



Hillsborough TPO

Transportation Planning Organization

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Beth Alden, AICP
Executive Director

Meeting of the TPO Board

Tuesday, January 11, 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 headcount 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.

This meeting may be viewed on Hillsborough Television (HTV) by visiting Spectrum: 637, Frontier: 22 or live stream from [Hillsborough County's Live YouTube Channel](#) or the County website's [Live Meetings](#) link, also found in the County [Newsroom](#). The agenda packet, presentations, and any supplemental materials are posted on the [TPO's online calendar](#).

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
- by visiting the event posted on the [Facebook page](#).

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](#).

Revised Agenda

- I. Call to Order & [Pledge of Allegiance](#)
- II. Roll Call (Gail Reese, TPO staff)
- III. [Approval of Minutes – December 7, 2021](#)



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- IV. Special Presentation** – Recognition of outgoing longtime TPO Board Members
(Beth Alden, TPO Executive Director)
- V. Public Comment** - *3 minutes per speaker, please. Staff will unmute you when the chair recognizes you.*
- VI. Committee Reports & Advance Comments** (Bill Roberts, CAC Chair, Davida Franklin, TPO Staff, and Beth Alden, TPO Director)
- VII. Consent Agenda**
- A. Revised Committee Appointments
 - B. Transportation Disadvantaged Legislative Message – reviewed by TDCB
 - C. USF to Green ARTery Trail Study - presented at Policy Committee
 - D. State of the System Report - presented at Policy Committee
- VIII. Action Items**
- A. TIP Amendments for FDOT Projects (Connor Macdonald, TPO Staff)
 - B. Follow-up to the Downtown Interchange TIP Amendment Motions (FDOT Rep.)
- 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 Rep.)
- X. Executive Director’s Report**
- Sun Coast Transportation Planning Alliance [meeting of December 10](#)
- XI. Old Business & New Business**
- XII. Adjournment**
- XIII. Addendum**
- A. Announcements
 - I-275 Public Information Open House, January 5
 - HART Tampa Heights Public Design Charrette, January 15
 - Transportation surtax open houses, February 9 – March 3
 - Solicitation of projects for new TIP
 - B. Project Summaries & Other Status Reports
 - FDOT Work Program Revised HTPO Project Highlights
 - FDOT Project Fact Sheet – 62nd Street
 - FDOT Project Fact Sheet – US 41

- FDOT Project Fact Sheet – I-75 Pavement Repair
- FL MPO Advisory Council Legislative Summary

C. Correspondence

- From TBARTA to Representative Webster

D. Articles Related to TPO Work

- [Is there a reboot coming for Hillsborough-Pasco rapid transit route?](#) | Tampa Bay Times | 12.23.21
- [Hillsborough County needs more funding to help build new schools](#) | WFTS ABC Action News | 12.23.21
- [‘Hot mess’: Hillsborough County still owes its taxpayers \\$521,183,433](#) | Fox 13 News | 12.20.21
- [Ybor developer Darryl Shaw talks affordable housing, Rays stadium](#) | Tampa Bay Business Journal | 12.15.21
- [\\$2.5B in new funding for roads & bridges headed to Florida, 1st round of highway funding under bipartisan Infrastructure Law - Telephone Town Hall](#) (audio) | U.S. Representative Kathy Castor | 12.15.21
- [Fixing our dangerous streets in the bay area \(video\)](#) | WFTS ABC Action News | 12.15.21
- [Hillsborough to extend south county growth moratorium](#) | Tampa Bay Times | 12.14.21
- [‘A big shift’: FDOT assumes new tone on public transportation](#) | Tampa Bay Business Journal | 12.13.21
- [Tampa Bay area schools face capacity issues adding thousands of students this year](#) | WFTS ABC Action News | 12.08.21
- [Rays owner, Tampa mayor talk Ybor ballpark](#) | Tampa Bay Times | 12.07.21
- [City prioritizes road safety in East Tampa, but tight budgets create roadblocks](#) | 83 Degrees Media | 12.07.21
- [Hillsborough sales tax refund won’t be coming soon](#) | Tampa Bay Times | 12.07.21
- [Plant City Receives Award for Rec Center](#) | Plant City Observer | 12.02.21
- [Help Plan Your Neighborhood’s Future](#) | Hillsborough County Newsroom | 12.01.21
- [Tampa’s new city planning director takes over at an exciting time](#) | Tampa Bay Business Journal | 11.26.21
- [Hillsborough County cries foul over Fowler Avenue transit plans](#) | Tampa Bay Times | 11.24.21
- [New growth opportunities in Plant City Midtown](#) | Plant City Observer | 11.24.21
- [5 wheelchair deaths in 6 weeks show danger older Tampa Bay pedestrians face](#) | Tampa Bay Times | 11.23.21

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, DECEMBER 07, 2021
DRAFT MINUTES**

I. CALL TO ORDER, PLEDGE OF ALLEGIANCE

The Chairman, Commissioner Cohen, 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 Harry Cohen, Commissioner Pat Kemp, Commissioner Kimberly Overman, Commissioner Gwen Myers, Councilman Guido Maniscalco, Councilman Joseph Citro, Councilman John Dingfelder, Mayor Andrew Ross, Commissioner Nate Kilton, Gina Evans, HART Board Member Melanie Williams, Planning Commissioner Cody Powell

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

The following members were absent/excused: School Board Member Jessica Vaughn

A quorum was met in person.

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

III. APPROVAL OF MINUTES – November 10, 2021

Chair Cohen sought a motion to approve the November 10, 2021 minutes. Councilman Maniscalco so moved, seconded by Commissioner Myers. Voice vote: motion carries unanimously.

IV. SPECIAL PRESENTATION – Vision Zero Hero 2021 (Beth Alden, TPO Director) award presentation to Lena Young Green followed by a reading of Ms. Young Green’s nomination, a brief acceptance speech from Ms. Young Green, and a group photo with the TPO Board.

V. PUBLIC COMMENT –

Rick Fernandez – 2906 North Elmore Avenue in Tampa Heights. Serves as Vice Chair of the CAC, speaking today as an individual citizen. Written comments are included in reference. Noted that the Board approved operational and safety improvements in May for the Downtown Interchange project. Part of the plan was to add a lane to the flyover ramp from the south bound I-275 to east bound I-4. Understood that this lane addition would be accomplished within the existing infrastructure and interstate footprint. On November 17, 2021, accidentally learned that FDOT plans a major construction project with a new footprint to accommodate the additional lane and outward movement of the barrier wall, twelve feet, more or less, to accommodate the new

infrastructure. This intrusion will track from just south of Floribraska to Scott Street along the eastern border of Tampa Heights. Did not see this coming and believes he would have noticed. The wall movement and construction vision would break ground one block from his front door. Does not believe the Board knew this is what FDOT intended when plans were approved in May. Does not believe there has been a meeting of the minds between the Board and FDOT and the neighborhood. Believes that FDOT has negligently or intentionally withheld material facts. The action of the Board in May is suspect and open to criticism. Now that we all know and the Board is held accountable, the ask is to bring FDOT back for a full vetting of the DTI plans. Tampa Heights has asked for details, there are few; there are more questions than answers such as start and finish dates, road closures, vibration damage analysis, work schedules, property value impacts, construction takings, mitigation plans, and actual notification to property owners. Would like the Board to ask these questions and stop or revise the plan as called for. The people, many of you are elected to represent, are counting on you to have their backs and this is the first step in that process.

Bill Roberts – 14711 Clarendon Drive. Wanted to thank the Board for their efforts over the past year as we come to the close of the year. Noted that he has been around a number of years as have many of the Board members. Noted that we are planning for the future that will affect generations to come. Appreciates the efforts and the time taken to receive citizen input is greatly appreciated. Wishes the Board all the best for the holiday season.

Mauricio Rosas – Would like to talk about land use, sidewalks, and policy change. It is no surprise that we do not have a well-functioning mass transit system. This organization, in it's different capacities, fails to put together and act on urban design grids. Noted that Secretary Gwynn has repeatedly said that FDOT is willing to partner on land use with this body to help in planning for a more robust transit system. If we don't change current behavior, the same meetings will continue to be had over and over without accomplishing much in reducing the number of cars on the road. Sidewalks; recently, federal money was used in south county to widen roads. State law was not followed that says we must have sidewalks within a two-mile radius of all schools. Asked why kids are still walking on the road at dangerous intersections near I-275. Lastly, policy change communication. This Board makes decisions based on slide presentations and inuendoes of projects, we are not seeing the whole picture before a vote is determined. What is meant by this is how many of the Board knew that part of the barrier wall in the Tampa Heights area would be moved before voting for the project. And if you voted for the project knowing there would be some expansion within the right-of-way versus the existing structure, the least FDOT can do is notify the residents along the area at least 30 days before construction begins. People need to be notified before they buy or sell their houses. Asking this Board to be more detailed oriented. We cannot continue to allow this expansion without doing anything to reduce the number of cars on the road. That is what he wants the Board to own up to; reducing the number of cars on the road, communication, and sidewalks.

Adam Fritz – Lives in Tampa Heights on Central Avenue. Thanked the Board for allowing him to make comments on the Downtown Interchange plan. Believes it is imperative for FDOT to be transparent and honest with the community, given their history with TBX. Extra care should be

taken with any FDOT project that is coming in contact with historic neighborhoods. Because this is a design/ build project, that transparency has not been forthcoming. The message has been that they will not be outside of their footprint. To most, this has been welcome news. It has now been discovered that this may be true for FDOT definitions but not what will happen in reality to this design/ build. FDOT has said that they will take a minimum of twelve feet to the west side of I-275 into our neighborhood in the current design/ build structure. There may be more, there may be other things we don't know. This design/ build is the path of least resistance and will not deliver a sure thing. This is troubling. His home is on Central Avenue; it is a historical home, the original home of the Robles family build in 1876. For twelve years, we have worked tirelessly in the neighborhood and on our own home to make it better and a contribution to the neighborhood. The back of our house faces Elmore Avenue within two-hundred feet of the I-275 structural well. His house is not listed in FDOT's structures of concern nor are other historical homes on Central Avenue. This illustrates that FDOT has not done an adequate job of context of a sensitive area and all the potential impacts. Impacts to decreased property value; impacts to the tax base and revitalizing historic neighborhoods of Tampa; damages to property, especially historic structures due to construction vibration; what and when is testing and monitoring; what are the mitigation plans of some of the impacts that have not been addressed. Asking for more time to understand the plan and the impacts to the neighborhood and the City of Tampa overall. We are asking for opportunity to come up with more creative solutions that would stay inside the built footprint. Asked for a pause to this project to get a better understanding of the detrimental impacts before it is too late.

Michael Spokas – Lives in the Tampa Heights historic district at 210 East Ross Avenue. Expressed concern for the historic, four-unit building at 1902 Lamar that FDOT wants to demolish. There is no reason this property needs to be torn down. It is not in the footprint of the interstate and is a historic structure in the historic district. It's not beyond repair, anything is salvageable. It needs someone who wants to save it. The property cannot, currently be moved. It should be allowed to be rehabbed in it's current location like the Tampa Heights Community Center at Palm and Lamar. The units could be rented as affordable housing. This could solve three problems: saving a historical structure, help with the affordable housing issue in Tampa, and keeping more debris out of our landfills.

Andrea Martin – not online for comment

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

- A.** Planning Commissioner Cody Powell (advanced recognition prior to Consent Agenda) – Noted the presentation on the FLiP and FLiP Jr. program at the end of the November meeting. Some of the Board members were not in attendance for this presentation. Encouraged everyone to rewatch the presentation when they have a moment to do so. The programs are fantastic and bring the community's children into our world. Believes it is critical for elected officials to engage with the children and to inspire them to engage with local government. Local government is the only form of government that can affect change rapidly. Noted the quote from the opening slide of the

presentation. Encouraged the Board members to take the time to participate in the FLiP and/or FLiP Jr. programs in the future. He has participated and expressed it is special to see the kids get excited.

- B.** Chair Cohen noted that the Board is going to be hearing from FDOT at the January meeting regarding the concerns that have been raised about the Downtown Interchange project. Noted that Board members will have an opportunity to talk about that after the Committee report.
- C.** BPAC – Davida Franklin, TPO Staff (November 10, 2021 meeting)
- Approved the following Action Items:
 - Memorandum of Agreement for Bike/Ped Counters with FDOT.
 - Comments on FDOT RRR Studies
 - The Committee heard a report on two resurfacing projects on Dale Mabry and Park Road. Plant City Staff provided comments in support of maintaining the 6 lanes currently on Park Road but also supported on-road bike facilities.
 - 2022 Meeting Calendar.
 - Heard Status Reports on:
 - FDOT 56th Street/ 50th Street Corridor Planning Study
 - City of Tampa neighborhood Commercial District Plans
 - Tampa Downtown Partnership Bicycle and Pedestrian Counts
 - US Bicycle Route 15 through Hillsborough County
 - This bike route has been identified by the Adventure Cycling Association, which is seeking to engage communities along the proposed route including Hillsborough County and Plant City Staff of the proposal.
- D.** LRC – Davida Franklin, TPO Staff (November 17, 2021 meeting)
- Approved the following Action Items:
 - Brightline SEIS Historic Resource Review comments
 - 2022 Meeting Calendar
 - USF To Green ARtery Trail Study – with the suggestion the draft study and alignments be reviewed by the Hillsborough County School District for feedback before finalization.
 - Heard Status Report on
 - FDOT 56th Street/ 50th Street Corridor Planning Study
 - Tampa Downtown Partnership Bicycle and Pedestrian Counts
- E.** **Public Comments Received Through Email & Social Media** –Davida Franklin, TPO Staff
- Did not receive any emails or social media posts pertaining to today’s action items.
 - Did receive comments about the Transportation Improvement Program that funded the Downtown Interchange in October.
 - Copies of emails, letters, and social media comments have been forwarded via email to all TPO Board members on December 6, 2021 and December 7, 2021. Social media comments included at the [end of the minutes](#).

F. FDOT COMMENT: Secretary Gwynn (speaking in response to Public Comment) – requested to speak about three issues that have been brought up as topics of discussion. FDOT will be speaking and discussing these topics at the January 2022 TPO Board meeting.

- Downtown Interchange and the walls that are going to need to be moved.
 - Noted words heard in public comment: dishonest, deceptive, non-collaborative.
 - Over the last five years, tasked his team to be completely transparent, collaborative, and be open and honest with the public about everything they do.
 - Just because people say things repeatedly does not make them true.
 - FDOT has not shown anything to the public that did not show the walls not being moved.
 - The wall movement was called out in graphics in public meetings.
 - FDOT did not say they were going to stay within the existing structural footprint but within the right-of-way footprint.
 - Committed five years ago that FDOT would take a hard look at the concepts being considered. Looked at and developed four plans. Came up with one that they feel is very collaborative. It takes out express lanes north of I-4 and does not take any additional right-of-way in Tampa Heights but utilize existing right-of-way as best possible to mitigate safety concerns within the interchange. Trying to mitigate the ~1000 annual crashes in that section.
 - It is not perfect and not everyone likes it. Made every effort to mitigate the impact on the Tampa Heights community. Have invested tens of millions of dollars into infrastructure improvements in Tampa Heights.
 - FDOT submitted a RAISE grant for \$25 million for the federal government to provide improvements in the Tampa Heights area. The federal government gave \$18 million and FDOT provided the additional \$7 million.
 - Fought for and provided \$68 million to extend the streetcar into Tampa Heights. That was before the local match. Made the streetcar free to make the federal funding more attractive.
 - Have shortlisted teams to move forward, will continue to work with the community, does not believe the comments made were true.
- Coming to the TPO Board in January 2022 to look at Robles Park solutions.
 - Will be bringing ideas for the Robles Park challenges.
 - There is no opportunity for federal or state funds for noise walls as the area does not meet the federal requirements for a noise wall. The state funds require the federal guidelines be followed. The only funding that may be possible are local funds and that is not recommended. FDOT will not stand in the way if that option is selected but, it is not a recommendation.
 - Will be bringing possible solutions utilizing state funds to the January meeting. Privacy wall, landscaping opportunities, trellis walls and other things that would be good solutions.
 - Understands it's frustrating and doesn't always make sense but, they have to follow the rules in place for federal and state funds.
- The home scheduled for demolition: 1902 Lamar
 - Not being demolished due to the SCIS. It is an unsound structure and a public nuisance based on police calls at the property.

- Have tried to find an investor that would move the home and rehab it. Have not found anybody willing to make that investment.
- Several problems including black mold, structurally not sound, unable to tour second floor, wood structure with stucco on the exterior.
- Was purchased in 2015 from a willing seller. The structural inspection at that time showed that these conditions were there in 2015. It may have gotten worse since then. But, at the time, it was not structurally sound.
- Because of the stucco on wood, it could collapse if it was moved. Would likely need to remove the stucco first which makes it unstable.
- Gave the local association sixty days to find their own investor. FDOT has been looking for years.
- Continuing to let it sit there and deteriorate is not a good solution. Doesn't like tearing down any structure. But, unless someone is willing to work with FDOT on moving the structure and doing rehab, there isn't another choice.
- Does not want to fall into the contentious and negative relationship from the past. Have tried to be very collaborative with the public. Knows it's not perfect and people don't like what we are doing. We have to find compromise. We have made a lot of progress and does not want to rehash things already decided. We need to move forward. Will continue to find ways to work with the public. Does not want to wind up back five years.

Discussion:

Commissioner Cohen: Knows we will get more into this in January. There is a full agenda today. Asked for brief comments at this time.

Commissioner Overman: Thanked Secretary Gwynn for answering some of the questions brought up in communications, social media, and public comment. The work to reconfigure underpasses on Chelsea and Osborne has already begun. There is an opportunity for FDOT to work with the community on underpass design and artwork associated. Noted that this relationship has not been developing in a positive way. Seminole Heights and Tampa Heights are very artistic communities. Other overpasses and underpasses have worked with the community in which they were changed. Asking that same effort be made and to report on how that is being done in the January report. Also asked for clarification on the noise wall and other solutions for Robles Park with dollar amounts. This will give the community an idea of a realistic decision on what they would like to see in that effort.

Commissioner Kemp: 1902 Lamar, has dealt with this in Seminole Heights. Was told they were unable to be helped. Some of the properties were moved and rehabbed. Asked if the land that the structure is sitting on could be made available to leave the home there and have it rehabbed.

Commissioner Myers: Asked if Secretary Gwynn would be willing to hold another community engagement meeting. The residents are saying that they didn't know what was going on and were not informed. Have another meeting with the residents clarifying everything that was said today and come back next month with that information.

Secretary Gwynn: Would be glad to continue to work with the community. Had a recent meeting giving people the opportunity to come and talk. Would hope that the organizers from both sides would promote a meeting as an opportunity for constructive conversation. A good way to start would

be with the leaders of the community, come and sit down and talk and then try to expand that out. We are open to conversations. About the artwork, that is in the hands of the City of Tampa. The city is doing the public outreach for that. Happy to work with the city but that is the role the City of Tampa wanted. As far as the home, we are willing to look at solutions. The community association has been asked to come back to FDOT within sixty days if they can find someone who has a plan, and they will look at it.

Commissioner Myers: Asked to be notified of a community meeting as she would like to attend in support as a Commissioner and there may be other Commissioners and Board Members who would like to attend that meeting. Agrees that nothing will be accomplished if people are showing up to go back and forth. We can accomplish great things when we come together and discuss things in unity.

Councilman Dingfelder: Mentioned earlier that this is the 80th anniversary of Pearl Harbor. Agrees with Secretary Gwynn and hopes the TPO Board and FDOT do not end up in another “war”. Believes that the Secretary and his team have done a great job in the last five years of changing the attitude and relationship between the community and the district DOT. Does recall a comment when he originally came on the MPO/TPO that the interchange would not go beyond the existing footprint. Noted that the problem may be the definition of what is the footprint. Noted that the clarification may be that the right-of-way footprint is not changing but the actual structure will need to go out. Believes this may be an unintentional miscommunication and can be resolved with additional communication as suggested by Commissioner Myers.

Councilman Maniscalco: Believes that our generation and everyone here needs to pay attention to historic preservation. In the last half century, all that has been done is tearing down. Noted a conversation he had with an older gentlemen about historical structures and designs in the community; the gentlemen laughed and said that there was no historic preservation. Old buildings were torn down for parking lots, highways, and other things. Noted a LIFE magazine from 1963, article headlines with Erasing Our History about a structure being torn down from the 1930’s. On his walk to County Center from City Hall today, noticed all the parking lots. Those used to be hotels and other structures that were brick structures made to last for centuries built by craftspeople. It is up to us to preserve what we can. When he was first elected, he asked the Mayor about the Jackson House. There was no interest at the time. It was in much better shape then. May have waited too long, hopes it is still restorable. It’s demolition by neglect. In the age where people are making a fortune in real estate, hopes someone will step up for this structure and develop it into affordable housing. Noted Burn’s Steak House, apartments next door, the Burn’s organization gutted it and are renovating the building.

Secretary Gwynn: Clarified that the structure is a wooden structure with stucco on the outside and not brick or block. If it was, it would be easier to move. The stucco will fall off. Most companies spoken to said they would take the stucco off before moving the structure.

Commissioner Kemp: Noted that FDOT has not spoken that the construction would be in the current footprint, it will be in the current right-of-way. Noted that this has always been fundamental to the conversation. There is no way to add additional lanes to the current structure. Said that this has been her focus since they have been looking at this for three or four years. Does not want misconceptions about the information presented.

Commissioner Cohen: The comments by the Board are thoughtful. Good that Secretary Gwynn is amenable to Commissioner Myers' suggestion for a community meeting to create some dialog. People have mentioned Pearl Harbor today. He has been struck by the coverage of the passing of Senator Bob Dole. It has been about his unique ability to bring people together over the years. He did this across party lines and across divisions to get things done. The spirit of collaboration and cooperation that we want to see goes back to that time. Not everyone can get what they want but we can find common ground and compromise. We will be getting into the details of these projects at our next meeting to make sure there are no misunderstandings. Commissioner Kemp's point was important. The issue of right-of-way versus current envelope was significant in coming to these solutions. The original proposals involved huge takings in the community that are no longer on the table. We will come back with this item in the new year.

G. CONSENT AGENDA

A. Committee Appointments

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

B. Memorandum of Agreement for Bike Ped Counters with FDOT (Wade Reynolds, TPO Staff)

- The TPO is partnering with the Downtown Partnership for a pilot project to count Pedestrians and Cyclists using FDOT owned equipment.
- Memorandum of Agreement allows for the use of the equipment for a three-week period of time in February for the first series of counts.
- These counts are expected to be completed on an annual basis.
- First set of automated, real counts done

Memorandum of Agreement for Bike Ped Counters with FDOT: [TPO Board December 07, 2021 Agenda](#)

Discussion:

Chair Cohen sought a motion to approve the Committee Appointments and the Memorandum of Agreement for the Bike Ped Counters with FDOT. Commissioner Overman so moved, seconded by Commissioner Myers. Voice vote: motion carries unanimously.

