



Hillsborough TPO

Transportation Planning Organization

Meeting of the TPO Board

Wednesday, March 9, 2022, 10:00 am

Commissioner Harry Cohen
Hillsborough County
MPO Chair

Commissioner Pat Kemp
Hillsborough County
MPO Vice Chair

Paul Anderson
Port Tampa Bay

Councilman Joseph Citro
City of Tampa

Councilman John Dingfelder
City of Tampa

Commissioner Nate Kilton
City of Plant City

Adelee LeGrand
HART

Joe Lopano
Hillsborough County
Aviation Authority

Councilman Guido Maniscalco
City of Tampa

Commissioner Gwen Myers
Hillsborough County

Commissioner
Kimberly Overman
Hillsborough County

Cody Powell
Planning Commission

Mayor Andrew Ross
City of Temple Terrace

Greg Slater
Expressway Authority

Commissioner
Mariella Smith
Hillsborough County

Jessica Vaughn
Hillsborough County
School Board

Beth Alden, AICP
Executive Director

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 recommended to wear a mask while inside the County Center building consistent with CDC guidance. Some voting members may participate via web conference due to the ongoing national and local states of emergency re: COVID-19.

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

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Public comment opportunities:

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

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

- by leaving a voice message at (813) 756-0371
- by e-mail to tpo@plancom.org
- 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](#).

Agenda

- I. Call to Order & [Pledge of Allegiance](#)
- II. Roll Call (Gail Reese, TPO staff)
- III. [Approval of Minutes – February 9, 2022](#)



Plan Hillsborough

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Tampa, FL, 33602

IV. Public Comment on Agenda Items – 30 minutes total, with up to 3 minutes per speaker. Staff will unmute you when the chair recognizes you. As needed, the chair may allow for additional time later in the agenda.

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

VI. Consent Agenda

A. Committee Appointments

B. TPO Bylaws Amendment: Hillsborough County Request for Additional Seat on Technical Advisory Committee (TAC) – supported by TAC

C. Class 2 Noise Walls Letter – reviewed by Policy Committee

D. Commuter Benefits Ordinance Request Letter – supported by CAC & LRC

VII. Action Items

A. Transportation Improvement Program Amendments for Gibsonton Drive Widening Study and HART Maintenance Facility (Connor MacDonald, TPO Staff) - Roll-call vote required.

VIII. Status Reports

A. Brightline Update (Katie Mitzner, Director, Public Affairs or Christine Kefauver, SVP, Corporate Development)

B. Planning Commission Annual Report & Plan Hillsborough Strategic Plan (Melissa Zornitta, Planning Commission Director)

IX. Executive Director's Report

X. Old Business & New Business

XI. Adjournment

XII. Addendum

A. Announcements

- [TPO Storm Evacuation Study Public Survey](#)
- [Streetcar Extension Palm Ave Station Public Workshop, March 5, 10:30am and 1:00pm](#)
- [Vision Zero Open Streets Event, March 19, 12-4, 14th St @ Columbus](#)
- [US 301 PD&E Study Public Hearing, March 24, 5:30-7:30pm](#)
- [Florida Bicycle Month "Love to Ride" Challenge](#)

B. Project Summaries, Fact Sheets & Other Status Reports

- [US 41 Resurfacing](#)
- [SR 39 Resurfacing](#)
- [SR 39 Intersection Improvement](#)
- [Safety Analysis for Downtown Interchange](#)
- [FL MPO Advisory Council \(MPOAC\) Legislative Update](#)
- [Inflation Threatens to Erode Impact of \\$1 Trillion Infrastructure Law](#)

C. Correspondence

- [Memo from Hillsborough County re: Transportation Surtax Workshop March 10, 2022](#)
- [To Department of Environmental Protection re: Support for City of Sarasota grant application for Legacy Trail](#)
- [To Representative Hart re: Automated Speed Enforcement in School Zones](#)
- [To CTEDD re: support for proposal "Transportation Resilience for Underserved Populations"](#)
- [Letter re: Vision Zero – Actions taken at the February 2022 TPO Board Meeting](#)

D. Articles Related to TPO Work

- [Pedestrian safety among major improvements along Florida Ave](#) | Fox News 13 | 02.15.22
- [Hillsborough transportation shortfall 'critical;' town hall tells why](#) | Tampa Bay Times | 02.10.22
- [Local officials and critics of Tampa's I-275 expansion call for a halt to the project](#) | Creative Loafing Tampa Bay | 02.09.22
- [Hillsborough Hosting Multiple Open Houses to Collect Resident Feedback on Transportation Needs](#) | Hillsborough County Newsroom | 02.09.22
- [Hillsborough traffic deaths jumped to all-time high in 2021](#) | Tampa Bay Times | 02.09.22
- [Record deaths due to traffic crashes reported in 2021](#) | Fox News 13 | 02.09.22
- [Hillsborough leaders need feedback ahead of new transportation penny tax push](#) | ABC Action News | 02.08.22
- [Tampa City Council moves forward with policy that protects city-run cemeteries](#) | WFLA News Channel 8 | 02.03.22
- [Hillsborough extends growth moratorium in rural area](#) | Tampa Bay Times | 02.02.22
- [Jet fuel tanker crash exposes Tampa Bay's reliance on a few main roads](#) | Tampa Bay Business Journal | 02.02.22
- [Hillsborough transportation tax refund process drags on as 2022 process heats up](#) | Tampa Bay Business Journal | 01.28.22
- [Tampa Heights neighbors upset by FDOT plans to move I-275 wall](#) | Spectrum Bay News 9 | 01.26.22
- [Town Hall meetings to address transportation shortfalls, surtax proposal](#) | The Observer News | 01.20.22
- [Historic East Tampa Cemetery Maintenance Taken Over By City](#) | Patch | 01.19.22

- [Frustrated Tampa Heights neighbors say FDOT's plan to expand I-275 wall blindsided them](#) | ABC Action News | 01.18.22
- [Hillsborough County Planning Commission: 'Infrastructure has not kept up with growth'](#) | ABC Action News | 01.14.22
- [Tampa mayor, city leaders look to protect historical burial grounds previously forgotten, abandoned](#) | 10 Tampa Bay | 01.14.22
- [City of Tampa Making Progress in Protecting Historic Cemeteries](#) | City of Tampa | 01.14.22

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, FEBRUARY 9, 2022
DRAFT MINUTES**

I. CALL TO ORDER, PLEDGE OF ALLEGIANCE (Timestamp 1:32:16)

Commissioner Cohen, called the meeting to order at 10:00 AM and led the pledge of allegiance. The regular monthly meeting was held in-person and virtual via WebEx.

II. ROLL CALL (Timestamp 1:32:50) (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 John Dingfelder, Vice Mayor Cheri Donohue, Commissioner Nate Kilton, Gina Evans, Adalee Le Grand, Greg Slater, Charles Klug, Planning Commissioner Cody Powell

The following members were present virtually: Commissioner Mariella Smith, School Board Member Jessica Vaughn

The following members were absent/excused: Councilman Joseph Citro

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 (Timestamp 1:33:57) – January 11, 2022

Chair Cohen sought a motion to approve the January 11, 2022 minutes. Commissioner Kemp so moved, seconded by Councilman Maniscalco. Voice vote: motion carries unanimously.

IV. PUBLIC COMMENT (Timestamp 1:34:19) (3 minutes per speaker)

Connie Rose, Life Malcolm, Robert Miley, Doreen Jesseph, Michelle Cookson, Tim Keeports, and Jane Mankins were present and donated their time Rick Fernandez. Mr. Fernandez will have up to 24 minutes; he deferred his time to allow others signed up for public comment to speak first.

Nicole Perry: Expressed opposition to further interstate wall intrusion into Tampa Heights. Asked the TPO Board to support Tampa Heights to protect land, history, and quiet for community enjoyment. Voters voted for measures and representatives to look out for their interests. This includes no more expansion and much needed mass transit, safety measures to existing roads, and a more bikeable and walkable city. *(Time expired)*

Dayna Lazarus: Owns a home in North Ybor and is a fifth generation Tampa homeowner. Is respectfully asking the TPO Board to declare a moratorium on the interstate widening happening in Tampa Heights as recommended by the TPO CAC on January 5th per resolution passed 6 to 8 in

favor. Asking that the TPO Board declare a moratorium based on four facts. One: that the people most impacted are upset, protesting, and asking. Two: because the public engagement was such that the aforementioned people did not know that wall movement was happening. Three: the TPO Board passed an equity resolution that explicitly names the racist impact I-275 had and unanimously adopted an equity planning process recommendations that deemphasize car-centric spending, including specifically seeking transportation demand management solutions and alternative multi-modal solutions, before approving widening spending. And Four: in the near future, the Reconnecting Communities Pilot Program will unlock funds for planning and projects aimed at either removing, retrofitting, or mitigating pieces of highway and similar infrastructure that has hampered the connectivity of communities.

Matt Suarez: 406 West Azalea Street, Unit 508, Tampa, FL 33606. Would like the TPOs governing board to make and approve a motion to adopt the Citizens Advisory Committee's resolution passed on January 5, 2022. The purpose of the resolution relates to the following: stop funding the FDOT work program that continues to destroy historic property and nationally recognized historic districts that it's Tampa interstate facilities run through including the Tampa Heights Historic District. Stop the FDOT's intent to expand the I-275 barrier wall movement in Tampa Heights. And declare a temporary moratorium on the FDOT Downtown Interchange Safety Improvement Project to allow for a full vetting including the impact of barrier wall movement. On Monday, January 31, 2022, the structure at 1902 North Lamar Ave., Tampa, FL 33602 was demolished by the FDOT. Mr. Suarez issued a public objection to the demolition based on the evidence that FDOT failed to complete the salvage of the building's historic architectural elements and materials before proceeding with the demolition. It is also suspected that it is not installing steel piles for the I-275 North of Downtown Tampa project in a manner that would both minimize vibration presently being experienced by residents. *(Time expired)*

Josh Frank: Serves as the Hillsborough County representative to TBARTA as well as the Hillsborough County School Board representative to the CAC. Has great respect and admiration for this Board. Knows the members are just as invested as he and other callers are. The developments associated with the DTI expansion and the contributing structure on Lamar are unacceptable. The TIP list is a powerful and completely underutilized tool of the Board. Urging the Board to reassess the way they accept projects before they reach the design phase. Secondly, it should be the TPO Board's focus to remove of trips from our system. Please reassess the way that you allocate your TIP funding and prioritization.

Brian Seel: 313 West Park Avenue, Tampa Heights. Is the President of the Tampa Heights Civic Association. Asking the TPO Board to support the CAC's resolution and to call for a moratorium to address some of the issues already mentioned by the other speakers, and to make a similar case. This boils down to communication from FDOT and the lack there of. In communication from FDOT, we were told that no impacts were going to happen to Tampa Heights. We were not addressed between January 2020 and November 2021. This is a nearly two-year period where FDOT was making plans and did not come back to notify the citizens that it impacts. Similarly, with the demolition of 1902 North Lamar. We find that level of communication unacceptable. We are asking for a moratorium on the work. So that FDOT can take a step back and perform proper

communication as well as listening to the concerns and mitigating the concern of the residents that it impacts. Agrees with previous speakers on the need to focus on alternative modes of transportation, mass transportation, and prioritize those.

Shane Ragiell: 507 East Floribraska Avenue. That is five houses in from I-275 on Floribraska. Comes to share a story and concerns with neighbors regarding the lack of communication from FDOT regarding the construction project as well as the impact to the neighborhood. Tampa Heights has stood firm, active, and against highway expansion. Our neighborhood has not communicated anything differently and I would suggest that, amongst the neighborhoods being impacted by this large, highway construction project in the county, we have also been amongst the most active. FDOT has done nothing to show that they are willing to be a transparent partner with Tampa Heights. Whether you represent Tampa Heights, a city outside Tampa, the port, schools, or airport, if FDOT did this to your constituency, you would be upset. Please support the CAC resolution and support your neighborhood in Tampa Heights.

Lena Young Greene: Stated that her heart was heavy this morning. The building that the community came to the TPO Board about at the January meeting was demolished on January 31, 2022. After years of trying to protect this building and being vigilant and concerned about another landmark in our community, FDOT came in and tore it down. That is not right. In regard to the walls; FDOT is treating us the same way. Asked that the TPO Board support the resolution that the CAC passed and sent to the Board. Asked that the TPO send out staff that could teach the community how to file Title VI. For Robles Park Wall, lives directly across from Robles Park. She hears all the noise from I-275. The noise gets louder and the impact from the dust in the air, the children are at the park all the time. Tampa Heights residents feel that this interstate is forever intruding. The quality of the air, the water impact, the soil impact affects them. We feel that, at the TPO level, we are not getting much support. Asked that the people of Tampa Heights and the surrounding neighborhood is not sacrificed for the benefit of moving other people through their community.

Rick Fernandez: Lives in Tampa Heights, is the CAC Vice-Chair, is speaking as a citizen today. 2906 North Elmore Avenue. Will be talking about the wall's intrusion, FDOT's misrepresentation of the project to the community and to the TPO Board as recently as last month. And the resolution passed by the TPO CAC in January seeking a moratorium on the wall intrusion, a full vetting of the project, and identification of community centric alternatives. He filed detailed, written public comments. They took hours to write and will likely be summarized by TPO Staff in about 30 seconds. Hopes the Board members will or have taken the time to read them.

Noted the amount of time and effort it takes for the community to show up at these meetings. Expressed how dealing with FDOT is like hotly contested litigation. Believes when FDOT gets uncomfortable, they move on and bring in a new team; that they hesitate to share inconvenient truths with the community. Residents are angry. More than angry, they are disappointed and distrustful of a system and those that could approve a project like this without courtesy to the individuals and neighborhoods carrying the burden.

Mr. Fernandez reviewed the timeline of how the community found out about the wall movement. This consisted of maps presented at various meetings since 2018. The timeline is presented in a detailed public comment included in the [Email Public Comment section](#).

Noted that the CAC resolution passed in January will be re-presented today. Also stated that he wrote the resolution with a lot of input. After robust discussion, it was moved forward and adopted by a vote 8 to 6 in favor. It is before the TPO Board for adoption. Summarized the resolution. Asked the Board to support the motion.

Secretary Gwynn (Timestamp 2:23:51):

- Has been in the position for 5 years. Hopes that no one believes he would come in front of the TPO Board to lie or misrepresent for any purpose.
- Did not enjoy the decision to destroy the property at 1902 Lamar. The CRC has met 96 times. Relocated 64 historic homes: 8 in Tampa Heights, 2 in West Tampa, 54 in Ybor City. FDOT relocated all of these properties and rehabilitated 35 and partnered with the City of Tampa to rehabilitate the remaining 29 buildings. The homes were sold to first time home buyers and funds established a revolving trust fund to be used to rehabilitate historic homes. Per the MOA, the remaining homes were eligible for demolition. In 2017, a hold was put on right-of-way acquisition and the demolition of properties until the SEIS was completed.
- Work that has been done with Tampa Heights community. This SEIS was completely different. Worked with the concerns about taking 200 – 300 parcels of property. Tasked the team to not do that. Four alternatives came out of that. All had express lanes coming through, but each had less and less property impact. Tampa Heights didn't want any more right-of-way and had been impacted enough. Tasked the team to address the safety concerns while staying within the right-of-way. This was done late in the process. Things were being added during the process as it was determined what could and couldn't be done. Tampa Heights said that FDOT only cared about the highway. Tasked the team to find projects in Tampa Heights that would help in other areas. Over 5 years, programmed ~\$120 million of projects that have nothing to do with roads other than covering transit, bike/ped facilities, and safety.
- Can always do better on communication. Continuing to try. For the I-275 project, have done way more communication than any other project in District 7. Talked about the public engagement. After an open house with Commissioner Myers, told his team to go out and go door to door with information. Will continue to try and work with the community.

Discussion (Timestamp 2:37:18):

TPO Board recognized the work from the community and FDOT. Would like to have an on-the-ground meeting with public officials. Would like to have the nighttime work addressed sooner rather than later. Discussion about timeframe of work. Talked about issues that come from decisions made decades ago and the interstate going through it. Many people have moved there in recent years due to sense of community and beauty. Community is asking to not be hurt anymore. Different projects are being talked about to try and restore the neighborhood. Talked about current circumstances and getting clarity on what is happening. The TPO Board asked to be copied on communications that go out that are going to affect the people they represent. Would

also like to know what is said at community meetings to be on the same page. Asked for transparency.

FDOT has asked that the Tampa Heights Civic Association come up with a list of concerns and questions and get them to FDOT ahead of time. Once that is done, FDOT is ready to set up the community meeting. Monitoring vibration, within normal expectation. Finding ways to avoid nighttime work when possible. Will be happy to add the TPO Board to the email groups that have signed up for communication around these projects and to copy on other correspondence.

Jessica Vaughn (*Timestamp 2:50:55*): Is the TPO able to move for a moratorium on this project.

Cameron Clark: No, the TPO is a planning organization with the primary function to adopt the Long-Range Transportation Plan and the five-year Transportation Improvement Plan. The project being discussed is on both plans. There is no statutory authority in the MPO statutes that would allow for the MPO to impose a moratorium on construction of roadway projects from FDOT.

Continued discussion on the difference in feedback from public engagement and what is being heard today. Investigate ways to do better in communication so the community doesn't feel misled. Would like to see action items working with the community. Comments of the citizens and the CAC have been appreciated and the hurt feelings are acknowledged. We all need to use this as a learning tool to do better. It is time to work together and come up with real, workable solutions. There is still time to affect the project in the details.

V. COMMITTEE REPORTS & ADVANCE COMMENTS (Bill Roberts, CAC Chair; Davida Franklin, TPO Staff; Beth Alden, TPO Director) (*Timestamp 3:03:40*)

A. CAC – Bill Roberts, CAC Chair (February 2, 2022 meeting)

- Highlights – heard fair amount of public comment regarding FDOT barrier wall, reviewed action item and forwarded to Board on the safety performance targets with a vote of 14 to 1 in favor, also heard three status reports.
- Some of our members did not feel that Chair Roberts accurately represented the CAC committee in regard to the resolution. The CAC has submitted that resolution to a second time.
- The CAC approved a motion to ask the legal counsel for the TPO at what legal actions are available to the CAC and the TPO with regard to action they believe FDOT has taken that may be in violation or inconsistent with TPO actions. This was approved with a 15 to 0 vote in favor.

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

- The CAC and the TAC approved the Safe Access to Parks Study

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

- The TAC supported the Hillsborough County's request for an additional seat on the committee.
- The CAC, LRC, BPAC all approved the 2022 Safety Performance Targets

D. Pertaining Items at Upcoming Meetings (Davida Franklin, TPO Staff)

- There is a report on the Storm Evacuation and Shelter-In-Place Study that will be heard soon. The TAC, ITS, BPAC and LRC have heard the status report on this study.

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

- Heard a lot of the email and social media comments during public comment today.

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

F. TPO Policy Committee – February 8, 2022 Meeting (Beth Alden, TPO Executive Director)

- Reviewed the Safe Access to Parks Pilot Study and has forwarded to you for approval.
- Committee directed staff to get going on the Membership Apportionment Plan.
- Staff was asked to bring back a letter about the FDOT policy on Class 2 noise walls.
- Councilman Citro, Chair of the LRC, asked that one of the officers of the LRC briefly address the TPO Board.
 - Catherine Coyle – the motion that was made for more accounting and accountability for the implementation of Vision Zero; in the spending arch in the presentation, the LRC saw Vision Zero as the main or overarching goal to each one of the pieces should have the accounting for Vision Zero.

VI. CONSENT AGENDA (Timestamp 3:12:06)

A. Updated Committee Appointments

- ITS – City of Plant City: Fred Baxter with Paulinne Nunez as alternate
- ITS – City of Temple Terrace: Troy Tinch with Brian McCarthy as alternate
- LRC – HART: Scott Drainville with Bobby Edwards as alternate
- TAC – Port Tampa Bay: Clay Hollis

B. Safe Access to Parks Pilot Study – presented at Policy Committee

Commissioner Kemp moved to approve the Consent Agenda, seconded by Commissioner Overman. Voice vote, motion to approve the Consent Agenda in total passes unanimously.

VII. ACTION ITEMS (Timestamp 3:12:39)

Annual Update of Safety Performance Targets (Johnny Wong, TPO Staff)

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

- Review of the measures required by the Highway Safety Improvement Program (HSIP).
 - TPO has elected to track year-end fatality totals and motorcycle fatalities separate.
 - 7th year of setting targets
 - Must set realistic, data-driven targets
- Project the number of crashes for the next given year and subtract the crash reduction benefits achievable given the expected level of investment
 - Projection expects a 1% projection on all crash types
- Went over actual numbers

- Annual actual fatalities in 2021 = 255 (record number); targets set on 5-year rolling average (2018 – 2022)
- 5-year Rolling Average Targets
 - Total fatalities – target of no more than 253 through 2022; rolling average is 224; showed map of fatality locations – along major roadways
 - Motorcycle Fatalities – target of no more than 36.13
 - Serious Injuries – target of no more than 1107; steadily decreasing
 - Nonmotorized Fatalities + Serious Injuries – target of no more than 232; increase in 5-year average
 - Fatality Rate per 100 million Vehicle Miles Traveled – target no more than 1.59
 - Serious Injury Rate per 100 million Vehicle Miles Traveled – have seen steady decline in trend; target set at no more than 7.49
- Review of Report Card – 3 targets met; 4 targets not met
- Current ways of improving
 - Vision Zero’s 4 Action Tracks
 - Asking the Committee to provide information on what details the TPO Staff can provide to make informed, data-driven decisions and recommendations
 - Review of 2022 Performance Targets for review to aid in recommendations

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

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

- Review of what is being done.
 - City of Tampa programs
 - Hillsborough County programs
 - Additional programs combining Engineering, Education, Enforcement, Emergency Response, Information Intelligence, Innovation, Insight into Communities, Investments and Policies
- Over 50 more people died in 2021, Why?
 - Local thought – motorist behavior once pandemic subsided
 - National Reports
 - Seatbelt use down
 - Driving under the influence
 - EMS response rates slower due to high pandemic-related demand and possibly protocols at hospitals
 - Trips being taken at off-peak times; many roads designed for peak-hour congestion; easier to speed
- Review of 2019 and 2021 hours and crash data
- HIN Crash Statistics from 2014 - 2018
 - 67% involved people over 35 years
 - 53% on “dark-lighted” streets
 - 92% on 40+ speed limit roads
 - 83% in non-peak hours
 - 59% not at intersections
 - 50% on roads with 4 or more travel lanes

- 71% involved aggressive driving/speeding
- Types of vehicles
 - 43% cars
 - 24% SUV
 - 14% motorcycles
- Review of TPO committee discussions
 - Overarching – implementing the strategies outlined in the Speed Management Action Plan
- Review of Actions and Implementation Strategy – Engineering & Operations
1 – 3 (short-term, 1-2 years); 4 – 7 (mid-term, 3-5 years); 8 (long-term, 5+ years)
- Review of Actions and Implementation Strategy – Education – short-term (1-3 years)
- Review of Actions and Implementation Strategy – Policy / Legislation
1 – 2 (short-term, 1-2 years); 3 – 5 (mid-term, 3-5 years)
- Review of Action and Implementation Strategy – Plan Evaluation – short-term (1-3 years)

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

Recommended Actions:

- **Approve the 2022 safety performance targets.**
- **Request responsible agencies focus their efforts on the Top 50 High Injury Network corridors and identify countermeasures based on national best practices.**
- **Organize a coordinated grant application to design and fund improvements using the new Safe Streets and Roads for All Grant Program.**
- **Send a letter to the BOCC asking them to identify funds be set aside for safety-focused improvements on the High Injury Network.**
- **Request member agencies to identify a public relations staffer to generate at least one Vision Zero related message each month on their social media platforms.**
- **Send a letter of support for HB 189 regarding school speed zone automated enforcement cameras.**
- **Host a Mini-Safety Summit in November 2022 to highlight progress made on the Top 50 high Injury corridors.**

Discussion (*Timestamp 3:30:37*):

Commissioner Kemp moved to accept, seconded by Commissioner Overman.

Interesting to see with the impact of the pandemic how it has influenced traffic patterns: less congestion and higher speeds. Clarified the numbers and noted a substantial increase from 2020 to 2021. Requested the breakout of bicycle/pedestrian fatalities for future years. Commissioner Smith is unable to support set the annual fatality target at 253 due to poor performance. The bar should not be lowered.

Commissioner Smith made the request to amend the motion to set the annual fatality rate to 212. Amendment to the motion accepted by Commissioner Kemp and Commissioner Overman.

Accepting a target that is unacceptable is not a good idea. The numbers have gone up nationwide, this is not unique to Hillsborough County. The U.S. Department of Transportation, National Highway Safety Administration came out with a report citing four factors contributing to the increase in fatalities: speeding, lack of seatbelt use, driving while not sober, and driving distracted. Recommendation of digging into each of the categories to see how impactful we can be in influencing each and the overall fatality number. Would be helpful to have further data on the specific areas.

TPO Staff is working on getting the data together. New messaging is going around the state. It was noted that the target setting is required by February 28, 2022. An additional meeting of the TPO Board can be set up if there is a desire to continue discussion. Staff will see about getting some breakdown numbers to the Board.

Roll call vote of the amended motion was approved 13 to 0 in favor.

VIII. STATUS REPORTS *(Timestamp 3:40:50)*

A. I-75 Project Development & Environmental Studies (FDOT Rep) – Deferred until the TPO Policy Committee meeting in March.

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

- Hillsborough County has a new department called County Community and Infrastructure Planning. Believed their membership would benefit the committee.
- It is required to be brought to the TPO twice, this is the status update and will likely be on the Consent Agenda in March.

IX. EXECUTIVE DIRECTOR'S REPORT *(Timestamp 3:42:42)*

A. Quarterly report is in the Board Folder in the email you received on the evening of February 8, 2022.

B. Congratulate everyone on the outreach in the Fall of 2021 to the legislative delegation regarding the bill making it more difficult to use Rapid Flashing Beacons at existing crosswalks. That bill did not get filed during this legislative session.

C. Discussion a few months ago about sponsoring a workshop through the Florida MPO Advisory Council on rail planning at the statewide level. Slated for Thursday, April 28th in Orlando. Will be working on getting virtual access to that.

X. OLD & NEW BUSINESS *(Timestamp 3:43:54)*

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

- Do not usually have urgent business during November and should be able to attend to business in December.
- Agreed by the TPO Board

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

- Clarification on the motion made in January. This Board would like FDOT to construct a wall along Robles Park. Unsure whether the language included landscaping.
- Would like for the community to have input before a final decision is made on this issue.
- Would like FDOT to consider adjacent to Robles Park is the wall and landscaping in coordination with the community members' wishes.

Discussion:

It was noted that the noise wall has to be built with local funds unless the law is changed. The Policy Committee agreed that the law was put into place after the interstate was put into place. There has not been a study to determine the environmental impact as it currently stands. This is going to be recomunicated to the District 7 office. The rules state that when there are no noise receptors in an area, no federal funds can be used to build a noise wall. Last month, FDOT is in agreement to build a visual barrier. Clarifying today that landscaping would also be considered.

It was clarified that FDOT will use state funds to build an eight-foot wall and add landscaping. Commissioner Myers requested that community input be considered as to the aesthetics of the wall and landscaping.

C. Commissioner Overman: All Board members are invited to Hillsborough Day in Tallahassee on February 22, 2022.

D. Next meeting March 9, 2022, from 10:00 AM – 12:00 Noon.

XI. ADJOURNMENT – The meeting adjourned at 12:21 PM

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

Social Media

- **Facebook**
 - **2/6**
Rick Fernandez (commenting on the Feb. TPO Board Meeting event page):
Public Comment for TPO Board Meeting February 9, 2022:

I was asked a few days ago what Tampa Heights wanted out of its current battle with the Florida Department of Transportation (Quick Fix Project with threatened wall intrusion along the eastern boundary of Tampa Heights).

After a few days of Pile Driving, drilling, noise and vibration, a return to peace and quiet sounds pretty good.

While thinking about what to say to the TPO Board on Wednesday, February 9, an idea struck me ... When the final page of this current FDOT saga is written, this is what I hope it will document:

“Tampa and Hillsborough County leadership, together with FDOT, listened to the justified objections of the Tampa Heights community. FDOT plans for the Downtown Interchange have been modified. There will be no further expansion of the Interstate footprint along the eastern boundary of Tampa’s oldest suburb. This means the walls will stay where they are.

“The existing walls between Floribraska Ave and Jefferson Street will stay in place, while multi modal transit options are developed to address traffic volume, pollution, congestion and safety issues. FDOT is pursuing other creative engineering options to improve safety for the DTI itself.

“FDOT and the City of Tampa will work with the Tampa Heights community to mitigate damages and address concerns of long standing, including, but not limited to: installation of robust landscaping along the entire interstate boundary; upgrades to historic district standards for existing walls; installation of context appropriate barrier infrastructure along the eastern boundary of Robles Park and in the gap between Amelia and Ross, adjacent to the community garden; traffic calming for surface streets impacted by exit ramp traffic flow (Floribraska and Elmore Avenues, for example); traffic calming and bike/ped infrastructure development for Florida Ave. and Tampa Street.

“All parties acknowledge Tampa Heights has been among the most negatively impacted communities secondary to Interstate construction and expansion through the city’s urban core. The road to reparations and reconciliation will be long. Today we take the first steps. When next we discuss the relocation of walls, let it be in furtherance of #BoulevardTampa. The Boulevard feasibility study approved by the MPO/TPO Board in 2019, will move forward this year.”

Respectfully Submitted,
Rick Fernandez
2906 N. Elmore Ave
Tampa, FL 33602

○ **1/27**

Chris Vela (commenting on a Vision Zero Hillsborough post):

“The Hillsborough TPO is largely driven by # of car crashes with the DTI but the problem are that all fatal crashes during the study period were human behavior. This a specific tax paid studied signed and sealed by our county then state. The problem is we need to overhaul TPOs and get rid of armchair representation.”

- **1/26**
Chris Vela (commenting on a post shared by the Pinellas Suncoast Transit Authority regarding FDOT funding support for the Central Ave. Bus Rapid Transit Project):
“The money should just go straight to Hillsborough TPO or other TPOs. It is easy if it defaults to the state.”
- **1/12**
Save the Historic Lamar (in a post that tagged Hillsborough TPO):
“We just wanted to thank everyone who participated in yesterday's public comment period during the Hillsborough TPO Governing Board Meeting!
Collectively, all comments totaled 45+ minutes of speaking time and were in favor of both stopping the demolition of the contributing structure at 1902 N. Lamar Ave. & in protest of the Florida Department of Transportation's plans to further impact Tampa's historic, urban neighborhoods through continued interstate highway expansion.

“With the Governing Board not yet making a motion to put a resolution relating to these items to vote as requested by the TPO Citizens Advisory Committee (CAC) & the community, we must continue with our efforts to get this resolution put up for a vote & passed by continuing to address the Governing Board at its upcoming monthly meetings. #SaveHistoricLamar”
- **Twitter**
 - **2/2**
Tampa Egret Bicycle (regarding a BayNews9 article about the i275 wall in Tampa Heights”
“We need commuter rail, not wider freeways or more freeway lanes. #StopTBX
cc: @tampaheightsmag, @RFexecsearch, @JustinGarciaFL, @WolfColin”
 - **1/29**
Chris Vela (regarding a post about the TPO’s Storm Evacuation Study)
“Will do but really this needs to be “managed retreat.” You all know this, why you are not exploring it is beyond me.”
 - **1/28**
Sarah H. (regarding a BizJournals.com article about the Hillsborough tax refund process)
“That tax should have remained. “
 - **1/14**
Tatiana Morales (commenting on a post about the Tampa Hillsborough Expressway Authority’s (THEA) Connected Vehicle (CV) Pilot:
“Or we could actually just start reducing and disincentivizing car usage on our roads by investing in public transportation and reducing lanes.”
- **Email**

[February Board folder emails](#)

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



Hillsborough TPO

Transportation Planning Organization

Committee Reports

Meeting of the Technical Advisory Committee (TAC) of February 7

The TAC approved action items:

- Safety Performance Targets

The TAC heard status reports on:

- Low-Cost Air Quality Monitoring Pilot Study
- West River Multimodal Safety & Network Improvements
- Hillsborough County Multimodal Level of Service Update

Livable Roadways Committee (LRC) on February 23

The LRC approved action items:

- Commuter Benefits Ordinance Request Letter

The LRC heard status reports on:

- West River Multimodal Safety & Network Improvements
- Tampa Bay Citizens Academy on Transportation CUTR and Morrison-Greenway Student Presentation
 - **The LRC approved a motion encouraging TPO and FDOT work together on improved bicycle and pedestrian access at the intersection of Henderson, Dale Mabry, and Morrison, with a strong recommendation for a leading pedestrian interval phase in the traffic signals.**
- Bicycle Pedestrian Counts

Meeting of the Bicycle Pedestrian Advisory Committee (BPAC) on February 23

The BPAC approved action items:

- The BPAC voted unanimously to recommend Martin Santiago for membership as a Citizen at Large.

The BPAC heard status reports on:

- West River Multimodal Safety & Network Improvements – The City of Tampa presented information on the West River improvements including complete streets, west riverwalk, and other improvements throughout the area.
- Tampa Bay Citizens Academy on Transportation CUTR
- Tampa Bay Citizens Academy on Transportation Morrison-Greenway
 - **The BPAC supported the LRC’s ask regarding the Dale Mabry, Morrison, and Henderson intersection.**
- Bicycle/Pedestrian Counts
- Hillsborough County Multimodal Level of Service Update – Staff presented a proposed update to the Multimodal Level of Service Methodology for Unincorporated Hillsborough County. This strategy incorporates FDOT’s and other methodologies in a hybrid approach for roads with and without bicycle and pedestrian facilities.

Transportation Disadvantaged Coordinating Board (TDCB) on February 25

The TDCB approved action items:

- TIP Amendments for Gibsonton Drive PD&E and HART Maintenance Facility
- Community Transportation Coordinator Evaluation

Citizens Advisory Committee (CAC) on March 2

The CAC approved action items:

- TIP Amendments for Gibsonton Drive PD&E and HART Maintenance Facility
- Commuter Benefits Ordinance Request Letter

The CAC deferred all 3 status reports due to time constraints:

- PD&E Study for US 301 from Fowler Ave to SR56
- CAC Committee Composition
- CAC Member Introduction Roundtable

The CAC received a number of public comments from individuals expressing support for Vice Chair Fernandez’s motion to remove two Downtown Interchange projects from the TIP. Others commented on their frustration regarding the impacts of related construction activities. Emailed public comments are included in the Board packet.

During the Member’s Interest portion of the meeting, TPO Attorney Cameron Clark and Executive Director Beth Alden fielded questions from the committee about F.S. 339.175 Sub 8D, which states that once a project in the TIP has advanced to the “Design Phase of Preliminary Engineering,” that project may only be removed from the TIP upon agreement from both the TPO Board and FDOT. Mr. Clark also responded to questions about TPO Board composition and the role of unelected officials on the board, as well as questions about the Florida’s Government in the Sunshine Law.

The CAC had a long discussion about the Downtown Interchange Safety & Operational Fix project, specifically regarding one member’s belief that specific FDOT staff lied to the

community about the scale of right-of-way impacts and the impact to properties. **A motion was passed, 10-8, proposing that the TPO Board initiate a TIP Amendment to remove two TIP Amendments passed in October 2021: 445056-2 Westbound I-4 to Southbound I-275 and 445057-1 Southbound I-275 to the Eastbound I-4 Ramp.** Following the discussion, FDOT Secretary Gwynn addressed the committee, expressing that the accusations of FDOT staff lying were wholly inaccurate and also were inappropriate attacks on individuals in breach of the CAC's meeting decorum.

The CAC also discussed the Sunshine Law implications of communication between members outside of publicly noticed meetings. Mr. Clark had informed the committee of the Attorney General's opinion that one member circulating a position statement to other members was not specifically in violation of the law, but could easily lead to a violation if any other member communicated back about the position, even including "liking" a post on social media. Therefore, the Attorney General strongly discourages the circulation of position statements outside of public meetings; this is not in the spirit of the law. **A motion was made to establish a CAC policy that communications among members should be limited to public meetings.** Some members described this as government censorship and asserted that there are no ramifications for citizen volunteers violating the Sunshine Law. **The motion failed, 3-15.**

A motion was made to **direct TPO staff to request that FDOT legal representatives appear at a future CAC meeting and brief the committee on the Department's legal obligations.** That motion passed unanimously.



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item

Committee Appointments

Presenter

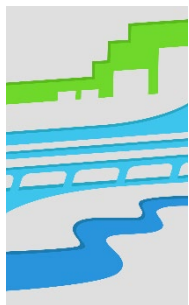
None – Consent Agenda

Summary

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:

- Savana Vidal, by the Hillsborough County Sheriff's Office
- Martin Santiago, by the BPAC to serve as an at-large member



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Recommended Action

That the TPO confirm the above nominations

Prepared By

Cheryl Wilkening

Attachments

None



Hillsborough TPO

Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

Hillsborough County Request for an Additional Seat on the TAC

Presenter:

Gena Torres, TPO Staff

Summary:

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

To offer full representation and expertise, the request is that in addition to current representation from Development Services (responsible for permitting) and Public Works (capital programming), **that a seat be created for a representative from Community and Infrastructure Planning** (strategic implementation).

Changes to the TPO bylaws requires two readings. If the TAC members agree to the requested change, the item would be reviewed by the Board at their January meeting and action taken at the February TPO Board meeting. The new TAC member would be eligible to participate fully at the March 7, 2022 TAC meeting.

