



Hillsborough TPO

Transportation Planning Organization

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Meeting of the TPO Board

Wednesday, February 9, 2022, 10:00 am

All voting members are asked to attend in person, in compliance with Florida's Government in the Sunshine Law. Please RSVP for this meeting. An accurate head-count will allow us to plan facilities. People attending in person are required to wear a mask while inside the County Center building consistent with CDC guidance. Some voting members may participate via web conference due to the ongoing national and local states of emergency re: COVID-19.

Audience members, presenters, and any others are asked to participate remotely, to minimize the potential for transmitting illness.

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Public comment opportunities:

To speak during the meeting - No later than 30 minutes before the meeting, please sign up [here](#) or phone 813-756-0371 for assistance. Provide the phone number you will call in from, so that we can recognize your call in the queue. You will receive an auto-reply confirming we received your request, along with instructions.

Comments may also be given up to 5pm the day before the meeting:

- by leaving a voice message at (813) 756-0371
- by e-mail to tpo@plancom.org
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Advance comments will be provided in full to the board members and verbally summarized during the meeting by TPO staff.

Rules of engagement: Professional courtesy and respect for others at this meeting are expected, and failure may result in dismissal from the meeting. For more information on expectations for participation, please see the TPO's [Social Networking & Media Policy](#).

Agenda – revised 2/3/2022

- I. Call to Order & [Pledge of Allegiance](#)
- II. Roll Call (Gail Reese, TPO staff)
- III. [Approval of Minutes – January 11, 2022](#)



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IV. Public Comment - 3 minutes per speaker, please. Staff will unmute you when the chair recognizes you.

V. Committee Reports & Advance Comments (Bill Roberts, CAC Chair, Davida Franklin, TPO Staff, and Beth Alden, TPO Director)

VI. Consent Agenda

A. **UPDATED:** Committee Appointments

B. **NEW ITEM:** Safe Access to Parks Pilot Study – reviewed by Policy Committee

VII. Action Items

A. Annual Update of Safety Performance Targets

1. Performance Measures and Trends (Johnny Wong, TPO Staff)

2. Policy Steps and Target Adoption (Gena Torres, TPO Staff)

VIII. Status Reports

A. I-75 Project Development & Environmental Studies (FDOT Rep.)

B. Bylaws Amendment: Hillsborough County request for an additional seat on the TAC (Gena Torres, TPO Staff)

IX. Executive Director's Report

X. Old Business & New Business

A. Cancelling November Policy and TPO Board meetings due to meeting conflicts surrounding the general election (Beth Alden, TPO Director)

B. Landscaping adjacent to Robles Park wall (Commissioner Myers)

XI. Adjournment

XII. Addendum

A. Project Summaries, Fact Sheets & Other Status Reports

- Whiting Street Project PD&E Study – Public Hearing
- Ola Ave Bikeway
- FL MPO Advisory Council (MPOAC) Legislative Update

B. Correspondence

- From Richard Moss, FDOT re: Type II Noise Walls
- To NICR Proposal Review Committee

. C. Articles Related to TPO Work

- [University Area CDC Partners Coalition Meeting](#) | Tampa Bay Newswire | 01.13.22
- [Hillsborough shrinks planned growth moratorium](#) | Tampa Bay Times | 01.12.22
- [Why won't a Black neighborhood park in Tampa get a wall to block I-275 noise?](#) | Tampa Bay Times | 01.12.22
- [Cranes mark ongoing reconstruction of Howard Frankland Bridge connecting Tampa, St. Pete](#) | 83 Degrees Media | 01.11.22
- [After serious crashes, Hillsborough County leaders approve new projects on I-4, I-75](#) | WFTS ABC Action News | 01.11.22
- [Tensions resurface between FDOT and Tampa Heights residents](#) | Tampa Bay Business Journal | 01.07.22
- [Hillsborough wants public comment on planned sales tax referendum](#) | Tampa Bay Times | 01.06.22
- [Tampa Electric to expand solar in south Hillsborough](#) | Tampa Bay Times | 01.04.22
- [Hillsborough BOCC sets committee assignments](#) | Osprey Observer | 12.31.21
- [FDOT's David Gwynn reflects on 2021 in Tampa Bay transportation](#) | Tampa Bay Business Journal | 12.31.21
- [Funding for I-75 and I-4 Merge Lanes, Lighting, Railroad Crossing and Pedestrian Safety Projects up for Consideration](#) | Tampa Bay NewsWire | 12.29.21
- [The biggest Tampa Bay transportation storylines of 2021](#) | Tampa Bay Business Journal | 12.28.21
- [Moratorium on new development in South Hillsborough County continues due to legal challenge](#) | Spectrum Bay News 9 | 12.26.21

The full agenda packet is available on the TPO's website, www.planhillsborough.org, or by calling (813) 272-5940.

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**HILLSBOROUGH TRANSPORTATION PLANNING ORGANIZATION BOARD
HYBRID MEETING, JANUARY 11, 2022
DRAFT MINUTES**

I. CALL TO ORDER, PLEDGE OF ALLEGIANCE

The Vice Chair, Commissioner Kemp, called the meeting to order at 10:01 AM and led the pledge of allegiance. The regular monthly meeting was held in-person and virtual via WebEx.

II. ROLL CALL (Gail Reese, TPO Staff)

The following members were present in person: Commissioner Pat Kemp, Commissioner Kimberly Overman, Commissioner Gwen Myers, Councilman Guido Maniscalco, Mayor Andrew Ross, Commissioner Nate Kilton, Adelee Le Grand, Joe Waggoner, Charles Klug, Planning Commissioner Cody Powell

The following members were present virtually: Commissioner Mariella Smith, Bob Frey

The following members were absent/excused: School Board Member Jessica Vaughn, Councilman John Dingfelder

A quorum was met in person.

Some members are participating virtually because of medical reasons and the local declaration of emergency.

Ms. Le Grand was asked to share a bit more about herself. She is a Planner and has an AICP. She is now a CEO and happy to engage in a planning capacity.

** Memo from Chairman Harry Cohen dated January 11, 2022

“Please be advised that I cannot attend today’s TPO meeting as I will be out of town. I was unable to get a return flight until later this afternoon. Please excuse any inconvenience this may cause.

Please read this memo into the record.

Thank you”

III. APPROVAL OF MINUTES – December 7, 2021

VICE Chair Kemp sought a motion to approve the December 7, 2021 minutes. Councilman Maniscalco so moved, seconded by Commissioner Overman. Voice vote: motion carries unanimously.

IV. SPECIAL PRESENTATION (Beth Alden, TPO Executive Director) – Acknowledged the long-time service of Plant City Mayor Rick Lott (16 years) and Director Joe Waggoner (14 years) from THEA.

V. PUBLIC COMMENT

Matthew Suarez – 406 West Azalea Street, Unit 508, Tampa FL 33606. Requested the TPO Board file and approve a motion to 1) Stop the FDOT from destroying historic property in Tampa Heights including stopping the destruction of the Historic District of Tampa Heights contributing structure at 1902 N. Lamar Avenue; 2) Stop the FDOT attempt to expand the interstate via the planned I-275 barrier movement in Tampa Heights; 3) Declare a temporary moratorium on the Tampa Downtown Interchange Operational Safety Improvement Project to allow for full vetting on the project including the barrier wall movement; 4) Support the TPO CAC resolution addressing these points passed on Wednesday, January 5, 2022. Would like to focus on the demolition of the structure that contributes to the Tampa Heights Historic District at 1902 N. Lamar Ave, Tampa, FL 33602. Have requested TPO Staff to provide TPO Governing Board members of a visual timeline relating to the structure found at this address. The timeline chronicles the property from the 1990's through today utilizing images gathered from Google Street View, Florida Memories and Archives State of Florida, the National Park Service, Facebook, and investigative records. This information is being presented to show that from 2007 to 2015, the structure was not in the derelict and blighted state that it is today. It exists in the state it does today because the FDOT has possessed it for the last six years. In 2007, someone took it upon themselves to invest in the structure and make it better than what it was in the 1990's. They seemed to care about a building that contributed to a national historic district and the historic value of their community. As one who petitions the FDOT regularly on matters and concerns of the agencies delinquent acts in the community and it's forms of unjust behavior. The four reasons noted in my opening comment are just some of the reasons why the TPO Board must file and approve such a motion during this meeting.

Rick Fernandez – Stands in opposition to FDOTS newly revealed I-275 extension plan further into Tampa Heights. Associating himself with the statements made by Matthew Suarez on the moratorium and the historic structure at 1902 N. Lamar. Noted he is Vice Chair of the TPO CAC but does not speak for the CAC. On January 5th, the CAC spoke for him and the Tampa Heights community by approving the resolution supportive of all of his previously stated positions. Asks that the TPO Board considers the resolution and its goal and schedule that resolution for further discussion and advancement as an action item at your next possible opportunity. The Quick Fix was promoted as equal to the No Build in terms of impact to homes and businesses. Both of those DTI options were rated as no build or impact on homes or businesses. The message to the Tampa Heights community was there was no structural threat to us. Between 2019 and the present, there has been no engagement by the FDOT with the Tampa Heights community on any level regarding project impacts, alternatives to the proposed project, or mitigation. In 2021, FDOT rolled out a map that the TPO Board considered in May at the TPO Board meeting which was the most current map available at that time. If you review that map, you will see no indication of anything understandable or identifiable by a lay person, that the border wall to the east was going to be extended. Through the entire time, he served on the CAC or the Tampa Heights Civic Association and was fully engaged on all DTI issues. (3 minutes concluded) The demolition starts 150 feet from his front door.

Joshua Frank – Saving time by echoing what Rick and Matthew have said. He is the one that made the motion on the CAC Committee for the resolution. He also sits on the TBARTA CAC for Hillsborough County as well as the Ybor City CRA Board and is Co-Chair for the Planning and Economic Development committee. The language and interchangeable use of “footprint” and “right-of-way”, none have been seen by him in any of the official capacities in which he serves. Believes it is indicative of an untenably broken relationship between the FDOT and the citizens of Hillsborough County. Encourages the Board to look at the resolution that was moved forward by the CAC, but other motions adopted by the CAC including the removal of other work on I-4 and I-275 included in the Transportation Improvement Plan. We are at a moment where we need to hit the “pause button” with the FDOT until the good faith is restored between the community and the department.

Nicole Perry – 602 East Francis Avenue, Tampa Heights. In full support of the four items that Matthew Suarez, Rick, and Josh Frank all agreed upon as well. Against the demolition of historic structures and any further movement of the interstate barrier wall past its current footprint. Family lives very close to the highway. Important to know the damage the highway is already doing. Has destroyed properties and neighborhoods in the past. With the current footprint and the houses that were allowed to stay, our house needs to be wiped down constantly from the pollution from the current traffic and footprint. There is black dirt and the house is stained in areas from the pollution. Is concerned about what that is doing to the family and the kids when they are outside. In her opinion and many people’s opinion, the answer should not be wider highways. It should be more transit options. That is what her family is in support of. As the TPO for the citizens of Tampa, is asking for the Boards support for the citizens and not for the people who live forty-minutes away and want a little less traffic on their commute. Asked the Board not to punish the people who live in Tampa and to stop FDOT from destroying neighborhoods.

Reva Iman – 427 N Hernandez Court and is a community organizer. Tampa Heights is a very important part of the community-at-large. This is not a point of personal agenda. You were voted in by the people, for the people. Asks that the Board think very hard when it comes to the property on N. Lamar and the I-275 interstate expansion, which we do not want, at this time, at all. Asks the Board to vote no. Noted that it is the community votes that put members of the Board in office or positions members are in right now. Community votes can also take them out of those positions. The people have spoken; this is not what they want. It’s the people that votes you into these positions. Asks the Board to think very hard about their decisions as elections are coming up. As a community organizer, will be out there making sure the community remembers the Board’s decisions.

Ruben Bryant – 515 East Floribraska Ave. Deferring his time to Rick Fernandez. Mr. Fernandez requested to be brought on at the end of Public Comment. Vice Chair Kemp agreed to give him two minutes at the end.

Doreen Jesseph – 6007 N Suwanee Avenue, Tampa. There are many reasons to oppose the I-275 Expansion; economic, environmental and ethical reasons. All of these reasons have been presented to the TPO many times, by elected officials, who are now members of the Board, before

they were elected. Had they remained steadfast in their oppositions, we might not be here today. But we are here today. By “we”, it is unpaid citizens who have spent thousands of hours researching and wrangling information from FDOT, filling out surveys and colored sticky notes at charettes, canvassing neighborhoods, and filling previous public meetings past capacity, all to implore elected officials here to represent our interests. We have lost on every front. We are back anyway, at least the one’s who could manage to get away to attend a public meeting at this time of day. We are back because we care deeply about our community. The vibrant and diverse communities of the urban core, which are in harms way, due to FDOT’s plan for this road. Most immediately to Tampa Heights, but also to Ybor, Downtown, Seminole Heights, Sulphur Springs, and others. The TPO has pre-approved some of the harm that is to come. We know from previous experience that the paltry mitigation efforts promised by FDOT go by the wayside when it comes time to deliver them. Knows that some of the Board also cares about these communities. Asked that the Board remember that they are all that stands between the communities and irretrievable loss for the sake of a road that is not going to solve a single problem in Tampa or all of Hillsborough County. Asked the Board to scrutinize every aspect of every plan that FDOT puts before the Board and those that are not put before the Board. Requested the Board ask questions and probe deeply about the consequences to these communities. Asked the Board to stop the interstate expansion and the barrier wall currently planned for Tampa Heights. Refuse to accept the orchestrated demise of our neighborhoods; insist on contractual, legally binding agreements that would prevent unnecessary destruction and displacement, including the destruction of historic property. Heed the recommendations of the CAC and honor your commitment to represent and protect the people who elected you.

Christine Acosta – Tampa resident and multimodal advocate. Commenting on the recent discovery of the DTI project and the demolitions and reconstruction of a wall in our historic neighborhood of Tampa Heights. She is a CAC member and has been educated on MPO organizations throughout the nation. Rich Clarendon (TPO Staff) taught her this history. She learned that MPOs were created so that federal funding for transportation projects and programs flow through a planning process. Transparency through public participation through the planning process is required. At this time in our history, many Americans have a hard time trusting in government. Truth and facts to which we can all agree and gain consensus often seem elusive; which made the last five-years of rebuilding trust in FDOT more important than ever. She has personally received a significant and authentic outreach from FDOT personnel, particularly Mary Lou Godfrey and Alice Price, who responded to my criticisms of an adjacent trail in the West Shore District. These individuals asked me to spend time with them in the field and show them specifically, my areas of concern. She commends them for this level of engagement. Believes that the citizens of Tampa Heights have only recently learned of the wall’s destruction and relocation. No other citizen group has been more doggedly committed to the details. They are, understandably, distraught. Also believes that the request for a moratorium and further vetting of the Downtown Interchange and Safety Improvement Project to be reasonable. Sincerely hopes the Board will see the lack of clear and forthright details on this subject as a clear step backwards in the rebuilding of trust and require that FDOT communication improve.

Clive Hon – He and his wife are new residents of Tampa Heights, moving there three years ago from Philadelphia. Chose Tampa Heights because it had a similar urban feel to where they lived in Philadelphia. Daughter was born in Tampa Heights, would like to stay here with their forever home. Have met a lot of wonderful people, they spoke prior to him today. Here to echo what they are saying in the opposition to the I-275 wall barrier construction and any continual destruction of Tampa Heights historical landmarks. His family is directly adjacent to I-275. His family home sustains the same, if not more, pollution than Nicole Perry's home. Has that a significant concern. Noted that, as Rick Fernandez said, only discovered a few days ago that the wall barrier movement is going to be two separate plans. One close to his house and one close to his neighbor's house to the south. Looks at it as five plus years of air pollution for his growing family and the animals they have. Huge opposition from his family's end. The only communication his family has had was, about a month ago (December 2021), some random representative from FDOT asked to take pictures of their yard and house. He, respectfully, declined. Two days ago (January 9, 2022), heard some jackhammering on I-275 around midnight that woke up the entire family, including the animals; that was on the highway, and it felt like it was next to the house. If that is any indication of what is going to happen in front of his front yard, it is going to be a problem. Has concerns because he does not have information on the timeline, the duration, what kind of equipment is going to be used, nothing from FDOT to the community. His family loves the community and being there. Want to stay there for a long period of time. Accepted the I-275 highway as it pertains to the proximity to their home right now; definitely oppose any further intrusion into their street and community.

Mauricio Rosas – Is a volunteer and member of the Old Seminole Heights Neighborhood Association Highways and Byways Committee. Residents of Seminole Heights have never supported the widening of I-275. Also, do not support the destruction of the Lamar house, if it is viable. They do support the CAC resolution before the Board today. Has been getting the impression that he should be the one getting paid to ask FDOT, not just tough questions but, design questions, land-use questions, and the basic "where are you pouring concrete in regard to the I-275 north of Martin Luther King Boulevard". For months, he could not get a straight answer. Knocked on several elected official's doors, the answer was "I don't know, ask FDOT". He is a civilian and not an elected official; not the staff of an elected official; is not the staff of any administration. In the course of the last few months, has had to deal directly with the staff of FDOT. Appreciates that FDOT has given access to their staff at all levels to the public, it is because of this interaction that it is known that the barrier walls of I-275 on Elmore are going to be moved and encroaching further into a historical area. Had several extensive meetings with FDOT staff to explain why a wall or a barrier was not being built along Robles Park. This project was contracted out and this Board had no idea that this project they voted for was not satisfactory. On January 6th of this year, FDOT held a Title VI forum on the I-275 project. Two elected officials made an appearance. They took some pictures, asked a few questions, then quickly left. He spent more than an hour talking to engineers asking tough questions, asking for details. He is no expert. Knows that the majority of Board are not engineers and experts on roads. Does know that the Board does not know what they voted for. Now the much time is being spent on issues that should have been resolved during the course of the regular job of this Board. Distressing issues are sidewalks and the underpasses at Osborn and Chelsea. These are primary connectors for students at Hillsborough High School,

Hillsborough Middle School, Seminole Heights Library, Oak Elementary, Waltham Academy, and Edison Elementary. (3 minutes concludes) Asked to make three more comments. Asked that when there is construction, residents within at least a one-block radius receive a direct mail notification of the public forum; all forum notifications must be on usual and current websites.

Lena Young Green – Had hoped that, by this time, after years and years of working with the impact of these interstates on our community that we would be in a different place now but, here we are again. We are plain residents trying to improve our neighborhood. Every time it seems as if we have moved forward, there is another issue that we have to come back again. Tampa Heights has been impacted by these interstates repeatedly and in major ways. Asking, one more time, please consider the conditions that are happening in our neighborhood. We love our neighborhood. That's why we spend so much time working to improve it. FDOT is a massive department that gets funding that allow it to override us, frustrate us, and overwhelm us; it becomes too much to bear. We are asking you, kindly, to look at the four items identified before. Please pass the CAC resolution. You know how much we care about our historic district. It was created by us, the residents, by taking the initiative to protect our structures that date over one hundred years, in some cases, in our community. We ask you to please look at the conditions that are impacting Tampa Heights and our surrounding communities. Don't make us sacrifice again, for other people, when there are alternative methods for us to do a better job for today and for the future generations.

Doug Jesseph – 6007 N Suwanee Ave, Tampa. Speaking in support of the CAC resolution and oppose the I-275 expansion. The first point, no scheme of this kind has ever worked. Aside from gobbling up large amounts of money, interstate expansions in urban areas deliver nothing in the way of improved travel times and lower crash rates. All empirical evidence is unanimous on that. Anywhere you look across the county, a scheme like this is guaranteed to fail. The second thing you should recall is the redesign of "Malfunction Junction" was supposed to solve all of the interchanges problems. Within thirty minutes of the completion of that project, it was quite evident that it was a complete failure. It gobbled up an enormous amount of money and delivered nothing in terms of lowering travel times. Lowering crash rates, and whatever else FDOT claimed. The very same people that developed that project are back. This time they want a bigger version of the interchange version they provided a few years back. It means it will be a larger version of that epic failure. There is no reason to believe that this is going to create any kind of positive outcome from the point of view of the people that live here or even the people that are driving through. Finally, you should understand that the entire Tampa interstate system was designed in the 1950's and 1960's of vile bigots whose primary objective was to destroy non-white neighborhoods. It is no accident that Tampa Heights and Ybor have been devastated by interstate construction as those non-white neighborhoods were the target, carefully chosen, by the segregationists who planned the interstate. Those of you on the TPO who support interstate expansion and ignore the recommendation of the CAC are doubling down on a despicable, racist history. The burden is on those of you who support this scheme to explain how that does not make you complicit in that awful, racist project from the past. It does not suffice it to say, "that was then, this is now, we are sorry about the history, it's time to move on". That response proposes the damage is in the past but, as you've heard, the damage continues every day. Finally,

it is time to recognize that the Tampa interstate system is a failure. You should not regard FDOT as a source of information about how to improve things. The number of lies they have told, the amount of damage they have inflicted on people is beyond comprehension. (3 minutes concludes)

Chris Vela – 33605, Ybor City. Like Rick Fernandez, he lives within three hundred meters of the interstate system. It is a critical threshold on who receives the most damages. The issue of sound walls has come up. Was in front of the board months ago asking them not to approve white paper. There is a quote in the environmental study of TB Next, “The results of the evaluation indicate that a shoulder barrier will not provide sufficient reduction in traffic noise such that the design goals will be met.” There is no way that FDOT can do sound mitigation on the interchange. The interchange is so high up that putting up a wall would be virtually useless, and it would exceed the design limits of the bridge itself. You have to have a bigger sound wall to block all the sound and that is completely unfeasible to where he lives and where other people live. Looking at the sound walls that have been built in the University area, the tops of them are the same level as the roadway. Does not understand how that was approved. FDOT will do the same thing again. We are going to get more sound infiltration and more poor air quality that is going into the neighborhoods. Is concerned about the air quality report. It does not include any frontage roads. When you get off I-275 at Armenia and Howard and I-4 at Ybor City, none of those emissions are accounted for. Those frontage roads are the closest roads where people live. In some cases, doing nothing would be better than this TB Next project. Knows the air quality is poor. Is in his third time painting his house. The air particulates are destructive. Thy at paint and rain all over the neighborhood. Supports the other comments and the resolution from the CAC to put a moratorium on the TB Next project. It must stop and the reports need to be looked at.

Justin Ricke – 103 E 26th Avenue and the Vice President of the Tampa Heights Civic Association. Speaking in personal capacity. Has lived in Tampa Heights for twelve years. Seems to be a pattern of behavior, especially with the widening or movement of the barrier wall. There is a history there that no one is learning from. There was language there that makes this not right. Has been on the board the entire time, does not recall anyone ever telling them about the wall being moved. Moved here from Chicago. Chose the area because it reminded him of the area he came from; a lot of walkability. This is what we want. We don’t want more highways; we want better transit options. We want a healthier environment for us and for our children. Has asthma. Lives between Florida and Tampa Street. The level of pollution from those two roads is very high; cannot imagine what the people who live right by the highway and the level of pollutants that they have to deal with. This needs to stop. If we want to be a city of the future, we need to start acting like it. We need to start providing better transit options. If you look at companies like Google, Apple, and Facebook, all the companies moving to North Carolina and these other cities. They are not looking for bigger highways, they are looking for multimodal transit for their employees. If we want to be a city of promises to people who come here, we need to start doing the right things and stop doing the wrong things. Leave the history in the past, where it belongs, and start forward thinking. Widening a highway, making walls bigger, destroying historic properties, these are all things of the past. Need to start thinking about what the future looks like and start being different. This is not different. Urges the Board to oppose any widening, any further destruction of properties, please

support better transit options, let's move towards the future. Please pass the CAC resolution referenced today.

Tony Krol – Comment is all about perspective. Noted the movie, Field of Dreams, “If you build it, they will come.” If you were a wealthy lobbyist in the 1940s, the perspective was paying off TECO to remove one of the most efficient and well-designed transit systems in Tampa. This happened all over the United States. If you are a wealthy, white male in the 1960s lobbying to build interstates, they you would look at maps of the entire United States and draw lines directly over thriving, minority communities. There are dots in the phone book, that were stars up until 1925, of black residents. You can follow the lines in the phone book and where those families lived. It is completely tragic. Due to that, Tampa lost the central business district where the DTI sits today. There were thriving, diverse communities in Tampa Heights. All of that fed through Franklin Street and into Downtown Tampa with the trolley system that was there. All of these things were destroyed by terrible lobbying and ideas that need to be left behind. We aren't just people that live in these historic neighborhoods and are complaining because we live here, we are actually forward-thinking new ideas because these policies and interstate widening don't work. All the data says that this is a wasteful project. You have heard the term “induced demand” back in 2015 when we were all sitting at the MPO meetings until two in the morning talking about it. Going back to it, when you build more lanes, more cars will come. There is a better option. Support the Boulevard Tampa plan, pass the CAC resolution. If we look at the lots that were removed for the interstate, that is business tax, property tax. If there was a Boulevard project, all of those lots could be revenue for the county and city. There is a better way, draw different lines.

Rick Fernandez (return for deferred time) – Thanked neighbors and friends from Tampa Heights, Historic Ybor, and Seminole Heights. Learned about this project November 17, 2021 while having coffee with a couple of FDOT reps talking about mitigation strategies. One mentioned the wall moving. Elmore, the frontage road between Floribraska and Columbus, that stretch of wall has the distinction of being part of two different projects, one north of I-4 and one south of I-4. The seam falls somewhere around Clive Hon's house. They are going to come in and destroy and replace that wall sometime in 2023 and then come back sometime in 2024 or 2025 and they are going to destroy the other half of that wall. So Clive and other neighbors get to live through this twice over a five year period of time. The wall continues all the way down to Jefferson Street, by the AKA Sorority House. Across the street, there is green space that has been created by prior FDOT demolitions. At that area, the wall is expected to move out about fifty feet. In the northern area, by his home, it will move out about fifteen or twelve feet. Does not know how much it is going to move out between those two points. Learned this going to Blythe Andrews last week and sitting down with one of the engineers with a map and knowing what questions to ask. Learned more in that meeting than in the previous two years since this project rolled out or since 2015 when TBX originally rolled out. That is unacceptable behavior on the part of the FDOT. It is reminiscent of what happened in 2016 when TBX collapsed under it's own weight. (2 minutes concludes)

VI. COMMITTEE REPORTS & ADVANCE COMMENTS (Davida Franklin, TPO Staff)

A. CAC – Bill Roberts, CAC Chair (January 5, 2022 meeting)

- Re-elected officers, same officers were elected for another term
- Revised attendance, there were no members of the committee that failed to meet their obligation.
- Approved the Safe Access to Parks Study presented by Lisa Silva
- Under New Business, we had a discussion on the barrier wall. You have heard from a couple of our members on this issue. Adopted a resolution which is part of the TPO Board January 11 Agenda Packet. It was adopted 8 to 6. It was, by far, not a unanimous vote. Allowed the action in spite of the inflammatory and opinionated language included in the resolution. The CAC members are not unsympathetic to the problems of the residents. Believes, as Chairman, that the FDOT could have been more forthcoming in recent months or even years in presenting some of the information we have. Believes the FDOT is carrying out their mission, to expand transportation opportunities. Although most of our committee would like them to place greater emphasis on transit instead of automobile opportunities.

B. Pertaining to the Consent Agenda Items (Davida Franklin, TPO Staff)

- TAC, TDCB, BPAC approved the USF to Green ARtery Trail Study
- TAC reviewed the State of the System Report.
- TAC and

C. Pertaining to Action Items (Davida Franklin, TPO Staff)

- TAC and BPAC approved the TIP amendments for the FDOT projects.
- BPAC, LRC, and TAC approved the Safe Access to Parks Report (future item)

D. Public Comments Received Through Email & Social Media (Davida Franklin, TPO Staff)

- Received five comments in support of the I-275 Boulevard Study.
- Several people wrote in supporting the CAC Resolution regarding the demolition of the building on Lamar Avenue and the Downtown Interchange Moratorium.
- Regarding the Suncoast Transportation Alliance workshop on passenger rail that was held in December, Mauricio Rosas said that we need land use to be more supportive. Andrew Morris said to look at Amtrak as an option for new routes.
- There was an inquiry for traffic suggestions in South County on US 41 submitted by Dan Lumbard.
- Chris Vela asked about noise impacts at the Downtown Interchange.
- There were attachments sent to the Board regarding the comments heard today and emails that came in from most of the people who commented during Public Comment. The file was sent from Cheryl Wilkening and was called Board Folder.

Detailed [Email](#) and [Social Media](#) are located at the end of the minutes.

E. TPO Policy Committee – January 11, 2022 Meeting (Beth Alden, TPO Executive Director)

- Presentations on USF to Green ARtery Feasibility Study and the State of the System Report. Policy Committee approved both items and forwarded them to the Board.

VII. CONSENT AGENDA

A. Revised Committee Appointments

- TDCB – Alexcia Wiggins, nominated by Hillsborough County Public Schools
- BPAC – Christopher Fellerhoff, nominated by Hillsborough County and Richard Rank, as alternate

B. **Transportation Disadvantaged Legislative Message** – reviewed by TDCB

C. **USF to GreenARTery Trail Study** – presented at Policy Committee

D. **State of the System Report** – presented at Policy Committee

Commissioner Overman moved to approve these. Encouraged all the members to take a look at the State of the System Report presentation made at the Policy Committee. Exceptionally well done and includes some of our overall strategies. Valuable to review. **Moves to approve the Consent Agenda, seconded by Councilman Maniscalco.**

Discussion:

Commissioner Kemp: Requested information on how often there are presentations of the State of the System Report, other than at the Policy Committee. The information is pretty significant.

Beth Alden: We will review the very extensive performance measure package as we set targets. As this Board sets targets. Next month, we will have a much deeper conversation about the safety performance measures, in particular, as we do our annual review. In the fall, we have to set the performance targets for Good Repair and Travel Time Reliability. We wanted to let everyone know that the full package is available and we have created a new web page where anyone can access this data on an ongoing basis.

Commissioner Kemp: Noted that it can be difficult to track what parts are shown over time. It was good to see in one package, but it is also overwhelming. Can see the value of it coming through as pieces to give it more scrutiny and talk about it.

Roll call vote, motion to approve the Consent Agenda in total passes 12 – 0.

VIII. ACTION ITEMS

A. TIP Amendments for FDOT Projects (Connor MacDonald, TPO Staff)

- Nine Amendments
 - I-4 and I-75 Safety and Operational Adjustments (four amendments at ~\$2,079,102) – 2 for engineering studies on I-75 and 2 for engineering studies on I-4. Originally categorized under Vision Zero, have been recategorized under Major Investments for Economic Growth.
 - State Road 60 and US 301 Lighting Projects (three amendments at ~\$644,462) – replace existing high pressure sodium fixtures with LED fixtures on the light poles.
 - State Road 60 Railroad Crossing Alterations (1 amendment at ~\$657,506) – replacement of railroad crossing on SR 60 near Clarence Gordon Jr Rd.
 - S Dale Mabry Pedestrian Safety Modifications (1 amendment at ~\$171,000) – preliminary engineering for signally at three pedestrian crossings.

- Public Outreach Pilot – signs, social media post, press release, and webpage all released prior to two weeks before the January 11, 2022 TPO Board Meeting.
- TAC and CAC had questions and concerns.
 - Recategorize merge lane projects under Major Investments for Economic Growth instead of Vision Zero
 - Design South Dale Mabry projects in a way more conducive to cyclists
 - Identified need for South Dale Mabry signals to be fully signalized (pedestrian hybrid beacons). This was confirmed by FDOT.

Presentation: [TIP Amendments: FDOT Safety, Operations Lighting, and Railroad Crossing Projects](#)

Website: [Transportation Improvement Program](#)

Recommended Action: Approve the nine amendments to the FY 21/22 TIP.

Councilman Maniscalco moves to approve the TIP amendments, seconded by Mayor Ross. Roll call vote, motion passes 12 – 0.

B. Follow-Up to the Downtown Interchange TIP Amendment Motions (Justin Hall and Secretary Gwynn, FDOT District 7)

- October 13, 2021 TPO Board meeting, Board unanimously passed the TIP Amendments for the Downtown Interchange and Westshore Interchange projects along with a motion for FDOT to consider nine different items.
 - Traffic signal prioritization for HART on the ICM corridors
 - Provided technology and is coordinating with HART for implementation
 - Consider Leading Pedestrian Intervals at intersections with additional turn lanes
 - LPI has been added to the SR 60/Kennedy/Memorial and the Boy Scout at Lois intersection projects
 - Consider more landscaping along noise walls
 - Has prepared landscape opportunity plans, identified areas around the interchanges and noise barriers where a future landscaping project will take place. The landscaping projects will follow construction
 - Ensure new fences do not impede walk/bike access opportunities
 - FDOT staff hosted a bike ride-along field review with Christine Acosta and went over all fence locations. It was determined that the fencing would not impede and vulnerable users.
 - Accommodate cyclists riding to Cypress Point Park & Courtney Campbell Causeway
 - Addressed through trails and shared use paths
 - Consider narrower lanes and wider sidewalks on 14th St, in coordination with City of Tampa
 - Working with the City of Tampa on the roadway typical section for 14th Street and Green Spine
 - Met with City of Tampa staff and Josh Frank

- Consider a side path along Kenney (north side) between Reo and the Westshore Mall
 - Do not have enough ROW. Would need to be considered through the TPO for prioritization and funding
- FDOT to fund the wall gap at Robles Park, with the same quality as the wall elsewhere. Reviewed options and costs.
 - Currently, there is no barrier other than guardrail. Showed picture with traffic.
 - Eight-foot visual barrier – LRE Estimate - \$441,930 – could be added to current construction project
 - Fourteen-foot noise barrier – only option that would have to be funded by local funds – LRE Estimate - \$1,371,051 – could be added to current construction project
 - Ten-foot trellis (Green Wall) – metal structure with plants – LRE Estimate - \$504,927 – Plants take a while to grow in – would be constructed as separate landscape project
 - Ten-foot landscape option – a lot of options – cost varies by plant type and path – would be constructed as separate landscape project
- Refer to DTI as part of the high injury network rather than Vision Zero
- Historic Preservation MOA
 - Signors: Advisory Council on Historic Preservation, State Historic Preservation Officer, Federal Highway Administration, City of Tampa, FDOT
 - FDOT relocated 64 structures – 35 buildings rehabbed by FDOT, 29 buildings rehabbed by City of Tampa/citizens, all relocations and rehabilitations were presented to and approved by ARC and BLC
 - Per MOA, after relocating/rehabbing 64 buildings, FDOT may demolish remaining buildings
 - Interstate Trust Fund established through the sale of the 64 buildings continues in perpetuity (City of Tampa administers the fund). Fund helps others to rehabilitate other structures in the neighborhood.
 - Reviewed timeline of 1902 Lamar Avenue from 2008 – 2021.
- Noise Barriers Locations
 - Reviewed a map with the call-out circled in red, “Existing noise barrier to be relocated” with arrows indicating location on Elmore Avenue
 - Presented at MPO Special Briefing #3 – August 19, 2019 – Board, Committees, and Citizens were invited
 - Public documents displayed from February 4, 2020 to March 23, 2020 – FDOT District 7 HQ, Robert Saunders Senior Public Library, West Tampa Branch Library, HCC Dale Mabry Campus Library
 - Public Hearing – February 25 and 27, 2020 – HCC Dale Mabry Campus, Port of Tampa Cruise Terminal 6
 - Presentations to TPO Board and Committees as well as Community Associations and CRAs – Tampa Heights Civic Association – January 3, 2020 and Tampa Heights CRA – February 18, 2020
 - Project materials have been online since February 4, 2020 and are still available online.
 - Reviewed images of Noise Barriers

- Reviewed underpass treatments – noted artwork in these areas is handled through the City of Tampa
- Construction Updates
 - DTI – <https://www.fdottampabay.com/project/839/445057-1-52-01>
 - Review of procurement schedule
 - I-275 Corridor North of Downtown Tampa – <https://www.fdottampabay.com/project/706/431821-2-52-01>
 - Review of what to expect during construction – have been presenting this to the community
 - Have reached out to homeowners next to the interstate to place vibration monitors and to do a pre-construction damage assessment to structures. That establishes pre-existing photos for possible claims if damage occurs as a result of construction.