H. ACTION ITEMS

- **2022 Board Officers and Committee Assignments** (Cameron Clark, TPO Attorney)
 - Nominations can be made until there are no more. Votes will be taken on nominations received. Seconds are not required.
 - Asked for nominations for TPO Chair.
 - Commissioner Kemp nominates Commissioner Cohen. No other nominations. Commissioner Myers requested to close the nominations for TPO Chair. Commissioner Cohen is TPO Chair for 2022.

Discussion:

Commissioner Cohen – Thanked the Board. Noted that under term limits, the Chair is limited to two terms, this will be his last term as Chair.

- Asked for nominations for Vice Chair.
 - Commissioner Cohen nominates Commissioner Kemp. No other nominations. Commissioner Kemp is Vice Chair.
 - Policy Committee; recommends an odd number. Asked if the Chair would like the members of the Policy Committee to be reviewed. Commissioner Cohen recommended that everyone participate in the Policy Committee. Noted that Mr. Waggoner is a member and is retiring soon. We need to make sure to replace him. Mr. Clark noted that the current membership of the Policy Committee is Commissioner Kemp, Councilman Maniscalco, Commissioner Smith, Director Waggoner, and Commissioner Cohen with alternates of Commissioner Overman, Director Anderson and Mr. Klug. It would be advisable to have one more member appointed and if that member is an alternate, appoint an additional alternate. Commissioner Overman volunteered to move to a regular member if possible and ask for someone to take her place as an alternate. Commissioner Myers and Councilman Dingfelder volunteered to be an alternate. Councilman Dingfelder deferred to Commissioner Myers. Policy Committee membership will be Commissioner Kemp, Councilman Maniscalco, Commissioner Smith, Commissioner Cohen, and Commissioner Overman with alternates being Commissioner Myers, Director Anderson, and Mr. Klug.
 - TMA Leadership Group current members are Councilman Dingfelder, Commissioner Overman and Commissioner Kemp with backups of Director Anderson and Director Lopano. Councilman Dingfelder no longer wishes to serve on that group. Councilman Citro would like to serve on the group. No objection. The TMA Leadership Group is Commissioner Overman, Commissioner Kemp, and Councilman Citro with backups being Director Anderson and Director Lopano.
 - Transportation Disadvantaged Coordinating Board Chair is presently Commissioner Smith who no longer wishes to serve in that capacity. Commissioner Myers would like to serve as the TDCB Chair. She is appointed with no objections.
 - Livable Roadways Chair is currently Councilman Citro who would like to continue serving as the Chair. He is appointed the LRC Chair with no objections.
 - MPO Board Alternate since the MPO Board Chair is automatically appointed to that council. The alternate is presently Director Anderson or Mr. Klug. No objections to that going forward.
- **2022 Meeting Calendar** (Beth Alden, TPO Director)
 - Proposed 2022 calendar of meetings for the TPO.
 - In the Agenda Packet, will send out calendar appointments.
 - Continuing with 2nd Wednesday of the month. There are a couple of spots that will vary based on the County Commission meetings.

Calendar is attached to the [December 7, 2021 TPO Board Agenda Packet](#).

I. STATUS REPORTS

Commissioner Cohen noted that the Ybor Multimodal Developments report would be moved to the end of the Status Reports as the City Council members may not wish to participate as this is coming before the City of Tampa.

A. Transportation Disadvantaged Program Update (Joshua Barber, TPO Staff)

- Review program introduction.
 - Disadvantaged are disabled, elderly, people at risk, and others that have no other means of accessing transportation.
 - Program provides transportation of last resort.
 - Trust Fund funded from vehicle registration fees and gasoline sales taxes.
 - BOCC is the administrator and the Sunshine Line is the operator.
 - Sunshine Line primarily provides trips through distribution of HART bus passes to those near a HART fixed route and that are able to ride the bus. They provide door-to-door for those outside of HART's service area or individuals physically unable to use the fixed route system.
 - Eligibility is determined by state regulations and service area needs.
- Review of Transportation Coordinator Evaluation. Process consists of three parts.
 - Performance evaluation: safety, on-time performance, cost-per-trip, complaints, etc.
 - Survey of bus pass and door-to-door customers.
 - Workbook provided by the commission that covers regulatory areas such as insurance.
 - The CTC for this year covered the impacts from COVID-19: closing of aging service sites, suspension of group trips, and cancelling of non-essential medical trips. Sunshine Line found creative ways to respond internally and for the county including meal delivery services, providing transportation home from quarantine and isolation sites, providing transportation to vaccine sites, and they provided additional training for drivers and staff. At no time did Sunshine Line stop essential services.
- Annual Public Workshop – required
 - Discussed new technologies and options and challenges.
 - Several discussions on a number of topics.
- Every five years, the LCB and TPO Board recommend a CTC to the Commission for the Disadvantaged. The TPO Board recommended that the BOCC continue for the county. No procurement process was required. Incredibly happy for the county to continue in this capacity. Consistency and certainty are absolutely necessary for the individuals that rely on these services to meet their needs.
- Review of the Transportation Disadvantaged Service Plan (TDSP)
 - Within 180 days of the CTC designation, the Local Coordinating Board is required to adopt a brand new TDSP. This occurred at the October LCB meeting.
 - Provides consistency review of other plans, service areas including major employment areas, trip generators, demographic breakdown of the county, and the inventory of available transportation services.
 - Staff sent surveys to service providers across the county and received 29 responses from a variety of organizations. Over 20 of the respondents served over 100 clients at any given time. This outreach was inline with public outreach efforts. After the survey, phone conversations were held with 10 agencies.
 - Transportation for employment was one of the biggest needs. Cross county trips are still a major need.
 - Heard from service providers who were not aware of all the transportation services their clients may be eligible for across the county.

- Future projections show an increase in TD population which may be higher due to increase in population and people becoming disabled due to COVID-19.
- Identified barriers to coordination. The largest barrier is lack of funding for the transportation network across the county including non-vehicle areas of pedestrian modes across the network. Lower vehicle ownership and usage and a lack of awareness about transportation options across the county were also identified.
- Noted major projects that were wrapped up this year.
- Shared quotes from the evaluation this year.
- Thanked Commissioner Smith for her leadership over the last year and is looking forward to having Commissioner Myers as the leader this coming year.

Presentation: [Transportation Disadvantaged Program Update](#)

Discussion:

Commissioner Myers: Her honor to serve on this board in the coming year.

Commissioner Cohen: Thank Commissioner Smith for her service. He was also the Chair of that Board for a number of years as well as Councilman Viera was too. The services provided by Hillsborough County go very much appreciated by a lot of people in our community. Commissioner Myers, we wish you well on this assignment.

Commissioner Smith: Has been a pleasure and an honor to serve on this Board. The staff has been fantastic. Mr. Barber has been a passionate advocate for the transportation disadvantaged and the wide range that includes from economically disadvantaged to physically disadvantaged. It has been a wonder, informative, and personally enriching Board to serve on.

B. Infrastructure Investment & Jobs Act Overview (Beth Alden, TPO Director)

- There are a lot of slides that give details on the new federal law that provide a number of new grant opportunities both for planning and for infrastructure. Will be hitting the highlights. If a deeper dive is needed, the slides are provided and you can contact Beth Alden.
- Highlights
 - Almost doubling the amount of federal funding for transportation over a five-year period. Subject to annual budget decisions.
 - Gas tax no longer fully funds the highway trust fund, general revenue being used to supplement. Discussion on how to move forward with the declining gas tax revenue.
 - There are a lot of new grants in the new federal bill. Will likely take some time for Federal Highway/ Federal Transit to roll out the rules.
 - For Florida
 - Formula funding, we get a share based on population. Florida has been at a disadvantage for some time due to 2000 census numbers being used. Asked for 2020 numbers. Compromised on using the 2010 numbers.
 - i. Raising the numbers overall – all categories are up 25% - 30%, more or less.
 - ii. Programs that the TPO gets directly involved with include

1. Surface Transportation Block Grant Program: our Board makes decisions and has direct authority over about \$15 to \$20 million a year under this program. Goes from the Federal to the State. It is then divided up between DOT and MPOs. The MPOs is based on population. Going up around 30% in the Service Transportation Block Grant Program. That means around \$5 million additional dollars per year that could be allocated to the projects on the TPO priority list.
 2. Transportation Planning: this funds the planning studies in our Unified Planning Work Program. Going up a little bit with additional strings including coordination with other regional MPOs. This is being done through the Suncoast Transportation Planning Alliance.
 3. New Formula Grant Program, Carbon Reduction program: can be spent on any projects that reduce carbon emissions. Money comes to the states and is divided up between the DOT and MPOs. Estimating about \$26 million to the MPOs in Florida. Our share may be around \$1 million.
 4. New Formula Grant Program, promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation. Not distributed to the MPOs, MPOs can compete for these grants. Work that has been done incorporating resilience into the LRTP may give the TPO a leg up when competing for these grants.
- Existing Competitive Grants
 - i. Have been very lucky with the RAISE grants. Historically disadvantaged communities shall receive no less than 1% for projects and no less than 5% shall be for planning. This is going to be very competitive.
 - ii. FTA Low and No Emission Bus Program
 - iii. Intercity Passenger Rail Grants: have changed from a state of good repair to a more general intercity rail to bring world-class rail service to areas outside the northeast and mid-Atlantic. Up to 5% can be set aside for corridor planning.
 - New Competitive Grant Programs – the TPO role with these, a few are planning related. The rest are to support infrastructure so the lead applicant would be local government or FDOT
 - i. Freight Related Projects
 - ii. Bridge Investment Program
 - iii. SMART Program
 - iv. Grants for Charging and Fueling Infrastructure
 - v. Congestion Relief Program, this is a new opportunity to fund outreach programs.
 - vi. Healthy Streets Program
 - vii. Active Transportation Infrastructure Investment
 - viii. Railroad Crossing elimination Program
 - ix. Corridor Identification and Development Program – part of the intercity rail
 - x. Safe Streets and Roads for All – supporting Vision Zero action plans
 - New Pilot Programs
 - i. National Motor Vehicle Per-Mile User Fee – as opposed to depending on the gas tax revenue.

- ii. Wildlife Crossing Safety
- iii. Prioritization Process – supporting data-driven approaches to setting priorities
- iv. Reconnecting Communities – look at Boulevard conversion or other ways to reconnect communities
- v. Strategic Innovation for Revenue Collection – aimed at toll revenues

Presentation: [Infrastructure Investment & Jobs Act Overview](#)

Discussion:

Commissioner Overman: Appreciates Ms. Alden trying to simplify what is a very complex bill. Asked if, in Ms. Alden’s opinion, many of the programs highlighted still require some level of local participation in either the grant or the competitive bid applications, is that still accurate. That is the case for much of our federal partnership funding now.

Beth Alden: In general, with the highway projects, the split is 80% federal and 20% local/state. In Florida, FDOT has been able to offer a soft match with toll credits. Have made that available to a lot of local governments. Have not heard yet from FDOT if they would be able to do that with all of the new programs being created. On the transit side, on the major capital projects, it is about 50% federal and 50% local/state.

Commissioner Overman: The rest comes from local funds, assuming we have some. Would like to have a robust planning conversation about the fiscal planning that the communities have to consider when we look at developing transportation plans. Make that available to those people managing budgets.

Planning Commissioner Powell: Noted that one of the items was funded with the gas tax. Questioned what will happen when gas tax goes away and everything is rolling out to EV.

Beth Alden: That is a question that has caused consternation for a number of years and it’s not getting any better. Gas tax revenue is continuing to decline. Most likely opportunity is to monitor how many miles a vehicle is driven to come up with a VMT fee.

Commissioner Cohen: Reminds him of when tax revenues from land lines started going away.

Commissioner Kemp: Noted that there is a false belief that 50% to 100% of our roads are paid for by gas taxes. 50% of all of it has been taken out of federal revenue already due to reductions in gas use. We have more vehicles that use less gas and the tax hasn’t been raised in a long time federally, in the state, or locally. We are paying for our roads which have gotten quite expensive with general revenue.

Commissioner Cohen: We have a lot to talk about with this. This is not the end of the conversation but the beginning. More will be discussed at the TMA workshop.

C. Ybor Multimodal Developments (Lisa Silva, TPO Staff and Graham Tyrrell, Kettler)

Prior to presentation, Chair Cohen invited Tampa City of Tampa representatives to adjourn at this time.

- Ms. Silva is the Livable Roadways Liaison. The LRC was approached to provide comments on the Historic Resources Impacts. The Brightline Rail project from Orlando to Tampa had a study in 2010. When modified, a supplemental impact statement is needed.
 - In 2010, the line was anticipated to go to the old Marion Center. It is now proposed to exit around 14th and 15th Street and go down Nuccio Parkway to the Union Station and Amtrak area.
 - Combined and mapped all the Historic Resources and identified additional locations. Sent comments as well.
 - At this stage, we were asked to provide Historical Resources. LRC went further and added equity and ADA compliance comments. Added historic architecture comments. Letter that was prepared and sent is in the December Agenda Packet.
 - Noted connecting neighborhood projects and improvements currently going on or planned in the area. Pointed out that there are not good ways to get from Union Station area to the other transit centers and that there are other at-grade challenges.
 - Do not want to design something that is going to prevent future opportunities.
- Gas Worx Overview – Kettler is partnered with Darryl Shaw.
 - Went over Kettler experience and specialization in large, multiuse developments
 - Gas Worx Vision – Connecting Neighborhoods and Bike and Pedestrian Friendly Streets are the highlights and focus in this presentation.
 - Area is between Historic Ybor, Channel District, and Encore – includes the old Tampa Bay Apartments and traditionally underutilized space that created a gap between Ybor and Channel District.
 - Striving to re-establish the Urban Street Grid from when the area was originally platted out. The connectivity started to breakdown in the 1960's.
 - Site is ~40 acres of land and ~15 different development parcels. The area is separated by the CSX tracks and Nuccio Parkway. Idea is to create an urban, walkable district with mixed use development.
 - Goal is to breakdown some of the barriers existing in the area. There is the potential for rail to exist in this corridor. Make the streets pedestrian and bike friendly.
 - Location is a natural convergence in the transit opportunities. Would like to develop a new streetcar stop and are anticipating a great need with people living and working in the area. Looking at transit-oriented development with higher density.
 - They are prioritizing bike and trail connections including connecting some of the existing elements in the area. Looking at creating a multiuse trail from Riverwalk to Ybor City using the CSX track area to create this opportunity.
 - Reviewed rendered images with the vision and showed the blending from Downtown into Ybor City with shifting architecture through Gas Worx.

Presentation: [Ybor Multimodal Developments](#)

Discussion:

Commissioner Kemp: Questioned the use of the CSX tracks and a multiuse trail and if that would be taking out the tracks instead of having the availability of the track.

Graham Tyrrell: No, the trail would be adjacent to the rail and using an abandoned spur.

Commissioner Kemp: Right now, there is an Amtrak train that runs from Union Station to Orlando once a day. Has been a proponent of increasing that schedule to make it a more viable option. Asked if there are any plans regarding Amtrak.

Graham Tyrrell: No, this development is focused on the building. Brightline is something they are aware of and they have talked about the use of the corridor. Not really involved in that and the same is true for Amtrak

Councilman Dingfelder: Inquired about the Brightline part of the presentation and whether there would be a stop in Plant City or Lakeland.

Lisa Silva: The materials that have been shared with staff said the potential stop in Lakeland had been removed from the update.

Councilman Dingfelder: Asked if any development shows where the potential baseball stadium may be in the plan of the area of Gas Worx and/or future transportation plans that the City of Tampa has.

Lisa Silva: Showed a map that the City of Tampa shared showing the potential stadium site and infrastructure improvements including 14th and 15th Streets, the Green Spine, and the Nuccio Cycle Track. Pointed out the relationship between the stadium site, Gas Worx, the proposed Brightline section, and the existing streetcar line.

Graham Tyrrell: That is a good summary. The stadium is outside of the Gas Worx area.

Councilman Dingfelder: Asked if any of the renderings showed the baseball stadium in relation to the projects.

Graham Tyrrell: That has not been depicted in the Gas Worx drawings.

Councilman Dingfelder: In regard to the CSX spur, once the flour mill is gone, there will be no need for the spur. Questioned if that land will be purchased from CSX or what is known about that land.

Graham Tyrrell: Unsure of the details on that as he is not with SPP. We understand that they have some plans that are being worked on for that area of the spur.

Commissioner Overman: Noted that there are a lot of unanswered questions. The Downtown Interchange is going to drop a significant amount of traffic onto 14th and 15th. The city is trying to develop some mitigating strategies for that. We are talking about rail and possible commuter rail options on Friday. Much of this is very preliminary. The good news is that we are having the conversation. Happy to see these ideas. It is clearly early on. It looks like there is an opportunity to connect people in all the scenarios. We are not at a point where we can make any decisions at this point. The city is working on their potential needs. There is a lot of planning that needs to be done.

Looking forward to having those conversations as we look toward having mobility in the center core of the city.

Commissioner Cohen: This is the beginning of the conversation. Looking forward to having the discussions. This is the skeleton that shows how things connect together. As we look into the coming year, that is going to be our major challenge, how do we connect everything. How do we connect the neighborhoods, how do we move toward using some of these new funds available, these new developments coming on board, how do we make those give us transit and transportation alternatives that we've not had in the past? Noted that one of the speakers talked about getting cars off the road, this is really the only way to do it. If these things could all come together, they could create a very efficient system that would give our community a lot more alternatives than it has had in the past.

J. EXECUTIVE DIRECTOR'S REPORT

- Sun Coast Transportation Planning Alliance and Tampa Bay TMA Leadership Group Joint Meeting and Workshop on Rail: Friday, December 10, 2021, FDOT District 7 office, 9:30 AM – Noon. In-person and virtual.
- Commissioner Overman noted that the TMA members have business and they should plan to attend on Friday.

K. OLD & NEW BUSINESS –

- **Commissioner Cohen:** Noted that the two members who wanted to speak about Pearl Harbor are no longer here. Earlier this year, he had the chance to visit Pearl Harbor. Stated that it is a very moving experience and a great moment to pause and give thanks, this time of the year, for all the freedoms we enjoy and to the generation that we owe those freedoms to; for all those that fought so hard in the 1940's to keep us free. Expressed holiday and new year wishes to everyone.
- **Next meeting December 11, 2022**, from 10:00 AM – 12:00 Noon.

L. ADJOURNMENT – The meeting adjourned at 12:03 PM

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

Social Media

- **Twitter**
 - **11/21**
Roc King (in response to the Vision Zero Walk of Silence)
“Looking good Ms. Torres and child.”

- **Facebook**

- **12/6**

- Rick Fernandez (posted on board meeting event page)**

- TPO Board and Staff:

- For reasons set forth below, I am requesting the TPO Board revisit FDOT's proposal for DTI Operational & Safety Improvements. This is a copy paste of my Facebook post published December 5, 2021. Many of you were tagged on this post:

- "Good morning my #TampaHeights family. History is repeating itself in the continuing #stopTBX saga.

- Subject of the day: Barrier Wall Movements along the eastern and southeastern borders of Tampa Heights.

- To recap: our neighborhood has been in an abusive relationship with the Florida Department of Transportation since the 1960's. The latest installment of this cycle began in 2015. It was in May of that year we first learned of FDOT's plan to pave over a large segment of our historic neighborhood in service of the project then branded as Tampa Bay Express (TBX).

- As the abused party in this relationship, we rose up. TBX eventually collapsed in 2016 under its own weight. Not because elected officials had our backs. They definitely did not (with one or two notable exceptions). No, it collapsed because of pesky details, hidden away in plan documents and glossed over by FDOT talking heads. Details finally explained, to great effect, using Legos. Thanks again to Caitlin Johnston and her team. You did us all a great service. Much of what Caitlin wrote in 2016 could be written again today with regard to these barrier walls: <https://bit.ly/3ornMav>

- The Howard Franklin Bridge debacle ended some FDOT careers and embarrassed local politicians, many of whom were shown to be asleep at the switch when they should have been cross-examining FDOT's agents.

- Today we are faced with a similar situation related to FDOT's proposed "Downtown Interchange Operational and Safety Improvements". This time the issue is barrier wall movement along the west side (Tampa Heights' eastern and southeastern borders) of the I-275 corridor from Floribraska Ave. to Scott Street.

- FDOT plans to move this barrier structure approximately 12 feet (details from FDOT are murky) further into the neighborhood. Neighborhood impacts can only be imagined at this point since FDOT has failed to deliver specifics on road closures, vibration, dust, heavy equipment, start/finish dates, reduced property values, etc.

The current version of FDOT's vision for the DTI Operational Improvements first came to my attention in May 2019 during a presentation to the MPO Citizens Advisory Committee (which I co-chair). At no time during that presentation or at any time since has FDOT mentioned the need to move this barrier structure.

I first learned of this plan while meeting with FDOT agents on November 17, 2021. The wall movements were mentioned in passing, as a given, just before I choked on my coffee.

Full disclosure: the proposed new wall construction/intrusion would begin approximately two blocks south of my property on Elmore Avenue. It won't directly impact my home, but I do expect collateral impacts. My neighbors to the south face a more troubling scenario.

Our TPO (f/k/a MPO) has approved FDOT's proposed operational improvements for the DTI. However, I do not believe they knew of this intended wall movement or the damage it would visit upon Tampa Heights.

I have asked TPO staff to place this matter on our CAC Agenda for January 2022 and intend to ask the TPO Board to revisit the DTI Operational Improvements proposal. This time with full disclosure from FDOT.

Perhaps it's again time to break out the Lego set."

Rick Fernandez
2906 N Elmore Ave
Tampa, FL 33602"

- **12/1**
Micky Stuckey (in response to a TPO job post)
"The job is no longer available. The job description you are trying to view is no longer available."
- **12/2**
Micky Stuckey (in response to a TPO response about a job post)
"Hillsborough TPO sorry don't have 4 Master Degrees, only 26 years in Transit."

[Matthew Suarez](#)

[#TampaHeights](#) and [Rick Fernandez](#), The following correspondence has been issued to [Florida Department of Transportation](#) District 7 Secretary David Gwynn regarding the 1902 N. Lamar Ave. matter. Appropriate individuals from the [Federal Highway Administration](#) (FHWA) have been copied for accountability purposes. Both the correspondence issued to Secretary Gwynn & its exhibits have been attached to this post.

Link to Final Section 106 Effects Analysis Case Study Report Update - July 2020 Document:
http://tampainterstatestudy.com/.../TIS_106CaseStudyRepta...

Table 4-4 can be found on page 90 (PDF page 98) of the Document.