Recommended Action:

Approve the request for an additional seat on the TAC and forward to the TPO Board for their consideration.

Prepared By:

Gena Torres, TPO Staff

Attachments:

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



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Gena Torres

Subject: FW: TPO TAC Committee Membership

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

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

To: Beth Alden <aldenb@plancom.org>

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

Subject: TPO TAC Committee Membership

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

Development Services

- Mike Williams
- Rick Perez (alt)

Public Works Administration

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

Community and Infrastructure Planning (NEW)

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

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

Thanks,

John Patrick

Division Director, Strategic Infrastructure Planning
Community and Infrastructure Planning Department

P: (813) 276-8428

M: (813) 539-3397

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**BY-LAWS OF
THE HILLSBOROUGH COUNTY
TRANSPORTATION PLANNING ORGANIZATION
AND ITS COMMITTEES
Amended September 14, 2021**

1.0 PURPOSE: These *By-laws* are adopted by the Hillsborough County Metropolitan Planning Organization to govern the performance of the MPO's duties as well as those of MPO committees and to inform the public of the nature of the MPO's internal organization, operations and other related matters.

1.1 DOING BUSINESS AS: Consistent with the Fictitious Name Act (s.865.09, F.S.), and as registered with the Florida Department of State, the MPO will conduct business as the "Hillsborough Transportation Planning Organization," hereinafter called the "TPO".

2.0 DEFINITIONS:

2.1 EMERGENCY: Any occurrence or threat thereof, whether accidental or natural, caused by man, in war or in peace, which necessitates immediate action because it results or may result in substantial injury or harm to the population or the TPO or substantial damage to or loss of property or public funds.

2.2 GOOD CAUSE: A substantial reason which is put forward in good faith.

2.3 INTERESTED PERSON: Any person who has or may have or who represents any group or entity which has or may have some concern, participation or relation to any matter which will or may be considered by the TPO.

2.4 MEMBER(S): The TPO consists of sixteen (16) official members, with FDOT designated as a non-voting advisor. Each member government or authority may also appoint an alternate member, who may vote at any TPO meeting in place of a regular member. TPO committee membership is as provided in these By-laws.

2.5 PUBLIC HEARING: A meeting of the TPO convened for the purpose of receiving public testimony regarding a specific subject and for the purpose of taking action on amendment to or adoption of a plan or program. A public hearing may be convened with less than a quorum present; however, no official action other than adjournment or continuation of the public hearing to another time may be taken unless a quorum is present.

2.6 REGULAR MEETING: The regular scheduled meeting of the TPO at which all official business may be transacted.

- 2.7 SPECIAL MEETING:** A meeting of the TPO held at a time other than the regularly scheduled meeting time. All official business may be transacted at a special meeting.
- 2.8 WORKSHOP:** A conference where members are present and are meeting to discuss a specific subject. A workshop may be convened with less than a quorum present; however, no official action other than adjournment or continuation of the workshop to another time may be taken.
- 3.0 TPO OFFICERS:** There shall be a Chair and a Vice-Chair. All officers shall be voting members of the TPO.
- 3.1 TENURE:** All officers shall hold office for one (1) year or until a successor is elected. However, any officer may be removed by a majority of the total members. No officer may serve for more than two years consecutively.
- 3.2 SELECTION:** At the regular meeting in December, the members shall nominate one or more candidates to fill each office. Immediately following the close of nominations, the TPO shall vote to fill each office, with the vote for each office being taken in the order in which candidates for that office were nominated, until one is elected. New officers shall take office immediately upon the conclusion of the election of officers.
- 3.3 VACANCY IN OFFICE:** A vacant office shall be filled by the TPO at its first regular meeting following the vacancy. The officer so elected shall serve the remainder of their predecessor's term in office.
- 3.4 DUTIES:** The officers shall have the following duties:
- 3.4.1 CHAIR:** The Chair shall:
- (a) Preside at all regular and special meetings, workshops and public hearings.
 - (b) Represent the TPO on the West Central Florida MPO Chairs Coordinating Committee (CCC), doing business as Suncoast Transportation Planning Alliance (SCTPA), and the Florida MPO Advisory Council (MPOAC).
 - (c) Establish such ad hoc committees as the Chair may deem necessary and appoint their members and chairs.
 - (d) Call special meetings and workshops and public hearings.
 - (e) Sign all contracts, resolutions, and other official documents of the TPO, unless otherwise specified by the *By-laws* or *Policies*.
 - (f) Express the position of the TPO as determined by vote or consensus of the TPO.
 - (g) See that all actions of the TPO are taken in accordance with the *By-laws, Policies* and applicable laws.
 - (h) Perform such duties as are usually exercised by the Chair of a commission or board, and perform such other duties as may from time to time be assigned by the TPO.

3.4.2 Vice-Chair: The Vice-Chair shall, during the absence of the Chair or the Chair's inability to act, have and exercise all of the duties and powers of the Chair, and shall perform such other duties as may from time to time be assigned to the Chair by the TPO.

4.0 COMMITTEES:

4.1 AD HOC COMMITTEES:

4.1.1 Chair and Expiration: An ad hoc committee shall consist of a committee chair, who shall be a member of the TPO. All ad hoc committees shall have an expiration time identified by the Chair at the time of creation or shall dissolve at the expiration of the Chair's term.

4.1.2 Purpose: The purpose of establishing ad hoc committees is to facilitate the accomplishment of a specific task identified by the Chair.

4.2 STANDING COMMITTEES:

4.2.1 Appointment of Committee Members: Members and alternate members of all committees shall be appointed by action of the TPO. Members representing an organization on a committee, as specified in the committee membership list, shall be nominated in writing by their organization. Members representing the citizens of Hillsborough County, and not representing any particular entity as specified in the committee membership list, shall be recommended for membership by action of the committee on which they would like to serve. Using the same procedure, alternate members may be designated to act on behalf of regular members with all the privileges accorded thereto. The TPO shall not appoint committee applicants who are affiliated with private TPO consultants or contractors. If such an affiliation occurs, an existing committee member shall be deemed to have resigned.

4.2.2 Termination of Committee Membership: Any member of any committee may resign at any time by notice in writing to the Chair. Unless otherwise specified in such notice, such resignation shall take effect upon receipt thereof by the Chair. Each member of each committee is expected to demonstrate his/her interest in the committee's activities through attendance of the scheduled meetings, except for reasons of an unavoidable nature. In each instance of an unavoidable absence, the absent member should ensure that his/her alternate will attend. The TPO may review, and consider rescinding, the appointment of any member of any committee who fails to attend three (3) consecutive meetings. In each case, the TPO will warn the member in writing, and if applicable the member's nominating organization, thirty days in advance of an action to rescind membership. The TPO Chair may immediately terminate the membership of any committee member

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

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

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

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

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

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

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

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

effective transportation system. Minorities, the elderly and persons with disabilities must be adequately represented on the CAC.

All members must be residents of Hillsborough County. Membership will be as follows: one (1) member nominated by each member of the Board of County Commissioners serving on the TPO, one (1) member nominated by each member from the City of Tampa serving on the TPO, one (1) member from the City of Temple Terrace nominated by the Mayor of the City of Temple Terrace, one (1) member from the City of Plant City nominated by the Mayor of the City of Plant City, one (1) member nominated by each respective Chairperson of the Hillsborough County Aviation, Tampa-Hillsborough Expressway, Tampa Port and Hillsborough Area Regional Transit Authorities, one (1) member representing the transportation disadvantaged nominated by the Chairman of the Transportation Disadvantaged Coordinating Board, one (1) member nominated by the Chairperson of the Hillsborough County City-County Planning Commission and one (1) member nominated by the School Board member serving on the MPO. In addition, there shall be six (6) at-large members nominated by local organizations representing the following constituencies or through application directly to the CAC as provided in Section 4.2.1. These shall comprise one (1) person of Hispanic ethnicity, one (1) person of African-American descent, one (1) person under the age of 30, one (1) woman, one (1) person to represent neighborhoods, and one (1) person to represent the business community.

Terms of appointment shall be for a two-year period with an opportunity for reappointment thereafter, unless the official who appointed the member leaves office or the TPO board during the term of the member's appointment. In that case, the member shall be deemed to have resigned from the CAC and the new official shall have the right to appoint a new member or reappoint the same member. A member of the committee whose term has expired shall continue to serve until they are reappointed or replaced. The terms of appointment notwithstanding, CAC members shall serve at the pleasure of the TPO.

4.2.8 TPO Policy Committee: The TPO Policy Committee shall be responsible for the review and in-depth discussion of items and issues proposed to come before the TPO and for development of recommendations to the TPO, as appropriate, regarding such items and issues in order to facilitate the accomplishment of the TPO's responsibilities to manage a continuing, cooperative and comprehensive transportation planning process and the development of transportation plans and programs.

Membership: The Policy Committee shall be composed of at least five (5) members of the TPO who shall serve on a voluntary basis. Volunteers for membership will be solicited at the TPO meeting at

which the Chair is elected and at any TPO meeting thereafter if the total membership of the Policy Committee falls below five (5). Those TPO members requesting to be made Policy Committee members in response to such solicitation or upon the initiative of an individual TPO member shall be so appointed by action of the TPO and shall serve terms that last until the next TPO meeting at which the Chair is elected.

4.2.9 Transportation Disadvantaged Coordinating Board (TDCB): The primary purpose of the TDCB is to assist the TPO 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 agencies or groups shall be represented on the TDCB as voting members:

- an elected official serving on the Hillsborough County TPO who has been appointed by the TPO to serve as TDCB Chairperson;
- a local representative of the Florida Department of Transportation;
- a local representative of the Florida Department of Children & Families;
- a local representative of the Public Education Community, which could include, but is not limited to, a representative of Hillsborough County Public Schools, School Board Transportation Office or Head Start Program;
- a local representative of the Florida Division of Vocational Rehabilitation or the Division of Blind Services, representing the Department of Education;
- a person recommended by the local Veterans Service Office representing the veterans in the county;
- a person who is recognized by the Florida Association for Community Action (President) as representing the economically disadvantaged in the county;
- a person over sixty years of age representing the elderly citizens in the county;
- a person with a disability representing the disabled citizens in the county;
- two citizen advocates in the county, one of whom must be a user of the transportation services of the coordinated transportation disadvantaged system as their primary means of transportation;
- a local representative for children at risk;
- the chairperson or designee of the local mass transit system's board except when they are also the CTC;
- a local representative of the Florida Department of Elder Affairs;
- a local representative of the local for-profit transportation industry;

- a local representative of the Florida Agency for Health Care Administration;
- a local representative of the Regional Workforce Development Board;
- a representative of the local medical community, which may include, but is not limited to, kidney dialysis centers, long term care facilities, assisted living facilities, hospitals, local health department or other home and community based services, and;
- A local representative of the Agency for Persons with Disabilities

TDCB Terms of Appointment. Except for the TDCB Chairperson, the members of the TDCB shall be appointed for three (3) year terms which shall be staggered equally among the membership. The TDCB Chairperson shall serve until elected term of office has expired or is otherwise replaced by the TPO.

TDCB Duties. The TDCB shall perform the following duties which include those specified in Chapter 41-2, Florida Administrative Code and Section 427.0157, Florida Statutes.

- a. Maintain official meeting minutes, including an attendance roster, reflecting official actions and provide a copy of same to the Commission for the Transportation Disadvantaged and the TPO Chairperson;
- b. Review and approve the CTC's memorandum of agreement and the transportation disadvantaged service plan;
- c. On a continuing basis, evaluate services provided under the transportation disadvantaged service plan. Not less than annually provide the TPO with an evaluation of the CTC's performance relative to the standards adopted by the Commission for the Transportation Disadvantaged and the TPO. Recommendations relative to performance and the renewal of the CTC's memorandum of agreement with the Commission for the Transportation Disadvantaged shall be included in the report;
- d. In cooperation with the CTC, review and provide recommendations to the Commission for the Transportation Disadvantaged and the TPO on all applications for local, state, or federal funds relating to transportation of the transportation disadvantaged in the county to ensure that any expenditures within the county are provided in the most cost effective and efficient manner;
- e. Review coordination strategies for service provision to the transportation disadvantaged in the county to seek innovative ways to improve cost effectiveness, efficiency, safety, working hours, and types of service in an effort to increase ridership to a broader population. Such strategies should also encourage multi-county and regional transportation service agreements between area CTCs and

- consolidation of adjacent counties when it is appropriate and cost effective to do so;
- f. Appoint a Grievance Subcommittee to process, investigate, resolve complaints, and make recommendations to the TDCB for improvement of service from agencies, users, or potential users, of the systems in the county. This Subcommittee shall meet as often as necessary to resolve complaints in a timely manner;
 - g. In coordination with the CTC, jointly develop applications for funds that may become available;
 - h. Prepare quarterly reports outlining the accomplishments and activities or other areas of interest to the Commission for the Transportation Disadvantaged and the TPO;
 - i. Consolidate the annual budget of local and federal government transportation disadvantaged funds estimates and forward them to the Commission for the Transportation Disadvantaged. A copy of the consolidated report shall also be used by the TDCB for planning purposes;
 - j. Develop and maintain a vehicle inventory and utilization plan of those vehicles purchased with transportation disadvantaged funds for inclusion in the transportation disadvantaged service plan for the Commission for the Transportation Disadvantaged;
 - k. Assist the TPO in preparing a Transportation Disadvantaged Element in their Transportation Improvement Program (TIP);
 - l. Assist the CTC in establishing eligibility guidelines and priorities with regard to the recipients of nonsponsored transportation disadvantaged services that are purchased with Transportation Disadvantaged Trust Fund moneys;
 - m. Work cooperatively with regional workforce boards established in Chapter 445, Florida Statutes, to provide assistance in the development of innovative transportation services for participants in the welfare transition program.

4.2.10 TPO Intelligent Transportation Systems (ITS) Committee: The ITS Committee is responsible for assisting in the development of Intelligent Transportation System (ITS) planning work programs, as well as reviewing ITS related studies, reports, plans, projects (including consistency with regional architecture and other standards and/or programs) and making recommendations to the TPO and/or other agencies. ITS Committee recommendations to the TPO shall be based upon the technical sufficiency, accuracy, and completeness of studies, plans and/or programs. The ITS Committee shall coordinate its actions with the appropriate representatives of the Florida Department of Transportation.

ITS Committee Membership: The ITS Committee shall be composed of members technically qualified in the planning, programming, engineering and/or implementation of intelligent

transportation systems or projects within the Hillsborough County Metropolitan Planning Organization area boundary or in the case of the member nominated by the Environmental Protection Committee, technically qualified in the area of air quality impacts of transportation. The membership shall be composed of: one (1) member each from Hillsborough County, the City of Tampa, the Environmental Protection Commission, Tampa-Hillsborough Expressway Authority, Hillsborough Area Regional Transit Authority, the City of Plant City and the City of Temple Terrace. Members and Alternate Members shall serve terms of indefinite length at the pleasure of their respective governmental bodies or agencies and the TPO.

4.2.11 TPO Bicycle/Pedestrian Advisory Committee (BPAC): The BPAC shall be responsible for making recommendations to the TPO, 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 BPAC shall coordinate its actions with the appropriate representatives of the Florida Department of Transportation.

BPAC Membership: The BPAC shall be composed of up to twenty-five members. One member shall represent each of the following entities, except as noted: City of Tampa (three seats), City of Temple Terrace, City of Plant City, Hillsborough County (three seats), University of South Florida USF, the Environmental Protection Commission of Hillsborough County, the Hillsborough County City-County Planning Commission, HART, and the Florida Health Department. The remaining members shall be citizen representatives.

All members of this Committee shall serve for a two-year term, ending on June 30th of its respective year. Without restriction, each member can be appointed to serve an unlimited number of two-year terms.

4.2.12 TPO Livable Roadways Committee (LRC): The LRC shall be responsible for integrating Livable Roadways principles into the design and use of public rights-of-way and the major road network throughout Hillsborough County. The LRC seeks to accomplish this responsibility by: making recommendations to create a transportation system that balances design and aesthetics with issues of roadway safety and function; ensuring that public policy and decisions result in a transportation system that supports all

modes of transportation, with a special emphasis on pedestrian and bicycle infrastructure and transit infrastructure and service; providing information and assistance to the TPO, local governments and transportation agencies relating to the mission of the Committee; and enhancing coordination among TPO member agencies and public participation in the transportation planning process. The LRC shall coordinate its actions with the appropriate representatives of the Florida Department of Transportation.

LRC Membership: The 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. Members will represent the following: City of Plant City; City of Tampa Parks and Recreation Department, Public Works, Transportation Division, or Urban Development Department (up to two members); City of Temple Terrace; Hillsborough County Planning and Infrastructure (up to two members); Hillsborough Area Regional Transit; Hillsborough County TPO Board Member (appointed by the TPO to serve as chair of the committee); Hillsborough County City-County Planning Commission; Tampa Hillsborough Expressway Authority and five members from professional organizations whose mission is consistent with the principles of Livable Roadways (such as American Planning Association; American Society of Landscape Architects; Urban Land Institute; Institute of Transportation Engineers; Congress for New Urbanism and American Institute of Architects); University of South Florida; New North Transportation Alliance; Tampa Downtown Partnership; Westshore Alliance; Person with disabilities; Neighborhood representative; Transit user representative; Citizen advocate for livable communities and/or multimodal transportation; and School District and/or School Parent representative.

5 MEETINGS:

5.1 SCHEDULE OF MPO MEETINGS:

- 5.1.1 Regular Meetings:** Regular meetings shall take place on the first Tuesday of each month, unless otherwise decided by the TPO and shall be held in the Chamber of the Hillsborough County Board of County Commissioners or at another suitable location designated by the Chair.
- 5.1.2 Special Meetings and Workshops:** Special meetings and workshops shall be held at the call of the Chair or majority of officers. Special meetings and workshops shall convene at a time designated by the Chair and shall be held in the Chambers of the Hillsborough County Board of County Commissioners or at another suitable location designated by the Chair.
- 5.1.3 Public Hearings:** Public hearings of the TPO shall be held at a time designated by the Chair. A public hearing can be continued

until a date and time certain, with due allowance of time for public notice of the continuation of the public hearing. Public hearings shall be held in the Chambers of the Hillsborough County Board of County Commissioners or at another suitable location designated by the Chair.

- 5.2 SCHEDULE OF STANDING COMMITTEE MEETINGS:** Each standing committee shall meet monthly, with the exception of the Intelligent Transportation Systems Committee and the Transportation Disadvantaged Coordinating Board which shall meet every two months, at a regular date and time designated by the Chair.
- 5.3 SCHEDULE OF AD HOC COMMITTEE MEETINGS:** Each ad hoc committee shall meet at the call of the committee chair. Ad hoc committee meetings shall not be scheduled during the times reserved for TPO meetings. Ad hoc committee meetings shall be held at a suitable location designated by the committee chair.
- 5.4 NOTICE OF MPO AND COMMITTEE MEETINGS:** The Executive Director of the TPO shall be responsible for providing written public notice of all TPO meetings, public hearings and committee meetings. Except in case of emergencies, written notice of any meeting shall be given at least five (5) days prior to the meeting. In case of emergency, notice of such meeting shall be given to each member as far in advance of the meeting as possible and by the most direct means of communications. In addition, notice of such emergency meeting shall be given to the media, utilizing the most practicable method. Written notice of any meeting shall state the date, time and place of the meeting, a brief description of the agenda for the meeting, and shall be provided in accordance with the requirements of Florida law and the TPO's Public Participation Plan.
- 5.5 AGENDA OF MPO AND COMMITTEE MEETINGS:** The agenda for all TPO regular and special meetings, workshops and public hearings shall be established by the Chair with the assistance of the Executive Director. Members or the Executive Director may request that an item be placed on the agenda by communicating such request to the Executive Director at least ten (10) days prior to the meeting date. The Chair shall consider with the Executive Director on a month to month basis whether there shall be a consent agenda.

The agenda for each committee meeting shall be established by the committee chair and shall be prepared by the Executive Director or designated TPO support staff. Members of a committee or the Executive Director may request that an item be placed on a committee agenda by communicating such request to the TPO support staff assigned to the committee, or the Executive Director at least ten (10) days prior to the committee meeting date.

The agenda shall list the items in the order they are to be considered. For good cause stated in the record, items on the agenda may be considered out of order with the approval of the TPO Chair or the committee chair.

The agenda for any TPO or committee meeting shall be delivered to each member at least five (5) days prior to the meeting date and shall be mailed or delivered to interested persons at that time, except in case of an emergency meeting, where the agenda will be provided to members, and interested parties as far in advance of such meetings as practicable.

5.6 RULES OF ORDER: Except where they are inconsistent with the *By-laws*, *Roberts Rule of Order* shall be used for the conduct of all TPO and committee meetings.

5.7 QUORUM: A simple majority of the total non-vacant membership of the TPO or TPO committee shall constitute a quorum for the transaction of business at all regular and special meetings and public hearings, except seven (7) members shall constitute a quorum for the CAC, five (5) members shall constitute a quorum for the TDCB and nine (9) members shall constitute a quorum for the LRC and BPAC. Public hearings may be conducted with less than a quorum, but no action, other than as noted at the end of this section, shall be taken unless a quorum is present. When a quorum is present, a majority of those present may take action on matters properly presented at the meeting. Workshops may be conducted with less than a quorum, but no official action may be taken. A majority of the members present, whether or not a quorum exists, may adjourn any meeting or continue any public hearing to another time.

5.8 CONDUCT OF MEETINGS:

5.8.1 Chair Participation: The presiding TPO Chair, or committee chair, shall not be deprived of any rights and privileges by reason of being presiding Chair, but may move or second a motion only after the gavel has been passed to the Vice-Chair or another member.

5.8.2 Form of Address: Each member shall address only the presiding Chair for recognition; shall confine his/her remarks to the question under debate; and shall avoid personalities or indecorous language or behavior.

5.8.3 Public Participation: Any member of the public may address the TPO or TPO committee at a regular or special meeting, public hearing, or public participation type workshop, after signing in with the TPO Staff for a specific item. When recognized by the Chair, a member of the public shall state their name, address, the person on whose behalf they are appearing and the subject of their testimony. Each member of the public shall limit his or her presentation to three (3) minutes unless otherwise authorized by the Chair.

- 5.8.4** Limitation of Testimony: The Chair may rule testimony out of order if it is redundant, irrelevant, indecorous or untimely.
- 5.8.5** Motions: The Chair shall restate motions before a vote is taken and shall state the maker of the motion and the name of the supporter.
- 5.8.6** Voting: Voting shall be done by voice, as a group, but a member shall have his/her vote recorded in the minutes of the meeting if so desired. A roll call vote shall be taken if any member so requests. Any member may give a brief explanation of his/her vote. A tie vote shall result in failure of a motion.
- 5.8.7** Reconsideration: A motion to reconsider an item on which vote has been taken may be made only by a member who voted with the prevailing side. The motion to reconsider must be made on the day the vote to be reconsidered was taken, or at the next succeeding meeting of the same type of meeting at which the vote to be reconsidered was taken (i.e., at the next succeeding regular meeting if the vote to be reconsidered was taken at a regular meeting). To be in order, the motion to reconsider must be made under the consideration of old business. Adoption of a motion to reconsider requires the approval of at least a simple majority of the votes cast. If a motion to reconsider is adopted, the members shall consider the need for additional notice to interested persons before a vote subject to the motion for reconsideration was taken at a special meeting or a public hearing for which no subsequently scheduled meeting will provide an opportunity for reconsideration of the item, then the motion to reconsider may be made at the next regular meeting in the manner provided.

5.9 ORDER OF BUSINESS AT MEETINGS: The order of business shall be determined by the Chair; however, the following is provided as a guide:

5.9.1 Regular TPO Meetings:

- (a) Call to Order and Pledge of Allegiance
- (b) Approval of minutes of prior meetings, workshops and public hearings.
- (c) Public input on Agenda Items, TPO Committee Reports
- (d) Presentation of the Chair's Report
- (e) Presentation of the Executive Director's Report
- (f) Consideration of Action Items
- (g) Consideration of Status Reports
- (h) Public input regarding general concerns
- (i) Consideration of items under old business
- (j) Consideration of items under new business
- (k) Adjournment

5.9.2 Special Meetings or Workshops

- (a) Call to Order

- (b) Consideration of individual agenda items
- (c) Adjournment

5.9.3 Public Hearings

- (a) Call to Order
- (b) Consideration of individual agenda items
 - 1. Presentation by staff
 - 2. Public comment
 - 3. Board deliberation
- (c) Adjournment

5.9.4 Order of Consideration of Action Items: The order of consideration of any individual agenda item shall be as follows unless otherwise authorized by the Chair:

- (a) Chair introduces the agenda item.
- (b) Staff presents the agenda item.
- (c) Other invited speaker(s) make presentations.
- (d) TPO or committee members ask questions.
- (e) Motion is made, seconded and debated.
- (f) Vote is taken.

The Chair may expand all time limitations established by this section.

5.9 OPEN MEETINGS: All TPO regular and special meetings, workshops and public hearings, TPO committee meetings, and all meetings of the committees are open to the public as provided by Florida's Government-in-the-Sunshine Law, Section 286.011, Florida Statutes.

6.0 ATTENDANCE: Members are expected to attend all regular and special meetings, public hearings and workshops of the TPO and its committees.

6.1 EXCUSAL FROM MEETINGS: Each member who knows that his/her attendance at a regular or special meeting, public hearing or workshop will not be possible, shall notify the Executive Director, or committee support staff, of the anticipated absence and the reason thereof. The Executive Director, or committee support staff, shall communicate this information to the Chair who may excuse the absent member for good cause.

7.0 CODE OF ETHICS:

7.1 COMPLIANCE WITH LAWS: Members shall comply with the applicable provisions of the Code of Ethics for Public Officers and Employees, Part III, Chapter 112, Florida Statutes.

7.2 REQUESTS FOR INFORMATION: Members may request information readily available to the general public directly from the appropriate staff person. Requests for information not readily available to the general public, or information which would involve the expenditure of staff time in preparation

or compilation, shall be made to the Executive Director, who may consult with the Chair for guidance.

7.3 LOBBYING ACTIVITIES: Members shall use their discretion in conducting private discussions with interested persons regarding TPO business, as long as all interested persons are treated equally. Any written material received by a member in connection with a private discussion with an interested person shall be given to the Executive Director for distribution to other members and as appropriate, to staff.

7.4 GOVERNMENT IN THE SUNSHINE: Members shall refrain from participating in any private communications regarding TPO business involving two or more members. For purposes of this section, a private discussion is one that is not conducted in accordance with the requirements of Florida's Government-in-the-Sunshine Law, Section 286.011, Florida Statutes.

Any written material received by a member in connection with TPO Business shall be given to the Executive Director or the member's committee support staff for distribution to other members and as appropriate, to staff.

7.5 STATEMENTS BY MEMBERS: Members will from time to time be asked to give their opinions regarding matters which have been or will be considered by the TPO or one of its committees. No member shall be prohibited from stating his/her individual opinion on any matter; however, in doing so, each member shall take care to make clear that the opinion expressed is his/her own, and does not constitute the official position of the TPO or one of its committees.

8.0 ADMINISTRATION: The administration of TPO activities shall be accomplished through official actions of the TPO in accordance with the following guidelines:

8.1 POLICIES: The TPO shall adopt, by a vote of a majority of the total membership, *Policies* to guide the administration of the TPO. The *Policies* shall be published in conjunction with the *By-laws*. The *Policies* may be amended from time to time by a vote of a majority of the total voting membership of the TPO.

8.2 STATUTES: The TPO shall abide by legislation authorizing and specifying its duties and functions and all other requirements of Florida law.

8.3 STAFF: The staff of the TPO shall consist of the Executive Director and such additional employees as provided by the Hillsborough County City-County Planning Commission. The staff shall be directed by the Executive Director of the TPO.

9.0 RULES OF CONSTRUCTION: The following rules apply to the text of this document.

9.1 The particular controls the general.

- 9.2 The word “shall” is mandatory and not discretionary. The word “may” is permissive.
- 9.3 Words used in the present tense include the future; words used in the singular number shall include the plural and the plural the singular unless the context indicates the contrary.
- 9.4 Words not defined shall have the meaning commonly ascribed to them.
- 10.0 **AMENDMENT**: The *By-laws* may be amended by two-thirds majority vote of the total voting membership of the TPO. Any amendment shall be proposed at a regular meeting and voted upon the next regular meeting.



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item

Class 2 Noise Wall Letter

Presenter

Beth Alden, TPO Director

Summary

Staff has drafted a proposed letter based on the Policy Committee's February discussion. Please find the draft letter attached, along with the two pieces of correspondence that preceded it.

Recommended Action

None; for information

Prepared By:

Beth Alden, TPO Director

Attachments:

1. TPO Letter to FDOT, August 2021
2. FDOT Letter to TPO, February 2022
3. Draft Letter from TPO to FHWA



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Tampa, FL, 33602



Hillsborough TPO Transportation Planning Organization

Commissioner Harry Cohen
Hillsborough County
MPO Chair

Commissioner Pat Kemp
Hillsborough County
MPO Vice Chair

Paul Anderson
Port Tampa Bay

Councilman Joseph Citro
City of Tampa

Councilman John Dingfelder
City of Tampa

Derek Doughty
Planning Commission

Joe Lopano
Hillsborough County
Aviation Authority

Mayor Rick A. Lott
City of Plant City

Councilman Guido Maniscalco
City of Tampa

Commissioner Gwen Myers
Hillsborough County

Commissioner
Kimberly Overman
Hillsborough County

Mayor Andrew Ross
City of Temple Terrace

Commissioner
Mariella Smith
Hillsborough County

Jessica Vaughn
Hillsborough County
School Board

Joseph Waggoner
Expressway Authority

Melanie Williams
HART

Beth Alden, AICP
Executive Director

August 2, 2021

Brad Thoburn
Assistant Secretary, Strategic Development
Florida Department of Transportation
605 Suwannee Street
Tallahassee, FL 32399

RE: Type II Noise Walls – Retrofit Project for Noise Abatement

Dear Brad,

On June 9, the Hillsborough TPO approved an annual update of the Transportation Improvement Program and List of Priority Projects. The board’s approval included a modification of the funding request for I-275 north of Hillsborough Ave in central Tampa.

Specifically, the List of Priority Projects now reflects the need for two additional general-purpose lanes on I-275 south of Hillsborough Avenue leading into the Downtown Interchange for safety and operational improvements; and on I-275 north of Hillsborough Avenue, the construction of noise walls.

This portion of I-275 was built through established neighborhoods in the 1960s. The neighborhoods south of Busch Boulevard remain unbuffered from noise and emissions. Several of these neighborhoods include concentrations of minority residents or low-income residents, protected under the Executive Order on Environmental Justice. These residents may have access to fewer resources to recover from the chronic health impacts that are statistically linked to living in proximity to high traffic volumes.

We request that the Florida Department of Transportation (FDOT) consider revising its policy that prevents the construction of noise walls in such contexts.

The Federal Highway Administration allows the expenditure of federal funds for Type II noise walls. “Also called a retrofit project for noise abatement, a Type II project as defined in 23 CFR 772.5, provides noise abatement on an existing highway per 23 CFR 772(7)(d), participation in a Type II program. The regulation limits Federal participation in the funding of such projects to noise abatement measures (barriers) along lands developed prior to construction of the original highway. FHWA participation in Type II projects also requires that the State develop a system to prioritize projects using a variety of factors in accordance with 23 CFR 772.7(e). Typically, these factors include the density of development, traffic volumes and the age of the community among others.” [Noise Policy FAQs - Frequently Asked Questions - Regulations And Guidance - Noise - Environment - FHWA \(dot.gov\)](#)



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Relevant Florida Statute says essentially that Florida will comply with federal law:

http://www.leg.state.fl.us/Statutes/index.cfm?App_mode=Display_Statute&Search_String=&URL=0300-0399/0335/Sections/0335.17.html

FDOT's Project Development & Environment (PD&E) Manual contains the following statement: "A Type II Project is a federal, federal-aid, or state funded highway project for noise abatement on an existing highway. Type II projects are commonly referred to as retrofit projects in 23 CFR Part 772. The development and implementation of Type II projects are not mandatory as described in 23 U.S.C. § 109(i). **FDOT does not have a Type II program.**" https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/environment/pubs/pdeman/2019/links/pt2ch18_011419-current.pdf?sfvrsn=15dee878_2

This is the policy that we request that FDOT reconsider. The historic impacts of the original construction of I-275 through central Tampa were significant. Some of those burdens continue to be experienced by adjacent neighborhoods today. In the last two decades, where I-275 has been widened even further, FDOT has put in place a number of mitigation measures. The mitigations are beneficial. They should be extended to all the neighborhoods that were impacted by the original construction.

We appreciate your consideration, and would be pleased to meet with you to discuss this in more detail. We will be in touch to arrange a time.

Sincerely,

Beth Alden
Executive Director

Cc: Roger Roscoe, FDOT District 7 Liaison
Ian Whitney, Tampa Mayor's Office



Florida Department of Transportation

RON DESANTIS
GOVERNOR

11201 North McKinley Drive
Tampa, FL 33612

KEVIN J. THIBAUT, P.E.
SECRETARY

February 2, 2022

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

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

Dear Beth Alden:

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

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

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

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

Beth Alden, TPO Executive Director

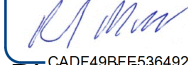
Page 2

February 2, 2022

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

Sincerely,

DocuSigned by:



CADF49BFE536492...
Richard Moss, P.E.

Director of Transportation Development

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



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Commissioner
Mariella Smith
Hillsborough County

Jessica Vaughn
Hillsborough County
School Board

Joseph Waggoner
Expressway Authority

Melanie Williams
HART

Beth Aiden, AICP
Executive Director

March 9, 2022

Mr. Jamie Christian, Florida Division Administrator
Federal Highway Administration
500 Financial Plaza, Suite 400
Tallahassee, FL 32312

RE: A "Retrofit" Noise Wall Program To Help Mitigate a History of
Disproportionate Impacts in Tampa, Florida

Dear Mr. Christian,

We kindly request your administration's assistance in working with the Florida Department of Transportation to collaboratively create new solutions addressing past discriminatory planning decisions for what today is I-275 through central Tampa.

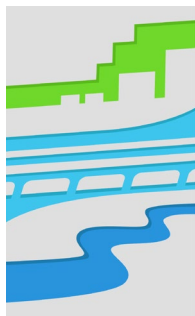
The historic impacts of the original construction of I-275 through central Tampa were significant. Displacements fell more heavily on Black and Hispanic neighborhoods and business districts, as documented in the Tampa Comprehensive Plan and Major Roadway Plan of the mid-20th century.

Further, the original construction of I-275 predated the National Environmental Policy Act. The requirements for mitigating impacts on adjacent neighborhoods, such as noise and air pollution, were not what they are today.

Much of I-275 through central Tampa has since been reconstructed up to more recent standards, or is scheduled to be reconstructed in the next few years. However, a three-mile segment from Hillsborough Ave to Busch Blvd remains unbuffered from noise and emissions, with homes, schools, and daycare centers immediately adjacent to the interstate highway. These neighborhoods predate the original construction of the highway.

The Federal Highway Administration allows the expenditure of federal funds for noise walls in this circumstance, under two conditions: one, that the neighborhood must predate the highway; and two, that the State must develop a system to prioritize projects. Our case satisfies the first condition but not the second.

The Florida Department of Transportation has an internal procedural manual which states that it does not have a program for these types of walls, also known as "retrofit" or "Type II" noise walls. We have formally asked FDOT to reconsider its position, and recently received a formal response in which FDOT simply restates its position.



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Noise walls have documented health benefits for the residents who live next to them. Roads with high traffic volumes are statistically linked to a number of chronic health conditions, including asthma and heart disease. Residents who are closest to those roads receive the most benefit from the construction of barrier walls.

The residents experiencing the health impacts of I-275 are more likely to be particularly vulnerable, with access to fewer resources to recover from the chronic health impacts. Several of the neighborhoods along the unbuffered segment from Busch Blvd to Hillsborough Ave include concentrations of minority residents or low-income residents, protected under the Executive Order on Environmental Justice.

The Florida Department of Transportation has proposed to bring I-275 up to current standards as part of a larger reconstruction of I-275 north of Hillsborough Ave that includes adding through lanes. However, in light of the historic impacts of I-275's original construction, the Hillsborough TPO has removed further widening of I-275 from the TPO priority list.

We are currently at an impasse in our coordination with FDOT regarding the unbuffered substandard segment of I-275 through central Tampa. We appreciate any assistance your administration can provide in restarting the discussion of what may be possible and appropriate given the history and context.

Sincerely,

Commissioner Harry Cohen
Chair, Hillsborough TPO

Cc: FDOT Assistant Secretary Brad Thoburn
Cathy Kendall, FHWA
Carey Shepherd, FHWA
Tampa Mayor Jane Castor
U.S. Rep. Kathy Castor
Sen. Marco Rubio
Sen. Rick Scott



Hillsborough TPO

Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

Commuter Benefits Ordinance Request Letter

Presenter:

Sara Hendricks, CUTR

Summary:

Transportation Demand Management (TDM) is a set of strategies aimed at maximizing traveler choices. The result of a successful TDM initiative will be mode-shifting away from single occupancy vehicles toward alternative modes including walking, biking, carpooling, vanpooling, and transit.

The presenter has previously discussed this topic with the TPO Committees, during which the Citizens Advisory Committee made a motion to draft and distribute a letter encouraging local governments to explore implementation of a commuter benefits ordinance.

The presenter will discuss TDM, how it is implemented in the Tampa Bay region, and summarize the letter of support regarding potential ordinances. To clarify, if approved by the board, the TPO would transmit a letter encouraging partner agencies to consider implementation.