Discussion:

Commissioner Overman: Good to see timelines of when and where various presentations have been made. Personally, had several briefings and missed the idea that the wall would be displaced. Thought she heard that the footprint would remain the same. Can understand the communities concern. It may still be in FDOTs right-of-way but that doesn't mean that's where it was. The footprint is moving. As a resident being directly impacted by the timeline, the traffic, the sound in the middle of the night; Osborn and Chelsea are already being worked on. As a resident, is not sure she has seen the notices asking if her 131-year-old structure will be impacted by the interstate. Will reach out to FDOT and do some photos. It is important to recognize that the people who have been engaged in this process understand what is going to impact their lives; that have been active for over a decade; and we know how they are going to respond; believes having one or two meetings in the community as the design has been engineered is more important than we have ever experienced. This community is being dramatically impacted. Virtually attended the 7th meeting, unable to attend in person, it gave her the impression that things weren't really changing from what was seen a year ago to what we now understand, has changed. Doesn't necessarily mean it has changed terrible or worse, but it has changed for the neighborhood because of the engineering that was discussed, even in the Robles Park request to take the wall out. Asked for clarification on the wall change and if the movement of the wall is required in order to improve the safety of the Downtown flyover. That was one of the reasons she agreed to this whole process in the first place. We know induced demand makes things worse. Desire for the change was to improve the safety. Hears the life-threatening accidents on a regular basis and will not get on the interstate at MLK for any reason whatsoever, other than the world is on fire. Listens to people every single day where people lose their cars, their health, their life, their physical abilities on that road because of the way that people drive. Is curious, when in the engineering process was it discovered that the wall would have to move from where it is and whether it is absolutely required. FDOT has been really good at reducing the impact to the community over the last decade. Thank you. It needs to be addressed if this is engineering required to address the safety mechanisms that have been recommended by FDOT in this particular case.

Secretary Gwynn: As we went through the SCIS process, the starting point was deemed to be unacceptable as there was a huge footprint. What we have said all along is that we would try not to

acquire any additional properties within the Tampa Heights neighborhood. The engineers worked very hard. It was difficult to try and construct something within that footprint. But they did, and they maximized the amount of space they could leave between the right-of-way where the walls would be moved to. In some cases, the walls will not be moving at all. In a few places, it was going to be impossible. In order to create the second lane on the overpass, you can't move it in, there is no room, it has to go outward. That requires the walls to move out. Somewhat sympathetic to members of the community that feel they didn't understand what we were presenting. Does believe the information was there. Maybe need to look at how it was presented. More than willing to work with the community members. Went out about a month ago to work with the community; have done it several times. Each time, tried to create an environment where everyone can sit down and look at ways of creating something together and come up with a solution that everybody can get the best we can out of it. See what we can get to. What it typically evolves into is FDOT staff standing in front of a crowd that berates them, calls them liars, calls them disingenuous, that tell them that they aren't doing anything to work with the community. This staff has gone above and beyond what has been done in his forty-year career in trying to work with the community. Had a conversation with Commissioner Myers last week. Said they are willing to work with the community. Maybe an agenda can be put together and we can sit down with people who aren't there interested in getting up and being inflammatory, getting a group to clap for them, and getting up there to just be rude to people that are trying to do their job. His staff are not going to fight back and be rude. They are not going to go down to that level and make some of the incendiary comments that are thrown at them. Willing to do that. If it going to be another forum for people to get up, throw insults at his staff, and have no interest in saying we don't want anything other than what we want, then it's not going to serve a purpose anymore. If they want him to come down there, he will. He will sit all day and they can berate him. Will not put his staff through that anymore. If a group can be put together that really want to come up with meaningful solutions, more than willing. Never once have we heard in these meetings about the tens of millions of dollars that the District has dedicated of our District funds to Tampa Heights in the last few years because they recognize some of the impact that has occurred recently, in the future, and in the past. The sixty-eight million dollars they fought for and won to extend the streetcar into Tampa Heights. The federal grant for twenty-five million that FDOT applied for, and when only eighteen million was received, put up the other seven million additional. Trying very hard to be a good community partner with the Tampa Heights community; it doesn't feel like there are people on the other side that really want to work with us. Will continue to do their job, will continue to try and mitigate the impacts as much as possible. If you listen to those people that talked today, and I recognize the hundreds of people I talk to every week about what we are doing to try and fix the Downtown Interchange don't show up to these meetings to talk. If those are the only things you form your opinion on about FDOT, we are horrible. We are going to continue to try and do what can do, but he is not going to entertain people who are only going to sit there and make his staff feel like they are not doing their job.

Commissioner Overman: Appreciates that. Has been in a lot of those meetings over the last eight years. Does believe there is an opportunity on the wall to find solutions. Hopes the community can work with you. Happens to like the trellis wall; wants to make sure that a car isn't coming through it. Loose bushes on the interstate when it is left up to the City or community members to maintain is not a solution she is willing to endorse. Does not know the value of going to fourteen feet. Does like the

visuals shown, they are helpful. The MOA for the Historic Trust administered by the City of Tampa. Saw that there were many things considered. Asked if there was money there to restore that building for the City's community purpose and if it had been fully vetted as a solution.

Justin Hall: As far as the concern about traffic; whether we go with the landscape or the trellis, there will still be the existing guard rail that is on the interstate side will remain. Neither the trellis nor the landscaping are not responsible for or there to stop vehicles. For the Interstate Trust Fund, the funds that are there are used for rehabilitation. Most of the rehabilitation are for outside of the parcels discussed in MOA. Lamar Avenue was a parcel that was discussed as part of the MOA and was excluded from the 64. Has reached out to Dennis Fernandez, has not connected to be able to talk about the funds and what could or could not be done. Regardless, that structure needs to move. It cannot be rehabilitated in place. Had a citizen that was under contract with FDOT that was interested in moving the property; they faced some pitfalls and for someone like that and others that have reached out over the years, having rehabilitation assistance could make all the difference for them. The intent of that trust fund was for properties outside that MOA; it is for other structures in those areas such as Tampa Heights, VM Ybor, and those areas.

Commissioner Overman: Asked for clarification on the Lamar property having to move for the improvement or if it can stay in place and be rehabilitated if it were privately owned. Questioned why it has to be moved.

Secretary Gwynn: Gets complicated in all the agreements that have been made and the MOAs. The area where that house sits now is part of the buffer area between where the interstate sits and where homes would be, so we wouldn't have homes that would be right next to the interstate. It would need to be moved. The bigger challenge, when we had our estimates done, it is well over a million dollars to get this property into some shape that would be structurally sound and would provide minimal types of furnishings that someone could use. It's got tons of black mold, we removed the asbestos, it's got rotted frames, the floorboards are all sagging. He went in a month ago because he wanted to see inside to see if it's really as bad as he was being told. He and Justin Hall were going to go upstairs, they are both a little bigger, they were afraid the stairs were going to fall down. It is in bad shape, it's not in good shape. Getting someone to put a million dollars into this property is going to be very difficult. What we have done is invited anyone who wants to come and look at the property to see if it something they want to come up with a proposal to tackle it. If somebody comes with the financial means to rehabilitate the property on-site, would talk to them. So far, have not had anyone that wants to come into the building. Opened it up, contacted Mr. Seal who has been their contact with Tampa Heights to let him know when it was going to be open for anyone they are working with to come and take a look; nobody has come. In the meantime, we gave them sixty days. Received a request from Lena Young Green today to extend it further. Requested that, if they are going to extend the time, please explain what they are doing. Has there been anything done? We get to sixty days and there is another request for an extension. The property continues to deteriorate, it has police calls coming out to it all the time, it is a safety hazard. The bigger thing he would like to talk to the community about, if FDOT were to demolish that house, they could talk about what else they could do with all that property there that's open. Do we want to make it into a dog park, a recreational area, turn it into something the community can actually use? Right now, wouldn't want kids or anybody

going near that house. We can talk about other things. Has not seen anyone step up and say they are willing to consider putting a million dollars into a shape where somebody could actually go in it and pass code. If you really want to go in there, he will take you in to look at it. He was told to wear the mask when he went in, he questioned why, was told because of the black mold. It's not as easy as let's get some guys out there with some toolboxes on the weekends and try to make it look nice. It's a bad shape property.

Commissioner Kemp: Asked if the property has a basement, it looks like it does.

Secretary Gwynn: It has a crawl space underneath. Over the years, people have come under there and worked their way into the home. If you go in there, you can see where people have set fires, where they have left drug paraphernalia, it looks like a horror house when you go in, to be honest. A lot of bad stuff has gone on in that house over the year, apparently.

Commissioner Kemp: Has been to a lot of the meetings. Understands what is being said about not having conversations that would move things forward and be beneficial to the community and could be done. The history, as the speaker said, the interstates were built through non-white neighborhoods and specifically targeted to that. In Tampa, it was a huge loss of thriving Hispanic and African American neighborhoods; the heart of those communities. It impacted the ability of generational wealth and thriving communities that were healthy and good places to live. That legacy stays with us. When we talk about what we are doing here, it is a difficult conversation, doubling down on some of that. We went through years, even prior to you, Secretary Gwynn, being here; I think it is very significant that you have twenty or so people that are willing to sacrifice their time and continually follow this, and dog this, and care about this. It shows what an incredible community Tampa Heights is. The MPO meetings we had prior, and she was part of the speakers before thinking about being a Commissioner, lasted until two or four in the morning, and there were six hundred people signed in. It is not a small sentiment, it is a powerful, strong desire over multiple meetings over years. What we did when we approved this, she was sickened by the plans that would have blown up the place. Still concerned about the area north of the interchange to Bearss that it doesn't expand, footprint or otherwise, even in the right-of-way, because it will pile more cars onto the interchange. We looked at the closest to no-build modification of the interchange and the interstate that we could possibly arrive at. To look at dealing with the issues that are already in place, minimize the impacts. I think we ended up protecting something like three-hundred and forty homes and businesses that would have been taken out in the original plan. Remembers one of the first meetings she went to, there were boards up and there was a young couple there that were shocked and on the verge of tears. She asked what was wrong, they said that their house was under red and it's going to be demolished and they just bought it. It has been a harrowing ride. Understands that there has been a lot of issues on both sides. Expressed that she would like to go, personally, and have FDOT direct this, and look at the project exactly as it is now, how it is going to proceed, and maybe we could hear from some of the neighbors as well in a more formal community meeting convened by the TPO that we could try to facilitate conversation and ask for it not to devolve. Stated that if FDOT and the Board were amenable, they could move forward and look, specifically on-site, to be able to see what people and what FDOT is saying. Knows that road construction is typically done at night, and that's a good thing because there are fewer people on the road, but there are jackhammers, and we are in the middle of a neighborhood. There may be other

things we need to consider. Would like to know what the neighborhood is thinking in terms of the landscaping plan and what we can do to facilitate that. The other thing extremely concerned about is Robles Park. State Law prevents putting up a “noise wall” at a park. It’s a short distance. Was stunned by hearing that that was the distance that wouldn’t be protected. That area is predominantly African American. People are a couple of blocks back. That is the same distance her home is away from the interstate. Knows she gets a lot of particulates at her home; is sure that all the homes around the park would get that too. Asked Ms. Alden about the request to the state about looking at this law to have some kind of consideration to this particular situation.

Beth Alden: Noted that there has not been a response from the state at this time. There is a state policy by the FDOT that there is no Class 2 noise wall in the State of Florida. It is optional for states to create a Class 2 noise wall program. Florida has not created one. That is what prevents using the federal dollars for a wall that is, basically, a retrofit. It has to be a situation where the highway was built after the community was already there. So, if the community was there first, the federal regulations do allow the use of federal funds. But there has to be a state program to do that. It’s not the District’s fault, it is a statewide policy. That is why Ms. Alden sent a letter, after the Board passed the motion at the TIP hearing last summer, asking to prioritize the walls along I-275 even without the widening. The letter was sent to Tallahassee to reconsider that policy; still have not gotten a response.

Secretary Gwynn: Stated that this is actually a federal law. That is why the TPO cannot fund a noise wall either.

Commissioner Kemp: Would like to ask that another letter be sent to the Governor, FDOT, and to the legislative delegation with regards to the concerns here. This is a huge equity issue, and it meets the description that Ms. Alden gave. Robles Park cannot go unaddressed, it is a red flag equity issue. Would like to move forward with the eight-foot wall and the landscaping but still look into the fourteen-foot wall. Need to look into the local funds. The TPO doesn’t have funds like that. The only other funds would be the county-wide dollars as well as city dollars. Thought the walls would be much more expensive. Wondering if funds could be put together by FDOT supplying the eight-foot wall and the county and city coming up with the additional funds to expand that to the fourteen-foot wall.

Justin Hall: As part of the SCIS, FDOT did a noise analysis. Done in compliance with the FDOT manual and Federal Regulation 23CFR772. There were no noise receptors in the park and in the general area that would trigger a noise barrier. The conversation of the retrofit program is not saying change the retrofit program, we are putting in a noise barrier. It still has to meet the noise guidance. That is why we can propose the other types of barriers that does not use the term “fourteen-foot noise barrier”. Wants to be clear, that park did not meet the federal requirements for noise nor the state’s requirement for noise.

Commissioner Kemp: Requested clarification about the other sections to the north and south, everywhere but that little space, meeting the requirements and why.

Justin Hall: It is based on noise receptors. FDOT can come back and give a presentation on noise analysis and noise receptors and how that is determined. That is something that the State prepares

and the Federal Government reviews. That is the issue here and why there was not a noise barrier there and why there is a gap. The Type 2 Retrofit program is something that you can request Tallahassee consider. This issue comes back to the noise analysis done. That is why FDOT cannot add one and why federal dollars cannot be used. The SCIS says that there is not a noise receptor there.

Commissioner Kemp: The other thing a wall does, besides noise, is pollution barriers. We have terrible asthma and other issues. I don't know about resolving that. Every time we ask a question, there is more information about it that we don't have. Believes there are red-flashing lights about equity in the one little spot. Cannot imagine building the wall up until that point, having the gap, and then continuing with the wall. As far as the footprint of the wall, knew about right-of-way and footprints. The road was obviously going to be expanded because there wasn't anyplace else. If lanes were going to be added, the footprint of the road would have to be expanded. It might be in the right-of-way of FDOT, but FDOT had a lot more land around the area. Would like to have the wall with as little of an impact as possible within that right-of-way.

Councilman Citro: Asked FDOT if they have information on how much noise is actually blocked between a concrete wall and a vegetation wall and if they are that far off.

Justin Hall: There are different decibel reductions. Does not have those with him. It is something that FDOT could present. For vegetation to provide a significant reduction, it would have to be pretty thick. Concrete barriers are generally more effective than landscape due to the amount of space required for the density required for the vegetation barrier decibel reduction.

Councilman Citro: Asked if they know the mitigation between a vegetation wall and a concrete wall for reduction of carbon monoxide gasses, which absorbs more.

Justin Hall: The landscape, trees in particular, would be the greater benefit. Would like to clarify something. Went through the CFR, there are noise receptors all along the interstate. It is the benefitted noise receptors. The park is not a benefitted noise receptor.

Commissioner Smith: Asked for clarification about the park not counting as a benefitted noise receptor; only things like a residence would count.

Justin Hall: Residential is treated differently, so, yes.

Commissioner Smith: There is a lot of food for thought that has been brought up about this that is worth digging into in the future. Glad to hear that FDOT is open to keeping the Lamar building on-site if there is an opportunity to rehab that in some way. Wants to make sure everyone understands that FDOT has said that the Lamar building doesn't have to be moved. Wants to make sure that is correct or if FDOT is just open to it.

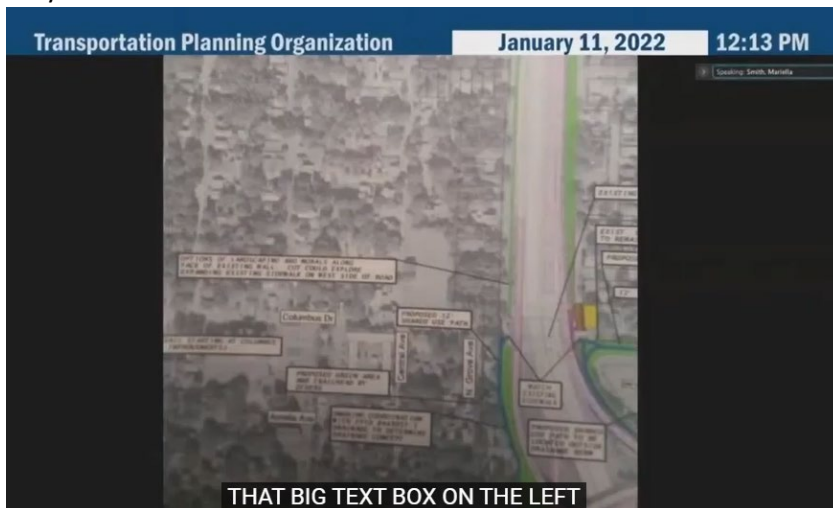
Secretary Gwynn: We will look at any potential proposal and will look at it on its merits. Would have to see a proposal before FDOT could comment on specifics. Does not want to say Yes or No to

anything at this point. Has not seen a proposal or any earnest interest to do something with the property at this time.

Commissioner Smith: Requested clarification that it is not off the table and it is not required for FDOTs project that the building be removed.

Secretary Gwynn: We had committed to keeping that buffer area between the interstate and properties. Will have to re-look and see what the requirements of that agreement are. If there is a proposal, bring it and FDOT will look at it. It has to be a bona fide proposal. It can't be "we want to fix it but we don't have any money or a plan". It will continue to deteriorate and continue to be a nuisance. If there is a plan between now and the 28th, which is when we asked for something. We would be glad to open it up and take a look. So far, nobody has asked to go in the building.

Commissioner Smith: Understands the frustration on both sides with these kinds of meetings. Has been on both sides. Very much appreciates the public that has commented. Understands how difficult it can be facing people with anger and problems. Urges patience. In order to foster understanding on both sides, would like to show two items sent to staff. One is of a map that was shown in a meeting. Is showing this because, the map from August of 2019 shown in the FDOT presentation today, this has been explained. The community, the CAC were invited to a meeting with the map that showed the arrow saying that the wall would be moved. There has been some confusion. This map was shown in May of 2021.



The big text box on the left talks about landscaping and murals along the face of existing wall. COT could explore expanding existing sidewalk on west side of road. The talk is of the existing wall as recently as May after 2019.



This is an interactive map that was shown at the final public workshop in 2020, citizens were shown an interactive map. If you go to the internet right now to the interactive map to show the options for the wall at Elmore near Robles Street, you will see wall and then the option to have some trees in front of it. That does not look like the wall is being moved out at all. It looks like there are trees being added to it. Is pointing this out to be fair since the 2019 map was shown indicating the wall would be moved, the citizens have been shown things since then indicating the wall is not moving. Important for us to be very careful. It can be tempting to avoid a conflict by saying something like “we are open to discussions...” but not actually get at the final answer that says we think we are going to need that land in the end, or something like that. Advises to “rip the band-aid off” in those kinds of things. Our newest member, Ms. Le Grand, said “Bad news does not age well”. Asked everyone to continue the discussions. Asked if the wall being talked about by Mr. Fernandez would have to be replaced twice and what is the timeline. It seems that we have until 2023, so there is plenty of time to do the things Commissioner Kemp suggested and possibly come up with the best solution mitigating problems with the community. Watched the meeting at the Tampa Heights Civic Association. Terran had good concerns and ideas. Asked for FDOT to discuss the time left and to clarify that the wall will not be knocked down twice.

Justin Hall: Are not knocking the wall down twice. Where the projects meet is along Elmore just north of Columbus. In that area, wall reconstruction will stop for one project and be picked up by the next project. It is not the same wall being reconstructed twice, it’s that construction on the wall will end where one project ends and from there to the south, will begin reconstruction of the wall under the DTI project.

Secretary Gwynn: These projects are going to overlap in time. As FDOT gets the new contractor on board, will get the two contractors together to figure out how to coordinate that. It shouldn’t be a problem. It could be the same contractor that has the current job. In fact, there is a good chance it will be since he is already out there. They will work that out and it won’t have to be rebuilt twice.

Commissioner Smith: These are the things that it is important to hear from the neighborhood and their perspective. There are some things that you can ensure moving forward. Would like to know about the time left.

Justin Hall: Still in procurement for the Downtown Interchange project. The project to the north is under construction. There is a while until we get to that wall.

Secretary Gwynn: If we can get a more structured meeting, with an agenda, with a group of people that want to sit down and talk. At some point we have to get past saying “it can’t happen”, “we can’t do anything”. That decision has already been made. The question is, can we make it better than what they think it is now. If we can sit down and talk about those things, landscaping and other amenities, and we have been doing that for the last five years with all the projects in Tampa Heights to try and mitigate some of the impacts FDOT is making. If we can do that, believes a lot of progress can be made. Understands the frustration; grandparents had to move when the interstate took their house. Grandfather talked about it until the day he died. The fact that FDOT is doing this is disruptive. Would ask the community to think about is how can we do the best with what we have got. If it is continued to be said “we can’t do it”, we will never get to the point of discussing what can be done. Have to get to that point. Will need to be a structured meeting that is not a free-for-all of grievances. That doesn’t accomplish anything. FDOT is committed to accomplishing something.

Commissioner Myers: It appears from all the conversations this morning, we are not prepared to vote on this. With the conversations had in the community and with Secretary Gwynn, a structured meeting to try to understand what the community wants and how can FDOT work with them is what is needed. The 1902 Lamar house, Secretary Gwynn has said, many times, that no one has decided to bid on the project, but it keeps coming up. These things are very alarming. The community keeps bringing up the same issues and FDOT keeps repeating the same thing to us.

Commissioner Myers made the motion to delay this action item for another month, if it is possible. Has to leave to go to briefings to prepare for the next day and has two major briefings right behind each other.

Beth Alden: Has been a good discussion this morning. There are a lot of things that need to be dug into. We have asked the department to specifically address one piece of this puzzle. They have brought back some things that they are willing to do if there is a motion from this board asking them to do one of those. Happy to come back talk more, set up meetings about everything else. But the gap at Robles Park, if we could have some direction from the Board this morning, they are willing to add that into their project. Believes it shows good faith that they came forward with some different options for consideration. That doesn’t mean that we can’t continue to explore and come up with local funding for a taller wall; but the department has said that they are willing to build an eight-foot wall if we ask them to specifically include it in the project.

Commissioner Overman moves that the Board ask FDOT include and eight-foot wall and work with the community in a charette format with maps, etc., so that there is some real solution making that occurs for the Robles wall but also the timeline for the Downtown Interchange Improvement. Moves that FDOT include a wall at Robles Park and bring back the best solution based on community input and collaboration with your engineers, seconded by Councilman Maniscalco. Roll call vote, the motion passes 11 – 0

Commissioner Kemp passed the gavel to Councilman Maniscalco.

Commissioner Kemp: Noted that there needs to be an open house town hall type of meeting in Tampa Heights, at around four in that afternoon, that could include a tour and explanation with people in the community being able to talk. After, sit down, invite the City Council as well, and the Mayor to be part of this so that we could start to have a clarification of exactly how and the specifics of the wall and community input and impacts on the neighborhood. It could be two months in the future. That is Commissioner Kemp's motion. Seconded by Commissioner Overman. Began roll call vote, Commissioner Overman questioned whether there was still a quorum. It was determined that there was not an in-person quorum at this point.

Secretary Gwynn: Stated the FDOT can agree to this without a motion.

Councilman Maniscalco requested that the motion be stricken based on the comments of Secretary Gwynn.

IX. STATUS REPORTS

- A. PD&E Studies for I-75 from Moccasin Wallow Road to US 301 and from US 301 to Bruce B. Downs Blvd. (Ashley Henzel, FDOT District 7) - Deferred

X. EXECUTIVE DIRECTOR'S REPORT

- A. Deferred

XI. OLD & NEW BUSINESS –

- A. Next meeting February 9, 2022, from 10:00 AM – 12:00 Noon.

XII. ADJOURNMENT – The meeting adjourned at 12:27 PM

The recording of this meeting may be viewed on YouTube: [Meeting Recording](#)

Social Media

- Facebook
 - 1/10
Rick Fernandez (In a post on the board meeting event page)
“TPO Board:
I have submitted a detailed public comment by email and incorporate that here by reference. Trust you will take the time to read the submission related to barrier wall intrusion along the eastern border of Tampa Heights and protection of our historic properties.

This is to point out an inherent inequity in our system of public comment. The presence of Secretary David Gwynn as a non-voting advisor to the Board with virtually unlimited comment time leaves the general public at a great disadvantage. What I or any other member of the public might say in 3 minutes may be addressed for 30 minutes or more by the secretary. In addition, public comment is presented at the top of the Board meeting, before any FDOT presentations. There is no opportunity to respond.

Please know, whatever FDOT has to say on January 11 about the Downtown Interchange, barrier walls or any other issue, the community has a response ... We ask that you act as advocates for the citizens and make that response for us. Most importantly, keep the discussion we start on January 11 going into the weeks and months ahead. We cannot resolve these issues while working through one agenda item of one meeting.

Thank you for considering.

Rick Fernandez
2906 N. Elmore Ave
Tampa, FL 33602"

○ **1/9**

Save the Historic Lamar (In a post that tagged Hillsborough TPO):

"Our mission to #SaveHistoricLamar and Tampa's sacred, urban, historic neighborhoods from the threats of interstate expansion needs to continue at the Hillsborough TPO Governing Board Meeting this Tuesday, January 11, 2022 at 10:00 AM.

Sign-up using the link included at the bottom of this post to tell the TPO Governing Board to do the following during the Meeting's Virtual Public Comment Period:

1. Stop the FDOT's destruction of historic property in Tampa Heights, including the planned destruction of the contributing structure at 1902 N. Lamar Ave.
2. Stop the FDOT's ability to continue with the physical expansion of the interstate (I-275 barrier wall intrusion) in Tampa Heights.
3. Declare temporary moratorium and conduct a full vetting of those aspects of the FDOT's Downtown Interchange Operational and Safety Improvements Project related to barrier wall intrusion along the eastern border of Tampa Heights.
4. Support the TPO CAC Resolution addressing these points passed on Wednesday, January 5, 2022."

○ **12/23**

Dave Justask (In response to a newsletter post):

“Here is a plan: Stop FDOT oligarchs. Disavow Teco until they clean up their coal ash, move away from fracked gas, make reparations to Frontline communities. Oh and it is this simple... 35 arrive alive and no new lanes. No charge for the only plan that would actually stop the slaughter on our roads.”

○ **12/16**

Pedal Power Promoters, LLC (In response to a LA Times article):

“Love the poster, Lisa Silva of Hillsborough TPO, hate the post.

This article, more specifically the remarks by Ken Kolosh of National Safety Council, are infuriating. Mr. Kolosh seems desperate to find out how to singularly blame system users for the increase in fatal crashes over the past two years. He neglects to mention, not even once, system designs that encourage high speeds. Increased numbers of crashes, and their severity, have been observed by advocates since the earliest days of the pandemic. Less traffic = more speeding. Seems congestion may be the most effective, albeit extremely undesirable, method of traffic calming in the US. A real dilemma for people and institutions that strive for safety AND congestion, aka emissions, reduction.

Until system designs are widely recognized and included by “experts” and media (ie. Latimes.com) as contributing factors, #VisionZero will be unattainable.

National Institute for Congestion Reduction – NICR”

○ **12/10**

Sun Coast Transportation Planning Alliance (Regarding a SCTPA meeting about regional rail):

“Transportation leaders from the #TampaBay region met with the Florida Department of Transportation at today’s #SCTPA meeting to discuss prioritizing Passenger Rail and ensuring safe, equitable and sustainable transportation options. #1Region1Voice Learn more here: <https://buff.ly/3dG0OX3>

FDOT West Central - Tampa Area Forward Pinellas Hernando/Citrus MPO Hillsborough TPO Pasco County, Florida Polk TPO Transform Tomorrow - Sarasota/Manatee Metropolitan Planning Organization

[\(Return to Minutes\)](#)

Email

From: [Matthew Suarez](#)

To: [Beth Alden](#)

Cc: kathy.castor@mail.house.gov; [Gwynn, David](#); [Kemp, Pat](#); guido.maniscalco@tampagov.net; [Hall, Justin](#); [Rich](#)

[Clarendon](#); [Johnny Wong](#); [Rick Fernandez](#); [Brian Seel](#); [CM Vela](#); [Dana Lazarus](#); [Mauricio Rosas](#); [Anthony Krol](#)

Subject: Citizen Issued Inquiry_I-275 Boulevard Study & Infrastructure Investment and Job Act Funding

Date: Thursday, January 6, 2022 10:43:27 AM

Ms. Alden,

Has the Hillsborough County TPO submitted an application to request funding from the Federal government with regard to the I-275 Boulevard Study that was unanimously approved on Wednesday, May 8 2019 by the then Hillsborough County MPO Governing Board? With Section 11509 from the Infrastructure Investment and Jobs Act that was passed at the end of last year making such funding available, we would like to know if this effort is being pursued as approved by the Governing Board and requested by members of the general public on numerous occasions.

Please advise.

Respectfully,

Matthew Suarez, AAIA ||||| ||||| ||||| |||||

| p | [813.299.4497](tel:813.299.4497) | e | suarez.matthew@outlook.com

From: Anthony Krol

To: Cheryl Wilkening; Beth Alden

Cc: Rich Clarendon; Johnny Wong

Subject: Citizen Issued Public Comment Hillsborough County Transportation Planning Organization (TPO) Governing

Board Meeting Tuesday, January 11, 2022 at 10:00 AM

Date: Monday, January 3, 2022 1:33:38 PM

Hello,

Tony Krol

3907 N Dartmouth Ave

Tampa Florida, 33603

mergeculture@me.com

I'd like to submit the following Public Comment to the TPO regarding Transportation Planning Organization (TPO) Staff, TPO Board, and all institutional bodies represented thereon (including Tampa City Council and Hillsborough County Board of County Commissioners) to:

1. NOT expand highway concrete any additional feet. Declare a moratorium on the DTI-OSI project so as to allow for a full vetting of FDOT's plans.
2. NOT demolish Historic Lamar. Stabilize and secure the building so as to allow opportunities for repurposing and restoration to active community service.
3. DO commit to equity and community leadership by funding alternative transportation solutions - specifically the Boulevard Tampa concept study (blvdtampa.com), and using "alternative funds" to fund sidewalks.

This material is presented for consideration at the January 5, 2022 TPO CAC meeting: Agenda Item VIII B, regarding I-275 barrier wall intrusion along the eastern border of Tampa Heights. By extension, much of this material will also be relevant for the TPO Board meeting on January 11, 2022. A few members of the Board as well as members of the public, elected officials and press are (or will be) copied.

I'm going to submit this comment from a more personal perspective based on economic data, and the effect that certain government decisions have on community and mental health. In November of 2021 FDOT blind-sided the historic Neighborhood of Tampa Heights with two issues related to interstate expansion. These two issues are listed in the above list, number 1, and 2. The third item on the list above is the solution with the most positive economic impact for the City of Tampa, as well as for Hillsborough County property Tax. A visual of the BLVDTAMPA project can be found here:

<https://www.facebook.com/SunshineCitizens/videos/344766343053357>

Also, this website: <https://www.blvdtampa.com>.

Issue #2 - Destroying Contributing Structures:

ON CONTRIBUTING STRUCTURES:

I'm not an economist by any means, but I do understand the value of Tampa's first suburb, Tampa Heights, and the value of cultural identity. When we talk about contributing structures, we are really talking about an emotional response and sense of identity for the humans that exist in neighborhoods to care about their neighborhood and neighbors. These are factors that contribute to quality of life. If there's anything we can learn in 2022 it is that people are more important than things. And let's look at the policies of FDOT – since the 1960s, the policies have revolved around moving things: (i.e. Cars.) Not people.

There are many things we can do for the future to create value for the residents, and a sense of pride for the neighborhood they live in. I find it ironic that FDOT really started talking about tearing down this property recently when the building was being “vandalized with graffiti” however, what FDOT has been doing for years is nothing short of vandalism - everything is a perspective. However, there is a truth, that we are either celebrating life, or celebrating things - celebrating unity, and community, or making decisions to tear them apart. We, as citizens of Tampa Heights, have a vision of building community by utilizing Historic Lamar as a community center for the arts, music, or a meditation center for healing and connectivity.

I submit this comment to strongly consider history LAMAR be saved from destruction - the community will find a way to fix the roof of the building, and come up with a solution, with FDOT, to keep this structure in the community, and make it useful, beneficial, and beautiful.

Issue #1 - No Further expansion of the interstate - Since 2015 this has been the same parrot, repeating the same song.

Why?

Well let's look at the history. In the mid 1940s, Firestone, Standard Oil, and American automobile lobby (car manufacturers) paid off TECO to remove the Streetcar system that connected the neighborhoods to the core of downtown Tampa. Many areas of downtown have yet to recover from this. Look at Franklin Street - the first paved street in Tampa, which had north and south streetcar tracks, and perfect mobility. Since the streetcar tracks were removed, and then subsequently the interstate was constructed, the energy of community was severed. What we now have is still, empty dilapidated buildings along Franklin Street - Kress, Maas Brothers - where now a nice parking lot sits - Carriage Repository building - The Tampa Wagon Wheel Company - and so many others. Further, let's look at pattern and practice systemic racism. Since the 1940s, the historical street has declined because of two factors: Auto, Rubber, and Petroleum lobby which paid off TECO to remove one of the most well-designed transit streetcar systems in the country, as well as the subsequent construction of the Interstate that went over a majority of minority-owned businesses in the Black-owned Central Business district (now Perry Harvey Park and the Interstate) - as well as minority residents. In fact, up until 1925, there was a star * next to black residents in the phone book - The Tampa History Museum has a photo of this - if you trace the lines of where the interstate was built, to the stars in the phonebook (35 years later) the lines where the interstate was built were drawn right over the stars in the phonebook. Sounds like a pretty terrible page from a "connect the dots" book. Crazy right? Not really. Very wealthy white men conceptualized and built the interstate system in the 1960s - Stemming from the vision of Robert Moses. This decision and these practices contributed to the dismay of Black Business District of Central Avenue. The chain reaction of baton-passing has been going on ever since, and it's a destructive policy that keeps on destroying. The TPO has an opportunity to look at this history, and say there is a better way forward.

Issue #3 - Draw different lines

Picture this, you take a map of Tampa, drawn in pencil, and then erase the interstate and draw in all of the parcels that can be rebuilt. Then you calculate the Property and Business tax of

those parcels, paired with a BLVD that has efficient transportation to move the community around - and the economic impact would be staggering.

There's a better way - draw different lines. In support of a Boulevard #blvdtampa, this is the first step of a related conversation to be sure that Franklin Street, Tampa Heights, and all historical neighborhoods thrive by maintaining their connectivity and cultural identity, as well as providing new parcel revenue with property and business taxes. The current interstate and DTI (Downtown interchange is a cancer that won't stop growing) We know that adding lanes does not work, remember Induced Demand?

Here are some articles, again.

<https://www.wired.com/2014/06/wuwt-traffic-induced-demand/>

"But before we get to the solutions, we have to take a closer look at the problem. In 2009, two economists—Matthew Turner of the University of Toronto and Gilles Duranton of the University of Pennsylvania—decided to compare the amount of new roads and highways built in different U.S. cities between 1980 and 2000, and the total number of miles driven in those cities over the same period.

“We found that there’s this perfect one-to-one relationship,” said Turner. If a city had increased its road capacity by 10 percent between 1980 and 1990, then the amount of driving in that city went up by 10 percent. If the amount of roads in the same city then went up by 11 percent between 1990 and 2000, the total number of miles driven also went up by 11 percent. It’s like the two figures were moving in perfect lockstep, changing at the same exact rate.

"A more likely explanation, Turner and Duranton argue, is what they call the fundamental law of road congestion: New roads will create new drivers, resulting in the intensity of traffic staying the same."

We would love to see the HISTORIC LAMAR property an example of community resilience. We will come up with a solution to turn the building into art studios, a meditation center, or a practice space for Tampa’s many musicians that need places to play. or, we will turn the building into a museum. The community can come up with a positive, connecting solution for this property. The arts are very important to community growth and Historic Lamar, is a perfect place to start building community, rather than tearing it down.

Thank you for your time.

From: Mauricio Rosas

To: David Gwynn

Cc: Kemp, Pat; Gwen Myers; Overman, Kimberly; guido.maniscalco@tampagov.net; Harry Cohen; Beth Alden;

[Mariella Smith](#); [City Council](#); [Stephen Benson](#)

Subject: FDOT Meetings

Date: Monday, December 13, 2021 1:43:56 PM

David,

It was good to see you at the meeting with Gudes, especially since the thrashing from the last few weeks. I am more focused on what we can or should accomplish rather than just saying no, but it doesn't mean I want any more girth added within the right of way. I have confidence you will continue to honor the needs and wants of Tampa's Historic Urban Core.

I was pleasantly surprised to see the rail transit discussion last week. It was amusing to hear the talk of how everyone wants to bring the area together with mass transit, yet I distinctly heard a need to widen the roads in Pasco. It baffles me as to why they don't understand the connection between land use and mass transit. They continue to develop suburban

neighborhoods and expect those residents to use mass transit.