[#TransitNotTolls](#) [#blvdTampa](#) [#StopTBX](#) [#TransitNow](#) [#PeopleFirst](#) [Transit Now Tampa Bay](#) [Sunshine Citizens](#) [Patricia Kemp](#) [Harry Cohen](#) [Mariella Smith](#) [Gwen Myers](#) [Kimberly Overman](#) [Stephen Benson](#) [Guido Maniscalco](#) [Bill Carlson](#) [Joseph Citro](#) [Orlando Gudes](#) [National Trust for Historic Preservation](#) [Hillsborough TPO](#)

Citizen Issued Concern_Violation of Tampa Interstate Study (TIS) - Supplemental Environmental Impact Statement (SEIS) 2017-2020 Commitments

Secretary Gwynn,

Please note - should the Florida Department of Transportation and its District 7 Office proceed with demolishing 1902 N. Lamar Ave. this Tuesday, November 30, 2021, both parties will be in violation of their commitments under the Tampa Interstate Study (TIS) - Supplemental Environmental Impact Statement (SEIS) 2017-2020.

Basis for the above violation is presented in the exhibit attachment titled: *Exhibit 01_TIS-SEIS 2017-2020_1902 Lamar Not to Be Subjected to a Direct Adverse Effect via Preferred Alternative (Option E)*

Basis for the intent of the Florida Department of Transportation and its District 7 Office to proceed with 1902 N. Lamar Ave. demolition is presented in the exhibit attachment titled: *Exhibit 02_TIS-SEIS 2017-2020_1902 N. Lamar Ave._Demolition Intent*

Document used to generate Exhibit 01 is cited below:

file:///C:/Users/suare/Downloads/TIS_106CaseStudyRepta_ReportBody_07-2020_red.pdf

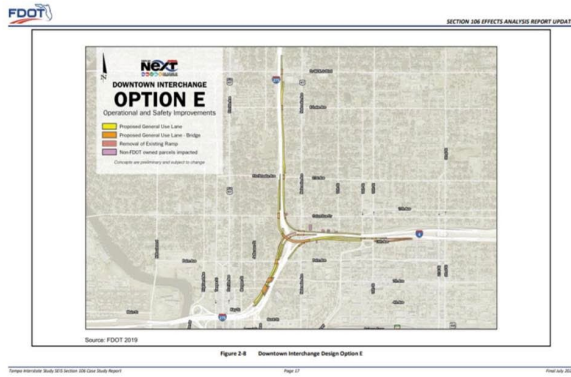
Database used to generate Exhibit 02 is cited below:

<https://aca.tampagov.net/CitizenAccess/Welcome.aspx?TabName=Home&TabList=Home>

We will look forward to your response regarding this concern.

The Preferred Alternative (Option E) would result in No Adverse Effect to these historic properties as highlighted in yellow in Table 4-2.

Language from *Tampa Interstate Study (TIS) - Supplemental Environmental Impact Statement (SEIS) 2017-2020 - Final Section 106 Effects Analysis Case Study Report Update – July 2020* (the Document) identifying that yellow highlighted columns in Tables found within the Document relate to results associated with Preferred Alternative (Option E).



Preferred Alternative (Option E) as identified within the Document.

SECTION 106 EFFECTS ANALYSIS REPORT UPDATE

4.4.2.1 Properties within the Proposed Right-of-Way
 The Tampa Heights Historic District would experience varying degrees of direct adverse effects (between 0 and 6) depending upon the Alternative and/or Option within Segment 2B. Table 4-4 lists the Tampa Heights contributing historic resources by alternative that would be directly affected within the downtown interchange area.

Table 4-4 Directly Affected Contributing Historic Resources within the NRHP-Listed Tampa Heights Historic District

FHSP No.	Address	Year Built	Potential Direct Adverse Effect by Alternatives/Options					
			Updated 1996 TO FEG LTPA	2018 Express Lanes				
				A	B	C	D	E
BH812	Lamar Devilla A Condominium/1902 Lamar Street ⁽¹⁾	c. 1929	X	X	X	--	X	--
BH3781	510 E Ross Avenue ⁽²⁾	c. 1922	X	X	X	--	X	--
BH3754	511 E Palm Avenue ⁽²⁾	c. 1947	X	X	X	--	X	--
BH4130	509 E Palm Avenue ⁽²⁾	c. 1905	X	X	X	--	X	--
BH5575	505 E Palm Avenue ⁽²⁾	c. 1946	X	X	X	--	X	--
BH5503	84A House/ Ivy Academy/ 412 E 7 th Avenue/ Gamma Theta Omega House ⁽³⁾	c. 1942	X	X	X	--	--	--
Total			6	6	6	0	5	0

SOURCE: FDOT 2018 Cultural Resource Assessment Survey Update
 Notes: (1) Listed on the National Register of Historic Places in 1994
 (2) Identified as a contributing historic building to the Tampa Heights Multiple Property Listing (MPL) in 1994
 (3) Not identified as a contributing historic building in 1994. However, not evaluated in the Effects Analysis Report in 1994

Table 4-4 from the Document identifying that the contributing structure at 1902 Lamar would not be subjected to a direct adverse effect via Preferred Alternative (Option E).

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



Hillsborough TPO

Transportation Planning Organization

Committee Reports

Meeting of the Bicycle Pedestrian Advisory Committee (BPAC) on December 8

The BPAC approved action items:

- USF to Green ARTery Trail Study – Members noted the low cost of the neighborhood Greenway concept and its proximity to Communities of Concern.
- Transportation Improvement Program (TIP) Amendments: Florida Department of Transportation (FDOT) Safety, Operations Lighting, and Railroad Crossing Projects – Members noted the proximity of the I-75 project to current improvements taking place on Morris Bridge Road and proposed a connection at this location to the proposed Bypass Canal Trail.
- Safe Access to Parks Pilot Study – Members noted a needed connection from the Upper Tampa Bay Trail to a nearby HART facility and asked when the toolkit would be available.

The BPAC heard a status report on the Ybor Multimodal Development. Members inquired about coordination with Brightline, timing and cost of the development, and the multimodal options envisioned on and off road. Members also discussed changes on Nuccio Parkway and connections to Channelside and Water Street.

Meeting of the Transportation Disadvantaged Coordinating Board (TD) on December 10

The TDCB approved action items:

- USF to Green ARTery Trail Study - Members discussed lighting along the trails, accessibility of crossings and other access issues, and asked questions about survey and public involvement responses.
- Transportation Disadvantaged Legislative Awareness Day and Message - Requested increased funding in the message as well as after-hours transportation for shift workers.
- Sunrise Community Coordination Contract - Members discussed cost per trip for this provider and how COVID-19 has impacted their cost-effectiveness.

The TDCB heard status reports on:

- City of Tampa Neighborhood Commercial District Plans - Members discussed parking, parking minimums, and relationship to pedestrian safety. Concerns about busses travelling down commercial streets, and accessibility of crosswalks.
- Sunshine Line Update - Members offered to connect Sunshine Line with CareerSource Tampa Bay for recruiting drivers, discussion of Aging Services reopening and ability of Sunshine Line to meet that demand.
- TDSP Follow-up

Meeting of the Livable Roadways Committee (LRC) on December 15

The LRC approved action items:

- Safe Access to Parks Pilot Study

The LRC heard status reports on:

- City of Tampa Neighborhood Commercial District Plans

Meeting of the Technical Advisory and Citizens Advisory Committee on December 15

The Citizen and Technical Advisory Committees held a joint meeting on December 15th.

TPO Chair, Commission Cohen provided inspiring words about the coming year and emphasized the critical role the committees play in guiding the TPO Board.

A quorum of both committees was present, allowing for the approval of all outstanding meeting minutes.

There were no questions regarding TPO Attorney Cameron Clark's clear and concise refresher on Government in the Sunshine and Public Records Law.

Several items were presented for action.

The USF to Green Artery Trail Study was approved by both committees. Questions arose on the public input received and on how to demonstrate a higher score on the trails ability to improve access to transit. One outstanding vote expressed by a CAC member was to draw attention to the proposed design on Yukon showing a shared lane with motor vehicles – that a shared lane should have a speed limit no greater than 20mph, not the 30-35mph as shown.

The nine TIP amendments were discussed at length. There was concern that the highway safety improvements might not fit into the spirit of the Vision Zero category due to the addition of auxiliary lanes versus focusing on speed management. Some members agreed these lanes would serve the purpose of eliminating weaving movements, another would prefer the consideration of ramp metering as a solution. There was also questions regarding the need for right of way and if any properties were being proposed for taking. The amendment to add pedestrian crossing treatments on South Dale Mabry was generally supported by both committees with a caveat that full signalized crossings be considered and that the crossing design takes into consideration bicycles as well as pedestrian movements. The TAC approved the TIP amendments unanimously; on an 8 – 1 vote, the CAC approved the amendments except for the auxiliary lanes on I-4 and I-75, and with the proviso that the pedestrian crossings on S. Dale Mabry be designed to also accommodate bicyclists.

The 2021 State of the System Report received praise from both committees as it tells a clear story of the trends in our transportation systems. In comparison to the previous report from 2019, it was requested to include similar information from that report on the Smart Cities performance measure of percent of population affected by high vehicular emissions. In particular, the proximity of the population, calling out communities of concern, to high-volume roadway, and how that exposure leads to health concerns. The TAC voted to approve the report, with the understanding these details will be added to an updated State of the System Report. The CAC requested to table their approval until the January CAC meeting and expect to see those details included before taking a vote.

The 2022 Meeting Calendar was approved unanimously by both the CAC and TAC.

Meeting of the Technical Advisory on January 3

An in-person quorum was met.

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

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 approved. 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 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 Seats – no committee member was in jeopardy of losing their seat due to unexcused 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 to the current members. The committee was pleased that a HART representative has been assigned after the position was temporarily vacant.

Status reports were heard on:

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 to 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 an 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 for using the emergency shoulder particularly on overpasses or other areas where the lane narrow or is not continuous. We learned the FDOT has a plan in place for use of emergency shoulders.



Hillsborough TPO

Transportation Planning Organization

Revised Board & Committee Agenda Item

Agenda Item

Committee Appointments

Presenter

None – Consent Agenda

Summary

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.

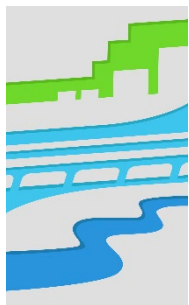
The following have been nominated to serve on the TAC:

- Brian McCarthy, by the City of Temple Terrace and Troy Tinch, as alternate
- Jay Collins, by the Planning Commission and Sofia Garantiva, as alternate
- Jennifer Malone, by the Planning Commission and Melissa Lienhard, as alternate
- Brian Pessaro, by TBARTA and Chris Jadick, as alternate
- Nicole Sutton, by the Department of Health and Chadeline Apollon, as alternate
- Chris Cochran, by HART
- **Christina Boulnois, as alternate, by Hillsborough County Aviation Authority**

The Bicycle/Pedestrian Advisory Committee (BPAC) shall be responsible for making recommendations to the MPO, Hillsborough County, City of Tampa, City of Plant City, City of Temple Terrace, the Hillsborough County Environmental Protection Commission, the Florida Department of Transportation, the Southwest Florida Water Management District, and others, on matters concerning the planning, implementation and maintenance of a comprehensive bikeway and pedestrian system. In addition, the BPAC shall be responsible for studying and making recommendations concerning the safety, security, and regulations pertaining to bicyclists and pedestrians.

The following have been nominated to serve on the BPAC:

- Katrina Corcoran, by the Planning Commission and Danny Collins, as alternate



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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:

- David Hey, by the Planning Commission and Mariann Abrahamsen, as an alternate

The *Citizens Advisory Committee (CAC)* shall be responsible for providing information and overall community values and needs into the transportation planning program of the MPO; 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 MPO Program. CAC members serve two-year terms.

The following has been nominated to serve on the CAC:

- Edward Mierzejewski, by THEA

The purpose of the Transportation Disadvantaged Coordinating Board (TDCB) is to assist the MPO in identifying local service needs and providing information, advice, and direction to the Community Transportation Coordinator (CTC) on the coordination of services to be provided to the transportation disadvantaged pursuant to Section 427.0157, Florida Statutes.

The following have been nominated to serve on the TDCB:

- John Vargas representing User of the System

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 has been nominated to serve on the ITS Committee:

- Dexter Corbin, by HART and Chris Cochran, as alternate

Recommended Action

That the TPO confirm the above nomination

Prepared By

Cheryl Wilkening

Attachments

None



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

Transportation Disadvantaged Legislative Message

Presenter:

Joshua Barber, TPO Staff

Summary:

Every year, the Florida Commission for the Transportation Disadvantaged hosts a Transportation Disadvantaged Legislative Day in the Capital courtyard in Tallahassee. Members of the Transportation Disadvantaged community are encouraged to participate and to meet and thank legislators for their support.

The Hillsborough TPO's Transportation Disadvantaged Coordinating Board has participated in this event for more than a decade. Annually, the TDCB prepares a flyer highlighting priorities and needs of our coordinated transportation system within Hillsborough County and the tri-county urbanized area. The message also informs the reader of several positions of the TDCB.

Transportation Disadvantaged Legislative Awareness Day is scheduled for February 16th in Tallahassee, Florida. The TDCB approved the attached 2022 Legislative Message at their December 2021 meeting. This Consent Agenda Item is a follow-up from the briefing the TPO Board received at their December meeting on the status of Hillsborough County's TD program.

Recommended Action:

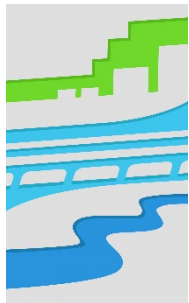
Approve the Transportation Disadvantaged Legislative Message for the 2022 Transportation Disadvantaged Legislative Day.

Prepared By:

Joshua Barber, TPO Staff

Attachments:

2022 Transportation Disadvantaged Legislative Message



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TRANSPORTATION DISADVANTAGED

2022 ANNUAL LEGISLATIVE DAY MESSAGE

The Transportation Disadvantaged program is an essential lifeline for thousands of members of our community. As such, the Hillsborough County Transportation Disadvantaged Local Coordinating Board would like to request your support for the following:

- **MAINTAIN FUNDING** for the Transportation Disadvantaged Program at a level consistent with future needs and population growth.
- **EXPAND FUNDING** for transit and paratransit systems and the Transportation Disadvantaged system which provide life-sustaining trips for seniors, persons with disabilities, low-income families, and children-at-risk.
- **NEW FUNDING** for programs that support innovative transportation technologies and address community identified needs, including cross-county mobility, weekends, and late-night trips for the Transportation Disadvantaged.

More About the Transportation Disadvantaged program

Since 1989, the Florida Legislature has funded transportation of last resort for older adults, persons with disabilities, low-income families, and children-at-risk through the Commission for the Transportation Disadvantaged (CTD) and local Community Transportation Coordinators (CTCs). These dollars have provided life-saving medical and health trips, essential business, shopping, employment, and education trips, as well as life-enhancing social and recreational trips, enabling all members of our community to fully participate in public life. Research has shown these trips create a significant return on investment for every dollar spent.

For more information, visit planhillsborough.org/transit_transportation_disadvantaged or contact Joshua Barber at barberj@plancom.org



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

USF to Green ARTery Trail Study

Presenter:

Jennifer Musselman, Kittelson & Associates

Summary:

The USF to Green ARTery Trail Study evaluates connections from the University area to the existing and proposed trail system in Tampa and Hillsborough County. With the redevelopment of the University Mall (RITHYM), expansion of the Veterans Administration, and continuing growth around the University of South Florida, safe nonmotorized spaces are an increasing priority. The study area contains several high-volume roadways, and safe crossings and connections are a primary consideration.

The study kicked off in March 2021 and explored the feasibility of a trail connecting the University of South Florida (USF) and Veterans Hospital with the planned Green ARTery Perimeter Trail and other neighborhoods to the south of Fowler Ave., including proposed safe crossing locations on Fowler and other roadways. This study focuses on the potential alignments for the trail, and in coordination with area property owners and agency partners, provides recommendations on the feasibility of each alignment.

Recommended Action:

Recommend Approval of the USF to Green ARTery Trail Study

Prepared By:

Wade Reynolds, AICP

Attachments:

1. [Link to presentation slides](#)
2. [USF to Green ARTery Trail Study on Project Webpage](#)



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Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item

2021 State of the System Report

Presenter

Vishaka Shiva Raman, TPO Staff

Summary

The State of the System Report summarizes the performance of the transportation system across Hillsborough County. The report is prepared using a data-driven approach to evaluate performance.

The 2021 State of the System Report analyses trends across the previous three years and summarizes the areas of strength and weakness. This report highlights data collected from various sources and jurisdictions that have been built into an interactive dashboard. This allows users to toggle through the various measures, explore data using maps and charts, and create reports for their needs. The dashboard is the product of a yearlong TPO effort to organize and consolidate data sources into one location and build a platform capable of producing analytics. It will include both the federally required performance measures, and additional data including Functional Classification and Roadway Ownership by Jurisdiction for roads, Trip Length and Duration, Level of Traffic Stress, and Accessibility to grocery stores, hospitals, and schools.

A sample of the performance measures and data to be reported include:

- Crash data
- Reliability
- Non-motorized Travel
- Infrastructure Conditions
- Jobs and Population

At the request of the TPO Policy Committee, the 2021 State of the System Report will represent the first edition of a series of quarterly performance reports, [posted online](#). Production and distribution of these reports will allow for more informed decision-making and prioritization of investments based upon need.

Recommended Action

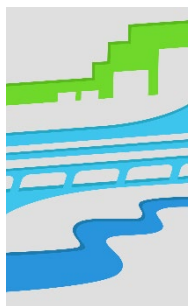
Approve the 2021 State of the System Report

Prepared By

Vishaka Shiva Raman, TPO Staff

Attachments

2021 State of the System Report Draft



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State of the System Report 2021

The Hillsborough Transportation Planning Organization (TPO) publishes this executive report to summarize results of transportation data analysis tracking our community's progress towards a safe, convenient, reliable, affordable, and well-maintained transportation system.

INTRODUCTION

The purpose of the State of the System report is to look at how our transportation system has performed in recent years, and whether we have made progress toward achieving our goals and federally reported targets. The data has been collected from several sources that date to 2010, and from the FDOT Work Program and Capital Improvement Programs (CIPs) of the jurisdictions to report the current spending trends for FY2021 through FY 2026.

In the three years since the previous State of the System report was published, this region served as a destination for several major events. Notably, the City of Tampa hosted both a Super Bowl & Stanley Cup championship and events. These celebrations brought visitors and allowed our traffic management systems to test route diversion plans and communication strategies with travelers.

Also during this reporting period, the COVID-19 pandemic caused one of the most significant disruptions to travel patterns in the past several decades. It dramatically impacted the ways that we travel, commute, and engage in recreational activities like walking or biking. As the pandemic raged on in the spring and summer of 2020 and health measures restricted travel, vehicle miles traveled (VMT) in Hillsborough County decreased by nearly 20%. The decrease reversed a decade-long trend of increasing VMT, which averaged approximately +3% annually since 2010, outpacing the population growth rate of 2.3% over the same period. More recent travel trends from FHWA indicate that the VMT growth has returned, increasing by almost 8% nationally, and almost by 9% in the Southeast region, in September 2021 compared to that in September 2020. It is also estimated that VMT will increase to the pre-COVID levels by the end of this [year](#). In the context of transportation performance tracking, nearly all measures must be contextualized against the backdrop of the unusually low VMT during this reporting period as a result of travel restrictions, supply chain disruptions, and the increase of telecommuting.

GROWTH TRENDS

Since 2018, Hillsborough County has added approximately 61,000 people. While this number might seem large to some, the rate of growth over this three-year period (1.3%) was the lowest that it has been since the Great Recession of 2007-09. Unless otherwise noted, this report's *per capita* performance measures are calculated using the most recent population data from the Census American Community Survey, which is 1,459,762 residents.

Looking ahead, the 2045 Population and Employment map (Figure 1) shows the areas experiencing the most growth and development and indicates where people will mostly likely live and work in the future. These projections give us an idea of where investments need to be focused to meet demand.

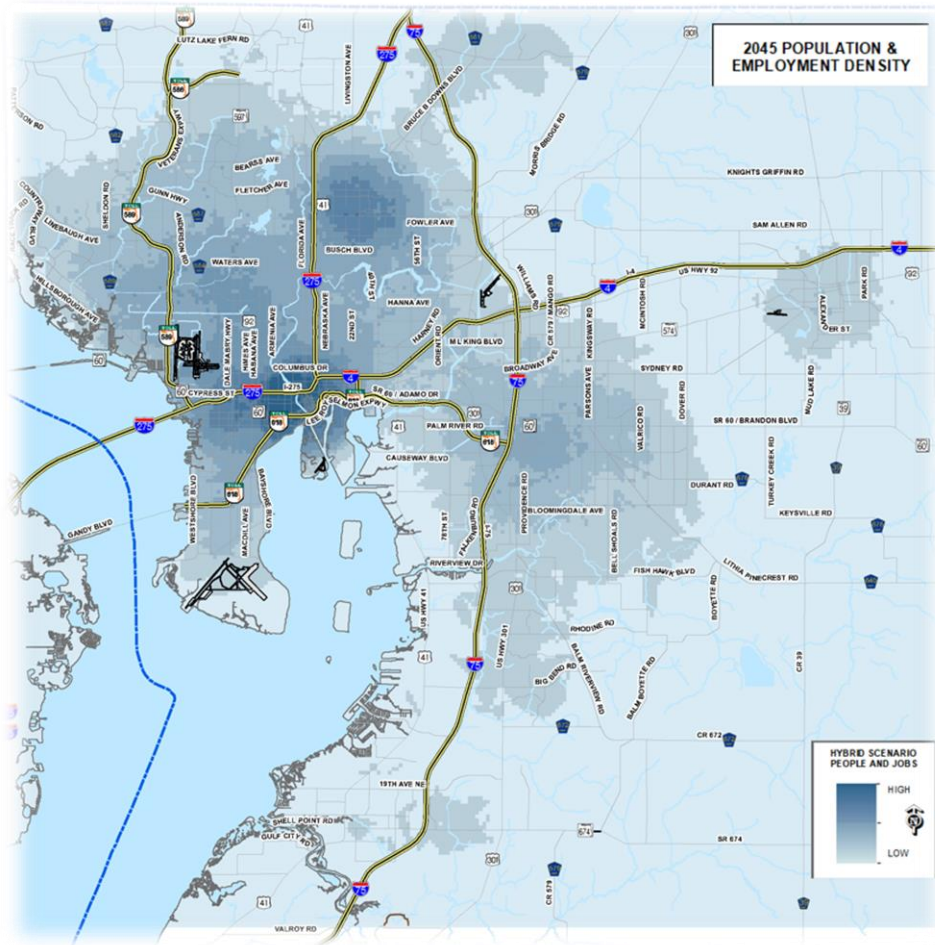


Figure 1: 2045 Employment and Population Map

State of Good Repair & Resilience (SGR)

The SGR performance measures evaluate the condition of pavement, bridge, and transit assets, as well as stormwater & drainage. Maintaining the assets that we already own represents the single greatest need and expense across the county. With more than 12,000 lane miles, 862 bridges and more than 200 buses, ensuring that these assets do not fall into a state of disrepair is a critical need.

