said.

It would provide \$55 billion to upgrade water infrastructure, according to the bill text. It would replace lead service lines and pipes so that communities have access to clean drinking water, the White House said.

Environmental remediation

The bill would provide \$21 billion to clean up Superfund and brownfield sites, reclaim abandoned mine land and cap orphaned gas wells, according to the White House.

How Congress will pay for it

The bill includes a multitude of measures to pay for the proposal.

But while lawmakers claim the bill pays for itself, the CBO score found it would instead add billions of dollars to the deficit over 10 years and that many of the pay-for provisions would not raise as much money as Democrats said they would.

The bottom line is that the legislation would directly add roughly \$350 billion to the deficit, when taking into account \$90 billion of spending in new contract authority, said Marc Goldwein, senior vice president at the Committee for a Responsible Federal Budget, a nonpartisan group that tracks federal spending.

According to the bill text and a 57-page summary of the bill, lawmakers leaned heavily on repurposing unused Covid-19 relief funds to pay for the legislation. The CBO found these measures would provide roughly \$22 billion in savings, rather than the roughly \$263 billion claimed by lawmakers, Goldwein said.

The bill text lists savings from rescinding unobligated appropriations for the Economic Injury Disaster Loan program for small businesses and nonprofit groups, the [Paycheck Protection Program](#), the [Education Stabilization Fund](#) and relief for airline workers, among others.

Another item in the bill text is \$53 billion that stems in part from states opting to [terminate the pandemic unemployment benefits early](#) in hopes of [pushing the jobless to return to work](#). Some 24 states stopped at least one of the [federal unemployment programs](#) before they officially ended in early September. Also, the CBO reduced its forecast for the unemployment rate because of the improving economy.

Also, the agency found that the Federal Communications Commission's [spectrum auctions](#) would generate far less than the \$87 billion originally claimed by lawmakers.

The CBO also said that the bill would raise about \$50 billion by imposing new Superfund fees and changing the [tax reporting requirements for cryptocurrencies](#), among other measures.

More savings would come from delaying a [controversial Trump administration rule](#) that would radically change how drugs are priced and paid for in Medicare and Medicaid until 2026, at the earliest. The measure would effectively ban drug makers from providing rebates to pharmacy benefit managers and insurers. Instead, drug companies would be encouraged to pass the discounts directly to patients at the pharmacy counter. It is currently expected to go into effect in 2023. The summary lists the savings as \$49 billion and the CBO report as nearly \$51 billion.

Also, the infrastructure proposal relies on generating \$56 billion in economic growth resulting from a 33% return on investment on the long-term projects, according to the summary.

Biden has said that the bill won't raise taxes on people making less than \$400,000 a year and does not include a gas tax increase or fee on electric vehicles. He initially called for raising taxes on corporations to fund the infrastructure investments -- but that proposal did not make it into the latest package after strong opposition from Republicans.

What's missing

The bill leaves out Biden's proposal to spend \$400 billion to bolster caregiving for aging and disabled Americans -- the second largest measure in the American Jobs Plan.

His proposal would have expanded access to long-term care services under Medicaid, eliminating the wait list for hundreds of thousands of people. It would have provided more opportunity for people to receive care at home through community-based services or from family members.

It would also have improved the wages of home health workers, who now make approximately \$12 an hour, and would have put in place an infrastructure to give caregiving workers the opportunity to join a union.

Also left on the sideline: \$100 billion for workforce development, which would have helped dislocated workers, assisted underserved groups and put students on career paths before they graduate high school.

The bill also leaves out the \$18 billion Biden proposed to modernize Veterans Affairs hospitals, which are on average 47 years older than private-sector hospitals.

What's also out is a slew of [corporate tax hikes](#) that Biden wanted to use to pay for the American Jobs Plan.

[RELATED: Joe Biden gets a win on global taxes at his first G20 as President](#)

Biden's original proposal called for raising the corporate income tax rate to 28%, up from the 21% rate set by Republicans' 2017 tax cut act, as well as increasing the minimum tax on US corporations to 21% and calculating it on a country-by-country basis to deter companies from sheltering profits in [international tax havens](#).