We have a similar issue with urban infill. We need HART involved in land-use decisions to increase the use of mass transit near apartments, condos, townhomes, and single dwellings.

HART needs a seat at the table to help shape ridership.

Lastly, the FDOT meeting this past Friday missed an opportunity to poll how many used mass transit to get to the meeting. If those officials drove or single use ride-share, the mass transit option is moot. We need our elected officials to use mass transit and promote it on social media platforms. They need to focus on mass transit-oriented land-use planning to truly shape a new era.

Respectfully,

Mauricio

Mauricio Rosas

mrosas1001@mac.com

813-727-6680 cell

118 West Mohawk Avenue

Tampa, FL 33604

Please take in a deep breath before printing this email. Why? Because in order to make paper, bio-fuels and other contaminants are used throughout the entire process, damaging the air you breathe. So if you want to breathe clean air please consider not printing this email

From: Cameron Hunt McNabb

To: Beth Alden; Johnny Wong

Subject: Proposed 275 Expansion

Date: Wednesday, January 5, 2022 2:53:37 PM

Hello. While I am unable to attend this evening's meeting, announced with only 24 hours notice, I definitely want to express my concerns for the proposed expansion of 275. As a fourth generation Tampa native, I have watched the dysfunction of the interstate grow to behemoth proportions, destroying neighborhoods and promoting car-centric sprawl in the process. We now know that interstate expansion contributes to emissions and climate change as well as harms valuable neighborhoods (in Tampa, this destruction is so harmful to the historic neighborhoods north of downtown). Moreover, all previous expansions to 275 have not "fixed" any of the issues. That's because simply expanding to "accommodate" more cars only invites more cars. The problem will never be fixed. Instead, FDOT should be focusing on alternate modes of transit, investing in light rail, increased bus service, and promoting pedestrian and bike traffic. One option would be turning 275 into a multi-use boulevard (a proposal I know you've heard). Especially as both downtown and the USF area grow, offering options other than driving a car will be imperative to long term sustainability.

Thank you for your time,

Cameron

From: Rich Clarendon

To: danlom02@aol.com

Cc: Sharon Snyder; Beth Alden

Subject: Re: Riverview, Ruskin, Gibsonton and Apollo Beach traffic on 41.

Date: Thursday, December 16, 2021 10:07:31 AM

Attachments: [image001.png](#)

Dear Mr. Lombard,

Thank you for contacting us.

The following improvements are planned for U.S. 41:

Project 448506 1: US 41 at Palm River Rd – Intersection Improvements funded for Construction in FY 25

Project 442683 1: US 41/SR 583/50TH ST FROM MADISON AVE TO N 48TH ST - Install fiber, System detection, and Bluetooth readers funded for design in FY 21

Project 430056 2: US 41 FROM S OF PENDOLA POINT/MADISON AVE TO HARTFORD ST - Widening 4 to 6 lanes funded for design in FY 22

Project 440749 1: US 41/SR 45/S 50TH ST @ CSX GRADE SEPARATION SOUTH OF CAUSEWAY BLVD – funded for Right-of-Way Acquisition in FY 22

In addition, the following projects are planned for related roads in this vicinity:

Project 424513 3: BEND ROAD/CR 672 @ I-75/SR93A FROM W OF COVINGTON TO E OF SIMMONS – funded for Design/Build of new NB Entry and SB Exit Ramps in FY 21

Project 438752 1: APOLLO BEACH EXTENSION FROM US 41 TO PASEO AL MAR BOULEVARD – Under construction

Longer term, FDOT is planning to widen US 41 from Big Bend Rd to 19th Ave NE, and the County is planning to widen Big Bend Rd from US 41 to US 301, and 19th Ave NE from US 41 to US 301.

More information is available in our [Transportation Improvement Program](#) and [Long Range Transportation Plan](#). Please contact me with any further questions.

Rich Clarendon, AICP

Assistant Executive Director

Hillsborough Transportation Planning Organization

clarendonr@plancom.org • 813.582.7368 (Direct) • 813.272.5940

planhillsborough.org

All incoming and outgoing messages, including voicemails, are subject to public records inspection

From: Plan Hillsborough contact form <webmaster@plancom.org>

Sent: Wednesday, December 15, 2021 7:31 AM

To: Sharon Snyder <snyders@plancom.org>

Cc: Christopher English <englishc@plancom.org>

Subject: New message from Plan Hillsborough contact form

Name: Dan Lombard

Email: danlom02@aol.com

Subject:R

Message: Since you are allowing so much building in these areas and already have us on water restrictions, because your water infrastructure is 7 years behind, I would like to know what your plans are to improve U. S. 41 to lessen the travel times? I travel 16 miles to work and it takes me 45 minutes. It only took an hour to travel 50 miles to Bartow, when I worked for Polk county. You are already behind in improving Big Bend and I-75 intersection.

Date: December 15, 2021

Time: 7:31 am

Page URL: <https://planhillsborough.org/contact-us/>

User Agent: Mozilla/5.0 (iPhone; CPU iPhone OS 14_8_1 like Mac OS X) AppleWebKit/605.1.15 (KHTML, like Gecko) Version/14.1.2 Mobile/15E148 Safari/604.1

Remote IP: 174.211.132.24
Powered by: Elementor

From: Hall, Justin
To: Matthew Suarez; Beth Alden
Cc: kathy.castor@mail.house.gov; Gwynn, David; Kemp, Pat; guido.maniscalco@tampagov.net; Rich Clarendon;
[Johnny Wong](#); [Rick Fernandez](#); [Brian Seel](#); [CM Vela](#); [Dana Lazarus](#); [Mauricio Rosas](#); [Anthony Krol](#)
Subject: RE: Citizen Issued Inquiry_I-275 Boulevard Study & Infrastructure Investment and Job Act Funding
Date: Thursday, January 6, 2022 4:08:52 PM

Good afternoon Mr. Suarez,
The current NOFO's for other grant opportunities would be reflective of FDOT's FY 24 budget year, based on the anticipated schedule of submissions what I stated is that you would most likely be applying for funding that would align with FDOT's FY 25 budget year. As Beth stated NOFOs may be forthcoming in the summer and a hard timeline would be determined then.
For example – the RAISE grant that was awarded to FDOT for the Heights Mobility project this year (from the NOFO last year) is for FDOT's FY 23.
Thank you,
Justin Hall

From: Matthew Suarez <suarez.matthew@outlook.com>
Sent: Thursday, January 6, 2022 3:27 PM
To: Alden, Beth <AldenB@plancom.org>; Hall, Justin <Justin.Hall@dot.state.fl.us>
Cc: kathy.castor@mail.house.gov; Gwynn, David <David.Gwynn@dot.state.fl.us>; Kemp, Pat <kempp@hillsboroughcounty.org>; guido.maniscalco@tampagov.net; Clarendon, Rich <ClarendonR@plancom.org>; [Johnny Wong](mailto:JohnnyWong@plancom.org) <WongJ@plancom.org>; [Rick Fernandez](mailto:rick@fernandezconsulting.net) <rick@fernandezconsulting.net>; [Brian Seel](mailto:brianjseel@gmail.com) <brianjseel@gmail.com>; [CM Vela](mailto:cmvela311@gmail.com) <cmvela311@gmail.com>; [Dana Lazarus](mailto:daynalaz@gmail.com) <daynalaz@gmail.com>; [Mauricio Rosas](mailto:mrosas1001@gmail.com) <mrosas1001@gmail.com>; [Anthony Krol](mailto:build@clrty.co) <build@clrty.co>
Subject: Re: Citizen Issued Inquiry_I-275 Boulevard Study & Infrastructure Investment and Job Act Funding

EXTERNAL SENDER: Use caution with links and attachments.
Thank you for the response & the power point attachment Ms. Alden.
Mr. Hall,
Last night (1/5/22) at the FDOT Open House that took place from 6:00 PM to 8:00 PM at the C. Blythe Andrews, Jr. Public Library in East Tampa we had a discussion about funding applications/requests relating to Section 11509 from the Infrastructure and Jobs Act. It was identified during our discussion that FDOT-D7 was monitoring this funding source and funding commitments for planning efforts relating to it were already out to 2025. Ms. Alden's response is highly credible and not in agreement with what was mentioned during our discussion last night.
Please advise on this inconsistency.
Respectfully,

Matthew Suarez, AAIA ||||| ||||| ||||| |||||
| p | [813.299.4497](tel:813.299.4497) | e | suarez.matthew@outlook.com

From: Beth Alden <aldenb@plancom.org>
Sent: Thursday, January 6, 2022 10:58 AM
To: Matthew Suarez
Cc: kathy.castor@mail.house.gov; Gwynn, David; Kemp, Pat; guido.maniscalco@tampagov.net; Hall, Justin; Rich Clarendon; Johnny Wong; Rick Fernandez; Brian Seel; CM Vela; Dana Lazarus; Mauricio Rosas; Anthony Krol
Subject: RE: Citizen Issued Inquiry_I-275 Boulevard Study & Infrastructure Investment and Job Act Funding

Good morning, Mr. Suarez,

The TPO Board postponed that study the year following the action you mentioned. We are looking forward to learning more about the new federal grant opportunities when notices of funding opportunity (NOFOs) are issued. We have heard that NOFOs may be forthcoming in the summer, as it takes some time for FHWA to develop rules and procedures for new programs. The Reconnecting Communities Pilot Program that you are referencing is one that I highlighted to the TPO Board as something we should consider pursuing, when I briefed the board about the IJA in December. The video is posted here: https://www.youtube.com/watch?v=oGW5hR4IPDE&list=PLZwNyAnHaDIscIRUdbBWvsB_SuWWMG3h0&index=38 and the slides are attached.

Best,
Beth

From: Matthew Suarez <suarez.matthew@outlook.com>
Sent: Thursday, January 6, 2022 10:43 AM
To: Beth Alden <aldenb@plancom.org>
Cc: kathy.castor@mail.house.gov; Gwynn, David <David.Gwynn@dot.state.fl.us>; Kemp, Pat <kempp@hillsboroughcounty.org>; guido.maniscalco@tampagov.net; Hall, Justin <Justin.Hall@dot.state.fl.us>; Rich Clarendon <clarendonr@plancom.org>; Johnny Wong <wongj@plancom.org>; Rick Fernandez <rick@fernandezconsulting.net>; Brian Seel <brianseel@gmail.com>; CM Vela <cmvela311@gmail.com>; Dana Lazarus <daynalaz@gmail.com>; Mauricio Rosas <mrosas1001@gmail.com>; Anthony Krol <build@clrty.co>
Subject: Citizen Issued Inquiry_I-275 Boulevard Study & Infrastructure Investment and Job Act Funding

Ms. Alden,

Has the Hillsborough County TPO submitted an application to request funding from the Federal government with regard to the I-275 Boulevard Study that was unanimously approved on Wednesday, May 8, 2019 by the then Hillsborough County MPO Governing Board? With Section 11509 from the Infrastructure Investment and Jobs Act that was passed at the end of last year making such funding available, we would like to know if this effort is being pursued as approved by the Governing Board and requested by members of the general public on numerous occasions.

Please advise.

Respectfully,

Matthew Suarez, AAIA ||||| ||||| ||||| |||||
| p | [813.299.4497](tel:813.299.4497) | e | suarez.matthew@outlook.com

From: [Johnny Wong](#)
To: [Rick Richmond](#)

Cc: [Cheryl Wilkening](#); [Beth Alden](#); [Rich Clarendon](#)

Subject: RE: Interstate wall intrusion and destruction of 1902 Lamar Ave.

Date: Monday, January 3, 2022 2:08:32 PM

Attachments: [image001.png](#)

Hi Rick –

Thanks for passing this along because no, I hadn't received the email. Much appreciated,

Salaam=peace,

Johnny Wong, PhD

Executive Planner

wongj@plancom.org • 813.699.7370

planhillsborough.org

All incoming and outgoing messages are subject to public records inspection.

He/him

From: Rick Richmond <rickdrichmond@gmail.com>

Sent: Monday, January 3, 2022 2:06 PM

To: Johnny Wong <wongj@plancom.org>

Cc: Cheryl Wilkening <wilkeningc@plancom.org>; Beth Alden <aldenb@plancom.org>; Rich Clarendon <clarendonr@plancom.org>

Subject: Fwd: Interstate wall intrusion and destruction of 1902 Lamar Ave.

Johnny,

FYI, I was BCC'd on this email. Not sure if the balance of CAC members were included via BCC, passing it along for awareness.

Rick Richmond

----- Forwarded message -----

From: **Robert Miley** <opa2921@gmail.com>

Date: Mon, Jan 3, 2022 at 12:30 PM

Subject: Interstate wall intrusion and destruction of 1902 Lamar Ave.

To: <aboback@trafodata.net>

Cc: <aiahaladdin@gmail.com>

I live in Ybor and am a supporter of the Tampa Heights Community, I am opposed to further Interstate barrier wall intrusion along the eastern border of Tampa Heights. I am also opposed to demolition of historic properties in Tampa Heights and elsewhere, including the property located at 1902 N Lamar Ave in Tampa Heights. Please support Tampa Heights in its efforts to protect its lands, history, health, property values and quiet enjoyment of its residents. FDOT needs to be held accountable for the deadliest roads in the entire nation.

Respectfully submitted

Robert D. Miley

From: [Andrew Morris](#)

To: [Beth Alden](#)

Subject: Re: SCTPA & TMA LEADERSHIP GROUP JOINT MEETING Agenda Packet

Date: Thursday, December 16, 2021 6:00:51 PM

Beth Alden,

Thank you for the YouTube link to the meeting. I did enjoy watching it. I have been thinking about the challenges with local funding in the Tampa Bay Metro Area, and one solution could be working with Amtrak and

FDOT to make sure connecting Downtown Tampa, Busch Blvd/USF, Downtown Clearwater, and Downtown St. Petersburg are included in Amtrak's Vision Plan and FDOT's State Rail Plan. The Infrastructure Investment and Jobs Act allocates money to Amtrak and the Federal Railroad Administration to assist with covering the start up capital costs and first few years of operating costs of new State-Supported Amtrak routes. Most State-Supported Amtrak routes cover a majority of their operating costs and the operating subsidies are usually very small. Amtrak's investment into the Clearwater Subdivision would bring it up to the standards required for passenger rail, which would make doing Regional Rail between Tampa, Clearwater, and St. Petersburg a much more affordable project. State-Supported Amtrak service would give people living near the stations in Downtown Tampa, Busch Blvd/USF, Downtown Clearwater, and Downtown St. Petersburg a direct connection to Orlando, Lakeland, West Palm Beach, Jacksonville, Fort Lauderdale, and Miami. Local public transit projects like the SunRunner BRT would benefit from having a direct connection with State-Supported Amtrak service in Downtown St. Petersburg. A BRT corridor could potentially be planned to connect from a Multimodal Hub served by Amtrak on Busch Blvd to Busch Gardens and USF. If the Clearwater Subdivision was owned by FDOT, they could lease out capacity to Brightline, which would bring in additional revenue that could be invested back into the infrastructure and operating subsidies for the State-Supported Amtrak service. Here is a link to an article that shows how much The Downeaster State-Supported Amtrak service has benefited the communities it serves and led to more local public transit investment because of the improved connections to the outside world.

<https://www.governing.com/now/maine-loves-its-train-can-other-states-follow-in-its-tracks>

Sincerely,

Andrew Morris

On Mon, Dec 13, 2021 at 3:22 PM Beth Alden <aldenb@plancom.org> wrote:

Thank you!

Here is a link to the video:

<https://youtu.be/LDV6a1btVMU>

There are several sets of slides uploaded to the meeting page on the SunCoastTPA.org site.

TBARTA did not have slides, and the webmaster is still getting the FDOT slides. Check back at this page: <https://suncoasttpa.org/event/sctp-board-meeting-2021-12-10/> and click on "View the agenda and presentations."

From: Andrew Morris <amorrisrollins@gmail.com>

Sent: Saturday, December 11, 2021 4:01 PM

To: Beth Alden <aldenb@plancom.org>

Subject: Re: SCTPA & TMA LEADERSHIP GROUP JOINT MEETING Agenda Packet

Beth Alden,

Thank you for making sure my public comment was read. I was able to listen to some of the SCTPA & TMA LEADERSHIP GROUP JOINT MEETING yesterday, but I was not able to watch it unfortunately. Will a video of the meeting be uploaded on Youtube at some point? Also, will the presentations that FDOT and TBARTA had at the meeting be uploaded online? I am happy to see TBARTA's CSX Corridor Study moving forward. Hopefully there will be some public workshops for it in Pinellas County sometime in the near future. I think both Regional Rail and Regional Rapid Transit BRT could be planned in a way to function as an integrated regional transit network that would benefit the ridership for both. They both serve different areas of Hillsborough, Pinellas, and Pasco Counties so both would be necessary to connect the major population and employment centers with frequent public transit. I do think the Regional Rapid Transit BRT would need to be made into separate routes connecting Multimodal Hubs with Regional Rail. One example of how this network integration could work would be for someone traveling from Wesley Chapel to St. Petersburg. They would transfer at a Multimodal Hub somewhere near E Busch Blvd and I-275 to the Regional Rail to avoid all the traffic and congestion the bus would get stuck in heading through Downtown Tampa. Another example could be a Regional Rapid Transit BRT route from Downtown Tampa to Westshore and Tampa International Airport that then takes the Veterans Expressway to a Multimodal Hub for the Regional Rail near W Linebaugh Ave and the Veterans Expressway.

Sincerely,

Andrew Morris

On Wed, Dec 8, 2021 at 9:19 AM Beth Alden <aldenb@plancom.org> wrote:

Got it, thank you!

From: Andrew Morris <amorrisrollins@gmail.com>

Sent: Wednesday, December 8, 2021 12:19 AM

To: Beth Alden <aldenb@plancom.org>

Subject: Re: SCTPA & TMA LEADERSHIP GROUP JOINT MEETING Agenda Packet

Beth Alden,

Here is my comment for Agenda Items 4 and 5:

In the Tampa Bay Metro Area, Regional Rail and Intercity Passenger Rail planning and investment need to be

done as a coordinated effort to maximize local, state, federal, and private funding resources, maximize utilization of infrastructure, maximize ridership, and to help create a more connected multimodal transportation

network for the region. Brightline, Amtrak, and FDOT should focus on building a dedicated passenger rail corridor along I-4 between Orlando International Airport and Downtown Tampa. Separating passenger rail

and freight rail services between Orlando and Tampa most likely will be necessary to avoid capacity constraints on the CSX A-Line and previous intercity passenger rail planning efforts have recommended building a dedicated passenger rail corridor along I-4. The CSX Clearwater Subdivision between Tampa, Clearwater, and St. Petersburg has minimal freight rail traffic and it would be a good corridor for Regional Rail

and Intercity Passenger Rail. When planning infrastructure upgrades for the Clearwater Subdivision, these upgrades should be focused on supporting Regional Rail between Tampa, Clearwater, and St. Petersburg and allow for Amtrak and Brightline to be able to directly serve Clearwater and St. Petersburg. The SunRunner Bus Rapid Transit would benefit greatly from high quality Regional Rail and Intercity Passenger Rail connections into it in Downtown St. Petersburg. An Aerial Gondola between Downtown Clearwater and Clearwater Beach would become an even stronger concept if Regional Rail and Intercity Passenger Rail connected passengers into it. As a coordinated effort, we can make Regional Rail and expanded Intercity Passenger Rail a reality for the Tampa Bay Metro Area.

Andrew Morris
Largo, Florida

On Mon, Dec 6, 2021 at 9:11 AM Beth Alden <aldenb@plancom.org> wrote:

Yes, the full packet should be posted today. If you'd like to send a comment, you are welcome to email it to me. If it's short enough I'll read the whole thing aloud.

From: Andrew Morris <amorrisrollins@gmail.com>

Sent: Sunday, December 5, 2021 9:10 AM

To: Beth Alden <aldenb@plancom.org>

Subject: SCTPA & TMA LEADERSHIP GROUP JOINT MEETING Agenda Packet
Beth Alden,

For the SCTPA & TMA LEADERSHIP GROUP JOINT MEETING on December 10th 2021, will there be an agenda packet released before the meeting? I unfortunately cannot attend the meeting because of

work, but I still would like to send in a public comment.

Sincerely,

Andrew Morris

From: Johnny Wong

To: Rick Fernandez

Cc: "Brian Seel"; "Lena Young"; "Lena Young"; Dayna Lazarus; "Anthony Krol"; "Matthew Suarez"; "Michelle

Cookson"; "CM"; Mauricio Rosas; "Tim Keeperts"; LawsonL@hillsboroughcounty.org;

BrownAK@hillsboroughcounty.org; CohenH@HCFLGov.net; guido.maniscalco@tampagov.net;

John.Dingfelder@tampagov.net; "Gwen Myers"; MyersG@HCFLGov.net; Joseph.Citro@tampagov.net;

KempP@HCFLGov.net; overmank@hcflgov.net; "Mariella Smith"; honclive@gmail.com;

heatherarchut@aol.com;

brenda@myhistorictampa.com; "Taryn Sabia"; Adam Fritz ; adam@soho-capital.com;

janem2747@gmail.com;

"Janet Scherberger"; janecastor@tampagov.net; Jim Shirk; "Shane Ragiel"; "Shane Ragiel"; "Justin Ricke";

Carrie.Henriquez@tampagov.net; "Jeffrey Zampitella"; "Kitty Wallace"; Orlando.Gudes@tampagov.net;

"Robert

Miley"; "Rochelle Gross"; "Yvette Lewis"; "William Dobbins"; Charlie.Miranda@tampagov.net;

Luis.Viera@tampagov.net; ndperry0917@gmail.com; mrperryems@gmail.com; kellizell@aol.com;

g647@hotmail.com; staceywarder@hotmail.com; "Arnie Hernandez"; fentrice@gmail.com;

garrett.a.tozier@gmail.com; helenannetravis@gmail.com; jtennison@atelieraec.com;
imanreva10@aol.com;
tylerjudson@gmail.com; vsalaga@atelieraec.com; candacesavitz@yahoo.com

Subject: RE: Supporting Material

Date: Monday, January 3, 2022 11:10:52 AM

Attachments: [image001.png](#)

Hi Rick –

Thanks for your email and materials regarding the DTI barrier wall. I am happy to circulate your message, draft resolution, and photos to the CAC in advance of its Wednesday meeting. Before I do that, I have a point of clarification regarding the CAC's 5 January agenda, namely that scheduling the item on the TPO Board agenda doesn't represent a break in protocol. The committees provided their comments and requests to the board, and the board officially transmitted those comments and requests to FDOT. The item on the 11 January TPO Board agenda will allow FDOT to provide a response to the comments and information requests.

Salaam=peace,

Johnny Wong, PhD

Executive Planner

wongj@plancom.org • 813.699.7370

planhillsborough.org

All incoming and outgoing messages are subject to public records inspection.

He/him

From: Rick Fernandez <rick@fernandezconsulting.net>

Sent: Monday, January 3, 2022 9:54 AM

To: Johnny Wong <wongj@plancom.org>

Cc: 'Brian Seel' <brianseel@gmail.com>; 'Lena Young' <Lenayoung@thjca.org>; 'Lena Young' <lenayoung211@yahoo.com>; Dayna Lazarus <daynalaz@gmail.com>; 'Anthony Krol' <build@clrty.co>; 'Matthew Suarez' <suarez.matthew@outlook.com>; 'Michelle Cookson' <uppitygal@mac.com>; 'CM' <cmvela311@gmail.com>; Mauricio Rosas <mrosas1001@mac.com>; 'Tim Keepports' <tim.keepports@gmail.com>; LawsonL@hillsboroughcounty.org; BrownAK@hillsboroughcounty.org; CohenH@HCFLGov.net; guido.maniscalco@tampagov.net; John.Dingfelder@tampagov.net; 'Gwen Myers' <gwenmyers@verizon.net>; MyersG@HCFLGov.net; Joseph.Citro@tampagov.net; KempP@HCFLGov.net; overmank@hcflgov.net; 'Mariella Smith' <smithMa@hcflgov.net>; rick@fernandezconsulting.net; honclive@gmail.com; heatherarchut@aol.com; brenda@myhistorictampa.com; 'Taryn Sabia' <tarynsabia@gmail.com>; Adam Fritz <verticalnexus@gmail.com>; adam@soho-capital.com; janem2747@gmail.com; 'Janet Scherberger' <janet.zink@gmail.com>; janecastor@tampagov.net; Jim Shirk <shirkje@gmail.com>; 'Shane Ragiel' <shane9218@gmail.com>; 'Shane Ragiel' <shane9218@gmail.com>; 'Justin Ricke' <jwricke@gmail.com>; Carrie.Henriquez@tampagov.net; 'Jeffrey Zampitella' <electjeffz@gmail.com>; 'Kitty Wallace' <kittwal@aol.com>; Orlando.Gudes@tampagov.net; 'Robert Miley' <opa2921@gmail.com>; 'Rochelle Gross' <rogro@earthlink.net>; 'Yvette Lewis' <vettlale@gmail.com>; 'William Dobbins' <dobbins.william.j@gmail.com>; Charlie.Miranda@tampagov.net; Luis.Viera@tampagov.net; ndperry0917@gmail.com; mrperryems@gmail.com; kellizell@aol.com; g647@hotmail.com; staceywarder@hotmail.com; 'Arnie Hernandez' <hernandez_arnie@yahoo.com>; fentrice@gmail.com; garrett.a.tozier@gmail.com; helenannetravis@gmail.com; jtennison@atelieraec.com; imanreva10@aol.com; tylerjudson@gmail.com; vsalaga@atelieraec.com; candacesavitz@yahoo.com; Rick Fernandez <rick@fernandezconsulting.net>

Subject: Supporting Material (Resolution) for January 5, 2022 CAC Agenda Item VIII B _ I-275 Barrier Wall Movement in Tampa Heights (prepared by R. Fernandez) | Photos of 1902 N Lamar

Dear Dr. Wong:

This material is presented for consideration at the January 5, 2022 TPO CAC meeting: Agenda Item VIII B, regarding I-275 barrier wall intrusion along the eastern border of Tampa Heights. By extension, much of this material will also be relevant for the TPO Board meeting on January 11, 2022. A few members of the Board as well as members of the public, elected officials and press are (or will be) copied.

In November 2021 (while you were away on leave), I requested TPO Staff schedule a CAC discussion related to FDOT's recently discovered plan for barrier wall movement/intrusion along the eastern border of Tampa Heights. TH has also recently learned of FDOT's plan to demolish one of the community's historic structures at 1902 N Lamar Ave. The Lamar Ave property issue is collateral to wall intrusion but, nonetheless, relevant to FDOT's pattern of behavior in its relationship with the residents of the Tampa Heights community.

As you know, I am a resident of Tampa Heights. These issues, quite literally, hit "close to home". These planned further intrusions upon the history, land and quiet enjoyment of Tampa Heights residents caught the neighborhood by surprise. Both revelations came to light in November 2021. Both by accident.

From that time to this, the neighborhood has been trying to learn exactly what FDOT has planned. In particular, details needed to understand the scope and magnitude of the wall incursion, and its anticipated impact on the community, are scarce.

We understand the intended wall movement is secondary to the "DTI Operational and Safety Improvements" project rolled out by FDOT in 2019. The building demolition is not, to our understanding, related to the DTI project. Rather, it is the final act in a six year process of demolition by neglect at the hands of the building's owner, FDOT. In fact, FDOT has no need of this property for any current or planned FDOT project.

At no time before November 2021 has FDOT suggested to Tampa Heights residents the need to move the barrier wall as part of the "DTI Operational and Safety Improvements" project. Similarly, the building demolition initiative was a November surprise, seemingly motivated by nothing more than the felt inconvenience of owning an historically sensitive and owner (FDOT) neglected property. We now know the TPO Board intends to have FDOT present on the wall movement issue at its January 11, 2022, meeting. In a break with protocol, the CAC is not receiving that briefing during our January 5, 2022 meeting, although that is exactly the type of briefing I requested for the CAC in November.

Upon reviewing the January 5 CAC Agenda package you delivered last week, I noted the Barrier Wall issue identified as an informational item (VIII B) with a face sheet short on useful information.

I have attached a document in the form of a proposed CAC Resolution. For now, it is intended as a vehicle for communicating facts and citizens' concerns to the CAC and TPO Board, related to both the wall and the building. It also contains a preliminary request for production of information critical for a thorough vetting of the Tampa Heights wall intrusion aspects of the DTI project.

I'll decide later, when, or if, to propose a resolution or other motion during the January 5 meeting. Much depends on public comment, committee discussion, time constraints and, of course, presence of a quorum.

I have also attached a series of photos (curated by Matt Suarez) reflecting the condition of 1902 N Lamar, before and during FDOT ownership. Would appreciate having these photos available, as well as the FDOT-produced, DTI aerial map, discussed with you separately, for reference during the CAC meeting by those attending in person and virtually.

Please circulate this cover message, "Resolution" attachment and photos to CAC members as soon

as possible and by close of business, Monday, January 3, 2022, so as allow a reasonable amount of time for pre-meeting review.

Thank you.

Ricardo (Rick) Fernandez
CAC, Vice Chair | Hispanic Representative (At Large)
Tampa Heights Civic Association, Transportation Chair
2906 N. Elmore Ave.
Tampa, FL 33602
786.837.3818

From: a_fitzgerald

To: smithm@hillsboroughcounty.org; cohenh@hillsboroughcounty.org; Kemp, Pat; Overman, Kimberly; myersg@hillsboroughcounty.org; guido.maniscalco@tampagov.net; John Dingfelder; joseph.citro@tampagov.net; jessica.vaugh@hcps.net; a.ross@templeterrace.com; nkilton@plantcitygov.com

Cc: Cheryl Wilkening

Subject: TPO Board Meeting 1/11/22 Agenda Item VIII.B.

Date: Monday, January 10, 2022 9:47:04 AM

Members of the TPO:

I am writing to you concerning Agenda Item VIII.B to be taken up at the January 11, 2022 meeting of the Hillsborough Transportation Planning Organization (TPO). I'm concerned about how neighborhoods are being impacted by expansion of I-275 and I'm unable to make the meeting. This project has been controversial since the beginning. Before any more concrete gets poured toward another big mistake, I urge you to support the TPO CAC Resolution passed January 5, 2022.

Specifically, I ask that you declare a temporary moratorium on the proposed expansion. Fully investigate all aspects of the Downtown Interchange Operational and Safety Improvements project, especially regarding barrier wall intrusion along the eastern border of Tampa Heights and the destruction of historic buildings(!). Require FDOT to adhere to community standards and expectations and to communicate its plans to neighborhood leaders and residents.

The latest I-4/275 expansion as contemplated will disrupt and damage the Tampa Heights Historic District and Tampa Heights overall. As a longtime resident of Tampa, and a new resident of "The Heights," this matters to me. It is time to repair and rebuild our cities and encourage people to move into the urban core neighborhoods like Tampa Heights. In so doing you would preserve rural areas for rural and recreational pursuits, and, candidly, help Tampa's and the County's financial bottom line. Expanding interstates do exactly the opposite. Sprawl has been likened to a Ponzi scheme that will never pay for itself.

(See: https://www.youtube.com/watch?v=y_SXXTBypIlg)

It's up to you to stop this hemorrhage of public money and redirect funds to public transit. We simply cannot sustain this intensity of remote development while killing off the city's interior. It's bad for public financing, it's bad for cities' health, and it's bad for the planet.

As a related matter, it's my understanding that the proposal would destroy historic property within Tampa Heights, specifically that which is located at 1902 N. Lamar Avenue. FDOT must not be permitted to just mow over our city unchecked. If Tampa is to remain, as recently reported, one of the hottest cities to live in, destroying its character is not going to attract new residents. Neither will sprawl, which will impact the character of neighboring communities of Temple Terrace and Plant City. Some cities are trying to rein in sprawl, including right here in the USA. Some examples may be viewed here:

<https://www.nationalgeographic.com/environment/article/five-cities-taking-bold-steps-future>.

Frankly, if we had some kind of mass transit, I'd prefer to see the whole interstate within Tampa go away.

Interstates should go around cities, not slice through them. It was a mistake from the start, and a violent crime against the neighborhoods of Tampa Heights, Seminole Heights, and Ybor City, making them blighted for decades. Happily, that seems to be changing with new development, but expanding the interstate is inconsistent with that progress. Do you think mistakes of the past can't be fixed? They can be! Take a look what Dusseldorf did with its interstate when it realized its mistake. [See attached photo.] They turned it into the most amazing linear park.

I hope you find some of this information useful. For now, I respectfully request that you put the brakes on the proposed expansion until everyone is satisfied that any plans are right.

Sincerely,

Ari FitzGerald

Tampa, FL

From: Rick Fernandez

To: Cheryl Wilkening; Beth Alden; Johnny Wong; CohenH@HCFLGov.net; KempP@HCFLGov.net; MyersG@HCFLGov.net; overmank@hcflgov.net; "Mariella Smith"; guido.maniscalco@tampagov.net; Joseph.Citro@tampagov.net; John.Dingfelder@tampagov.net; jvaughn30@gmail.com;

jessica.vaughn@hcps.net;

melanie.williams@frontier.com; a.ross@tampleterrace.com; nkilton@plantcity.gov

Cc: BrownAK@hillsboroughcounty.org; LawsonL@hillsboroughcounty.org;

MontelioneL@hillsboroughcounty.org;

"Hoyt Prindle"; "Joshua Frank"; aboback@trafodata.net; "Christine Acosta"; "Christina Bosworth";

Meaza

Stewart; terrancetrott@gmail.com; Rick Fernandez; honclive@gmail.com; "Heather Hon";

vsalaga@atelieraec.com; Candy Lowe; candacesavitz@yahoo.com; helenannetravis@gmail.com;

garrett.a.tozier@gmail.com; janem2747@gmail.com; Adam Fritz ; tampanativesshow@gmail.com; "Amy

Espinosa"; "Brian Seel"; "Anthony Krol"; candacesavitz@yahoo.com; "Cathy Castor";

Charlie.Miranda@tampagov.net; Dayna Lazarus; Doreen Jesseph; "William Dobbins"; "Jeffrey

Zampitella"; "Emily

Hinsdale"; garrett.a.tozier@gmail.com; "Arnie Hernandez"; imanreva10@aol.com;

jtennison@atelieraec.com; Jim

Shirk; "Janet Scherberger"; "Justin Ricke"; "Kitty Wallace"; "Ms.Kella Mccaskill"; "Kami Corbett"; "Kristin

Hoffman"; lenayoung@thjca.org; "Lena Young"; "Sowers, Lloyd"; Luis.Viera@tampagov.net; "Linda Saul-

sen";

Mauricio Rosas; mrperryems@gmail.com; ndperry0917@gmail.com; nicolerice1976@gmail.com; Niki

Childs;

"Robert Miley"; Orlando.Gudes@tampagov.net; "Old Seminole Heights Neighborhood Association

Email"; "Tampa

Heights Civic Association"; Paul Guzzo; "Paula Flores"; "Paul Abercrombie"; Reuben Bryant; "Rochelle

Gross";

"Rochelle Reback"; "Matthew Suarez"; "Shane Ragiel"; staceywarder@hotmail.com;

steven.benson@tampagov.net; janecastor@tampagov.net; "Taryn Sabia"; "Tim Keepports";

tylerjhdson@gmail.com; Tony Krol; "Michelle Cookson"; "Yvette Lewis"; "Yvette Lewis"; Adam Fritz ;

Yvonne

Fry; Reuben Bryant; a_fitzgerald@rocketmail.com

Subject: Message to TPO Board (public comment) | Item VIII.B. Agenda May 11, 2022 | Interstate Barrier Wall Intrusion on Eastern Border of Tampa Heights | 1902 N. Lamar Ave | CAC Resolution January 5, 2022 | Prayer For Relief

Date: Monday, January 10, 2022 12:38:04 PM

Attachments: [It's Time Hillsborough Survey_English_2019-07-02.pdf](#)
[Executed Resolution _CAC-1-5-22.pdf](#)

Importance: High

To: Transportation Planning Organization Board (re: January 11, 2022 meeting beginning at 10AM)
From: Rick Fernandez, Tampa Heights Transportation Committee Chair; TPO CAC Vice Chair (Hispanic Representative-At Large | Former County District 3 Representative)

Subject: Interstate I-275 Barrier Wall Intrusion on Eastern Border of Tampa Heights | Demolition of Historic Property at 1902 N. Lamar | TPO CAC Resolution passed January 5, 2022 | TPO Board Agenda Item VIII.B. January 11, 2022)

Tampa Heights, a nationally designated historic district and Tampa's oldest "suburb" comes forward now seeking relief through the TPO Board.