PAVEMENT CONDITION

Hillsborough County has more than 12,000 lane miles of pavement divided among the unincorporated County (62%) Tampa Hillsborough Expressway Authority (THEA) (1%), FDOT (11%) and the cities of Tampa (22%), Plant City (3%) and Temple Terrace (1%). Quality of pavement is measured using a Pavement Condition Index (PCI) scale ranging from 0-100. Hillsborough County has categorized the PCI values into 4 categories, 0-25, 26-55, 56-85 and 86-100, with the higher range indicating a good pavement as shown in Figure 2. While each jurisdiction has its own PCI goals, this scale is an objective classification of quality of the pavement. The LRTP has set a broad goal to repave the major roads once every 17 years, yet only about 60% of the roads will be able to be resurfaced in this timeframe with the current levels.

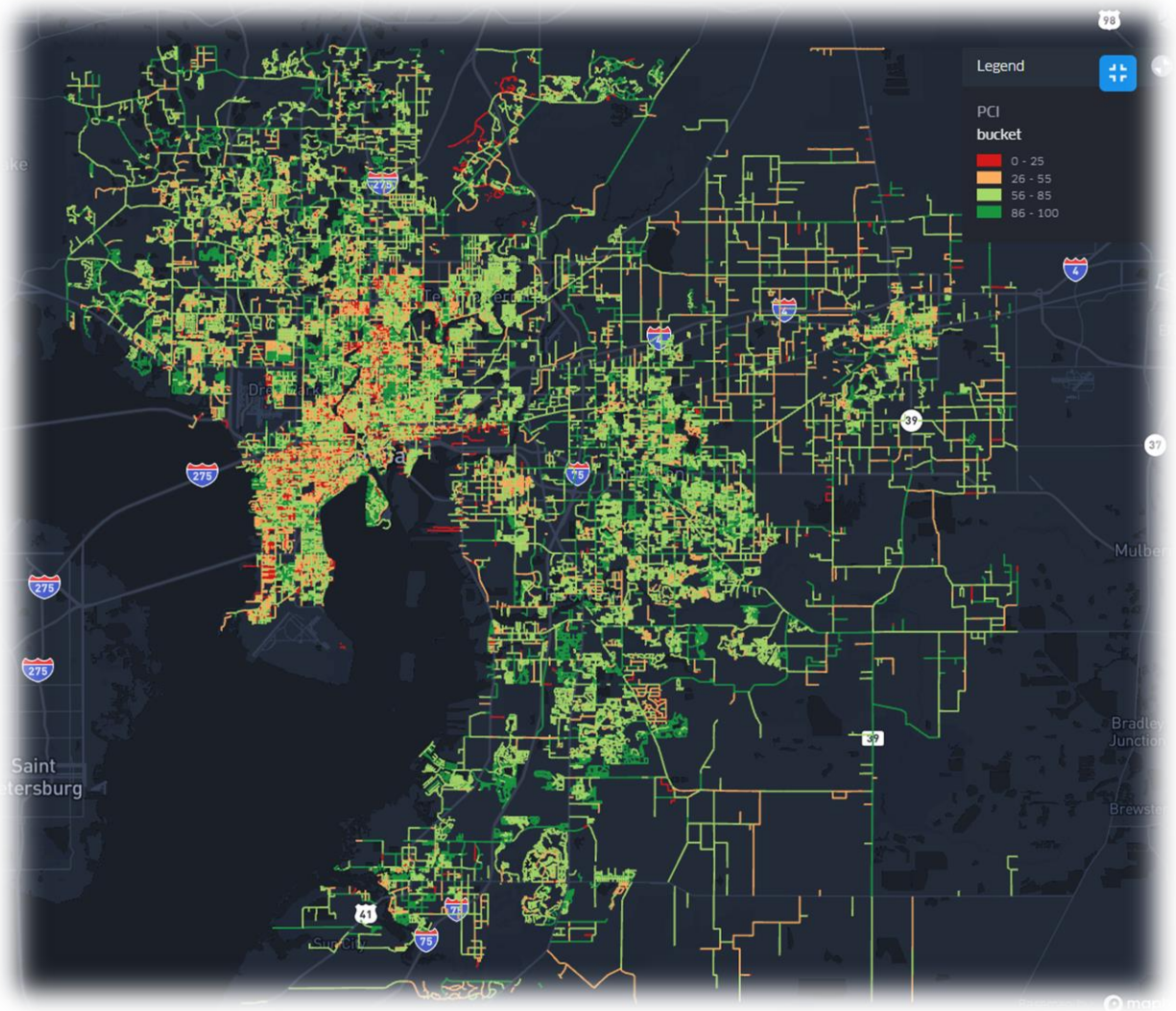


Figure 2: Pavement Condition Index of all roads in Hillsborough County

The 11% of lane-miles in our county boundary maintained by FDOT include both State Roads and the National Highway System (NHS). The federal government requires monitoring of the NHS roads in two groupings: Interstate and Non-Interstate. NHS pavement condition in Hillsborough County is currently as follows:

- Percentage of Interstate roads in **good condition is 59.5%** (while statewide it is 68.5%)
- Percentage of Interstate roads in **poor condition is 0.3%** (statewide 0.3%)
- Percentage of Non-Interstate NHS roads in **good condition is 36.3%** (statewide 41%)
- Percentage of Non-Interstate NHS roads in **poor condition is 0.1%** (statewide 0.2%)

Hillsborough's percent of Interstate and Non-Interstate NHS pavement in good condition lags behind our peers in the Tampa Bay Region (Pasco 95% and 58%; Pinellas 67% and 41%; Sarasota 94% and 34%) and the percentages narrowly fail to meet the TPO's 2018 [Pavement Performance Measures target](#). The

detailed chart showing the pavement condition in Hillsborough County compared with the other counties across Florida and pavement condition map by PCI value can be found [here](#).

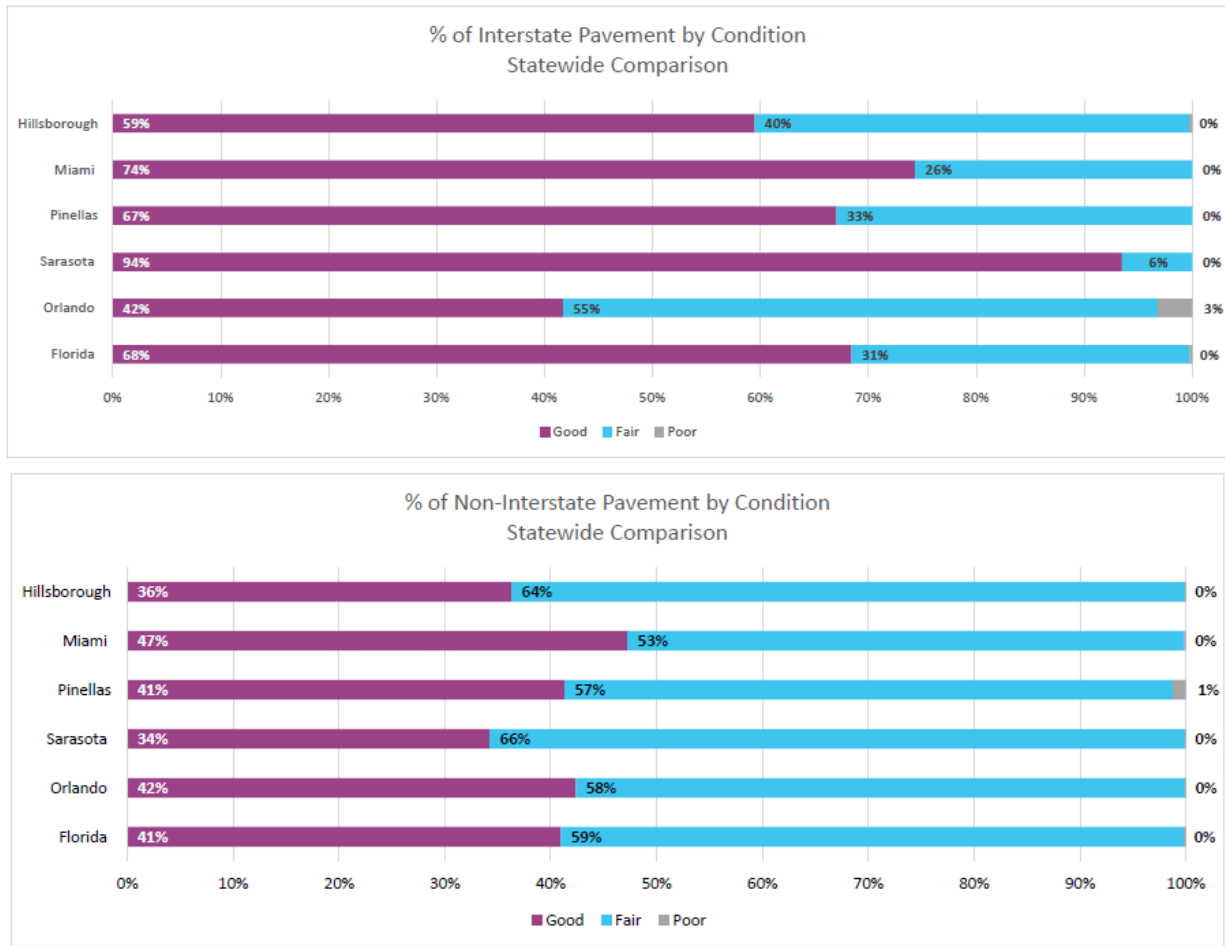
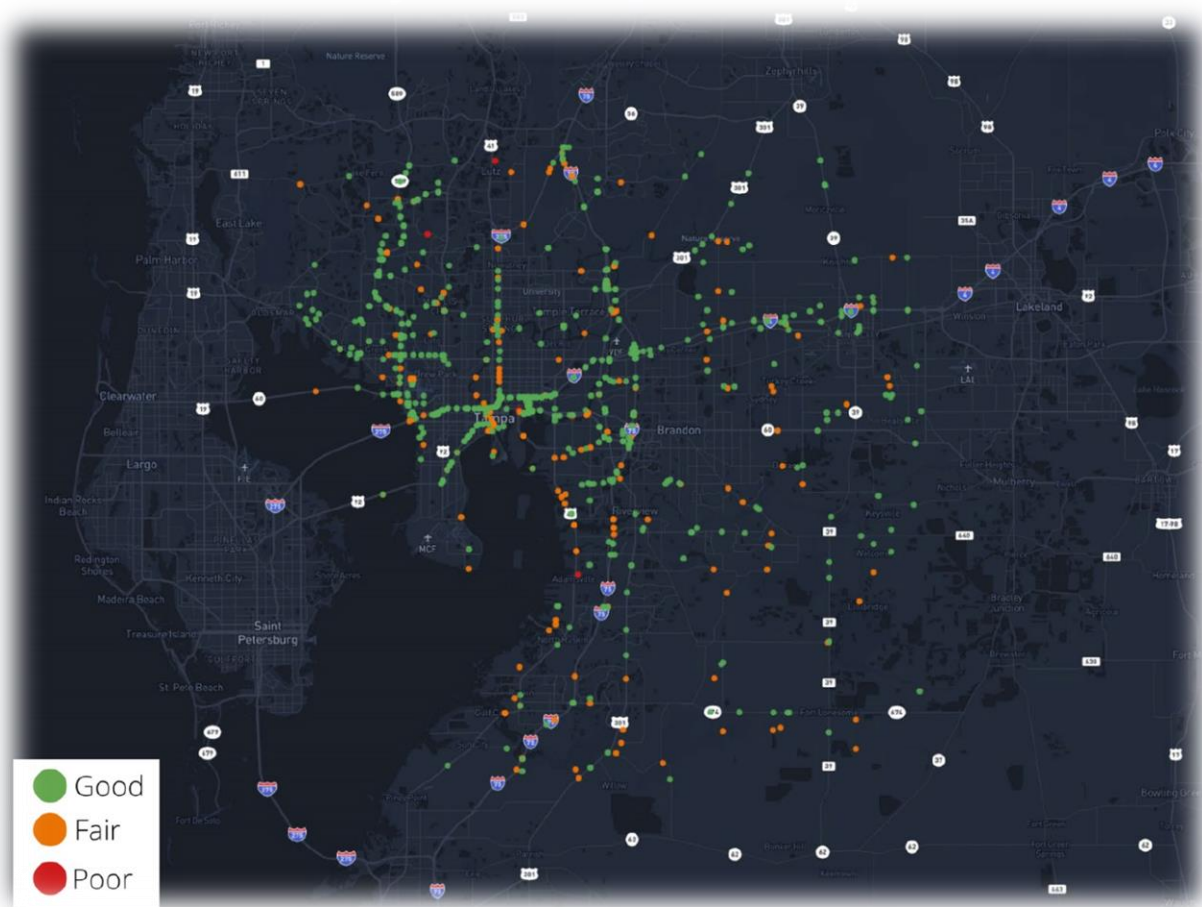


Figure 3: Pavement Conditions of Interstate and Non-Interstate Roadways

A majority of the lane-miles inside our county boundary are maintained by Hillsborough County -- about 7,250 lane miles -- and more than one-third of these are on major roads. With such a staggering inventory of pavement to maintain, the need is rapidly outpacing the annual funding commitment. Though today 18% of the major roads and 26% of the local roads are in poor or worse condition, that percentage is expected to rise to 65% and 79% respectively by 2030 if a more sustainable funding source for good repair does not become available. Recent estimates show that by 2031, the need is projected to be 10 times higher than available funding.

BRIDGE CONDITION

The National Bridge Inventory reports inspections for 819 bridges in Hillsborough County for 2021. **Of that, 646 (76% of the bridges) were reported to be in good condition and only 4 (1%) of the bridges were found to be in poor condition.** The Hillsborough County Bridge Condition is shown [here](#).



Of these bridges, 491 are NHS structures, with 420 (86%) rated in good condition and 0% poor. On average, NHS bridges in Hillsborough County stand in a better condition than in other parts of Florida. The chart showing the bridge condition for all the bridges in Hillsborough County is shown [here](#). Further, this performance greatly exceeds the [TPO's target](#) to have more than 50% of NHS bridges in good and less than 10% in poor condition.

Hillsborough County owns the next largest share of bridges, reporting on 275 structures, of which 249 are rated on the National Bridge Inventory. The County reports that as of 2021, about **72% of its bridges are in good condition**. They are maintained with approximately \$2 million each year, and unless funding increases to an estimated \$12 million annually, the number of bridges in good condition is projected to drop to just 9% by 2030. Unfortunately, without timely attention to bridges falling into fair condition, costs mushroom quickly. The 2045 Long Range Transportation Plan (LRTP) found that the average cost for a major bridge rehab is \$5.2 million while the average for minor repairs is just \$122,000.

TRANSIT ASSETS

HART provides transit service across 255 square miles within the county and to approximately 810,000 people. The HART fleet includes fixed-route buses, paratransit vans and streetcars.



The 2020 HART fleet plan shows that 31 fixed-route buses, 21 paratransit vans, no streetcars, and 9 non-revenue vehicles have met their useful life and are now ready for retirement. It also indicates that about 41% of vehicles are not in a state of good repair. The 2045 LRTP estimates that if HART buses were replaced on time, the number of bus service calls/breakdowns on the road could be reduced by about half.

The Federal Transit Administration recommends that heavy-duty large buses reach a minimum of 12 years or 500,000 miles before retirement to ensure the effective use of federally funded assets. HART buses typically accumulate 60% more than that, or approximately 800,000 miles before retirement from service.

According to the 2021 HART Budget report, 58 paratransit vans were purchased over the last two years to replace aging vehicles, which represents about half of the van fleet. Currently, the average van age is 1.5 years.

RESILIENCE

About 20% of the major road network in Hillsborough County is vulnerable to inundation from a Category 3 hurricane's storm surge. Another 11% is vulnerable to inland flooding as a result of severe rainfall events, defined as 9" of rain or more in 24 hours. Both types of severe weather events are becoming more common due to climate change. Because of these trends, when bridges are rebuilt, the new structures are frequently higher; for example, FDOT design standards for coastal bridges call for superstructure to be a minimum of one foot above 100-year wave crest including storm surge and wind. However, even as bridge structures are rebuilt, the waterway crossing may remain vulnerable because of low-lying causeways leading up to the bridge.

Our roads' vulnerability may make them impassible not only while the waters are high, but afterwards as well, if the waters scour and erode the ground and any structures on which the roads depend. Roads remaining impassible after a severe storm event will hinder recovery efforts



as well as reconstruction. The TPO's Resilient Tampa Bay study identified **115 miles of critical road**

segments that are highly or moderately vulnerable and estimated that the economic impact of these roads remaining impassible for only 2½ weeks would outweigh the cost of investing in resilience now.

Resilience investments include expanding and improving stormwater drainage systems, hardening the pavement and sub-base of roads, strengthening the shoreline, and adding breakwaters to reduce wave impact along coastal roads, and even raising the profile of some roads. These investments are most cost-effective when included in regular road or bridge maintenance activities. The 2045 LRTP estimated that including such investments in the local and state governments' good repair programs would require **increasing the budget for stormwater systems by about half and nearly doubling the budget for resurfacing projects.**

SPENDING ON STATE OF GOOD REPAIR AND RESILIENCE

Investing in pavement, bridges, and transit to preserve existing assets is the TPO's top priority. These investments are critical to ensuring a safe and efficient transportation system that is both resilient and reliable. In total, the jurisdictions across the county have allocated **nearly \$48 million for bridge rehabs and repairs as shown [here](#)**, and **\$432 million for pavement maintenance** over the next 5 years, shown [here](#). In addition, the City of Tampa, Hillsborough County and the State have allocated roughly **\$195 million for maintaining stormwater and drainage systems**. In combination, FDOT and HART have allocated **nearly \$268 million toward maintaining transit assets** and repairing/replacing vehicles for the next 5 years. In addition to this, FDOT allocates money for general maintenance work including minor electrical and lighting repairs which totals to approximately \$19 million each year. This means all the jurisdictions within Hillsborough County have allocated over **\$1 billion or approximately \$208 million annually for the next 5 years for all maintenance projects which include roads, bridges, transit maintenance and other general structural maintenance**. A detailed breakdown of spending by each jurisdiction in this category is shown in the table below.

Table 1: Spending on State of Good Repair and Resilience FY 2022-26

Total Spending on State of Good Repair and Resilience FY 22-26							
Jurisdiction	Bridge Maintenance	Roadway Maintenance	Transit Asset Maintenance	Drainage Maintenance	Other, Routine Asset Maintenance	General Maintenance	Total
FDOT	\$ 24,179,419.00	\$ 283,351,089.00	\$ 153,943,522.00	\$ 7,502,426.00	\$ 90,148,998.00	\$ 6,791,918.00	\$ 565,917,372.00
HART	-	-	\$ 113,634,078.00	-	-	-	\$ 113,634,078.00
Hillsborough County	\$ 21,213,000.00	\$ 111,800,000.00	-	\$ 80,000,000.00	-	-	\$ 213,013,000.00
Plant City	\$ 200,000.00	\$ 9,546,865.00	-	-	-	-	\$ 9,746,865.00
Tampa City	\$ 2,080,000.00	\$ 24,200,000.00	-	\$ 107,600,000.00	-	-	\$ 133,880,000.00
Temple Terrace	-	\$ 2,750,000.00	-	-	-	-	\$ 2,750,000.00
Total	\$ 47,672,419.00	\$431,647,954.00	\$267,577,600.00	\$195,102,426.00	\$90,148,998.00	\$6,791,918.00	\$1,038,941,315.00

Annual Average Spending on State of Good Repair and Resilience FY 22-26							
Jurisdiction	Bridge Maintenance	Roadway Maintenance	Transit Asset Maintenance	Drainage Maintenance	Other, Routine Asset Maintenance	General Maintenance	Total
FDOT	\$ 4,835,883.80	\$ 56,670,217.80	\$ 30,788,704.40	\$ 1,500,485.20	\$ 18,029,799.60	\$ 1,358,383.60	\$ 113,183,474.40
HART	-	-	\$ 22,726,815.60	-	-	-	\$ 22,726,815.60
HC	\$ 4,242,600.00	\$ 22,360,000.00	-	\$ 16,000,000.00	-	-	\$ 42,602,600.00
Plant City	\$ 40,000.00	\$ 1,909,373.00	-	-	-	-	\$ 1,949,373.00
Tampa City	\$ 416,000.00	\$ 4,840,000.00	-	\$ 21,520,000.00	-	-	\$ 26,776,000.00
Temple Terrace	-	\$ 550,000.00	-	-	-	-	\$ 550,000.00
Total	\$ 9,534,483.80	\$ 86,329,590.80	\$ 53,515,520.00	\$ 39,020,485.20	\$18,029,799.60	\$1,358,383.60	\$ 207,788,263.00

Vision Zero

Vision Zero refers to a vision of zero traffic deaths for all road users, including drivers, pedestrians, and bicyclists. In the past few decades, driver and passenger death rates have declined with the implementation of vehicle safety features and on-road improvements such as guardrails, while pedestrian and bicyclist deaths have grown.

One of the biggest impacts of the COVID-19 pandemic on traffic safety was the national trend of fewer vehicles on state highways and arterials and, as a result, much faster average speeds. Data collected from red-light cameras that monitor drivers reported a 7% increase in speed during April 2020, when there were lockdown orders and travel restrictions in the Tampa Bay area. As reported by the FHWA, although the pandemic generated a nationwide reduction in VMT in 2020, the number of deaths did not decrease proportionately. The resulting fatality rates were considerably higher, which is likely attributable to the increase in travel speeds. While 2020 was an unusual year, 2021 has thus far shown a concerning number of crashes and fatalities across the county.

Traffic Crashes reported are based on the crash reports collected from the law enforcement to the Florida Highway Safety Motor Vehicles (FLHSMV) and are updated frequently. According to the data collected from the FLHSMV in early December of this year, there have been over [25,000 crashes](#) in the Hillsborough County boundaries with over 200 fatalities since the beginning of 2021. Unfortunately, these numbers are higher than the previous year, at the same time that traffic appears to be returning to pre-COVID levels.

- **Number of Fatalities:** In 2019, Hillsborough County suffered from another year of exceptionally high traffic fatalities (218). At the outset of the pandemic in 2020, and as Annual Average Daily

Traffic (AADT) decreased by as much as 20%, we witnessed a slight decrease in the number of fatal crashes through the first 6-8 months of that year; but it picked up in the last quarter of 2020. **Unfortunately, from the beginning of 2021 through the end of November, FLHSMV reports that there have already been over 200 fatalities.** The number of fatalities reported from 2018-2021 can be found [here](#).