Recommended Action:

Request the TPO Board approve the letter and transmit it to the governing boards of partner agencies for consideration.

Prepared By:

Johnny Wong, PhD, TPO Staff

Attachments:

Commuter Benefits Ordinance Letter of Support

Seattle Case Study

Berkeley Case Study



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Hillsborough TPO

Transportation Planning Organization

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Hillsborough County
MPO Chair

Commissioner Pat Kemp
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Expressway Authority

Melanie Williams
HART

Beth Alden, AICP
Executive Director

March 9, 2022

Jane Castor, Mayor
City of Tampa

Bill McDaniel, City Manager
City of Plant City

Steven Spina, Interim City Manager
City of Temple Terrace

Bonnie Wise, County Administrator
Hillsborough County

RE: Commuter Benefits Ordinances

Dear colleague,

On the recommendation of our Citizens' Advisory Committee, the Hillsborough TPO encourages the local governments of Hillsborough County to implement innovative practices in support of a multimodal transportation system. As of 2019, only 75% of Hillsborough's interstate miles and 81% of non-interstate miles allow for reliable travel times. In these two areas of performance, Hillsborough lags behind its peers across the state.

Specifically, the TPO supports and encourages its local government partners to consider adopting commuter benefits ordinances. Commuter benefits ordinances are already in use in at least nine U.S. cities and the State of New Jersey. Effective commuter benefits ordinances often require large employers (>100 workers) to provide information about the commuter transportation options available to employees. Second, large employers offer their employees the option of setting aside some amount of gross income, up to the limit specified by 26 IRC §132(f) Qualified Transportation Fringe Benefits (any amount up to \$280 per month in 2022), to purchase commuter transportation. If adopted locally, employees could choose to use the pre-tax income for HART transit passes or TBARTA vanpool expenses.

More information about Qualified Transportation Fringe Benefits is in the newly updated free Commuter Benefits Guide e-book found at [Best Workplaces for Commuters](#). Transportation services and assistance are provided by TBARTA's [Commute Tampa Bay](#) in coordination with [HART](#). Employers can receive assistance to provide information about commuter transportation alternatives from Commute Tampa Bay and from three transportation management organizations in Hillsborough



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County, including the [Tampa Downtown Partnership](#), the [New North Transportation Alliance](#), and the [Westshore Alliance](#).

Technical assistance to local governments in crafting a commuter benefits ordinance can be provided by the [Florida Statewide TDM Clearinghouse](#) at the USF Center for Urban Transportation Research. Attached please find two examples of adopted ordinances.

We are proud to support this initiative. For more information, please contact Ken Boden with TBARTA at 813.282.8200 or Sara Hendricks with CUTR at 813.974.9801. Thank you for your favorable consideration of Commuter Benefits Ordinances.

Sincerely,

Beth Alden, AICP
Executive Director

Cc: Ken Boden, TBARTA
Sara Hendricks, CUTR
Danni Jorgensen, City of Tampa
John Lyons, Hillsborough County

Enclosures



Seattle Office of Labor Standards

Commuter Benefits Ordinance

Questions and Answers

The **Seattle Commuter Benefits Ordinance** became effective on January 1, 2020. Businesses with 20 or more employees must allow covered employees to make a monthly pre-tax payroll deduction for transit or vanpool expenses. An employer may instead offer a partially or wholly employer-paid transit pass to satisfy its obligations under this law. The law encourages commuters to use transit or vanpool to reduce traffic congestion and carbon emissions. Because the deduction is pre-tax, the law has the added benefit of lowering costs for both workers and businesses. **The Office of Labor Standards' enforcement begins January 1, 2021.**

The Seattle Office of Labor Standards (OLS) is responsible for implementing this law. OLS partners with the Seattle Department of Transportation, Commute Seattle, and other community partners to equip workers and businesses with the information and tools to understand these requirements.

If you have additional questions, visit the [Office of Labor Standards website](#). You may also call 206-256-5297 or reach us electronically:

- Employees – submit an [online inquiry form](#).
- Employers – send an email to business.laborstandards@seattle.gov or submit an [online inquiry form](#).

If you are an employer with a question about how to create a commuter benefits program, contact Commute Seattle, a community partner contracted by the Seattle Department of Transportation, by visiting the [Commute Seattle web site](#), by calling 206-613-3233, or by emailing Pre-Tax@commuteseattle.com.

Note: Information provided by the Office of Labor Standards, Commute Seattle, or the Seattle Department of Transportation does not constitute legal advice, create an agency decision, or establish an attorney-client relationship with the recipient of the information.

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A. Basic Information

1. What does this ordinance do?

This ordinance requires employers with 20 or more employees (worldwide) to allow an employee to make a monthly pre-tax payroll deduction for transit or vanpool expenses. The ordinance encourages employees to take transit or vanpool to work, which reduces traffic congestion and carbon emissions. It also may result in tax savings for both workers and businesses.

2. Where can I read the ordinance's language?

You can find the ordinance in the [City of Seattle's Municipal Code](#).

3. What are pre-tax election commuter benefits?

Under this law, "pre-tax election commuter benefits" are monthly payroll deductions that are made before taxes to cover transit and vanpool expenses. The Internal Revenue Code (Section 132(f)) refers to this benefit as "qualified transportation fringe" benefits.

Employers can administer a program themselves by working with King County Metro or use a third-party benefits administrator to oversee a program for them. An employer may instead offer a partially or wholly employer-paid transit pass to satisfy the law. More information about the options available to employers can be found under "Administering Commuter Benefits" on page 5.

Note: While the Internal Revenue Code also allows pre-tax deductions for parking expenses, this ordinance does not require a business to offer pre-tax deductions for parking.

4. When does enforcement begin?

While employers are currently required to comply with the ordinance, the Office of Labor Standards (OLS) will not conduct investigations or assess penalties for noncompliance until January 1, 2021. In the meantime, OLS will accept complaints and questions from workers, and may contact businesses to help them understand their obligations under the law before 2021.

5. Where can you find more information about the ordinance?

For information about ordinance requirements, visit the [Office of Labor Standards' web site](#) or by calling our office at 206-256-5297.

For information on creating a commuter benefits program, contact Commute Seattle, a community partner contracted by the Seattle Department of Transportation, by visiting the [Commute Seattle web site](#), by calling 206-613-3233, or by emailing Pre-Tax@commuteseattle.com.

Note: Information provided by the Office of Labor Standards, Commute Seattle, or the Seattle Department of Transportation does not constitute legal advice, create an agency decision, or establish an attorney-client relationship with the recipient of the information.



B. Employers

1. What businesses does this ordinance cover?

Employers who employ 20 or more employees worldwide are required to provide commuter benefits. The ordinance does not apply to tax-exempt organizations and government agencies.

2. What businesses are exempt from this ordinance?

The ordinance does not apply to employers with fewer than 20 employees worldwide. It also does not apply to tax-exempt organizations and government agencies.

3. What is a tax-exempt organization?

A tax-exempt organization is one that is exempt from some federal income taxes. For more information about tax-exempt organizations, please visit the [Internal Revenue Service webpage](#). To find out if a certain business is tax-exempt, use the [IRS's tax-exempt organization search](#).

4. How does a business determine how many employees that they have?

A business calculates the number of employees by counting the average number of employees who worked for compensation each calendar week during the prior calendar year. In doing so, businesses must remember to do the following:

- Count all employees worldwide;
- Count employees of all employment statuses (full-time, part-time, interns, seasonal, temporary, employees supplied by a placement agency, etc.); and,
- Include any week during which at least one employee worked. *Employers should not include weeks where no employees worked.*

5. How do new businesses calculate the number of employees that they have?

Employers with no employees during the previous calendar year count the average number of employees employed per calendar week during the first 90 calendar days that the employer engaged in business.

6. Does an employer have to comply if it undergoes a workforce reduction to fewer than 20 employees?

No. If the average number of employees who worked for compensation each week in the *prior calendar year* does not meet 20, an employer is not required to provide commuter benefits to their employees beginning in the *new calendar year*. However, an employer is encouraged to continue doing so voluntarily.

C. Employees

1. Which employees does this ordinance cover?

The ordinance applies to an employee if they worked at least an average of 10 hours per week in the previous calendar month.

2. How does an employer calculate the average number of hours per week in the previous calendar month?

To calculate an employee's average weekly hours in the previous calendar month, determine the number of *complete seven-day workweeks* in that previous calendar month. The workweeks could be based on how an employer already defines their workweek to calculate overtime pay. This number will either be



three or four workweeks, depending on the month. Determine the total number of hours worked for all complete seven-day workweeks during the previous calendar month and divide by the number of complete workweeks.

For example, if a business calculates its workweeks from Sunday to Saturday, then January 2020 had three complete workweeks. An employer would take the number of hours an employee worked from January 5th to January 24th and divide by three.

2020						
January						
Su	Mo	Tu	We	Th	Fr	Sa
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

3. Must an employer offer the pre-tax deduction to employees who telecommute?

Yes, if the employee works an average of ten or more hours per week in Seattle. The employee can choose not to make a payroll deduction if they do not have commuting expenses.

4. Does the ordinance apply to employees who live outside Seattle but commute to Seattle to work?

Yes. The ordinance covers employees who work in Seattle. It does not matter where the employee lives.

5. Does the ordinance apply to employees who occasionally work in the City of Seattle?

Yes, the ordinance may apply. If the employee worked an average of ten or more hours per complete workweek in the previous calendar month in Seattle, the ordinance applies.

6. What if an employee qualifies one month, but not the next? Must an employer continue to offer the benefit if the employee falls out of coverage?

If an employee falls out of coverage, the employer is not obligated to continue to offer the benefit. However, the Ordinance does not prevent an employer from voluntarily continuing to offer the commuter benefit to their workers who fall out of coverage.

D. Offering Commuter Benefits

1. What must an employer do?

Covered employers can meet the law’s requirements by offering one of the following to their employees:

- a) The ability to make a pre-tax deduction for transit or vanpool expenses up to the full amount allowed by federal law; or
- b) A transit pass that is fully or partially paid for by the employer.

Please see questions under “Administering Commuter Benefits” for more details on these options.

2. When must an employer first offer the pre-tax deduction or transit pass to their employees?

Employers must offer a commuter benefit to covered employees within 60 calendar days after beginning employment. The employer must then provide the benefit within 30 calendar days of the covered employee selecting the option.

If an employee is not initially covered by the law, but later comes into coverage by working more than an average of 10 hours a week in the previous calendar month, the employer must make an offer of the benefit to the newly covered worker at that time. The employer must then provide the benefit within 30 calendar days of the covered employee selecting the option.



3. How should an employer make the offer of commuter benefits to their employees?

An employer must make the offer of commuter benefits in writing. How an employer makes an offer is the employer's choice. For example, an employer may provide an offer letter as part of the employee handbook and/or orientation materials. Please note, an "offer" is something that is presented specifically to the employee for acceptance or rejection.

4. Is an employee required to make a pre-tax deduction or take a transit pass?

No. The ordinance does not require an employee to make a pre-tax deduction or accept a transit pass. Rather, the ordinance requires an employer to make a pre-tax deduction or transit pass available to the employee and the employee may choose whether to take advantage of the benefit.

5. What if an employer offers a pre-tax deduction or transit pass, but no employee accepts that offer?

If no covered employee accepts the initial offer of a commuter benefit, then the employer has no further obligation unless or until an employee elects a commuter benefit at a later date.

6. Can an employee "change their mind" after initially declining an offer of a commuter benefit?

Yes, the ordinance requires an employer to make a pre-tax deduction or transit pass available to a covered employee and the employee may choose to take advantage of the benefit at any time. If the employee chooses to elect a commuter benefit at a later date, and they remain covered under the ordinance, the employer must provide the benefit within 30 calendar days of the employee selecting the option.

7. After an employee elects to exclude money from their taxable wages, or accepts the employer's offer of a transit pass, how soon must an employer provide the commuter benefit?

The employer must provide the benefit within 30 calendar days of the employee selecting the option.

E. Administering Commuter Benefits

1. How does an employer administer a pre-tax deduction fund for commuting expenses?

An employer has a couple options in administering a pre-tax deduction fund for commuting expenses. The first involves partnering with a third-party benefits administrator that can provide a way for employees to directly access the funds to pay for their transit or vanpool costs (similar to a Flexible Spending Account debit card). The second method involves the employer working with King County Metro to facilitate using the deducted funds to contribute to the employee's ORCA e-purse account.

For more detailed assistance in setting up a pre-tax deduction program, you can contact Commute Seattle, a local nonprofit that works with businesses to implement commuter benefits. They will explain the range of options available. You can call them at 206-613-3233, or visit [the Commute Seattle website](#). You can also talk to King County Metro about how a worker's pre-tax funds can be used to load their ORCA card, through the "Business Choice" program. You can contact them at 206-477-3700.

2. How much pre-tax money may an employee deduct from their wages?

In 2020, the limit is \$270 per employee per month for transit (bus, light rail, ferry, and water taxi) and vanpool. Each year, the Internal Revenue Service will announce the new limit. OLS will update this document with future relevant amounts when available. Please also see the [Internal Revenue Service Employer's Tax Guide to Fringe Benefits \(2020\)](#) for more information.



3. If an employer chooses to provide a subsidized transit pass instead of a pre-tax deduction, how much of a transit pass subsidy do they have to provide to meet the ordinance’s requirements?

An employer offering a subsidized transit pass instead of a pre-tax deduction to their employee must subsidize the pass with a monthly amount that is equal to or greater than 30% of a retail monthly transit pass covering the fares for King County Metro and Sound Transit Link Light Rail service. In 2020, that amount is 30% of \$117/month, or **\$35.10 per month**. Note: these amounts may be subject to change based on King County Metro and Sound Transit Light Rail. Please check those agencies for the most up-to-date fares.

4. Does an employer that provides employees with an ORCA card through the Business Passport Program meet the law’s requirements?

Yes. An employer may satisfy the requirements of the Ordinance by offering a transit pass through the ORCA Business Passport Program, which requires an employer to pay for at least a 50% of a discounted annual transit pass. For more information, visit the [ORCA Business Passport Program website](#).

5. Does an employer’s participation in the ORCA Business Choice program meet this law’s requirements?

Participation in the ORCA Business Choice program allows for, but does not require, the employer to provide a transit subsidy. If an employer provides a subsidized transit pass through the ORCA Business Choice program, at the level described in Question E.3. above, they would meet the law’s requirements.

If an employer does not intend to subsidize a pass provided through the ORCA Business Choice program, they must still create a pre-tax commuter benefit election, and can use employees’ pre-tax funds to load their ORCA cards through the Business Choice program.

6. Does an employer that reimburses employees for their commuting costs meet the law’s requirements?

The ordinance requires that employers either provide a pre-tax election commuter benefit, or provide a “fully or partially subsidized, employer-provided, transit passes.” As such, reimbursements for transit commuting costs do not fulfill the law’s requirements. OLS encourages an employer who currently reimburses their worker’s commuting costs to contact King County Metro at 206-477-3700 to determine if an ORCA business product may satisfy the law’s requirements at a similar cost to the employer.

F. Notice & Posting

1. What are the notice and posting requirements of the ordinance?

As of January 1, 2020, covered employers must display a poster that gives notice of an employee’s rights to exclude commuting costs incurred for transit or vanpool expenses from their taxable earnings. Employers must display the poster in English and in the primary languages of the employees at the workplace. OLS has incorporated information about the Commuter Benefits Ordinance into the existing Office of Labor Standards Workplace Poster.

2. Where can I find a copy of the Office of Labor Standards Workplace Poster?

You can find a copy of the Office of Labor Standards Workplace Poster online on our [website](#) or you can pick one up at our office. We are located in downtown Seattle at 810 Third Avenue in Suite 375.



3. What records must an employer keep?

Employers are required to keep records that document compliance with the ordinance, including written documentation of the employer's offer of pre-tax deduction to individual employees. OLS strongly encourages employers to retain documentation of an employee's response to the offer as it may be required to show compliance. Employers must keep these records for three years.

G. Protection from Retaliation

1. Does the ordinance prohibit retaliation?

Yes. Retaliation is illegal. Employers may not take adverse actions or discriminate against employees who, in good faith, assert the rights given by this ordinance.

These rights include but are not limited to:

- a. Engaging in the protections afforded by this ordinance (for example, making a pre-tax deduction or requesting that an employer allow employees to make a pre-tax deduction);
- b. Asking questions about commuter benefits rights or the law;
- c. Talking to OLS or other coworkers about commuter benefits rights or the law;
- d. Filing a complaint about alleged violations; or
- e. Participating in an investigation of an alleged violation.

H. Office of Labor Standards

1. How will OLS enforce this ordinance?

The ordinance is designed with voluntary compliance in mind. Even after OLS enforcement begins on January 1, 2021, OLS may provide a business with a 90-day voluntary "cure" period during which an employer has an opportunity to achieve compliance. In that event, OLS will not pursue further investigation if the business complies with the ordinance.

2. The ordinance is in effect in 2020, but enforcement begins in 2021. What does this mean?

The ordinance recognizes that businesses will need time to learn about and implement a commuter benefits (pre-tax deduction) program. While employers are currently required to comply with the ordinance, OLS will not conduct investigations or assess penalties for noncompliance until January 1, 2021. In the meantime, OLS will accept complaints and questions from workers, and may contact businesses to help them understand their obligations under the law before 2021.

3. What is the statute of limitations for bringing a complaint to OLS?

After January 1, 2021, individuals have three years from the date of the alleged violation to file a complaint with OLS.



Chapter 9.88

COMMUTER BENEFIT PROGRAM

Sections:

9.88.010	Findings.
9.88.020	Definitions.
9.88.030	Commuter benefit program.
9.88.040	Enforcement.
9.88.041	Employee complaints to City.
9.88.042	Private rights of action.
9.88.050	Severability.

Section 9.88.010 Findings.

A. The City of Berkeley is committed to protecting the public health, safety, welfare and environment. Air pollution is one of the major public health threats in Berkeley and contributes to asthma and other respiratory diseases. Encouraging commuters to use public transit, vanpools, and bicycles to reach their place of employment will reduce air pollution from private cars.

B. Berkeley's General Plan Policies T-3, T-10, and T-14 call for programs and laws to encourage employers to enable more employees to use public transit and other alternative commute modes through provision of pre-tax commute benefits.

C. The Bay Area Air Quality Management District's 2005 Ozone Strategy Transportation Control Measures 1 and 13 target commute travel, which accounts for approximately twenty-five (25) percent of trips and thirty-three (33) percent of vehicle miles travelled on a typical weekday.

D. The Federal Transit Administration Transit Cooperative Research Program Report 107 (2005) reports that employer transit benefits programs reduce single occupancy commuting by an average of ten (10) percent.

E. Expanded commuter benefits programs are expected to help the City achieve its adopted goal to reduce Berkeley greenhouse gas emissions thirty-three (33) percent by 2020, and eighty (80) percent by 2050.

F. The City of Berkeley and many public and private employers in Berkeley currently offer employees the opportunity to elect to use pre-tax dollars to purchase qualifying transit and vanpool expenses.

G. The City will assist employers to establish the required commuter benefit programs through its website, print materials, webinars, and other technical assistance.

H. Federal tax law, Internal Revenue Code Section 132(f), allows employers and employees to reduce the cost of public transit by enabling employers to deduct as a business expense, qualified transportation benefits that the employer provides for employees' personal transportation costs for commuting to and from work, or by allowing employees to elect to purchase qualifying transit passes or reimbursement for vanpool rides with pre-tax dollars. Additional benefits and maximum deduction allowances may be changed or added to IRS Code Section 132(f) from time to time. Any commute benefits allowed pursuant to IRS Code Section 132(f) as amended from time to time, including any added after passage of the ordinance codified in this chapter are to be included in the ordinance codified in this chapter by reference, with the exception of pre-tax commute parking benefits.

I. This chapter will preserve and enhance the environment within the City of Berkeley and is exempt from the requirements of the California Environmental Quality Act ("CEQA"), pursuant to CEQA Guidelines 15307 and 15308. (Ord. 7113-NS § 1 (part), 2009)

Section 9.88.020 Definitions.

Whenever used in this chapter, the following terms shall have the meanings set forth below.

A. "Alternative commute mode" shall mean public transit (bus, train, ferry, etc.), vanpool, carpool (including "casual carpool"), bicycling, and walking.

B. "City" shall mean the City of Berkeley.

C. "Covered employee" shall mean any person who:

1. Performed an average of at least ten (10) hours of work per week for compensation within the geographic boundaries of Berkeley for the same employer within the previous twelve (12) months; and

2. Qualifies as an employee entitled to payment of a minimum wage from the employer under the California minimum wage law, as provided under Section 1197 of the California Labor Code and wage orders published by the California Industrial Welfare Commission, or is a participant in a welfare-to-work program.

D. "Covered employer" shall mean an employer, as defined in Section 18 of the California Labor Code, for which an average of ten (10) or more persons per week performs work for compensation. In determining the number of covered employees performing work for an employer during a given week, all persons performing work for compensation on a full-time, part-time or temporary basis, including those who perform work outside of the geographic boundaries of Berkeley, shall be counted, including persons made available to work through the services of a temporary services or staffing agency or similar entity. "Covered employer" shall not include any governmental entity.

E. "Transit expense" shall mean any pass, token, fare card, voucher, or similar item entitling a person to transportation on public transit, including but not limited to, travel by ferry, bus, light rail or train by AC Transit, BART, AMTRAK, Caltrain, or other regional public transit provider.

F. "Vanpool" shall mean a commuter highway vehicle within the meaning of 26 U.S.C. Section 132(f)(5)(B), as the federal law may be amended from time to time, which currently means any highway vehicle that has a seating capacity of at least six adults (not including the driver), and at least eighty (80) percent of the mileage use of which can reasonably be expected to be:

1. For the purpose of transporting employees in connection with travel between their residences and their place of employment; and

2. On trips during which the number of employees transported for such purposes is at least one-half of the seating capacity of such vehicle (not including the driver).

G. "Bicycle expense" shall mean reasonable expenses incurred by the employee for the purchase of a bicycle and bicycle improvements, repair, and storage, if such bicycle is regularly used for travel between the employee's residence and place of employment, or other allowable expenses as allowed by IRS code 132(f). (Ord. 7113-NS § 1 (part), 2009)

Section 9.88.030 Commuter benefit program.

No later than one year after the effective date of this chapter, all covered employers shall provide at least one of the following transportation benefit programs to covered employees:

A. A Pre-Tax Election: A program, consistent with allowable pre-tax commute benefits, except parking benefits, allowed by Internal Revenue Code Section 132(f), allowing employees to elect to exclude from taxable wages and compensation employee commuting costs incurred for transit expenses, vanpool expenses, or bicycle expenses, up to the maximum level allowed by federal tax law; or

B. Employer Paid Benefit: A program whereby the employer supplies an annual, monthly or other form of transit pass, or reimbursement for equivalent vanpool expenses at least equal in value to the purchase of the appropriate benefit which shall not exceed the cost of an adult monthly AC Transit regular pass, for the public transit system requested by each employee or to reimburse qualified vanpool charges; or

C. Employer Provided Transit: Commute transportation furnished by the employer at no cost to the employee in a vanpool or bus, or similar multi-passenger vehicle operated by or for the employer. (Ord. 7113-NS § 1 (part), 2009)

Section 9.88.040 Enforcement.

(Ord. 7113-NS § 1 (part), 2009)

Section 9.88.041 Employee complaints to City.

A. An employee who alleges violation of any provision of the requirements of this chapter may report such acts to the City. City staff will respond to any such complaints by providing compliance information and instructional materials to the employer.

B. Any complaint received shall be treated as a confidential matter, to the extent permitted by law. Any complaint received and all investigation documents related thereto shall be deemed exempt from disclosure pursuant to California Government Code Sections 6254 and 6255. (Ord. 7113-NS § 1 (part), 2009)

Section 9.88.042 Private rights of action.

A. An employee claiming violation of this chapter may bring an action in the Superior Court of the State of California against an employer. In order to file such an action, the employee must have made a complaint to the City and allowed sufficient time for the employer to institute a program as required by this chapter in response to that complaint.

B. No remedy set forth in this chapter is intended to be exclusive or a prerequisite for asserting a claim for relief to enforce any rights hereunder in a court of law.

C. Nothing in this chapter shall be interpreted to authorize a right of action against the City. (Ord. 7113-NS § 1 (part), 2009)

Section 9.88.050 Severability.

If any word, phrase, sentence, part, section, subsection, or other portion of this chapter, or any application thereof to any person or circumstance is declared void, unconstitutional, or invalid for any reason, then such word, phrase, sentence, part, section, subsection, or other portion, or the proscribed application thereof, shall be severable, and the remaining provisions of this chapter, and all applications thereof, not having been declared void, unconstitutional or invalid, shall remain in full force and effect. The City Council hereby declares that it would have passed this title, and each section, subsection, sentence, clause and phrase thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses or phrases had been declared invalid or unconstitutional. (Ord. 7113-NS § 1 (part), 2009)



Hillsborough TPO

Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

Transportation Improvement Program (TIP) Amendments: HART Maintenance Facility and Gibsonton Dr. Widening Study

Presenter:

Connor MacDonald, TPO Staff

Summary:

These TIP amendments will impact three projects, noted below:

- 414963-2 HART Bus Replacements
- 443140-1 Heavy Maintenance Facility
- 450438-1 Gibsonton Drive from Fern Hill Drive to US301

If approved, the amendments will reallocate funds from the HART Bus Replacements pool toward HART's Heavy Maintenance Facility. A third amendment will add funds to conduct a Project Development & Environmental (PD&E) study for the widening project on Gibsonton Drive.

The first two amendments come at the request of HART. Replacement of its Heavy Maintenance Facility on 21st Ave is the top priority on the TPO's TIP Priority List and is also HART's number one priority. Surface Transportation funds currently allocated to bus replacements will instead be used to help replace the facility. The third amendment will add new funds for a PD&E study on Gibsonton Dr from Fern Hill Dr to US301. PD&E studies ensure that transportation projects are developed with consideration of current engineering standards, project costs, and minimization of social and environmental impacts, while involving the public throughout the entire study process.

Recommended Action:

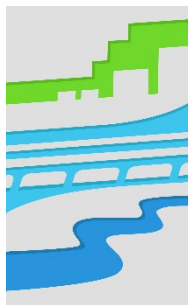
Approval of the TIP Amendments: reallocate funding from 414963-2 HART Bus Replacements to 443140-1 HART Heavy Maintenance Facility, and add funds to 450438-1 Phase I Gibsonton Drive from Fern Hill Dr to US 301

Prepared By:

Connor MacDonald, TPO Staff

Attachments:

[Comparative Report](#)
[Presentation Slides](#)



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Hillsborough TPO

Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item

Brightline Update

Presenter

Katie Mitzner, Director, Public Affairs or Christine Kefauver, SVP, Corporate Development

Summary

In December, the TPO was briefed on the Federal Railroad Administration's (FRA's) preliminary consultation request regarding the Brightline Phase III project, as well as a private proposal for redevelopment and multimodal improvements in the vicinity of the Brightline Tampa station. The FRA letter, and the presentation slides from December, are attached.

At today's meeting, representatives of Brightline will discuss the Phase III project concept, which will run from the Orlando International Airport to Downtown Tampa, through Hillsborough, Polk, Osceola, and Orange Counties. A Supplemental Environmental Impact Statement (SEIS) for this project is being prepared.

Recommended Action

None; for information

Prepared By:

Beth Alden, TPO Director

Attachments:

1. December 8, 2021 TPO Board Meeting [presentation slides](#)
2. Federal Railroad Administration letter on Brightline
3. Tampa Bay Business Journal article



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U.S. Department
of Transportation

1200 New Jersey Avenue, SE
Washington, DC 20590

**Federal Railroad
Administration**

October 18, 2021

Timothy A. Parsons, Ph.D.
Director, Division of Historical Resources
State Historic Preservation Officer
R.A. Gray Building
500 S. Bronough Street
Tallahassee, FL 32399-0250

RE: *Brightline Phase III Supplemental Environmental Impact Statement (SEIS)
from Tampa to the Orlando International Airport, Hillsborough, Polk, Osceola, and Orange
Counties, Florida
Initiation of National Historic Preservation Act Section 106 Consultation*

Dear Dr. Parsons:

By way of this letter, the U.S. Department of Transportation's Federal Railroad Administration (FRA) is initiating consultation under Section 106 of the National Historic Preservation Act (NHPA) (36 CFR § 800.3) for the Brightline Phase III Project from Tampa to the Orlando International Airport (OIA) in Hillsborough, Polk, Osceola, and Orange Counties, Florida (the Project). The Project consists of the development of a high-speed rail facility between Tampa and Orlando. Maps depicting the Project area are included in Enclosure 1 to this letter.

The FRA, as the lead federal agency, is analyzing this project under NEPA as a Supplemental EIS (SEIS) to the 2009 Florida High Speed Rail (FHSR) Tampa to Orlando Final Environmental Impact Statement (FEIS) for which FRA also served as the lead federal agency. In May 2010, FRA issued a Record of Decision (ROD) for the FHSR project but the project was put on hold and never proceeded to construction. In 2021, Brightline proposed certain alignment modifications to the project. FRA determined that these modifications require preparation of an SEIS. This SEIS will update information provided in the 2009 FHSR FEIS and 2010 ROD and analyze Brightline's proposed alignment modifications. Your office was consulted as part of the 2009 FEIS. That consultation resulted in conditional no adverse effect findings for five historic resources. Please see Enclosure 2 of this letter for an excerpt from the 2010 ROD which describes the conditional no adverse effect findings in more detail.

Project Background

As the purpose and need states, the Project will enhance intercity passenger mobility in Florida by expanding passenger rail transportation capacity to provide an alternative to highway and air travel. Increased mobility is viewed as essential for the sustained economic growth of the region, as well as the quality of life of the region's residents and visitors. Presently, passenger mobility in the Tampa-Orlando corridor is provided primarily by highways, particularly I-4. Projected transportation demand and travel growth, as prompted by social demand and economic development and compared to existing and future roadway capacity, show a serious deficit in available capacity. In addition, increasing population, employment, and tourism rates continue to elevate travel demand in the study corridor. The current proposed action differs from the Preferred Alternative detailed in the 2010 ROD (Enclosure 2) in the following ways:

- The new proposed downtown Tampa Station was relocated approximately 0.60 miles east to the intersection of Nick Nuccio Parkway and Nebraska Avenue, just west of the National Register – listed Union Station (Amtrak). The resulting project alignment length is also reduced to depart the I-4 corridor east of the I-4 / I-275 interchange. From the Tampa Station terminus, the alignment travels north along the western edge of Nick Nuccio Parkway to an elevated interface with the I-4 corridor at the 14th-15th Street interchange. From this location, the alignment transitions into the median of I-4 and follows the FHSR alignment heading east.
- While but the alignment is consistent with FHSR throughout Polk and Osceola Counties, the new proposed action does not include the station in the Lakeland area or within Polk County anticipated by FHSR.
- The new proposed action is planning for up to two (2) station locations in the Orlando area; a new station adjacent to the I-4 corridor serving Disney and the attractions area, and the existing OIA station at the eastern project terminus. A possible interface with local commuter rail service at the OIA station is being contemplated. This would take the form of an extension of SunRail service from the existing line to OIA, where Brightline and SunRail would interface at the Intermodal Transfer Facility. The new proposed action is located predominantly within existing transportation corridors that host rail facilities and roadway/highway infrastructure.

The proposed new station serving the attractions area is to be located northwest of the I-4 / SR 536 interchange, and is proposed to function as a dead end, or pull in/pull out station. The station site is accessed via the northwest quadrant of the interchange from the north (westbound) side of I-4. Upon exiting the station, the alignment reenters the I-4 corridor and elevates over the I-4, SR 536 and other roadway infrastructure within the infield of the interchange and exits the I-4 corridor in the southeast quadrant of the interchange. The alignment traverses an undeveloped corridor and crosses over S. International Drive before entering the SR 417 ROW approximately one mile south and east of I-4.

Continuing eastward, the alignment follows the northern edge of the SR 417 ROW to the interchange with Florida's Turnpike (SR 91). The alignment tracks adjacent to the southbound to westbound ramp before crossing over Florida's Turnpike, and continuing east to S. Orange Avenue adjacent to an electric transmission utility corridor. The alignment turns north passing under S. Orange Avenue to the intercept of the Central Florida Commuter Rail (CFCR) rail corridor where it continues north the OUC rail spur. The alignment follows the OUC spur through the exiting crossing with Boggy Creek Road, then diverts onto Greater Orlando Aviation Authority property to access Brightline's Vehicle Maintenance Facility (VMF) currently under construction. From the VMF, the alignment utilizes existing the new infrastructure being advanced with Brightline's Phase II expansion to access the Intermodal Transfer Facility at OIA adjacent to Airside C.

- The new proposed action will deploy Siemens Charger SCB-40 diesel-electric passenger locomotives technology, consistent with those currently in use along Brightline's Miami to West Palm Beach service corridor. This change from the FHSR action provides cooperability to allow for sharing of rail infrastructure within the existing SunRail and OUC corridors, eliminating the need for the separate and dedicated infrastructure anticipated with the original action.

Historic resources within the vicinity of the proposed action include the Ybor City National Historic Landmark District, the National Register-listed Ybor City Historic District, and the locally designated Barrio Latino Historic District, including several of their contributing resources, some of which are individually National Register-listed or –eligible.

Section 106 Consultation

As defined in 36 CFR § 800.16(f), Section 106 consultation "means the process of seeking, discussing, and considering the views of other participants, and where feasible, seeking agreement." FRA will manage the consultation process to ensure the meaningful involvement of all consulting parties while working to seek agreement, where feasible, among all the parties about: why properties are historically significant, and to whom; what historic properties may be affected should the Undertaking advance to construction; and how any adverse effects to historic properties might be avoided, minimized, or mitigated.

As a next step in the Section 106 process, FRA will coordinate with your office and other consulting parties to identify an Area of Potential Effect (APE). Following identification of the APE, FRA will prepare an updated Cultural Resource Assessment Survey (CRAS) to identify any historic properties listed in, determined eligible for, or considered eligible for listing in the National Register of Historic Places (National Register) that may be affected by the proposed Undertaking.

FRA will provide a schedule for Section 106 public involvement and consultation, and invite you to meetings relevant to the Section 106 process for the Undertaking. Consulting parties meetings are anticipated to employ the vehicle of a Cultural Resource Committee (CRC). CRCs have been used effectively to insure Section 106 good faith consultation among affected parties. The long-standing CRC for the Tampa Interstate Study was important in developing and implementing the Section 106 MOA in Historic Ybor City. Public outreach will include outreach to Native American Tribes, agencies, organizations, and individuals to facilitate information exchanges and solicit input during the development and evaluation of alternatives.

Consulting Party Outreach

In accordance with 36 CFR Part 800.2(c), FRA identified parties that may be interested in the proposed Project and FRA's determination of effects. The following organizations/agencies are copied on this letter to serve as their invitation to participate as Section 106 consulting parties:

1. State Historic Preservation Officer (SHPO)
2. Advisory Council on Historic Preservation (ACHP)
3. Florida Department of Transportation (FDOT) Districts 1, 5, and 7
4. Florida Department of Transportation (FDOT) Florida's Turnpike Enterprise (FTE)
5. Central Florida Expressway Authority (CFX)
6. FDOT Office of Environmental Management (OEM)
7. National Park Service (NPS) – Interior Region 2
8. City of Tampa Historic Preservation Officer
9. Ybor City Development Corporation
10. Hillsborough Metropolitan Planning Organization
11. Tampa Preservation Inc. (TPI)
12. Hillsborough County Certified Local Government (CLG)
13. Polk County Transportation Planning Organization
14. MetroPlan
15. City of Orlando Historic Preservation Officer
16. Orange Preservation Trust
17. City of Auburndale CLG
18. City of Lakeland CLG
19. City of Plant City CLG

Tribal Contacts *(will be invited to participate in Section 106 consultation in a separate letter)*

1. Miccosukee Tribe of Indians of Florida
2. Muscogee (Creek) Nation
3. The Seminole Tribe of Florida
4. The Seminole Nation of Oklahoma
5. The Poarch Band of Creek Indians

To understand the role of a consulting party in the Section 106 process, these parties should review *Protecting Historic Properties: A Citizen's Guide to Section 106 Review* (<https://www.achp.gov/sites/default/files/documents/2017-01/CitizenGuide.pdf>) for more information. FRA requests response to this consulting party invitation within 30 days from the date on this letter, so that consulting parties can help inform the identification of historic properties.

FRA looks forward to consulting with you on this project. We welcome your input and comments within 30 days from the date on this letter. All responses can be e-mailed to me at Amanda.murphy2@dot.gov. If you have any questions, please contact me at 202-339-7231. Thank you for your cooperation on this important project.