It also would have levied a 15% minimum tax on the income the largest corporations report to investors, known as book income, as opposed to the income reported to the Internal Revenue Service, and would have made it harder for US companies to acquire or merge with a foreign business to avoid paying US taxes by claiming to be a foreign company.

There are some [corporate tax raising provisions](#) that Democratic lawmakers are looking to include in the separate legislation aimed at [expanding the nation's social safety net](#).

CNN's Manu Raju contributed to this report.

3B. Build Back Better Act

SUMMARY

Originally proposed as a 10-year, \$3.5 trillion social infrastructure spending plan, the Build Back Better Act ([H.R. 5376](#)) has been scaled back to \$1.75 trillion as congressional negotiations remain ongoing. Even with reduced spending, the bill includes substantial investments in affordable housing, health care coverage, child tax credits, and renewable energy.

The current version allocates \$150 billion for creating and preserving affordable housing, reduced from the initial proposal of more than \$300 billion. The bill retains a nearly \$10 billion competitive grant program to increase transit access to affordable housing, similar to the investment corridor approach of the Advantage Pinellas long range transportation plan, which seeks to connect housing, employment and workforce development along corridors with enhanced transit service.

The revised bill will need to be voted upon by the House before it moves on to the Senate. Due to the lack of bipartisan support and the fact that the Senate is split nearly evenly between parties, it is expected to be heard under the budget reconciliation process, which was created to expedite the passage of certain budgetary legislation with a simple majority vote. The House vote is tentatively scheduled to take place by November 15.

ATTACHMENT(S): “What’s in—and what’s out—of Biden’s new \$1.75 trillion Build Back Better reconciliation plan.” Fortune, October 28, 2021.

ACTION: None required; informational item only.

What's in—and what's out—of Biden's new \$1.75 trillion Build Back Better reconciliation plan

Nicole Goodkind

[After months of tough negotiation](#), President Joe Biden unveiled an updated framework for his Build Back Better budget resolution on Thursday. From the White House, Biden assured Americans that the compromised version of his administration's keystone legislative package would create fundamental change in the country, but there is no denying that his new plan is nearly half of what he first proposed, as the proposal was slashed from \$3 trillion to \$1.75 trillion.

"No one got everything they wanted, including me, but that's what compromise is, that's consensus and that's what I ran on," said Biden in his speech. "I know that it's hard."

So what's in and what's out?

In the new bill

Climate: The new bill will focus [the majority of new spending](#), \$555 billion, toward clean energy and climate investments. The Biden administration called it the largest legislative investment in tackling climate change in the nation's history and said that it would allow the White House to achieve its goal of a 50% to 52% reduction in greenhouse gas emissions below 2005 levels by the end of the decade. The plan would allocate \$320 billion for clean energy tax credits; \$105 billion to address pollution, extreme weather events, and to create a new Civilian Climate Corps to work with local communities; \$110 billion in investments for clean energy companies and a cleaner supply chain; and \$20 billion for the government to purchase energy efficient products and technologies.

Childcare and tax credits: These also make up a large part of the bill. About \$400 billion will go to childcare and preschool. That money will largely go to creating universal and free preschool for all 3- and 4-year-olds and legislating that working American families of four earning less than \$300,000 per year pay no more than 7% of their income on childcare for children under 6.

Another \$200 billion will be spent on child tax and earned income tax credits. That includes an expansion of the enhanced child tax credit included in the American Rescue Plan to provide 35 million households up to \$3,600 in tax cuts per child. The plan will also extend the American Rescue Plan's tripling of the credit for childless workers, which benefits 17 million low-wage workers.

Health care: \$130 billion will go toward lowering premiums for the Affordable Care Act and closing the Medicaid coverage gap, and \$35 billion will go toward including hearing services under Medicare coverage. An additional \$150 billion will be spent on expanding access to home care for aging Americans and people with disabilities.

Housing and education: Additional programs and services intended to help the middle class include \$150 billion to expand access to affordable housing, increasing the maximum Pell Grant by \$550, and expanding free school meals during the school year to 8.7 million children while providing a \$65 per child per month benefit to purchase food during the summer.