- **Rate of fatalities:** The rate of fatalities is the total number of fatalities per 100 million Vehicle Miles Traveled (MVMT) over a five-year period. The average rate of fatalities from 2018-2020 was 1.42. To meet the performance target set by the TPO, the rate would need to drop to [1.38](#) or lower for the 2017-2021 period.
- **Number of serious injuries:** The number of serious injuries is calculated as the total number of crashes with at least one person with a serious injury during a calendar year. The number of serious injuries has continued to drop in the last 3 years since 2018 as shown on the [chart](#). **During the period from 2018-2020, the average annual number of crashes with serious injuries was 1,176, which is lower than the TPO adopted target for 2021 (five-year rolling average) of 1,201.**
- **Rate of serious injuries:** The rate of serious injury crashes is calculated as the total number of serious injury crashes per 100 MVMT in a calendar year. The rate of serious injury crashes during the period from 2018-2020 was 8.48 and is anticipated to be 7.26 for 2021. If the trend holds, then this will be better than the TPO adopted target (five-year rolling average) of [8.49](#).
- **Number of non-motorized crashes with serious injuries and fatalities:** Since the last reporting period, the average number of non-motorized (for example, walking and bicycling) fatal and injury crashes has increased significantly, with over 220 crashes reported in 2020, and almost the same number reported since the beginning of this year as shown [here](#). This is higher than the previous years, which could be attributed to more people cycling and walking for recreation, in the context of pandemic travel restrictions. The TPO's target is for the five year rolling average number of annual crashes to be below [230](#) by the end of 2021.

Our peer counties in Florida reported a dip in crashes and crash rates in 2018 and then an increase in 2019. A comparison chart between Hillsborough County and other peer metros can be found [here](#).

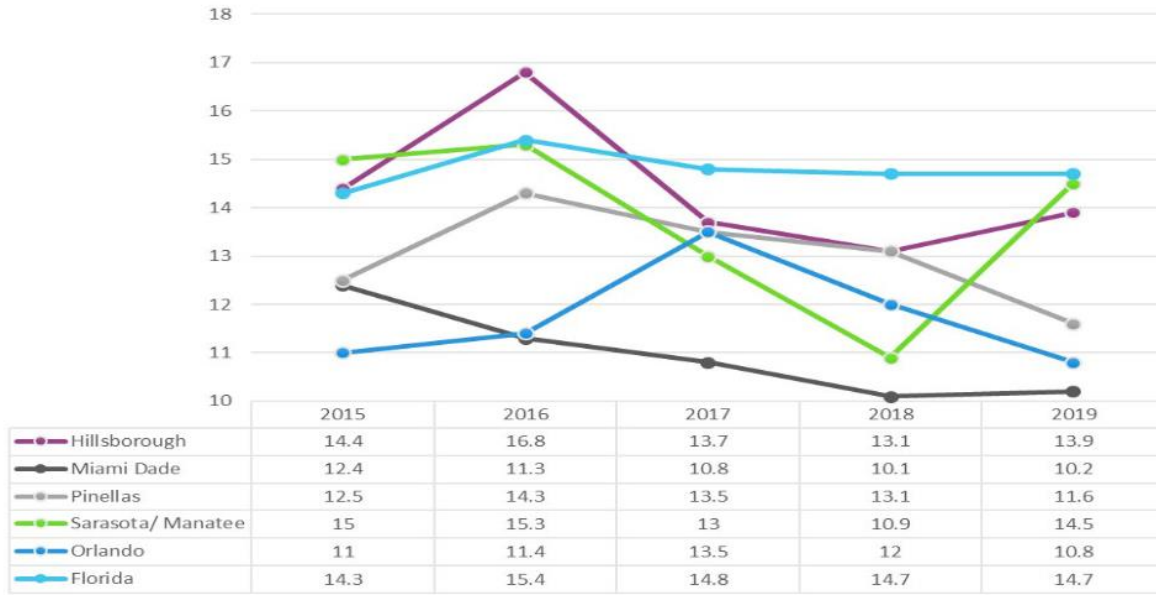


Figure 4: How Hillsborough County Compares with Other Regions Across the State

TRANSIT SAFETY

In 2021, the TPO adopted Public Transportation Agency Safety Plan (PTASP) [targets](#) for the first time. Transit safety performance garnered much attention in 2019 following a tragic incident in which a passenger fatally stabbed a HART bus driver. This incident prompted HART to implement numerous security measures. In the time since, HART has invested more than \$1 million to install plexiglass barriers on 180 buses and 12 HARTFlex vans. HART reports an average of less than 6 safety events per 100,000 revenue miles, which is less than the adopted PTASP targets for this year.

Table 2: Public Transportation Agency Safety Plan (PTASP)

Service	Fatalities		Fatality Rate*		Injuries		Injury Rate*		Safety Events		Safety Events** Rate*		System Reliability ***	
	Current	Target	Current	Target	Current	Target	Current	Target	Current	Target	Current	Target	Current	Target
Streetcar	0.0	0.0	0.0	0.0	3.00	3.45	2.61	3.0	42.00	48.23	36.50	42.00	856.8	899.6
Fixed Route	0.0	0.0	0.0	0.0	62.00	79.49	0.77	1.00	477.00	556.43	6.00	7.00	18616.0	19546.7
HARTFlex/HARTPlus	0.0	0.0	0.0	0.0	82.00	103.00	3.98	5.00	116.00	123.60	5.63	6.00	9763.3	10251.5
TBARTA Vanpool	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

*rates are calculated as the target number of events divided by 100k Vehicle Revenue Miles

**collisions, derailments, fires, hazardous material spills, evacuations

***miles between major mechanical failures

SPENDING ON VISION ZERO

To accomplish the goals of the Vision Zero program, the 2045 LRTP identified a bundle of improvements with documented safety benefits for all road users, referred to generically as Complete Streets improvements. The analysis done for the LRTP indicated that additional funding equivalent to a 1-cent sales tax invested in safety projects could reduce crashes by an additional 35% by 2045; and that in the absence of that funding, crashes could be reduced by about ten percent with the trend spending of \$18

million per year. Though the amount of funding for safety is not close to the \$65 million per year needed for a 35% reduction, we are pleased to report that \$132 million has been programmed over the next five years by all the jurisdictions in Hillsborough County, which amounts to almost \$27 million annually. The detailed spending by the jurisdictions within Hillsborough County can be found [here](#).



Figure 5: Spending on Vision Zero Category FY 2022-26

Smart Cities

The focus of the Smart Cities program is to make use of operational strategies, traffic management systems, and technologies to improve traffic flow, Travel Time reliability and air quality.

TRAVEL DATA

According to FDOT, the total daily vehicle delay for National Highway System (NHS) roads in Hillsborough County in 2019 was 48,700 hours; and Vehicle Miles Traveled (VMT) were 21.9 million miles in 2019. This dropped to [19.4 million miles](#) in 2020, accounting for about 11% reduction. The reduction in travel in the beginning of 2020 owing to the travel restrictions due to COVID-19 pandemic picked up towards the end of the year. People were limiting their travel to local destinations, especially within Florida. Data collected from FDOT’s Highway Mileage and Travel, and the American Community Survey indicate that the VMT greatly dropped in 2020. The Annual Daily Vehicle Miles traveled in all Hillsborough County roads for 2020 was [36.3 million miles](#), which was a 10% drop compared to the previous year. Pandemic travel restrictions and the decision by many to work from home caused the daily average VMT to drop to 13.26 miles per person per day in 2020. The State Highway System (SHS) VMT also declined, from 15.6 to 13.9 in [2020](#). **VMT on all public roads in Hillsborough County followed a similar trend, dropping from 27.4 miles per person per day in 2019 to 24.9 in 2020, illustrated [here](#).**

One research [study](#) from 2020 indicates that more than half of all American workers wish to telecommute after the pandemic ends, although there has been an increase in vehicle miles traveled through September 2021 nearing pre-pandemic levels, according to the Federal Highway Administration (FHWA) Traffic Volume Trend [report](#). This possibly indicates a shift in travel trends, where there has been a rise in travel for non-commuting purposes.

The mean travel time to work reported from Census data for 2019 was 27.5 minutes, which has increased by about 7% over the last 5 years. The increase may or may not indicate increased delay experienced by travelers; another cause could be people moving farther away from their workplaces and tolerating a longer commute, as housing prices have increased over the same time period.

TRAVEL TIME RELIABILITY

Travel Time Reliability (TTR) is a measure of how frequently the traffic is unpredictable. While some traffic congestion in major metro areas like Tampa Bay is inevitable, occasional severe spikes in delay are disruptive, creating unexpected costs for shippers, service people, and others who are depending on being able to adhere to a schedule. In this section, reliability means that four out of five weekdays, the travel time stays less than 50% longer at peak hour than at off-peak.

Interstate reliability: speed data collected for 2019 show that interstate highways were 89% reliable during AM peak hour and 66% reliable during the PM peak hour. **As of 2020, overall travel times on the interstate are reliable in Hillsborough County 75% of the time.** This performance meets the [TPO's target](#) for system reliability precisely.

Non-interstate reliability: The non-interstate NHS roads comprise a greater proportion of roads in Hillsborough County than interstates. For this reason, non-interstate NHS may be a better indicator of overall performance than interstate reliability. Speed data obtained from 2019 report indicated that the non-interstate highways were reliable for almost 89% of the time during AM peak hour, and 77% during PM peak hour. In 2020, non-interstate NHS roads were considered reliable about 81% of the time, which greatly exceeds the TPO's adopted target of [50%](#) as reported by FDOT.

Table 3: Travel Time Reliability

Category	2018 Target	2020 Actual
Interstate Reliability	≥75% of network reliable	75%
Interstate Reliability for Freight	≤2.00 index score	1.89 actual
Non-interstate NHS Reliability	≥50% of network reliable	81% actual

TRUCK TRAVEL TIME RELIABILITY

The Truck Travel Time Reliability (TTTR) Index is the metric used to assess truck movement reliability on the NHS, and is a tougher standard, evaluating the level of unpredictability one day out of twenty, as opposed to one day out of five. HERE data show that Hillsborough County has a TTTR of 1.89, which means that on the worst travel days, the average truck trip takes 89% longer than usual. This performance achieves the TPO target of score 2.00 or less.

AIR QUALITY

Vehicular air pollution is a direct outcome of traffic volume and congestion and is a public health threat in almost every urbanized area across the US. National air quality standards are monitored at the state and local levels by the Florida Department of Environmental Protection and the Environmental Protection Commission of Hillsborough County (EPC), which produce some data to assess the condition of our air. Air Quality Index Report is the standard matrix for measuring the quality of air at a location with a value ranging from 0-500. The higher the number, the greater the level of air pollution and a greater health concern. Poor air quality generally poses a greater risk for people with asthma and other underlying health conditions. According to the Environmental Protection Agency (EPA), Hillsborough County and Florida, in general, are currently in attainment with the National Ambient Air Quality Standards (NAAQS). In 2021, Hillsborough County experienced 74% of its days with a **Good** [Air Quality Index](#) score. The EPC operates 30 air monitors and 12 special purpose monitors that report Carbon Monoxide, Lead, Nitrogen Oxide, Ozone and Particulate Matter levels. **The average 2020 readings for ozone, nitrogen dioxide, sulfur dioxide, and particulate matter (PM) 2.5 all rated “good” on the Air Quality Index (AQI) scale. The average readings for PM10 rated “moderate” on the AQI scale.** The highest 1-hour average recorded for PM10 was 61.1 in early July, which is rated “unhealthy” on the AQI scale and was likely due to fireworks, of which PM10 is a notable pollutant.

Data reported in 2019 by the Florida Department of Health show that 8.9% of the adults in Hillsborough County have asthma, which is higher than the state average of 7.4%. The percentage of adults with diabetes is 10.9%, which is less than the state average of 11.7% for the same time period.

The 2021 [Hillsborough County Health Rankings](#) reports that 26% of adults in Hillsborough County are obese, which is marginally less than the state average of 27%. In 2019, however, the Florida Department of Health reported that 30% of adults in the county are obese. Taken together, it is likely that between one-quarter to one-third of adults live with this condition. Despite this status, Hillsborough County is reported to have a generally low percentage of adults with cardiovascular diseases. According to the Florida Health Heart Diseases Reports, as of 2019, only 4% of the people in the county have angina or coronary heart disease and 3.5% of adults have had a heart attack. The overall [Heart Disease Death Rate](#) is also low in Hillsborough County in comparison with some of the peer counties across Florida.

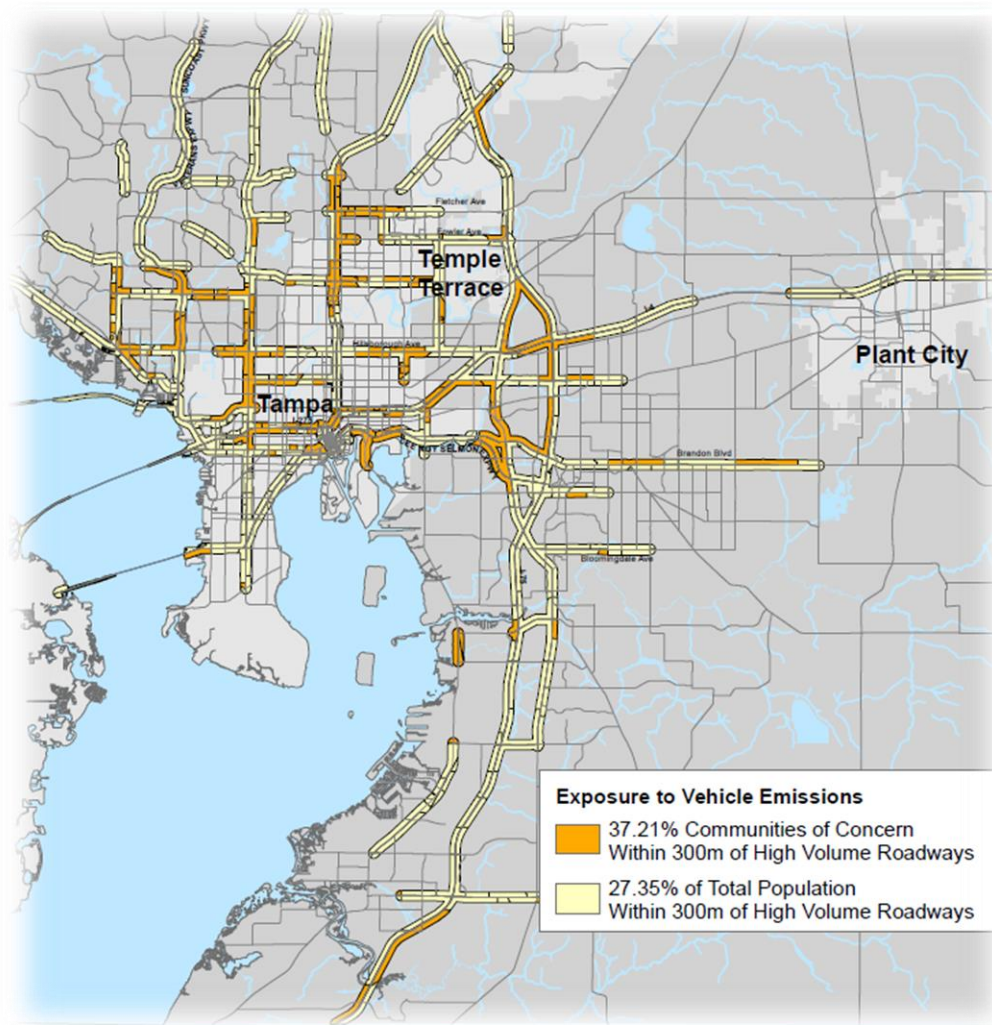


Figure 6: Exposure to Vehicle Emissions

In Hillsborough County, more than one-quarter of the population lives in close proximity (within 300m) to a high-volume roadway that has greater than 30,000 vehicles per day as shown in Figure 2. Those living in a Community of Concern are even more likely to live near these roads and as a result, vehicular air pollution. Between 2018 and 2021, there were 10 fewer miles of high-volume roadways across Hillsborough County. Despite the VMT reduction, decreasing in the past few years, the percentage of the total population living within 300m has increased by nearly 7% and the percentage of the Communities of Concern population increased by 14%. More research is needed to fully understand the causes behind this significant increase.

Recently there has been a shift towards electric vehicles in the county. Increased use of electric vehicles is a promising development which may help to reduce vehicular air emissions. Despite alternative fuels gaining in popularity, increases in VMT and traffic congestion may threaten to offset emissions savings that could be gained from electric vehicles. The Florida Department of Motor Vehicles reported that Hillsborough County had almost 7000 Electric Vehicle registrations in the second quarter of 2021 and is anticipated to increase in the coming years.

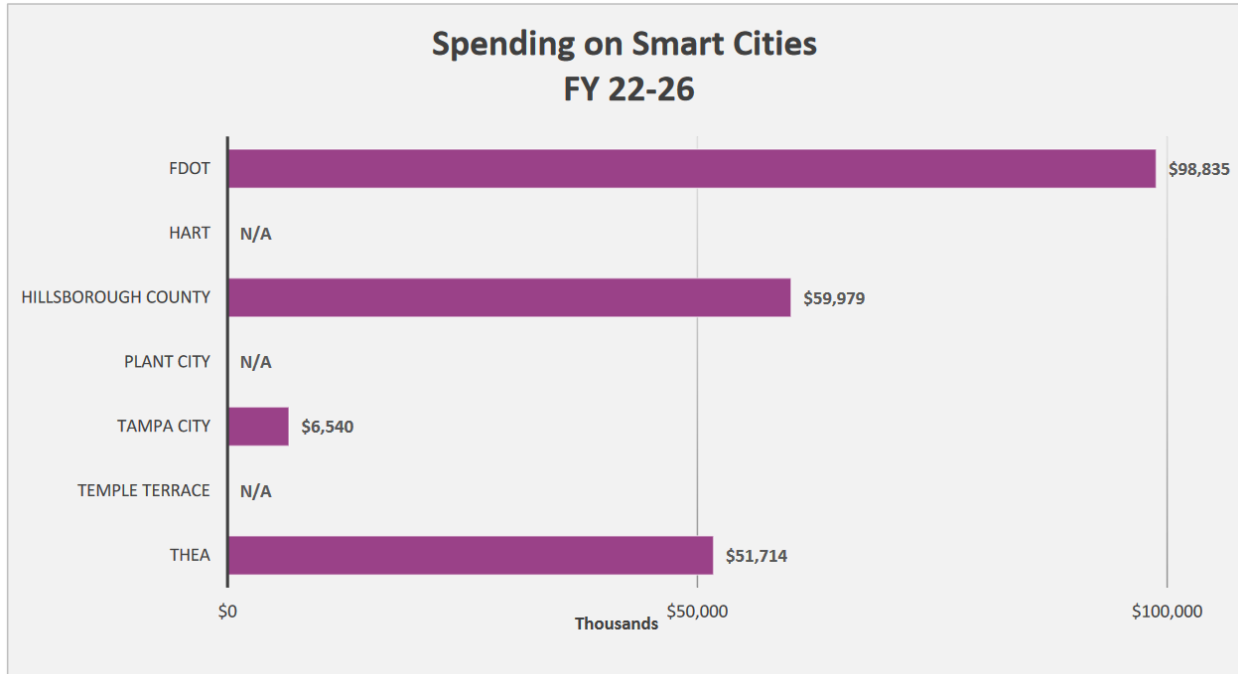


HART recently launched a pilot program for the HART Smart AV Shuttle, which is a fully autonomous vehicle that serves three stops Armature Works, Water Works Park and Straz Center in partnership with the Florida Department of Transportation (FDOT), operated by Beep Inc. This is a positive step towards Smart Mobility by providing innovative transportation solutions.

SPENDING ON SMART CITIES

Investing in Smart Cities projects can effectively relieve congestion and improve delays to help traffic flow. The 2045 LRTP identified that Hillsborough County can reduce delay at major intersections by almost 44% with additional revenue generated from the equivalent of a 1-cent sales tax, thereby **improving travel time reliability by 20%**. Investments in intersection improvements, advanced traffic management system (ATMS) projects, traffic monitoring CCTV, advanced vehicle detection, real-time signal timing adjustments, ramp metering and speed harmonization can dramatically improve systemwide performance.

The various jurisdictions within Hillsborough County have programmed [\\$217 million](#), or \$43 million per year, to fund various Smart Cities projects for the five-year period from 2022-2026. This amount represents a **15% reduction in funding** when compared to the five-year period from 2015-2019. If this trend in existing funding continues, we will fall short of achieving the TPO's forecast for 2045 of reducing delay on major roads by 40%. Hillsborough County estimates the shortfall in funding for its intersection improvement program at \$296 million over the next five years; \$415 million is needed and \$119 million is available.



(Budget Summary Requested from Capital Improvement Plan for the Jurisdictions)

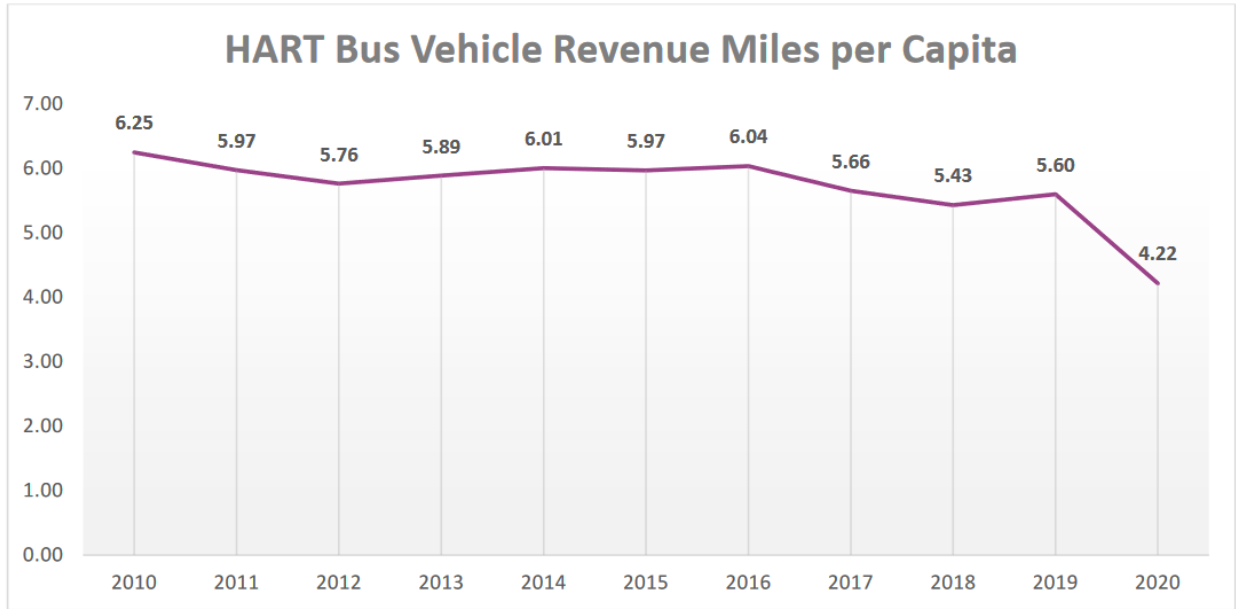
Figure 7: Spending on Smart Cities FY 2022 - 26

Real Choices When Not Driving

According to the [Census Bureau](#), about 2.3% of the population lives in a zero-vehicle household. The TPO's Transportation Disadvantaged Service Plan estimates about 2.8% or 43 thousand residents of Hillsborough County are disabled or have no access to a vehicle, putting them in a critical need category. By contrast, 31% of the county's residents have the potential to be transportation disadvantaged due to age, income, or disability, and may need to county on transit, walking, bicycling or other modes in order to access daily needs.