Sincerely,



Amanda Murphy
Environmental Protection Specialist
Environmental & Corridor Planning Division
Office of Railroad Policy and Development

Enclosures: (1) Project Location Maps
(2) Excerpt from 2010 Record of Decision

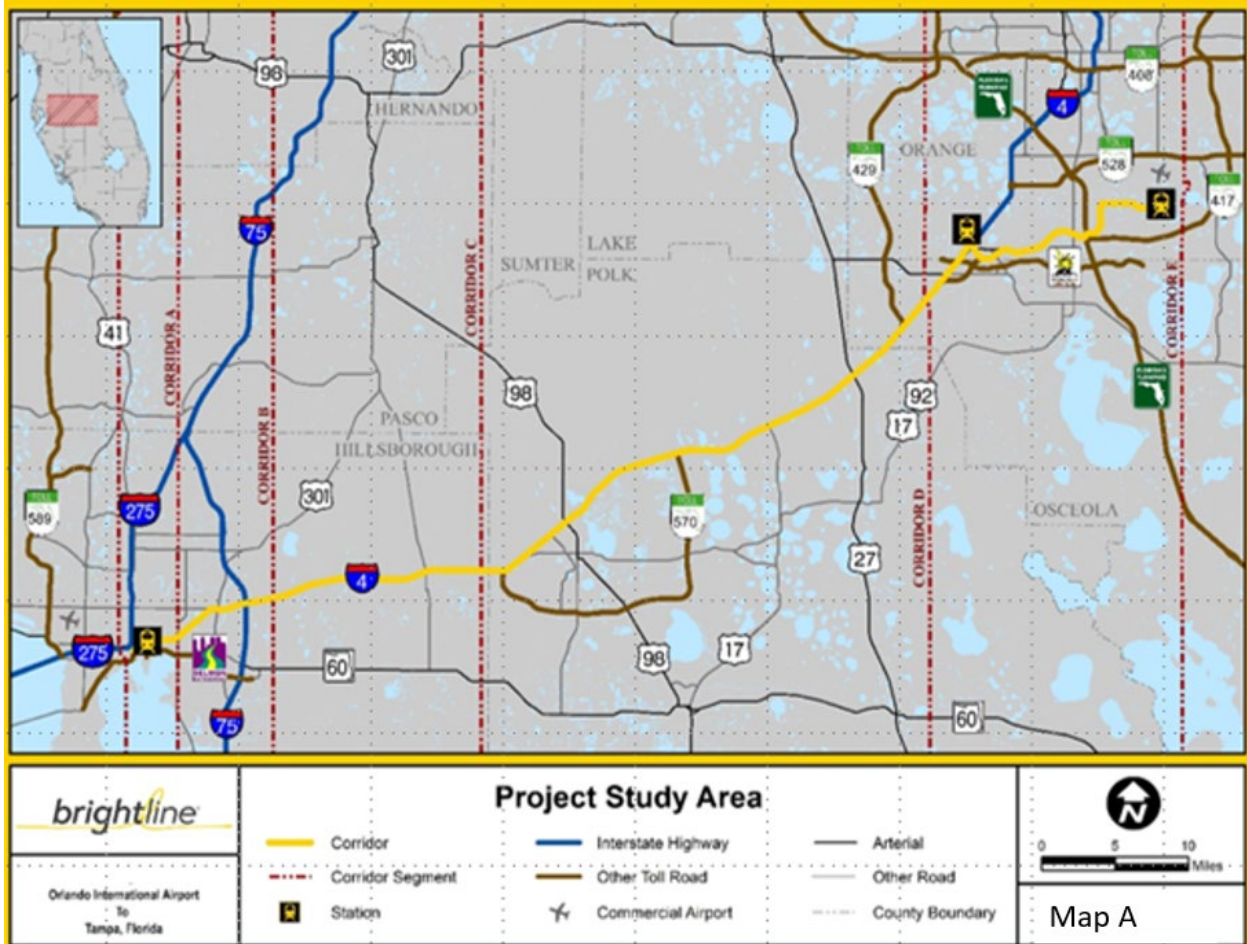
cc: Alyssa McManus, Division of Historic Resources, Florida Department of State
Kevin Wright, FRA Environmental Protection Specialist
Katasha Cornwell, FDOT Office of Environmental Management, State Environmental Process Administrator
Greg Moore, PE, Brightline, Project Manager – Development & Design
Marty Peate, AECOM, Project Manager

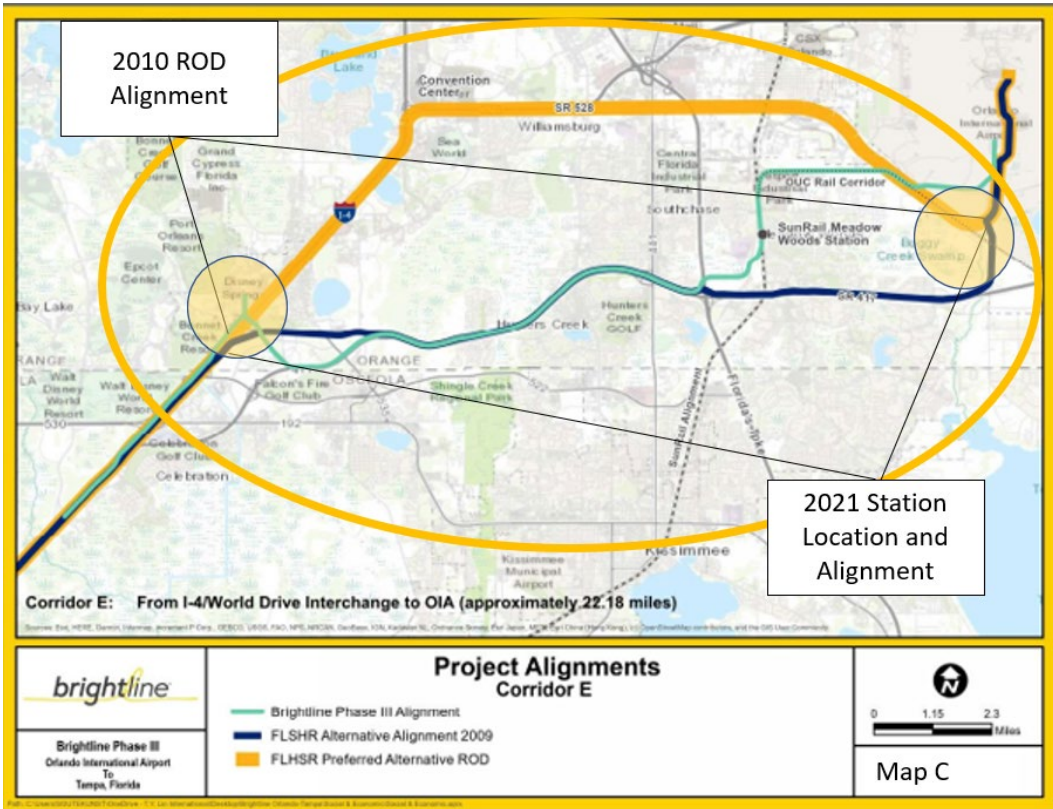
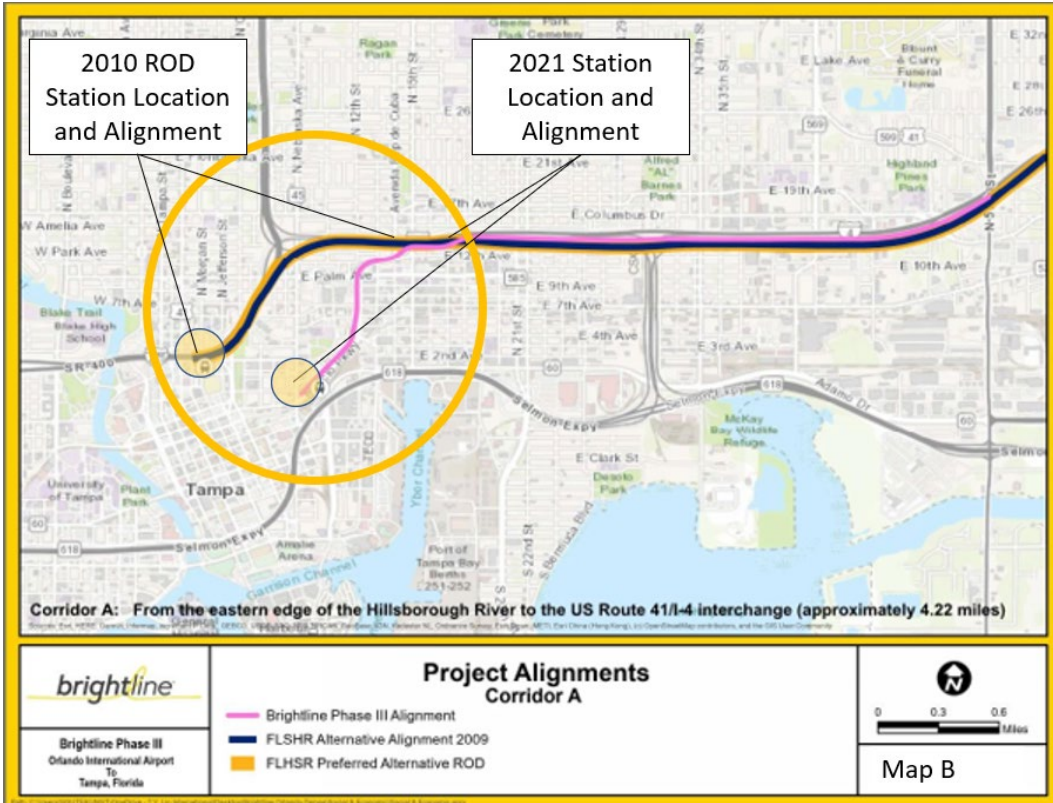
Enclosure 1: Project Location Maps

(A) Phase III Project Study Area

(B) Corridor A – Tampa Area – changes noted

(C) Corridor E – Orlando International Airport Area – changes noted





Enclosure 2 Excerpt from 2010 Record of Decision

The text below is extracted directly from the 2010 ROD.

The FDOT coordinated the historic resources impact analysis with the Florida State Historic Preservation Office (SHPO) and the Advisory Council on Historic Preservation (Council). The coordination with the SHPO and Council during analysis of the 2005 FEIS Preferred Alternative resulted in a “conditional no adverse effect” on the following five historic resources:

- North Franklin Street Historic District
Visual impacts
- St. Paul AME Church Parsonage
Visual impacts
- Oaklawn Cemetery
Visual impacts, construction vibration
- Ybor City NHLD - Direct taking of two contributing buildings: 8HI4174/916 E. 12th Avenue, and the rear building at 8HI4178/1006 E. 12th Avenue
Visual, Construction and Vibration
- German American Club
Visual impacts, construction vibration

The 2009 FEIS Reevaluation Revised Preferred Alternative verified that there are no changes to the impacts identified in the 2005 FEIS. The commitments stated in the 2005 FEIS remain valid.

Since publication of the 2005 FEIS, FDOT began the right-of-way acquisition process for the *Tampa Interstate Study* (TIS). As a result, many of the historic structures along 12th Avenue in the Ybor City NHLD have been relocated, including the property at 1006 E. 12th Avenue (8HI4178) which was listed as a direct taking in the 2005 FEIS.

It is important to note that these impacts to historic resources were evaluated as part of a *Cultural Resource Assessment Survey* (July 2003) prepared to identify and evaluate cultural resources (historic structures and archaeological sites) within the project’s Area of Potential Effect (APE). Further, a *Section 106 Consultation Case Report* (December 2003) was then prepared to evaluate potential effects for the Preferred Alternative and extensive coordination occurred with SHPO. As a result of this coordination, it was determined that the Preferred Alternative, based on a set of stipulated conditions, would have a “conditional no adverse effect” on the resources listed above.

Even though the impacts within the Ybor City NHLD included a direct taking of contributing historic resources, the SHPO determined that there would be no adverse effect because these buildings were previously identified as being acquired by the *Tampa Interstate Study Final Environmental Impact Statement and Section 4(f) Evaluation* (1996) and are located within the TIS Ultimate ROW. A Memorandum of Agreement (MOA) was prepared at that time to mitigate adverse effects to the Ybor City NHLD.

During the consultations with the SHPO, it was determined that the FHSR project would follow the requirements of this MOA. The mitigation and commitments are consistent with this MOA.

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From the Tampa Bay Business Journal:
<https://www.bizjournals.com/tampabay/news/2022/02/22/brightline-fdot-i4.html>

Brightline and FDOT complete negotiations on I-4 access for Tampa- Orlando route

Feb 22, 2022, 2:49pm EST

Brightline and the Florida Department of Transportation have completed negotiations for right-of-way access rights along Interstate 4, according to the company's monthly revenue report.

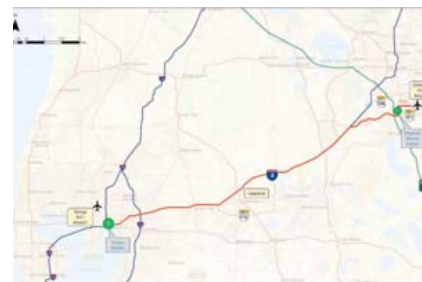
The inter-city rail company anticipates finalizing the agreements with FDOT early this year.

FDOT extended its execution deadline through Feb. 28, according to a January letter from Secretary Brad Thoburn to Brightline. There are procedural issues related to concurrence by the Federal Highway Administration, according to the letter. The feds own the interstate.

Brightline declined to comment, and FDOT didn't respond. Financials were not disclosed in the report.

Most of the Orlando-Tampa route will be along I-4, but Brightline also needs right-of-way permission from the Central Florida Expressway Authority for another portion of the route. The part closer to Orlando has been a topic of controversy, as one study indicated using SR 528 would be cheaper than Brightline claims, according to the Orlando Business Journal.

Brightline prefers operating along SR 417. According to coalition group Orlando's Right Rail, that route would disrupt residential communities.



BRIGHTLINE DOCUMENTS
Brightline's proposed Tampa-to-Orlando route

Nonetheless, negotiations for SR 417 access "have progressed and are pending the outcome of the National Environmental Policy Act and a Supplemental Environmental Impact Statement," according to the report.

The deadline for a right-of-way agreement with FDOT for I-4 access has been extended several times. The NEPA process is typically a slow one, and the Covid-19 pandemic disrupted negotiations in March 2020.

"While this has taken longer than anticipated, we do not expect this will impact the overall project timeline as Brightline continues to work through the Supplemental Environmental Impact Statement," Thoburn wrote in regard to the concurrence issues.

Brightline is expected to be in Tampa before the end of the decade. A station location hasn't been announced yet, but Ybor City is regarded as a likely candidate.

Henry Queen

Reporter

Tampa Bay Business Journal





Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item:

Planning Commission Annual Report & Plan Hillsborough Strategic Plan

Presenter:

Melissa Zornitta, AICP, Executive Director, Hillsborough County City-County Planning Commission

Summary:

The Planning Commission provides staff support to the Hillsborough TPO, under an interlocal agreement between the TPO Board and the Planning Commission. This arrangement allows consolidated, streamlined and coordinated service provision in the arenas of long-range planning for transportation, land use, and the environment. The consolidated professional services team conducts business under the logo of Plan Hillsborough.

The *Strategic Plan* for Plan Hillsborough was adopted in August 2018 by all three governing boards which receive staff support: the TPO, Planning Commission, and the Hillsborough River Interlocal Planning Board. The Strategic Plan provides direction and guidance for the agency's near-term priorities, which were developed through input and direction from board members.

Today's presentation will describe progress over the past year to implement the Strategic Plan. Using the framework of the Plan's seven Strategic Priorities, staff will provide an update on projects, partnerships and programs from 2019, as well as outline data and accomplishments. The attached consolidated report enables the agency to provide detailed information regarding performance and progress from a strategic perspective.

Recommended Action:

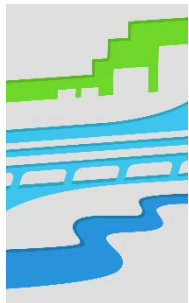
None; for information only

Prepared By:

Cheryl Wilkening, TPO Staff

Attachments:

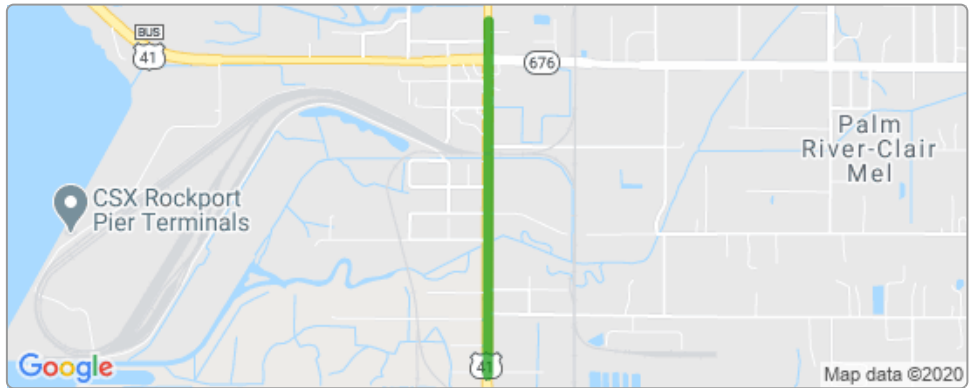
[Plan Hillsborough Annual Report for 2021](#)



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US 41 (50th St) from Denver St to N of 27th Ave S 446026-1-52-01

Project Details	
Work Type	Repaving and minor sidewalk improvements
Phase	Design
Limits	Denver St to N of 27th Ave S
Length	1.1 miles
City	Palm River
County	Hillsborough
Road	50th St US 41
Design Cost	\$445,000



About

This project consists of resurfacing US 41 (50th St) from Denver Street to north of 27th Avenue S. Sidewalks north of (SR 676) Causeway Blvd will also be improved.

The project is scheduled to begin construction Spring 2023.

Contact Information	
Design Manager	Pia Cormier (813) 975-6176 Pia.Cormier@dot.state.fl.us
Media Contact	Kris Carson (813) 975-6060 Kristen.Carson@dot.state.fl.us



SR 39 / JL Redman Pkwy from Charlie Griffin Rd to Alexander St
Financial Project ID 445598-1-52-01
Hillsborough County, Florida

Project Description:

The purpose of this 0.471 mile project is to resurface SR 39 / JL Redman Pkwy from Charlie Griffin Rd to Alexander St. The alignment of the road will not be altered from the existing conditions and all improvements are to be made within the existing right-of-way.

Project Location:

SR 39 / JL Redman Pkwy from Charlie Griffin Rd to Alexander St in Plant City, Florida.

Schedule:

<i>Item</i>	<i>Status</i>
Design	100% Complete
Right-of-Way	N/A
Begin Construction	Late 2022

Project Costs:

<i>Phase</i>	<i>Cost Estimate*</i>
Design	\$130,960
Right-of-Way	\$1,000
Construction	\$617,111

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

FDOT Project Manager

Michael MacKinnon, P.E
 11201 N. McKinley Drive, MS 7-600
 Tampa, FL 33612
 Office Phone: (813) 975-6431
 Toll Free: 1 (800) 226-7220
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 Office Phone: (813) 975-6202
 Toll Free: 1 (800) 226-7220
 E-mail: Kristen.Carson@dot.state.fl.us



SR 39 / Alexander St at JL Redman Pkwy
Financial Project ID 440733-1-52-01
Hillsborough County, Florida

Project Description:

The purpose of this 0.066 mile project is to provide intersection improvements to SR 39 / Alexander St at JL Redman Pkwy. Work will include adding a right turn lane, widening existing turn lanes, resurfacing, and signal upgrades. The alignment of the road will not be altered from the existing conditions. Right of way will be obtained for this project.

Project Location:

SR 39 / Alexander St at JL Redman Pkwy in Plant City, Florida.

Schedule:

<i>Item</i>	<i>Status</i>
Design	100% Complete
Right-of-Way	Underway
Begin Construction	Late 2022

Project Costs:

<i>Phase</i>	<i>Cost Estimate*</i>
Design	\$171,684
Right-of-Way	\$676,200
Construction	\$906,363

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

FDOT Project Manager

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4.5 Historic Crash Summary

A safety analysis was conducted for the project AOI. The historic crash data was obtained from FDOT District 7's Crash Data Management System (CDMS) and the statewide Crash Analysis Reporting (CAR) online database. Crash data was collected and analyzed for the project limits, along I-275 from Ashley Drive/Tampa Street to North of Dr. MLK, Jr. Boulevard and I-4 from I-275 to the Selmon Expressway Connector, and the ramps and adjacent ramp terminals and intersections.

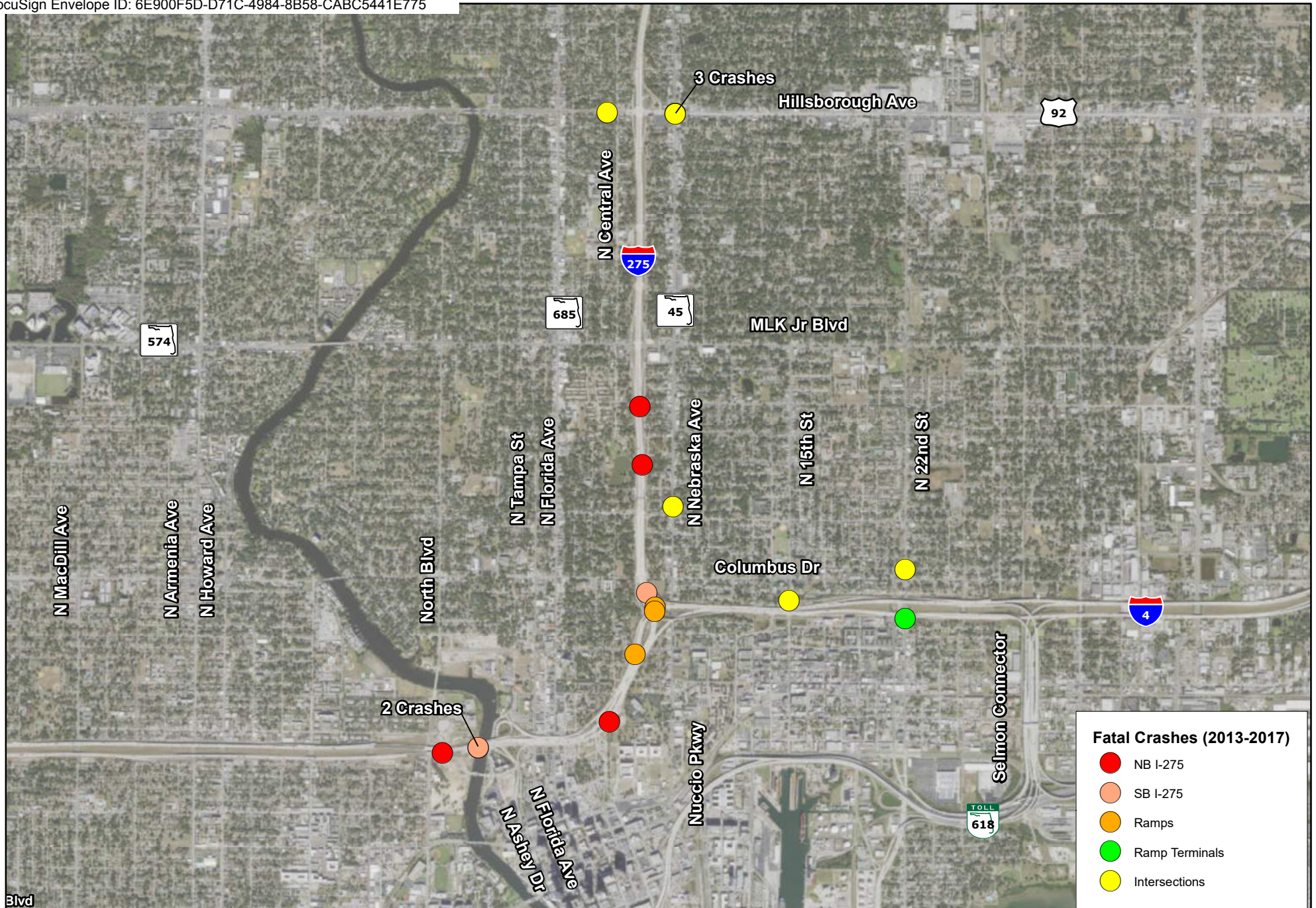
Crash data between January 1, 2013 and December 31, 2017 was obtained using the CDMS and CARS databases. The data obtained from these two databases were compared against each other and the duplicates were removed. The historic crash data was reviewed to examine crash patterns and assess the existing safety performance within the study area. The historical crash data can be found in **Appendix E**.

The crash data was used to determine areas of potential safety concerns and identify crash patterns and possible mitigation strategies.

Over the five-year period, a total of 7,398 crashes were reported within the project limits. Of these, there were 18 (0.2%) fatal crashes, 2,335 (32%) injury crashes, and 5,045 (68%) property damage only crashes (PDO). The location of the fatal crashes can be seen in **Figure 4-8**. The crashes were further analyzed and divided into facility type and can be seen in **Figure 4-9**.

There were 46 pedestrian crashes that occurred within the study limits between 2013 to 2017. Five pedestrian crashes occurred on the I-275 mainline, one pedestrian crash occurred on the I-4 mainline, three pedestrian crashes on I-275 and I-4 ramps, 10 pedestrian crashes at ramp terminals, and 27 pedestrian crashes at intersections. The pedestrian crashes that occurred on the I-275 and I-4 mainline and ramps were caused by drivers exiting their vehicles following a crash, road rage incidents, or suspected drug or alcohol use.

There were 19 bicycle crashes that occurred within the study limits between 2013 to 2017. One bicycle crash occurred on the I-275 mainline, two bicycle crashes on I-275 and I-4 ramps, four bicycle crashes at ramp terminals, and 12 bicycle crashes at intersections.

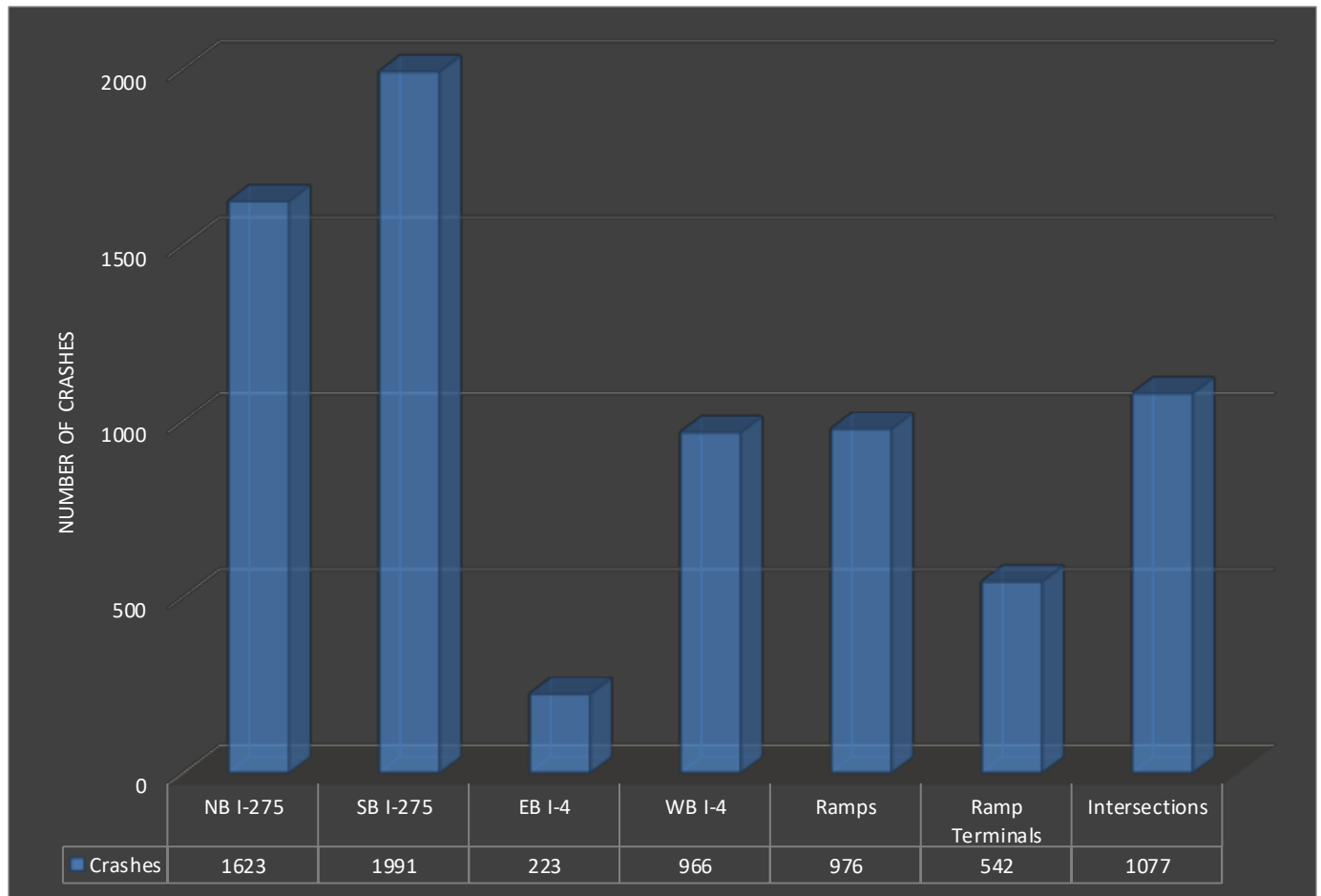


Section 6 SIMR - Fatal Crash Locations

Figure 4-8



Figure 4-9 – Crashes by Facility Type (2013-2017)



4.5.1 Freeway Analysis

The I-275 corridor was divided into 12 segments for the northbound direction and 10 segments for the southbound direction. The segments were chosen based on the on and off-ramps as the start and end points for the segments. The milepost listed on the FDOT Straight Line Diagram (SLD) for the beginning or the end of a ramp was used to set the limits. **Table 4-7** and **Table 4-8** show the northbound and southbound five-year average segment crash rate from 2013 to 2017 per Million Vehicle Miles Traveled (MVMT). This calculation considers the length of the segment, the five-year average AADT, and the number of crashes. The crash rates higher than the statewide five-year segment crash average are highlighted in the tables. All 12 segments in the northbound direction and 10 segments in the southbound direction exceeded the statewide five-year segment crash average of 0.976.



The I-4 corridor was divided into five segments for the eastbound direction and five segments for the westbound direction. The segments were chosen based on the on and off-ramps as the start and end points for the segments. The milepost listed on the FDOT SLD for the beginning or the end of a ramp was used to set the limits. **Table 4-9** and **Table 4-10** show the eastbound and westbound five-year average segment crash rate from 2013 to 2017. One segment in the eastbound direction and four segments in the westbound direction exceeded the statewide five-year segment crash average of 0.976.

The I-275 and I-4 crash hot spots for I-275 northbound/I-4 eastbound directions can be seen in **Figure 4-10**, and the I-275 and I-4 crash hot spots for I-275 southbound/I-4 westbound directions can be seen in **Figure 4-11**.



Table 4-7 - Crash Rate per Segment per MVMT (2013-2017) – Northbound I-275

Segment Number	Segment Name	Length (Miles)	Average AADT	Total Crashes	Five Year Average Crash Rate (MVMT)
1NB	Begin limit to Ashley St Off-Ramp	0.42	107,600	416	5.04
2NB	Ashley St Off-Ramp to Ashley St On-ramp	0.271	88,900	114	2.59
3NB	From Ashley St On-ramp to Orange Ave On-ramp	0.489	99,700	97	1.09
4NB	From Orange Ave On-ramp to I-4 EB Off-ramp	0.616	112,800	297	2.34
5NB	From I-4 EB Off-ramp to I-4 WB On-ramp	0.301	49,200	83	3.07
6NB	From I-4 WB On-ramp to Floribraska Ave On-ramp	0.344	74,600	53	1.13
7NB	From Floribraska Ave On-ramp to Dr. MLK, Jr. Blvd Off-Ramp	0.499	76,300	134	1.93
8NB	From Dr. MLK, Jr. Blvd Off-Ramp to Dr. MLK, Jr. Blvd On-ramp	0.242	67,700	110	3.68
9NB	From Dr. MLK, Jr. Blvd On-ramp to EB Hillsborough Ave Off-ramp	0.772	78,100	151	1.37
10NB	From EB Hillsborough Ave Off-Ramp to WB Hillsborough Ave Off-ramp	0.191	74,000	75	2.91
11NB	From WB Hillsborough Ave Off-ramp to Hillsborough Ave On-ramp	0.065	67,900	26	3.23
12NB	From Hillsborough Ave On-ramp to End Limit	0.373	80,900	67	1.22



Table 4-8 - Crash Rate per Segment per MVMT (2013-2017) – Southbound I-275

Segment Number	Segment Name	Length (Miles)	Average AADT	Total Crashes	Five Year Average Crash Rate (MVMT)
1SB	From Begin Limit to Hillsborough Ave Off-ramp	0.358	80,700	175	3.32
2SB	From Hillsborough Ave Off-ramp to Hillsborough Ave On-ramp	0.267	70,200	142	4.15
3SB	From Hillsborough Ave On-ramp to Dr. MLK, Jr. Blvd Off-ramp	0.75	82,900	256	2.26
4SB	From Dr. MLK, Jr. Blvd Off-ramp to Dr. MLK, Jr. Blvd On-ramp	0.293	75,300	243	6.04
5SB	From Dr. MLK, Jr. Blvd On-ramp to Floribraska Ave Off-ramp	0.401	79,600	171	2.94
6SB	From Floribraska Ave Off-ramp to I-4 EB Off-ramp	0.221	75,100	178	5.88
7SB	From I-4 EB Off-ramp to Downtown Tampa Off-ramp	0.3	47,600	86	3.30
8SB	From Downtown Tampa Off-ramp to WB I-4 On-ramp	0.311	34,700	225	11.42
9SB	From WB I-4 On-ramp to Ashley St On-ramp	0.841	90,300	246	1.77
10SB	From Ashley St On-ramp to End Limit	0.532	98,400	269	2.82

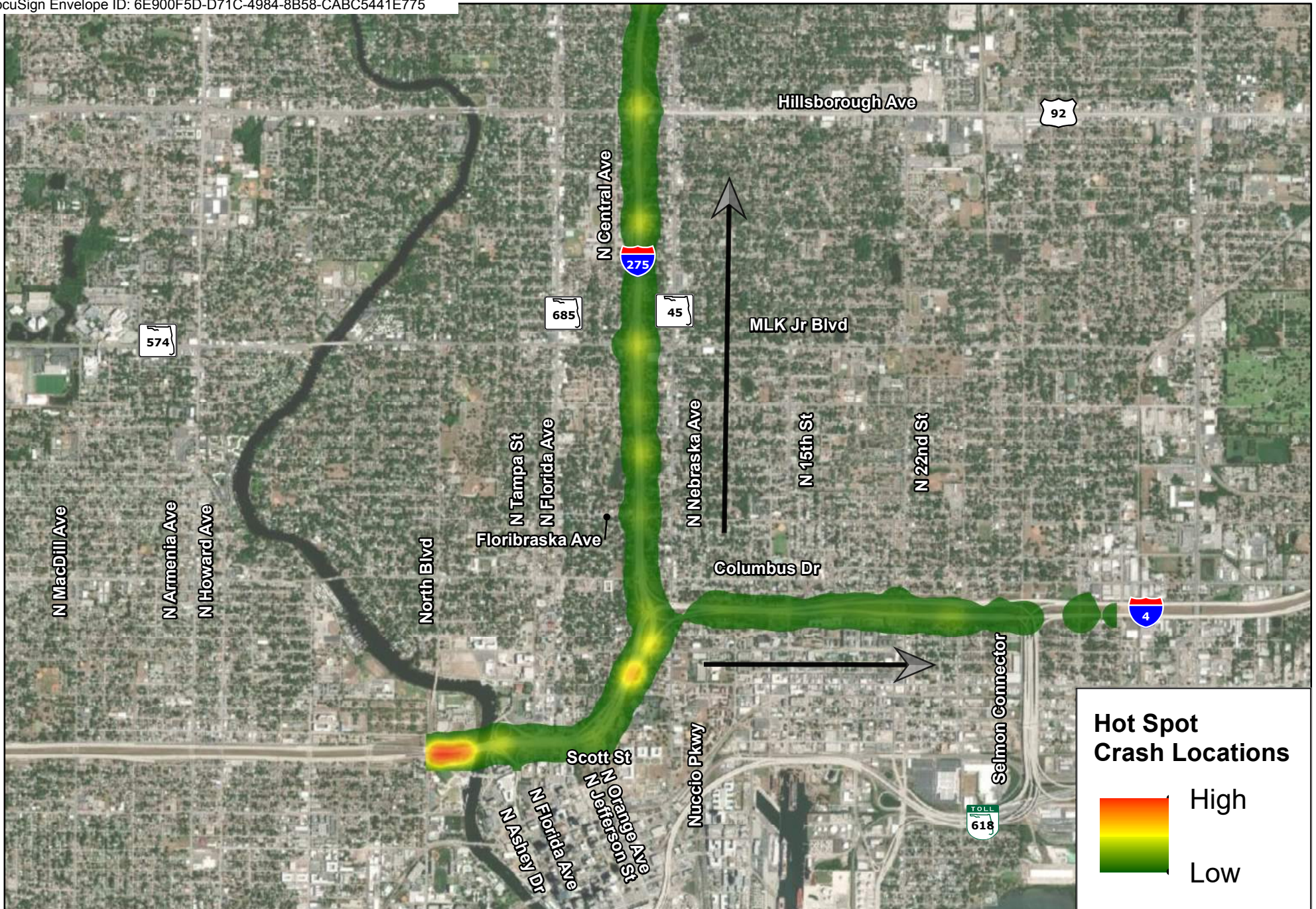


Table 4-9 - Crash Rate per Segment per MVMT (2013-2017) – Eastbound I-4

Segment Number	Segment Name	Length (Miles)	Average AADT	Total Crashes	Five Year Average Crash Rate (MVMT)
1EB	Begin limit to 22nd St Off-ramp	0.392	91,500	62	0.95
2EB	From 22 nd St Off-ramp to Selmon Expy Off-ramp	0.583	77,300	73	0.89
3EB	From Selmon Expy Off-ramp to 22 nd St On-ramp	0.029	67,000	24	6.77
4EB	From 22 nd St On-ramp to Selmon Expy On-ramp	0.448	72,900	53	0.89
5EB	From Selmon Expy On-ramp to End Limit	0.297	79,500	11	0.26