Out of the bill

“For much too long working people of this nation and the middle class in this country have been dealt out of the American deal, it’s time to deal them back in,” said Biden on Thursday. “I ran for president saying it was time to reduce the burden on the middle class, to rebuild the backbone of this nation,” but many of his campaign promises have made their way out of his reconciliation plan during negotiations.

Paid family and medical leave: This key component of Biden's agenda is no [longer a part of the plan](#). Biden originally called for 12 weeks of paid leave, which was eventually negotiated down to four weeks. Now there is no leave at all.

“It’s outrageous and shameful that in the midst of a global pandemic that’s forced more than 2 million women out of the workforce, Congress and the White House have put forward a preliminary legislative deal without paid family and medical leave,” Molly Day, executive director at Paid Leave for the United States, said in a statement.

“Let’s be clear: A budget deal that does not include paid leave fails working families and will not allow us to build back better,” she said.

Free community college: This is also on the chopping block. During his campaign Biden promised two years’ free tuition and fees at community college or at a public four-year university. In his initial Build Back Better plan, he promised free community college. But at a CNN town hall last week, Biden explained that it had to go because Sen. Joe Manchin (D-W.V.) “and one other person [have] indicated that they will not support free community college.”

Health care: A plan to force drugmakers to negotiate drug prices with Medicare is also notably missing from the new plan, as is expanded Medicare coverage of dental and vision.

What comes next?

It’s important to note that this framework is just a framework, and the reconciliation bill hasn’t been written yet. The announcement of a renegotiated deal could nudge legislators closer to a vote, but changes can still be made. Nothing is final yet.

4A. Rectangular Rapid Flashing Beacon Legislation

SUMMARY

As of this writing, Representative Fine has not yet filed a new version of his bill seeking to restrict Rectangular Rapid Flashing Beacons. Staff will inform the committee of any updates regarding the proposed legislation.

ATTACHMENT(S): None.

ACTION: None required; informational item only.

4B. “Move Over” Legislation

SUMMARY

The 2021 legislative session saw the passage of [SB 950](#), requiring vehicle operators to maintain a distance of not less than three feet when passing bicyclists or other nonmotorized road users. An initial proposal for the legislation would have required drivers to cede an entire lane, but that version was unsuccessful.

A recent fatal crash on the Park Blvd. Bridge, profiled in the attached article, highlights the multifaceted need for legislation, education and enforcement to keep vehicles and bicycles separated by a safe distance.

ATTACHMENT(S): “Move Over Law Should Have Saved Pinellas County Bicyclist's Life.” *The Patch*, October 19, 2021.

ACTION: None required; informational item only.

Move Over Law Should Have Saved Pinellas County Bicyclist's Life

D'Ann Lawrence White

PINELLAS COUNTY, FL — For members of Project Hero Hub Pinellas, Sherry Nowotarski's death wasn't just a statistic contributing to Tampa Bay's unenviable reputation as one of the nation's most dangerous places for cycling enthusiasts.

She was a friend whose laughter and enthusiasm was contagious during the cycling group's weekly rides along Pinellas County's tree-lined trails and coastal roads.

Her death Oct. 15 after suffering critical injuries when she was struck by a car during an early-morning bike ride with friends is all the more tragic because it might have been prevented. "Six inches might have saved her life," said Mitch Lee, who leads Project Hero Hub Pinellas.

At 6:07 a.m. Wednesday, Oct. 13, Nowotarski, a 60-year-old mother of two and civilian employee with the Pinellas County Sheriff's Office, was riding her bicycle west over the Park Boulevard Bridge when the front wheel of her bike hit a crack on the bridge, sending Nowotarski tumbling into the road.

Despite efforts to avoid hitting the fallen bicyclist, the driver of a Dodge Dart also headed west on the bridge struck her with the passenger side of the car. Witnesses said the driver didn't move over a lane to give Nowotarski more room to ride.

Nowotarski was rushed to Bayfront Health St. Petersburg, where it became apparent to doctors that she couldn't be saved. She died on Saturday, Oct. 16.

That evening, friends, family and fellow cyclists gathered on the beach at Kolb Park to watch the sun set, light candles in Nowotarski's honor and share remembrances of her.

"We were touched by the presence of Sherry's daughters and brother," Lee said. "Stories and prayers were shared. It was a beautiful evening for a beautiful person. Sherry's family was truly touched by the outpouring of love and care."