Tampa Heights is facing a clear and present danger posed by FDOT in the form of the DTI Operational and Safety Improvements (DTI-OSI) Project. Our prayer for relief and request for support was first vetted by your CAC on January 5, 2022. An enabling Resolution was advanced and passed by a vote of 8 – 6. The executed Resolution is attached as a PDF to this message. The Resolution serves as a foundational document and de facto pleading, setting out the operative facts and our prayers for relief. It also incorporates a de facto Request for Production of documents and other information related to the DTI-OSI Project. The Resolution is incorporated herein by reference. These comments are offered in my individual capacity as a resident of Tampa Heights. Born and raised.

A. In summary, Tampa Heights seeks the following relief:

- 1. A temporary moratorium on those portions of the DTI-OSI Project involving I-275 barrier wall intrusion (westward movement) along the eastern border of Tampa Heights.** This aspect of the DTI-OSI project first came to the attention of Tampa Heights residents by accident on November 17, 2021. There has been no outreach to the community by FDOT explaining this aspect of the plan. We are only now beginning to see the broad outlines of a looming, potential disaster. The fog is clearing only because we now know what questions to ask. The answers, however, are lacking in detail. Reaction from my friends and neighbors ranges from fear of the unknown, to anger, to resignation. The last of these is the most difficult to see in another's eyes. Resignation tends to be the reaction of those residents with the longest tenure in Tampa Heights; those beaten down by years of abuse at the hands of FDOT.
- 2. During this period of moratorium we seek detailed information as set forth on pages 3 and 4 of the Resolution.** This series of requests may be viewed as a Request for Production. We ask the TPO Board to adopt these requests as a starting point for a vetting process that should have taken place long ago among the TPO Board, TPO Staff, the Tampa Heights Community and FDOT. **In addition, we request: meaningful, timely and ongoing community engagement together with elected officials and other stakeholders at the City, County and State levels; benefit burden analysis; consideration of alternatives to the current project parameters, and; revisited go/no go analysis/decision regarding additional barrier wall intrusion/movement.**
- 3. On a related matter, Tampa Heights seeks an indefinite moratorium on FDOT's planned demolition of an historic building (contributing to our Historic District designation) at 1902 N Lamar Ave.** FDOT has owned the building and land since 2015. They have been asked to stabilize and secure the building so as to allow opportunities for repurposing and restoration to active community

service. We, together with your CAC, call upon the TPO Board and staff to take all available action in support of these goals. **We encourage the development of policy directives to inform FDOT of community standards and expectations with regard to protection and preservation of FDOT owned properties and their surrounding communities.** It should be noted that the 1902 N. Lamar Ave. property is not needed for any current or future FDOT project. It is not subject to demolition secondary to the previously described wall intrusion. It has simply become an inconvenience to the state.

4. In furtherance of the ongoing vetting process requested in paragraph 2 of this message, **we request periodic review (suggest every 60 days) of these barrier wall and other issues by the TPO Board.** The first of two wall demolitions (between Floribaska Ave. and Columbus Drive) is scheduled for 2023. We should work toward negotiated resolution of these issues by no later than the 4th quarter of 2022.

5. Although not addressed in the Resolution, **we suggest the TPO Board take a tour of the impacted areas along the eastern border of Tampa Heights.** I'm sure the THCA would be happy to host such an outing. Meet some of the residents and walk a few feet in our shoes. Have FDOT present to explain exactly what they intend to do. This one action would do more to establish a meaningful dialogue with the community than anything else done since the initial roll out of TBX in 2015.

B. Tampa Heights is not requesting, nor does the attached Resolution suggest, a “defunding” or permanent stoppage of the DTI-OSI project. We want to know and understand what is being proposed. We want a good faith exchange of information and ideas. We want a good faith negotiation process leading to a community centric and community sensitive strategy. None of these boxes have been checked to date. The community engagement part of this process has been lost/ignored for two years.

Perhaps the Covid lock down in 2020 and 2021 is to blame for this disconnect. Perhaps we are seeing a replay of the miscommunication debacle leading to the collapse of TBX in 2016 (if you are new to this issue or might benefit from a refresher, take a look at this article ... [How the plan to fix the Howard Frankland Bridge fell apart, told in Legos | Transportation | Features | Tampa Bay Times](#) ... Whatever the reason, there has been no meeting of the minds; not even a glancing blow.

C. In anticipation of the January 11 TPO Board meeting, members will benefit from access to, and review of, the following back up material:

1. **CAC Resolution** adopted January 5, 2022 (attached)

2. **It's Time Hillsborough Survey** (attached)(Note **descriptions of no build and quick fix options for the DTI. Both claim zero (0) impact to homes and businesses. That is clearly not the case in practice.** The “quick fix” option is the same as our current DTI-OSI Project. The DTI-OSI Project is taking homes in VM Ybor, expanding the ROW in VM Ybor and negatively impacting Tampa Heights and Historic Ybor City through expansive new construction. **That is not a zero (0) impact scenario.**) The survey was a clear source of general misinformation and confusion. There is no mention of additional barrier wall intrusion along the eastern border of Tampa Heights.

3. **The agenda package informing the TPO Board's May 2021 meeting** ([May-MPO-Draft-Agenda-Packet-Rev.pdf \(planhillsborough.org\)](#)).

In relevant part: see TPO Board May 2021 Agenda item “VI.B. Transportation Improvement Program Amendment for Downtown Interchange”.

Slide 4 of the supporting power point presentation is an **FDOT provided ariel map of the DTI.** Beth Alden and Johnny Wong have been asked by copy of this message to have that map available for TPO board review (as it was for the CAC) both in the room and virtually. A small scale photo of the map covering the Tampa Heights eastern border barrier wall is attached.

On the map, there is no reference to barrier wall movement along the eastern border of Tampa

Heights between Floribraska and Jefferson. In fact, the only reference I could find to the wall is found just north of Columbus Drive on N. Elmore Ave (one of the streets being most impacted by the subject barrier wall intrusion). There you will find an annotation box with the following wording: "OPTIONS OF LANDSCAPING AND MURALS ALONG FACE OF **EXISTING** WALL ..." (emphasis added). There is an arrow leading from the annotation box to the existing wall.

D. Conclusion:

The It's Time Hillsborough Survey was one of the most public facing efforts mounted by the TPO (then MPO) and FDOT to secure input from the entire county regarding the next step for the DTI. It was patently misleading in its description of the "Quick Fix" (now DTI-OSI) option as having zero (0) impact on homes and businesses. I suspect many votes favorable to the "Quick Fix" option in the survey setting would have been shifted to "No Build" had an accurate description been provided. Speaking for myself, I have believed the "Quick Fix" would pose no more of a structural threat to my neighborhood than would the "No Build". This was a reasonable assumption given the presentation and sales pitch.

The DTI map identified above was one of the most detailed and current resources available as of May 2021. This map helped to inform the TPO Board's approval of TIP Amendment 21 together with \$2.5M in funds for acquisition of homes/additional right of way in VM Ybor. The map was and is patently misleading on the issue of barrier wall movement. FDOT failed to disclose their intent. The undersigned resides at 2906 N. Elmore Ave. My home is approximately 200 yards north of ground zero for initial demolition and replacement of the barrier wall in 2023. That initial project will be followed at some point in the future by a second demolition for the next segment of wall moving south across Columbus to Jefferson. Depending on location, we now know (or think we know) the wall will be moved approximately 12' to 50'. The most extensive movement will take place across from the AKA Sorority House, in the northeast quadrant of the intersection of Central and 7th Avenues.

On a personal level, I have dodged a bullet. The wall across from my home will not be moved (allegedly). That said, my neighbors to the south are in for a devastating experience. The impacts resonate far beyond the immediate proximity of construction work.

Many of you know me. You know my level of involvement with TBX related issues dating back to 2015. Does anyone reading these words believe I would have somehow missed the detail that my street is earmarked for a rein of destruction that will span a period of five years or more? I am far from alone in my astonishment over FDOT's disregard for the Tampa Heights community. The "Department of Roads" has outdone itself and clearly learned nothing from its experience and mistakes in 2015 and 2016. Hopefully, the TPO Board has learned.

There are several elected officials on the TPO Board directly accountable to the citizens of Tampa Heights. The rest of you have a duty to act fairly and equitably towards all citizens in the city and county. Tampa Heights residents need you now to protect our interests. You have a duty of due diligence with regard to the DTI-OSI project. A duty to vet the project and to inform the public of its details, especially the potentially troublesome ones. These duties have not been satisfied. Why? I suspect those duties have not been satisfied, in large part, because most if not all of you (like my friends and neighbors) did not know of this planned wall intrusion and its likely impacts. It's not too late to do your jobs as fiduciaries and to hold FDOT accountable to the community. These concerns have now been fully brought to light. Much remains to be learned. Decisions made from this point forward are made with the burden of full accountability. God speed in your efforts. Please stand your post.

I am available for questions and will remain on line during tomorrow's (Tuesday's) meeting (after public comment) for any follow up the Board may request.

Sincerely,

Ricardo (Rick) Fernandez

Tampa Heights Board Member | Chair, Transportation Committee | Former THCA President (Jan. 2016 – Jan. 2019)

TPO CAC Vice Chair (Hispanic Representative – At Large | Former County District 3 Representative)

2906 N. Elmore Ave.

Tampa, FL 33602

786.837.3818

Resolution of the Citizens Advisory Committee:

- 1. Stop Destruction of Historic Property in Tampa Heights (1902 N Lamar Ave.);**
- 2. Stop Interstate Expansion (I-275 barrier wall movement) in Tampa Heights;**
- 3. Declare Temporary Moratorium and conduct a full vetting of those aspects of the Downtown Interchange Operational and Safety Improvements project related to barrier wall movement along the eastern border of Tampa Heights.**

Since the 1940s, when streetcar lines were removed from Tampa's streets, our neighborhoods have been disconnected and fragmented. After the streetcars were removed, the Interstates (275 and 4) tore through Tampa's urban core, breaking social interactions secondary to street closures, dividing the city, devastating historic neighborhoods, displacing families, destroying homes and businesses. Much of this violence fell upon the shoulders of our minority communities. The destructive practices continue to this day.

1. The latest historic property scheduled for demolition by the Florida Department of Transportation (FDOT) is located in Tampa Heights (TH) at 1902 N. Lamar Ave. This property is a contributing structure supporting the neighborhood's national and local historic designations. It was purchased by FDOT in 2015/2016 as part of its right of way acquisitions supporting the now defunct "Tampa Bay Express" (TBX) project. FDOT has allowed the property to deteriorate for the last six years and would now like to finalize the demolition by neglect with a wrecking ball. FDOT has advised this property is no longer needed for any department related purpose. Due in large part to strong community opposition, there are no (current) plans to sacrifice this land to future highway expansion.

The TH Community objects to this demolition and seeks an indefinite moratorium. FDOT has been requested to stabilize and secure the building so as to allow opportunities for repurposing and restoration to active community service.

We, the Citizens Advisory Committee to the TPO Board, call upon FDOT and The City of Tampa, together with all relevant agencies, departments and boards (including the TPO Board

and Staff) to take available action in support of these goals. We encourage the development of policy directives to inform FDOT of community standards and expectations with regard to protection and preservation of FDOT owned properties and their surrounding communities.

2. The latest Interstate I-4/I-275 expansion poised to disrupt and damage the Tampa Heights Historic District (THHD) and TH at large, involves outward (intrusive) movement of the Interstate barrier wall along the eastern border of the THHD and TH. The area of concern tracks from a point on N. Elmore Avenue, roughly halfway between Floribaska Avenue and Columbus Drive, along the Interstate's southbound arc, to Scott Street.

Members of the TH community first became aware of this intended wall movement on November 17, 2021, during an informal meeting between the TH Civic Association's Transportation Committee Chair and two members of FDOT's District 7 staff. Since that time, the community has learned the wall movement is allegedly required to enable a portion of the "Downtown Interchange Operational and Safety Improvements" (DTI-OSI) first advanced by FDOT in 2019.

The extent of the wall movement is not clear as of the date of this writing. The Community has only been told a minimum 16-foot buffer will be maintained between the new wall location and the existing FDOT right of way line.

The DTI-OSI concept has been the subject of debate and controversy since its roll out in 2019. Community opposition to FDOT's original TBX project dates back to 2015. Through all that time the TH community has been steadfastly opposed to further expansion of the Interstate through Tampa's Urban core.

While wall movement through TH was most definitely a part of the original TBX plan in 2015, the community was relieved to learn, in 2019, of the supposedly less intrusive footprint anticipated secondary to the DTI-OSI approach. At no time before November 2021 has FDOT formally (or informally) informed the TH community of this intended further intrusion secondary

to barrier wall movement. FDOT has also failed to provide specific design details, including the specific amount of wall movement, to the CAC of the Transportation Planning Organization Board. A review of TPO Board meeting materials suggests TPO Board members may have also been uninformed on these details.

As of this writing, FDOT has failed to present detailed information regarding its plans, including but not limited to:

1. The same level of detail provided to the industry in support of Requests for Bids; including an enlarged map with identified boundaries that includes annotations, existing streets, building footprints and property boundaries.
2. Cross-sections that represent each incremental change/change in east-west expansion from Floribraska Avenue to 7th Avenue that extend from the interstate through Central Avenue. These should include dimensions for widths and heights, a scale of 1/8" = 1' to be easily understood.
3. Narrative description and list of options for materials (finishes, fencing, etc.) and landscaping to be discussed with the neighborhood. This should include plans for maintenance agreements.
4. List of all potentially impacted structures and accompanying map. Those structures that may be impacted due to the construction and/or construction vibration. This needs to take into account historic structures within 200 feet of the proposed interstate wall, and should include but are not limited to those structures that line Elmore Avenue, Lamar Avenue, Central Avenue, and Nebraska Avenue. Additionally, those structures located on cross streets should also be listed/shown including Columbus Drive, Floribraska Avenue, Robles Street, Sparkman Avenue, Palm Avenue, Francis Street, Amelia Avenue, Park Avenue, Ross Avenue, Oak Avenue, and 7th Avenue. Also, the process for property owners to get their property/structures/houses added to the list.
5. A schedule available to property owners for structural testing and monitoring before and during construction.
6. Mitigation plans for structural damage to property and structures due to construction. What is the process?
7. Proposed construction schedule including time frame, active construction day/evening/night times.
8. FDOT's plan for engaging the neighborhood in the process beyond presentations after decisions are made. This engagement must take place beforehand.

9. Economic development study which includes the impacts to property value within 300 feet of the edge of the interstate structure. The study should include historic market trends, current values, and five-year projected value.

10. Construction work plan pertaining to the control of air-borne debris associated with construction activities.

11. Construction phasing/staging plans identifying locations for staging/storing construction materials/equipment, parking for contractor personnel, routes relating to receiving material/equipment deliveries, routes to be used for transporting materials/equipment from the project site.

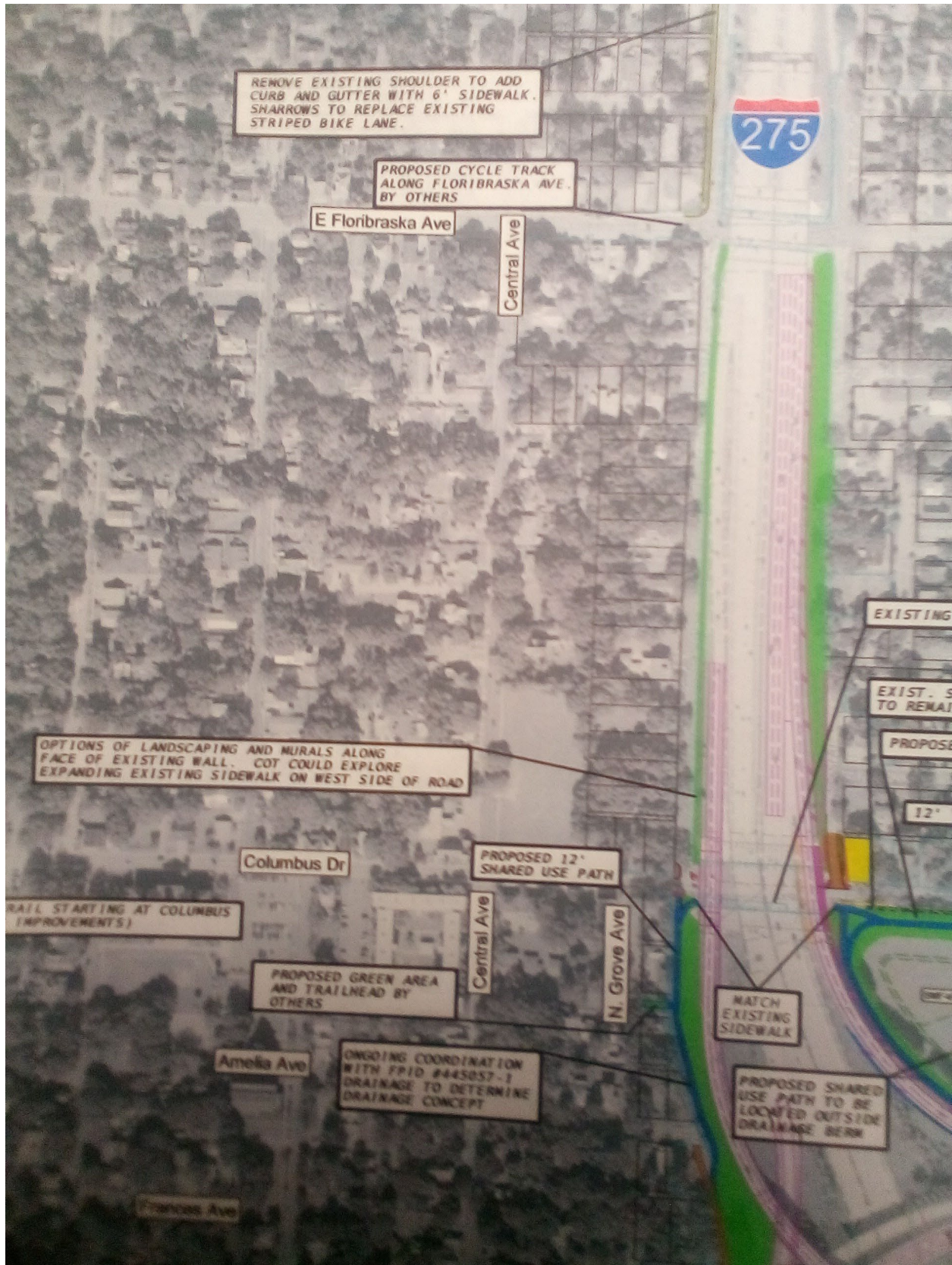
The TH community objects to this proposed Interstate expansion. We, the Citizens Advisory Committee to the TPO Board, call upon FDOT, the Transportation Planning Organization (TPO) Staff, TPO Board and all institutional bodies represented thereon, to declare a temporary moratorium and conduct a full vetting of those aspects of the DTI-OSI project related to barrier wall movement along the eastern border of Tampa Heights. This vetting to include, but not limited to: thorough study of the information responsive to the above enumerated items; meaningful, timely and ongoing community engagement; benefit burden analysis, and; revisited go/no go decision on additional barrier wall movement/intrusion.

RESOLVED this 5 day of January 2022

Citizens Advisory Committee to the
Hillsborough County Transportation Planning Organization Board

 Beer Probst

CAC Committee Chair/Other Authorized Signature



From: Dayna Lazarus

To: [Matthew Suarez](#)

Cc: [Hall, Justin](#); [Beth Alden](#); kathy.castor@mail.house.gov; [Gwynn, David](#); [Kemp, Pat](#); guido.maniscalco@tampagov.net; [Rich Clarendon](#); [Johnny Wong](#); [Rick Fernandez](#); [Brian Seel](#); [CM Vela](#); [Mauricio](#)

[Rosas](#); [Anthony Krol](#); [Fatima Elkott](#); [Connor MacDonald](#); [Connor MacDonald](#); Tatianamorales39@gmail.com

Subject: Re: Citizen Issued Inquiry_I-275 Boulevard Study & Infrastructure Investment and Job Act Funding

Date: Saturday, January 8, 2022 8:06:57 PM

Thank you so much for sending these emails, Matt. Mr. Hall and everyone else: I just want to throw my support behind Mr. Suarez's request that the TPO and FDOT make every effort to win funding to study removal of I-275 and I-4, and utilize/fund every possible avenue for the improved mobility of human bodies before putting another cent into anything related to highway expansion (which does not sustainably nor equitably improve mobility) other than maintenance - which is expensive enough on its own. Myself and others in my peer group (20s and early 30s) have a much different vision for our world than the men who lobbied for and planned the US interstate system back in the 1950s. We are ready for a truly accessibility-focused multimodal change, and the change must begin now.

We really do appreciate your expertise, your empathy, and your coordination. Feel free to request assistance from us, for example, to help y'all win said grants, if needed.

Gratefully,

Dayna

On Fri, Jan 7, 2022, 2:34 PM Matthew Suarez <suarez.matthew@outlook.com> wrote:

Thank you for the clarification Mr. Hall.

We will look forward to following up with both the FDOT-D7 & Hillsborough County TPO (TPO) this summer regarding this matter.

For the moment, we would like to request the FDOT-D7 & TPO make every/any effort that is necessary to be prepared for applying for the NOFO(s) associated with Section 11509 of the Infrastructure Investment and Jobs Act, especially as related to 11509(c).

Respectfully,

Matthew Suarez, AAIA ||||| ||||| ||||| |||||

| p | [813.299.4497](tel:813.299.4497) | e | suarez.matthew@outlook.com

From: [Hall, Justin](#) <Justin.Hall@dot.state.fl.us>

Sent: Thursday, January 6, 2022 4:08 PM

To: [Matthew Suarez](#); [Beth Alden](#), [Beth](#)

Cc: kathy.castor@mail.house.gov; [Gwynn, David](#); [Kemp, Pat](#); guido.maniscalco@tampagov.net; [Clarendon, Rich](#); [Johnny Wong](#); [Rick Fernandez](#); [Brian Seel](#); [CM Vela](#); [Dana Lazarus](#); [Mauricio Rosas](#); [Anthony Krol](#)

Subject: RE: Citizen Issued Inquiry_I-275 Boulevard Study & Infrastructure Investment and Job Act Funding

Good afternoon Mr. Suarez,

The current NOFO's for other grant opportunities would be reflective of FDOT's FY 24 budget year, based on the anticipated schedule of submissions what I stated is that you would most likely be applying for funding that would align with FDOT's FY 25 budget year. As Beth stated NOFOs may be forthcoming in the summer and a hard timeline would be determined then.

For example – the RAISE grant that was awarded to FDOT for the Heights Mobility project this year (from the NOFO last year) is for FDOT's FY 23.

Thank you,
Justin Hall

From: Matthew Suarez <suarez.matthew@outlook.com>
Sent: Thursday, January 6, 2022 3:27 PM
To: Alden, Beth <AldenB@plancom.org>; Hall, Justin <Justin.Hall@dot.state.fl.us>
Cc: kathy.castor@mail.house.gov; Gwynn, David <David.Gwynn@dot.state.fl.us>; Kemp, Pat <kemp@hillsboroughcounty.org>; guido.maniscalco@tampagov.net; Clarendon, Rich <ClarendonR@plancom.org>; Johnny Wong <WongJ@plancom.org>; Rick Fernandez <rick@fernandezconsulting.net>; Brian Seel <brianjseel@gmail.com>; CM Vela <cmvela311@gmail.com>; Dana Lazarus <daynalaz@gmail.com>; Mauricio Rosas <mrosas1001@gmail.com>; Anthony Krol <build@clrty.co>
Subject: Re: Citizen Issued Inquiry_I-275 Boulevard Study & Infrastructure Investment and Job Act Funding

EXTERNAL SENDER: Use caution with links and attachments.

Thank you for the response & the power point attachment Ms. Alden.

Mr. Hall,

Last night (1/5/22) at the FDOT Open House that took place from 6:00 PM to 8:00 PM at the C. Blythe Andrews, Jr. Public Library in East Tampa we had a discussion about funding applications/requests relating to Section 11509 from the Infrastructure and Jobs Act.

It was identified during our discussion that FDOT-D7 was monitoring this funding source and funding commitments for planning efforts relating to it were already out to 2025.

Ms. Alden's response is highly credible and not in agreement with what was mentioned during our discussion last night.

Please advise on this inconsistency.

Respectfully,

Matthew Suarez, AAIA ||||| ||||| ||||| |||||

| p | [813.299.4497](tel:813.299.4497) | e | suarez.matthew@outlook.com

From: Beth Alden <aldenb@plancom.org>
Sent: Thursday, January 6, 2022 10:58 AM
To: Matthew Suarez
Cc: kathy.castor@mail.house.gov; Gwynn, David; Kemp, Pat; guido.maniscalco@tampagov.net; Hall, Justin; Rich Clarendon; Johnny Wong; Rick Fernandez; Brian Seel; CM Vela; Dana Lazarus; Mauricio Rosas; Anthony Krol
Subject: RE: Citizen Issued Inquiry_I-275 Boulevard Study & Infrastructure Investment and Job Act Funding

Good morning, Mr. Suarez,

The TPO Board postponed that study the year following the action you mentioned.

We are looking forward to learning more about the new federal grant opportunities when notices of funding opportunity (NOFOs) are issued. We have heard that NOFOs may be forthcoming in the summer, as it takes some time for FHWA to develop rules and procedures for new programs.

The Reconnecting Communities Pilot Program that you are referencing is one that I highlighted to the TPO Board as something we should consider pursuing, when I briefed the board about the IJA in December. The video is posted here: https://www.youtube.com/watch?v=oGW5hR4IPDE&list=PLZwNyAnHaDIIsuCIRUdbBWvsB_SuWVG3h0&index=38

and the slides are attached.

Best,

Best,

Beth

From: Matthew Suarez <suarez.matthew@outlook.com>

Sent: Thursday, January 6, 2022 10:43 AM

To: Beth Alden <aldenb@plancom.org>

Cc: kathy.castor@mail.house.gov; Gwynn, David <David.Gwynn@dot.state.fl.us>; Kemp, Pat <kempp@hillsboroughcounty.org>; guido.maniscalco@tampagov.net; Hall, Justin <Justin.Hall@dot.state.fl.us>; Rich Clarendon <clarendonr@plancom.org>; Johnny Wong <wongj@plancom.org>; Rick Fernandez <rick@fernandezconsulting.net>; Brian Seel <brianseel@gmail.com>; CM Vela <cmvela311@gmail.com>; Dana Lazarus <daynalaz@gmail.com>; Mauricio Rosas <mrosas1001@gmail.com>; Anthony Krol <build@clrty.co>

Subject: Citizen Issued Inquiry_I-275 Boulevard Study & Infrastructure Investment and Job Act Funding

Ms. Alden,

Has the Hillsborough County TPO submitted an application to request funding from the Federal government with regard to the I-275 Boulevard Study that was unanimously approved on Wednesday, May 8 2019 by the then Hillsborough County MPO Governing Board?

With Section 11509 from the Infrastructure Investment and Jobs Act that was passed at the end of last year making such funding available, we would like to know if this effort is being pursued as approved by the Governing Board and requested by members of the general public on numerous occasions.

Please advise.

Respectfully,

Matthew Suarez, AAIA ||||| ||||| ||||| |||||

| p | [813.299.4497](tel:813.299.4497) | e | suarez.matthew@outlook.com

From: Beth Alden

To: Mauricio Rosas

Subject: RE: Citizen Issued Inquiry_I-275 Boulevard Study & Infrastructure Investment and Job Act Funding

Date: Monday, January 10, 2022 12:48:00 PM

Happy new year to you too, Mauricio! We do have that request on our radar screen, and I've asked our grants coordinator to keep her eyes peeled for news about the new grant program that was created in IJJA. On the topic of legislative priorities – the TPO's major priorities are coordinated with the other MPO's of this region, so that we can support and advocate for each other when speaking to people in Tallahassee. Here's the website: <https://suncoasttpa.org/transportation-fundingpriorities/>

Best,

Beth

From: Mauricio Rosas <mrosas1001@gmail.com>

Sent: Thursday, January 6, 2022 12:28 PM

To: Beth Alden <aldenb@plancom.org>

Subject: Re: Citizen Issued Inquiry_I-275 Boulevard Study & Infrastructure Investment and Job Act Funding

Beth,

Happy New Year!

I'm glad you referenced this video because we need to get the board to move forward on a

BLVDTAMPA feasibility study. I believe that's the first phase. If it's not please let me know what is and how to word it.

I'm also interested on legislative priorities. What are the county's interests for this legislative session.

Thank you,

Mauricio

Mauricio Rosas

mrosas1001@mac.com

118 West Mohawk Avenue

813.727.6680

On Jan 6, 2022, at 10:58 AM, Beth Alden <aldenb@plancom.org> wrote:

Good morning, Mr. Suarez,

The TPO Board postponed that study the year following the action you mentioned.

We are looking forward to learning more about the new federal grant opportunities when notices of funding opportunity (NOFOs) are issued. We have heard that NOFOs may be forthcoming in the summer, as it takes some time for FHWA to develop rules and procedures for new programs.

The Reconnecting Communities Pilot Program that you are referencing is one that I highlighted to the TPO Board as something we should consider pursuing, when I briefed the board about the IJA in December. The video is posted here:

https://www.youtube.com/watch?v=oGW5hR4IPDE&list=PLZwNyAnHaDIsuCIRUdbBWvsB_SuWMG3h0&index=38

and the slides are attached.

Best,

Beth

From: Matthew Suarez <suarez.matthew@outlook.com>

Sent: Thursday, January 6, 2022 10:43 AM

To: Beth Alden <aldenb@plancom.org>

Cc: kathy.castor@mail.house.gov; Gwynn, David <David.Gwynn@dot.state.fl.us>; Kemp, Pat <kempp@hillsboroughcounty.org>; guido.maniscalco@tampagov.net; Hall, Justin <Justin.Hall@dot.state.fl.us>; Rich Clarendon <clarendonr@plancom.org>; Johnny Wong <wongj@plancom.org>; Rick Fernandez <rick@fernandezconsulting.net>; Brian Seel <brianjseel@gmail.com>; CM Vela <cmvela311@gmail.com>; Dana Lazarus <daynalaz@gmail.com>; Mauricio Rosas <mrosas1001@gmail.com>; Anthony Krol <build@clrty.co>

Subject: Citizen Issued Inquiry_I-275 Boulevard Study & Infrastructure Investment and Job Act Funding

Ms. Alden,

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With Section 11509 from the Infrastructure Investment and Jobs Act that was passed at the end of last year making such funding available, we would like to know if this is effort is being pursued as approved by the Governing Board and requested by members of the general public on numerous occasions.

Please advise.

Respectfully,

Matthew Suarez, AAIA ||||| ||||| ||||| |||||

| p | [813.299.4497](tel:813.299.4497) | e | suarez.matthew@outlook.com

From: [Beth Alden](#)

To: [CM](#); [Johnny Wong](#)

Cc: [Michelle Cookson](#); [Rick Fernandez](#); [Suarez, Matthew](#)

Subject: RE: 21st and 22nd streets

Date: Monday, January 10, 2022 12:20:00 PM

Hi Chris,

Noise and access at 21st/22nd were both examined during FDOT's SEIS process. The final results are posted here and are binding on the project:

<http://tampainterstatestudy.com/project-documents/>

In particular, there is a tech memo on noise impacts if you scroll down the page to the Physical Resources heading.

Earlier concepts for the 21st & 22nd street interchange did propose closing it when the 14th St and 15th St interchange opens. FDOT changed course due to input from the public, TPO, City of Tampa, etc. The final concept for the Downtown Interchange leaves the 21st & 22nd St access to I-4 in place. The 14th & 15th St interchange will complement, not replace, 21st & 22nd.

Hope that helps!

Thanks,

Beth

From: CM <cmvela311@gmail.com>

Sent: Monday, January 10, 2022 10:05 AM

To: [Beth Alden](#) <aldenb@plancom.org>; [Johnny Wong](#) <wongj@plancom.org>

Cc: [Michelle Cookson](#) <uppitygal@mac.com>; [Rick Fernandez](#) <rick@fernandezconsulting.net>;

[Suarez, Matthew](#) <suarez.matthew@outlook.com>

Subject: 21st and 22nd streets

Beth and Johnny,

I hope you both are doing well and having a good start this year. Has FDOT always planned to removed the 21st and 22nd street exits (I4 exit going east)? I heard that is the latest version. FDOT's media doesn't implied the new exits are replacements but it is implied it eliminates "weaving" with the current exits.

In regards to sound walls, there isn't a way to sound wall the interchange. So how is FDOT minimizing noise? Or would that be through a some federal waiver? If a waiver is submitted how does one contest that?

Thank you,

Chris

--

Christopher

[\(Return to Minutes\)](#)



Hillsborough TPO

Transportation Planning Organization

Committee Reports

Meeting of the Technical Advisory Committee (TAC) of January 3

The TAC approved action items:

- Safe Access to Parks – unanimously approved. Comments focused on next steps, how to move recommendations forward, who would be responsible. Depending on the countermeasure, it could be the responsibility of a jurisdiction's Transportation Department or Parks and Recreation Department. A suggestion was made to provide the recommended improvements in a GIS format that could be layered on CIP projects, even stormwater, resurfacing, waste, etc. so that all departments would be aware of the needs surrounding a nearby park.
- Hillsborough's Request for an Additional Seat – unanimously supported. The TAC was reminded that the TPO Board will first consider and then approve the bylaws change over two meetings. If approved, Sarah Caper, the candidate representative from HC Community and Infrastructure Planning, was present at the in-person meeting to observe.
- Election of Officers – the current TAC slate of officers was re-affirmed for 2022: Jeff Sims, Chair; Mike Williams, Vice-Chair; Jay Collins, Officer At-Large.
- Attendance Review and Declaration of Vacant Seats – no committee member was in jeopardy of losing their seat due to consecutive absences. The TAC's airport representative, Gina Evans, offered to reach out to her contacts at the Port and the Trucking Industry to make them aware of vacancies on the TAC. A few changes will be made to the assignment of alternates for the current members. The committee was pleased that a HART representative has been assigned, after the position was temporarily vacant.

The TAC heard status reports:

- City of Tampa Neighborhood Commercial District Plans – county staff asked if there was still opposition to a lane reduction on Bay to Bay as previously heard when being resurfaced a few years ago. City staff responded that there were still mixed support/opposition comments regarding removing a lane but that the city would consider a "pilot" project to see how the roadway performed, if the residents felt it was safer, and if sentiments changed.
- Storm Evacuation and Shelter in Place Study – there was agreement that although most residents have, or should have, a plan in place, many new residents are moving into the area and methods of notification of an impending storm are important. Members were

supportive of the suggestions, although there was concern about using the emergency shoulder particularly on overpasses or other areas where the lane is narrow or the shoulder is not continuous. We learned the FDOT has a plan in place for use of emergency shoulders.

Approval of the joint CAC-TAC December minutes were deferred until the February TAC meeting.

Meeting of the Citizens Advisory Committee (CAC) of January 5

The CAC approved action items:

- Election of Officers
- Attendance Review and Declaration of Vacant Seats
- Safe Access to Parks Pilot Study

The CAC heard status reports on:

- City of Tampa Neighborhood Commercial District Plans
- TPO Social Media

During the Unfinished & New Business portion of the agenda, the CAC received an update regarding movement of the I-275 barrier wall along the eastern border of Tampa Heights. After a lengthy discussion, the committee approved a motion, 8-6, to recommend the following resolution to the TPO Board:

- 1. Stop Destruction of Historic Property in Tampa Heights (1902 N Lamar Ave.);**
- 2. Stop Interstate Expansion (barrier wall movement for I-275) in Tampa Heights;**
- 3. Declare Temporary Moratorium and conduct a full vetting of those aspects of the Downtown Interchange Operational and Safety Improvements project related to barrier wall movement along the eastern border of Tampa Heights.**

Since the 1940s, when streetcar lines were removed from Tampa's streets, our neighborhoods have been disconnected and fragmented. After the streetcars were removed, the Interstates (275 and 4) tore through Tampa's urban core, dividing the city, devastating historic neighborhoods, displacing families, destroying homes and businesses. Much of this violence fell upon the shoulders of our minority communities. The destructive practices continue to this day.

1. The latest historic property scheduled for demolition by the Florida Department of Transportation (FDOT) is located in Tampa Heights (TH) at 1902 N. Lamar Ave. This property is a contributing structure supporting the neighborhood's national and local historic designations. It was purchased by FDOT in 2015/2016 as part of its right of way acquisitions supporting the now defunct "Tampa Bay Express" (TBX) project. FDOT has allowed the property to deteriorate for the last six years and would now like to finalize the demolition by neglect with a wrecking ball. FDOT has advised this property is no longer needed for any department related purpose. Due in large part to strong community opposition, there are no (current) plans to sacrifice this land to future highway expansion.

The TH Community objects to this demolition. FDOT has been requested to stabilize and secure the building so as to allow opportunities for repurposing and restoration to active community service.