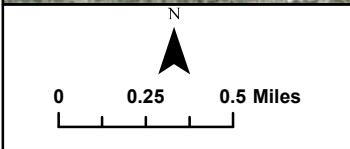
Table 4-10 - Crash Rate per Segment per MVMT (2013-2017) – Westbound I-4

Segment Number	Segment Name	Length (Miles)	Average AADT	Total Crashes	Five Year Average Crash Rate (MVMT)
1WB	Begin limit to Selmon Expy Off-ramp	0.248	77,500	25	0.71
2WB	From Selmon Expy Off-ramp to 22 nd St Off-ramp	0.479	72,300	76	1.20
3WB	From 22 nd St Off-ramp to Selmon Expy On-ramp	0.176	66,600	166	7.76
4WB	From Selmon Expy On-ramp to 22 nd St On-ramp	0.541	71,100	331	4.72
5WB	From 22 nd St On-ramp to End Limit	0.471	84,200	368	5.08



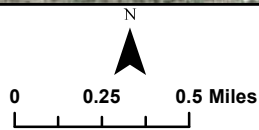
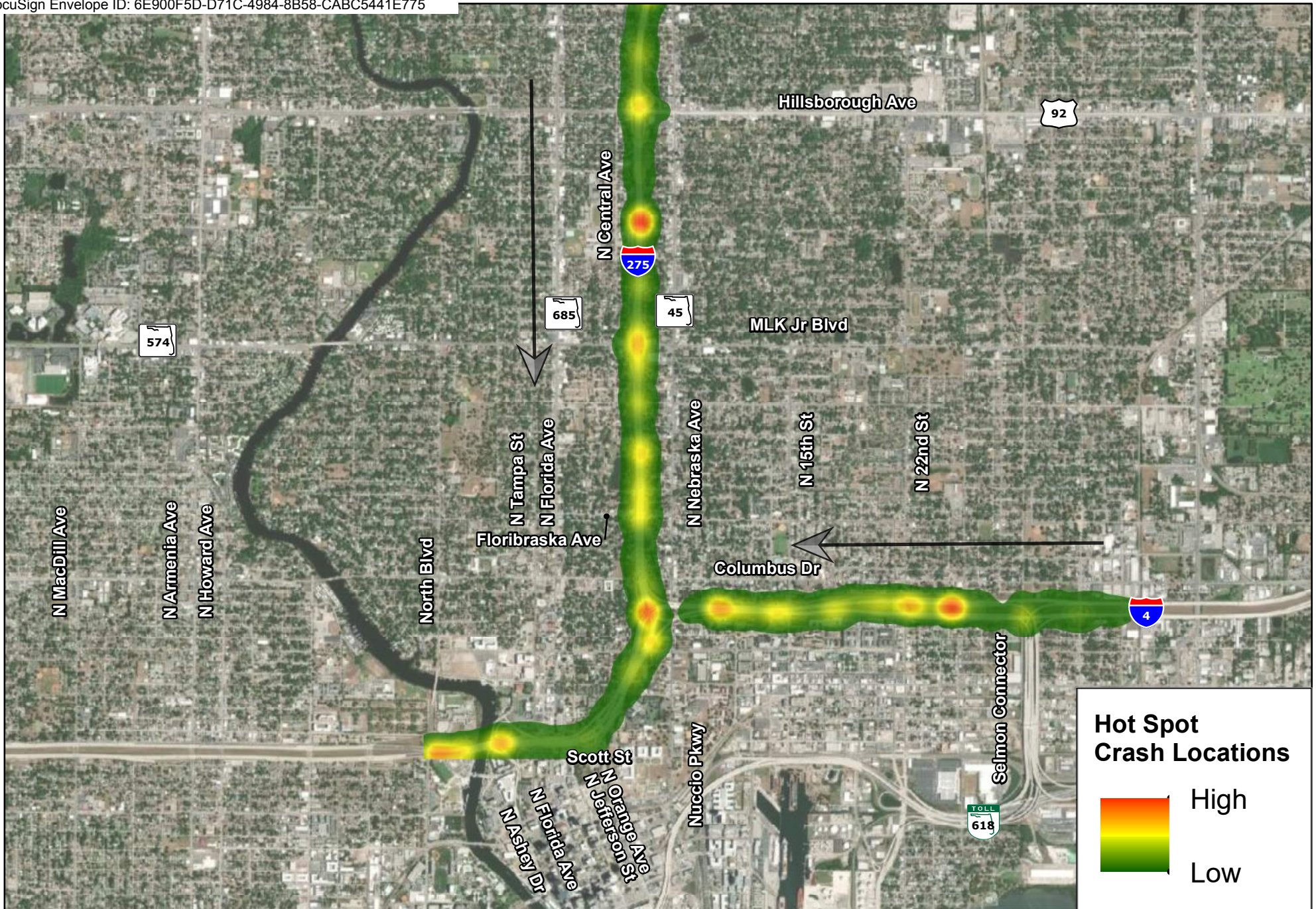
**Hot Spot
Crash Locations**

High
Low



**Section 6 SIMR - I-275 and I-4 Hot Spot Locations
Northbound I-275 and Eastbound I-4 Crashes**

Figure 4-10



**Section 6 SIMR - I-275 and I-4 Hot Spot Locations
Southbound I-275 and Westbound I-4 Crashes**

Figure 4-11



Along I-275, there were 3,614 total crashes with 1,623 crashes in the northbound direction and 1,991 crashes in the southbound direction. The number of crashes increased by 37% from 2013 to 2017 and peaked in 2017 as seen in **Figure 4-12**. Along northbound I-275, there were five (0.3%) fatal crashes, 433 (27%) injury crashes, and 1,185 (73%) property damage only crashes. The most prevalent crash types seen on northbound I-275 were rear end (62%), sideswipe (20%), and hit fixed object (13%) crashes. The majority of the crashes on northbound I-275 occurred during daylight and dry conditions. **Figure 4-13** to **Figure 4-16** show the breakdown of crash severity, crash type, crash lighting, and road condition for crashes along northbound I-275.

In the southbound direction along I-275, there were two (0.1%) fatal crashes, 537 (27%) injury crashes, and 1,452 (73%) property damage only crashes. The most prevalent crash types seen on southbound I-275 were rear end (71%), sideswipe (18%), and hit fixed object (7%) crashes. The majority of the crashes on southbound I-275 occurred during daylight and dry conditions. **Figure 4-17** to **Figure 4-20** show the breakdown of crash severity, crash type, crash lighting, and road condition for crashes along southbound I-275.

Figure 4-12 – Total Crashes along I-275 (2013-2017)

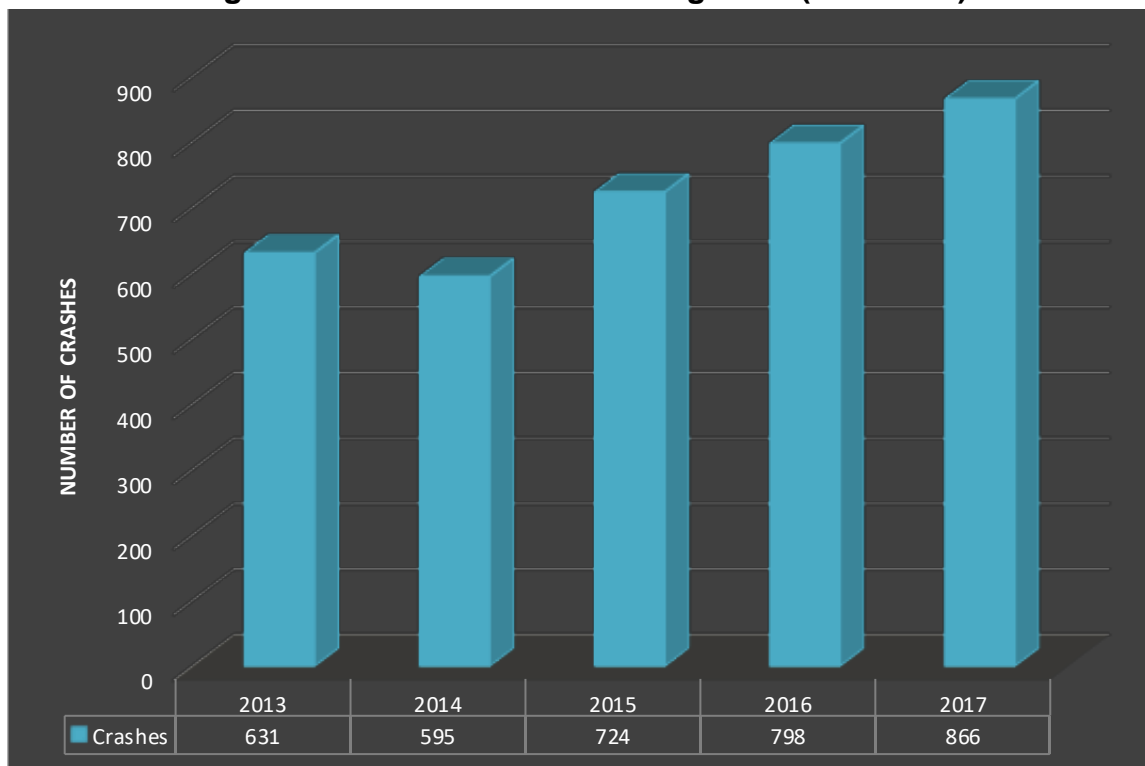




Figure 4-13 – Crash Severity – Northbound I-275 (2013-2017)

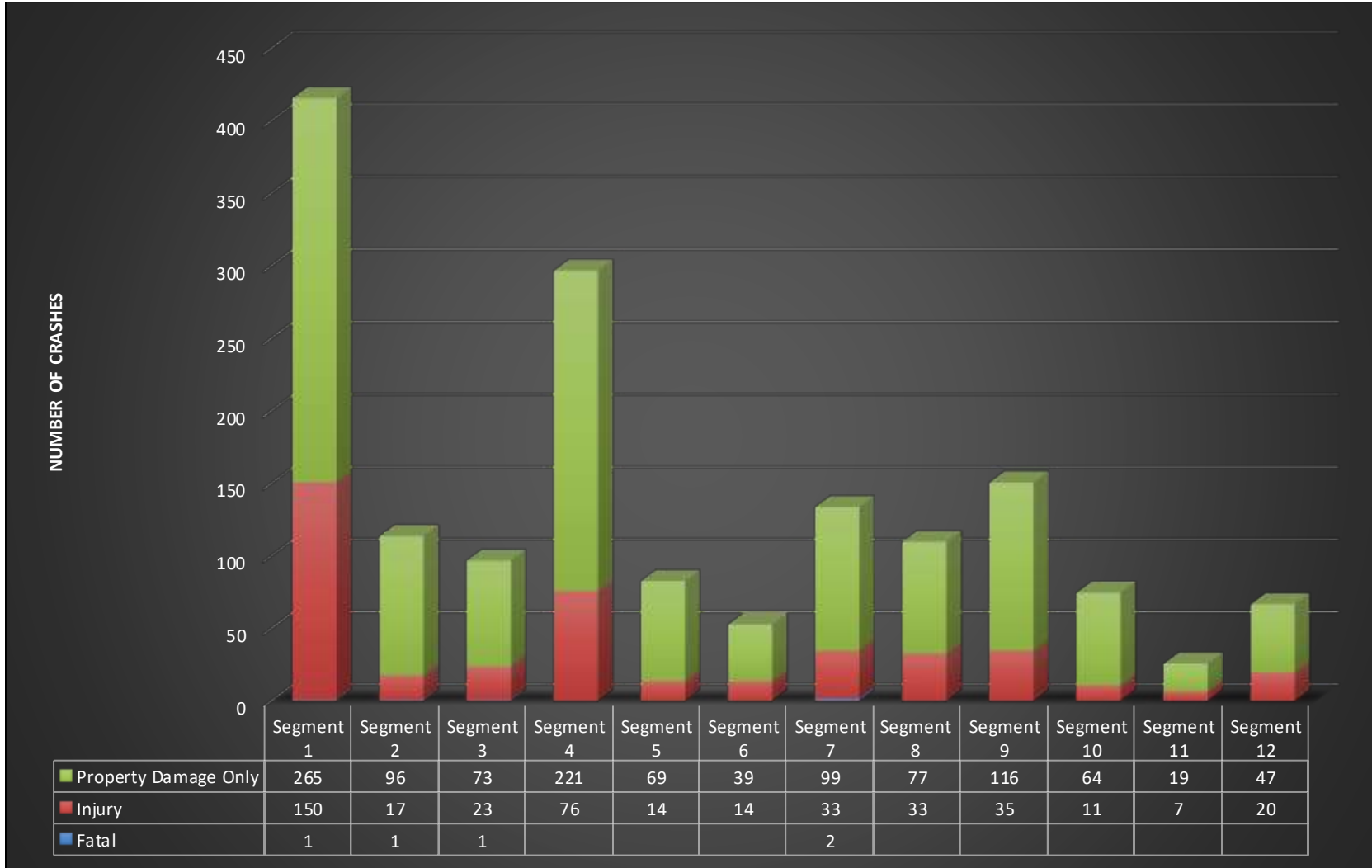




Figure 4-14 – Crash Type – Northbound I-275 (2013-2017)

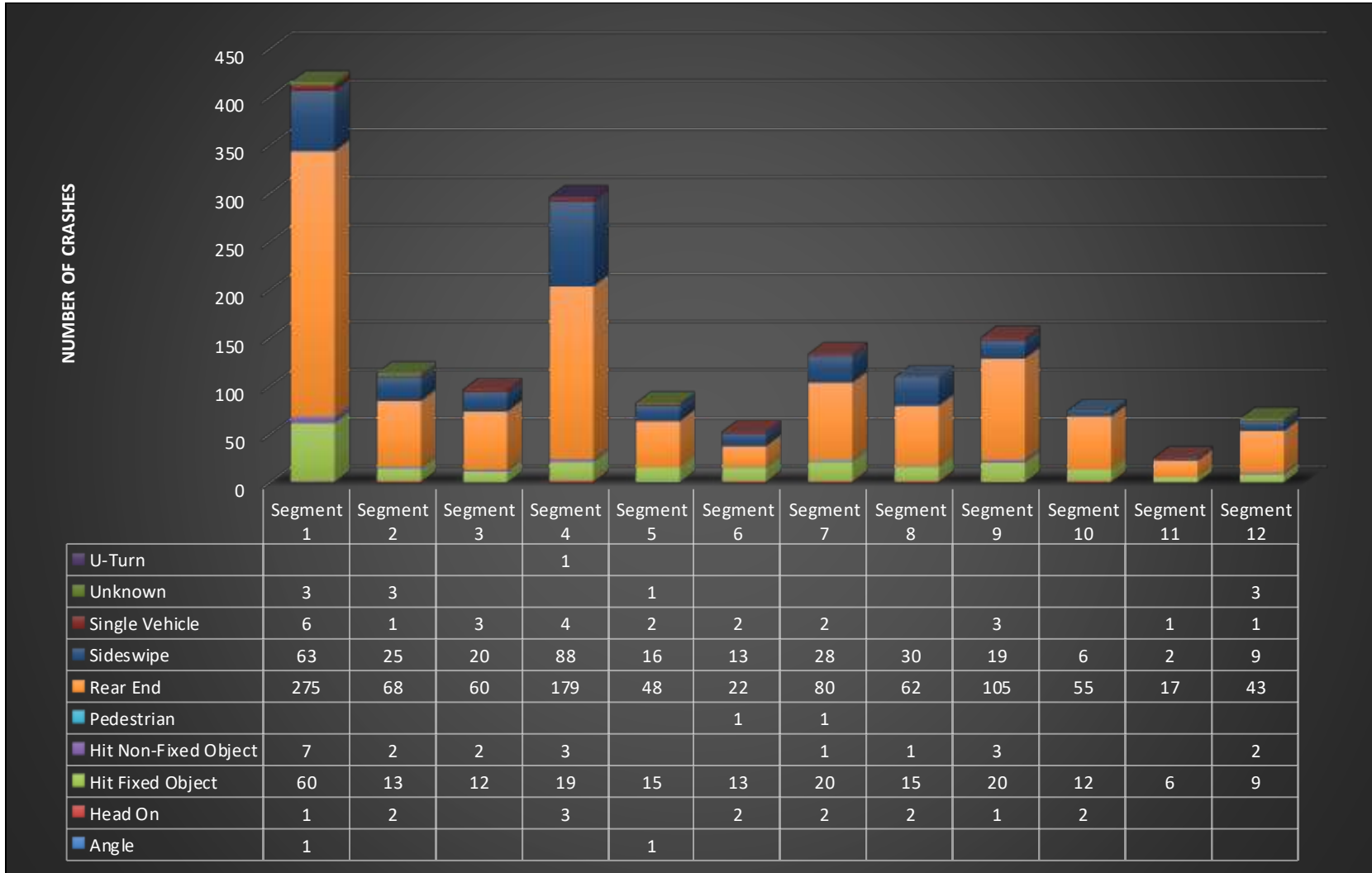




Figure 4-15 – Crash Lighting – Northbound I-275 (2013-2017)

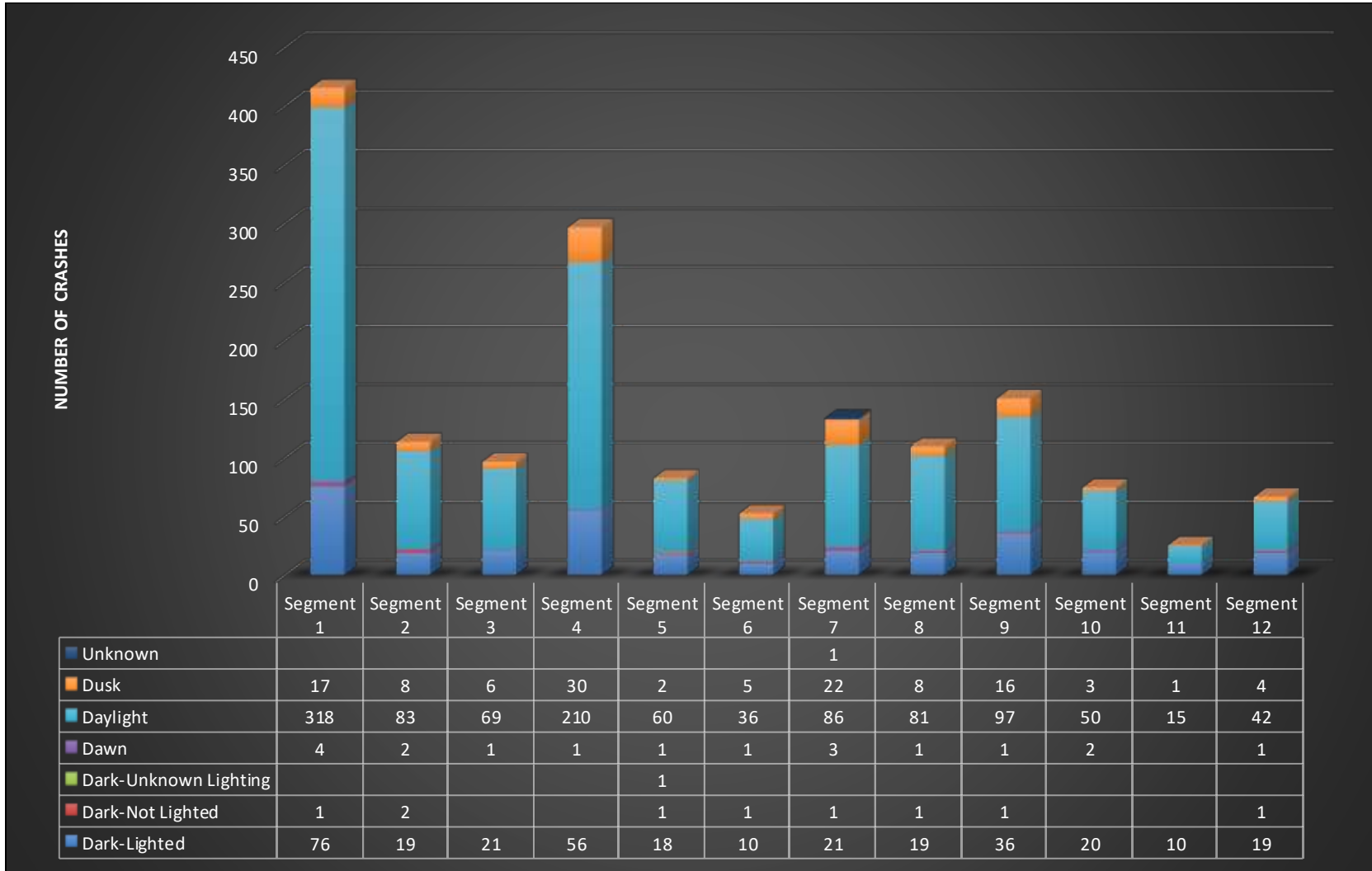




Figure 4-16 – Crash Road Condition – Northbound I-275 (2013-2017)

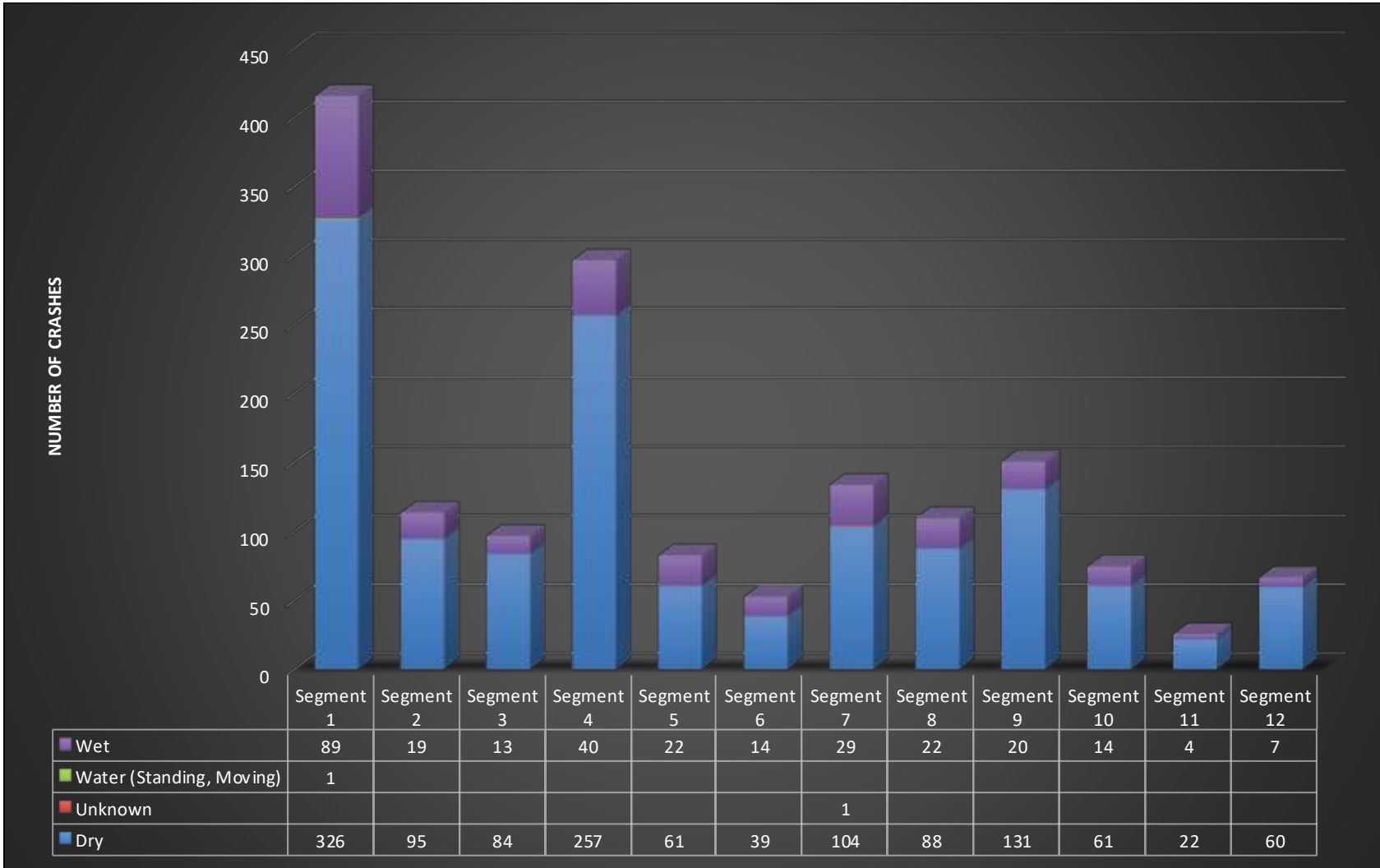




Figure 4-17 – Crash Severity – Southbound I-275 (2013-2017)

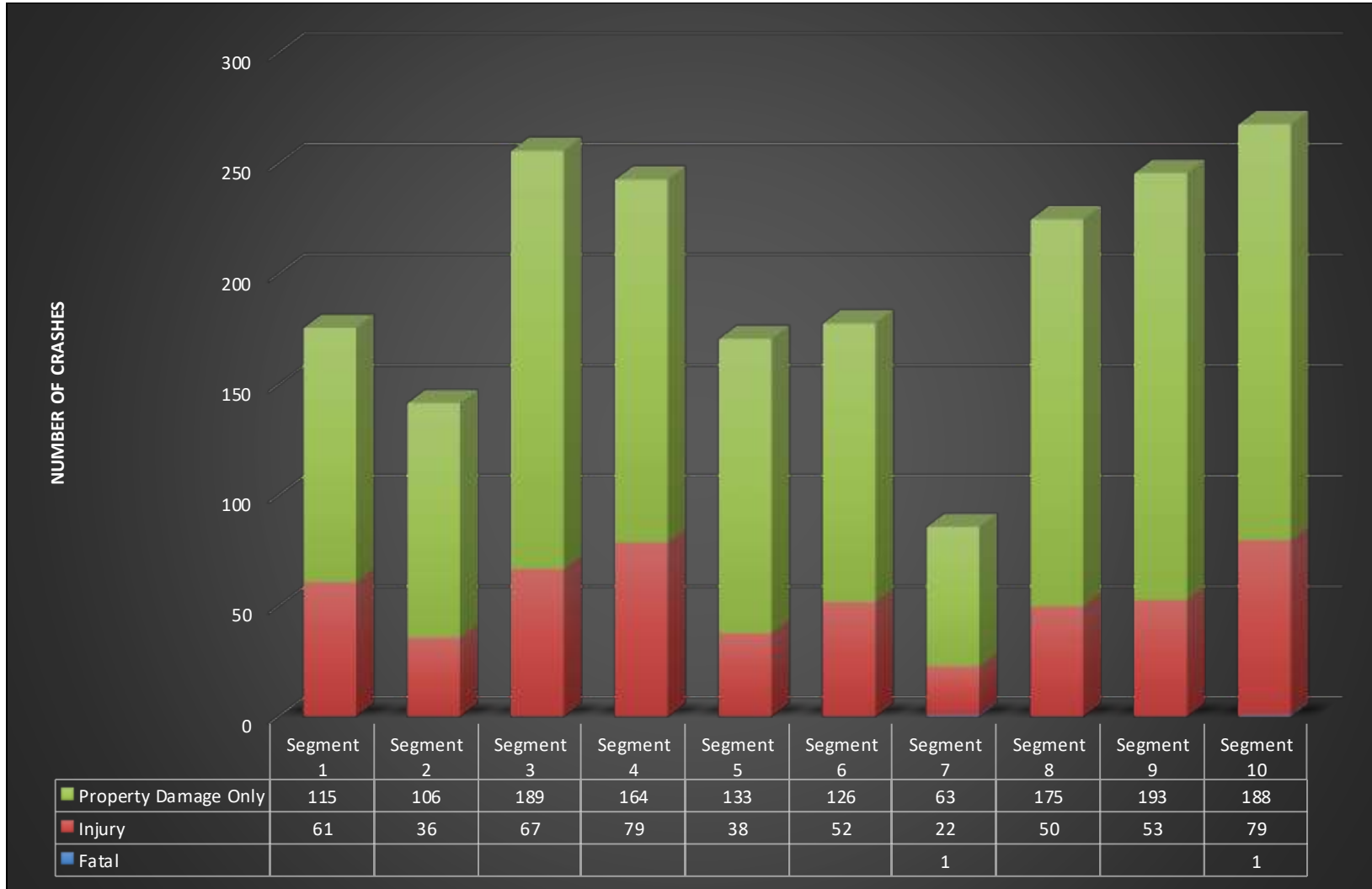




Figure 4-18 – Crash Type – Southbound I-275 (2013-2017)

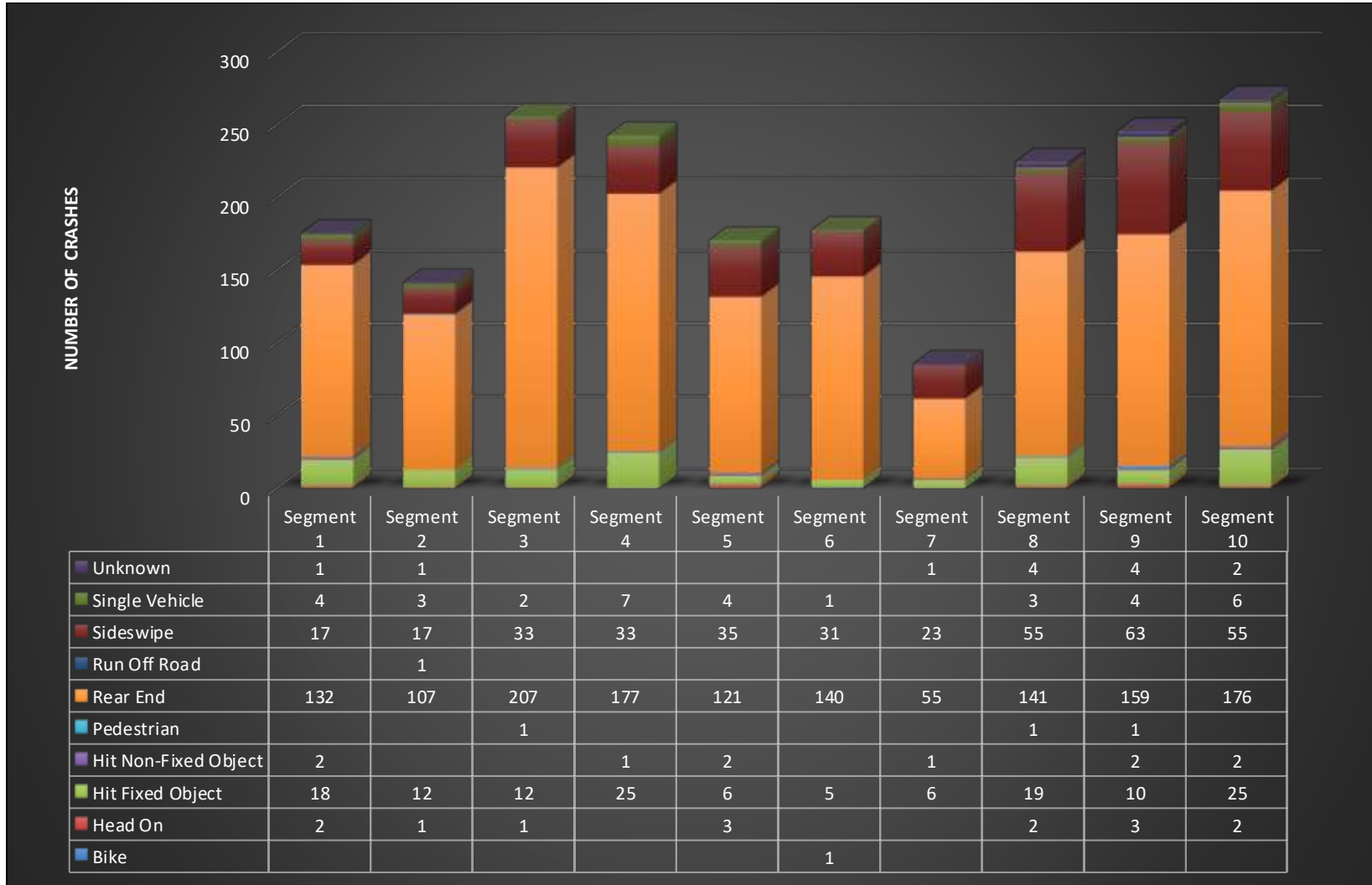




Figure 4-19 – Crash Lighting – Southbound I-275 (2013-2017)

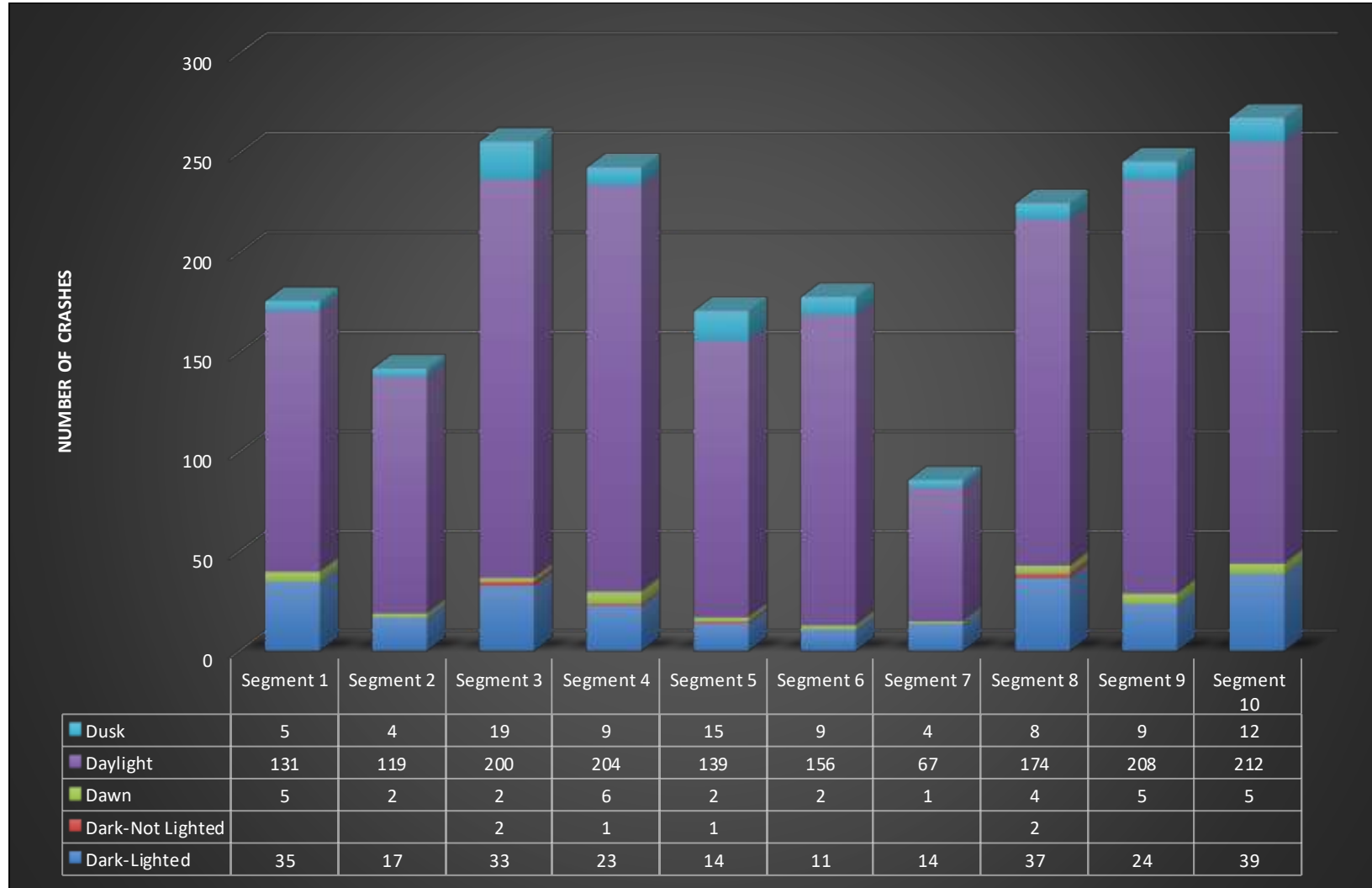
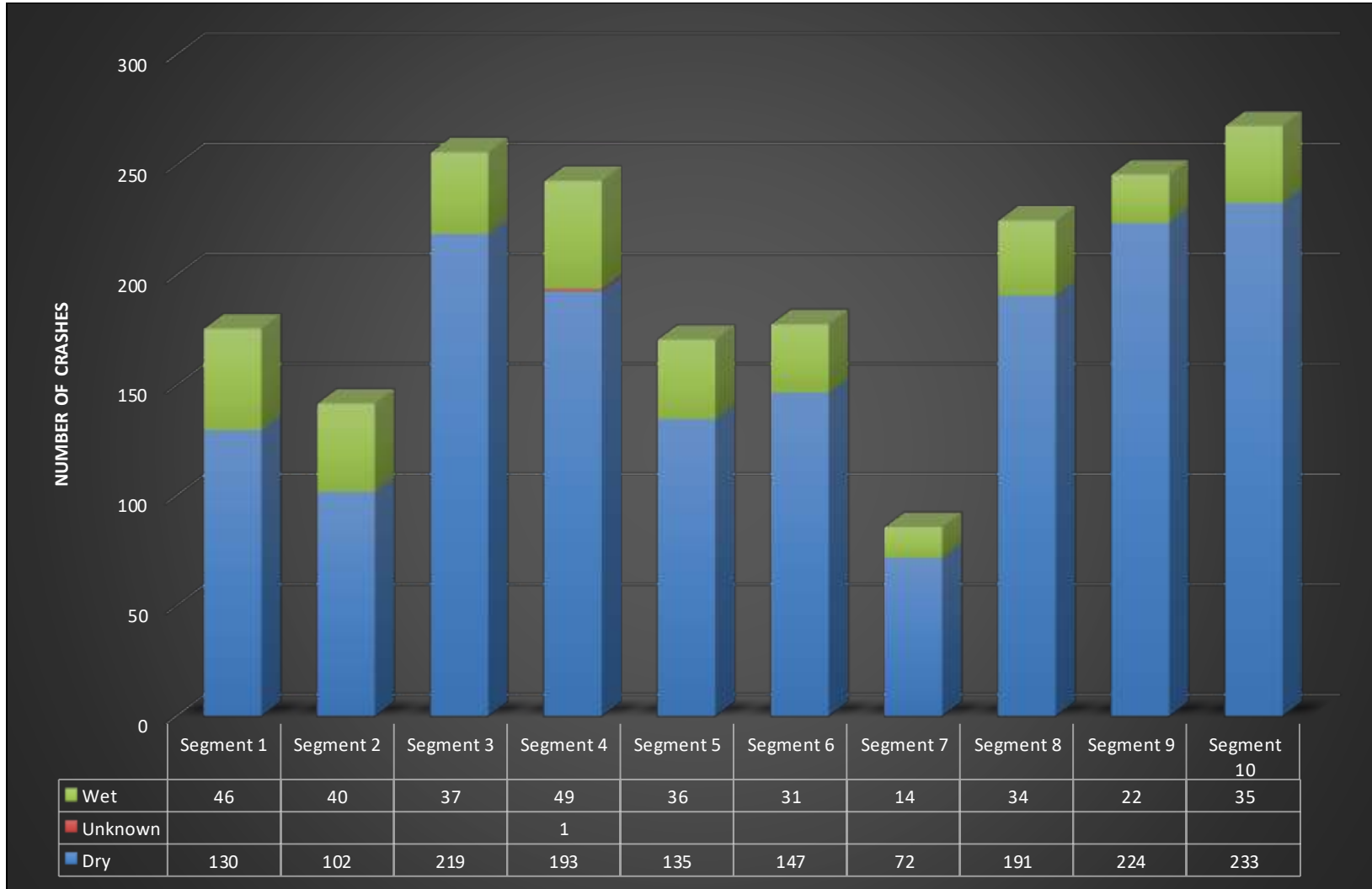




Figure 4-20 – Crash Road Condition – Southbound I-275 (2013-2017)





Along I-4, there were 1,189 total crashes with 223 crashes in the eastbound direction and 966 crashes in the westbound direction. The number of crashes increased by 70% from 2013 to 2017 and peaked in 2017 as seen in **Figure 4-21**. Along eastbound I-4, there were zero (0%) fatal crashes, 62 (28%) injury crashes, and 161 (72%) property damage only crashes. The most prevalent crash types seen on eastbound I-4 were sideswipe (39%), rear end (35%), and hit fixed object (15%) crashes. The majority of the crashes on eastbound I-4 occurred during daylight and dry conditions. **Figure 4-22** to **Figure 4-25** show the breakdown of crash severity, crash type, crash lighting, and road condition for crashes along eastbound I-4.