Project Hero Hub Pinellas, a chapter of a national nonprofit that helps injured veterans and first responders, has set up a GoFundMe page to raise money to help Nowotarski's family pay for expenses as they settle her affairs. In just five days, the campaign has raised \$22,941.

A celebration of Nowotarski's life will take place Friday at 3 p.m. at St. Jerome Church, 10895 Hamlin Blvd., Largo, followed by a reception at Lee's St. Petersburg home. Nowotarski's two daughters, Kaitlyn and Alyssa Kirkpatrick, have requested those attending wear any color but black.

Nowotarski's death comes during National Pedestrian Safety Month, a time when the Federal Highway Administration reminds drivers that they aren't the only ones using America's roadways. They share the roads with children walking to school, joggers, bicyclists, roller-bladers, skateboarders and motorized scooter operators.



Gordon Kay took the photo of Sherry Nowotarski on the left. The family provided the photo of Nowotarski with her two daughters.

The FHA also observes National Bicycle Safety Month in May.

Organizations like Walk/Bike Tampa Bay, a coalition of transportation and business organizations working to make walking and bicycling safer in Tampa Bay, have worked hand in hand with local governments to provide more on-street bike lanes and trails to encourage walking and bicycling.

The city of Tampa now has 137 miles of on-street bike lanes and St. Petersburg has 125 miles of bike lanes and shared-use trails.

Additionally, more than 250 crosswalks throughout Tampa Bay are equipped with rectangular rapid flashing beacons to alert drivers to crossing pedestrians and bicyclists. And Tampa Bay offers an extensive trail system used by thousands of walkers and bicyclists.

The Fred Marquis Pinellas Trail stretching 50 miles from St. Petersburg north to the Pasco County line is used by 5,000 people every day.

Nevertheless, Florida has more bicyclist deaths than any other state. On a per-capita scale, cyclist deaths in Florida are almost 60 percent higher than the next closest state, Louisiana. According to the Florida Department of Highway Safety and Motor Vehicles, deaths among Florida bicyclists age 20 and older have tripled since 1975.

Last year, the Governors Highway Safety Association commissioned a study on road fatalities including pedestrian, bicyclist, e-scooter, roller-blader and skateboarder deaths. More than 43 percent of all bicycling deaths in the U.S. occurred in Florida, California and Texas.

Florida has ranked among these top three states with the most bicycle and pedestrian fatalities every year since 2001.

"On average last year, there were nearly 280 crashes per week involving a motorcycle or bicycle in Florida, which truly underscores the importance of staying vigilant for all road users," said Florida Highway Safety and Motor Vehicles Executive Director Terry L. Rhodes. "While their mode of transportation may differ from a typical vehicle, motorcyclists and bicyclists still have the right to share our roadways and the right to make it to their destination safely."

In 2020, there were 8,583 motorcycle crashes and 6,013 bicycle crashes in Florida resulting in 2,687 serious bodily injuries and 668 fatalities. Closer to home, according to Bike/Walk Tampa Bay, in 2019 Tampa Bay led the state in the number of bicycle accidents.

- Hillsborough: 543 bike crashes, 11 of which were fatal
- Pinellas: 513 bike crashes, 6 of which were fatal
- Pasco: 191 bike crashes, 8 of which were fatal
- Polk: 136 bike crashes, 7 of which were fatal
- Manatee: 120 bike crashes, 4 of which were fatal
- Sarasota: 179 bike crashes, 6 of which were fatal

Both Hillsborough and Pinellas counties have adopted Vision Zero plans with the goal of eliminating deaths on county roadways. However, bicyclists say Tampa Bay has a long way to go.

"I have led hundreds of bike rides over the past eight years. Some are on trails and some on roads," Lee said. "What I have continued to witness is the driver ignorance of safe distance from cyclists. In some of the accidents, I believe a little more distance between the vehicle and the bicycle could have made a huge difference in the outcome."

He believes that may have been the case in the accident that killed Nowotarski.

"Six inches might have saved her life," he said. "The car that struck her was in the right lane of two lanes going west. Why not move to the other lane in advance of reaching the cyclist? An eyewitness said there was not another car in the other lane."