We, the Citizens Advisory Committee to the TPO Board, call upon FDOT and The City of Tampa, together with all relevant agencies, departments and boards (including the TPO Board and Staff) to take available action in support of these goals.

2. The latest Interstate I-4/I-275 expansion poised to disrupt and damage the Tampa Heights Historic District (THHD) and TH at large, involves outward (intrusive) movement of the Interstate barrier wall along the eastern border of the THHD and TH. The area of concern tracks from a point on N. Elmore Avenue, roughly halfway between Floribruska Avenue and Columbus Drive, along the Interstate's southbound arc, to Scott Street.

Members of the TH community first became aware of this intended wall movement on November 17, 2021, during an informal meeting between the TH Civic Association's Transportation Committee Chair and two members of FDOT's District 7 staff. Since that time, the community has learned the wall movement is allegedly required to enable a portion of the often cited "Downtown Interchange Operational and Safety Improvements" (DTI-OSI) first advanced by FDOT in 2019.

The extent of the wall movement is not clear as of the date of this writing. The Community has only been told a minimum 16-foot buffer will be maintained between the new wall location and the existing FDOT right of way line.

The DTI-OSI concept has been the subject of debate and controversy since its roll out in 2019. Community opposition to FDOT's original TBX project dates back to 2015. Through all that time the TH community has been steadfastly opposed to further expansion of the Interstate through Tampa's Urban core.

While wall movement through TH was most definitely a part of the original TBX plan in 2015, the community was relieved to learn, in 2019, of the supposedly less intrusive footprint anticipated secondary to the DTI-OSI approach. At no time before November 2021 has FDOT formally (or informally) informed the TH community of this intended further intrusion secondary to barrier wall movement. FDOT has also failed to provide specific design details, including the specific amount of wall movement, to the CAC of the Transportation Planning Organization Board. A review of TPO Board meeting materials suggests TPO Board members may have also been uninformed on these details.

As of this writing, FDOT has failed to present detailed information regarding its plans, including but not limited to:

1. An enlarged map with identified boundaries that includes annotations, existing streets, building footprints and property boundaries.
2. Cross-sections that represent each incremental change/change in east-west expansion from Floribruska Avenue to 7th Avenue that extend from the interstate through Central Avenue. These should include dimensions for widths and heights, a scale of 1/8" = 1' to be easily understood.
3. Narrative description and list of options for materials (finishes, fencing, etc.) and landscaping to be discussed with the neighborhood. This should include plans for maintenance agreements.

4. List of all potentially impacted structures and accompanying map. Those structures that may be impacted due to the construction and/or construction vibration. This needs to take into account historic structures within 200 feet of the proposed interstate wall, and should include but are not limited to those structures that line Elmore Avenue, Lamar Avenue, Central Avenue, and Nebraska Avenue. Additionally, those structures located on cross streets should also be listed/shown including Columbus Drive, Floribraska Avenue, Robles Street, Sparkman Avenue, Palm Avenue, Francis Street, Amelia Avenue, Park Avenue, Ross Avenue, Oak Avenue, and 7th Avenue. Also, the process for property owners to get their property/structures/houses added to the list.
5. A schedule available to property owners for structural testing and monitoring before and during construction.
6. Mitigation plans for structural damage to property and structures due to construction. What is the process?
7. Proposed construction schedule including time frame, active construction day/evening/night times.
8. FDOT's plan for engaging the neighborhood in the process beyond presentations after decisions are made. This engagement must take place beforehand.
9. Economic development study which includes the impacts to property value within 300 feet of the edge of the interstate structure. The study should include historic market trends, current values, and five-year projected value.
10. Construction work plan pertaining to the control of air-borne debris associated with construction activities.
11. Construction phasing/staging plans identifying locations for staging/storing construction materials/equipment, parking for contractor personnel, routes relating to receiving material/equipment deliveries, routes to be used for transporting materials/equipment from the project site.

The TH community objects to this proposed Interstate expansion. We, the Citizens Advisory Committee to the TPO Board, call upon FDOT, the Transportation Planning Organization (TPO) Staff, TPO Board and all institutional bodies represented thereon (including but not limited to Tampa City Council, Hillsborough County Board of County Commissioners and Hillsborough County School Board) to declare a temporary moratorium on the DTI-OSI project so as to allow a full vetting of FDOT's plans including impact of barrier wall movement. This vetting to include, but not limited to, thorough study of the information responsive to the above enumerated items together with meaningful, timely and ongoing community engagement.

Meeting of the Intelligent Transportation Systems Committee (ITS) on January 13

The ITS approved action items:

- Smart Cities Mobility Plan Recommendations
- Attendance Review and Declaration of Vacant Seats

The ITS heard status reports on:

- Storm Evacuation and Shelter in Place Study

Meeting of the Livable Roadways Committee (LRC) on January 26

The LRC approved action items:

- December Minutes
- Election of Officers
 - Current officers were re-affirmed for 2022: David Hey, Vice-Chair; Catharine Coyle, Officer At-Large.
- Attendance Review and Declaration of Vacant Seats
 - The seat for a Transit User has been vacant for several months; action was taken to officially vacate the seat until a member can be recruited.
- Safety Performance Targets 2022
 - The Committee moved approval and passed a motion that Vision Zero be an overriding principle, not a topic area; each of the other categories should also include safety; and that, built-in, should be metrics for seeing whether Vision Zero goals have been accomplished for each of these items.

Old Business & New Business:

- Solicitation of Projects for New TIP – TPO staff informed the committee of various funding sources available for transportation projects: Surface Transportation Block Grant (SU), Transportation Alternatives Set-Aside (TA), and Transportation Regional Incentive Program (TRIP).
- Discussion on the appropriate use of sidewalks– concern was expressed about micro-mobility uses interfering with pedestrians on sidewalks.

Meeting of the Bicycle Pedestrian Advisory Committee (BPAC) on January 26

The BPAC approved action items:

- Election of Officers
 - Tim Horst was elected Chair, Jim Shirk Vice Chair, Peter Davitt Officer at Large
- Attendance Review and Declaration of Vacant Seats
- US Bicycle Routes
 - The Committee heard a status report on the designation of us bike route 15 through Hillsborough County and Plant City. discussions are continuing with each local government and the committee will revisit this in March.
- Annual Updates of Safety Targets
 - The Committee approved the 2022 targets while noting the increase in deaths on our roadways and questioning the reasons for the increase.

The BPAC heard status reports on:

- Tri-County Mobile Bike Map
 - The committee heard a status report on the Tri-County Mobile Bike Map. Several members volunteered to test the map and will provide feedback at the March Tri-County BPAC meeting hosted by Pinellas.

Meeting of the Citizens Advisory Committee (CAC) on February 2

The CAC approved action items:

- Meeting minutes from December 2021 and January 2022 - pending some minor revisions and clarifications. Committee members noted that based on the meeting minutes from December, it was unclear what action was taken regarding 9 TIP Amendments. The committee requests that the minutes be elaborate to make clear that some Dale Mabry intersections be considered for redesigns in the future. For the January minutes, the committee requests that a comment be clarified to read that posted speed limits are too high and that it is the responsibility of system owners and operators to correct them. Several points regarding a lengthy discussion about the I-275 DTI project were requested to be clarified or corrected.
- CY2022 Safety Performance Targets – the committee approved, by a vote of 14-1, the proposed safety performance targets for CY2022 and expressed disappointment at the crash performance over the previous year. A lengthy conversation ensued regarding the numerous factors contributing to both high crash rates overall, and specifically regarding fatal crashes. Several committee members remarked that an app for reporting unsafe road conditions may help proactively inform jurisdictions of potential safety problems.

The CAC heard status reports on:

- Low-Cost Air Quality Monitoring Pilot Study – the committee was very excited to hear the presentation and several requested information on how to participate in the study.

TBARTA CSX Study-

- How Should We Create the Monthly Agenda? – the committee heard a presentation and entertained a proposal to democratically determine which agenda topics they would like to receive presentations on during future meetings. The committee requested that urgent or time-sensitive matters be noted and that presentation topics include some supplementary information on their importance to help inform decision-making.
- During the Unfinished & New Business portion of the agenda, the CAC received updates regarding the 2021 State of the System report and a presentation on encouraging transportation demand management (TDM) ordinances. The latter presentation yielded a motion by the committee to begin drafting a letter on behalf of the TPO Board encouraging jurisdictions to explore resources available for incentivizing TDM.
- The committee also passed a motion, 15-0, requesting that the TPO attorney explaining what consequences result if jurisdictions, specifically FDOT, fail to meet their construction obligations as outlined in planning documents. Additional suggestions were

made for the presentation to include information regarding Title VI requirements and the obligation to communicate information about projects.

- Finally, the committee passed a motion, 13-1, requesting that the CAC Chair re-present the committee's January 5, 2022 resolution to the TPO Board during committee reports.



Hillsborough TPO

Transportation Planning Organization

REVISED Board & Committee Agenda Item

Agenda Item

Committee Appointments

Presenter

None – Consent Agenda

Summary

The Intelligent Transportation Systems (ITS) Committee is responsible for assisting in the development of Intelligent Transportation System planning work programs, as well as reviewing ITS related studies, reports, plans, projects.

The following have been nominated to serve on the ITS Committee:

- Fred Baxter, by the City of Plant City, with Paulinne Nunez as alternate
- Troy Tinch, by the City of Temple Terrace, with Brian McCarthy as Alternate

The *Livable Roadways Committee (LRC)* shall be composed of representatives of local government departments, transportation agencies and other organizations. They may be elected officials, appointed officials, organization members, designated representatives or staff, but may not be staff to the TPO.

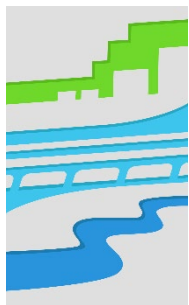
The following have been nominated to serve on the LRC:

- Scott Drainville, by HART, with Bobby Edwards as alternate

The *Technical Advisory Committee (TAC)* shall be responsible for considering safe access to schools in the review of transportation project priorities, long-range transportation plans and transportation improvement programs and shall advise the MPO on such matters. In addition, the TAC shall be responsible for assisting in the development of transportation planning work programs; coordinating transportation planning and programming; review of all transportation studies, reports, plans and/or programs, and making recommendations to the MPO that are pertinent to the subject documents based upon the technical sufficiency, accuracy, and completeness of and the needs as determined by the studies, plans and/or programs.

The following have been nominated to serve on the TAC:

- **Clay Hollis**, by the Port Tampa Bay



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Recommended Action

That the TPO confirm the above nominations

Prepared By

Cheryl Wilkening

Attachments

None



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

Safe Access to Parks Pilot Study

Presenter:

Kathrin Tellez, Fehr & Peers

Summary:

The Safe Access to Parks Pilot Study (formerly Park Speed Zone Pilot Study) developed a process to implement safety countermeasures with a focus on speed management that can be replicated at parks throughout the county. The study looked at the surrounding context and the ability to safely access three different types of parks - local, regional, and linear – so that the findings can then be applied to similar parks elsewhere in Hillsborough County. Building on the 2019 Speed Management Action Plan, a toolbox of safety countermeasures was developed. The project scope included the following tasks:

1. Identify parks to include in the pilot project
2. Conduct a detailed existing conditions assessment of each park location
3. Solicit public feedback
4. Develop a toolbox of safety countermeasures
5. Apply countermeasures to each park location (Fix-It Ideas)

The final report documents the public feedback process and results, the application of Fix-It countermeasures, and those countermeasures recommended for each park location. All project materials are available on [the project webpage](#).

Recommended Action:

Approve of the [Safe Access to Parks Fix-It Ideas Reports](#).

Prepared By:

Lisa K. Silva, AICP. PLA, TPO Staff

Attachments:

1. [Link to slide presentation](#)
2. [Link to project website](#) with Safe Access to Parks Fix-It Ideas Reports for Copeland, Sulphur Springs, and UTBT



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Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

Annual Update of Safety Performance Targets

Presenter:

Johnny Wong and Gena Torres, TPO Staff

Summary:

Under the MAP-21 legislation, the Federal Highway Administration (FHWA) requires state DOTs and MPOs to adopt performance targets for five safety measures. Since 2017, the Florida Department of Transportation (FDOT) has set a statewide target of zero traffic deaths each year. Safety targets must be reviewed and updated every year.

While achieving zero traffic deaths is the long-term aspirational goal of the Hillsborough TPO and its member governments, the FHWA has encouraged MPOs to select realistic targets based on data analysis. Using a methodology developed for the *It's Time Hillsborough 2045* Long Range Transportation Plan to predict performance based on different investment levels for safety projects, crashes have been projected for calendar year 2022.

For 2022, TPO staff is proposing to set safety performance targets as follows:

- Number of Fatalities (2022 Year-end Total): ≤ 253
- Number of Fatalities (Five-year Rolling Average, Annual Fatalities): ≤ 224
- Number of Motorcycle Fatalities (Five-year Rolling Average): ≤ 36.13
- Number of Serious Injuries (Five-year Rolling Average, Annual Serious Injuries): $\leq 1,107$
- Number of Nonmotorized Fatalities and Serious Injuries (Five-year Rolling Average, Annual Fatalities + Serious Injuries): ≤ 232
- Rate of Fatalities per 100 Million Vehicle Miles Traveled (MVMT) (Five-year Rolling Average): ≤ 1.59
- Rate of Serious Injuries per 100 MVMT (Five-year Rolling Average): ≤ 7.49

These targets represent five-year rolling averages (2018-2022) with a 0.93% annual crash reduction factor applied.

The 0.93% crash reduction represents the annual reduction achievable given existing funding. Forecasts are based on the Vision Zero investment program in the 2045 Long Range Plan, using nationally accepted crash reduction factors for cost-feasible safety treatments focused on high-injury locations.

2021 marked the single highest year for fatal crashes in Hillsborough County history. While many factors contribute to the trend, the USDOT has identified [increased speeding and substance abuse](#) during the Covid-19 pandemic as prime culprits.



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Speed management was already a significant problem in Hillsborough County before the pandemic, as documented in the [TPO Speed Management Action Plan](#). The rise of telework has allowed more trips to be made at off-peak hours, less slowed by traffic congestion, and severe crashes are now distributed across almost all hours of day and night. For example, in 2018 and 2019, there were five hours each day when severe crashes averaged fewer than 25 countywide; in 2021 there was only one such hour.

In addition, it has been widely reported that emergency responders have been strained during the pandemic, leading to longer response times. This could potentially make a difference between a crash resulting in a fatality rather than a severe injury.

To reduce the number of fatalities, a concerted effort must be made. Because the TPO Board places a high priority on safety, the current Transportation Improvement Program includes a number of funded projects that enhance the safety of high-injury roads. Upon implementation, these projects will improve fatality rates in future years. The rate of progress is limited by funding availability and by the level of focus on high-injury locations. Staff has sought feedback from the TPO's advisory committees on near-term strategies to make progress more quickly and take advantage of new funding opportunities. The resulting recommendations for the board's consideration are summarized in the attached slide deck.

Recommended Action:

1. Approve the 2022 safety performance targets
2. Approve the attached Policy Steps to provide direction to staff

Prepared By:

Connor MacDonald, TPO Staff

Attachments:

[Presentation slides: Performance Measures and Trends](#)

[Presentation slides: Policy Steps and Target Adoption](#)



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

I-75 Project Development & Environmental Studies

Presenter:

FDOT Representative

Summary:

Consistent with the TPO's 2045 Long Range Transportation Plan, FDOT is conducting two Project Development & Environmental (PD&E) studies on I-75.

The northern study covers the segment of I-75 from south of US 301 to north of Bruce B. Downs Blvd. The companion southern study looks at the segment of I-75 from Moccasin Wallow Rd (in Manatee County) to US 301.

As shown in the attached slides, FDOT proposes adding:

- Two 12-foot express lanes in each direction in the median of I-75
- Noise walls where needed and feasible
- Ramp modifications and/or new ramps at interchanges
- Right-of-way for stormwater facilities and some interchange modifications.

FDOT held a hybrid public hearing on December 16 from 5:30 – 7:30 PM at the Hilton Garden Inn, 4328 Garden Vista Drive, Riverview. The public was also able attend virtually via GoToWebinar by registering ahead of time through the project website (<https://www.fdotd7studies.com/i75/index.html>).

Recommended Action:

None; for information only

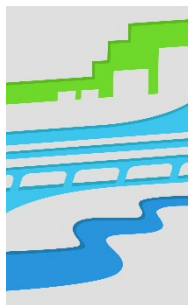
Prepared By:

Rich Clarendon, AICP

Attachments:

[Presentation slides](#)

[Project website](#)



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Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

Bylaws Amendment: Hillsborough County Request for an Additional Seat on the TAC

Presenter:

Gena Torres, TPO Staff

Summary:

Hillsborough County has undergone several organizational and personnel changes since last appointing members to the TPO's Technical Advisory Committee (TAC). A new department has been formed, the Community and Infrastructure Planning Department, to be a strategic implementation group that intermediates between long-range planning and capital programming.

To offer full representation and expertise, the County requests that in addition to the two current seats for County Development Services (responsible for permitting) and County Public Works (responsible for capital projects and programming), **that a third seat on the TAC be created for a representative from the new County Community and Infrastructure Planning Department.**

The TAC has reviewed and supported this request.

The way to implement the request is to amend the TPO Bylaws. Amendments require two readings. If no objections are raised by members of the board, the amendment will be placed on the Consent list for approval at the next regular board meeting in March.

Recommended Action:

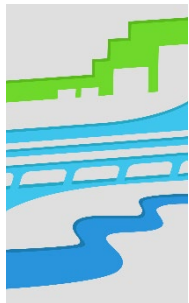
None; first reading of TPO Bylaws Amendment

Prepared By:

Gena Torres, TPO Staff

Attachments:

- Request from Hillsborough County for Additional TAC Seat
- Draft Bylaws amendment with highlighted revisions – excerpt pages



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Gena Torres

Subject: FW: TPO TAC Committee Membership

From: Patrick, John <PatrickJ@HillsboroughCounty.ORG>

Sent: Tuesday, November 30, 2021 1:04 PM

To: Beth Alden <aldenb@plancom.org>

Cc: Lyons, John <LyonsJ@HillsboroughCounty.ORG>; Horwedel, Gregory <HorwedelG@hillsboroughcounty.org>; Bellotti, Joshua <BellottiJ@hillsboroughcounty.org>; Caper, Sarah <CaperS@hillsboroughcounty.org>

Subject: TPO TAC Committee Membership

Beth: As you know there has been several organizational and personal changes in the County since we last appointed members to the TPO's TAC. The County has formed a department called the Community and Infrastructure Planning Department. This department was formed to be a strategic implementation group that intermediates between the long-range planning and the capital programming. We would like to request an additional seat of the committee, not only because of the size of our jurisdiction, but also because of the criticality of transportation/mobility from planning to implementation. The TPO plays a critical role in this process and we would like to provide you with full representation and expertise ranging from Development Services (responsible for permitting), Public Works (capital programming), and Community and Infrastructure Planning (strategic implementation). Based on the above we would like to request the following changes to County's TAC membership. I know there has been some concern about participation from the County during this COVID time. We think with these changes you would get our participations at the TAC.

Development Services

- Mike Williams
- Rick Perez (alt)

Public Works Administration

- Leland Dicus
- ~~John Patrick~~ [Marcelo Tavernari](#) (alt)

Community and Infrastructure Planning (NEW)

- [Sarah Caper](#)
- [Richard Ranck](#) (alt)

If you have any question please do not hesitate to contact us.

Thanks,

John Patrick

Division Director, Strategic Infrastructure Planning
Community and Infrastructure Planning Department

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for violations of standards of conduct, defined as conduct inconsistent with Florida Senate Administrative Policies and Procedures. At a minimum, committee member attendance will be reviewed annually. In the case of members representing an organization on a committee as specified in the committee membership list, the individual's membership may also be rescinded by the nominating organization, by letter to the Chair.

- 4.2.3 Officers of Standing Committees:** The committee shall hold an organizational meeting each year for the purpose of electing a committee chair (unless designated by the TPO), a committee vice-chair, and, at the discretion of the committee chair, an officer-at-large. Officers shall be elected by a majority vote of a quorum of the members. Except as otherwise provided in these By-laws, officers shall serve a term of one year starting with the next meeting. The powers and duties of the committee chair shall be to preside at all meetings; to express the position of the committee as determined by vote or consensus of the committee; and to ensure that all actions of the committee are taken in accordance with the bylaws and applicable law. The committee vice chair shall have these same powers and responsibilities in the absence of the committee chair. The officer-at-large shall, during the absence of both the committee chair and the committee vice-chair or their inability to act, have these same duties and responsibilities, and in addition shall perform other duties as may from time to time be assigned by the committee chair.
- 4.2.4 Conduct of Committee Meetings:** Sections 5 through 9, excluding Section 8.1, of these TPO By-laws shall be used for the conduct of all TPO committee meetings.
- 4.2.5 Standing Committee Sub-Committees:** A TPO standing committee or the TPO may establish such sub-committees to a standing committee as deemed necessary to investigate and report on specific subject areas within the scope of the standing committee. Such sub-committees shall be of limited duration and shall dissolve at such time as designated at the time of establishment or upon completion of the task(s) specified at the time of establishment. These TPO By-laws shall be used for the conduct of such sub-committees meetings in the same manner as the TPO committees.
- 4.2.6 TPO Technical Advisory Committee (TAC):** Established pursuant to Section 339.175, Florida Statutes, the TAC shall be responsible for considering safe access to schools in the review of transportation project priorities, long-range transportation plans and transportation improvement programs and shall advise the TPO on such matters. In addition, the TAC shall be responsible for assisting in the development of transportation planning work programs; coordinating transportation planning and programming; review of all transportation studies, reports, plans and/or programs, and making

recommendations to the TPO that are pertinent to the subject documents based upon the technical sufficiency, accuracy, and completeness of and the needs as determined by the studies, plans and/or programs. The TAC shall coordinate its actions with the School Board of Hillsborough County and other local programs and organizations within Hillsborough County that participate in school safety activities and shall also coordinate its actions with the appropriate representatives of the Florida Department of Transportation.

TAC Membership: The TAC shall be composed of technically qualified representatives for the purpose of planning, programming and engineering of the transportation system within the Hillsborough County Transportation Planning Organization area boundary.

The membership shall be composed of: two (23) members from Hillsborough County, two (2) members from City of Tampa, two (2) members from the Hillsborough County City-County Planning Commission, one (1) member from the Tampa Hillsborough Expressway Authority, one (1) member from the Hillsborough Area Regional Transit Authority, one (1) member from Environmental Protection Commission, one (1) member from the Tampa Port Authority, one (1) member from City of Temple Terrace, one (1) member from the Tampa Bay Regional Planning Council, one (1) member from the Florida Department of Environmental Protection, one (1) member from City of Plant City, one (1) member from the Hillsborough County Aviation Authority, one (1) member from the Tampa Bay Area Regional Transportation Authority, one (1) member from the Tampa Historic Streetcar, Inc., one (1) member from the Department of Health-Hillsborough and one (1) member from the Florida Trucking Association.

Terms of Membership: Members shall serve terms of indefinite length at the pleasure of their respective nominating organizations and the TPO.

4.2.7 TPO Citizens Advisory Committee (CAC): The CAC shall be responsible for providing information and overall community values and needs into the transportation planning program of the TPO; evaluating and proposing solutions from a citizen's perspective concerning alternative transportation proposals and critical issues; providing knowledge gained through the CAC into local citizen group discussions and meetings; and establishing comprehension and promoting credibility for the TPO Program.

CAC Membership: The CAC shall be composed of appointed citizens (transportation agency staff are not eligible) who together shall represent a broad spectrum of social and economic backgrounds and who have an interest in the development of an efficient, safe and cost-

January 26, 2022

Public Hearing Announcement

The Tampa Hillsborough Expressway Authority (THEA) **invites you and your constituents to attend a Public Hearing for the Whiting Street Project Development and Environment (PD&E) Study.** The purpose of the study is to evaluate ways to connect Whiting Street to Meridian Avenue to improve the grid network on the east side of downtown Tampa while also looking at improvements for operations and safety on the city streets, the Jefferson Street entrance ramp, and the downtown Tampa eastbound exit ramps of the Selmon Expressway.

When THEA reconstructed Meridian Avenue in 2004, the agency made a commitment to the community to remove the railroad tracks and help to restore the grid road network to connect the center portion of downtown Tampa to the east. Now that the flour mill is moving, the agency is following through on that commitment and will present the preferred alternative at the Public Hearing.

The Whiting Street Public Hearing will be held on **Tuesday, February 22, 2022.** The hearing will allow attendees to have one-on-one discussions with study team members at information stations and view a pre-recorded presentation. The Public Hearing will include a narrated portion that will give interested persons an opportunity to hear the background and purpose of the project, the process to complete the PD&E study, and the preferred alternative that was chosen. There will be an open house from 5:00 - 6:00 pm, where attendees may review project displays and documents, speak with project team members, and make public comments. The formal presentation will start at 6:00 pm. Following the presentation, the open house will resume and continue until 7:00 pm.

Whiting Street PD&E Public Hearing

Tuesday, February 22, 2022, 5:00 pm - 7:00 pm (formal presentation at 6 pm)

THEA Headquarters, 1104 E. Twiggs Street, Tampa, FL 33602

**More project information, including maps and project documents, can be found
at**

<https://whitingstreetpde.com/>

We invite you to attend to learn more about the preferred alternative that was chosen. Notices are being sent to all property owners and tenants located within at least 300 feet on either side of the study area and to other public officials, regulatory agencies, organizations, and individuals interested in the project. THEA will also post the event on its social media and issue a media advisory in advance of the meeting.

A court reporter will be available to receive comments in a one-on-one setting. You may also submit written comments at the hearing.

Written comments can also be sent to Sue Chrzan at THEA, 1104 E. Twiggs Street, Tampa, FL 33602, or by email to info@selmonstudies.com. To become part of the public hearing record, mailed comments must be postmarked and email comments must be received by March 8, 2022.

Draft project documents and plans will be available for public review from February 7 to March 8, 2022, at the THEA Office Lobby, 1104 E. Twiggs Street, Tampa, FL 33602, from 9:00 am - 5:00 pm Monday through Friday. All presentation and display materials from the hearing, including documents, plans, and an animation of the Preferred Alternative, will be available at <https://whitingstreetpde.com/>. You may also request additional information by contacting Sue Chrzan (813) 272-6740 ext. 130 or email info@selmonstudies.com.

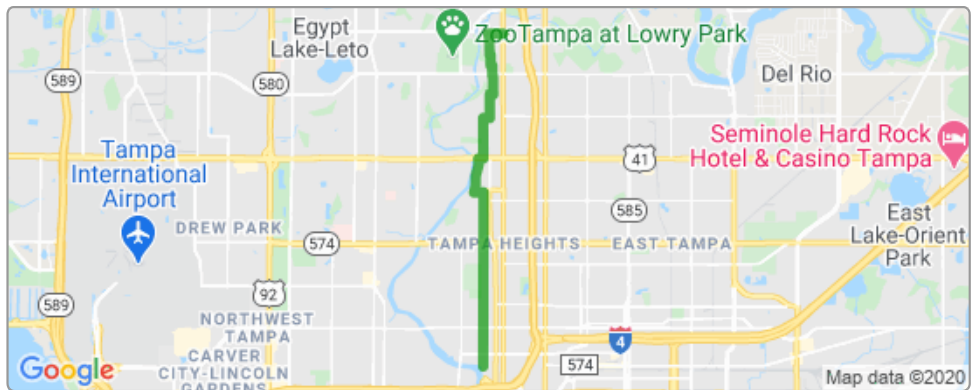
**Please share with your constituencies via
social media.**

Suggested Facebook Post: Please join @TampaHillsboroughExpresswayAuthority for a Public Hearing on the Whiting Street Project Development and Environment (PD&E) Study. The meeting is being held on 2/22 at the THEA Headquarters and will provide interested persons an opportunity to express their views concerning the proposed improvements in downtown Tampa. More information at <https://whitingstreetpde.com/>.

Suggested Twitter Post: Suggested Twitter Post: Please join @THEASelmon for a Public Hearing on the Whiting Street Project Development and Environment (PD&E) Study. 2/22 at the THEA's Headquarters. Public input is welcome.
<https://whitingstreetpde.com>.

Ola Avenue Bikeway from 7th Ave to USB 41 (N Florida Ave) 440511-5-52-01

Project Details	
Work Type	Bikeway
Phase	Design
Limits	from 7th Ave to Florida Ave
Length	4.6 miles
City	Tampa
County	Hillsborough



Contact Information	
Design Manager	Dinyar Sharifabad (813) 975-6172 dinyar.sharifabad@dot.state.fl.us
Media Contact	Kris Carson (813) 975-6060 Kristen.Carson@dot.state.fl.us

About

This project will build a bikeway along Ola Avenue in Tampa. The project will include lighting, signing, and signal enhancements for designated pedestrian crossings along the alignment.

The Ola Avenue bikeway route will begin at 7th Avenue and travel north to Violet Street then along River Blvd. to the Hillsborough Avenue pedestrian underpass. Then it will continue on Ola Avenue to Hanna Avenue, along Hanna Ave to Highland Avenue along, Highland Ave to Thomas Street, along Thomas Street to Highland Avenue, along Highland Avenue to Hamilton Avenue, along Hamilton Avenue to Dartmouth Avenue to Kirby St. to Florida Avenue.

Construction is anticipated to begin in 2023.

Beth Alden

Subject: MPO Advisory Council Legislative Update
Attachments: OPP_Legislative_Tracking_Spreadsheet_2022_01_28.xlsx

From: Reichert, Mark <Mark.Reichert@dot.state.fl.us>
Sent: Monday, January 31, 2022 10:03 AM
Subject: Latest Bill Tracker Spreadsheet

Good morning, everyone. Attached is the latest Bill Tracker Spreadsheet produced by OPP. No new bills were added last week. Though not directly related to planning, I know SB 280 and SB 620 are of interest to many of you. They require local governments to prepare a business impact statement before adopting certain ordinances and grant business damages in certain situations. Both passed the Senate and have been sent to the House. SB 398/HB 157 which places a ceiling on how much the Department can allocate to public transportation projects continues to move through both chambers. The Senate Appropriations Subcommittee on Transportation et. al. will take it up tomorrow. SB 728/HB 1005 which creates the Advanced Air Mobility Study Task Force on which MPOs will have a seat continue to move through both chambers with no opposition. HB 6083 which removes the indexing of the state fuel tax is still dead in the water with no Senate companion. SB 908 and SB 918 which deal with electric vehicles (additional fees and charging infrastructure) remain stalled for now. And SB 674 regarding certain relief for public meetings during a declared state of emergency has not moved since being filed. Let me know if you have any questions or would like additional information on these or any other bills.

Mark E. Reichert, Executive Director

Metropolitan Planning Organization Advisory Council

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Personal Cell: 850-556-5751

2022 OPP Legislative Bill Tracking

Bill #	Related Bill(s)	Linked Bill(s)	Bill Title & Summary	Updates / Notes	Potential Impacts	FDOT Planning Commented	New to Tracking
HB 993			Sebring Airport Authority, Highlands County; Revises powers of Authority; authorizes Authority to issue bonds secured by & payable from any legally available source, to issue bonds on unsecured basis, to pledge all legally available funds for repayment of debt, & to enter into public-private partnerships to effectuate purposes of act; revises bidding threshold; provides all debt obligations issued by authority are tax exempt to extent allowed by law.	HOUSE- On committee agenda Ways & Means On agenda for: 01/31/22 3:00 PM	Aviation		
SB 1272	HB 345 (Similar) HB 1171 (Compare)		Liens and Bonds; Revising when a notice of claim against a payment bond and a notice of nonpayment must be served; requiring that a copy of a notice of nonpayment be served on the surety; providing for the computation of time when certain time periods fall on specified days or during a declared state of emergency; defining the term “copy of the notice of commencement”; requiring service of documents relating to construction bonds to be made in a specified manner, etc.	SENATE - On Committee agenda-- Banking and Insurance, 02/02/22, 8:30 am	Bonds		
CS/SB 706	CS/HB 851 (Similar)		School Concurrency; Revising provisions specifying when school concurrency is satisfied; specifying that proportionate-share mitigation must be set aside and not spent if an improvement has not been identified, etc.	SENATE - On Committee agenda-- Education, 02/01/22, 1:00 pm ----- amends s. 163.3180, F.S. - concurrency	Community Planning		
CS/HB 981	SB 962 (Similar)		Mixed-use Residential Development Projects for Affordable Housing; Authorizes counties & municipalities to approve certain mixed-use residential developments using specified approval process; provides that approval for affordable housing development or mixed-use residential development is self-executing.	HOUSE - On committee agenda State Affairs Committee, On agenda for: 02/01/22 9:00 AM	Community Planning		
SB 512	HB 325 (Identical)		Vacation Rentals; Requiring advertising platforms to collect and remit taxes for certain transactions; revising the regulated activities of public lodging establishments and public food service establishments preempted to the state to include licensing; expanding the authority of local laws, ordinances, or regulations to include requiring vacation rentals to register with local vacation rental registration programs; authorizing local governments to adopt vacation rental registration programs and impose fines for failure to register; requiring advertising platforms to require that persons placing advertisements for vacation rentals include certain information in the advertisements and attest to certain information, etc.	SENATE - On Committee agenda-- Community Affairs, 02/02/22, 8:30 am	Community Planning		
SB 442	HB 571 (Identical)		Powers of Land Authorities; Authorizing land authorities to assist the counties in which they are located with certain activities addressing flooding and sea-level rise, etc.	SENATE - On Committee agenda-- Community Affairs, 02/02/22, 8:30 am	Community Planning / Resiliency		
CS/HB 481	CS/SB 1332 (Identical)		Temporary Underground Power Panels; Prohibits counties & municipalities from enacting ordinances, regulations, or policies that prevent electric utilities from installing temporary underground power panels & from requiring permanent inspections under specified conditions.	HOUSE - On committee agenda Commerce Committee, 02/01/22 12:30 PM	Energy		

2022 OPP Legislative Bill Tracking

Bill #	Related Bill(s)	Linked Bill(s)	Bill Title & Summary	Updates / Notes	Potential Impacts	FDOT Planning Commented	New to Tracking
SB 1338	HB 1411 (Identical)		Floating Solar Facilities; Defining the term “floating solar facility”; providing that a floating solar facility must be a permitted use in appropriate land use categories in each local government’s comprehensive plan; requiring each local government to amend its development regulations to promote the expanded use of floating solar facilities; requiring the Office of Energy within the Department of Agriculture and Consumer Services to submit specified recommendations to the Legislature to provide a regulatory framework relating to floating solar facilities, etc.	SENATE - On Committee agenda-- Regulated Industries, 02/01/22, 3:30 pm, 412 Knott Building	Energy		
SB 1678	HB 1285 (Identical)		Energy Equity Task Force; Creating the task force adjunct to the Department of Agriculture and Consumer Services for a specified purpose; providing for the membership and duties of the task force; requiring the department to provide staffing and administrative support to the task force; requiring the task force to submit a report to certain officials by a specified date, etc,	SENATE - On Committee agenda-- Regulated Industries, 02/01/22, 3:30 pm	Energy / Equity		
SB 1178	HB 91 (Similar) HB 815 (Compare) SB 812 (Compare)		License Plates; Requiring, rather than authorizing, the corporation managing the correctional work programs of the Department of Corrections to manufacture license plates; deleting provisions relating to the authority of the Department of Highway Safety and Motor Vehicles to conduct a pilot program to evaluate the designs, concepts, and technologies for alternative license plates; authorizing motor vehicles to be equipped with digital license plates by a specified date; authorizing the Department of Highway Safety and Motor Vehicles to contract with digital license plate providers, etc.	SENATE - On Committee agenda-- Transportation, 02/02/22, 8:30 am	FLHSMV		
SB 914	HB 871 (Identical)		Department of Highway Safety and Motor Vehicles; Requiring law enforcement agencies to annually report race and ethnicity data of certain violators to the department; deleting a precondition to a requirement that the operator of a motor vehicle display proof of maintenance of security to a law enforcement officer or certain other persons; extending the date by which the department must implement a rebuilt motor vehicle inspection program; requiring that certain commercial motor vehicles meet certain federal financial responsibility requirements, etc.	SENATE - On Committee agenda-- Appropriations Subcommittee on Transportation, Tourism, and Economic Development, 02/02/22, 2:00 pm	FLHSMV Legislative Priorities		
CS/HB 139	CS/SB 266 (Compare)		Motor Vehicle Insurance; Requires agencies that employ law enforcement officers to maintain motor vehicle insurance in certain instances while traveling in an official law enforcement vehicle; provides exceptions; provides liability limitations; provides methods to meet liability insurance requirements.	HOUSE: On committee agenda Appropriations 01/31/22 3:00 PM	Law Enforcement		
SB 728	HB 1005 (Identical)		Advanced Air Mobility; Creating the Advanced Air Mobility Study Task Force adjunct to the Department of Transportation; specifying the composition of the task force; providing that task force members shall serve without compensation but are entitled to certain reimbursement; defining the term “VTOL aircraft”; requiring the task force to submit a certain report to the Governor and the Legislature by a specified date, etc.	SENATE - On Committee agenda-- Community Affairs, 02/02/22, 8:30 am	Mobility	Yes	