In the westbound direction along I-4, there were zero (0%) fatal crashes, 271 (28%) injury crashes, and 695 (72%) property damage only crashes. The most prevalent crash types seen on southbound I-275 were rear end (72%), sideswipe (21%), and hit fixed object (4%) crashes. The majority of the crashes on westbound I-4 occurred during daylight and dry conditions. **Figure 4-26** to **Figure 4-29** show the breakdown of crash severity, crash type, crash lighting, and road condition for crashes along southbound I-275.

Figure 4-21 – Total Crashes along I-4 (2013-2017)

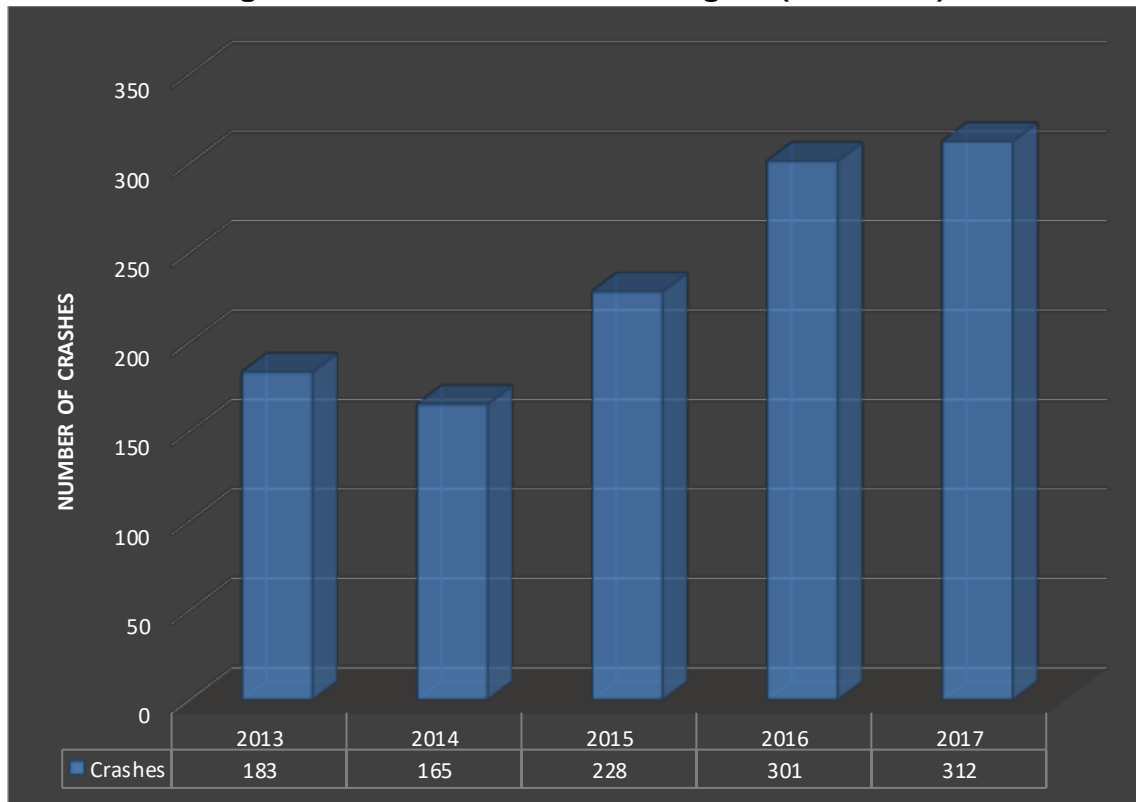




Figure 4-22 – Crash Severity – Eastbound I-4 (2013-2017)

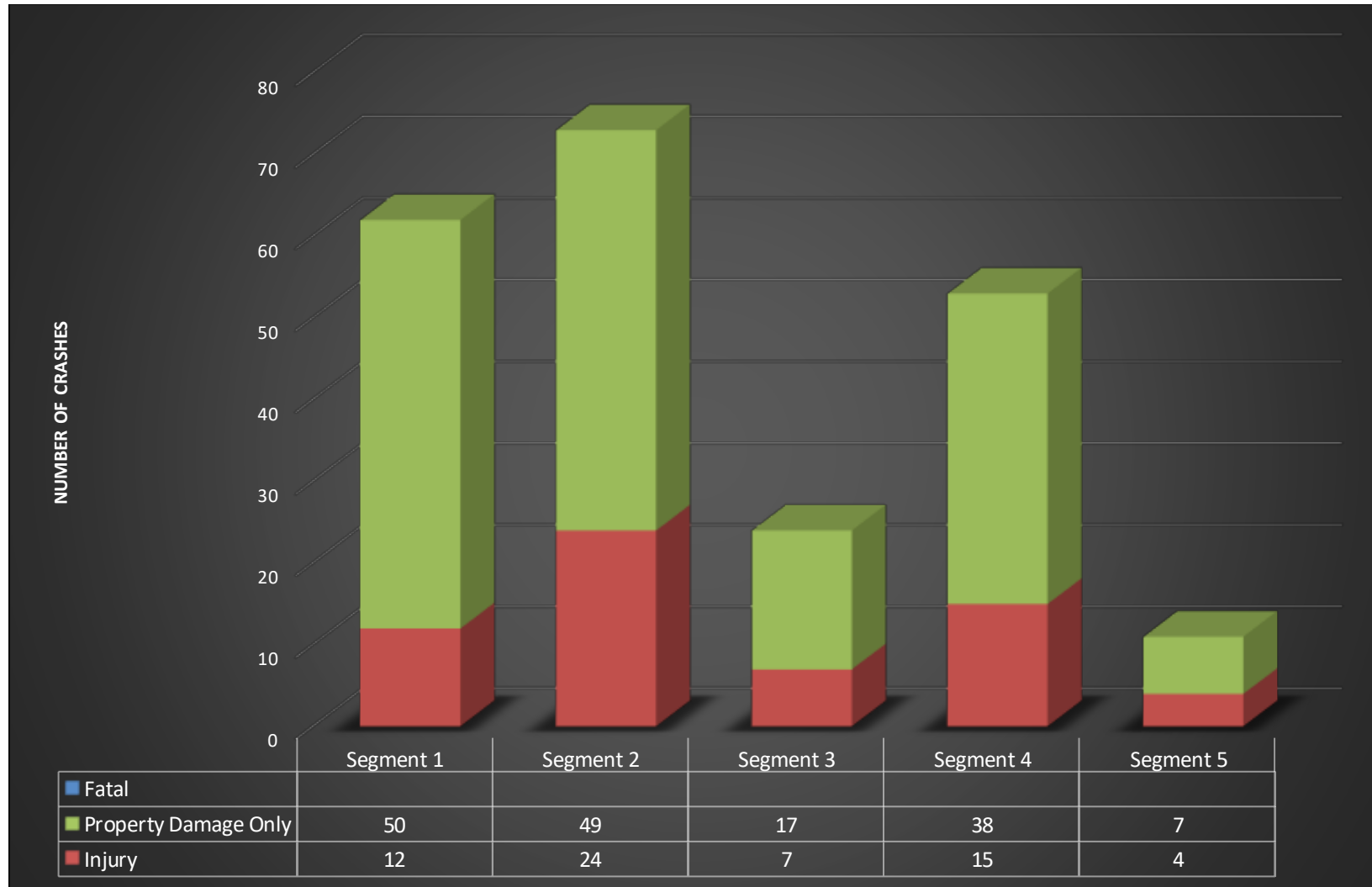




Figure 4-23 – Crash Type – Eastbound I-4 (2013-2017)

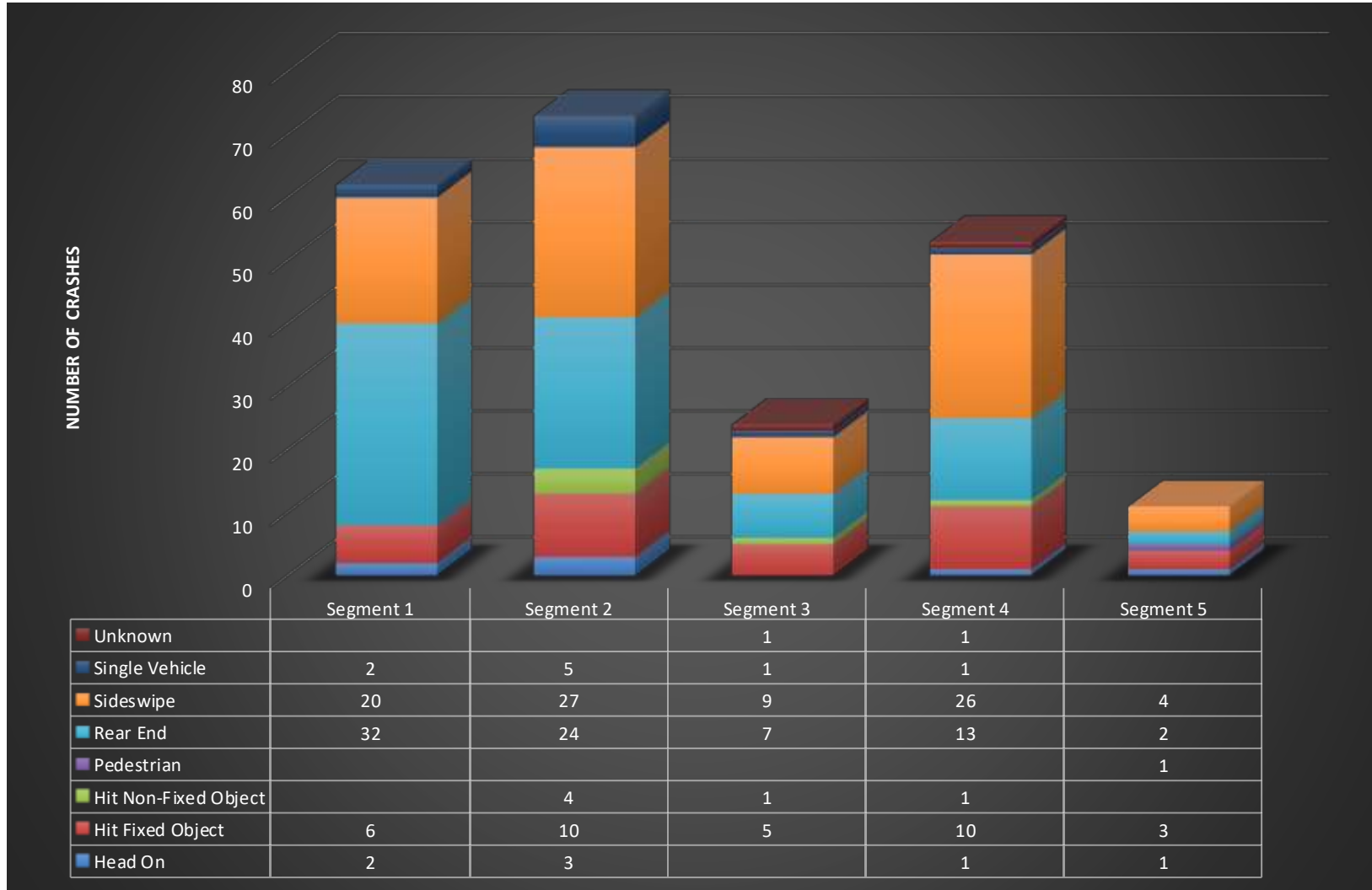




Figure 4-24 – Crash Lighting – Eastbound I-4 (2013-2017)

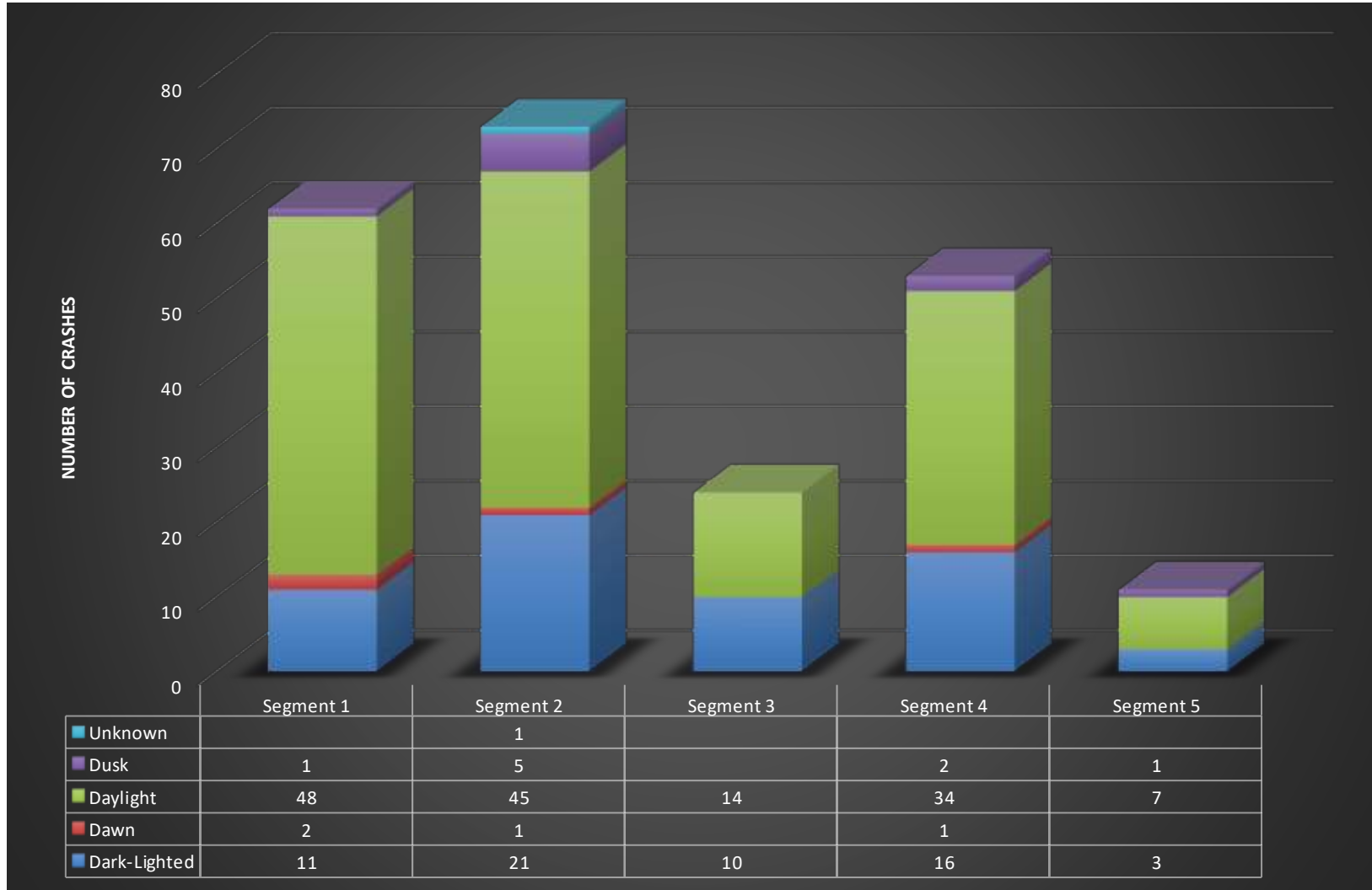




Figure 4-25 – Crash Road Condition – Eastbound I-4 (2013-2017)

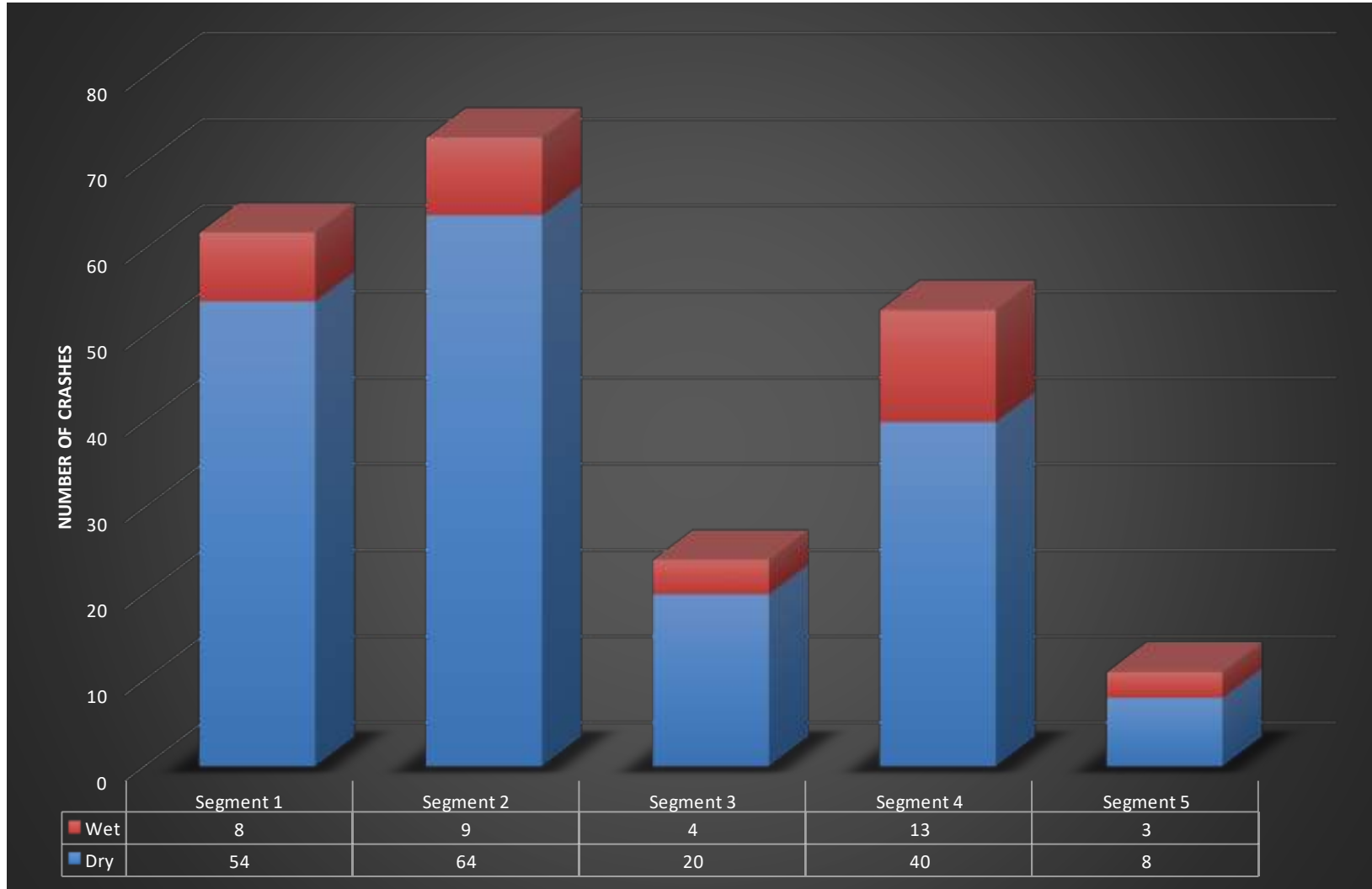




Figure 4-26 – Crash Severity – Westbound I-4 (2013-2017)

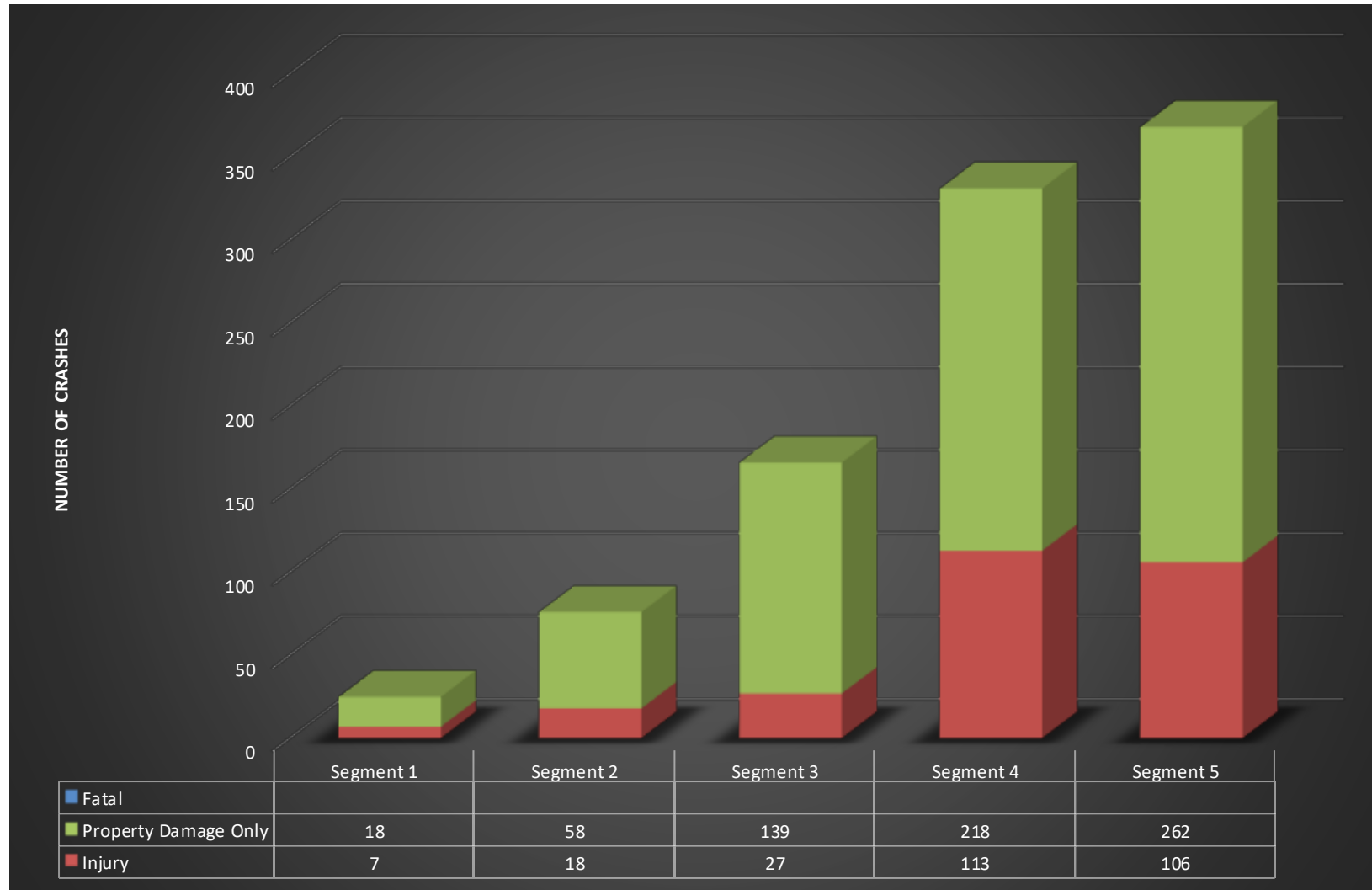




Figure 4-27 – Crash Type – Westbound I-4 (2013-2017)

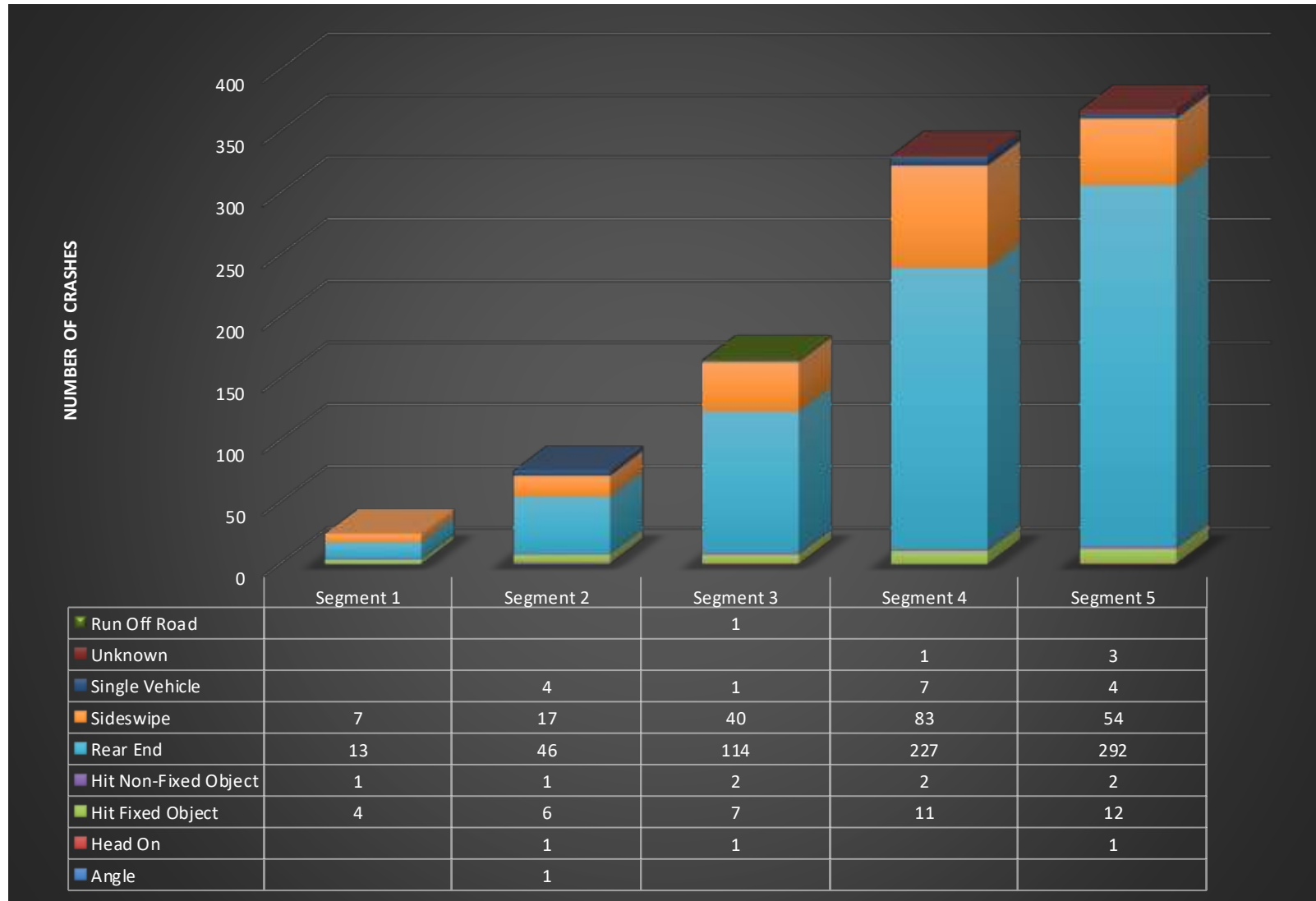




Figure 4-28 – Crash Lighting – Westbound I-4 (2013-2017)

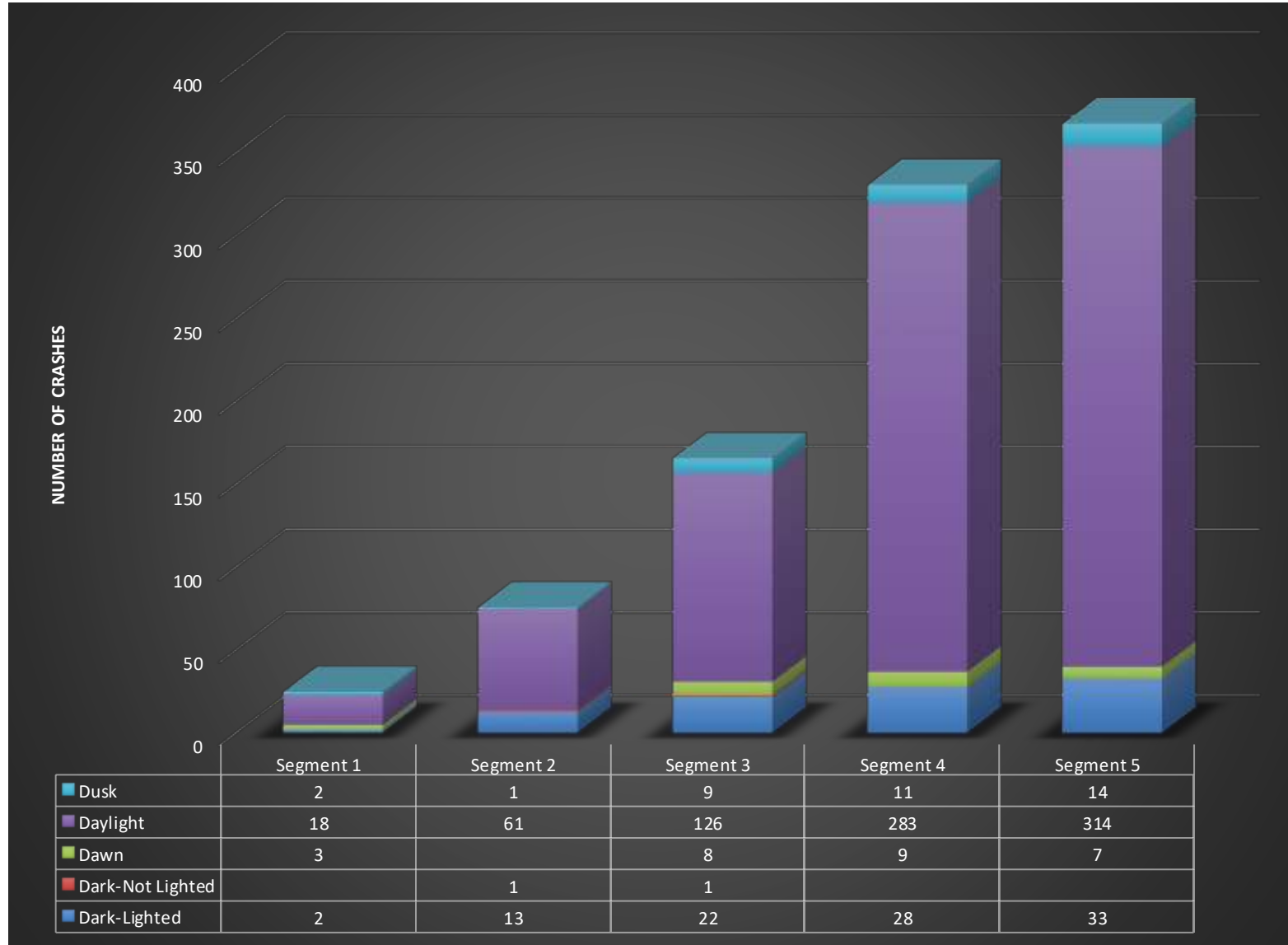
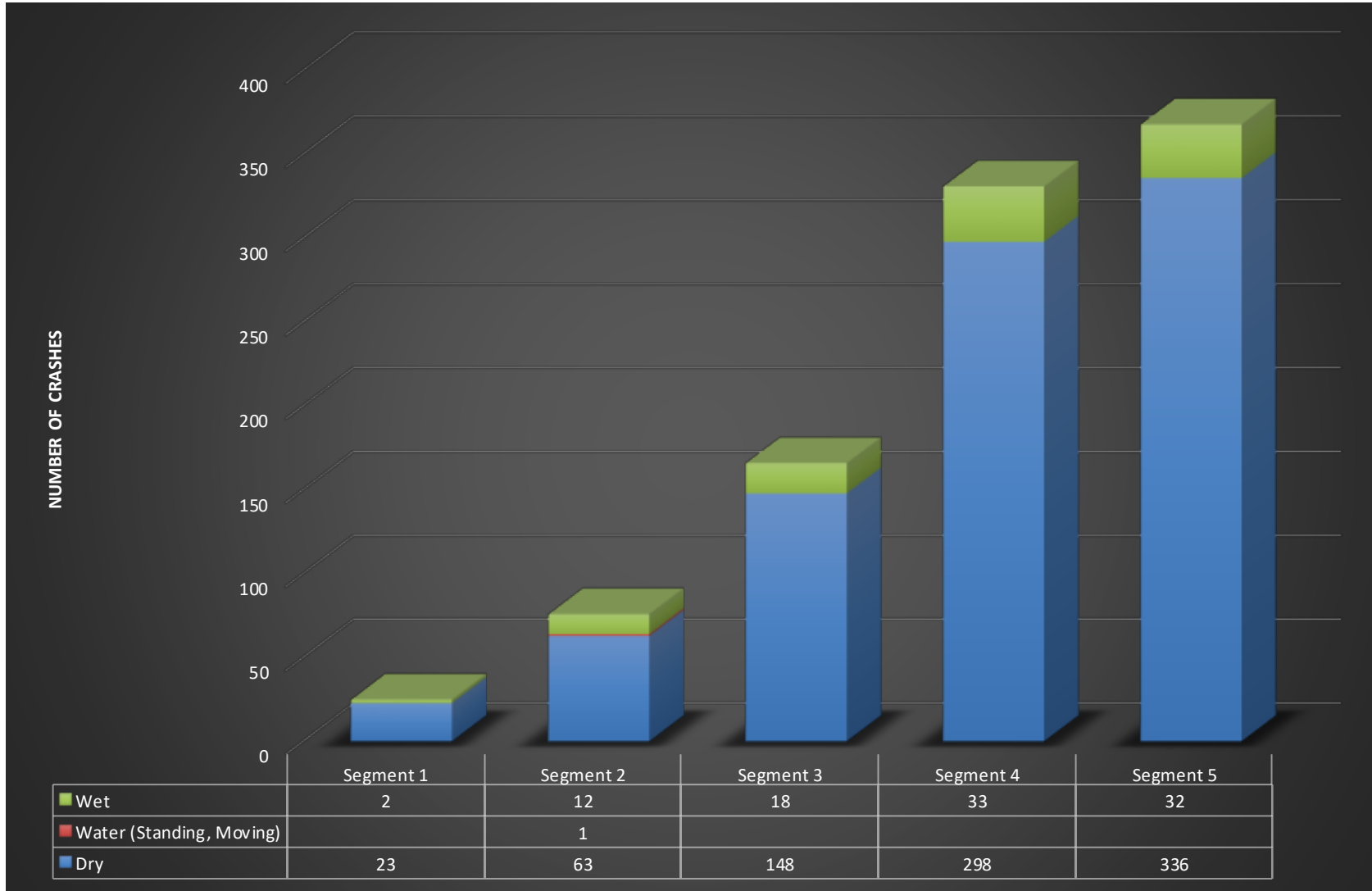




Figure 4-29 – Crash Road Condition – Westbound I-4 (2013-2017)





4.5.2 Ramp, Ramp Terminal, and Intersection Analysis

Figure 4-30 and **Figure 4-31** show the distribution of ramp crashes at interchanges along northbound I-275 / eastbound I-4 and southbound I-275 / westbound I-4, respectively. In the northbound/eastbound direction, the ramp with the highest number of crashes was the northbound I-275 to eastbound I-4 off-ramp, with 86 crashes. In the southbound/westbound direction, the ramp with highest number of crashes was the southbound I-275 to eastbound I-4 off-ramp, with 119 crashes. The majority of crashes on ramps were rear end (49%), hit fixed object (22%), and sideswipe (17%) crashes. Ramp crashes are primarily caused by vehicles slowing down and having other vehicles hit them from behind due to the change in speed or swerving to avoid slowing traffic and hitting either a fixed object or another vehicle.