TRANSIT SERVICE

Transit Service Availability is an important factor to measure the amount of transit service available on our roads. Over the past three years, Vehicle Revenue Miles (VRM) dropped by more 60% compared to the pre-pandemic average, likely due to Mission Max, in which HART reduced service on several routes in an effort to provide more efficiencies and live within its budget. Looking at the amount of vehicle revenue miles provided per capita is a way to compare HART's service levels with transit systems in other cities. HART's VRM/ capita dropped by 25% in 2021 compared to 2020, as HART scaled back service during the pandemic.



Source: [Federal Transit Administration Monthly Module Adjusted Data Release](#)

Figure 8: HART Bus Vehicle Revenue Miles Per Capita

People and Jobs Served – Using the current service routes for HART, it was found that about **10% of the population and jobs in Hillsborough County are served with transit routes with 30-minute frequency** or better, while about 19% of the people and 39% of the jobs are served by a transit route with a 60-minute service or better. The chart representing the jobs and people served by HART transit service can be found [here](#).

Ridership – HART currently serves more than 800,000 people and has an estimated ridership of 9.2 million as of 2020. [HART ridership](#) declined following a 2017 service area contraction and was greatly impacted again in 2020 due to the COVID-19 pandemic. Data from July 2021 show a decrease in ridership of about 28% (5,302,633 trips) for all fixed route modes compared to the previous year.

HART	FY17	FY18	FY19	FY20
Ridership**	13,402,701	12,137,339	13,162,491	9,205,278
On time Performance	81.50%	83.10%	75.86%	75.32%
Passengers per Revenue Hour	20.49	19.52	19.69	15.05

Source :HART Data

Figure 9: HART Transit Performance 2018 - 2020

Transit Trip Length - Average Transit Trip Length in 2020 is 4.73 miles as reported by the National Transit Database (NTD).

On Time Performance - HART has an average **on-time performance rate of over 75%** as reported in 2020. The average monthly on-time performance for the streetcar in 2020 was 99.79%, according to HART.

Passengers per Revenue Hour - is a measure used to quantify service usage and the number of passengers on each bus. This is calculated based on the total number of riders, divided by total number of hours the service is in operation and available to passengers. This measure is also helpful in looking at the different routes and comparing them. On average, Passengers per Revenue Hour dropped by nearly 39% from July 2020 to July 2021 according to [HART's Budget Report](#) presented to their Board in September 2021, again in relation to the pandemic. The best performing routes were Route 34-Hillsborough Ave, Route 1-Florida Ave and Route 400-Nebraska/Fletcher MetroRapid, which all had approximately 16 passengers per revenue hour. The streetcar line had a higher passenger per revenue hour rate with a monthly average of 23.8 in 2020 despite a 43% drop between January and December.

NON-MOTORIZED TRAVEL

Non-motorized travel includes walking, biking and micro-mobility modes including electric scooters, carts, and bikes that operate at low speeds. **Hillsborough County has over 554 miles of bike lanes, 1,225 miles of sidewalks, and 925 miles of paved trails and shared-use paths.** Access to basic needs like food, education and healthcare is a challenge to these residents. This map below shows the places of interest that are accessible via a sidewalk.

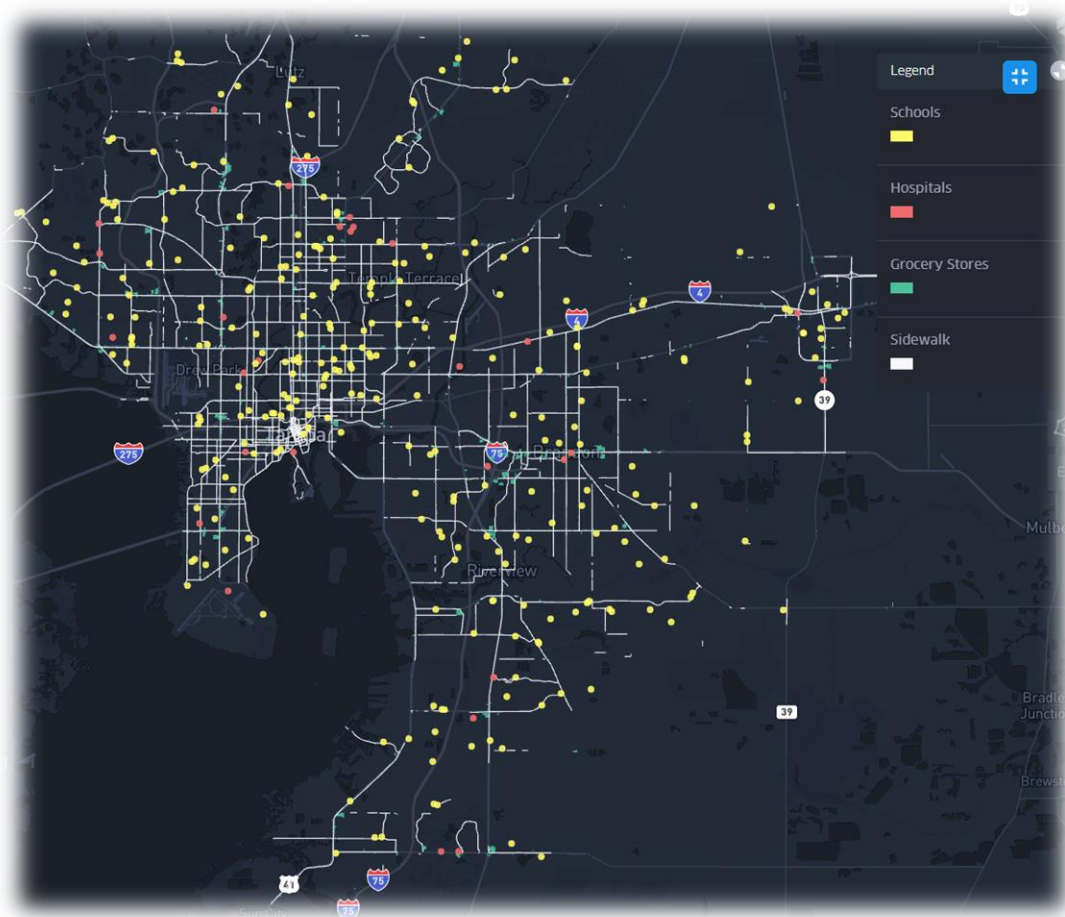


Figure 10: Accessibility to Places of Interest

LEVEL OF TRAFFIC STRESS

The TPO established a new standard to assess the bike and walk facilities in the county. Level of Traffic Stress (LTS) is a way of accounting for the stress experienced by vulnerable road users. It is estimated based on the number of lanes, signal timing, posted speed limit, average daily traffic and existing walking and biking facilities on roadways. Roadways with LTS 1 offer less stress and comfortable to all road users, while LTS 4 indicates that the facility is uncomfortable for bicyclists and pedestrians. The Bike and Pedestrian LTS is an indicator for evaluating the streets which are safe and comfortable for bicyclists and pedestrians. It helps to recognize the improvements to the existing facilities to make it safe and comfortable for users and prioritize dollars accordingly.

In Hillsborough County 56% of roads are LTS 4 or worse for walking, and 70% are LTS 4 or worse for cycling.

SPENDING ON REAL CHOICES WHEN NOT DRIVING

Investments in multimodal options will help build a connected network of trails, multi-use paths, transit, and paratransit services for the transportation disadvantaged. [\\$635 million](#) will be invested by all the

jurisdictions on approximately 80% of the roads, build over 150 miles of trails, and improve transit and paratransit services.

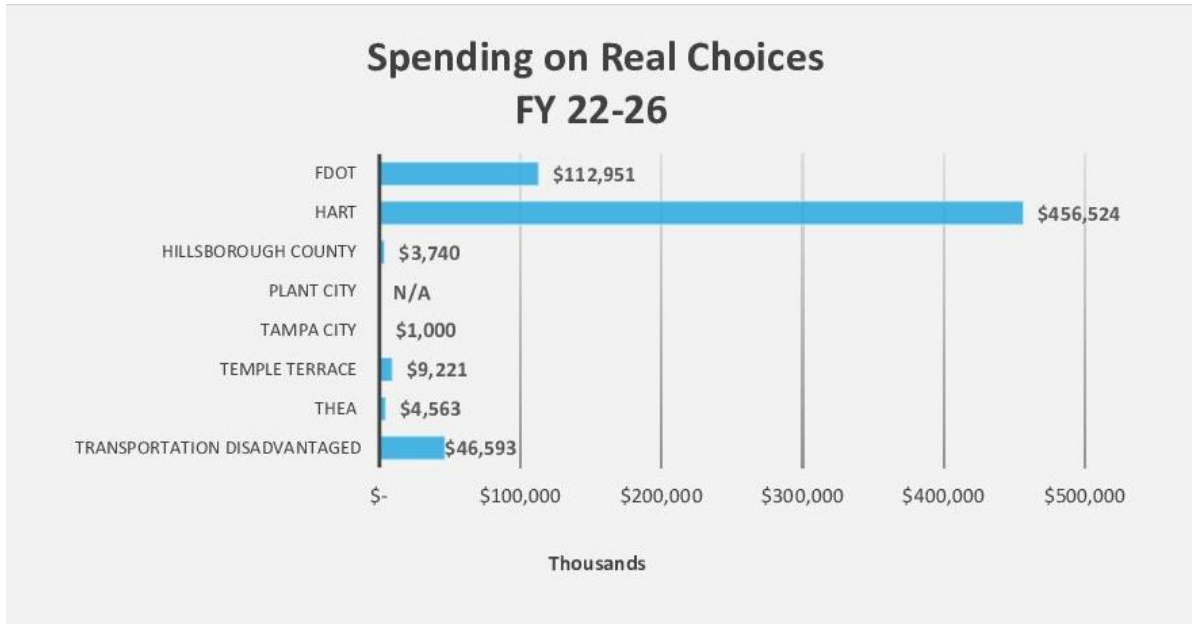


Figure 11: Spending on Real Choices FY 2022- 26

Performance Based Planning and Programming

Transportation performance measurement is one step in a continuous cycle toward addressing the community's needs. The cycle includes evaluating current conditions, setting goals and targets to improve conditions, prioritizing investments to make progress towards goals, and then evaluating conditions again as improvements are made. The 2045 Long Range Transportation Plan (LRTP) outlines our community's long-term goals, and it groups projects into five categories based on their benefit to performance measures. These categories are as follows: State of Good Repair and Resiliency, Vision Zero, Smart Cities, Real Choices When Not Driving, and Major Projects for Economic Growth. The Transportation Improvement Program (TIP) reports annually on investments in each of those categories and sets priorities for each coming year's round of investments. The State of the System Report is the third leg of the stool, tracking our community's progress in each of these five categories over time.

This cycle is referred to as Performance-Based Planning and Programming. Federal law requires that metropolitan planning organizations like ours in areas of 200,000+ population establish targets for performance measures to ensure that the states, transit agencies and the TPOs carry out transportation planning and focus on investments to prioritize the projects to achieve the targets. The TPO establishes policies and plans and support decisions to fund the longer-term visions through the LRTP as well as through the specific projects in TIP that helps to achieve the near-term goals as a result of the performance-based planning process.

One of the main objectives of the performance-based planning process is to report the current state of the transportation system and compare it with the target. This is achieved through the State of the System

report. The 2021 State of the System report is a representation of how the Hillsborough County has been performing in the last three years. In the upcoming reports, which will be updated frequently, there will be a focus on the measures that require immediate attention as part of the TPO's plan to maintain the goals and vision of the county. This helps to keep the regional planning partners involved in our plans and allows decision-makers to make informed decisions and channel the investments towards projects that have been identified in our transportation plan.



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item

Transportation Improvement Program (TIP) Amendments: Florida Department of Transportation (FDOT) Safety, Operations, Lighting, and Railroad Crossing Projects

Presenters

Connor MacDonald, TPO Staff

Summary

The Florida Department of Transportation (FDOT) requested this set of 9 amendments to the 2021/22-2025/26 [Transportation Improvement Program](#) to document the addition of state and/or federal funds for safety and operational adjustments. The nine amendments include I-4 and I-75 Safety and Operational Adjustments, State Road 60 and US 301 Lighting Projects, State Road 60 Railroad Crossing Alterations, and S Dale Mabry Pedestrian Safety Modifications. Concept diagrams and/or location maps in the presentation are attached.

Two amendments in this group comprise I-75 lane modifications. These include the addition of auxiliary lanes on northbound and southbound I-75 from south of the Tampa Bypass Canal to south of Fowler Avenue, a southbound distance of 1.29 miles and a northbound distance of 1.43 miles. They include the widening of bridges over Tampa Bypass Canal, Harney Road, and US 401. The purpose of these modifications is to improve safety and operations between the I-4 Interchange and Fowler Interchange by reducing merging and diverging maneuvers.

Two other amendments include I-4 lane modifications by adding an auxiliary lane on westbound I-4 from east of the Seffner weigh station to west of McIntosh Road, a distance of 0.725 miles. The purpose is to improve safety and operations between the I-4 weigh station and McIntosh Road by extending the McIntosh Road westbound I-4 entrance ramp. The goal is to improve the merging length and reduce hazardous maneuvers. It also includes the addition of an auxiliary lane on eastbound I-4 from east of Bethlehem Road to west of Branch Forbes Road, a distance of 0.57 miles. The objective is to improve safety and operations by extending the Branch Forbes Road eastbound exit ramp.

No additional right-of-way is anticipated to be needed for these auxiliary lane projects. These projects also include Integrated Corridor Management (ICM) / traffic congestion management technology. Specific technologies to be used are currently being scoped by FDOT and are to be determined.

This group of amendments also includes street lighting projects SR 60 from west of SR 39 to west of Clarence Gordon Jr Boulevard, US 301 from west of Crescent Park Drive to north of Elm Fair Boulevard, and US 301 from north of Hampton Oaks Parkway to west of Jackson Road. These projects will replace high-pressure sodium fixtures with LED fixtures on existing FDOT light poles.



Another amendment is a railroad crossing project located on SR 60 east of Clarence Gordon Jr Boulevard. The existing crossing will be replaced with a concrete tub and include a sidewalk over the crossing.

Finally, these amendments include the installation of signalized pedestrian crossings on South Dale Mabry Highway at West Mango Avenue, West Wisconsin Avenue, and West Pearl Avenue. These signals will feature pedestrian hybrid beacons with the aim of enhancing connectivity and safety for pedestrians.

To enable the commitment of funds to these projects, the TIP needs to be amended to add a total of \$3.55 million in state and/or federal funds.

Recommended Action

Approval of the Transportation Improvement Program (TIP) Amendments.

Prepared By

Connor MacDonald, TPO Staff

Attachments

1. [I-75 Southbound and Northbound Auxiliary Lane Concept Diagrams](#)
2. [I-4 Westbound and Eastbound Auxiliary Lane Concept Diagrams](#)
3. [S Dale Mabry Pedestrian Signals Concept Diagrams](#)
4. [Comparative Report](#)
5. [Presentation](#)
6. [TIP Amendment Webpage](#)
7. Press release



FOR IMMEDIATE RELEASE

December 28, 2021

Funding for I-75 and I-4 Merge Lanes, Lighting, Railroad Crossing and Pedestrian Safety Projects up for Consideration

FDOT requests \$3.5 million in Transportation Improvement Program (TIP) amendments



Tampa, FL - The Hillsborough Transportation Planning Organization (TPO) will consider nine Transportation Improvement Program (TIP) amendments to fund projects on I-75, I-4, State Road 60, US 301, and South Dale Mabry Highway.

The projects would involve safety and operational adjustments, lighting projects, railroad crossing alterations, and pedestrian safety modifications.

The Florida Department of Transportation (FDOT) made the request, and if approved, the TPO would add the amendments to the 2021/22-2025/26 Transportation Improvement Program to document the addition of state and/or federal funds.

The amendments include two projects to add auxiliary lanes on northbound and southbound I-75 between the I-4 and Fowler interchanges, improving safety by reducing the need to merge. Two other projects improve merging conditions along I-4, adding an auxiliary lane westbound from east of the Seffner weigh station to west of McIntosh Road, and eastbound from east of Bethlehem Road to west of Branch Forbes Road.

FDOT anticipates it will not need to buy land for these auxiliary lane projects.

Additional projects from the amendments include:

- Street lighting upgrades on State Road 60 south of Plant City, from west of State Road 39 to west of Clarence Gordon Jr. Boulevard
- Street lighting upgrades on US 301 in the West Brandon area, from west of Crescent Park Drive to north of Elm Fair Boulevard
- Street lighting upgrades on US 301 in the Thonotosassa area, from north of Hampton Oaks Parkway to west of Jackson Road
- A railroad crossing project on State Road 60 south of Plant City, east of Clarence Gordon Jr. Boulevard, that involves the replacement of the crossing and a sidewalk over the crossing
- The installation of pedestrian-activated hybrid beacons at crosswalks on South Dale Mabry Highway north of MacDill Air Force Base, at West Mango, West Wisconsin, and West Pearl Avenues, to enhance pedestrian safety

The TPO Board will consider the amendments on January 11, 2022, at 10 a.m. The public can comment on the amendments in advance of the meeting through January 10, 2022, via email to tpo@plancom.org; mail to Hillsborough TPO, Attn: Cheryl Wilkening, 601 E Kennedy Boulevard, 18th Floor, Tampa, FL 33602; voicemail beginning one week in advance of the meeting to 813.272.5940 (press 9); or social media by posting on the [TPO Facebook page](#). Details on how to view or participate in the live meeting are posted on the calendar listing with the agenda one week ahead of the meeting at: planhillsborough.org

To review the amendments, visit <https://bit.ly/3FoqCTJ>. For inquiries, contact Connor MacDonald at macdonaldc@plancom.org or 813.946.5334.

About the Transportation Improvement Program (TIP)

The Transportation Improvement Program (TIP) is a list of upcoming transportation projects covering a period of at least five years. The TPO develops the TIP in cooperation with the state of Florida and public transit providers. Every year, the Hillsborough TPO adopts a new TIP based on the latest Florida Department of Transportation (FDOT) Work program. To see the most recent approved TIP or to learn more, visit planhillsborough.org/transportation-improvement-program-tip/.

- END -

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Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

Follow-up to the Downtown Interchange TIP Amendment Motions

Presenter:

FDOT Representative

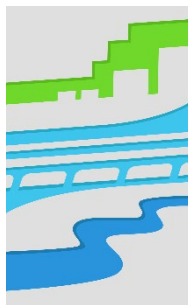
Summary:

In October, the TPO unanimously approved a TIP amendment to fund the construction of the “safety and traffic quick-fix” project at the Downtown Interchange (DTI). In addition, two motions were made by the board:

- That the TPO asks FDOT to fund the wall gap at Robles Park, with the same quality as the wall elsewhere, and report back within 90 days.
- That the TPO asks FDOT to return to us with a presentation and conversation about funding sources for the CAC and TAC suggestions, in concert with the noise wall motion.

For ease of reference, the CAC and TAC suggestions shown on the presentation slides at that meeting were:

- Consider Leading Pedestrian Intervals at intersections with additional turn lanes
- Accommodate cyclists riding to Cypress Point Park & Courtney Campbell Causeway
- Consider noise wall on west side of I-275 at Robles Park
- Consider more landscaping along noise walls
- Consider narrower lanes and wider sidewalks on 14th St, in coordination with the City of Tampa
- Implement traffic signal prioritization for buses on the ICM corridors, in coordination with HART
- Ensure new fences do not impede walk/bike access opportunities
- Refer to DTI as part of the High Injury Network rather than Vision Zero



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Recommended Action:

Select a preferred barrier between Robles Park and I-275

Prepared By:

Beth Alden, TPO Director

Attachments:

[Presentation slides](#)



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

I-75 Project Development & Environmental Studies

Presenter:

Ashley Henzel, FDOT

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

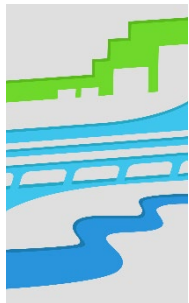
Prepared By:

Rich Clarendon, AICP

Attachments:

[Presentation slides](#)

[Project website](#)



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Public Information Open House

Wednesday, January 5, 2022
6:00 p.m. - 8:00 p.m.

**I-275 Capacity Improvements Project and
the Downtown Tampa Interchange (I-275/I-4) Safety
and Operational Improvements Project**

The Florida Department of Transportation (FDOT) District Seven invites you to attend and participate in a public information open house for the two projects shown on the map. The I-275 Capacity Improvements Project (Financial Project Numbers: 431821-2-52-01, 443770-1-52-01) is currently in construction and extends along I-275 from north of I-4 to north of Hillsborough Avenue. The Downtown Tampa Interchange (I-275/I-4) Safety and Operational Improvements Project (Financial Project Numbers: 445057-1-52-01, 445056-1-52-01, 445056-2-52-01) is anticipated to begin construction in 2023. Both projects are in Hillsborough County, Florida.



Attend In-Person

C. Blythe Andrews Jr. Public Library

2607 E. Dr. Martin Luther King Jr. Boulevard, Tampa, FL 33610

Display boards and exhibits showing the project improvements will be available in an open house format. An informational presentation will run continuously during the open house. FDOT staff will be on-site and available to answer questions.

Complimentary on-site parking and designated handicap parking are available. Hillsborough Area Regional Transit (HART) bus routes 12 and 32 provide bus services to access C. Blythe Andrews Jr. Public Library.

Attend Virtually

GoToWebinar

register.gotowebinar.com/register/7199472816151689996

Those who cannot attend in person, may participate virtually by registering and joining the GoToWebinar. A narrated presentation will be shown at 6:00 p.m., 6:30 p.m., 7:00 p.m., and

7:30 p.m. during the open house. Staff will be available throughout the open house to answer questions via the online chat function.

SIGN UP FOR CONSTRUCTION ALERTS

For more information on this project or to sign-up to receive construction updates and traffic alerts, please visit FDOTTampaBay.com

Facebook: www.facebook.com/MyFDOTTampa/

Twitter: twitter.com/MyFDOT_Tampa

For information about other Tampa Bay Next projects, visit TampaBayNext.com

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status.