This is not only a good rule of thumb, as of July 1, it's the law in Florida.

Florida's 2002 Move Over Law mandates that drivers move over a lane or reduce their speeds to 20 mph below the speed limit when they see law enforcement, emergency, sanitation, utility service vehicles and tow trucks or wreckers.

During the 2021 legislative session, State Rep. Christine Hunschofsky, D-Parkland, and Sen. Lauren Book, D-Plantation, co-authored a bill signed into law July 1 by Gov. Ron DeSantis, granting the same protections to bicyclists on Florida's roadways.

Passed unanimously in the Florida House of Representatives and the Florida Senate, the new law requires drivers overtaking a bicyclist traveling in a bike lane to put at least 3 feet between the vehicle and bicyclist when passing. If such a pass cannot be made safely, the driver must remain at a safe distance behind the bicycle until they have a 3-foot passing buffer.

"By practicing road safety, we can lower the number of accidents in Florida so that people can enjoy biking and walking outdoors safely," said Hunschofsky. "I am grateful that Gov. DeSantis has signed this bill to make our roads safer for cyclists to enjoy our great outdoors."

The law also protects groups of bicyclists at stop signs. Drivers are now required to allow groups of 10 riders or less to ride through an intersection before proceeding. Those who fail to obey the new law are subject to non-criminal moving violations.

Before the law's passage, Florida state statutes mandated a 3-foot passing buffer but did not specify other legal instructions for drivers passing bicyclists.

The law also mandates a public education campaign to make drivers aware of the new statutory requirements. Lee said such a campaign is crucial because most of the drivers he encounters while cycling don't heed this law.

"The lack of awareness is one of the biggest issues," he said. "I rode today over the Gandy bridge and there were many drivers that stayed in the right lane even when the left lane was open. Why not give more space, even if just to not alarm cyclists unnecessarily?"

He said he'd also like to see the county and other municipalities follow the example of St. Petersburg, which has installed plastic poles on 9th Street that physically separate the bike lane from the road in contrast to the visual separation created by painting double yellow lines delineating the bike path. Similar measures are planned for Central Avenue.

"This has taken years, though, to happen," Lee said. "Until more projects like these happen, helping increase awareness may be the only hope we have."

5. Bills of Interest

SUMMARY

The 2022 Florida Legislative Session begins on January 11. The deadline for filing bills for introduction is noon of the same day; however, bills are already being filed. Staff has begun to identify bills that may be of interest to the committee. Once the session begins, staff will include a running list of all bills being tracked, together with their status, in each agenda.

In addition to the bills discussed at the previous committee meeting, below is a list of new bills of interest that have been filed since October 13. No companion bills have been yet filed.

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 each local government represented on its board "in proportion to each entity's contribution to the acquisition of the assets."

Local Government

- [SB 620](#) (Hutson) proposes 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."

Advanced Air Mobility

- [SB 728](#) (Harrell) proposes to create an Advanced Air Mobility Study Task Force adjunct to the Department of Transportation, and create a statutory definition for "VTOL aircraft."

Repeal of Developer Incentive Requirements

- [HB 6057](#) (Eskamani) proposes to remove a statutory provision requiring local governments to provide incentives to fully offset costs of required affordable housing contributions or linkage fees.

ATTACHMENT(S): None.

ACTION: None required; informational item only.

6. Legislative Days

SUMMARY

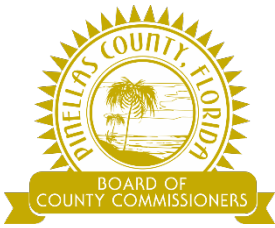
During the legislative session, some local governments and other entities host “legislative days” in Tallahassee, providing opportunities for local officials and state legislators to meet and share their priorities. At the October committee meeting, members expressed interest in having Forward Pinellas participate in this tradition, perhaps in conjunction with one or more partners. Below is a preliminary list of legislative days scheduled in 2022.