Figure 4-30 – Northbound/Eastbound Ramp Crashes (2013-2017)

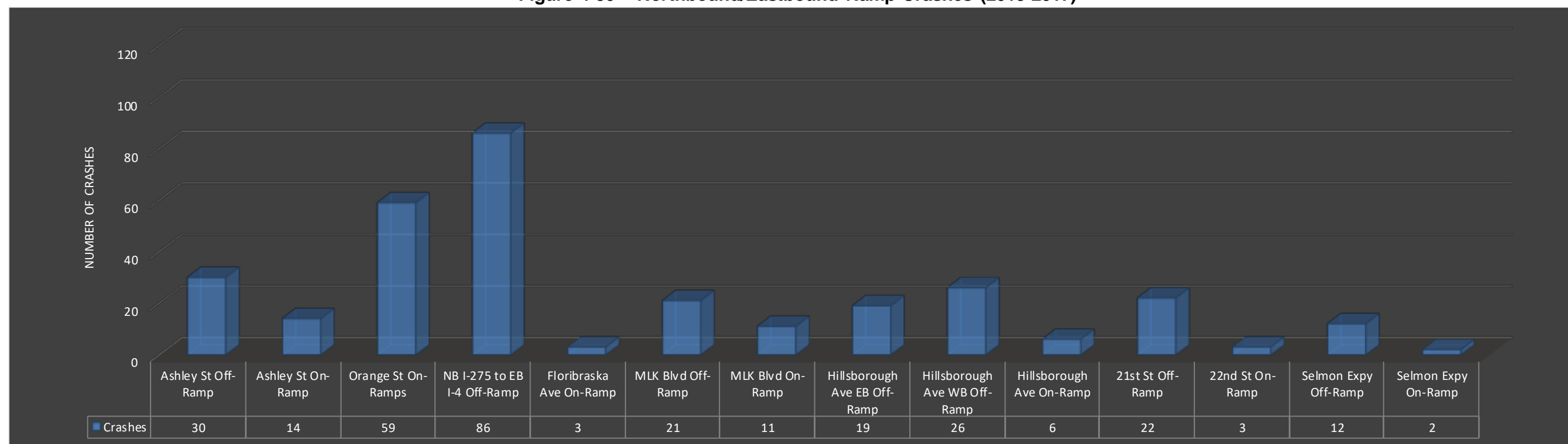
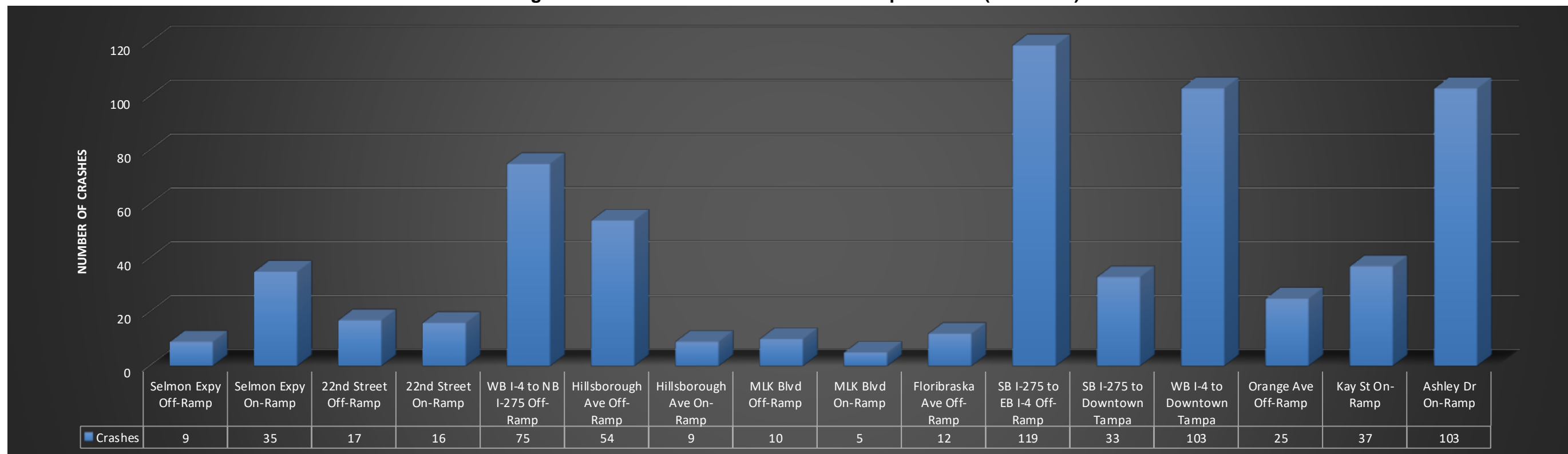


Figure 4-31 – Southbound/Westbound Ramp Crashes (2013-2017)





There were 542 crashes located at ramp terminal intersections within the study limits. There was one fatal (0.2%) crash, 223 (41%) injury crashes, and 318 (59%) property damage only crashes. The most prevalent crash types at ramp terminals were angle (38%), rear end (26%), and left turn (11%) crashes. **Figure 4-32** and **Figure 4-33** shows the distribution of crashes located at ramp terminals. In the northbound/eastbound direction, the ramp terminal with the highest amount of crashes was the 22nd St on-ramp with 45. In the southbound/westbound direction, the ramp terminal with the highest amount of crashes was the Dr. MLK, Jr. Boulevard off-ramp/on-ramp with 91. **Table 4-11** and **Table 4-12** show the five-year average intersection crash rate from 2013 to 2017 per Million Entering Vehicles (MEV) for the ramp terminals. Four out of eight ramp terminal intersections are above the statewide average in the northbound/eastbound direction and all the ramp terminal intersections are above the statewide average in the southbound/westbound direction.

Figure 4-32 – Northbound/Eastbound Ramp Terminal Crashes (2013-2017)

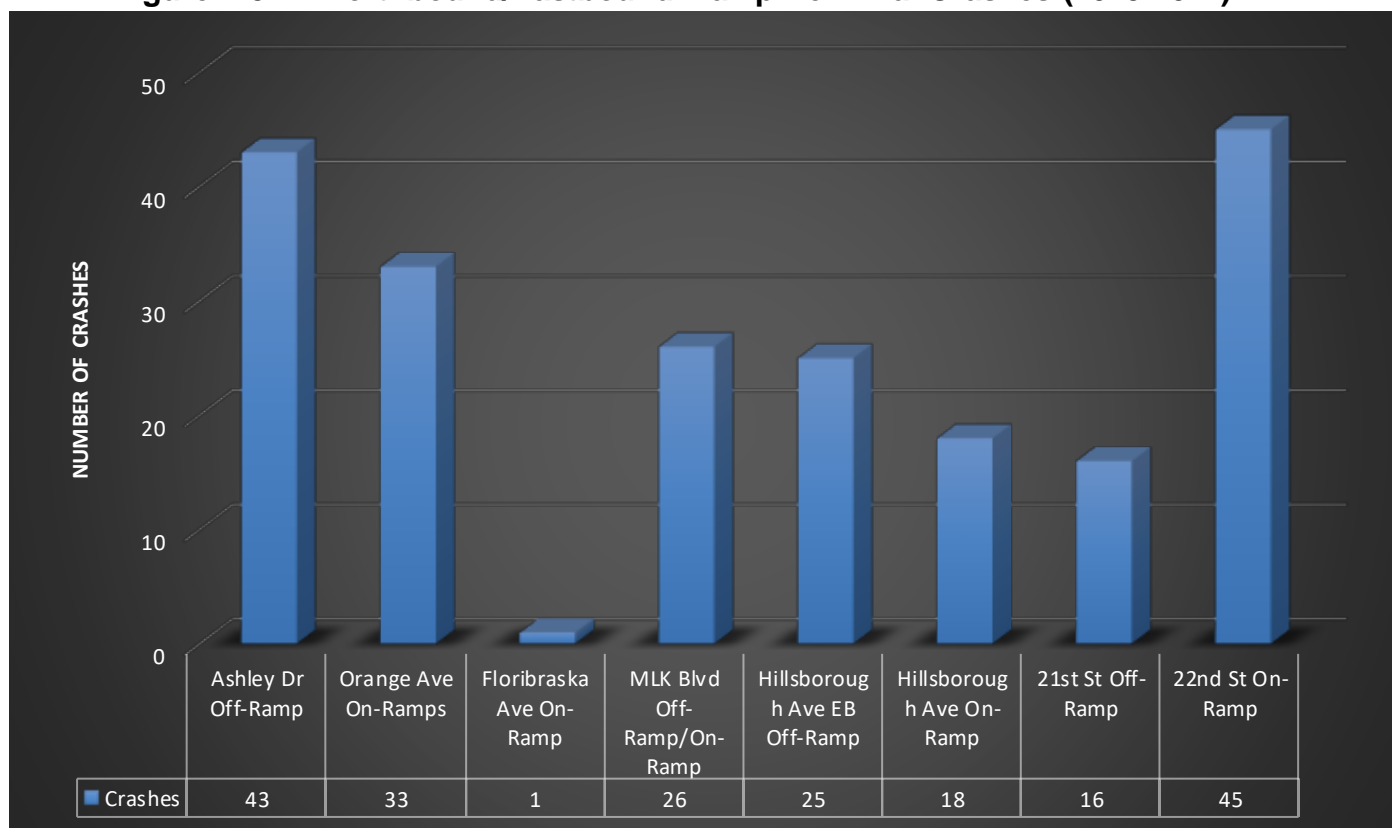




Figure 4-33 – Southbound/Westbound Ramp Terminal Crashes (2013-2017)

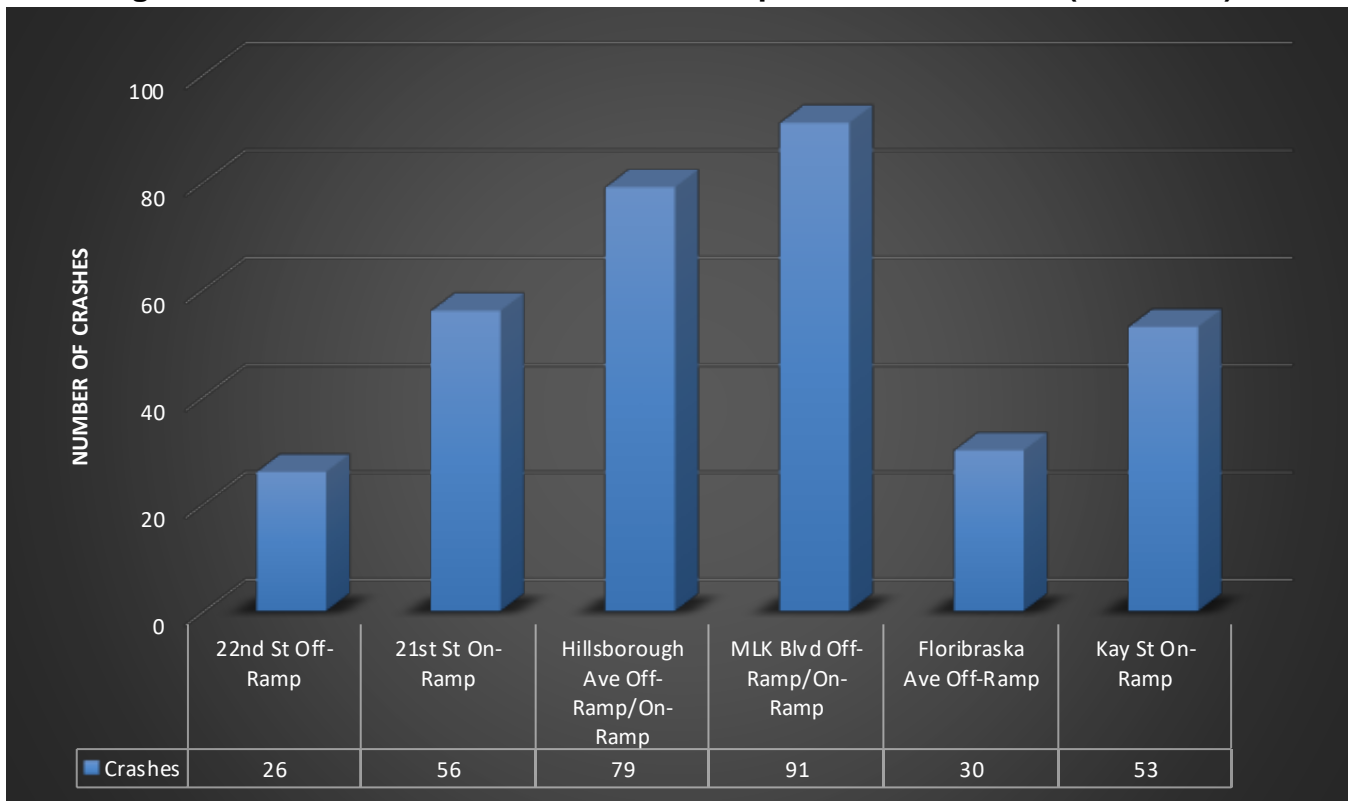


Table 4-11 – Crash Rate per Intersection per MEV (2013-2017) – Northbound/Eastbound Ramp Terminals

Ramp Terminal	Total Crashes	Average AADT	Five Year Average Crash Rate (MEV)	Crash Rate Category	Statewide Average Crash Rate (MEV)
Ashley Dr Off-Ramp	43	15,800	1.491	Urban One Way	0.575
Orange Ave On-Ramps	33	20,000	0.904	Urban One Way	0.575
Floribraska Ave On-Ramp	1	5,700	0.096	Urban 4-5Ln 2WY Undivd	0.360
Dr. MLK, Jr. Blvd Off-Ramp/On-Ramp	26	39,900	0.357	Urban 4-5Ln 2WY Divd Pavd	0.345
Hillsborough Ave EB Off-Ramp	25	53,900	0.254	Urban 4-5Ln 2WY Divd Pavd	0.345
Hillsborough Ave On-Ramp	18	53,900	0.183	Urban 4-5Ln 2WY Divd Pavd	0.345
21 st St Off-Ramp	16	17,200	0.510	Urban One Way	0.575
22 nd St On-Ramp	45	18,900	1.305	Urban One Way	0.575

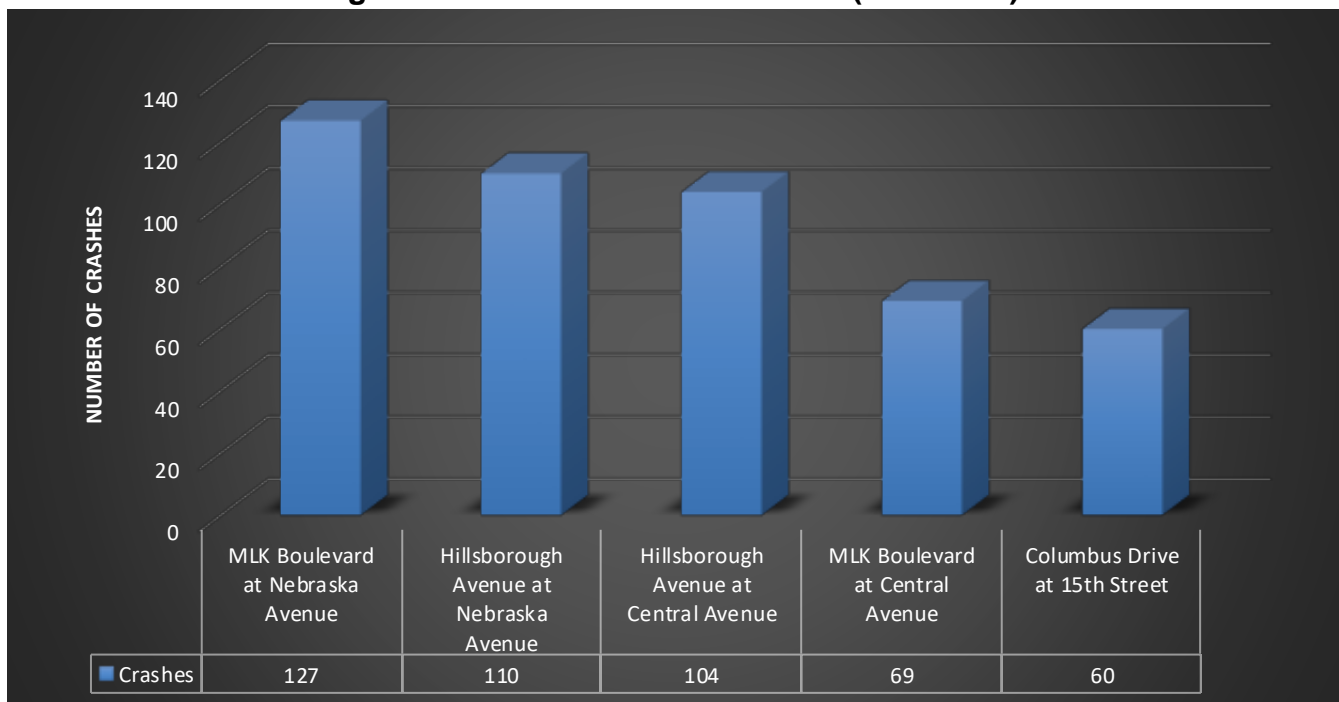


Table 4-12 – Crash Rate per Intersection per MEV (2013-2017) – Southbound/Westbound Ramp Terminals

Ramp Terminal	Total Crashes	Average AADT	Five Year Average Crash Rate (MEV)	Crash Rate Category	Statewide Average Crash Rate (MEV)
22 nd St Off-Ramp	26	9,200	1.549	Urban One Way	0.575
21st St On-Ramp	56	13,500	2.273	Urban One Way	0.575
Hillsborough Ave Off-Ramp/On-Ramp	79	60,300	0.718	Urban 4-5Ln 2Wy Divd Pavd	0.345
Dr. MLK, Jr. Blvd Off-Ramp/On-Ramp	91	38,900	1.282	Urban 4-5Ln 2Wy Divd Pavd	0.345
Floribraska Ave Off-Ramp	30	10,200	1.612	Urban 4-5Ln 2Wy Undivd	0.360
Kay Street On-Ramp	53	11,300	2.570	Urban One Way	0.575

There were 1,077 crashes located at intersections within the study limits. There were seven (0.1%) fatal crashes, 504 (47%) injury crashes, and 566 (53%) property damage only crashes. The most prevalent crash types at intersections were angle (44%), rear end (26%), and sideswipe (10%) crashes. **Figure 4-34** shows the top five intersections with the most crashes. The intersection of Dr. MLK, Jr. Boulevard at Nebraska Avenue had the most crashes with 127. **Table 4-13** shows the five-year average intersection crash rate from 2013 to 2017 per Million Entering Vehicles (MEV). All of the intersections shown below are above the statewide average.

Figure 4-34 – Intersection Crashes (2013-2017)



**Table 4-13 – Crash Rate per Intersection per MEV (2013-2017)**

Intersection	Total Crashes	Average AADT	Five Year Average Crash Rate (MEV)	Crash Rate Category	Statewide Average Crash Rate (MEV)
Dr. MLK, Jr. Boulevard at Nebraska Avenue	127	42,400	1.641	Urban 4-5Ln 2Wy Divd Pavd	0.522
Hillsborough Avenue at Nebraska Avenue	110	63,400	0.951	Urban 4-5Ln 2Wy Divd Pavd	0.522
Hillsborough Avenue at Central Avenue	104	62,200	0.916	Urban 4-5Ln 2Wy Divd Pavd	0.522
Dr. MLK, Jr. Boulevard at Central Avenue	69	36,200	1.044	Urban 4-5Ln 2Wy Divd Pavd	0.522
Columbus Drive at 15 th Street	60	5,900	5.572	Urban One Way	0.575

4.5.3 Economic Loss Due to Crashes

The economic loss due to crashes is summarized in **Table 4-14**. The total economic loss due to 7,398 crashes for the analysis years from 2013 through 2017 was estimated to be \$645,546,192.

Table 4-14 – Economic Loss Due to Crashes

Crash Severity	Crashes	Comprehensive Crash Cost	Economic Loss
Fatal	18	\$10,670,000	\$192,060,000
Severe Injury (Incapacitating)	160	\$872,612	\$139,617,920
Moderate Injury (Non-Incapacitating)	649	\$174,018	\$112,937,682
Minor Injury (Possible Injury)	1,526	\$106,215	\$162,084,090
Property Damage Only	5,045	\$7,700	\$38,846,500
Total	7,398		\$645,546,192

Note: (1) Source: Florida Department of Transportation State Safety Office's Crash Analysis Reporting (CAR) System, analysis years 2013 through 2017.



8. PREDICTIVE SAFETY ANALYSIS

An analysis of the predicted number of crashes along mainline I-275 and I-4 was conducted for both the No-Build and Build concepts to assess and compare the safety conditions of both alternatives. The study area limits for the safety analysis on I-275 extend from Ashley Drive/Tampa Street interchange to north of Dr. MLK, Jr. Boulevard along I-275 and from I-275 to the Selmon Expressway Connector along I-4.

The study period for this project is between 2025 and 2045.

8.1 Data Collection

- The Opening Year (2025) and the Design Year (2045) traffic volumes for all the basic freeway segments and ramps were used.
- All the required geometric design and traffic control data were obtained from the design files.

8.2 Methodology

The analysis followed the procedures from Chapters 18 and 19 of the Highway Safety Manual (HSM) – 1st Edition Supplement 2014 by the American Association of State Highway and Transportation Officials (AASHTO). The HSM provides techniques to estimate crashes for a given facility, test the effectiveness of design alternatives on crash reduction, and evaluate their economic crash benefits. The analysis compares the anticipated number of crashes between the No-Build and Build Alternatives within the study limits for the study period. This analysis was completed using the Enhanced Interchange Safety Analysis Tool (ISATe), an Excel based worksheet that analyzes the safety performance of freeways, and ramps based on facility type, traffic volumes, and roadway geometric conditions. The HSM freeway crash-predictive models have not been calibrated with Florida jurisdiction-specific data. However, since the objective is to compare the difference between the two alternatives, rather than the predicted crash frequency, calibration rates are not necessary.

8.3 Analysis

The project was divided into freeway segments and ramps segments. All the freeway segments within the study limits were included in the freeway analysis whereas the ramps at the interchange were included in the ramp analysis. However, the ramp terminals were not included



in the analysis. The results from the analysis based on KABCO levels (Fatal crashes- (K), Incapacitating injury (A), Non-Incapacitating (B), Possible Injury (C) and Property Damage only (PDO or O) and crash types are summarized in following sections. The Enhanced Interchange Safety Analysis Tool (ISATe) output summary sheets are provided in **Appendix J**.

8.3.1 Predicted Crashes for the No-Build Alternative

The ISATe worksheet was utilized to analyze the predicted crashes for the No-Build Alternative using the Opening Year (2025) and the Design Year (2045) traffic projections. The summary results for the I-275 and I-4 No-Build Alternatives by severity and crash type are shown in **Table 8-1** through **Table 8-4**, respectively.

The predicted number of crashes along I-275 over the study period is 10,050.0, with 77.6 fatal (K) crashes, 231.0 incapacitating injury (A) crashes, 1,371.0 non-incapacitating (B) crashes, 3,466.0 possible injury (C) crashes and 4,904.4 property damage only (PDO) crashes. Approximately 49 percent of crashes are PDO crashes. Of the total 10,050.0 crashes, 5,538.1 crashes occur on freeway segments, 4,404.9 crashes occur on the ramps, and 107.0 crashes occur on express lane ramps. The top three collision types are rear-end crashes (57%), sideswipe crashes (17%), and crashes with fixed objects (13%). Approximately 83 percent of crashes involved multiple-vehicle crashes.

The predicted number of crashes on I-4 over the study period is 3,635.2, with 14.3 fatal (K) crashes, 41.2 incapacitating injury (A) crashes, 233.1 non-incapacitating (B) crashes, 771.8 possible injury (C) crashes and 2,574.9 property damage only (PDO) crashes. Approximately 71 percent of crashes are PDO crashes. Of the total 3,635.2 crashes, 3,197.8 crashes occur on freeway segments and 437.4 crashes occur on the ramps. The top three collision types are rear-end crashes (58%), sideswipe crashes (21%), and crashes with fixed objects (12%). Approximately, 84 percent of crashes involved multiple-vehicle crashes.

Table 8-1 - Predicted Crashes for the I-275 No-Build Alternative by Severity

Crash Severity	No-Build General Use Lanes	Express Lanes	Total No-Build	
K	76.7	0.9	77.6	0.8%
A	228.4	2.6	231.0	2.3%
B	1,357.2	13.8	1,371.0	13.6%
C	3,439.0	27.0	3,466.0	34.5%
PDO	4,841.7	62.7	4,904.4	48.8%
Total Freeway Crashes	5,538.1	0.0	5,538.1	55.1%
Total Ramp Crashes	4,404.9	107.0	4,511.9	44.9%
Total Crashes	9,943.0	107.0	10,050.0	

**Table 8-2 - Predicted Crashes for the I-275 No-Build Alternative by Crash Type**

Crash Type	Crash Type Category	No-Build General Use Lanes	Express Lanes	Total No-Build	
Multiple Vehicle	Head-on crashes:	71.0	0.4	71.3	0.7%
	Right-angle crashes:	129.3	0.2	129.5	1.3%
	Rear-end crashes:	5,743.1	19.3	5,762.3	57.3%
	Sideswipe crashes:	1,693.6	8.5	1,702.1	16.9%
	Other multiple-vehicle crashes:	635.6	3.6	639.3	6.4%
	Total multiple-vehicle crashes:	8,272.6	32.0	8,304.5	82.6%
Single Vehicle	Crashes with animal:	20.9	0.3	21.2	0.2%
	Crashes with fixed object:	1,228.8	58.7	1,287.5	12.8%
	Crashes with other object:	142.0	1.5	143.4	1.4%
	Crashes with parked vehicle:	24.3	0.9	25.2	0.3%
	Other single-vehicle crashes	254.4	13.7	268.1	2.7%
	Total single-vehicle crashes:	1,670.4	75.0	1,745.4	17.4%

Table 8-3 - Predicted Crashes for the I-4 No-Build Alternative by Severity

Crash Severity	No-Build	
K	14.3	0.4%
A	41.2	1.1%
B	233.1	6.4%
C	771.8	21.2%
PDO	2,574.9	70.8%
Total Freeway Crashes	3,197.8	88.0%
Total Ramp Crashes	437.4	12.0%
Total Crashes	3,635.2	

Table 8-4 - Predicted Crashes for the I-4 No-Build Alternative by Crash Type

Crash Type	Crash Type Category	No-Build	
Multiple Vehicle	Head-on crashes:	13.0	0.4%
	Right-angle crashes:	60.5	1.7%
	Rear-end crashes:	2,123.4	58.4%
	Sideswipe crashes:	746.4	20.5%
	Other multiple-vehicle crashes:	103.9	2.9%
	Total multiple-vehicle crashes:	3,047.2	83.8%
Single Vehicle	Crashes with animal:	7.3	0.2%
	Crashes with fixed object:	432.2	11.9%
	Crashes with other object:	52.4	1.4%
	Crashes with parked vehicle:	8.1	0.2%
	Other single-vehicle crashes	88.0	2.4%
	Total single-vehicle crashes:	588.0	16.2%



8.3.2 Predicted Crashes for the Build Alternative

The ISATe worksheet was utilized to analyze the predicted crashes for the Build Alternative using the Opening Year (2025) and the Design Year (2045) traffic projections. The summary results for the I-275 and I-4 Build Alternatives by severity crash type are shown in **Table 8-5** through **Table 8-8**, respectively.

The predicted number of crashes on I-275 over the study period is 7,531.6, with 40.8 fatal (K) crashes, 119.7 incapacitating injury (A) crashes, 670.3 non-incapacitating (B) crashes, 1,998.7 possible injury (C) crashes, and 4,702.1 property damage only (PDO) crashes. 62 percent of crashes are PDO crashes. Of the total 7,531.6 crashes, 5,079.1 crashes occur on freeway segments, 2,345.5 crashes occur on the general use lane ramps, and 107.0 crashes occur on express lane ramps. The top three collision types are rear-end crashes (53%), sideswipe crashes (18%) and crashes with fixed objects (17%). 78 percent of crashes involved multiple-vehicle crashes.

The predicted number of crashes on I-4 over the study period is 3,298.0, with 13.3 fatal (K) crashes, 38.3 incapacitating injury (A) crashes, 217.6 non-incapacitating (B) crashes, 710.3 possible injury (C) crashes, and 2,318.4 property damage only (PDO) crashes. 70 percent of crashes are PDO crashes. Of the total 3,298.0 crashes, 2,913.5 crashes occur on freeway segments and 384.5 crashes occur on the ramps. The top three collision types are rear-end crashes (58%), sideswipe crashes (20%) and crashes with fixed objects (12%). 83 percent of crashes involved multiple-vehicle crashes.

Table 8-5 - Predicted Crashes for the I-275 Build Alternative by Severity

Crash Severity	Build General Use Lanes	Express Lanes	Total Build	
K	39.9	0.9	40.8	0.5%
A	117.1	2.6	119.7	1.6%
B	656.5	13.8	670.3	8.9%
C	1,971.7	27.0	1,998.7	26.5%
PDO	4,639.4	62.7	4,702.1	62.4%
Total Freeway Crashes	5,079.1	0.0	5,079.1	67.4%
Total Ramp Crashes	2,345.5	107.0	2,452.5	32.6%
Total Crashes	7,424.6	107.0	7,531.6	

**Table 8-6 - Predicted Crashes for the I-275 Build Alternative by Crash Type**

Crash Type	Crash Type Category	Build General Use Lanes	Build Managed Lanes	Total Build	
Multiple Vehicle	Head-on crashes:	37.8	0.4	38.11	0.5%
	Right-angle crashes:	100.2	0.2	100.44	1.3%
	Rear-end crashes:	3,999.4	19.3	4,018.62	53.4%
	Sideswipe crashes:	1,356.1	8.5	1,364.60	18.1%
	Other multiple-vehicle crashes:	332.1	3.6	335.77	4.5%
	Total multiple-vehicle crashes:	5,825.6	32.0	5,857.54	77.8%
Single Vehicle	Crashes with animal:	19.4	0.3	19.73	0.3%
	Crashes with fixed object:	1,181.4	58.7	1,240.08	16.5%
	Crashes with other object:	130.4	1.5	131.82	1.8%
	Crashes with parked vehicle:	23.1	0.9	24.00	0.3%
	Other single-vehicle crashes	244.8	13.7	258.45	3.4%
	Total single-vehicle crashes:	1,599.1	75.0	1,674.09	22.2%

Table 8-7 - Predicted Crashes for the I-4 Build Alternative by Severity

Crash Severity	Build	
K	13.3	0.4%
A	38.3	1.2%
B	217.6	6.6%
C	710.3	21.5%
PDO	2,318.4	70.3%
Total Freeway Crashes	2,913.5	88.3%
Total Ramp Crashes	384.5	11.7%
Total Crashes	3,298.0	

Table 8-8 - Predicted Crashes for the I-4 Build Alternative by Crash Type

Crash Type	Crash Type Category	Build	
Multiple Vehicle	Head-on crashes:	11.8	0.4%
	Right-angle crashes:	54.9	1.7%
	Rear-end crashes:	1911.8	58.0%
	Sideswipe crashes:	673.5	20.4%
	Other multiple-vehicle crashes:	94.1	2.9%
	Total multiple-vehicle crashes:	2746.1	83.3%
Single Vehicle	Crashes with animal:	7.0	0.2%
	Crashes with fixed object:	403.8	12.2%
	Crashes with other object:	50.9	1.5%
	Crashes with parked vehicle:	7.9	0.2%
	Other single-vehicle crashes	82.3	2.5%
	Total single-vehicle crashes:	551.9	16.7%



8.3.3 Summary of Results and Conclusions

The results of the predictive analysis show that there is an anticipated reduction in crashes over the length of the study period by implementing the Build Alternative. The summary of predicted crashes based on KABCO levels for the freeway and ramps and for the entire facility in the study limit is given in **Table 8-9** and **Table 8-10** below respectively. Even though there is an increase in the AADT, as well as number of lanes, I-275 is expected to see a reduction in crashes of 25 percent, and I-4 is expected to see a reduction of nine percent as seen in **Figure 8-1**. This reduction is likely due to proposed improvements shown in the Build condition creating much safer conditions for the vehicles using I-275 and I-4.

Table 8-9 - Summary of Predicted Crashes by Facility

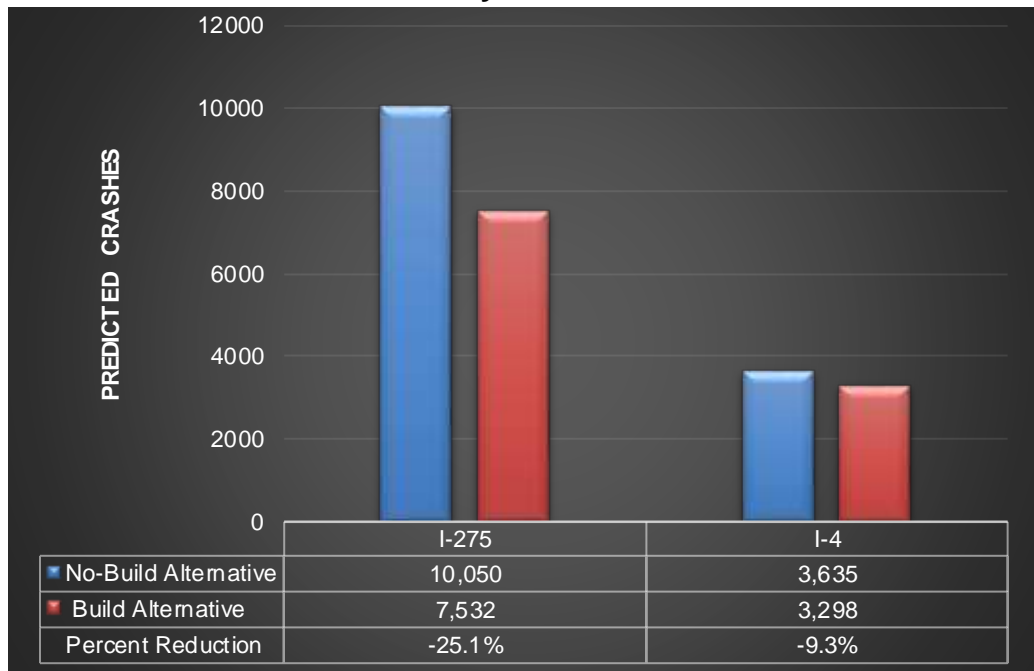
		TOTAL	K	A	B	C	PDO
I-275 No-Build	Freeway	5,538.1	20.0	56.4	340.2	1,187.9	3,933.6
	Ramp	4,511.9	57.6	174.6	1,030.8	2,278.1	970.8
I-275 Build	Freeway	5,079.1	18.6	52.4	314.8	1,085.2	3,608.1
	Ramp	2,452.5	22.2	67.3	355.5	913.5	1,094.0
I-4 No-Build	Freeway	3,197.8	11.4	32.6	184.9	665.6	2,303.3
	Ramp	437.4	2.8	8.6	48.2	106.2	271.5
I-4 Build	Freeway	2,913.5	11.0	31.3	176.7	617.3	2,077.2
	Ramp	384.5	2.3	7.1	40.9	93.0	241.3

Table 8-10 - Summary of Predicted Crashes

KABCO Level	I-275 No-Build	I-275 Build	I-4 No-Build	I-4 Build
K	77.6	40.8	14.3	13.3
A	231.0	119.7	41.2	38.3
B	1,371.0	670.3	233.1	217.6
C	3,466.0	1,998.7	771.8	710.3
O	4,904.4	4,702.1	2,574.9	2,318.4
Total	10,050.0	7,531.6	3,635.2	3,298.0



Figure 8-1 - Predicted Crash Summary – No-Build Alternative & Build Alternative



The I-275 corridor sees reductions in fatal crashes and individual severity types, with the largest decrease in injury (B) crashes with 51 percent, 48 percent reduction in serious injury (A) crashes and 47 percent reduction in the fatal injury (K) crashes. I-4 sees large reductions in property damage only (PDO) crashes and possible injury (C) crashes, 10 percent, and eight percent, respectively. The Build Alternative is also expected to reduce the number of total multiple vehicle crashes along the I-275 and I-4 corridors by 25 percent and nine percent, respectively.