Persons requiring special accommodations under the Americans with Disabilities Act to participate in this open house or persons who require translation services (free of charge) are asked to advise the agency at least seven (7) days prior to the open house by contacting: Jensen Hackett, FDOT Title VI Coordinator at (813) 975-6283 or (800) 226-7220, or Jensen.Hackett@dot.state.fl.us. If you are hearing or speech impaired, please contact the agency using the Florida Relay Service, 1 (800) 955-8771 (TDD) or 1(800) 955-8770 (Voice).

Comuníquese Con Nosotros: Nos importa mucho la opinión del público sobre el proyecto. Si usted tiene preguntas o comentarios, o si simplemente desea más información, por favor comuníquese con nuestro representante, Manuel Flores, (813) 975-4248, Manuel.Flores@dot.state.fl.us, Departamento de Transporte de Florida.



SAVE THE DATE

Public Design Charrette

Share Your Ideas!

Shape the future of Tampa Heights and surrounding communities.

Saturday, January 15, 2022

THJCA Events, 2005 N Lamar Ave

- > 10:00am-Noon - Morning Design Workshop
- > 12:30-2:30pm - Afternoon Design Workshop
- > Or stop by anytime between 10:00am and 2:30pm to learn more about the project

Questions?

Contact: michelle.zehnder@hdrinc.com



goharttod.org

From: Finley, Luann <FinleyL@HillsboroughCounty.ORG>
Sent: Tuesday, January 4, 2022 11:54 AM
Subject: SCHEDULING - Locations for Transportation Surtax Open Houses

Please be advised that the **Locations** for the following **Transportation Surtax Open Houses** have been **confirmed**:

District 1 - Wednesday, February 9, 2022, 6:00 PM –
Jan K. Platt Regional Library, 3910 S. Manhattan Ave., Tampa, FL 33611

District 2 - Monday, February 28, 2022, 6:00 PM –
Northdale Recreation Center, 15550 Spring Pine Dr, Tampa, FL 33624

District 3 - Tuesday, March 1, 2022, 6:00 PM –
Lesley "Les" Miller, Jr. All People's Community Park and Life Center, 6105 E Sligh Ave, Tampa, FL 33617

District 4 - Thursday, March 3, 2022, 6:00 PM –
Riverview Public Library, 9951 Balm Riverview Rd, Riverview, FL 33569

From: [Monk, Suzanne](#)
To: [Alvarez, Felipe](#); [Barry Westmark](#); [Beniamen, Nancy](#); [Blasewitz, Mary](#); [Bob Robertson](#); [Bolduc, Deborah](#); [Brandy Colandrea](#); [Brejesh Prayman](#); [Brett, Phil](#); [Celeste, Merry](#); [Christine Bruno](#); [Christopher S. Wert](#); [Christy B. Carlton](#); [dicusl@hillsboroughcounty.org](#); [Duncan, Jean](#); [Elaine Singer](#); [Elissa.reinhardt@citrusbocc.com](#); [Eric Williams](#); [Evan Birk](#); [Evan Mory](#); [Fechter, David D](#); [Frank Woodard](#); [George Stewart](#); [Giuliani, Paul A](#); [Gonzalez, Sandra](#); [Hall, Brent D](#); [Helen Gornes](#); [Helen Smith](#); [Jacobs, Ken](#); [Jae Lee](#); [James King](#); [Jason Boulnois, P.E.](#); [Jeff Rodgers - Hernando County](#); [Jessica Flynn](#); [Jim Greiner](#); [Jim Hudock](#); [Jody Gray](#); [Jose Rego](#); [Justine Bachison](#); [Kandi McCorkel](#); [Karen A. Lloyd](#); [Kenneth Privette](#); [Kevin Sumner](#); [King, Yolanda](#); [Lawson, Erin](#); [Lillian Hoyt](#); [Linda L. Morse](#); [Linda Wheat](#); [Lisa Arunski](#); [Man Le](#); [Martinez, Milton](#); [Michael Chucran](#); [Michael T. Gebler](#); [Mohammadi, Ziba](#); [Mona Gabriel](#); [Money, Ben](#); [Nelson, Scott](#); [Nick Makris](#); [Nina Mabileau](#); [Patricia Arndt](#); [Paul Bellhorn](#); [Paul Dean](#); [Rafal Cieslak](#); [Richard J. Marcel](#); [Richard Ranck](#); [Richard Rowe](#); [Russ Wetherington](#); [Sam Halabi](#); [Santos, Manuel](#); [Scott Herring](#); [Sheets, Mary](#); [sherry.anderson@citrusbocc.com](#); [Simpson, Daniel](#); [Smith, Margaret](#); [Tim Knisely](#); [Tim Kurtz](#); [Tony Mannello](#); [Walt Eastmond](#); [williamsm@hillsboroughcounty.org](#)
Cc: [Hall, Justin](#); [Bredahl, Sandi](#); [Hackett, Jensen](#); [Roscoe, Roger](#); [Clark, Sara](#)
Subject: Notice of Funding Opportunity: SU Funding Cycle FY 2023-2028
Attachments: [image001.jpg](#)

NOTICE OF FUNDING OPPORTUNITY

Surface Transportation Block Grant Program Application (SU Funds)

Application Cycle Opens: December 6, 2021

Application Cycle Closes: March 4, 2022

The Florida Department of Transportation (FDOT) is pleased to announce that the application cycle for the Surface Transportation Block Grant Program (SU Funds) is now open and will remain open until March 4, 2022.

General Information:

The Surface Transportation Block Grant program provides flexible funding that may be used by FDOT and Local Agencies for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.

Program Requirements:

Requirements can be found in [23 USC 133](#) and [FAST ACT § 1109](#)

- Projects must be prioritized on MPO Major Projects Priority Lists
- Can be used on state and local facilities

Refer to the Surface Transportation Block Grant Program (SU Funds) application for additional information, and references.

How to Apply:

Applications are available in the FDOT Grant Application Portal (FLGAP) located at <https://www.flgap.com/> Each application package must include the following:

- Completed, signed, Surface Transportation Block Grant Program (SU funds)
- Detailed Engineer's Estimate
- Project Location Map

Completed applications should be forwarded to your MPO for prioritization, no later than March 4,

2022. If you need assistance creating a log-in or accessing the FLGAP, contact Suzanne Monk at (813) 975-6721.

The key to a successful application is to provide enough information to allow the Department to evaluate the project based on clearly demonstrated need for the requested improvement(s). We look forward to receiving your application (s). Questions regarding this Notice of Funding Opportunity should be directed Suzanne Monk at (813) 975-6721.

Thanks,

Suzanne Monk, FCCM

Government Liaison

Florida Department of Transportation, District 7

11201 N. McKinley Drive, Tampa, Florida 33612

813-975-6721



From: [Monk, Suzanne](#)
To: [Alvarez, Felipe](#); [Barry Westmark](#); [Beniamen, Nancy](#); [Blasewitz, Mary](#); [Bob Robertson](#); [Bolduc, Deborah](#); [Brandy Colandrea](#); [Brejesh Prayman](#); [Brett, Phil](#); [Celeste, Merry](#); [Christine Bruno](#); [Christopher S. Wert](#); [Christy B. Carlton](#); [dicusl@hillsboroughcounty.org](#); [Duncan, Jean](#); [Elaine Singer](#); [Elissa.reinhardt@citrusbocc.com](#); [Eric Williams](#); [Evan Birk](#); [Evan Mory](#); [Fechter, David D](#); [Frank Woodard](#); [George Stewart](#); [Giuliani, Paul A](#); [Gonzalez, Sandra](#); [Hall, Brent D](#); [Helen Gornes](#); [Helen Smith](#); [Jacobs, Ken](#); [Jae Lee](#); [James King](#); [Jason Boulnois, P.E.](#); [Jeff Rodgers - Hernando County](#); [Jessica Flynn](#); [Jim Greiner](#); [Jim Hudock](#); [Jody Gray](#); [Jose Rego](#); [Justine Bachison](#); [Kandi McCorkel](#); [Karen A. Lloyd](#); [Kenneth Privette](#); [Kevin Sumner](#); [King, Yolanda](#); [Lawson, Erin](#); [Lillian Hoyt](#); [Linda L. Morse](#); [Linda Wheat](#); [Lisa Arunski](#); [Man Le](#); [Martinez, Milton](#); [Michael Chucran](#); [Michael T. Gebler](#); [Mohammadi, Ziba](#); [Mona Gabriel](#); [Money, Ben](#); [Nelson, Scott](#); [Nick Makris](#); [Nina Mabileau](#); [Patricia Arndt](#); [Paul Bellhorn](#); [Paul Dean](#); [Rafal Cieslak](#); [Richard J. Marcel](#); [Richard Ranck](#); [Richard Rowe](#); [Russ Wetherington](#); [Sam Halabi](#); [Santos, Manuel](#); [Scott Herring](#); [Sheets, Mary](#); [sherry.anderson@citrusbocc.com](#); [Simpson, Daniel](#); [Smith, Margaret](#); [Tim Knisely](#); [Tim Kurtz](#); [Tony Mannello](#); [Walt Eastmond](#); [williamsm@hillsboroughcounty.org](#)
Cc: [Hall, Justin](#); [Bredahl, Sandi](#); [Hackett, Jensen](#); [Roscoe, Roger](#); [Clark, Sara](#); [Haines, Marcia](#); [Parrish, Robin](#); [Drum, Adam](#)
Subject: Notice of Funding Opportunity: Transportation Alternative Funding Cycle FY 2023-2028
Attachments: [image001.jpg](#)

NOTICE OF FUNDING OPPORTUNITY

Transportation Alternative Set-Aside Program (TA) Application

Application Cycle Opens: December 6, 2021

Application Cycle Closes: March 4, 2022

The Florida Department of Transportation (FDOT) is pleased to announce that the application cycle for the Transportation Alternative Set-Aside program (TA Set-Aside) is now open and will remain open until March 4, 2022.

General Information:

The TA Set-Aside program provides funding for programs and projects consistent with details described under 23 U.S.C. 133(h)(3), including 1) Transportation Alternatives, 2) Recreational Trails Program, 3) Safe Routes to School Program, and 4) planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

Program Requirements:

Requirements can be found in [Transportation Alternatives Set-Aside Program Guidance and Procedures](#)

- The department requires that locally administered infrastructure projects must be implemented by a Local Agency Program (LAP) certified agency; this includes phases of work leading to construction, or activities specifically identified in the definition of “construction” in Title 23 of the United States Code, Section 101(a)(4).
- To be eligible for funding under the TA Set-Aside Program, projects must fall under at least one of the ten categories outlined in the Table B: Eligible Project Categories in the FDOT Transportation Alternatives Set-Aside Program Guidance and Procedures.

Refer to the TA Set-Aside application for additional information, and references.

How to Apply:

TA Set-Aside applications are available in the FDOT Grant Application Portal (FLGAP) located at

<https://www.flgap.com/> Each application package must include the following:

- Completed, signed, TA Set-Aside Application
- Detailed Engineer's Estimate
- Detailed Scope of Services
- Project Location Map
- Certification of Implementing Agency

Completed applications should be forwarded to your MPO for prioritization, no later than March 4, 2022.

The key to a successful application is to provide enough information to allow the Department to evaluate the project based on clearly demonstrated need for the requested improvement(s). We look forward to receiving your application (s). Questions regarding this Notice of Funding Opportunity should be directed Suzanne Monk at (813) 975-6721.

Thanks,

Suzanne Monk, FCCM

Government Liaison

Florida Department of Transportation, District 7

11201 N. McKinley Drive, Tampa, Florida 33612

813-975-6721



From: [Monk, Suzanne](#)
To: [Alvarez, Felipe](#); [Barry Westmark](#); [Beniamen, Nancy](#); [Blasewitz, Mary](#); [Bob Robertson](#); [Bolduc, Deborah](#); [Brandy Colandrea](#); [Brejesh Prayman](#); [Brett, Phil](#); [Celeste, Merry](#); [Christine Bruno](#); [Christopher S. Wert](#); [Christy B. Carlton](#); [dicusl@hillsboroughcounty.org](#); [Duncan, Jean](#); [Elaine Singer](#); [Elissa.reinhardt@citrusbocc.com](#); [Eric Williams](#); [Evan Birk](#); [Evan Mory](#); [Fechter, David D](#); [Frank Woodard](#); [George Stewart](#); [Giuliani, Paul A](#); [Gonzalez, Sandra](#); [Hall, Brent D](#); [Helen Gornes](#); [Helen Smith](#); [Jacobs, Ken](#); [Jae Lee](#); [James King](#); [Jason Boulnois, P.E.](#); [Jeff Rodgers - Hernando County](#); [Jessica Flynn](#); [Jim Greiner](#); [Jim Hudock](#); [Jody Gray](#); [Jose Rego](#); [Justine Bachison](#); [Kandi McCorkel](#); [Karen A. Lloyd](#); [Kenneth Privette](#); [Kevin Sumner](#); [King, Yolanda](#); [Lawson, Erin](#); [Lillian Hoyt](#); [Linda L. Morse](#); [Linda Wheat](#); [Lisa Arunski](#); [Man Le](#); [Martinez, Milton](#); [Michael Chucran](#); [Michael T. Gebler](#); [Mohammadi, Ziba](#); [Mona Gabriel](#); [Money, Ben](#); [Nelson, Scott](#); [Nick Makris](#); [Nina Mabileau](#); [Patricia Arndt](#); [Paul Bellhorn](#); [Paul Dean](#); [Rafal Cieslak](#); [Richard J. Marcel](#); [Richard Ranck](#); [Richard Rowe](#); [Russ Wetherington](#); [Sam Halabi](#); [Santos, Manuel](#); [Scott Herring](#); [Sheets, Mary](#); [sherry.anderson@citrusbocc.com](#); [Simpson, Daniel](#); [Smith, Margaret](#); [Tim Knisely](#); [Tim Kurtz](#); [Tony Mannello](#); [Walt Eastmond](#); [williamsm@hillsboroughcounty.org](#)
Cc: [Hall, Justin](#); [Bredahl, Sandi](#); [Hackett, Jensen](#); [Roscoe, Roger](#); [Clark, Sara](#); [Parrish, Robin](#); [Haines, Marcia](#); [Drum, Adam](#)
Subject: Notice of Funding Opportunity: TRIP Funding Cycle FY 2023-2028
Attachments: [image001.jpg](#)

NOTICE OF FUNDING OPPORTUNITY

Transportation Regional Incentive Program (TRIP) Application

Application Cycle Opens: December 6, 2021

Application Cycle Closes: March 4, 2022

The Florida Department of Transportation (FDOT) is pleased to announce that the application cycle for the Transportation Regional Incentive Program (TRIP) is now open and will remain open until March 4, 2022.

General Information:

The purpose of this competitive program is to improve regionally significant transportation facilities in “regional transportation areas.” State funds are available throughout Florida to provide incentives for local governments and the private sector to help pay for critically needed projects that benefit regional travel and commerce.

Program Requirements:

Requirements can be found in [339.2819 F.S.](#)

- Projects must be prioritized and listed on the Sun Coast Transportation Planning Alliance’s (SCTPA) TRIP Priority Project List.
- FDOT will provide 50% of eligible project costs, and the county shall provide the balance.
- Projects to be funded with Transportation Regional Incentive Program funds, shall at a minimum:
 - Serve national, statewide, or regional functions and function as part of an integrated regional transportation system.
 - Be identified in the capital improvements element of a comprehensive plan that has been determined to be in compliance with part II of chapter 163, after July 1, 2005. Further, the project shall be in compliance with local government comprehensive plan policies relative to corridor management.
 - Be consistent with the Strategic Intermodal System Plan developed under s. [339.64](#).
 - Have a commitment for local, regional, or private financial matching funds as a percentage of the overall project cost.

- Support economic development and the movement of goods in rural areas of opportunity designated under s. [288.0656\(7\)](#).
- Improve connectivity between military installations and the Strategic Highway Network or the Strategic Rail Corridor Network.

Refer to the TRIP application for additional information, and references.

How to Apply:

TRIP applications are available in the FDOT Grant Application Portal (FLGAP) located at <https://www.flgap.com/> Each application package must include the following:

- Completed, signed, TRIP Application
- Location Map
- Detailed Cost Estimate
- Detailed Scope of Services
- CIP Page
- Proposed Project Schedule

Completed applications should be forwarded to your MPO for prioritization, no later than March 4, 2022. If you need assistance creating a log-in or accessing the FLGAP, contact Suzanne Monk at (813) 975-6721.

The key to a successful application is to provide enough information to allow the Department to evaluate the project based on clearly demonstrated need for the requested improvement(s). We look forward to receiving your application (s). Questions regarding this Notice of Funding Opportunity should be directed Suzanne Monk at (813) 975-6721.

Thanks,

Suzanne Monk, FCCM

Government Liaison

Florida Department of Transportation, District 7

11201 N. McKinley Drive, Tampa, Florida 33612

813-975-6721



Beth Alden

Subject: FDOT Work Program - REVISED Hillsborough TPO Project Highlights Document

From: Monk, Suzanne <Suzanne.Monk@dot.state.fl.us>
Sent: Wednesday, December 1, 2021 10:16 AM
Subject: RE: Revised Hillsborough TPO Project Highlights Document

The two I-75 segments are part of the TIP Amendments that Connor is presenting to the committees this month and TPO Board in January.

FPID: 445317 1: I-75 (SR 93) From South of Tampa Bypass Canal To South of Fowler Ave

Add auxiliary lane NB I-75 From south of Tampa Bypass Canal To south of Fowler Avenue. Widen bridges over Tampa Bypass Canal, Harney Road and US 301

Purpose - Improve safety and operations between I-4 and Fowler Interchange by reducing merging and diverging maneuvers.

ICM Technologies: Still scoping - TBD

FPID: 445317 2: I-75 (SR 93) From South of Tampa Bypass Canal To South of Fowler Ave

Add auxiliary lane SB I-75 From south of Tampa Bypass Canal To south of Fowler Avenue. Widen bridges over Tampa Bypass Canal, Harney Road and US 301

Purpose - Improve safety and operations between I-4 and Fowler Interchange by reducing merging and diverging maneuvers.

ICM Technologies: Still scoping - TBD

Hope this helps. Please let me know if you have any other questions.

Thanks,

Suzanne Monk, FCCM

Government Liaison
Florida Department of Transportation, District 7
11201 N. McKinley Drive, Tampa, Florida 33612
813-975-6721



From: Beth Alden <aldenb@plancom.org>
Sent: Wednesday, December 1, 2021 10:00 AM
To: Monk, Suzanne <Suzanne.Monk@dot.state.fl.us>
Subject: RE: Revised Hillsborough TPO Project Highlights Document

Thanks Suzanne!

The two I-75 segments—are those funded to implement the current PD&E study? What can you tell us about the scope of the improvements?

From: Monk, Suzanne <Suzanne.Monk@dot.state.fl.us>
Sent: Wednesday, December 1, 2021 9:35 AM
To: Beth Alden <aldenb@plancom.org>
Subject: Revised Hillsborough TPO Project Highlights Document

Good morning, Beth. I wanted to reach out and provide you the Final Hillsborough TPO Project Highlights document. Please note that the projects listed in green have been added or advanced.

Please let me know if you have any questions or concerns.

Thanks,

Suzanne Monk, FCCM

Government Liaison
Florida Department of Transportation, District 7
11201 N. McKinley Drive, Tampa, Florida 33612
813-975-6721