2022 OPP Legislative Bill Tracking

Bill #	Related Bill(s)	Linked Bill(s)	Bill Title & Summary	Updates / Notes	Potential Impacts	FDOT Planning Commented	New to Tracking
CS/SB 398	CS/HB 157 (Compare)		Transportation Projects ; Revising the requirement for the annual commitment of State Transportation Trust Fund revenues for public transportation projects by the Department of Transportation; providing that a document that reveals the identity of a potential bidder on a transportation project is a public record; authorizing the department to enter into an agreement with the Division of Florida Highway Patrol of the Department of Highway Safety and Motor Vehicles to pay for work zone speed enforcement using moneys in the State Transportation Trust Fund, etc.	SENATE - On Committee agenda-- Appropriations Subcommittee on Transportation, Tourism, and Economic Development, 02/02/22, 2:00 pm	Operations		
HB 513	SB 1326 (Identical)		Comprehensive Review Study of the Central and Southern Florida Project ; Directs SFWMD to prepare & submit consolidated annual report regarding status of project to Office of Economic & Demographic Research, DEP, Governor, & Legislature; provides report requirements.	HOUSE- On committee agenda State Affairs Committee, 02/01/22 9:00 AM	Resiliency		
SB 690	HB 691 (Identical)		Resilience-related Advisory Committees ; Authorizing specified resilience-related advisory committees to conduct public meetings and workshops by means of communications media technology; providing that use of such technology by a committee member constitutes that member's presence at such meeting or workshop; requiring that such technology allow the public to audibly communicate, etc.	SENATE - On Committee agenda-- Environment and Natural Resources, 01/31/22, 3:00 pm	Resiliency / Public Meetings		
CS/HB 337	SB 536 (Similar)		Administrative Procedures ; Applies certain provisions applicable to all rules other than emergency rules to repromulgated rules; requires notices to include certain information; revises circumstances under which proposed rule's adverse impact on small businesses is considered to exist; revises requirements for agency's consideration of lower cost regulatory alternative; provides failure of agency to meet deadlines for repromulgated rule constitutes repeal of rule; provides repromulgated rule is adopted upon filing with DOS & becomes effective after specified time.	HOUSE- On committee agenda Appropriations 01/31/22 3:00 PM	Rulemaking		
CS/SB 876	HB 399 (Compare) SB 258 (Compare)		Stunt Driving on Highways ; Prohibiting specified acts relating to street takeovers or stunt driving on highways, roadways, or parking lots; prohibiting a person from being a spectator at a street takeover, etc.	SENATE - On Committee agenda-- Criminal Justice, 02/01/22, 1:00 pm	Safety		
SB 702	HB 179 (Identical)		Photographic Enforcement of School Bus Safety ; Defining the terms "school bus" and "side stop signal arm enforcement system"; authorizing school districts to install and operate side stop signal arm enforcement systems on school buses; providing that recorded images evidencing a violation of this act are admissible in any judicial or administrative proceeding for a certain purpose; specifying requirements of and prohibitions on the use of recorded video and still images captured by the side stop signal arm enforcement system, etc.	SENATE - On Committee agenda-- Judiciary, 01/31/22, 3:00 pm	Safety		

2022 OPP Legislative Bill Tracking

Bill #	Related Bill(s)	Linked Bill(s)	Bill Title & Summary	Updates / Notes	Potential Impacts	FDOT Planning Commented	New to Tracking
SB 828	HB 1147 (Similar)		Critical Infrastructure; Citing this act as the "Critical Infrastructure Standards and Procedures Act"; requiring that, beginning on a specified date, asset owners ensure that the operation and maintenance of operational technology comply with specified standards and practices; requiring that certain contracts for critical infrastructure meet specified minimum standards; providing requirements and procedures relating to civil actions based on cybersecurity-breach-related claims; authorizing the Department of Law Enforcement to institute appropriate legal proceedings against a business, a service provider, or another person or entity that violates the act, etc.	SENATE - On Committee agenda-- Governmental Oversight and Accountability, 02/02/22, 11:00 am, ---critical infrastructure includes public transportation as defined in S. 163.566, F.S.	Technology		
HB 831	SB 1286 (Identical)		Licensure Requirements for Land Surveyors and Mappers; Authorizes exiled professional to substitute specified lawful practice of profession for education requirement of the examination; requires such education to be from accredited college or university; revises education requirements for licensure to include an applicant who has received an associate degree; provides that specified experience or completion of specified apprenticeship program may be substituted for education requirements for licensure as land surveyor or mapper; provides applicant who holds license from another state, jurisdiction, or territory, & has certain experience in practice of surveying & mapping may take licensure examination to practice as land surveyor or mapper in this state.	HOUSE - On committee agenda Commerce Committee, 02/01/22 12:30 PM	Workforce		
SB 514	CS/HB 317 (Similar)		Workforce Education Requirements; Authorizing state governmental employing agencies to substitute equivalent work experience in lieu of a postsecondary education requirement for a position of employment if certain conditions are met; requiring a county, municipality, or special district, respectively, that elects to substitute equivalent work experience in lieu of a postsecondary education requirement for a position of employment to include a certain notice in job advertisements for the position, etc.	SENATE - On Committee agenda-- Governmental Oversight and Accountability, 02/02/22, 11:00 am,	Workforce		
CS/SB 1432	HB 1065 (Similar)		Vessel Anchoring; Providing tenancy and lease conditions for approved and permitted mooring and mooring fields in Monroe County; requiring certain anchored vessels in Monroe County to be re-anchored in a new location that meets certain requirements according to a specified timeframe; requiring the Fish and Wildlife Conservation Commission, in consultation with certain entities, to establish designated anchoring areas within the county by rule; providing an exception for certain domiciled vessels; requiring certain vessels equipped with marine sanitation devices to maintain specified records of such devices, etc	SENATE - On Committee agenda-- Community Affairs, 02/02/22, 8:30 am			
SB 1582			Commercial Motor Vehicle Registration; Providing for future expiration of a provision relating to vehicles with apportioned registrations; providing, beginning on a specified date, license plate and cab card requirements for vehicles registered in accordance with the International Registration Plan; specifying the fee for an original or renewal cab card and the trust fund where the fee is deposited; providing for the replacement at no charge of damaged or worn license plates, etc.	SENATE - On Committee agenda-- Appropriations Subcommittee on Transportation, Tourism, and Economic Development, 02/02/22, 2:00 pm,			

2022 OPP Legislative Bill Tracking

Bill #	Related Bill(s)	Linked Bill(s)	Bill Title & Summary	Updates / Notes	Potential Impacts	FDOT Planning Commented	New to Tracking
SB 990	HB 867 (Similar)		Towing Vehicles; Prohibiting investigating agencies from releasing motor vehicles towed to an agency's storage facility until certain proof of payment is presented to the agency; specifying that investigating agencies that do not obtain proof of payment must pay certain charges within a specified timeframe; prohibiting towing companies from releasing vehicles owned by rental car companies which are towed under certain circumstances, to the person who rented the vehicle unless the rental car company appoints the person as its agent, etc.	SENATE - On Committee agenda-- Transportation, 02/02/22, 8:30 am			
HB 985	HB 799 (Similar) SB 974 (Similar)		Sovereign Immunity; Revises statutory limits on liability for tort claims against state & its agencies & subdivisions; revises requirements for state or agency or subdivision of state to agree to settle claim or judgment; prohibits insurance policy from conditioning payment of benefits on enactment of claim bill; specifies that limitations in effect on date final judgment is entered apply to that claim; requires DFS to adjust limitations on tort liability every year after specified date; revises exceptions relating to instituting actions on claims against state or one of its agencies & to statute of limitations for such claims.	HOUSE: On committee agenda Appropriations 01/31/22 3:00 PM			
CS/SB 1062	CS/HB 545 (Similar)		Service of Process; Authorizing the Department of State to electronically receive service of process under ch. 48, F.S.; revising procedures for service on partnerships, limited liability partnerships, and limited partnerships; requiring designation of registered agents and registered offices by certain partnerships, corporations, and companies; providing for substituted service on certain nonresidents and foreign business entities and on individuals and foreign business entities concealing their whereabouts; providing for service of process for removal of unknown parties in possession of real property, etc.	SENATE - On Committee agenda-- Commerce and Tourism, 01/31/22, 3:00 pm, 110 Senate Building			
SB 150	HB 1525 (Similar)		Motor Vehicle Insurance; Repealing provisions which comprise the Florida Motor Vehicle No-Fault Law; revising the motor vehicle insurance coverages that an applicant must show to register certain vehicles with the Department of Highway Safety and Motor Vehicles; revising minimum coverage requirements for proof of financial responsibility for specified motor vehicles; revising requirements for motor vehicle liability insurance policies relating to coverage, and exclusion from coverage, for certain drivers and vehicles; revising coverages that may provide for a reduction in motor vehicle insurance policy premium charges under certain circumstances, etc. APPROPRIATION: \$83,651	SENATE - On Committee agenda-- Banking and Insurance, 02/02/22, 8:30 am			
SB 1954	HB 1435 (Identical)		Code and Traffic Enforcement; Authorizing a sheriff or chief administrative officer of a county or municipality to designate a special event zone under certain circumstances on a roadway, street, or highway; authorizing a law enforcement officer to impound the motor vehicle of a person who commits a noncriminal traffic infraction or a criminal traffic violation in a special event zone; revising the types of soundmaking devices or instruments subject to the prohibition against operating or amplifying sound from within a motor vehicle in a certain manner; prohibiting such operation or amplification in areas adjoining private residences, etc.	SENATE - On Committee agenda-- Transportation, 02/02/22, 8:30 am			

2022 OPP Legislative Bill Tracking

Bill #	Related Bill(s)	Linked Bill(s)	Bill Title & Summary	Updates / Notes	Potential Impacts	FDOT Planning Commented	New to Tracking
SB 906	HB 1519 (Identical)		Fleet Management; Requiring the Department of Management Services to prepare an inventory of state-owned motor vehicles, maintenance facilities, and fuel depots; requiring the department to create, administer, and maintain a centralized management system for the motor vehicle fleet, maintenance facilities, and fuel depots; requiring the department to consolidate the management of existing state-owned motor vehicles, maintenance facilities, fuel depots, and certain full-time equivalent and other-personal-services positions, etc.	SENATE - On Committee agenda--Transportation, 02/02/22, 8:30 am			
SB 974	HB 799 (Similar) HB 985 (Similar)		Sovereign Immunity; Revising the statutory limits on liability for tort claims against the state and its agencies and subdivisions; revising requirements for the state or an agency or a subdivision of the state to agree to settle a claim or judgment; prohibiting an insurance policy from conditioning the payment of benefits on the enactment of a claim bill; requiring the Department of Financial Services to adjust the limitations on tort liability every year after a specified date, etc.	SENATE - On Committee agenda--Judiciary, 01/31/22, 3:00 pm,			
SB 780	HB 631 (Identical)		Airports; Revising the types of airports eligible for specified funding of master planning and eligible aviation development projects by the Florida Department of Transportation, etc.	SENATE - Subcommittee Recommendation: Favorable by Appropriations Subcommittee on Transportation, Tourism, and Economic Development (Second committee reference)	Aviation		
CS/SB 786	HB 6051 (Similar)		Aircraft Sales and Lease Tax; Exempting all aircraft sales and leases, rather than the sales and leases of certain aircraft, from the sales and use tax; deleting the definition of the term "common carrier" to conform to changes made by the act, etc.	Favorable CS by Finance and Tax; YEAS 6 NAYS 1 (Second committee reference)	Aviation		
CS/HB 345	SB 1272 (Similar) HB 1171 (Compare)		Liens and Bonds; Revises liens and bonds laws, including provisions relating to when notices must be served; notarizing forms; alternative forms of security; direct contracts; computation of time; priority of liens; requirements for notice of commencement, notice of termination, & notice of contest of lien; transferring lien to security; service of documents; immunity to issuing authority; release of liens; & authorizes attorney fees in certain actions.	HOUSE - Favorable with CS by Civil Justice & Property Rights Subcommittee (First committee reference) -----amends s. 337.18 - revises when notice of nonpayment may be served	Bonds		
CS/SB 1800	HB 1543 (Similar) HB 1545 (Compare)	CS/SB 1802 (Linked)	Broadband Infrastructure; Revising the duties of the Florida Office of Broadband to include administering the Broadband Pole Replacement Program; establishing the Broadband Pole Replacement Program within the office; requiring the Secretary of Economic Opportunity to apply for certain federal funding for the program; requiring that the amount of state funds allocated to the program be reduced by the amount of certain federal funds provided to the program; requiring an audit of the Broadband Pole Replacement Trust Fund within a certain period of time, etc. APPROPRIATION: \$400,000,000	SENATE - Favorable with CS by Commerce and Tourism; YEAS 9 NAYS 0 (First committee reference)	Broadband		

2022 OPP Legislative Bill Tracking

Bill #	Related Bill(s)	Linked Bill(s)	Bill Title & Summary	Updates / Notes	Potential Impacts	FDOT Planning Commented	New to Tracking
CS/SB 1802	HB 1545 (Identical) HB 1543 (Compare)	CS/SB 1800 (Linked)	Broadband Pole Replacement Trust Fund; Creating the trust fund within the Department of Economic Opportunity; providing the purpose of the trust fund; providing that moneys credited to the trust fund shall consist of certain funds; requiring that funds in the trust fund be used in a manner consistent with federal law; providing that the balance in the trust fund at the end of a fiscal year remains in the trust fund and is available for carrying out the purposes of the trust fund; providing for future legislative review and termination or re-creation of the trust fund, etc.	SENATE - Favorable with CS by Commerce and Tourism; YEAS 9 NAYS 0	Broadband		
CS/SB 962	HB 981 (Similar)		Mixed-use Residential Development Projects for Affordable Housing; Authorizing counties and municipalities, respectively, to approve certain mixed-use residential development projects subject to certain conditions; providing that approval for an affordable housing development or a mixed-use residential development project is self-executing, etc.	SENATE - Favorable with CS by Transportation (Second committee reference)	Community Planning		
HB 729	SB 932 (Identical)		Everglades Protection Area; Requires comprehensive plans & plan amendments that apply to certain lands within or near Everglades Protection Area to follow state coordinated review process; requires DEP to make determinations, consult, & coordinate with specified entities regarding such plans & amendments; provides additional limitation for compliance determination of such plans & plan amendments; prohibits & provides requirements for adoption of certain development amendments within Everglades Protection Area.	HOUSE - Favorable by Environment, Agriculture & Flooding Subcommittee (First committee reference)	Community Planning		
SB 1310	HB 247 (Similar)		Florida Main Street Program and Historic Preservation Tax Credits; Citing this act as the "Main Street Historic Tourism and Revitalization Act"; specifying eligibility requirements for receiving specified tax credits for taxpayers that rehabilitate certified historic structures; authorizing the carryforward, sale, and transfer of tax credits; providing the Department of Revenue audit and examination powers for specified purposes related to certified rehabilitation expenses; requiring the return of forfeited tax credits under certain circumstances, etc.	SENATE - Favorable by Commerce and Tourism; YEAS 9 NAYS 0 (First committee reference)	Community Planning		
CS/CS/SB 280	HB 403 (Similar)		Local Ordinances; Authorizing courts to assess and award attorney fees and costs and damages in certain civil actions filed against local governments; requiring a board of county commissioners to prepare a business impact statement before the adoption of a proposed ordinance; requiring a governing body of a municipality to prepare a business impact statement before the adoption of a proposed ordinance, etc.	SENATE - Favorable - CS passed as amended; YEAS 28 NAYS 8; immediately certified; In messages to House	Community Planning		
CS/SB 620	CS/HB 569 (Identical)		Local Business Protection Act; Citing this act as the "Local Business Protection Act"; authorizing certain businesses to claim business damages from a county or municipality if the county or municipality enacts or amends certain ordinances or charter provisions; limiting the amount of business damages that may be recovered; specifying ordinances and charter provisions that do not result in liability for business damages; requiring businesses and counties or municipalities to follow certain presuit procedures before businesses file an action for business damages, etc.	SENATE - Favorable - CS passed as amended; YEAS 22 NAYS 14; immediately certified; in messages to House.	Community Planning		

2022 OPP Legislative Bill Tracking

Bill #	Related Bill(s)	Linked Bill(s)	Bill Title & Summary	Updates / Notes	Potential Impacts	FDOT Planning Commented	New to Tracking
CS/HB 851	CS/SB 706 (Similar)		School Concurrency; Revises provisions specifying when school concurrency is satisfied; specifies proportionate-share mitigation may be set aside & not spent if improvement has not been identified.	HOUSE - Favorable with CS by Local Administration & Veterans Affairs Subcommittee (First committee reference) -----amends s. 163.3180, F.S. - concurrency	Community Planning		
CS/SB 1150	HB 495 (Identical)		Tax Exemption for Affordable Housing; Authorizing counties and municipalities to adopt ordinances to grant ad valorem tax exemptions to certain property owners whose properties are used for the governmental or public purpose of providing affordable housing to certain persons or families; providing conditions for such exemptions; specifying procedures that apply to persons if property is transferred for other purposes; specifying that an exemption improperly granted by a property appraiser to a person will not be assessed a penalty or interest, etc.	SENATE - Favorable by Finance and Tax (Second committee reference)	Community Planning		
HB 325	SB 512 (Identical)		Vacation Rentals; Requires advertising platforms to collect & remit taxes for certain transactions; revises regulated activities of public lodging establishments & public food service establishments preempted to state; expands authority of local laws, ordinances, or regulations to include requiring vacation rentals to register with local vacation rental registration programs; preempting regulation of advertising platforms to state; authorizes division to issue & deliver notice to cease & desist for certain violations; provides that such notice does not constitute agency action for which hearings may be sought; authorizes division to collect attorney fees & costs; authorizes division to impose fine on advertising platforms for violations.	HOUSE - Favorable with CS by Regulatory Reform Subcommittee	Community Planning		
SB 920	HB 737 (Identical)		Electric Vehicle Transportation Electrification Plan; Requiring the Public Service Commission to adopt rules for an electric vehicle transportation electrification plan that meet certain requirements; providing timeframes for the commission to propose the plan's rules and for final rule adoption; authorizing entities that provide electric vehicle charging stations to the public to intervene and participate in certain commission proceedings involving rates, terms, or conditions for offering electric vehicle charging to the public, etc.	SENATE - Favorable by Regulated Industries; YEAS 7 NAYS 1 (First committee reference)	Electric Vehicle		
CS/SB 954	HB 1139 (Similar)		Energy; Revising the selection criteria for purchasing or leasing vehicles for state agency, college, or university or certain local government fleets; removing a provision requiring the use and procurement of ethanol and biodiesel fuels; requiring the Department of Management Services, before a specified date, to make recommendations to state agencies and local governments relating to the procurement and integration of electric vehicles, etc.	SENATE - Favorable with CS by Governmental Oversight and Accountability (First committee reference)	Energy		
CS/HB 1139	CS/SB 954 (Similar)		Energy; Revises selection criteria for purchasing or leasing vehicles for state agency, college, or university or certain local government fleets; removes provision requiring use & procurement of ethanol & biodiesel fuels; requires DMS, before specified date, to make recommendations to state agencies & local governments relating to procurement & integration of electric vehicles.	HOUSE - Favorable with CS by Government Operations Subcommittee (First committee reference)	Energy		

2022 OPP Legislative Bill Tracking

Bill #	Related Bill(s)	Linked Bill(s)	Bill Title & Summary	Updates / Notes	Potential Impacts	FDOT Planning Commented	New to Tracking
SB 1682			Transportation Facility Designations/98 Points of Light Road ; Providing an honorary designation of a certain transportation facility in a specified county; directing the Department of Transportation to erect suitable markers, etc.	SENATE - Favorable by Transportation (First committee reference)	Facility Designation		
CS/SB 160	Multiple		Transportation-related Facility Designations ; Providing honorary designations of certain transportation facilities in specified counties; directing the Department of Transportation to erect suitable markers, etc.	SENATE - Favorable with CS by Transportation (First committee reference)	Facility Designation		
HB 1469	SB 1682 (Identical)		Transportation Facility Designations ; Designates 98 Points of Light Road in Miami-Dade County; directs DOT to erect suitable markers.	HOUSE - Favorable by Tourism, Infrastructure & Energy Subcommittee (First committee reference)	Facility Designation		
HB 661	SB 650 (Identical)		Transportation Facility Designations ; Designates Virginia Creighton Bridge in Hillsborough County; directs DOT to erect suitable markers.	HOUSE - Favorable by Infrastructure & Tourism Appropriations Subcommittee (Second committee reference)	Facility Designation		
HB 331			Transportation Facility Designations ; Designates Ira Mae Wells-Bruce Memorial Highway in Santa Rosa County; directs DOT to erect suitable markers.	HOUSE - Favorable by Infrastructure & Tourism Appropriations Subcommittee (Second committee reference)	Facility Designation		
CS/HB 315			Transportation Facility Designations ; Provides honorary designations of certain transportation facilities in specified counties; directs DOT to erect suitable markers.	HOUSE - Favorable by Infrastructure & Tourism Appropriations Subcommittee (Second committee reference)	Facility Designation		
CS/HB 89			Transportation Facility Designations ; Provides honorary designations of certain transportation facilities in specified counties; directs DOT to erect suitable markers.	HOUSE - Favorable by Infrastructure & Tourism Appropriations Subcommittee (Second committee reference)	Facility Designation		
HB 37	CS/SB 160 (Identical)		Transportation Facility Designations ; Designates Deputy Sheriff Donta Manuel and Deputy Sheriff Jonathan Wallace Highway in Palm Beach County.	HOUSE - Favorable by Infrastructure & Tourism Appropriations Subcommittee (Second committee reference)	Facility Designation		
CS/HB 147			Transportation Facility Designations ; Designates Deputy William J. Gentry, Jr., Highway in Highlands County; directs DOT to erect suitable markers.	HOUSE - Favorable by Infrastructure & Tourism Appropriations Subcommittee (Second committee reference)	Facility Designation		

2022 OPP Legislative Bill Tracking

Bill #	Related Bill(s)	Linked Bill(s)	Bill Title & Summary	Updates / Notes	Potential Impacts	FDOT Planning Commented	New to Tracking
CS/SB 574	CS/HB 369 (Similar) CS/HB 371 (Compare)	CS/SB 576 (Linked)	Motor Vehicle Registration Certificate Cards; Requiring the application form for motor vehicle registration and renewal of registration to include language permitting applicants to request registration certificate cards; authorizing the Department of Highway Safety and Motor Vehicles and tax collectors to use United States mail service to deliver registration certificate cards; expanding the list of documents required to be in the possession of the operator of a motor vehicle or carried in the vehicle for certain purposes to include registration certificate cards; requiring that registration certificate cards be issued to the owner of a registered vehicle, etc.	SENATE - Subcommittee Recommendation: Favorable by Appropriations Subcommittee on Transportation, Tourism, and Economic Development (Second committee reference)	FLHSMV		
CS/SB 576	CS/HB 371 (Similar) CS/HB 369 (Compare)	CS/SB 574 (Linked)	Fees/Registration Certificate Cards; Authorizing the Department of Highway Safety and Motor Vehicles to collect a mail service charge for mailed registration certificate cards; imposing a specified service charge for the transfer or duplicate issuance of a registration certificate card, etc.	SENATE - Subcommittee Recommendation: Favorable by Appropriations Subcommittee on Transportation, Tourism, and Economic Development (Second committee reference)	FLHSMV		
CS/SB 754	CS/HB 223 (Identical)		Mobile Home Registration Periods; Revising the registration and registration renewal periods for a mobile home owned by a natural person, etc.	SENATE - Favorable by- Rules (Third committee reference)	FLHSMV		
CS/HB 369	CS/SB 574 (Similar) CS/SB 576 (Compare)	CS/HB 371 (Linked)	Motor Vehicle Registration Certificate Cards; Requires application form for motor vehicle registration & renewal of registration to include language permitting applicants to request registration certificate cards; requires DHSMV to issue registration certificate cards to specified motor vehicle owners or lessees; expands list of documents required to be in possession of operator of motor vehicle or carried in vehicle to include registration certificate cards; revises statutory provisions to include registration certificate cards; provides criminal penalties.	HOUSE - Favorable with CS by Tourism, Infrastructure & Energy Subcommittee (First committee reference)	FLHSMV		
CS/HB 371	CS/SB 576 (Similar) CS/SB 574 (Compare)	CS/HB 369 (Linked)	Fees/Motor Vehicle Registration Certificate Cards; Authorizes DHSMV & tax collectors to use U.S. mail service to deliver registration certificate cards; authorizes DHSMV to collect mail service charge for mailed registration certificate cards; requires registration certificate cards to be mailed by first-class mail; imposes specified service charge for transfer or duplicate issuance of registration certificate card; specifies transfer fee for issuance of new registration certificate card.	HOUSE - Favorable with CS by Tourism, Infrastructure & Energy Subcommittee (First committee reference)	FLHSMV		
CS/SB 1194	CS/HB 777 (Identical)		Local Tax Referenda Requirements; Requiring referenda elections related to tourist development taxes, tourist impact taxes, and children’s services and independent special district property taxes to be held on the day of a general election; requiring referenda elections related to increases in county and municipal ad valorem tax millages to be held on the day of a general election; requiring referenda elections related to local option fuel taxes to be held on the day of a general election, etc.	SENATE - Favorable by Finance and Tax (Second committee reference)	Funding		
SB 1160	HB 1031 (Similar)		Transportation Research; Establishing the Implementing Solutions from Transportation Research and Evaluating Emerging Technologies Living Lab (I-STREET) within the University of Florida; specifying the duties of I-STREET; requiring I-STREET to annually provide the Governor and the Legislature with a certain report, etc.	SENATE - Favorable by Transportation; YEAS 7 NAYS 0 (First committee reference)	Innovation		

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Bill #	Related Bill(s)	Linked Bill(s)	Bill Title & Summary	Updates / Notes	Potential Impacts	FDOT Planning Commented	New to Tracking
CS/SB 266	CS/HB 139 (Compare)		Service as a Law Enforcement Officer; Revising the definition of the term “law enforcement officer” to specify that the time spent on certain activities is part of service as an officer, etc.	SENATE - Favorable by Banking and Insurance (Second committee reference)	Law Enforcement		
CS/HB 1005	SB 728 (Identical)		Advanced Air Mobility; Creates Advanced Air Mobility Study Task Force adjunct to DOT; specifies composition of task force; provides for per diem & travel expenses; specifies duties of task force; requires report to Governor & Legislature; provides for abolishment of task force.	HOUSE - Favorable with CS by Tourism, Infrastructure & Energy Subcommittee (First committee reference)	Mobility		
CS/HB 157	CS/SB 398 (Compare)		Transportation Projects; Revises amount of state revenues committed by DOT for public transportation projects; includes progressive design-build contracts as innovative technique DOT may use; provides exception to annual monetary cap on contracts for certain progressive design-build contracts; removes limits on types of projects DOT may combine into design-build contract; provides terms under which DOT may enter into progressive design-build contracts; provides for selection & award process; provides for advertising of such contracts; requires rulemaking; authorizes applicant to request to keep existing certificate of qualification; provides for maximum capacity rating of applicant to remain in place; removes public records exemption for documents that reveal identity of potential bidder on transportation project.	HOUSE - Favorable by Infrastructure & Tourism Appropriations Subcommittee (Second committee reference)	Operations		
HB 1077	SB 1434 (Identical)		Public Financing of Potentially At-risk Structures and Infrastructure; Provides certain areas are at risk due to sea level rise & structures & infrastructure within those areas are potentially at risk.	HOUSE - Favorable by Environment, Agriculture & Flooding Subcommittee (First committee reference)	Resiliency		
SB 1326	HB 513 Identical		Comprehensive Review Study of the Central and Southern Florida Project; Requiring the South Florida Water Management District to prepare and submit a consolidated annual report regarding the status of the project to the Office of Economic and Demographic Research, the Department of Environmental Protection, the Governor, and the Legislature by a specified date, etc.	SENATE - Favorable by Environment and Natural Resources; YEAS 5 NAYS 0 (First committee reference)	Resiliency		
HB 571	SB 442 (Identical)		Powers of Land Authorities; Authorizes land authorities to assist counties in which they are located with certain activities addressing flooding & sea-level rise.	HOUSE - Favorable by State Affairs Committee (Third committee reference)	Resiliency		
CS/SB 228	HB 101 (Similar)		Resiliency Energy Environment Florida Programs; Providing that a property owner may apply to a Resiliency Energy Environment Florida (REEF) program for funding to finance a qualifying improvement and may enter into an assessment financing agreement with a local government; authorizing local governments to enter into agreements with program administrators to administer REEF programs; specifying underwriting, financing estimate, disclosure, and confirmation requirements for program administrators relating to residential real property, etc.	Favorable CS by Finance and Tax; YEAS 7 NAYS 0 (Second committee reference)	Resiliency		

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Bill #	Related Bill(s)	Linked Bill(s)	Bill Title & Summary	Updates / Notes	Potential Impacts	FDOT Planning Commented	New to Tracking
CS/HB 101	CS/SB 228 (Similar)		Improvements to Real Property; Provides authorized & prohibited activities related to qualifying improvements to real property to be financed by non-ad valorem assessments; provides requirements for local governments, program administrators, & PACE contractors; specifies types of contracts that are unenforceable; requires local governments that have authorized qualifying improvement programs to annually post specified information on their websites.	HOUSE - Favorable with CS by Tourism, Infrastructure & Energy Subcommittee (First committee reference)	Resiliency		
SB 536	HB 337 (Similar)		Administrative Procedures; Applying certain provisions applicable to all rules other than emergency rules to repromulgated rules; requiring an agency to provide notice of a regulatory alternative to the Administrative Procedures Committee within a certain timeframe; requiring an agency to provide a copy of any proposal for a lower cost regulatory alternative to the committee within a certain timeframe; requiring agency review of rules and repromulgation of rules that do not require substantive changes within a specified timeframe; requiring an agency to identify and describe each rule it plans to develop, adopt, or repeal during the forthcoming year in the agency's annual regulatory plan, etc.	SENATE - Favorable by Judiciary; YEAS 9 NAYS 0	Rulemaking		
CS/HB 685	SB 800 (Compare)		Rural Development; Authorizes charges for natural gas or propane used by qualified businesses in opportunity zones to receive specified sales tax exemption; revises criteria to qualify for Rural Job Tax Credit Program; removes match requirement from Rural Community Development Revolving Loan Fund; increases percentage of grants DEO may award; requires specified percentage of State Economic Enhancement & Development Trust Fund be used for affordable housing; creates Florida Microfinance Corporation; provides purpose, powers, & duties of corporation; creates board of directors; specifies powers of board; requires appointment of president of corporation; requires board to create Florida Microfinance Corporation Guarantee Account; requires annual report to DEO.	HOUSE - Favorable with CS by State Affairs Committee (First committee reference)	Rural Economic Development Initiative (REDI)		
CS/HB 777	CS/SB 1194 (Identical)		Local Tax Referenda Requirements; Requires referenda elections related to tourist development taxes, tourist impact taxes, children's services & independent special district property taxes, increases in county & municipal ad valorem tax millages, ninth-cent fuel tax, local option fuel taxes, & certain school district millage elections to be held on day of general elections.	Favorable by Ways & Means Committee (Second committee reference)	s. 336, F.S.		
HB 145	SB 474 (Identical)		Recreational Off-Highway Vehicle Weight Limits; Revises weight limit of vehicle defined as "ROV."	HOUSE - Favorable by Commerce Committee (Second committee reference)	Safety		
SB 606	HB 493 (Identical)		Boating Safety; Citing this act as the "Boating Safety Act of 2022"; authorizing a court to impose a specified fine for certain boating collisions and accidents; prohibiting liveries, beginning on a specified date, from offering a vessel for lease or rent without a livery permit; revising the conditions under which a livery may not knowingly lease or rent a vessel; increasing fines for violations of certain boating regulations; providing that an improper transfer of vessel title is subject to a civil penalty, etc. APPROPRIATION: \$2,225,000	SENATE - Subcommittee Recommendation: Favorable with CS by Appropriations Subcommittee on Agriculture, Environment, and General Government (Second committee reference)	Safety		

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Bill #	Related Bill(s)	Linked Bill(s)	Bill Title & Summary	Updates / Notes	Potential Impacts	FDOT Planning Commented	New to Tracking
CS/HB 1121			Pub. Rec./Crash Reports and Traffic Citations; Revises exemption from public records requirements for written reports of crashes; revises agencies that hold records to which exemption applies; removes time limit for exemption; revises entities to which records may be made available; requires certain entities to enter into memorandum of understanding; revises conditions precedent to accessing crash report; exempts certain computerized crash report data; provides exemption from public records requirements for driver information contained in uniform traffic citation; authorizes release of driver information under certain circumstances; provides for future review & repeal; provides statements of public necessity.	HOUSE - Favorable with CS by Tourism, Infrastructure & Energy Subcommittee (First committee reference)	Safety		
CS/HB 1297	SB 1414 (Similar)		Driving Over the Speed Limit; Provides that person who drives vehicle at or above specified speed commits reckless driving; revises threshold above posted speed limit at which person in violation of certain provisions must be cited for moving violation.	HOUSE - Favorable with CS by Criminal Justice & Public Safety Subcommittee (First committee reference)	Safety		
SB 410	HB 189 (Identical) (HB 797 (Compare))		Photographic Enforcement of School Zone Speed Limits; Authorizing counties and municipalities to enforce school speed zones through the use of speed detection systems; authorizing counties and municipalities to install, or contract with a vendor to install, speed detection systems; requiring counties and municipalities that install speed detection systems to provide certain notification to the public; authorizing counties and municipalities to authorize traffic infraction enforcement officers to issue certain traffic citations, etc.	SENATE: Subcommittee Recommendation: Favorable by Appropriations Subcommittee on Transportation, Tourism, and Economic Development (Second committee reference)	Safety		
SB 1414	HB 1297 (Identical)		Driving Over the Speed Limit; Providing that any person who drives any vehicle at or above a specified speed commits reckless driving; revising the threshold above the posted speed limit at which a person in violation of certain provisions must be cited for a moving violation, etc.	SENATE - Favorable by Transportation; YEAS 7 NAYS 0 (First committee reference)	Safety		
CS/HB 701	SB 1650 (Similar)		Boating and Vessel Safety; Requires boating safety education courses & temporary certificate examinations to include specified components; directs FWCC to include such components in boating safety education campaigns & certain educational materials; requires instructors of water sports & activities to wear engine cutoff switches under certain conditions.	HOUSE - Favorable with CS by Tourism, Infrastructure & Energy Subcommittee (First committee reference)	Safety		
SB 474	HB 145 (Identical)		Recreational Off-highway Vehicles; Revising the definition of the term "ROV" to increase the weight limit of a specified vehicle, etc.	SENATE - Favorable by- Rules (Third committee reference)	Safety		
HB 907	SB 1038 (Similar)		Florida Seaport Transportation and Economic Development Council; Includes representative of Port Putnam as member of Florida Seaport Transportation & Economic Development Council; authorizes Putnam County to apply for grant through council for feasibility study regarding establishment of port; provides for evaluation of application; requires DOT to include study in its budget request; terminates membership of Port Putnam on council under certain circumstances.	HOUSE - Favorable with CS by Tourism, Infrastructure & Energy Subcommittee (First committee reference)	Seaport		