January 19	Pinellas County
January 19	Florida Association of Counties
February 1	City of Clearwater/Amplify Clearwater
February 7-9	St. Petersburg Chamber of Commerce
February 8-9	Florida League of Cities

On October 28th, the Board of County Commissioners held their annual joint meeting with the Pinellas County Legislative Delegation to discuss the proposed 2022 State Legislative Program. Brian Lowack, Intergovernmental Liaison for Pinellas County, will give a brief report on that meeting, as well as the anticipated Pinellas Day event on January 19.

ATTACHMENT(S): Pinellas County Proposed 2022 State Legislative Program

ACTION: None required; informational item only.



2022 Proposed State Legislative Program

Guiding Principles



1. *Maintain the integrity of home rule power which allows the development and implementation of community-based solutions to local problems, including the priorities of our partner organizations and agencies.*
2. *Oppose unfunded mandates that impact local government's ability to control its budget.*
3. *Support adequate state funding for constitutional officers required to perform duties on behalf of the state.*
4. *Support fully funding the Sadowski Affordable Housing Trust Fund.*
5. *Support a dedicated recurring source of funding for beach nourishment.*
6. *Support the development of a Statewide Climate Resiliency Plan and a funding source to assist local communities who have implemented plans to combat sea level rise.*
7. *Support the continuation of policies that protect Florida's natural resources and scenic beauty, including the prohibition of any and all oil drilling or exploration efforts in state waters.*
8. *Support maintaining the integrity of Tampa Bay Water as the regional water supplier.*
9. *Support state funding for the Arts and cultural institutions.*
10. *Support the prioritization of state funding to assist with local and regional infrastructure improvements, including transportation, septic to sewer conversion, damaged sanitary sewer laterals, and wastewater systems.*
11. *Support innovative funding strategies that address the declining revenue source of transportation funding to adequately address future transportation needs.*

Priorities

East Lake Tarpon Community Special Act

SPONSOR legislation that extends the Special Act requiring non voluntary annexations of property within the East Lake Tarpon Community to be approved by a majority vote of electors within the community voting in a referendum.

Rectangular Rapid Flashing Beacons

SUPPORT the continued use of RRFBs at pedestrian crossings to ensure the safe crossing of pedestrians on our roadways.

Private Sanitary Sewer Laterals

SUPPORT legislation that allows local governments to create local solutions to identify, inspect, and repair damaged private sanitary sewer laterals.

Waste-to-Energy Facilities

SUPPORT efforts by the Florida Waste-to-Energy Coalition that affords local governments that own WTE facilities the opportunity for additional revenue to offset solid waste enterprise expenses and capital costs.

High Point Community Park

REQUEST funding for the High Point Community Park, a partnership between Pinellas County and the Pinellas County School District to provide recreational access to students at High Point Elementary and residents of the High Point community.

Dunedin Causeway

REQUEST state support of the County's efforts to secure federal funding for the construction of Dunedin Causeway.

East Lake Tarpon Community Special Act

Issue

In 2012 a Special Act was created by the legislature to require a referendum of the entire community to annex parcels within the boundary of the East Lake Tarpon Community. If approved, the entire community within the boundary would be annexed. Residents of the community may still voluntarily annex if they desire. The Special Act is set to expire in September of 2022.

Additionally, since the Special Act became law various properties have been voluntarily annexed into the cities of Tarpon Springs and Oldsmar. These properties need to be removed from the legal description of the boundary in order to keep the legal description up to date.

Recommendation

SPONSOR legislation that extends the Special Act requiring non voluntary annexations of property within the East Lake Tarpon Community to be approved by a majority vote of electors within the community voting in a referendum.

Additional Support

East Lake Tarpon Special Fire Control District
Council of North County Neighborhoods

Rectangular Rapid Flashing Beacons

Issue

During the 2020 and 2021 Sessions legislation was introduced to remove Rectangular Rapid Flashing Beacons (RRFBs) at certain pedestrian crosswalks at certain pedestrian crossings. The use of RRFBs would have been limited to crosswalks on roads with no more than two lanes and a speed limit of 35 mph or less. All RRFBs currently in use at pedestrian crosswalks on roads with speed limits above 35 mph or more than two lanes would be required to be removed.

There are currently over 320 RRFBs within Pinellas County, 90 of which are within the County's jurisdiction. RRFBs are widely used along Gulf Blvd and have played a key role in increasing pedestrian safety along the County's beaches, which are heavily traveled by residents and visitors alike. RRFBs are also widely used at Trail crossings throughout Pinellas County.