Hillsborough TPO
Project Highlights

FINAL Tentative Work Program FY 2023-2027

11/15/2021

P	FPN	Phase	Description	Work Mix	Change	Project Comments
✓	439336-6	PLG	HILLSBOROUGH COUNTY FY 2026/2027-2027/2028 UPWP	TRANSPORTATION PLANNING	ADDITION	Added PLN in FY 2027
✓	414963-2	CAP	HART - FHWA SURFACE TRANSPORTATION PROGRAM	PURCHASE VEHICLES/EQUIPMENT	ADDITION	Added CAP in FY 2027
✓	449644-1	PLG	SR 582/FOWLER AVE FROM 56TH ST TO E OF I-75	FEASIBILITY STUDY	ADDITION	Added Study in FY23
✓	435908-2	ROW, CST	SR 580/W BUSCH BLVD FROM N DALE MABRY HWY TO N NEBRASKA	URBAN CORRIDOR IMPROVEMENTS	ADVANCE (ROW), ADDITION (CST)	ROW advanced from FY25 to FY23, CST added to FY27
✓	447158-1	PE	US 92/SR 600 FROM W OF MCINTOSH ROAD TO E OF MCINTOSH ROAD	INTERSECTION IMPROVEMENT	ADDITION	Added PE in FY 2023
✓	449124-2	ROW, CST	SR 60/ADAMO DR AT 26TH STREET	TRAFFIC SIGNALS	ADDITION	Added ROW in FY24, CST in FY26
✓	442426-1	PLG	GEORGE ROAD FROM DANA SHORES DR TO TOWN N COUNTRY GREENWAY	URBAN CORRIDOR IMPROVEMENTS	ADDITION, DELETIONS	Added planning added FY 25, dropped PE FY 25
✓	445662-1	CST	WEST RIVER GREENWAY FROM STEWART MIDDLE MAGNET SCHOOL TO WILLOW AVE	BIKE PATH/TRAIL	DELETIONS	Construction Dropped (FY 24) as Local Agency is receiving Federal grant
✓	443516-1	CST	EL PRADO SIDEWALK FROM S OMAR AVE TO S LOIS AVE	SIDEWALK	DEFERS	Deferred from FY23 to FY24 (local request) - LAP
✓	447615-1	CST	REO STREET FROM GRAY STREET TO CYPRESS STREET	ADD LANES & RECONSTRUCT	ADDITION	Added CST to FY23
✓	447107-2	DSB	I-275/SR 93 FM S OF SR 60 TO S OF LOIS, SR 60 FM S OF I-275 TO N OF SPRUCE	ADD LANES & RECONSTRUCT	ADDITION	Added DSB in FY24
✓	447107-3	CST	I-275/SR 93 FM S OF SR 60 TO S OF LOIS	ADD LANES & RECONSTRUCT	ADDITION	Added CST to FY 26
	430573-3	CST	I75/I275 CD ROAD FM S OF COUNTY LINE RD TO COUNTY LINE RD (PHASE II)	New Road Construction	ADDITION	Added CST in FY 27-26
	445317-1	PE/ROW/CST	I-75/SR 93 FROM S OF TAMPA BYPASS CANAL TO S OF FOWLER AVE	ADD LANES & RECONSTRUCT	ADDITION	Added PE to FY 2022, Added PE, ROW, CST to FY 2023
	445317-2	PE/ROW/CST	I-75/SR 93A NB FROM S OF TAMPA BYPASS CANAL TO N OF US 301	ADD LANES & RECONSTRUCT	ADDITION	Added PE to FY 2022, Added PE, ROW, CST to FY 2023
	443665-2	CST	USB 41/SR 685 FROM USB41/SR 685 FLORIDA AVE TO USB 41/SR 60 E JACKSON	URBAN CORRIDOR IMPROVEMENTS	DELETIONS	The -2 work added to -1 (programmed in FY24)
	441663-2	CST	SR 60 FROM E OF US 41/SR 599/N 50TH ST TO E OF US 301/SR 43.	INTERSECTION IMPROVEMENT	DELETIONS	The -2 work added to -1 (programmed in FY24)
	445920-2	CST	US 301/SR 43 FROM N OF BLOOMINGDALE AVE TO MLK BLVD.	INTERSECTION IMPROVEMENT	DELETIONS	The -2 work added to -1 (programmed in FY24)
	446273-2	CST	US 301/SR 41 FROM N OF CHERRY TREE LN TO N OF HILLSBOROUGH RIVER BRDG.	INTERSECTION IMPROVEMENT	DELETIONS	The -2 work added to -1 (programmed in FY24)
	443426-2	CST	SR 60 FROM W OF SR 39 TO W OF CLARENCE GORDON JR RD	ADD LEFT TURN LANE(S)	DELETIONS	The -2 work added to -1 (programmed in FY24)
	441662-1	PE, CST	SR 60 FROM E BUCKINGHAM PL TO E OF LITHIA PINECREST RD	RESURFACING	ADDITION	Added PE in FY23, CST in FY25
	441662-2	CST	SR 60 FROM E BUCKINGHAM PL TO E OF LITHIA PINECREST RD.	URBAN CORRIDOR IMPROVEMENTS	ADDITION	CST added in FY 25 Goes with -1
	441664-1	PE, CST	SR 553/N PARK RD FROM US 92/SR 600/E BAKER ST TO N OF I-4/SR 400	RESURFACING	ADDITION	Added PE in FY23, CST in FY25
	441664-2	CST	SR553/N PARK RD FROM US92/SR 600/N PARK RD TO N OF I-4/SR 400	URBAN CORRIDOR IMPROVEMENTS	ADDITION	CST added in FY 25 Goes with -1
	443781-1	PE, CST	US 92/SR 600/S DALE MABRY HWY FROM GANDY BLVD TO S OF W SEVILLA ST	RESURFACING	ADDITION	Added PE in FY23, CST in FY25
	443781-2	CST	US 92/SR 600 FROM W OF DALE MABRY HWY TO S OF W SEVILLA ST	URBAN CORRIDOR IMPROVEMENTS	ADDITION	CST added in FY 25 Goes with -1
	437560-1	PE, CST	SR 574/MLK BLVD FROM W OF WHEELER CT TO W OF S FORBES RD	RESURFACING	ADDITION	Added PE in FY23, CST in FY25
	439833-1	PE, CST	US 301/SR 43 FROM MANATEE CO LINE TO S OF SR 674/SUN CITY CENTER	RESURFACING	ADDITION	Added PE in FY23, CST in FY25
	445936-1	PE, CST	US 30/SR 43 FROM S OF BALM ROAD/PASEO AL MAR BLVD TO S OF WHITT ROAD	RESURFACING	ADDITION	Added PE in FY23, CST in FY25
	446270-1	PE, CST	SR 582/E FOWLER AVE FROM E OF BB DOWNS BLVD TO W OF RIVERHILLS DR	RESURFACING	ADDITION	Added PE in FY23, CST in FY25
	446272-1	PE, CST	SR 676/SR 45/USB 41/CAUSEWAY BLVD FROM US 301 TO S OF US 41/50TH ST	RESURFACING	ADDITION	Added PE in FY23, CST in FY25
	447975-1	PE, CST	SR 60/KENNEDY BLVD FROM W OF S HOOVER BLVD TO CHURCH AVE	RESURFACING	ADDITION	Added PE in FY23, CST in FY25
	448934-1	PE, CST	SR60/ADAMO DRIVE FROM W OF N 34TH STREET TO E OF N 34TH ST	RESURFACING	ADDITION	Added PE in FY25, CST in FY27
	438784-1	CST	US 92/SR 600/GANDY BRIDGE WB #100585 OVER TAMPA BAY	BRIDGE-REPAIR/REHABILITATION	DEFERS	Deferred from FY23 to FY25
	447695-1	CST	SR 60/MEMORIAL HWY RAMP FR SR 60 TO COURTNEY CAMPBELL CAUSEWAY	TRAFFIC OPS IMPROVEMENT	ADDITION	Added CST added to FY24 (HSP for High Friction Surface Treatment)
	447762-1	CST	SR 60 FROM BEN T DAVIS BEACH EASTERN ENTRANCE TO E OF ROCKY POINT DR	TRAFFIC OPS IMPROVEMENT	ADDITION	Added CST added to FY24 (HSP for HFST & two Cantilever Signs)
	445552-1	PE	DALE MABRY HIGHWAY FM N OF HILLSBOROUGH AVE TO S VILLAGE/FLETCHER AVE	LIGHTING	DELETIONS	FY23 Design Dropped, work was done on 447845-2 in June of 21
	448026-1	Aviation	TAMPA INTERNATIONAL AIRPORT -REPLACE AIRSIDE C SHUTTLE CARS AND SYSTEM	AVIATION CAPACITY PROJECT	ADDITION	Added CST added to FY23
	449132-1	ROW, CST	US 92/SR 600/HILLSBOROUGH AVE AT N 15TH STREET	TRAFFIC SIGNALS	ADDITION	Added ROW in FY24, CONST in FY26
	449004-1	Rail	SR 60 AT RAIL CROSSING 624572-B E OF CLARENCE GORDON JR RD	RAIL SAFETY PROJECT	ADDITION	Rail added to FY23
	416856-2	CST	SR 60/KENNEDY BLVD AT WILLOW AVE RR CROSSING 626304-X	RAILROAD CROSSING	ADVANCES	Advanced from FY25 to FY23



North 62nd Street
From CSX Intermodal Entrance to North of East Columbus Drive
Financial Project ID 433071-2-52-01

Project Description:

The Florida Department of Transportation is developing plans to reconstruct a 0.403 mile segment of N. 62nd Street in Hillsborough County. Other improvements will include: addition of twelve-foot shared use path on the west side of the roadway, upgraded ADA features to meet current standards, and drainage improvements including a stormwater management pond. Improvements to the intersections of N. 62nd Street/E. Broadway Avenue and N. 62nd Street/E. Columbus Drive will include larger turn radii for trucks.

Project Location:

This project is located along N. 62nd Street from the CSX Intermodal Facility Entrance to north of E. Columbus Drive in Hillsborough County.

Project Schedule:

<i>Item</i>	<i>Status</i>
Design	Phase IV (December 2021)
Begin Construction	Summer 2022

Project Costs:

<i>Phase</i>	<i>Cost Estimate*</i>
Design	\$0.9M
Right-of-Way	\$2.34M
Construction	\$2.91M

*Please note that cost estimates may change as the project progresses.

FDOT Project Manager

Charlie Xie, P.E., Project Manager
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 Tampa, FL 33612
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Charlie.Xie@dot.state.fl.us

Public Information Officer

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Project Update Fact Sheet

Project Title: US 41 From Kracker Ave to South of SR 676/Causeway Blvd

ETDM Number: 5180

FM Number: 430056-1

The FDOT is conducting a Project Development and Environment (PD&E) Study for the widening of US 41 in Hillsborough County, Florida. The project limits at the northern termini were recently modified during the PD&E Study to connect to the adjoining US 41 @ CSX grade separation project to the north (FM #440749-1). While the project's limits remain the same (US 41 From Kracker Ave to South of SR 676/Causeway Blvd) the project length has reduced by 0.078 miles (Begin MP 15.784 (no change) end MP 22.617 (new)).

Also, this project was previously approved as a State Environmental Impact Report (SEIR) and is now being processed as a Type II Categorical Exclusion (CE) in order to be eligible for federal funding. The FDOT Office of Environmental Management is now the lead agency.

Current schedule of the project

The PD&E phase will begin in February 2022. Design will begin in April 2022 and Phase II will be completed in December 2023.

If you have any questions concerning this project, please contact:

Craig Fox, PE

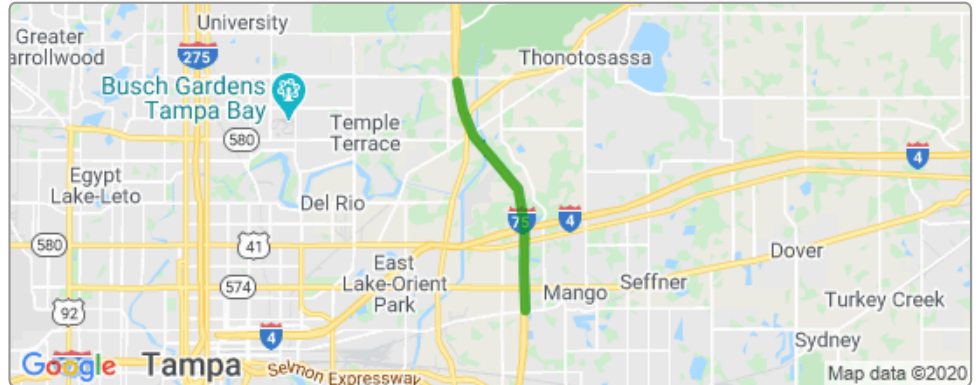
Project Manager

O: 813.975.6082 | M: 813.981.3795 | Craig.Fox@dot.state.fl.us

I-75 Concrete Pavement Repair from north of Broadway Ave and south of Fowler Ave.

443630-2-52-01

Project Details	
Work Type	Concrete Pavement Repair and Replacement
Phase	Design
Limits	from north of Broadway Ave. to south of SR 582/Fowler Ave.
Length	5.2 miles
City	Seffner Tampa Thonotosassa
County	Hillsborough
Road	I-75
Design Cost	\$1.2 million



About

This project will repair or replace the concrete pavement of the Interstate 75 roadway and ramps between Broadway Avenue and Fowler Ave.

These improvements are currently being designed. Construction is anticipated to begin in 2023.

Contact Information	
Design Manager	Manny Flores 813-975-4248 manuel.flores@dot.state.fl.us
Media Contact	Kris Carson 813-975-6060 Kristen.carson@dot.state.fl.us

Florida MPO Advisory Council Legislative Summary

From: Reichert, Mark <Mark.Reichert@dot.state.fl.us>

Sent: Monday, December 13, 2021 9:31 AM

Subject: Legislative Summary

Good morning, everyone. Attached is the latest Legislative Summary Report. Thirteen bills were added to the list this past week. None seem particularly relevant to our program, but HB 871 does reinstate a vehicle inspection program in about a dozen counties.

On Thursday, the Governor announced his "[Freedom First Budget](#)" proposal. Below are the highlights for FDOT.

The budget includes \$10.4 billion for the Florida Department of Transportation which includes \$9.27 billion for the State Transportation Work Program

Within the budget the Work Program includes:

- \$3.6 billion for highway construction to include 138 new lane miles.
- \$1.2 billion in resurfacing to include 2,637 lane miles.
- \$117.3 million in seaport infrastructure improvements.
- \$297.2 million for aviation improvements.
- \$185.5 million in scheduled repairs for 52 bridges and replacement of 17 bridges.
- \$597.7 million investment in rail and transit projects.
- \$154.9 million for safety initiatives.

To read the budget highlights click [HERE](#).

To read the Freedom First Budget FAQs, click [HERE](#).

Mark E. Reichert, Executive Director

Metropolitan Planning Organization Advisory Council

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2021 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 851	SB 706 (Identical)		School Concurrency; Requires, instead of encourages, local governments that adopt school concurrency to apply concurrency to development on a districtwide basis; removes provisions addressing school concurrency on a less than districtwide basis; revises provisions specifying when school concurrency is satisfied; specifies proportionate-share mitigation may be set aside & not spent if improvement has not been identified.	amends s. 163.3180, F.S. - concurrency	Community Planning		Added
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.		Community Planning		Added
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.		FLHSMV		Added
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		Added

2021 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 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		Added
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		Added
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		Added
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		Added
SB 1194	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.		Funding		Added
SB 1160			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.		Innovation		Added

2021 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 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.				Added
HB 895			Lakewood Ranch Stewardship District, Manatee and Sarasota Counties; Revises boundaries of district; requires referendum.				Added
SB 1212	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			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		
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.	Passed first committee reference	Aviation		
SB 786	HB 6051 (Identical)		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.	Passed first committee reference	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	SB 786 (Identical)		Aircraft Sales and Lease Tax; Exempts all aircraft sales & leases from sales & use tax.		Aviation		

2021 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 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 345			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.	amends s. 337.18 - revises when notice of nonpayment may be served	Bonds		
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		
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 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.		Community Planning		

2021 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 739			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 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.	Passed first committee reference	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		
SB 706	HB 851 (Identical)		School Concurrency; Requiring, instead of encouraging, local governments that adopt school concurrency to apply such concurrency to development on a districtwide basis; removing provisions addressing school concurrency on a less than districtwide basis; 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.	amends s. 163.3180, F.S. - concurrency	Community Planning		

2021 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 325	SB 512 (Identical) (SB 286 Compare)		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.		Community Planning		
HB 6057			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		
SB 512	HB 325 (Identical) (SB 286 Compare)		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.		Community Planning		
SB 280	HB 403 (Identical)		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.		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)		Preemption of Tree Pruning, Trimming, and Removal; Repealing a provision relating to tree pruning, trimming, or removal on residential property, etc.		Community Planning		

2021 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 6025	SB 316 (Identical)		Preemption of Tree Pruning, Trimming, and Removal; Repeals provisions relating to tree pruning, trimming, & removal on residential property.		Community Planning		
HB 495	SB 1150 (Identical)		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 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		
HB 6059			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		

2021 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 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 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.		Electric Vehicle		

2021 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 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		
SB 954			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.		Energy		
HB 481			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.		Energy		

2021 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 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		

2021 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 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		
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		

2021 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 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 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		
HB 37	SB 160 (Identical)		Transportation Facility Designations; Designates Deputy Sheriff Donta Manuel and Deputy Sheriff Jonathan Wallace Highway in Palm Beach County.	Passed first 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.	Passed first committee reference	Facility Designation		
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		
HB 661	SB 650 (Identical)		Transportation Facility Designations; Designates Virginia Creighton Bridge in Hillsborough County; directs DOT to erect suitable markers.		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		
HB 331			Transportation Facility Designations; Designates Ira Mae Wells-Bruce Memorial Highway in Santa Rosa County; directs DOT to erect suitable markers.		Facility Designation		
HB 315			Transportation Facility Designations; Designates Reverend Murray Hamilton, Sr., Highway in Santa Rosa County; directs DOT to erect suitable markers.		Facility Designation		

2021 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 160	HB 37 (Identical)		Transportation Facility Designations/Deputy Sheriff Donta Manuel and Deputy Sheriff Jonathan Wallace 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 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 89			Transportation Facility Designations; Designates Pio Ieraci Memorial Drive in Broward County; directs DOT to erect suitable markers.		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 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		
CS/SB 754	HB 223 (Compare)		Mobile Home Registration Periods; Revising the registration and registration renewal periods for a mobile home owned by a natural person, etc.	Passed first committee reference	FLHSMV		
CS/SB 574	HB 369 (Similar) 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.	Passed first committee reference	FLHSMV		

2021 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 576	HB 371 (Similar) 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.	Passed first committee reference	FLHSMV		
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 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.	FLHSMV Legislative Priorities	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		

2021 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 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 369	CS/SB 574 (Similar) CS/SB 576 (Compare)	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.		FLHSMV		
HB 371	CS/SB 576 (Similar) CS/SB 574 (Compare)	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.		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.		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 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		
CS/HB 139	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.	Passed first committee reference	Law Enforcement		
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.		Law Enforcement		
SB 728			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.	Passed first committee reference	Mobility	Yes	

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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 398	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.	Passed first committee reference	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		
HB 157	CS/SB 398 (Compare)		Transportation Projects; Revises amount of state revenues committed by DOT for public transportation projects; provides that document that reveals identity of potential bidder on transportation project is public record; authorizes DOT to enter into agreement with FHP to pay for work zone speed enforcement using moneys in State Transportation Trust Fund.		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
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		
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.		Resiliency		
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.	Passed first committee reference	Resiliency		
HB 513			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.		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
HB 101	SB 228 (Similar)		Resiliency Energy Environment Florida Program; Authorizes certain notices of lien to be recorded in public records of specified counties; provides that certain liens are not enforceable; revises types of items which local government or program administrator must reasonably determine before entering into assessment financing agreements with residential & nonresidential real property owners; provides additional requirements to be met by program administrators when administering REEF program for qualifying improvements on residential real properties; provides guidelines to be used by program administrators dealing with certain contractors; provides marketing & communications guidelines for use by program administrators; prohibits contractors from taking certain actions related to pricing of qualifying improvements; requires program administrators to appropriately develop & implement procedures to handle complaints & monitor contractors.		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		
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.		Resiliency / Public Meetings		
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.		Rulemaking		

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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 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.		Rulemaking		
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.		Rural Economic Development Initiative (REDI)		
HB 777	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.		s. 336, F.S.		
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 committtee reference	S. 386.211, F.S.		

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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 701			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.		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			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 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.	Passed first 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
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	Passed 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.	Passed first committee reference	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		
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.		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		

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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 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		
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		
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.		Safety		
HB 399	SB 258 (Compare) 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		

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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 476	HB 297 (Compare)		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		
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		

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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 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) 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		
HB 145	SB 474 (Identical)		Recreational Off-Highway Vehicle Weight Limits; Revises weight limit of vehicle defined as "ROV."		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 465	CS/HB 153 (Compare) SB 430 (Compare) SB 438 (Compare)		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.	Passed first committee reference	Space		
SB 438	HB 465 (Compare)		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.		Space		
HB 65			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 828			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.	critical infrastructure includes public transportation as defined in S. 163.566, F.S.	Technology		

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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 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		
HB 831			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.		Workforce		
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.	Passed first committee reference	Workforce		
SB 940	HB 565 (Identical) HB 375 (Compare)	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.		Workforce		
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.		Workforce		

2021 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 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		
SB 624			Reemployment After Retirement ; Authorizing a retiree of the Florida Retirement System to be reemployed under certain circumstances, etc.		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
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 291	SB 376 (Identical) HB 293 (Compare) SB 322 (Compare)		Employee Leave and Wage and Salary History; Authorizes parental leave for state employees in Career Service System who have stillborn child; prohibits public employer, employment agency, or private employer from engaging in certain activities relating to wages & salary; authorizes public employer, employment agency, or private employer to confirm prospective employee's wage or salary history under certain conditions.		Workforce		
SB 514	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.		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
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		
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		

2021 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 1038			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.				
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.				
SB 1062	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.				

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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 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	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 906			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.				
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.				

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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 974	HB 799 (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.				
HB 545	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.				
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.				
HB 427	SB 1212 (Similar) SB 1214 (Compare)		Roadside Farm Stand Signage; Establishes Fresh From Florida Roadside Farm Stand Signage Program & adjunct advisory council within DACS to provide uniform directional signage for certified roadside farm stands; authorizes Commissioner of Agriculture to make certain designations; provides program requirements & fees; requires DOT, upon request, to place signage at specified locations.				
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			National Infrastructure Bank; Requests Congress to pass House Resolution 3339, creating a National Infrastructure Bank to finance urgently needed infrastructure projects.	Memorial only.			

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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 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.	S. 386.211, F.S. - public announcement in mass transportation terminals			
HB 259			Photovoltaic Solar Installations; Prohibits counties & cities from preventing construction or placement of photovoltaic solar installation on existing permitted structures from being considered accessory uses to those structures; requires brokers to provide written disclosures regarding photovoltaic solar installations before selling residential real estate; revises provisions addressing photovoltaic solar installations; provides additional disclosures that must be provided in each photovoltaic solar installation sale or lease agreement; requires closing agent to retain loan or lease payoff funds in escrow under certain conditions.				
HB 6043			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			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.				
HB 223	CS/SB 754 (Compare)		Mobile Home Registration Periods; Revises registration & registration renewal periods for mobile home owned by natural person.				

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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 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.				

December 16, 2021

The Honorable Daniel Webster
U.S. House of Representatives
2184 Rayburn House Office Building
Washington, DC 20515

Dear Congressman Webster:

Thank you for your service to our state in the United States Congress and as a senior member of the important House Transportation and Infrastructure Committee.

We want to update you on some important actions that the Sun Coast Transportation Planning Alliance (SCTPA) and the Tampa Bay Transportation Management Area (TMA) Leadership Group took earlier this month. SCTPA, formerly known as the MPO Chairs Coordinating Committee, supports local, regional, and statewide transportation projects in an eight-county area that includes Hernando. The Committee works to improve access to transportation opportunities throughout the growing West Central Florida region. The SCTPA coordinates sound, forward-thinking transit and transportation options that help promote and sustain this growth.

At a joint meeting of the SCTPA and TMA in Tampa on December 10, the group unanimously adopted two important resolutions. The first endorsed a 41-mile regional bus rapid transit project being developed by the Tampa Bay Area Regional Transit Authority (TBARTA). The project, known as Regional Rapid Transit, or RRT, would traverse I-275 to connect Wesley Chapel, the University of South Florida area, Downtown Tampa, Westshore, Pinellas County's Gateway area, and Downtown St. Petersburg with an all-day modern mobility platform that will provide quick, safe, reliable, frequent, and regional rapid service. This is the project I briefed you about prior to the COVID pandemic.

This was an important action by the local elected officials who participated in this transportation summit as it marked the first time these leaders endorsed a full-scale regional transportation project in an area where none exists. It also comes at an opportune time as Congress and the Administration embark on a major investment in our nation's transportation infrastructure. The Florida Department of Transportation is a partner on this project and is already making investments in the Regional Rapid Transit project by incorporating important components of the project into its work to upgrade the Howard Frankland Bridge, the Westshore interchange, and the I-275/I-4 bottleneck.

The Honorable Daniel Webster

December 16, 2021

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The second decision by the working group was to unanimously direct TBARTA to take the lead on a feasibility study and financial analysis of two CSX rail corridors (known as the Brooksville and Clearwater subdivisions) that could one day be developed into fixed guideway transportation options to connect large segments of West Central Florida, including Hernando County. This aligns with a major new focus by FDOT to study passenger rail options for Florida, including Intercity, Regional and Urban Rail options, and linkage to the work already underway to bring Brightline service to the West Coast region.

We will continue to keep you apprised of developments in both of these areas and would appreciate any thoughts and advice you can provide us as you and your colleagues on the Committee continue to examine ways in which transportation-challenged areas of our nation, such as the West Coast of Florida, can work in partnership with the U.S. and Florida Departments of Transportation to develop, build, and implement projects to serve our growing population and visitors.

Thank you again for your leadership as the West Coast of Florida's representatives on this important Congressional Committee.

Sincerely,

A handwritten signature in black ink, appearing to read 'D. Green', with a stylized flourish extending from the end.

David Green

Executive Director

cc: Cliff Manuel, Jr. – Board Chair