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Bill #	Related Bill(s)	Linked Bill(s)	Bill Title & Summary	Updates / Notes	Potential Impacts	FDOT Planning Commented	New to Tracking
CS/SB 438	HB 465 (Identical) & Others		United States Space Force; Revising the definition of the term “uniformed services” to include the United States Space Force; revising the military service branches for which any county or state official who is called to active service may receive a leave of absence; updating military base names; adding post exchanges operated by the United States Space Force to the those that are exempt from paying tax on cigarettes sold; revising the armed forces uniforms that are protected from imitation to include uniforms of the United States Space Force, etc.	SENATE - Subcommittee Recommendation: Favorable by Appropriations Subcommittee on Transportation, Tourism, and Economic Development (Second committee reference)	Space		
HB 465	CS/SB 438 (Identical) & Others		United States Armed Forces; Revises definitions to include U.S. Space Force; revises officers authorized to take or administer oaths; revises military branches for which official called to active service may receive leave of absence; updates military base names; exempts post exchanges operated by U.S. Space Force from paying certain tax; revises uniforms protected from imitation to include U.S. Space Force uniforms; prohibits soliciting or persuading another not to enlist with U.S. Space Force; authorizes condominium owners & homeowners to display U.S. Space Force flag; authorizes U.S. Space Force members to own, possess, & use firearms & other weapons during certain periods.	HOUSE - Favorable by State Affairs Committee (Third committee reference)	Space		
SB 940	HB 565 (Identical) HB 375 (Compare)	CS/SB 942 (Linked)	Professional Structural Engineers; Prohibiting a person who is not licensed as an engineer from using a specified name or title; authorizing the Board of Professional Engineers to refuse to certify an applicant for a professional structural engineer license for certain reasons; providing licensure and application requirements for a professional structural engineer license; specifying acts that constitute grounds for disciplinary action, including civil penalties, against a professional structural engineer, etc.	SENATE - Favorable by Regulated Industries (First committee reference)	Workforce		
CS/SB 942	HB 565 (Identical) HB 375 (Compare)	SB 940 (Linked)	Fees/Professional Structural Engineer Licensing; Authorizing the Board of Professional Engineers to establish fees relating to professional structural engineer licensing; requiring applicants to pay a specified fee to be eligible to receive a professional structural engineer license, etc.	SENATE - Favorable with CS by Regulated Industries (First committee reference)	Workforce		
CS/HB 317	SB 514 (Similar)		Substitution of Work Experience for Postsecondary Educational Requirements; Authorizes head of employing agency to elect to substitute certain work experience for postsecondary educational requirements beginning on specified date; prohibits substitution of certain work experience for postsecondary educational requirements; provides advertising requirements relating to positions of employment; specifies that certain laws & regulations governing equal opportunity employment apply.	HOUSE - Favorable with CS by State Affairs Committee (Third committee reference)	Workforce		
CS/HB 1053	SB 1388 (Similar)		Parental Leave; Requires departments or agencies of state to adopt rules to establish plan for sick leave pool; provides eligible employees may use sick leave pool for parental leave; provides for priority of application in case of conflict; provides requirements for parental leave; provides parental leave runs concurrently with Family Medical Leave Act.	HOUSE - Favorable with CS by Government Operations Subcommittee (First committee reference)	Workforce		

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Bill #	Related Bill(s)	Linked Bill(s)	Bill Title & Summary	Updates / Notes	Potential Impacts	FDOT Planning Commented	New to Tracking
CS/SB 1434	HB 1077 (Similar)		Public Financing of Potentially At-risk Structures and Infrastructure; Providing that certain areas are at risk due to sea-level rise and structures and infrastructure within those areas are potentially at risk; providing an additional requirement for the standard for conducting a SLIP study, etc.	SENATE - Favorable with CS by Environment and Natural Resources; YEAS 6 NAYS 0			
SB 1038	HB 907 (Similar)		Florida Seaport Transportation and Economic Development Council; Revising the membership of the Florida Seaport Transportation and Economic Development Council to include a representative of Putnam County; authorizing Putnam County to apply for a grant for a port feasibility study through the Florida Seaport Transportation and Economic Development Council; requiring the Department of Transportation to include the study in its budget request under certain circumstances; terminating the membership of Putnam County on the council under certain circumstances, etc.	SENATE - Favorable by Commerce and Tourism; YEAS 9 NAYS 0 (Second committee reference)		Yes	
HB 1435	SB 1954 (Identical)		Code and Traffic Enforcement; Authorizes sheriff or chief administrative officer to designate special event zone; provides requirements; provides enhanced penalties for person who commits certain infraction; authorizes impound of motor vehicle of person who commits certain infraction or violation; provides for payment of impound costs & fees; authorizes sheriff or chief administrative officer to grant certain temporary authority to law enforcement officer; provides for recovery of costs & fees associated with designating & enforcing special event zone; revises types of soundmaking devices or instruments subject to prohibition against operating or amplifying sound from within motor vehicle; applies prohibition to sound emanating from motor vehicle; prohibits operation or amplification in areas adjoining private residences; revises exemptions; provides penalty.	HOUSE - Favorable by Criminal Justice & Public Safety Subcommittee (First committee reference)			
HB 1423			City of Edgewood, Orange County; Creates special zones in City of Edgewood; provides boundaries, exception to general law, & requirements for special alcoholic beverage licenses for restaurants in described areas.	HOUSE - Favorable by Local Administration & Veterans Affairs Subcommittee (First committee reference)			
HB 105	SB 224 (Compare)		Regulation of Smoking by Counties and Municipalities; Authorizes counties & municipalities to further restrict smoking within boundaries of public beaches & public parks under certain circumstances.	HOUSE - Favorable by Professions & Public Health Subcommittee (First committee reference)-----S. 386.211, F.S. - public announcement in mass transportation terminals			
HB 1411	SB 1338 (Identical)		Floating Solar Facilities; Provides legislative findings regarding floating solar facilities; requires floating solar facility to be permitted use in certain land-use categories; requires local governments to promote expanded uses of floating solar facilities by taking specified actions; authorizes county to specify buffer & landscaping requirements; provides exceptions on construction of floating solar facilities; requires Office of Energy within DACS to submit specified recommendations regarding floating solar facilities for certain entities.	HOUSE - Favorable by Tourism, Infrastructure & Energy Subcommittee (First committee reference)			

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Bill #	Related Bill(s)	Linked Bill(s)	Bill Title & Summary	Updates / Notes	Potential Impacts	FDOT Planning Commented	New to Tracking
HB 619	SB 1336 (Similar)		United States-produced Iron and Steel in Public Works Projects; Requires governmental entities to include requirement in certain contracts that certain iron or steel products must be produced in United States.	HOUSE - Favorable by Local Administration & Veterans Affairs Subcommittee (Second committee reference)			
CS/HB 223	CS/SB 754 (Identical)		Mobile Home Registration Periods; Revises registration & registration renewal periods for mobile home owned by natural person.	HOUSE - Favorable by Commerce Committee (Second committee reference)			
CS/SB 1332	CS/HB 481 (Identical)		Temporary Underground Power Panels; Prohibiting counties and municipalities, respectively, from enacting ordinances, regulations, or policies that prevent certain electric utilities from installing temporary underground power panels and from requiring subsequent inspections of such panels as a condition of a certificate of occupancy under specified conditions; defining the term “temporary underground power panel”, etc.	SENATE - Favorable with CS by Regulated Industries (First committee reference)			
HB 6083			Fuel Sales Tax; Removes annual indexing of fuel sales tax rates.		Funding		Added
HB 463	SB 380 (Identical)		Greenhouse Gas Emissions; Prohibits adoption or enforcement of certain state & regional programs to regulate greenhouse gas emissions without specific legislative authorization.		Air Quality		
SB 380	HB 463 (Identical)		Greenhouse Gas Emissions; Defining the term “greenhouse gas”; prohibiting the adoption or enforcement of certain state and regional programs to regulate greenhouse gas emissions without specific legislative authorization, etc.		Air Quality		
HB 1427			Hillsborough County Aviation Authority; Codifies, amends, repeals, & reenacts special acts relating to authority.		Aviation		
HB 631	SB 780 (Identical)		Airport Funding; Revises types of airports eligible for specified funding of master planning & eligible aviation development projects by DOT.		Aviation		
HB 6051	CS/SB 786 (Similar)		Aircraft Sales and Lease Tax; Exempts all aircraft sales & leases from sales & use tax.		Aviation		
HB 445	SB 696 (Identical)		Transportation Network Companies; Provides limitation on certain fees charged by airports or seaports; prohibits certain airports & seaports from removing, degrading, or impeding access to certain services, benefits, or infrastructure.		Aviation / Seaports / Mobility		
SB 696	HB 445 (Identical)		Transportation Network Companies; Providing a limitation on certain fees charged by airports or seaports; prohibiting certain airports and seaports from removing, degrading, or impeding access to certain services, benefits, or infrastructure, etc.		Aviation / Seaports / Mobility		
HB 1543	SB 1800 (Similar) SB 1802 (Compare)	HB 1545 (Linked)	Broadband Infrastructure; Establishes Broadband Pole Replacement Program within Florida Office of Broadband; provides responsibilities of office; provides eligibility requirements for reimbursements under program; provides requirements for program application; requires office to provide certain reimbursements within specified timeframe; requires applicant to meet certain conditions; requires Secretary of Economic Opportunity to apply for certain federal funding; requires office to publish & update certain information; requires audit of Broadband Pole Replacement Trust Fund within specified timeframe; requires report to Governor & Legislature within specified timeframe; provides appropriation. APPROPRIATION: \$400,000,000		Broadband		

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Bill #	Related Bill(s)	Linked Bill(s)	Bill Title & Summary	Updates / Notes	Potential Impacts	FDOT Planning Commented	New to Tracking
HB 1545	SB 1802 (Identical) SB 1800 (Compare)	HB 1543 (Linked)	Trust Funds/Broadband Pole Replacement Trust Fund/DEO; Creates Broadband Pole Replacement Trust Fund within DEO; provides purpose of trust fund; provides that moneys credited to trust fund shall consist of certain funds; requires that funds in trust fund be used in manner consistent with federal law; provides that balance in trust fund at end of fiscal year remains in trust fund & is available for carrying out purposes of trust fund; provides for future legislative review & termination or re-creation of trust fund.		Broadband		
SB 1726			Broadband; Establishing the Broadband Deployment Task Force within the Department of Economic Opportunity for a specified purpose; requiring the task force to submit annual reports to the Governor and the Legislature by a specified date; providing that certain information provided to the department from broadband service providers retains its confidentiality and exemption from public disclosure requirements; revising grant application written challenge requirements; establishing positions with the Office of Broadband for a specified purpose, etc.	FDOT member sits on Task Force	Broadband		
SB 60			Relief of the Estate of Molly Parker/Department of Transportation; Providing for the relief of the Estate of Molly Parker; providing an appropriation to compensate the Estate of Molly Parker for Ms. Parker's death, sustained as result of the negligence of the Department of Transportation; providing a limitation on compensation and the payment of attorney fees, etc. CLAIM WITH APPROPRIATION: Indeterminate		Claims Bill		
CS/HB 569	SB 620 (Similar)		Business Damages Caused by Local Governments; Authorizes certain businesses to claim business damages from county or municipality if county or municipality enacts or amends certain ordinances or charter provisions; provides exceptions; requires presuit procedures; authorizes recovery of costs & fees; specifies that certain evidence relating to mediations & negotiations is inadmissible; requires courts to consider certain factors & follow specified guidance.	Passed first committee reference	Community Planning		
HB 247	SB 1310 (Similar)		Florida Main Street Program and Historic Preservation Tax Credits; Specifies eligibility requirements for receiving specified tax credits for taxpayers that rehabilitate certified historic structures; specifies amount of tax credits; authorizes carryforward, sale, & transfer of tax credits; provides DOR audit & examination powers; requires return of forfeited tax credits; requires DOR to provide annual reports to Legislature.		Community Planning		
SB 1248	HB 739 (Similar)		Local Government Land Development Actions; Specifying the authority of a county or municipality, respectively, to make additional comments on an application for approval of a development permit or development order; requiring local governments to adopt residential infill development standards by a specified date; specifying guidelines local governments must use in developing residential infill development standards; prohibiting a local government from approving applications with many deficiencies; requiring local governments to amend their development regulations and comprehensive plans to incorporate residential infill developments as a zoning classification and incorporate them as an appropriate land use classification, etc.		Community Planning		

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Bill #	Related Bill(s)	Linked Bill(s)	Bill Title & Summary	Updates / Notes	Potential Impacts	FDOT Planning Commented	New to Tracking
HB 681	SB 1030 (Identical)		Impact Fee Credits; Revises area within which impact fee credits are assignable & transferable.		Community Planning		
SB 1030	HB 681 (Identical)		Impact Fee Credits; Revising the area within which impact fee credits are assignable or transferable, etc.		Community Planning		
HB 739	SB 1248 (Similar)		Local Government Land Development Actions; Specifies deficiencies county or municipality may provide comments on regarding applications for development permits or development orders; requires local governments to adopt residential infill development standards; provides guidelines for local governments in developing residential infill development standards; requires local governments to adopt regulations to be used by applicants seeking designations as residential infill development; prohibits local government from denying applications if applicant has generally complied with regulations; requires local governments to amend their development regulations & comprehensive plans to incorporate residential infill developments as zoning classifications; specifies deficiencies over which local government may provide comments or request information on regarding applications for building permits.		Community Planning		
SB 932	HB 729 (Identical)		Everglades Protection Area; Requiring comprehensive plans and plan amendments that apply to certain lands within or near the Everglades Protection Area to follow the state coordinated review process; requiring the Department of Environmental Protection, in consultation with specified entities, to make certain determinations for such plans and amendments, to provide written determinations to the local government and specified entities within a specified timeframe, and to coordinate with the local government and specified entities on certain planning strategies and mitigation measures; authorizing site-specific text changes for small scale future land use map amendments; prohibiting the adoption of small scale development amendments for properties located within or near the Everglades Protection Area, etc		Community Planning		
HB 6057	HB 6113 (Compare) SB 1900 (Compare)		Repeal of Developer Incentive Requirements; Removes provisions requiring counties & municipalities to provide incentives to fully offset costs of certain affordable housing contributions or linkage fees.		Community Planning		
HB 6033			Preemption of the Regulation of Vacation Rentals; Repeals provisions preempting regulation of vacation rentals to state.		Community Planning		
SB 316	HB 6025 (Identical) HB 6113 (Compare) SB 1900 (Compare)		Preemption of Tree Pruning, Trimming, and Removal; Repealing a provision relating to tree pruning, trimming, or removal on residential property, etc.		Community Planning		

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Bill #	Related Bill(s)	Linked Bill(s)	Bill Title & Summary	Updates / Notes	Potential Impacts	FDOT Planning Commented	New to Tracking
HB 6025	SB 316 (Identical) HB 6113 (Compare) SB 1900 (Compare)		Preemption of Tree Pruning, Trimming, and Removal; Repeals provisions relating to tree pruning, trimming, & removal on residential property.		Community Planning		
HB 495	CS/SB 1150 (Compare)		Tax Exemption for Affordable Housing; Authorizes counties & municipalities to adopt ordinances to grant ad valorem tax exemptions to property owners whose properties are used for governmental or public purpose of providing affordable housing; provides conditions for such exemptions; specifies procedures that apply if property is transferred to a person for other purposes; specifies exemption improperly granted by property appraiser will not be assessed penalty or interest.		Community Planning		
SB 1530	HB 1385 (Identical)		State Contracting; Requiring an agency subject to ch. 287, F.S., to require any vendor awarded a competitively solicited contract for commodities or contractual services to use certified minority, woman-owned, or veteran-owned business enterprises as subcontractors or subvendors for at least a specified minimum percentage of the contract value; requiring the Office of Supplier Diversity to commission a disparity study to review and evaluate the use of minority, woman-owned, and veteran-owned business enterprises within this state by a specified date, etc. APPROPRIATION: \$500,000		Contracts		
SB 1454	HB 1081 (Identical)		Office of the Blue Economy; Establishing the office within the Department of Economic Opportunity; defining the term “blue economy”; providing duties of the office; requiring the Office of Economic and Demographic Research to conduct a biennial evaluation of the blue economy for inclusion in a certain assessment, etc.		Economic Development		
HB 1081	SB 1454 (Identical)		Office of the Blue Economy; Establishes Office of the Blue Economy within DEO; provides duties of office; requires EDR to conduct biennial evaluation of blue economy for inclusion in certain assessment.		Economic Development		
SB 800	HB 685 (Compare)		Economic Development; Authorizing municipalities to exempt by ordinance the public service tax that specified users would pay on electrical energy purchases; providing an exemption from the state tax on sales, use, and other transactions for building materials used in the rehabilitation of real property in an opportunity zone; revising the qualification criteria and tax credit amounts for new and existing businesses under the Rural Job Tax Credit Program; establishing a rural opportunity tax refund program for qualified target industry businesses in rural areas, etc.	Passed first committee reference	Economic Development		
HB 359			Agreement For Best Practices in Economic Development; Creates Agreement For Best Practices in Economic Development; specifies membership of board; requires board to publish specified material regarding best practices in economic development; requires board to suggest annual revisions; requires board to accept testimony related to economic development improvements; prohibits member states from providing company-specific tax incentives for specified purposes; providing procedures for withdrawing from agreement.		Economic Development		

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Bill #	Related Bill(s)	Linked Bill(s)	Bill Title & Summary	Updates / Notes	Potential Impacts	FDOT Planning Commented	New to Tracking
HB 6059	SB 1896 (Identical)		Confidentiality of Economic Development Agreement Information; Deletes provisions relating to confidentiality & exemption from public records requirements of information concerning plans, intentions, or interests of private entity entering into certain agreements with economic development agency.		Economic Development		
HB 737	SB 920 (Identical)		Electric Vehicle Transportation Electrification Plan; Requires PSC to adopt rules for electric vehicle transportation electrification plan; provides timeframes for PSC to propose plan's rules & for final rule adoption; authorizes entities that provide electric vehicle charging stations to intervene & participate in certain commission proceedings involving rates, terms, or conditions; provides construction; requires investor-owned electric utilities in violation of certain provisions to take certain actions to come into compliance.		Electric Vehicle		
SB 908		SB 918 (Linked)	Fees/Electric Vehicles and Plug-in Hybrid Electric Vehicles; Imposing specified additional annual flat fees on electric vehicles; imposing a license tax and an additional annual flat fee on plug-in hybrid electric vehicles; authorizing persons and entities to biennially renew vehicle registrations for electric vehicles and plug-in hybrid electric vehicles; providing for the distribution of proceeds from the additional fees, etc.		Electric Vehicle		
SB 918		SB 908 (Linked)	Electric Vehicle Charging Infrastructure; Revising a requirement for the Department of Transportation's goals relating to mobility; requiring that certain funds be used for specified purposes relating to the Electric Vehicle Infrastructure Grant Program, beginning in a specified fiscal year; requiring the department to establish the Electric Vehicle Infrastructure Grant Program; requiring the Department of Transportation to seek programmatic federal approval for the issuance of permits and for the accommodation as a utility of the installation of electric vehicle charging stations in highway rights-of-way, etc.		Electric Vehicle	Requested	
SB 894			Strategic Fuel Reserve Plan; Creating the Florida Strategic Fuel Reserve Task Force adjunct to the Division of Emergency Management within the Executive Office of the Governor to develop a recommended strategic fuel reserve plan for a disaster or an emergency; requiring the division to provide administrative and support services to the task force; requiring the task force to submit a report to the Governor and the Legislature by a specified date, etc.		Emergency Management		
SB 200	HB 49 (Identical)		First Responder Employment-related Accidents and Injuries; Revising the definition of the term "first responder" to include certain correctional officers and 911 public safety telecommunicators; expanding eligibility for certain workers' compensation benefits for first responders to include certain correctional officers and 911 public safety telecommunicators, etc.		Emergency Response		
HB 49	SB 200 (Identical)		First Responder's Employment-related Accidents and Injuries; Revises definition of "first responder" to include 911 public safety telecommunicators for purposes of eligibility for workers' compensation benefits for first responders; requires employing agency to provide educational training annually; requires such training be provided by certain mental health practitioners.		Emergency Response		

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Bill #	Related Bill(s)	Linked Bill(s)	Bill Title & Summary	Updates / Notes	Potential Impacts	FDOT Planning Commented	New to Tracking
HB 491	SB 548 (Identical) HB 81 (Compare) SB 366 (Compare)		Energy; Revises & creates various provisions relating to farm renewable energy production tax credit, statewide emergency shelter plan, lease of manmade stormwater management systems for floating solar energy systems, energy efficiency of state buildings, statewide policy for renewable energy resource & efficiency, Residential Energy Efficiency Upgrades Program, greenhouse gas reduction, registry, & inventory, Wastewater Treatment Plant Energy Program, Farm Renewable & Efficiency Demonstrations Program, & solar consumer protections. APPROPRIATION: \$250,000		Energy		
SB 548	HB 491 (Identical) HB 81 (Compare) SB 366 (Compare)		Energy; Establishing a tax credit for electricity produced from a renewable energy source located on an operational farm in this state; authorizing the Board of Trustees of the Internal Improvement Trust Fund to lease manmade stormwater management systems for floating solar energy systems; requiring the Public Service Commission, in consultation with the Department of Agriculture and Consumer Services and the Department of Environmental Protection, to adopt rules for a renewable and energy efficiency portfolio standard; establishing the Residential Energy Efficiency Upgrades Program within the Department of Agriculture and Consumer Services for a specified purpose, etc. APPROPRIATION: \$250,000		Energy		
SB 366	HB 81 (Similar) SB 548 (Compare) HB 491 (Compare)		State Renewable Energy Goals; Revising the definitions of the terms “biomass” and “renewable energy”; prohibiting the drilling or exploration for, or production of, oil, gas, or other petroleum products on the lands and waters of the state; requiring that all electricity used in this state be generated by renewable energy by a specified date; directing the Office of Energy within the Department of Agriculture and Consumer Services, in consultation with other state agencies, state colleges and universities, public utilities, and other private and public entities, to develop a unified statewide plan to generate this state’s electricity from renewable energy and reduce this state’s carbon emissions by specified dates, etc.		Energy		
SB 182			Renewable Energy; Authorizing owners of commercial or industrial businesses, or third parties contracted by such owners, to install, maintain, and operate a renewable energy source device on or about the structure in which the business operates or on a property that the business owns or leases; authorizing owners or contracted third parties to sell electricity generated from the device to certain businesses regardless of whether the device is located in a utility’s service territory; exempting the sale of electricity produced by such devices from regulation, etc.		Energy		
HB 81	SB 366 (Similar) SB 548 (Compare) HB 491 (Compare)		State Renewable Energy Goals; Prohibits drilling or exploration for, or production of, oil, gas, or other petroleum products & permitting & construction of certain related structures; requires statewide renewable energy electricity & carbon emission reductions by specified dates; directs Office of Energy within DACS to develop unified statewide plan; requires state & public entities to cooperate as requested; provides plan requirements; requires office to submit plan & updates to Governor & Legislature; creates Renewable Energy Advisory Committee within Office of Energy; directs Commissioner of Agriculture to submit specified annual report to Legislature.		Energy		

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Bill #	Related Bill(s)	Linked Bill(s)	Bill Title & Summary	Updates / Notes	Potential Impacts	FDOT Planning Commented	New to Tracking
HB 1285	SB 1678 (Identical)		Energy Equity Task Force ; Creates task force adjunct to DACS for specified purpose; provides for membership, duties, & expiration of task force; requires DACS to provide task force staff & administrative support; requires task force to submit report to specified officials by certain date.		Energy / Equity		
HB 767	SB 686 (Identical)		Energy Security and Disaster Resilience Pilot Program ; Creates pilot program within DACS to provide for issuance of grants to offset costs relating to onsite solar energy storage systems for certain facilities; directs DACS to conduct or contract to conduct specified study, publish study on its website, & provide copies of study to Governor & Legislature by specified date; authorizes DACS to adopt rules; provides appropriation. APPROPRIATION: \$10,000,000		Energy / Resiliency		
SB 686	HB 767 (Identical)		Energy Security and Disaster Resilience Pilot Program ; Creating the pilot program within the Department of Agriculture and Consumer Services; providing the purpose of the pilot program; providing for the issuance of grants to offset costs relating to onsite solar energy storage systems for certain facilities; providing requirements for the application process; directing the department to conduct or contract to conduct a specified study, publish the study on its website, and provide copies of the study to the Governor and Legislature by a specified date; providing for expiration of the pilot program; providing an appropriation, etc. APPROPRIATION: \$10,000,000		Energy / Resiliency		
HB 221	SB 388 (Identical)		Office of Diversity, Equity, and Inclusion ; Establishes Office of Diversity, Equity, & Inclusion within EOG; provides for appointment of Chief Diversity Officer; prescribes minimum qualifications for Chief Diversity Officer; provides duties of Chief Diversity Officer, including creation of strategic plan that must be periodically updated & reviewed.		Equity		
SB 388	HB 221 (Identical)		Office of Diversity, Equity, and Inclusion ; Establishing the office within the Executive Office of the Governor; providing for the appointment of a Chief Diversity Officer; providing the duties of the Chief Diversity Officer, including creation of a strategic plan that must be periodically updated and the review of certain agency programs and policies, etc.		Equity		
SB 1948			Transportation Facility Designations/Jason Dwayne Campbell Road ; Providing an honorary designation of a certain transportation facility in a specified county; directing the Department of Transportation to erect suitable markers, etc.		Facility Designation		
SB 1544			Transportation Facility Designations/Sergeant First Class Michael C. Aten Memorial Highway ; Providing an honorary designation of a certain transportation facility in a specified county; directing the Department of Transportation to erect suitable markers, etc.		Facility Designation		
SB 1092			Transportation Facility Designations/Maximino Capdevila and Coralia Capdevila Road ; Providing an honorary designation of a certain transportation facility in a specified county; directing the Department of Transportation to erect suitable markers, etc.		Facility Designation		

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Bill #	Related Bill(s)	Linked Bill(s)	Bill Title & Summary	Updates / Notes	Potential Impacts	FDOT Planning Commented	New to Tracking
SB 1008			Transportation Facility Designations/Arturo Diaz Artiles Plaza; Providing an honorary designation of a certain transportation facility in a specified county; directing the Department of Transportation to erect suitable markers, etc.		Facility Designation		
SB 844			Transportation Facility Designations/Gustavo Barreiro Way; Providing an honorary designation of a certain transportation facility in a specified county; directing the Department of Transportation to erect suitable markers, etc.		Facility Designation		
SB 650	HB 661 (Identical)		Transportation Facility Designations/Virginia Creighton Bridge; Providing an honorary designation of a certain transportation facility in a specified county; directing the Department of Transportation to erect suitable markers, etc.		Facility Designation		
SB 180	HB 61 (Identical)		Transportation Facility Designations/Rep. Alzo Reddick Road; Providing an honorary designation of a certain transportation facility in a specified county; directing the Department of Transportation to erect suitable markers, etc.		Facility Designation		
HB 29			Transportation Facility Designations; Designates President Donald J. Trump Highway within state.		Facility Designation		
HB 61	SB 180 (Identical)		Transportation Facility Designations; Designates Rep. Alzo Reddick Road in Orange County.		Facility Designation		
HB 871	SB 914 (Identical)		Department of Highway Safety and Motor Vehicles; Requires law enforcement agencies to annually report race & ethnicity data of certain violators to DHSMV; requires motor vehicle operator to display proof of maintenance of security to law enforcement officer; extends date by which DHSMV must implement rebuilt motor vehicle inspection program; adds counties where program is implemented; prohibits DHSMV & tax collector from charging certain fees; redefines "apportionable vehicle"; revises applicability; requires licensed mobile home dealers, recreational vehicle dealers, mobile home manufacturers, & recreational vehicle manufacturers, distributors, & importers to deliver certain documents to DHSMV within certain timeframe; specifies term of certain garage liability insurance policy; requires certain commercial motor vehicles to meet certain federal requirements.	FLHSMV Legislative Priorities	FLHSMV		
SB 1202			Driver History Records; Prohibiting the Department of Highway Safety and Motor Vehicles from releasing driver history records to third parties which include certain notations or records, etc.		FLHSMV		
HB 815	SB 812 (Identical) HB 91 (Compare) SB 1178 (Compare)		Digital License Plate Pilot Program; Requires DHSMV to investigate feasibility & use of certain license plate technologies; creates Digital License Plate Pilot Program within DHSMV; provides purpose; requires DHSMV to allow government-owned motor vehicles to be equipped with digital license plate in lieu of metal or paper license plate; requires DHSMV to contract with two or more digital license plate providers; provides requirements for implementing program; requires DHSMV to make certain recommendations to Legislature by specified dates; authorizes DHSMV to adopt rules.		FLHSMV		

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Bill #	Related Bill(s)	Linked Bill(s)	Bill Title & Summary	Updates / Notes	Potential Impacts	FDOT Planning Commented	New to Tracking
SB 910	HB 601 (Identical)		Applications for Driver Licenses and Identification Cards; Requiring application forms for original, renewal, and replacement driver licenses and identification cards to include language allowing a voluntary contribution to the Armory Board for a specified purpose; exempting such contributions from the General Revenue Fund service charge, etc.		FLHSMV		
HB 601	SB 910 (Identical)		Applications for Driver Licenses and Identification Cards; Requires application forms for original, renewal, & replacement driver licenses & ID cards to include language allowing voluntary contribution to Armory Board for specified purpose; exempts such contributions from General Revenue Fund service charge.		FLHSMV		
SB 870	HB 257 (Compare) HB 6029 (Compare) SB 428 (Compare)		Driver License Suspensions; Deleting provisions requiring driver license suspensions for specified reasons; revising requirements and procedures for reinstating driver licenses of certain persons; deleting a requirement for a clerk of court to send a specified notice to certain persons; deleting the authority for a clerk of court to collect certain delinquency fees; revising requirements and procedures for the reinstatement of driver licenses suspended for specified reasons, etc.		FLHSMV		
SB 812	HB 815 (Identical) HB 91 (Compare) SB 1178 (Compare)		Digital License Plate Pilot Program; Citing this act as the "License Plate Modernization Act of 2022"; requiring the department to investigate the feasibility and use of certain license plate technologies; creating the Digital License Plate Pilot Program within the department; requiring the department to allow government-owned motor vehicles to be equipped with a digital license plate in lieu of a metal or paper license plate; requiring the department to contract with two or more digital license plate providers, etc.		FLHSMV		
SB 824	HB 555 (Identical)		Private Vendor License Plate Sales; Requiring the Department of Highway Safety and Motor Vehicles to contract with a private vendor through competitive solicitation by a certain date for a specified purpose; specifying personalized prestige license plate application requirements for multiyear plates; authorizing the department and the Legislative Budget Commission to jointly approve certain new specialty license plates; authorizing the department to approve new designs and color combinations for certain specialty license plates, etc.		FLHSMV		
HB 249	SB 456 (Identical)		Driver License and Identification Card Gender Designation; Requires application for driver license or ID card to provide for male, female, or nonbinary gender designation.		FLHSMV		
SB 456	HB 249 (Identical)		Driver License and Identification Card Gender Designation; Requiring an application for an identification card or a driver license, respectively, to provide for male, female, or nonbinary gender designation, etc.		FLHSMV		
HB 91	HB 815 (Compare) SB 812 (Compare) SB 1178 (Similar)		Digital License Plates; Removes authority of DHSMV to conduct alternative license plate pilot program; exempts digital license plate owners from certain penalties; authorizes motor vehicles to be equipped with digital license plates by certain date; authorizes DHSMV to contract with digital license plate providers; provides DHSMV authority relating to display & use of digital license plates; specifies requirements for digital license plates, digital license plate providers, & digital license plate consumers.	Temporarily Postponed - Tourism, Infrastructure & Energy Subcommittee 1/12/2022	FLHSMV		

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Bill #	Related Bill(s)	Linked Bill(s)	Bill Title & Summary	Updates / Notes	Potential Impacts	FDOT Planning Commented	New to Tracking
HB 555	SB 824 (Identical)		Private Vendor License Plate Sales; Requires DHSMV to contract with private vendor for marketing & sale of certain license plates; provides contract requirements; authorizes DHSMV & LBC to jointly develop review process & approve certain new specialty license plates; authorizes private vendor to conduct presales; specifies minimum presale voucher requirement; authorizes DHSMV to approve new designs & color combinations; authorizes certain specialty license plate organizations to have plates marketed & sold by private vendor; requires that certain paid deposits & fees be credited to private vendor; authorizes certain dealer & fleet specialty license plates to be ordered directly from private vendor; requires vendor processing fee for certain requests; specifies minimum specialty plate registrations.		FLHSMV		
HB 915			Motor Carriers; Prohibits consideration of use of motor carrier safety improvement when evaluating individual's status as motor carrier employee, contractor, or jointly employed employee; requires certain commercial motor vehicles operated by motor carrier to be issued license plate that is valid for certain period & annual cab card; provides issuance requirements.		Freight		
SB 1224	HB 713 (Similar)		Commercial Vehicle Insurance; Revising liability insurance requirements for movers' commercial motor vehicles; revising additional liability insurance requirements for commercial motor vehicles; providing an exception for wreckers, etc.		Freight		
HB 713	SB 1224		Required Insurance Coverage for Commercial Motor Vehicles; Revises liability insurance requirements for certain movers' commercial motor vehicles; revises additional liability insurance requirements for certain commercial motor vehicles; provides exception for certain wreckers.		Freight		
SB 1162	HB 621 (Identical)		Infrastructure Project Funding; Prohibiting an administering agency from disbursing funds from any category of the General Appropriations Act for infrastructure projects under certain conditions; requiring a grantee to use the revenues for infrastructure projects for certain activities; prohibiting water management districts from appropriating or disbursing funds to grantees for water-related projects unless certain conditions are met; prohibiting certain entities from applying for water project grant funding, etc.		Funding		
HB 621	SB 1162 (Identical)		Infrastructure Project Funding; Prohibits administering agency from disbursing funds from any category of General Appropriations Act for infrastructure projects under certain conditions; requires grantee to use revenues for infrastructure projects for certain activities only; prohibits water management districts from disbursing funds to grantees for water-related projects unless certain conditions are met; prohibits potential grantees from seeking funds for water-related projects under certain conditions; provides criteria under which applicants may apply for water project grant funding; prohibits applicants from seeking water project grant funding under certain conditions		Funding		

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Bill #	Related Bill(s)	Linked Bill(s)	Bill Title & Summary	Updates / Notes	Potential Impacts	FDOT Planning Commented	New to Tracking
HB 1031	SB 1160 (Similar)		Transportation Research; Establishes Implementing Solutions from Transportation Research & Evaluating Emerging Technologies Living Lab (I-STREET) within UF; specifies duties of I-STREET; requires report to Governor & Legislature; requires creation of advisory board; specifies composition of board.		Innovation		
HB 1365	SB 1784 (Identical)		Road Construction; Creates Rural Roads Initiative pilot program within DOT; provides purpose; provides application & funding requirements; specifies role of DOT in distributing funds; specifies project standards; requires annual report to Legislature; requires Legislature to designate pilot program review committee; provides appropriation; revises amount of construction contract for which contractor must first be certified by DOT in order to bid on such contract. APPROPRIATION: \$20,000,000		Operations		
SB 750			Service of Process; Requiring employers to facilitate service of process by making employees available to accept service; providing criminal penalties for employers who fail to facilitate such service; requiring persons in charge of private mailboxes, virtual offices, and executive offices or mini suites to confirm whether a person to be served maintains a private mailbox, a virtual office, or an executive office or mini suite at that location; authorizing service on the registered agents of limited liability companies and corporations, respectively, and other specified persons at any hour at a residence or private mailbox, etc.		Operations		
SB 866			Pay-for-success Contracts; Authorizing a state agency to enter into a pay-for-success contract with a private entity under certain conditions, subject to an appropriation and specified language in the General Appropriations Act; authorizing cancellation of the contract under specified circumstances; specifying services and programs eligible for funding under the contract; prohibiting a private entity from viewing or receiving personal client information that is otherwise confidential and exempt from public records requirements, etc.		Operations		
SB 1784	HB 1365 (Identical)		Road Construction; Creating the Rural Roads Initiative Pilot Program within the Department of Transportation; providing the purpose of the pilot program; authorizing the Governor to reallocate funds under certain circumstances; revising the amount of a construction contract for which a contractor must first be certified by the department in order to bid on such contract, etc.		Operations		
SB 1672	HB 1271 (Identical)		Active Shooter Alert System; Providing for the development and implementation of an active shooter alert system by the Department of Law Enforcement; providing for cooperation by other agencies; designating the executive director of the department as the statewide coordinator of the system; providing requirements for law enforcement agencies requesting activation of the system; providing duties of state agencies concerning the system; limiting participation by the Department of Transportation, etc.	the Department of Transportation shall establish a plan for providing relevant information to the public within 50 miles of an active shooter for which an alert has been issued through an existing system of dynamic message signs located across the state	Operations		

