



**FORWARD
PINELLAS**
Integrating Land Use & Transportation

LEGISLATIVE PRIORITIES & EARMARKS

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Executive Director



CLEARWATER
BRIGHT AND BEAUTIFUL • BAY TO BEACH

Call For Projects

Multimodal, Transportation Alternatives
& Complete Streets



Advantage
PINELLAS

ENGAGE. ADAPT. CONNECT.



JULY 2020
OPEN CALL FOR PROJECTS

AUG 21, 2020
INTENT TO SUBMIT DEADLINE

SEPT 4, 2020
TECHNICAL SUPPORT REQUEST
DEADLINE FOR TA APPLICATIONS

SEPT 25, 2020
TA PROGRAM PROJECT
APPLICATION DEADLINE

OCT 2, 2020
TECHNICAL SUPPORT REQUEST
DEADLINE FOR COMPLETE STREETS
APPLICATIONS

OCT 23, 2020
COMPLETE STREETS
APPLICATION DEADLINE

NOVEMBER 2020
STAFF & SUBCOMMITTEE REVIEW &
RANKING FOR TA & COMPLETE
STREETS

DEC 11, 2020
MULTIMODAL PRIORITY PROJECT
APPLICATION DEADLINE

FEBRUARY 2021
COMMITTEE REVIEW/APPROVAL OF TA, COMPLETE STREETS AND
MULTIMODAL PRIORITIES

MARCH 2021
BOARD APPROVAL

Advantage Pinellas – A Land Use & Transportation Strategy

- A Balanced Solution Reflecting Our Land Use & Redevelopment Context



Reduce Traffic
Congestion



Make Transportation
Safer



Enhance Transit
Services



Multimodal Projects Priority List

- › Basis for Developing the FDOT 5-Year Work Program
- › Minimum project cost \$350K
- › Maximum of 3 applications/entity
- › All modes considered
- › Evaluated against criteria that support Advantage Pinellas goals



Multimodal Priority List Criteria

- Improve Safety
- Improve Mobility
- Foster Economic Growth
- Enhance Equitable Outcomes
- Protect the Environment
- Increase Resiliency



Transportation Alternatives Program (TA)

- Eligible Projects
 - Pedestrian, bicycle and other non-auto projects
 - Infrastructure to improve access to transit service
- Prerequisites
 - Local Commitment
 - 100% of Right-of-Way or easement
 - LAP Certification (County may assist)



Complete Streets Program

Complete Streets are streets for everyone, no matter who they are or how they travel.



Pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities can safely move along and across a complete street.



Complete Streets Program

Construction Projects (up to \$1 million)

- **Minimum Criteria**
 - Local support
 - Demonstrate support as a redevelopment catalyst
 - Land use connection
 - Serve multiple modes
 - LAP certification (or agreement)
 - ROW available or secured

Concept Planning (up to \$100,000)

- **Minimum criteria**
 - Local support
 - Demonstrate how project serves as redevelopment catalyst
 - Land use connection



Legislative Priorities



Adopted 2019-20 Policy Positions



- Support Urban Agriculture



- Stop Distracted Driving



- Protect Trust Funds



- Maintain MPO Authority for Apportionment Structure



- Support Flexible & Sustained Transportation Funding



- Support Home Rule



Adopted 2019-20 Policy Positions



- **Support Urban Agriculture**

- Forward Pinellas supports promoting healthy communities through urban agriculture with local land development regulations that protect existing urban development.



- **Protect Trust Funds**

- Forward Pinellas specifically supports protecting funding intended for affordable housing and other specific purposes from being transferred to other sources.



Adopted 2019-20 Policy Positions

■ Support Flexible & Sustained Transportation Funding

- Forward Pinellas supports the Legislature permitting the indexing of local fuel taxes for inflation to better keep pace with transportation needs like it has done for state fuel tax revenues.
- Forward Pinellas supports increased flexibility for SIS funds for premium or express transit operating on the SIS roadway, but not necessarily on its own fixed guideway, to enhance mobility on the SIS.
- Forward Pinellas supports additional flexibility of Other Arterials program funds to enable urban corridor improvements that strengthen the safety and multimodal accessibility of the state highway system.
- Forward Pinellas supports sustained funding of \$250 million per year for the TRIP program as a way to strengthen regional partnerships to improve mobility.



Adopted 2019-20 Policy Positions



- **Stop Distracted Driving**

- Forward Pinellas supports legislation that expands upon the adopted Texting While Driving law by prohibiting distracted driving by addressing the use of wireless communications devices with clear definitions and clarification on what it means to be stationary and operating.



- **Maintain MPO Authority for Apportionment Structure**

- Forward Pinellas opposes one-size-fits all changes that would usurp local authority to determine the most appropriate structure of MPOs consistent with federal law and consultation with the Governor.



- **Support Home Rule**

- Forward Pinellas supports home rule and opposes bills that erode the ability of local governments to reflect the wishes and desires of their communities.



2020 Legislative Fight – Rectangular Rapid-Flashing Beacons

In 2020, Senate Bill 100, which would have forced the removal of many Rectangular Rapid Flashing Beacons (RRFBs) across the state, advanced all the way to its final stop, the Senate Appropriations Committee.

- Top countermeasure to improve roadway safety
- Reduces pedestrian crashes by 47%
- Increases motorist compliance by 80%
- 98% of fatal crashes are located in places outside of a RRFB crosswalk



Legislative Issues to Monitor for 2021



- Broaden the ability of local governments to use discretionary sales surtaxes (e.g., Penny for Pinellas) to fund affordable housing
- Budget reductions due to COVID-19
- Further restrictions on local governments' ability to raise local revenue for transportation
- Restore local governments' authority to regulate vacation rentals
- Respect and affirm local governments' authority to regulate the character of their communities through land use regulation, including building design
- Increase state funding support for local resiliency planning



The Problem with Earmarks

PROBLEM



Five Problems with Legislative Earmarks

1. Earmarks do not grow the funding pie.
2. Earmarked local projects force other priority projects out.
3. If the governor vetoes the earmark project, that money is gone from the budget.
4. FDOT is prohibited from working on the project that was vetoed for the next fiscal year.
5. Earmarked projects only include one phase of a transportation project. If prior phases still need to be completed, that money will sit.

“Earmarks are like jumping the line at the movie premier. They subvert the process and undermine the efforts of everyone who plays by the rules.”



When “Good” Earmarks Go Bad

- In last year’s budget, a “goodwill” earmark for TBARTA meant the Pinellas Suncoast Transit Authority lost \$1 million that was slated for replacing the aging and undersized transfer center in downtown Clearwater.
- Another earmark in Hillsborough County eliminated five other safety projects that FDOT had planned to fund.
- Language in an earmark is key: if the earmark is for “design,” the money cannot be used for evaluating alternatives or construction.



There's More Than One Way

- Submit a Call For Projects
- Look for other grant opportunities
 - Safe Routes to Schools
 - Highway Safety Improvement Program



Earmarks Consultation & Assessment

- Thinking of a Legislative Earmark? We can help!
 - Helping with the Call For Projects Submittal Process
 - Finding other funding sources
 - Identifying what other projects may be affected by your Earmark
 - Getting the language right to do what you want done



HOW CAN
WE HELP
YOU?



**FORWARD
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Let's Talk Legislative Priorities and Earmarks ~





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Thank You

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