Removing existing RRFBs at these locations would have a severe negative impact on pedestrian and bicyclist safety with Pinellas County. Additionally, the removal of these devices would have a significant negative fiscal impact to Pinellas.

Recommendation

SUPPORT the continued use of RRFBs at pedestrian crossings to ensure the safe crossing of pedestrians on our roadways.

Additional Support

Florida Association of Counties
Forward Pinellas
Metropolitan Planning Organization Advisory Council

Private Sanitary Sewer Laterals

Issue

During the 2021 Session legislation was introduced that would have prohibited local governments from implementing their own private sanitary sewer lateral inspection and repair programs. The legislation would have required local governments to bare the entire cost of inspecting and repairing damaged private laterals.

Pinellas County Utilities (PCU) is currently in the process of evaluating local solutions to identify, inspect, and repair damaged private sanitary sewer laterals. In addition, PCU is exploring additional ways to identify and repair damaged private sanitary sewer laterals through the Florida Building Code.

Recommendation

SUPPORT legislation that allows local governments to create local solutions to identify, inspect, and repair damaged private sanitary sewer laterals.

Waste-to-Energy Facilities

Issue

The Florida Waste-to-Energy Coalition is made up of the municipal governments in Florida that depend on WTE as an alternate to the landfilling of municipal solid waste. WTE is critical infrastructure for the state of Florida. Our state has 10 WTE facilities, more than any other state. The communities in which WTE is the primary method of solid waste disposal account for 48 percent of Florida's population and more than half of Florida's economy. In Florida, WTE avoids landfilling more than 6.5 million of tons of solid waste annually. By doing so, Florida WTE facilities annually reduce greenhouse gas emissions by 5.4 million tons of CO₂. That is the equivalent of taking 989,000 passenger vehicles off the road every year. In addition, Florida's WTE facilities produce 544 megawatts of electricity of baseload power. On a 24/7/365 basis, our facilities produce enough electricity to power 288,100 homes for a year. And there's a bonus, Florida's WTE facilities recycle 212,000 tons of metal a year, enough to build 156,000 cars.

At the State level, the FWTEC will pursue legislation to net meter power generated from their WTE Facilities to other city/county facilities and provide a new basis for calculating individually operated utility capacity cost avoidance.

If net metering is passed, Pinellas could see \$24M in revenue, which is \$17M more than having to accept standard offer contract in 2024. Energy costs to the County could be reduced by 30-50%.

Recommendation

SUPPORT efforts by the Florida Waste-to-Energy Coalition that affords local governments that own WTE facilities the opportunity for additional revenue to offset solid waste enterprise expenses and capital costs.

Additional Support

Florida Waste-to-Energy Coalition

High Point Community Park

The High Point community is a low to moderate income community that has been identified as one of the County's five areas of poverty. Currently the community lacks access to recreational opportunities and has no recreation facilities.

The need for recreation has been identified as a priority by the residents of High Point in the High Point Community Plan that was recently completed. In 2020 Pinellas County entered into a joint use agreement with the Pinellas County School District to construct a community park on the former site of High Point Elementary. Students at High Point Elementary will utilize the facility for recreation during school hours. Area high schools will also have access to the facility for lacrosse practices. Residents of the community will be able to access the facility during evenings and weekends.

The facility will include two multipurpose fields, two basketball courts, playground, multi-use path, picnic shelter and restrooms. The project is currently in the design phase and construction is proposed for FY23.

Dunedin Causeway

The Dunedin Causeway is nearing the end of its useful life and is in need of replacement. The current cost estimate of replacement is \$80M. The causeway is located just west of SR 586 and is the only access point for Honeymoon Island State Park. Honeymoon Island is the state's second most visited park in its system.

Congress is poised to pass a bipartisan infrastructure package that will reauthorize the federal Discretionary Bridge program which was discontinued in 2005. The highly competitive program will fund up to 80% of off system bridges. Two projects will be selected from each state, each of the five years the program is in place.

The County will work with the Florida Department of Transportation to best position the Dunedin Causeway for federal funding.