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Bill #	Related Bill(s)	Linked Bill(s)	Bill Title & Summary	Updates / Notes	Potential Impacts	FDOT Planning Commented	New to Tracking
HB 1271	SB 1672 (Identical)		Active Shooter Alert System; Provides for development & implementation of active shooter alert system by FDLE; provides for cooperation by other agencies; provides criteria for activation of system; provides for termination of system; limits liability for failure to activate system.		Operations		
SB 1786		SB 476 (Linked)	Trust Funds/Chet Smith Bike Path Trust Fund; Creating the Chet Smith Bike Path Trust Fund within the Department of Transportation; providing the purpose of the trust fund; specifying uses for the moneys in the trust fund; providing for future review and termination or re-creation of the trust fund; requiring the Chief Financial Officer to maintain the trust fund within the State Treasury for the department, etc.		Operations / Safety		
SB 674			Public Meetings During Declared States of Emergency; Providing for the suspension of certain statutory provisions during declared states of emergency for a specified timeframe; authorizing governing bodies to use communications media technology to conduct meetings during declared states of emergency; providing that certain remote participation by a governing body member in a meeting constitutes that individual's presence at such meeting and counts toward a quorum during a declared state of emergency; authorizing members of a governing body to attend certain meetings in person or through communications media technology, etc.		Public Meetings		
SB 1940			Statewide Flooding and Sea Level Rise Resilience; Establishing the Statewide Office of Resiliency within the Executive Office of the Governor; providing for the appointment of a Chief Resilience Officer, etc.	SENATE - On Committee agenda-- Environment and Natural Resources, 01/31/22, 3:00 pm	Resiliency		
HB 691	SB 690 (Identical)		Resilience-related Advisory Committees; Authorizes resilience-related advisory committees to conduct public meetings & workshops by means of communications media technology; provides that use of technology by committee member constitutes member's presence at meeting or workshop; provides notice requirements for public meetings or workshops conducted by means of communications media technology.		Resiliency / Public Meetings		
HB 6093			Tax on the Rental or Lease of Real Property; Removes provisions relating to tax on and tax credits for having paid rental or license fee for use of real property.	section 338.234, F.S. - removes immunity from taxation.	s. 338.234, F.S.		
SB 224	HB 105 (Compare)		Regulation of Smoking in Public Places; Authorizing counties and municipalities to further restrict smoking within the boundaries of public beaches and public parks under certain circumstances; prohibiting smoking within the boundaries of a state park, etc.	Passed first committee reference	S. 386.211, F.S.		
SB 1478			Child Safety; Defining the term "motor vehicle"; requiring, by a specified date, that motor vehicles be equipped with an alarm system that prompts the driver to inspect the motor vehicle for unattended occupants before exiting; requiring the Department of Highway Safety and Motor Vehicles to adopt by rule minimum standards for such systems and to maintain a list of approved alarm manufacturers and alarm systems; revising transportation safety minimum standards for the licensure of child care facilities, etc.		Safety		

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Bill #	Related Bill(s)	Linked Bill(s)	Bill Title & Summary	Updates / Notes	Potential Impacts	FDOT Planning Commented	New to Tracking
SB 1252	HB 743 (Similar)		Traffic Offenses; Creating the "Vulnerable Road User Act"; providing criminal penalties for a person who commits a moving violation that causes serious bodily injury to, or the death of, a vulnerable road user; requiring the person who commits the moving violation to pay a specified fine, serve a minimum period of house arrest, and attend a driver improvement course; requiring the court to revoke the person's driver license for a minimum specified period; defining the term "vulnerable road user", etc.		Safety		
HB 797	HB 189 (Compare) SB 410 (Compare)		Photographic Enforcement of School Zone Speed Limits; Authorizes county or municipality to contract with automated speed enforcement provider to install cameras in school speed zones to enforce school zone speed limits; provides criteria; provides civil penalty for certain violations; provides for disposition & use of funds; provides requirements for notices of violation; requires payment of certain penalties within certain periods; provides for determination of liability; provides for court jurisdiction & enforcement; provides final notice requirements; requires prohibition of motor vehicle registration renewal & transfer of title under certain circumstances; provides for collection of unpaid penalty imposed on owner of motor vehicle registered outside this state; prohibits warning or civil penalty for operator arrested or cited for same violation by peace officer.		Safety		
HB 743	SB 1252 (Similar)		Violations Against Vulnerable Road Users; Provides criminal penalties for person who commits moving violation that causes serious bodily injury to, or causes death of, vulnerable road user; requires person to pay specified fine, serve minimum period of house arrest, & attend driver improvement course; requires court to revoke person's driver license for minimum specified period; defines "vulnerable road user"; provides that act does not prohibit person from being charged with, convicted of, or punished for other violation of law.		Safety		
SB 960	HB 647 (Identical)		Driving in the Furthestmost Left-hand Lane of a Roadway; Prohibiting a driver from continuously operating a motor vehicle in the furthestmost left-hand lane of certain roadways, except under certain circumstances; providing applicability; providing a penalty, etc.		Safety		
HB 647	SB 960 (Identical)		Driving in the Furthestmost Left-hand Lane of a Roadway; Prohibits driver from continuously operating motor vehicle in furthestmost left-hand lane of certain roadways; provides exceptions; provides penalty.		Safety		
HB 493	SB 606 (Identical)		Boating Safety; Revises provisions relating to boating collisions & accidents; liveries & livery permits; boating safety education courses; vessel registrations & title transfers; & related rules, fees, fines, & penalties; provides appropriation & positions for FWCC Illegal Boating Strike Team. APPROPRIATION: \$2,225,000		Safety		
HB 6029	SB 870 (Compare)		Traffic Infraction Detectors; Repeals provisions relating to Mark Wandall Traffic Safety Program, authorization to use traffic infraction detectors, distribution of penalties, transitional implementation, & placement & installation.		Safety		

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Bill #	Related Bill(s)	Linked Bill(s)	Bill Title & Summary	Updates / Notes	Potential Impacts	FDOT Planning Commented	New to Tracking
SB 680			Public School Transportation; Revising the requirement that district school boards provide transportation for certain students; requiring a district school superintendent to request a review of a hazardous walking condition upon receipt of a written request from a parent of a student; requiring, rather than authorizing, a district school board to initiate a specified proceeding relating to hazardous walking conditions, etc.	s. 1006.23, F.S. - identification of hazardous conditions	Safety		
HB 399	SB 258 (Compare) CS/SB 876 (Compare)		Motor Vehicle and Vessel Law Enforcement; Revises prohibitions on persons driving motor vehicles in any race or test of acceleration or for other specified purposes on highway, roadway, or parking lot; prohibits persons from performing certain actions relating to any such race or test; provides criminal penalties for unlawful use of certain lights; includes such unlawful use in commission of offense of false personation.		safety		
SB 436	HB 271 (Identical)		Driving Under the Influence; Expanding conditions under which a person commits the offense of driving under the influence and must remain in custody after arrest, etc.		Safety		
HB 271	SB 436 (Identical)		Driving Under the Influence; Expands conditions under which person commits offense of driving under influence & must remain in custody after arrest; reenacts provisions relating to crashes involving death or personal injuries, ignition interlock devices, & driver improvement schools or DUI programs to incorporate amendments made by act.		Safety		
SB 476	HB 297 (Compare)	SB 1786 (Linked)	Aggressive Careless Driving; Creating the “Anthony Reznik Act”; revising the definition of the term “aggressive careless driving”; providing a civil penalty for aggressive careless driving; providing criminal penalties for aggressive careless driving resulting in damage to property or person, serious bodily injury, or death; defining the term “serious bodily injury”; ranking an offense created by the act on the offense severity ranking chart of the Criminal Punishment Code, etc.		Safety		
HB 297	SB 476 (Compare)		Aggressive Careless Driving; Provides additional violations that constitute aggressive careless driving; provides criminal penalties for violations resulting in damage to property or person of, serious bodily injury to, or death of another.		Safety		
HB 179	SB 702 (Identical)		Photographic Enforcement of School Bus Safety; Authorizes school districts to install & operate side stop signal arm enforcement systems on school buses; requires manufacturers & vendors to submit specified information to law enforcement agencies within specified timeframe; requires law enforcement agencies to review such information to determine whether violation occurred; provides notice requirements & procedures; provides payment of fine operates as final disposition of civil penalty; provides notice requirements, procedures, & actions by DSHMV for unpaid civil penalties; specifies requirements of use of recorded video & still images captured by system; provides civil penalties.		Safety		

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Bill #	Related Bill(s)	Linked Bill(s)	Bill Title & Summary	Updates / Notes	Potential Impacts	FDOT Planning Commented	New to Tracking
HB 189	SB 410 (Identical) HB 797 (Compare)		Photographic Enforcement of School Zone Speed Limits; Authorizes counties & municipalities to enforce school speed zones through use of speed detection systems; authorizes person who receives notification of violation to request hearing; requires counties & municipalities to pay certain funds to DOR; provides for distribution of funds; provides notification requirements & procedures; provides criminal penalties; specifies evidence that is admissible in certain proceedings; provides requirements for speed detection systems; prohibits points from being imposed against driver license for certain infractions; prohibits infractions from being used to set motor vehicle insurance rates.		Safety		
HB 127			First Responder Roadway Safety; Applies prohibition against texting while driving & prohibition against using wireless communications device in handheld manner in certain areas to motor vehicle that is stopped until authorized emergency vehicle has passed; prohibits person from operating motor vehicle while using wireless communications device in handheld manner in immediate vicinity of certain first responders; authorizes law enforcement officer to issue warnings or citations; provides that billing records or certain testimony are admissible as evidence in certain crashes; authorizes first-time offenders to participate in driving safety program; authorizes clerk of court to dismiss case & assess court costs; requires law enforcement officers to record certain information when issuing citation; requires report to DHSMV, Governor, & Legislature.		Safety		
SB 652			Human Trafficking Public Awareness Signs; Requiring the employer of each athletic venue, entertainment venue, and convention center with a certain capacity to display a human trafficking public awareness sign in a conspicuous location that is clearly visible to the public and employees; providing a noncriminal violation, etc.		Safety	Yes	
SB 258	HB 399 (Compare)C S/ SB 876 (Compare)		Racing Motor Vehicles; Revising prohibitions on persons driving motor vehicles in any race, speed competition or contest, drag race or acceleration contest, test of physical endurance, or exhibition of speed, a stunt, agility, or acceleration or for other specified purposes on any highway, roadway, or parking lot; prohibiting a person from coordinating via social media any such race, competition, contest, test, or exhibition; prohibiting a person from operating a vehicle for the purpose of filming or recording activities of participants in any such race, competition, contest, test, or exhibition, etc.		Safety		
SB 1814	HB 1303 (Similar)		Northeast Florida Regional Spaceport Authority; Creating the "Northeast Florida Regional Spaceport Authority Act"; creating the Northeast Florida Regional Spaceport Authority; specifying authority territory; providing membership requirements and terms of the authority's board of directors; authorizing the board to discontinue and shut off services and facilities under certain circumstances; providing construction relating to revenue bonds issued by the authority; providing insurance and safety program requirements; prohibiting a person or business entity from using the name of the authority without written approval, etc.		Space		

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Bill #	Related Bill(s)	Linked Bill(s)	Bill Title & Summary	Updates / Notes	Potential Impacts	FDOT Planning Commented	New to Tracking
HB 1303	SB 1814 (Similar)		Northeast Florida Regional Spaceport Authority; Creates Northeast Florida Regional Spaceport Authority; provides purpose, responsibilities, powers, & duties; specifies authority territory; provides membership requirements, terms, powers, & duties of authority board of directors; provides for sovereign immunity; provides legal remedies for certain violations; provides for bond issuance, lien of pledges, & trust agreements; authorizes board to make certain investments; establishes fiscal year; provides insurance & safety program requirements; exempts authority from certain taxes; specifies authority ownership of rights to intellectual property; authorizes DOT to enter into joint participation agreement with authority for certain purposes; requires authority to develop spaceport master plan for submission to DOT & M.P.O.; authorizes DOT to participate in capital cost of certain projects.		Space		
SB 1466	HB 65 (Similar)		Aerospace Commerce; Exempting certain spaceport users from certain fees or charges while transporting a space vehicle or certain equipment; Creating the "Zero G, Zero Fee Act"; creating the Zero G, Zero Fee program for the purpose of granting certain tax exemptions to spaceport users; exempting spaceflight vehicles and certain components from any state tax or fee; exempting certain spaceport users from payment of tolls on toll facilities while transporting a space vehicle or certain equipment; requiring the Secretary of Business and Professional Regulation to recommend to the Executive Office of the Governor the repeal of certain rules, etc.		Space/Seaports		
HB 65	SB 1466 (Similar)		Aerospace Commerce; Exempts spaceport users from certain fees or charges while transporting equipment; creates Zero G, Zero Fee program granting tax exemptions to spaceport users; requires Space Florida to determine application & eligibility requirements; prohibits certain taxes & fees; exempts spaceport users from payment of tolls on toll facilities while transporting equipment; requires DBPR to recommend to Legislature elimination of certain aerospace industry rules or regulations.		Space/Seaports		
SB 426			Tampa Bay Area Regional Transit Authority; Repealing provisions relating to the creation and operation of the authority; dissolving the authority and requiring the authority to discharge its liabilities, settle and close its activities and affairs, and provide for the distribution of the authority's assets, etc.		Transit		
SB 1388	CS/HB 1053 (Similar)		Parental Leave; Requiring, rather than authorizing, certain departments or agencies of the state to adopt rules to establish a plan for a sick leave pool; providing that eligible employees may use a sick leave pool for parental leave; defining the term "parental leave"; providing requirements for use of leave after exhaustion of maximum parental leave hours, etc.		Workforce		

2022 OPP Legislative Bill Tracking

Bill #	Related Bill(s)	Linked Bill(s)	Bill Title & Summary	Updates / Notes	Potential Impacts	FDOT Planning Commented	New to Tracking
SB 1286	HB 831 (Identical)		Licensure Requirements For land Surveyors And Mappers; Authorizing an exiled professional to substitute a specified lawful practice of the profession for the education requirement of the examination; revising education requirements for licensure to include an applicant who has received an associate degree under certain circumstances; requiring such education to be from an accredited college or university; providing that specified experience entitles an applicant to take the licensure examination for licensure as a land surveyor or mapper; providing that an applicant who holds a valid license from another state, jurisdiction, or territory, and has certain experience in the practice of surveying and mapping may take the licensure examination to practice as a land surveyor or mapper in this state, etc.		Workforce		
HB 627	SB 688 (Identical) SB 656 (Compare)	HB 629 (Linked)	Employment Practices for Family and Medical Leave; Creates "Florida Family & Medical Leave Act"; requires employer to allow employees to take paid family leave to bond with minor child upon birth, adoption, or foster care placement; provides for civil action & penalties; creates family & medical leave insurance benefits program; prohibits specified employment practices on basis of pregnancy, childbirth, or medical condition related to pregnancy or childbirth; provides for leave, maintenance of health coverage, reasonable accommodation & transfer, & return rights for employee who is disabled from pregnancy, childbirth, or medical condition related to pregnancy or childbirth.		Workforce		
HB 629	SB 656 (Identical) SB 688 (Compare)	HB 627 (Linked)	Trust Funds/Family and Medical Leave Insurance Benefits Fund/DFS; Creates Family & Medical Leave Insurance Benefits Fund under DFS; provides purpose of trust fund; provides for future review & termination of trust fund.		Workforce		
SB 688	HB 627 (Identical) HB 629 (Compare)	SB 656 (Linked)	Employment Practices for Family and Medical Leave; Creating the "Florida Family and Medical Leave Act"; requiring an employer to allow certain employees to take family and medical leave to bond with a minor child upon the child's birth, adoption, or foster care placement; prohibiting an employer from taking adverse action against an employee who requests or obtains family and medical leave; requiring that family and medical leave be taken concurrently with any leave taken under federal family and medical leave law; requiring the Department of Economic Opportunity to create a model notice that specifies an employee's rights related to family and medical leave and family and medical leave insurance benefits, etc.		Workforce		
HB 565	SB 942 (Identical) SB 940 (Compare)	HB 375 (Linked)	Fees/Professional Structural Engineers; Authorizes Board of Professional Engineers to establish fees relating to professional structural engineer licensing; requires applicants to pay specified fee in order to be eligible to receive professional structural engineer license.		Workforce		
SB 720			Florida Retirement System; Revising the definition of the term "continuous service" for purposes of the Florida Retirement System; revising an exception to the employment after retirement limitations for retired law enforcement officers who are reemployed with a covered employer, etc.		Workforce		

2022 OPP Legislative Bill Tracking

Bill #	Related Bill(s)	Linked Bill(s)	Bill Title & Summary	Updates / Notes	Potential Impacts	FDOT Planning Commented	New to Tracking
SB 624			Reemployment After Retirement; Authorizing a retiree of the Florida Retirement System to be reemployed under certain circumstances, etc.		Workforce		
HB 375	SB 940 (Identical) SB 942 (Compare)	HB 565 (Linked)	Professional Structural Engineers; Prohibits specified persons from using specified name or title; prohibits person who is not licensed professional structural engineer from using specified names & titles or practicing professional structural engineering; authorizes Board of Professional Engineers to refuse to certify applicant for professional structural engineer license for certain reasons; exempts certain applicants who apply for licensure from having to pass certain national examination; specifies acts that constitute grounds for disciplinary action, including civil penalties, against professional structural engineer.		Workforce		
HB 293	SB 322 (Identical) HB 291 (Compare) SB 376 (Compare)		Discrimination in Labor and Employment; Prohibits employer from providing less favorable employment opportunities to employees based on their sex; provides civil penalties; prohibits employer from taking employment actions against employees; prohibits employer from engaging in certain activities relating to wages & benefits; prohibits employer from requiring employees to sign certain waivers & documents; authorizes employer to confirm wage or salary history under certain conditions.		Workforce		
HB 57	SB 242 (Identical)		Racial and Sexual Discrimination; Prohibits state agencies, counties, municipalities, & public K-20 educational institutions from providing mandatory training for employees or students which espouses certain concepts; requires certain diversity & inclusion efforts; requires DMS, in consultation with Florida Commission on Human Relations, to review agency diversity & inclusion training; requires contracts with agency to include option to terminate if contractor provides workforce training that espouses certain concepts; requires contractor to submit certification; requires each agency to report violations; authorizes contractor's placement on discriminatory vendor list.		Workforce		
SB 242	HB 57 (Identical)		Racial and Sexual Discrimination; Requiring each agency head to take certain measures to prevent the use of training for agency employees which espouses certain concepts; authorizing municipalities to provide certain training, workshops, or programming; prohibiting municipalities from providing mandatory employee training that espouses certain concepts; requiring contracts with an agency which are entered into or renewed on or after a specified date to include the option to terminate if the contractor provides workforce training that espouses certain concepts; requiring public K-20 educational institutions to ensure certain diversity and inclusion efforts and to prohibit certain discrimination, etc.		Workforce		
SB 376	SB 322 (Compare) HB 293 (Compare) HB 291 (Identical)		Employment Protections; Authorizing parental leave for state employees in the Career Service System who have a stillborn child; prohibiting a public employer or an employment agency from engaging in certain activities relating to wages and salary; prohibiting an employer from engaging in certain activities relating to wages and salary; authorizing an employer to confirm a prospective employee's wage or salary history under certain conditions, etc.		Workforce		

2022 OPP Legislative Bill Tracking

Bill #	Related Bill(s)	Linked Bill(s)	Bill Title & Summary	Updates / Notes	Potential Impacts	FDOT Planning Commented	New to Tracking
SB 322	HB 293 (Identical) HB 291 (Compare) SB 376 (Compare)		Discrimination in Labor and Employment; Creating the “Senator Helen Gordon Davis Fair Pay Protection Act”; prohibiting an employer from providing less favorable employment opportunities to employees based on their sex; providing exceptions; prohibiting an employer from engaging in certain activities relating to wages and benefits, etc.		Workforce		
CS/HB 545	CS/SB 1062 (Similar)		Service of Process; Revises provisions relating to procedures for service on various types of business entities, service outside state & in foreign country, & presuit notice before filing medical negligence complaint.	Passed second committee refernece			
SB 1896	HB 6059 (Identical)		Confidentiality of Economic Development Agreement Information; Deleting provisions relating to confidentiality and exemption from public records requirements of information concerning plans, intentions, or interests of a private entity entering into certain agreements with an economic development agency, etc.				
HB 1519	SB 906 (Identical)		Fleet Management; Requires DMS to prepare inventory of state-owned motor vehicles, maintenance facilities, & fuel depots; requires DMS to submit inventory to Governor & Legislature; requires state agencies & state universities to provide information requested by DMS; requires DMS to create, administer, & maintain centralized management system for state-owned fleet; specifies requirements for motor vehicle-monitoring hardware installed in state-owned motor vehicle.				
HB 1525	SB 150 (Similar)		Motor Vehicle Insurance; Repeals Florida Motor Vehicle No-Fault Law; revises liability insurance requirements for motor vehicle dealer applicants, recreational vehicle dealer license applicants, & motor vehicle owners or operators; revises financial responsibility requirements for owners or lessees of for-hire passenger transportation vehicles; revises requirements for motor vehicle liability insurance policies relating to coverage, & exclusion from coverage, for certain drivers & vehicles; revises minimum net worth requirements to qualify certain persons as self-insurers; specifies persons whom medical payments coverage must protect; specifies minimum medical expense limits; specifies coverage options that insurer is required & authorized to offer; revises insurance requirements for transportation network company drivers. APPROPRIATION: \$83,651				
SB 1900	HB 6113 (Similar) & See List.	SJR 152 (Linked)	Preemption to the State; Removing provisions which preempt counties, municipalities, and other local governmental entities from enacting or adopting any limitation or restriction involving certain contributions and expenditures, or establishing contribution limits different than those established in the Florida Election Code; removing provisions which require counties and entities of local government to pay ad valorem taxes or fees under specified conditions on certain telecommunications facilities; removing provisions which require municipalities and other entities of local government to pay ad valorem taxes or fees under specified conditions on certain telecommunications facilities, etc.				
HB 6113	SB 1900 & See List.		Preemption to the State; Removes & repeals provisions preempting certain authority to state.				

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Bill #	Related Bill(s)	Linked Bill(s)	Bill Title & Summary	Updates / Notes	Potential Impacts	FDOT Planning Commented	New to Tracking
SB 1336	HB 619 (Similar)		United States-produced Iron and Steel in Public Works Projects; Requiring governmental entities to include a requirement in certain contracts that certain iron or steel products be produced in the United States; providing exceptions, etc.				
HB 1065	CS/SB 1432 (Identical)		Vessel Anchoring; Provides tenancy conditions for certain moorings & mooring fields in Monroe County; provides relocation & reanchoring requirements for vessels anchored on waters of state within Monroe County; directs FWCC, in consultation with certain entities, to establish designated anchoring areas throughout Monroe County; removes provisions requiring Monroe County to approve certain moorings; requires certain vessels equipped with marine sanitation devices to maintain pumpout records.				
HB 1111	SB 870 (Compare)		Suspension of Driver License and Motor Vehicle Registration; Requires court to hold contempt hearing before suspension of obligor's driver license & motor vehicle registration; revises notice requirements; provides presumption; requires obligor to rebut such presumption; requires court to enter order within specified time & make certain written findings of fact; authorizes court to make certain orders; requires court to specify funding source obligor will use to satisfy certain orders; requires court to direct DHSMV to issue restricted license to obligor if certain conditions are met; authorizes certain entities to provide notice to DHSMV if obligor fails to comply with order & to request suspension of obligor's driver license; revises delinquency fee provisions; requires obligor to comply with specified court order before his or her driver license may be reinstated.				
HB 1147	SB 828 (Similar)		Critical Infrastructure Standards and Procedures; Requires agency asset owner & encourages asset owner procuring certain components, services, or solutions or entering into contracts to require conformance with certain standards; requires agency asset owner & encourages asset owner to ensure that contracts require meet certain minimum standards; encourages asset owner to ensure that operation & maintenance of operational technology conform to certain standards & practices; provides defendant is immune from civil liability in certain circumstances.				
HB 1045			West Villages Improvement District, Sarasota County; Revises boundaries of district; requires referendum.				
HB 1161			Manatee County; Creates Northlake Stewardship District; provides charter; requires referendum for ad valorem taxation.				
SB 1546	HB 1225 (Similar)		Vessel Safety Flags; Removing the requirement that airboats be equipped with masts or flagpoles bearing certain safety flags; prohibiting the operation and anchoring of vessels without masts or flagpoles bearing certain safety flags under specified conditions, etc.				
HB 1225	SB 1546 (Similar)		Vessel Safety Flags; Removes requirement that airboats be equipped with masts or flagpoles bearing certain safety flags; prohibits operation & anchoring of vessels without masts or flagpoles bearing certain safety flags under specified conditions; provides penalties.				

2022 OPP Legislative Bill Tracking

Bill #	Related Bill(s)	Linked Bill(s)	Bill Title & Summary	Updates / Notes	Potential Impacts	FDOT Planning Commented	New to Tracking
SB 1754	HB 6043 (Similar)		Local Government Communications Services; Removing provisions which require counties and entities of local government to pay ad valorem taxes or fees under specified conditions on certain telecommunications facilities; removing provisions which require municipalities and entities of local government to pay ad valorem taxes or fees under specified conditions on certain telecommunications facilities; removing provisions prohibiting property and use of two-way telecommunications services under specified circumstances from receiving certain tax exemptions; removing provisions prohibiting sales, rental, use, consumption, or storage for use of two-way telecommunications services under specified circumstances from receiving a certain tax exemption; removing provisions that identify procedures which must be followed by governmental entities before providing communications services, etc.				
SB 1752	HB 6045 (Identical)		Communications Services; Removing certain communications services lines as items over which certain governmental entities are authorized to prescribe and enforce reasonable rules and regulations; removing provisions that authorize municipalities and counties to require certain information as part of a registration; removing limitations on municipal and county authority to regulate and manage municipal and county roads or rights-of-way; removing the requirement that enforcement of certain ordinances must be suspended until certain conditions are met; deleting references to, and administration and provisions of, the Advanced Wireless Infrastructure Deployment Act, etc.				
HB 901	SB 1212 (Identical) HB 427 (Similar) SB 1214 (Compare)		Roadside Farm Stand Signage; Establishes Fresh From Florida Roadside Farm Stand Signage Program & Fresh From Florida Roadside Farm Stand Advisory Council within DACS to provide directional signage for certified roadside farm stands; authorizes Commissioner of Agriculture to designate such farm stands as state tourist attractions; requires DOT, upon request, to place signage at specified locations; requires certified farm stand owners & operators to pay specified fees; requires DACS to adopt rules.			Yes	
HB 867	SB 990 (Similar)		Towing, Storage, and Release of Motor Vehicles; Provides requirements for release of motor vehicle towed to investigating agency's storage facility; requires investigating agency to pay towing & storage charges to wrecker operator under certain circumstances; prohibits towing company from releasing motor vehicle owned by rental car company to person who rented vehicle unless person is appointed as agent of rental car company; provides requirements for evidence of such agency.				
HB 895			Lakewood Ranch Stewardship District, Manatee and Sarasota Counties; Revises boundaries of district; requires referendum.				
SB 1212	HB 901 (Identical) HB 427 (Similar)	SB 1214 (Linked)	Roadside Farm Stand Signage; Defining the term "roadside farm stand"; establishing the Fresh From Florida Roadside Farm Stand Signage Program within the Department of Agriculture and Consumer Services to provide directional signage for certified roadside farm stands; authorizing the Commissioner of Agriculture to designate certified roadside farm stands as state tourist attractions; establishing the Fresh From Florida Roadside Farm Stand Advisory Council within the department, etc.	requires FDOT upon request to place signage at specific locations			

2022 OPP Legislative Bill Tracking

Bill #	Related Bill(s)	Linked Bill(s)	Bill Title & Summary	Updates / Notes	Potential Impacts	FDOT Planning Commented	New to Tracking
HB 727			Exemptions from Toll Payment for Disabled Veterans; Provides short title; exempts certain disabled veterans from paying toll on toll facility; requires DOT to issue certain passes; provides requirements for exemption while operating rented motor vehicle.				
HB 711	SB 238 (Identical)		Endangered and Threatened Species; Revises legislative intent of Florida Endangered & Threatened Species Act; directs FWCC & DACS to protect certain endangered or threatened species; revises criteria for placement of species on Regulated Plant Index by DACS; prohibits FWCC & DACS from considering certain costs when designating species as endangered or threatened.				
SB 1098	HB 835 (Similar)		Smart Region Zones; Authorizing a group of four or more contiguous counties to apply to Enterprise Florida, Inc., to receive designation as a smart region zone; authorizing the designated smart region zone centers of excellence and certain projects within a smart region zone to apply to Enterprise Florida, Inc., for funding; requiring smart region zone centers of excellence to submit quarterly reports containing specified information to Enterprise Florida, Inc., etc.				
HB 835	SB 1098 (Similar)		Smart Region Zones; Authorizes contiguous group of four or more counties to apply to Enterprise Florida, Inc., to receive designation as smart region zone; provides requirements for such designation; authorizes smart region zone centers of excellence & certain projects within smart region zone to apply to Enterprise Florida, Inc., for funding; requires smart region zone centers of excellence to submit reports.				
HB 6089			Purchase of Plant Materials for Transportation Projects; Removes provisions requiring that certain percentages of funds allocated by DOT for construction projects be used for purchase of plant materials.				
HB 403	CS/CS/SB 280 (Identical)		Local Ordinances; Authorizes courts to assess & award attorney fees & costs & damages in certain civil actions filed against local governments; requires local governments to prepare business impact statement before adoption of proposed ordinances; specifies requirements for posting & content of statement; requires counties & municipalities to suspend enforcement of certain ordinances subject of certain legal actions; requires courts to give priority to certain cases; specifies factors court must consider in determining whether ordinance is arbitrary or unreasonable provides declaration of important state interest.	Passed first committee reference			
SB 976	HB 635 (Compare) SB 1020 (Compare)		Construction; Prohibiting specified governmental entities from requiring participation in a paid subscription service to access solicitations of competitive bids or proposals which must be publicly advertised; requiring that such solicitations be available on the publicly accessible website of the applicable governmental entity after the solicitation has been advertised; prohibiting the local enforcing agency from requiring a substantive change to plans and specifications once they have been found to be in compliance and a permit is issued, if such change would result in more than a de minimis increase in the overall cost of the project, etc.				

2022 OPP Legislative Bill Tracking

Bill #	Related Bill(s)	Linked Bill(s)	Bill Title & Summary	Updates / Notes	Potential Impacts	FDOT Planning Commented	New to Tracking
SB 270			Funds for Student Transportation; Modifying requirements for determining student membership in a school district in order to determine the annual allocation for funding for student transportation, etc.	Passed first committee reference			
SB 684			The Legislature; Citing this act as the "Truth in Government Act"; deleting provisions regarding the administration of oaths and affirmations to witnesses appearing before legislative committees, and associated penalties, to conform to changes made by the act; requiring that persons addressing a legislative committee take an oath or affirmation of truthfulness; providing exceptions; requiring that the committee chair or other member of the committee administer the oath or affirmation; providing criminal penalties for certain false statements before a legislative committee, etc.				
SB 202			Small Business Website Development Grant Program; Creating the Small Business Website Development Grant Program within the Department of Economic Opportunity; authorizing certain small businesses to apply for a grant in a specified amount; requiring that grant funds be used for the development of a website, etc.	May be of interest to DBE Section			
HM 245	SM 1738 (Identical)		National Infrastructure Bank; Requests Congress to pass House Resolution 3339, creating a National Infrastructure Bank to finance urgently needed infrastructure projects.	Memorial only.			
HB 6043	SB 1754 (Similar)		Local Government Communications Services; Removes provisions requiring counties, municipalities, & entities of local government to pay certain taxes on the provision or use of certain telecommunications facilities; removes provisions that identify procedures which must be followed by governmental entities before providing communications services; removes provisions relating to using revenues to issue bonds to finance communications services; removes provisions providing procedures if revenues do not exceed operating costs; removes provision specifying that certain airport authorities or other governmental entities are not exempt from certain procedural requirements related to providing telecommunications services.				
HB 6045	SB 1752 (Identical)		Communication Services; Deletes provisions limiting authority of, and prohibiting, municipalities and counties from functions related to communications service providers; deletes references to, and administration and provisions of Advanced Wireless Infrastructure Deployment Act.				
SB 238	HB 711 (Identical)		Endangered and Threatened Species; Directing the Fish and Wildlife Conservation Commission to protect certain endangered or threatened species, regardless of the status of their federal classification; prohibiting the commission from considering certain costs when designating a species as endangered or threatened; directing the department, in consultation with the Endangered Plant Advisory Council, to protect certain endangered or threatened species, regardless of the status of their federal classification; prohibiting the department from considering certain costs when designating a species as endangered or threatened, etc.				
HM 21			Establishment of a New Zip Code for the Town of Miami Lakes; Urges Congress to recognize need to establish new zip code for town of Miami Lakes and pass H.R. 462.				



Florida Department of Transportation

RON DESANTIS
GOVERNOR

11201 North McKinley Drive
Tampa, FL 33612

KEVIN J. THIBAUT, P.E.
SECRETARY

February 2, 2022

Beth Alden, Executive Director
Hillsborough Transportation Planning Organization
601 E. Kennedy Blvd
18th Floor
Tampa, FL 33602

Re: Type II Noise Walls, Retrofit Project for Noise Abatement

Dear Beth Alden:

Assistant Secretary Brad Thoburn received your August 2nd letter regarding the FDOT's noise policy and asked District Seven to provide an update.

Below, you will find our responses to questions related to noise abatement near the area identified in your letter, specifically I-275 south of Hillsborough Avenue, leading into the Downtown Interchange and on I-275 north of Hillsborough Avenue.

A detailed traffic noise analysis was performed following procedures in FDOT's Project Development and Environment (PD&E) Manual and in accordance with Title 23, Part 772 of the Code of Federal Regulations (23 CFR 772)—Procedures for Abatement of Highway Traffic Noise and Construction Noise. Based on the analysis, it was recommended that noise barriers be constructed as part of this project for the residences impacted by highway traffic noise with the improvements to I-275. That report was finalized in January of 2021 and may be referred to for specifics regarding the results and proposed locations of the barriers.

Regarding implementation of a Type II retrofit program, FDOT evaluates traffic noise when roadway improvements are planned that increase capacity. The noise report documents existing and future noise levels and proposes abatement measures, such as noise barriers like you mentioned in your letter. Barriers must meet state and federal regulations and criteria before being further considered during the design and the construction phases. The State of Florida does not have a retrofit program that allows the expenditure of state or federal funds for existing noise impacts.

Beth Alden, TPO Executive Director

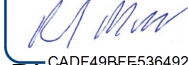
Page 2

February 2, 2022

If you require additional information on the completed noise study, please let us know.

Sincerely,

DocuSigned by:



CADF49BFE536492...
Richard Moss, P.E.

Director of Transportation Development

cc: Robin Rhinesmith, FDOT
Justin Hall, FDOT
Mary Lou Godfrey, P.E., FDOT
Kirk Bogen, P.E., FDOT
Catherine Bradley, FDOT-OEM
David Gwynn, P.E., FDOT
Brad Thoburn, FDOT



Hillsborough TPO

Transportation Planning Organization

Dear NICR Proposal Review Committee,

I am writing on behalf of the Hillsborough Transportation Planning Organization (TPO) to offer our support for the proposal to the National Institute for Congestion Reduction (NICR) by Tia Boyd of the University of South Florida to conduct a review of the uses and limitations of big data for evaluating transportation equity. The findings of this research are a high priority for the TPO as we continue the work of advancing equity in transportation planning. Should it be funded, we commit to supporting the effort as a stakeholder and resource to the project team.

The Plan Hillsborough Nondiscrimination and Equity Plan was completed in 2021 and includes numerous recommendations for advancing nondiscrimination and equity beyond the requirements of federal legislation. Several of these recommendations and many other components of our work require detailed equity analysis. The findings of this research identifying the uses, strengths, and limitations of big data in equity analysis can strengthen our efforts to enhance equity analysis in the Hillsborough County region, resulting in a more equitable transportation system.

We strongly support this project and hope you provide funding to support this important proposal. Please contact me or the TPO Civil Rights Officer, Joshua Barber, at BarberJ@Plancom.org for more information if desired.

Sincerely,

Beth Alden
TPO Executive Director

Commissioner Harry Cohen
Hillsborough County
MPO Chair

Commissioner Pat Kemp
Hillsborough County
MPO Vice Chair

Paul Anderson
Port Tampa Bay

Councilman Joseph Citro
City of Tampa

Councilman John Dingfelder
City of Tampa

Commissioner Nate Kilton
City of Plant City

Adelee LeGrand
HART

Joe Lopano
Hillsborough County
Aviation Authority

Councilman Guido Maniscalco
City of Tampa

Commissioner Gwen Myers
Hillsborough County

Commissioner
Kimberly Overman
Hillsborough County

Cody Powell
Planning Commission

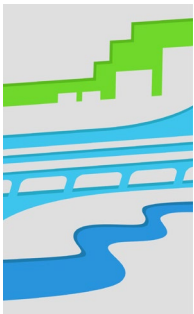
Mayor Andrew Ross
City of Temple Terrace

Greg Slater
Expressway Authority

Commissioner
Mariella Smith
Hillsborough County

Jessica Vaughn
Hillsborough County
School Board

Beth Alden, AICP
Executive Director



Plan Hillsborough

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