From: [Reichert, Mark](#)
Subject: Weekly Bill Tracker Spreadsheet
Date: Monday, February 28, 2022 8:26:59 AM
Attachments: [OPP Legislative Tracking Spreadsheet 2022 02 25.xlsx](#)
[Member Project Tracking Tool as of 2.25.2022.xlsx](#)

Good morning, everyone. As we wind down to the last two weeks of Session things can change drastically in a day. For instance, the Transportation Bills, SB 398 and HB 157, which started out being identical no longer look anything alike. The HB no longer includes the language limiting Public Transportation funding to no more than 25% of the State Transportation funds. But it is still in the Senate version. We will see which version prevails in the end. SB 728 which creates the Advanced Air Mobility Study Task Force has passed the Senate and is in Messages to the House. There is an MPO representative on this Task Force. The bill removing the annual indexing of the fuel tax has till gone nowhere. SB 1098 and HB 835 which creates Smart Region Zones and was proposed by our friends at North Florida TPO have not been heard in any committee. Most of the many Safety related bills have sat with no movement this Session. In fact, almost half of the bills on the tracking list have seen no movement at all. But things can change very quickly as negotiations between the two chambers begin this week.

Once again, the member projects list has been separated out. The House is requesting a total of \$248.6 million in project funding. The Senate is up to \$470 million. Many of the projects are being supported with General Revenue funds and not funds from the STTF.

Let me know if you have any questions.

Mark E. Reichert, Executive Director

Metropolitan Planning Organization Advisory Council

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Appropriations Projects Request Matrix - FY22-23 Legislative Session (as of 02/25/2022 09:10 AM)

Member Project Details and Initial Request											House and Senate Budget Bills				Status
Budget District	County	Project Name	House Bill Number	House Amount Requested	Senate Number	Senate Amount Requested	Legislative Sponsor House (Party)	Legislative Sponsor Senate (Party)	Veto History	Revenue Source	House Amount Budgeted	House Category	Senate Amount Budgeted	Senate Category	Status
01	COLLIER	Marco Island Smokehouse Creek Bridge Replacement	HB2717	1,702,512	S1227	1,702,512	Rommel (R)	Passidomo (R)	N/A		1,400,000	Local Transportation Projects	1,702,512	Local Transportation Projects	Both
01	HARDEE	City of Wauchula Municipal Airport Improvements		0	S2555	2,500,000		Albritton (R)	N/A	STTF	0		2,500,000	Local Transportation Projects	Senate
01	HENDRY	North Francisco Street Improvements - Clewiston	HB4441	500,000	S1273	500,000	Melo (R)	Passidomo (R)	N/A	STTF	0		500,000	Local Transportation Projects	Senate
01	LEE	Fort Myers Beach Times Square Renovation	HB3679	1,000,000	S2655	1,000,000	Botana (R)	Passidomo (R)	N/A	STTF	0		1,000,000	Local Transportation Projects	Senate
01	LEE	Sandy Lane Bicycle and Pedestrian Improvements - Estero	HB3765	450,000	S1272	450,000	Botana (R)	Passidomo (R)	N/A		450,000	Local Transportation Projects	450,000	Local Transportation Projects	Both
01	LEE	SR 31 Bridge Replacement - Lee County		0	S2753	30,000,000		Albritton (R)	N/A	GR	0		30,000,000	Local Transportation Projects	Senate
01	LEE	Tice Street Sidewalk Construction - Lee County	HB4589	927,000	S2600	927,000	Persons-Mulicka (R)	Passidomo (R)	N/A		927,000	Local Transportation Projects	927,000	Local Transportation Projects	Both
01	MANATEE	City of Anna Maria Reimagining Pine Avenue - Phase 1	HB4931	1,288,440	S1508	1,288,440	Robinson (R)	Boyd (R)	N/A	STTF	0		1,288,440	Local Transportation Projects	Senate
01	MANATEE	Manatee County - Moccasin Wallow Road Expansion - Segment 1 Phase 2	HB3879	7,500,000	S1628	7,500,000	Gregory (R)	Boyd (R)	2020 \$3.6M appropriated; 2021 \$3.6M appropriated		5,000,000	Local Transportation Projects	1,000,000	Local Transportation Projects	Both
01	MANATEE	Manatee County - Pedestrian Overpass Across US 41	HB9247	2,500,000	S2306	2,500,000	Robinson (R)	Boyd (R)	N/A	STTF	0		1,000,000	Local Transportation Projects	Senate
01	MANATEE	Port Manatee Mobile Harbor Crane Purchase	HB4845	10,000,000	S1595	10,000,000	Gregory (R)	Boyd (R)	N/A	STTF	0		1,000,000	Local Transportation Projects	Senate
01	MANATEE	Sarasota Bradenton International Airport Terminal Expansion and Baggage Improvements	HB9445	6,000,000		0	Buchanan (R)		N/A	GR	6,000,000	Local Transportation Projects	0		House
01	POLK	Fort Meade Road Repaving	HB2517	1,000,000		0	Bell (R)		N/A	GR	500,000	Local Transportation Projects	0		House
01	POLK	North Ridge Trail Expansion	HB2423	5,000,000	S1630	5,000,000	Tomkow (R)	Burgess (R)	N/A	GR	0		5,000,000	Local Transportation Projects	Senate
01	POLK	SR 27 Relievers Alignment Study	HB2461	2,000,000	S1879	2,000,000	Killebrew (R)	Burgess (R)	N/A	GR	1,500,000	Local Transportation Projects	0		House
01	POLK	Thompson Nursery Road Design and Permitting	HB2657	5,000,000	S1632	5,000,000	Hawkins (R)	Burgess (R)	N/A	STTF	0		3,500,000	Local Transportation Projects	Senate
01	SARASOTA	Fruitville Road Capacity Improvement Project - Sarasota	HB3881	4,000,000	S1916	4,000,000	Gregory (R)	Gruters (R)	N/A	GR	3,000,000	Local Transportation Projects	0		House

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01	SARASOTA	Legacy Trail Extension and Improvements	HB2587	500,000	S2247	500,000	McFarland (R)	Gruters (R)	2018 Proposed	GR	500,000	Local Transportation Projects	0		House
01	SARASOTA	Main Street Streetscape Improvements - City of Sarasota	HB2585	400,000	S2246	400,000	McFarland (R)	Gruters (R)	N/A	STTF	0		400,000	Local Transportation Projects	Senate
01	SARASOTA	St Armands Circle Streetscape Improvements	HB2579	700,000	S2245	700,000	Robinson, W (R)	Gruters (R)	N/A	STTF	0		400,000	Local Transportation Projects	Senate
02	ALACHUA	CR 232 Pavement Rehabilitation - Alachua		0	S2797	11,500,000		Perry (R)	N/A	STTF	0		250,000	Local Transportation Projects	Senate
02	CLAY	Clay County Greenways Expansion	HB3695	1,500,000	S1565	1,500,000	Garrison (R)	Bradley (R)	2021 \$500K approp for Northeast FL Greenway Trail		1,000,000	Local Transportation Projects	1,000,000	Local Transportation Projects	Both
02	COLUMBIA	NFMIP Parkway/Project Wave	HB3863	2,959,000		0	Brannan (R)		N/A	GR	1,500,000	Local Transportation Projects	0		House
02	DIXIE	Dixie County Schools Access Roads		0	S2791	1,500,000		Bradley (R)	N/A	STTF	0		250,000	Local Transportation Projects	Senate
02	NASSAU	Amelia Island Trail Phase 4 - Nassau County	HB3047	5,119,474	S1940	5,119,474	Byrd (R)	Bean (R)	N/A	STTF	0		1,000,000	Local Transportation Projects	Senate
02	NASSAU	CR 121 Resurfacing - Nassau County	HB3037	9,000,000	S1941	9,000,000	Byrd (R)	Bean (R)	2021 \$9M approp	GR	0		9,500,000	Local Transportation Projects	Senate
02	NASSAU	SR 200-A1A Widening - Nassau County	HB3045	1,200,000	S1942	1,200,000	Byrd (R)	Bean (R)	N/A	STTF	0		750,065	Local Transportation Projects	Senate
02	NASSAU	Town of Hilliard - 6th Street Paving Project	HB4651	175,000	S1944	175,000	Byrd (R)	Bean (R)	N/A	STTF	0		175,000	Local Transportation Projects	Senate
02	NASSAU	US 301 and Crawford Road Intersection Improvements - Nassau County	HB3043	1,550,000	S2328	1,550,000	Byrd (R)	Bean (R)	N/A	GR	775,000	Local Transportation Projects	0		House
02	PUTNAM	CR 210 Bridge Rehabilitation - Putnam County		0	S2732	2,000,000		Perry (R)	N/A	STTF	0		250,000	Local Transportation Projects	Senate
02	ST. JOHNS	CR 2209 - Four Lane Road Construction	HB4903	3,000,000	S1947	8,000,000	Stevenson (R)	Hutson (R)	2018 similar projects proposed; 2020 \$1M appropriated to CR 2209 Extension; 2021 \$2M appropriation	STTF	0		500,000	Local Transportation Projects	Senate
02	ST. JOHNS	Palm Valley Road Sidewalk - St. Johns County	HB4901	800,000	S1875	800,000	Stevenson (R)	Hutson (R)	N/A	GR	400,000	Local Transportation Projects	0		House
02	ST. JOHNS	St. Johns Parkway (CR2209) Sidewalk		0	S1541	800,000		Hutson (R)	2021 proposed	STTF	0		400,000	Local Transportation Projects	Senate
02	ST. JOHNS	State Road A1A Corridor Intersection Improv - Mickler Road to Marsh Landing Parkway	HB4899	1,000,000	S1948	1,000,000	Stevenson (R)	Hutson (R)	2019 \$500K appropriated; 2020 \$1M appropriated; 2021 \$1.65M appropriated		500,000	Local Transportation Projects	500,000	Local Transportation Projects	Both

Appropriations Projects Request Matrix - FY22-23 Legislative Session (as of 02/25/2022 09:10 AM)

Member Project Details and Initial Request											House and Senate Budget Bills				Status
Budget District	County	Project Name	House Bill Number	House Amount Requested	Senate Number	Senate Amount Requested	Legislative Sponsor House (Party)	Legislative Sponsor Senate (Party)	Veto History	Revenue Source	House Amount Budgeted	House Category	Senate Amount Budgeted	Senate Category	Status
03	BAY	City of Lynn Haven Road Damage Repairs	HB9079	1,000,000	S2808	1,000,000	Shoaf (R)	Gainer (R)	2019 \$1M appropriation; 2020 \$1M appropriation	GR	500,000	Local Transportation Projects	0		House
03	BAY	Panama City Industrial Complex Dredging Improvements - Panama City Watson Bayou Dredging	HB9057	1,150,000	S2222	1,150,000	Shoaf (R)	Gainer (R)	2019 \$2M appropriated; 2020 \$1.75M appropriated; 2021 Back of Bill		1,150,000	Local Transportation Projects	1,000,000	Local Transportation Projects	Both
03	BAY	Panama City Sidewalk Improvements	HB9087	5,000,000		0	Shoaf (R)		N/A	GR	5,000,000	Local Transportation Projects	0		House
03	BAY	Panama City Watson Bayou Turning Basin Bulkhead - Phase 2	HB9059	4,750,000	S2430	4,750,000	Shoaf (R)	Gainer (R)	2019 \$500K appropriation; 2020 \$1.5M appropriation		2,500,000	Local Transportation Projects	3,500,000	Local Transportation Projects	Both
03	ESCAMBIA	Beulah Pedestrian Bridge	HB4309	2,553,236	S2419	2,553,236	Salzman (R)	Broxson (R)	N/A		1,276,618	Local Transportation Projects	1,000,000	Local Transportation Projects	Both
03	ESCAMBIA	The Bluffs Entrance/South Extension	HB4303	5,000,000	S2508	5,000,000	Salzman (R)	Broxson (R)	2017 appropriation \$3,100,000 for Bluffs Pensacola Bridge Project/ Industrial Blvd Bridge Design Review; 2018 appropriation \$500,000 Bluffs Industrial Corridor; 2019 proposed; 2020 \$750k vetoed; 2021 Entrance/Transportation Upgrades \$2.5M appropriation	STTF	0		1,000,000	Local Transportation Projects	Senate
03	GADSDEN	Florida Gulf & Atlantic Railroad Panhandle Track Rehabilitation	HB3653	870,000	S2719	870,000	Andrade (R)	Ausley (D)	2021 \$740K vetoed	GR	435,000	Local Transportation Projects	0		House
03	GADSDEN	Midway Street Lights	HB4399	500,000	S2213	450,000	Alexander (D)	Ausley (D)	N/A		250,000	Local Transportation Projects	450,000	Local Transportation Projects	Both
03	GULF	Gulf County Airport Infrastructure	HB9331	975,000	S1964	975,000	Shoaf (R)	Ausley (D)	2021 vetoed	GR	975,000	Local Transportation Projects	0		House
03	JACKSON	Jackson County Road Drainage Mitigation Projects	HB9277	1,500,000	S2597	1,500,000	Drake (R)	Gainer (R)	N/A; similar projects proposed in past	STTF	0		1,500,000	Local Transportation Projects	Senate
03	OKALOOSA	8th Street Roadway and Drainage Improvements - Laurel Hill	HB3721	350,000	S1166	350,000	Maney (R)	Gainer (R)	2020 proposed	STTF	0		350,000	Local Transportation Projects	Senate
03	OKALOOSA	City of Fort Walton Beach - Lewis Turner Boulevard Area Traffic Improvements	HB3641	1,500,000	S2440	1,500,000	Maney (R)	Gainer (R)	2021 \$100K appropriation	STTF	0		1,500,000	Local Transportation Projects	Senate
03	OKALOOSA	Destin Easement Multi-Use Trail-Linear Park Project	HB4547	270,000	S2486	270,000	Maney (R)	Gainer (R)	N/A		270,000	Local Transportation Projects	270,000	Local Transportation Projects	Both
03	OKALOOSA	Fort Walton Beach Hill Avenue and Anchors Street Complete Street Project Design	HB3753	187,500	S2487	187,500	Maney (R)	Gainer (R)	N/A		187,500	Local Transportation Projects	187,500	Local Transportation Projects	Both
03	OKALOOSA	Niceville Area Multipurpose Pathway /Okaloosa County - College Boulevard and Forest Road Multipurpose Pathway	HB3709	1,500,000	S2728/S2672	1,500,000	Maney (R)	Gainer (R)	N/A	STTF	0		250,000	Local Transportation Projects	Senate

Appropriations Projects Request Matrix - FY22-23 Legislative Session (as of 02/25/2022 09:10 AM)

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03	OKALOOSA	Okaloosa - County Road 2 Road Safety and Bridge Upgrades	HB4593	3,000,000	S2100	3,000,000	Persons-Mulicka (R)	Broxson (R)	N/A	GR	2,000,000	Local Transportation Projects	0		House
03	OKALOOSA	Okaloosa County US 98 Bridge-to-Bridge Multi-Use Path	HB3631	2,000,000	S2668	2,000,000	Maney (R)	Gainer (R)	N/A		1,000,000	Local Transportation Projects	1,750,000	Local Transportation Projects	Both
03	OKALOOSA	US 90 Intersection Improvements at Jericho Road	HB4605	1,000,000	S2729	1,000,000	Persons-Mulicka (R)	Gainer (R)	N/A	GR	1,000,000	Local Transportation Projects	0		House
03	WALTON	DeFuniak Springs Airport Expansion Project	HB9453	500,000	S2495	1,000,000	Drake (R)	Gainer (R)	2020 vetoed; 2021 Appropriated \$650k	STTF	0		1,000,000	Local Transportation Projects	Senate
03	WALTON	Marquis Way Connector Road/SR 20 Bypass Road to US 331	HB3947	1,000,000		0	Drake (R)		N/A	GR	500,000	Local Transportation Projects	0		House
03	WALTON	Nellie Drive Connection	HB3949	3,200,000	S2492	3,200,000	Drake (R)	Gainer (R)	N/A	GR	1,600,000	Local Transportation Projects	0		House
03	WALTON	Walton County Multi-Use Trails		0	S2445	800,000		Gainer (R)	N/A	STTF	0		250,000	Local Transportation Projects	Senate
03	WASHINGTON	Crystal Lake Paving Improvements	HB9285	450,166	S2493	450,166	Drake (R)	Gainer (R)	2020 \$850,000 vetoed; 2021 \$750,000 appropriated	GR	225,083	Local Transportation Projects	0		House
04	BROWARD	Cooper City Comprehensive Traffic Calming Study and Implementation	HB3091	125,000	S2160	125,000	Gottlieb (D)	Book (D)	N/A	STTF	0		125,000	Local Transportation Projects	Senate
04	BROWARD	Lauderdale Lakes Greenway Trail	HB4325	402,995	S1854	402,995	Williams (D)	Powell (D)	N/A	STTF	0		402,955	Local Transportation Projects	Senate
04	BROWARD	Miramar Parkway LED Streetlight Improvements - City of Miramar	HB2351	150,000	S1221	150,000	Fabricio (R)	Jones (D)	N/A		150,000	Local Transportation Projects	150,000	Local Transportation Projects	Both
04	BROWARD	Pembroke Park Bicycle/Pedestrian Infrastructure Improvements	HB3451	195,000	S1376	195,000	Woodson (D)	Jones (D)	N/A	STTF	0		195,000	Local Transportation Projects	Senate
04	BROWARD	West Park Neighborhood Traffic Calming Plan Phase 1	HB3687	300,000	S1899	300,000	Woodson (D)	Jones (D)	2017 \$750K vetoed;2018 proposed;2020 vetoed; 2021 vetoed	GR	300,000	Local Transportation Projects	0		House
04	MARTIN	SW Lincoln Street Roadway and Drainage Reconstruction	HB2427	550,000	S1656	550,000	Snyder (R)	Harrell (R)	N/A	STTF	0		550,000	Local Transportation Projects	Senate
04	PALM BEACH	Chickasaw Road Expansion Project - Greenacres	HB2315	300,000	S1201	300,000	Willhite (D)	Berman (D)	N/A		300,000	Local Transportation Projects	300,000	Local Transportation Projects	Both
04	PALM BEACH	Highland Beach Crosswalks Phase 2	HB3355	60,000	S2204	60,000	Caruso (R)	Polsky (D)	2020 Highland Beach Crosswalk vetoed; 2021 Highland Beach Crosswalk Overhead Lighting proposed	GR	60,000	Local Transportation Projects	0		House
04	PALM BEACH	Lake Clarke Shores Pine Tree Lane Bridge Safety Upgrades	HB2001	600,000	S1041	600,000	Silvers (D)	Berman (D)	N/A	GR	300,000	Local Transportation Projects	0		House

Appropriations Projects Request Matrix - FY22-23 Legislative Session (as of 02/25/2022 09:10 AM)

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04	PALM BEACH	Loxahatchee Groves North Road Equestrian-Multi-Use Trail	HB3421	45,000	S2112	45,000	Willhite (R)	Powell (D)	2019 \$47,500 vetoed; 2020 \$47,500 vetoed	GR	45,000	Local Transportation Projects	0		House
04	PALM BEACH	South Flagler Drive Resurfacing and Bike Lane Project - West Palm Beach	HB2917	250,000	S1198	250,000	Roth (R)	Powell (D)	N/A	STTF	0		250,000	Local Transportation Projects	Senate
04	PALM BEACH	SR A1A Drainage Repairs – Highland Beach	HB3353	750,000	S2326	750,000	Caruso (R)	Polsky (D)	N/A	GR	500,000	Local Transportation Projects	0		House
05	FLAGLER	Flagler Central Commerce Parkway Construction	HB4837	11,800,000	S1547	6,800,000	Fabricio (R)	Hutson (R)	2019 proposed	STTF	0		400,000	Local Transportation Projects	Senate
05	Lake	City of Minneola - Citrus Grove Road Phase II	HB3577	8,000,000	S2089	8,000,000	Truenow (R)	Baxley (R)	2017 \$10M appropriation Phase I	STTF	0		1,000,000	Local Transportation Projects	Senate
05	LAKE	County Road 42 Flood Zone Crossing Improvements	HB2541	500,000	S1714	500,000	Truenow (R)	Baxley (R)	N/A	STTF	0		500,000	Local Transportation Projects	Senate
05	MARION	City of Ocala - NW 44th Avenue Extension Project	HB3127	1,000,000	S2091	1,000,000	McClain (R)	Baxley (R)	2019 \$10M appropriated; 2020 \$1M vetoed; 2021 \$1M approp	GR	500,000	Local Transportation Projects	8,000,000	Local Transportation Projects	Both
05	MARION	Dunnellon Trail	HB3039	2,537,000	S1689	2,537,000	Harding (R)	Baxley (R)	N/A	GR	1,268,500	Local Transportation Projects	0		House
05	OSCEOLA	Poinciana Parkway Extension		0	S2779	15,000,000		Stargel (R)	N/A	STTF	0		2,000,000	Local Transportation Projects	Senate
05	SEMINOLE	Seminole County E.E. Williamson Road Trail Connect Project	HB4279	1,000,000	S2659	1,000,000	Smith (R)	Brodeur (R)	N/A		500,000	Local Transportation Projects	500,000	Local Transportation Projects	Both
05	SEMINOLE	Seminole County Wekiva Springs Road Intersection Improvements	HB4277	500,000	S2658	500,000	Smith (R)	Brodeur (R)	N/A		250,000	Local Transportation Projects	500,000	Local Transportation Projects	Both
06	MIAMI-DADE	Coral Gables Mobility Hub	HB2637	975,000		0	Busatta Cabrera (R)		N/A	GR	975,000	Local Transportation Projects	0		House
06	MIAMI-DADE	Crandon Boulevard Intersection Improvements	HB2477	600,000	S2281	600,000	Duran (D)	Garcia (R)	N/A	STTF	0		250,000	Local Transportation Projects	Senate
06	MIAMI-DADE	Downtown Flagler Street Lighting Project	HB2395	200,000	S2396	200,000	Rodriguez (R)	Diaz (R)	N/A	STTF	0		200,000	Local Transportation Projects	Senate
06	MIAMI-DADE	Kinloch Roadway Neighborhood Improvements - Miami	HB3745	2,269,619	S1351	2,269,619	Avila (R)	Garcia (R)	N/A	STTF	0		1,500,000	Local Transportation Projects	Senate
06	MIAMI-DADE	Ludlam Trail Corridor - Miami-Dade	HB2839	2,500,000	S1422	2,500,000	Avila (R)	Rodriquez (R)	2015 Ludlam Tr Corridor Improv Phase 2 \$3M vetoed; 2017 \$5M appropriated; 2018 proposed; 2019 proposed; 2020 proposed; 2021 \$1M approp	STTF	0		1,500,000	Local Transportation Projects	Senate

Appropriations Projects Request Matrix - FY22-23 Legislative Session (as of 02/25/2022 09:10 AM)

Member Project Details and Initial Request											House and Senate Budget Bills				Status
Budget District	County	Project Name	House Bill Number	House Amount Requested	Senate Number	Senate Amount Requested	Legislative Sponsor House (Party)	Legislative Sponsor Senate (Party)	Veto History	Revenue Source	House Amount Budgeted	House Category	Senate Amount Budgeted	Senate Category	Status
06	MIAMI-DADE	Marlin Road Improvement Project - Cutler Bay	HB2629	520,000	S2608	520,000	Busatta Cabrera (R)	Garcia (R)	N/A	STTF	0		520,000	Local Transportation Projects	Senate
06	MIAMI-DADE	Miami Lakes NW 154th Street and Palmetto Expressway Turn Lanes	HB3509	400,000	S1236	400,000	Rizo (R)	Diaz (R)	N/A	STTF	0		250,000	Local Transportation Projects	Senate
06	MIAMI-DADE	Miami Shores Village NE 104th Street Roadway Improvements	HB9139	655,000	S2386	655,000	Joseph (D)	Pizzo (D)	N/A similar projects proposed in 2019 and 2020	STTF	0		655,000	Local Transportation Projects	Senate
06	MIAMI-DADE	North Miami Pedestrian Bridge Over C-8 Canal	HB4613	400,000	S2036	400,000	Benjamin (D)	Pizzo (D)	2021 proposed		200,000	Local Transportation Projects	400,000	Local Transportation Projects	Both
06	MIAMI-DADE	Roadway Reconstruction & Traffic Calming Devices - Miami		0	S1561	1,500,000		Garcia (R)	N/A	STTF	0		500,000	Local Transportation Projects	Senate
06	MIAMI-DADE	Surfside Boulevard Improvements	HB2695	250,000	S1864	250,000	Geller (D)	Pizzo (D)	N/A	STTF	0		250,000	Local Transportation Projects	Senate
06	MIAMI-DADE	The South Dade Trail Multi-Use/Mobility Corridor	HB2393	3,000,000	S2207	3,000,000	Rodriguez (R)	Rodriguez (R)	N/A	STTF	0		250,000	Local Transportation Projects	Senate
06	MIAMI-DADE	The Underline Multi-Use/Mobility Corridor	HB4035	3,000,000	S2104	3,000,000	Aloupis (R)	Garcia (R)	2015 appropriated \$2M; 2017 appropriated \$5M; 2018 appropriated \$1.5M; 2019 appropriated \$1.5M; 2020 \$1.5M vetoed; 2021 \$3M appropriated	STTF	0		500,000	Local Transportation Projects	Senate
06	MIAMI-DADE	Town of Medley - NW 78th St and NW 77th St Roadway Improvements	HB3299	500,000	S2695	500,000	Fabricio (R)	Diaz (R)	N/A	STTF	0		250,000	Local Transportation Projects	Senate
06	MIAMI-DADE	Town of Medley - NW 93rd Roadway Widening	HB3297	500,000	S2696	500,000	Fabricio (R)	Diaz (R)	N/A	STTF	0		250,000	Local Transportation Projects	Senate
07	CITRUS	Crystal River Airport Runway Extension and Environmental Assessment	HB4987	7,100,000	S1704	7,100,000	Massullo (R)	Baxley (R)	N/A	GR	0		7,100,000	Local Transportation Projects	Senate
07	CITRUS	Crystal River Turkey Oaks Bypass	HB4991	20,700,000	S2475	20,700,000	Massullo (R)	Baxley (R)	N/A	GR	0		20,700,000	Local Transportation Projects	Senate
07	CITRUS	Fort Island Trail Multi-Use Path Phase I	HB4983	9,250,000	S1702	9,250,000	Massullo (R)	Baxley (R)	2019 proposed; 2020 proposed	GR	0		9,250,000	Local Transportation Projects	Senate
07	HERNANDO	Brooksville Tampa Bay Regional Airport - Runway Rehabilitation	HB4961	2,000,000	S2333	2,900,000	Massullo (R)	Simpson (R)	2015 \$3M vetoed for Brooksville - Tampa Bay Regional Airport	STTF	0		2,000,000	Local Transportation Projects	Senate
07	HERNANDO	Brooksville Tampa Bay Regional Airport and Technology Center MultiModal Project	HB9001	2,900,000	S1193	2,900,000	Massullo (R)	Hooper (R)	N/A	STTF	0		2,000,000	Local Transportation Projects	Senate
07	HERNANDO	County Line Road Widening - Hernando County		0	S2765	50,000,000		Hooper (R)	2020 proposed	GR	0		50,000,000	Local Transportation Projects	Senate

Appropriations Projects Request Matrix - FY22-23 Legislative Session (as of 02/25/2022 09:10 AM)

Member Project Details and Initial Request											House and Senate Budget Bills				Status
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07	HILLSBOROUGH	22nd Avenue and Selmon Expressway Intersection Signalization - Tampa	HB4809	2,691,000	S1762	2,691,000	Driskell (D)	Cruz (D)	N/A	STTF	0		1,000,000	Local Transportation Projects	Senate
07	HILLSBOROUGH	Gray Street Complete Street Improvement Project - Tampa	HB2901	250,000	S1907	250,000	Toledo (R)	Rouson (D)	N/A	GR	250,000	Local Transportation Projects	0		House
07	HILLSBOROUGH	Harvest Hope Park Sidewalks	HB4825	1,170,000	S1913	1,170,000	Driskell (D)	Rouson (D)	N/A	GR	1,000,000	Local Transportation Projects	0		House
07	HILLSBOROUGH	Safe Routes to School - Limona Elementary	HB4355	1,380,000	S1912	1,380,000	Learned (D)	Rouson (D)	N/A	STTF	0		1,380,000	Local Transportation Projects	Senate
07	HILLSBOROUGH	Sulphur Springs Safe Routes to School Improvements	HB2609	275,000	S1909	275,000	Hart (D)	Rouson (D)	N/A	GR	275,000	Local Transportation Projects	0		House
07	HILLSBOROUGH	Tampa Bay Area Regional Transit Authority (TBARTA) Operations	HB3189	750,000	S2235	750,000	Toledo (R)	Burgess (R)	2017 Moving the Region Forward \$250k vetoed; 2018 Regional Transit Devt Plan \$1M appropriated; 2019 \$2.5M appropriated; 2020 \$1.5M vetoed; 2021 \$1.5M vetoed	GR	375,000	Local Transportation Projects	0		House
07	HILLSBOROUGH	Tampa Bay Area Regional Transit Authority TD Tampa Bay		0	S2782	1,400,000		Rouson (D)	N/A; TBARTA projects have been filed before, but not for TD	STTF	0		1,000,000	Local Transportation Projects	Senate
07	HILLSBOROUGH	Washington Street Improvements - Tampa		0	S1998	4,000,000		Hooper (R)	N/A	STTF	0		1,000,000	Local Transportation Projects	Senate
07	PASCO	Five-point Intersection Roundabout - Dade City	HB2621	4,200,000	S2172	4,200,000	Maggard (R)	Burgess (R)	2020 proposed	STTF	0		4,200,000	Local Transportation Projects	Senate
07	PASCO	Lacoochee Industrial Area Right-of-Way Improvements	HB3813	5,919,395	S2069	5,919,395	Maggard (R)	Burgess (R)	2021 \$5.5M approp	GR	0		5,919,395	Local Transportation Projects	Senate
07	PASCO	Morningside Drive Extension - Dade City	HB2617	8,000,000	S2058	8,000,000	Maggard (R)	Burgess (R)	2018 \$4.7M vetoed; 2019 \$5M approp	GR	0		9,000,000	Local Transportation Projects	Senate
07	PASCO	Pasco County - Pioneer Museum Road Intersection		0	S2286	4,988,000		Burgess (R)	N/A	GR	0		4,988,000	Local Transportation Projects	Senate
07	PASCO	Pasco County Research Park Infrastructure		0	S2781	106,000,000		Hooper (R)	N/A	GR	0		106,000,000	Local Transportation Projects	Senate
07	PASCO	Ridge Road Extension Phase 2B - Pasco	HB2311	14,000,000	S1268	14,000,000	Zika (R)	Hooper (R)	N/A	GR	0		14,000,000	Local Transportation Projects	Senate
07	PASCO	South Avenue Extension - National Guard Entrance Road		0	S2339	1,940,000		Burgess (R)	N/A	STTF	0		1,940,000	Local Transportation Projects	Senate

Appropriations Projects Request Matrix - FY22-23 Legislative Session (as of 02/25/2022 09:10 AM)

Member Project Details and Initial Request											House and Senate Budget Bills				Status
Budget District	County	Project Name	House Bill Number	House Amount Requested	Senate Number	Senate Amount Requested	Legislative Sponsor House (Party)	Legislative Sponsor Senate (Party)	Veto History	Revenue Source	House Amount Budgeted	House Category	Senate Amount Budgeted	Senate Category	Status
07	PASCO	Zephyrhills Muncipal Airport Improvements	HB2619	4,700,000	S2307	6,600,000	Maggard (R)	Burgess (R)	2018 \$5.9M appropriated; 2019 Runway Extension Land Purchase proposed; 2020 proposed; 2021 Runway Extension \$3M appropriated	STTF	0		500,000	Local Transportation Projects	Senate
07	PINELLAS	City of Oldsmar - Douglas Road Improvement Project Phase 2	HB2833	1,000,000	S1209	1,000,000	Koster (R)	Hooper (R)	2019 \$1M appropriation; 2020 proposed; 2021 \$1.5M approp	STTF	0		1,000,000	Local Transportation Projects	Senate
07	PINELLAS	Indian Rocks Road Bridge and Roadway Improvements		0	S2181	1,111,000		Hooper (R)	2021 Appropriation \$1,147,000	STTF	0		1,111,000	Local Transportation Projects	Senate
07	PINELLAS	Madeira Beach - Roadway Improvements	HB4371	1,000,000	S1380	1,000,000	Chaney (R)	Brandes (R)	2020 proposed; 2021 \$549K appropriated	STTF	0		1,000,000	Local Transportation Projects	Senate
07	PINELLAS	Town of Redington Beach Road Resurfacing Project	HB4381	1,500,000	S1483	1,500,000	Chaney (R)	Brandes (R)	N/A	GR	750,000	Local Transportation Projects	0		House
		Bridge Structural Health Monitoring System		0	SB2500	0			N/A	STTF	0		0	Bridge Inspection	Senate
		CDL Training, Testing and Licensing		0	SB2500	0			N/A	STTF	0		500,000	Expenses	Senate
		Road - Bridge Construction Career Path Marketing		0	SB2500	0			N/A	STTF	0		1,000,000	Expenses	Senate
		Rural Area of Opportunity	HB5001	0	SB2500	0			Funded annually	STTF	9,000,000	Small County Outreach Program	9,000,000	Small County Outreach Program	Both
		Transportation Disadvantaged - Competitive Grants for Community Transportation Coordinators		0	SB2500	0			2015 \$2M vetoed; 2016 \$1.75M approp; 2017 \$1.75M from base; 2018 \$1.25M from base; 2020 \$4.5M approp	STTF	0		6,000,000	G/A - Transportation Disadvantaged	Senate
				248,647,337			470,002,337					59,319,701			362,986,867

OPP Legislative Bill Tracking

Bill #	Related Bill(s)	Linked Bill(s)	Bill Title & Summary	Updates / Notes	Potential Impacts	FDOT Planning Commented	New to Tracking
HR 8043			Trails Day ; Designates April 23, 2022, as "Trails Day."	Resolution - no impact			Added
CS/SB 1800	HB 1543 (Similar) HB 1545 (Compare)	CS/SB 1802 (Linked)	Broadband Infrastructure ; Revising the duties of the Florida Office of Broadband to include administering the Broadband Pole Replacement Program; establishing the Broadband Pole Replacement Program within the office; requiring the Secretary of Economic Opportunity to apply for certain federal funding for the program; requiring that the amount of state funds allocated to the program be reduced by the amount of certain federal funds provided to the program; requiring an audit of the Broadband Pole Replacement Trust Fund within a certain period of time, etc. APPROPRIATION: \$400,000,000	SENATE - On Committee agenda-- Appropriations, 02/28/22, 10:30 am	Broadband		
CS/SB 1802	HB 1545 (Identical) HB 1543 (Compare)	CS/SB 1800 (Linked)	Broadband Pole Replacement Trust Fund ; Creating the trust fund within the Department of Economic Opportunity; providing the purpose of the trust fund; providing that moneys credited to the trust fund shall consist of certain funds; requiring that funds in the trust fund be used in a manner consistent with federal law; providing that the balance in the trust fund at the end of a fiscal year remains in the trust fund and is available for carrying out the purposes of the trust fund; providing for future legislative review and termination or re-creation of the trust fund, etc.	SENATE - On Committee agenda-- Appropriations, 02/28/22, 10:30 am	Broadband		
CS/SB 1952	CS/HB 1057		Evidence of Vendor Financial Stability ; Authorizing an agency, in making a certain determination, to establish financial stability criteria and require a demonstration of financial stability; providing that an agency that requires a vendor to demonstrate financial stability during a competitive solicitation process must accept certain evidence, etc.	SENATE - On Committee agenda-- Appropriations, 02/28/22, 10:30 am			
SB 1682	HB 1469 (Identical)		Transportation Facility Designations/98 Points of Light Road ; Providing an honorary designation of a certain transportation facility in a specified county; directing the Department of Transportation to erect suitable markers, etc.	SENATE - On Committee agenda-- Appropriations, 02/28/22, 10:30 am	Facility Designation		
SB 1582	CS/HB 915 (Identical)		Commercial Motor Vehicle Registration ; Providing for future expiration of a provision relating to vehicles with apportioned registrations; providing, beginning on a specified date, license plate and cab card requirements for vehicles registered in accordance with the International Registration Plan; specifying the fee for an original or renewal cab card and the trust fund where the fee is deposited; providing for the replacement at no charge of damaged or worn license plates, etc.	SENATE - On Committee agenda-- Appropriations, 02/28/22, 10:30 am			

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/CS/SB 160	Multiple		Transportation-related Facility Designations; Providing honorary designations of certain transportation facilities in specified counties; directing the Department of Transportation to erect suitable markers, etc.	SENATE - On Committee agenda-- Appropriations, 02/28/22, 10:30 am	Facility Designation		
CS/SB 1940	CS/HB 7053 (Similar) HB 1019 (Compare) CS/SB 1238 (Compare)		Statewide Flooding and Sea Level Rise Resilience; Establishing the Statewide Office of Resilience within the Executive Office of the Governor; providing for the appointment of a Chief Resilience Officer; requiring the Department of Transportation to develop a resilience action plan for the State Highway System; revising the projects the Department of Environmental Protection may fund within the Resilient Florida Grant Program; extending the dates by which the department must complete a comprehensive statewide flood vulnerability and sea-level rise data set and assessment; requiring the Florida Flood Hub for Applied Research and Innovation to provide tidal and storm surge flooding data to counties and municipalities for vulnerability assessments, etc	SENATE - On Committee agenda-- Appropriations, 02/28/22, 10:30 am,	Resiliency	Yes	
CS/SB 398	CS/HB 157 (Compare)		Transportation Projects; Revising the requirement for the annual commitment of State Transportation Trust Fund revenues for public transportation projects by the Department of Transportation; providing that a document that reveals the identity of a potential bidder on a transportation project is a public record; authorizing the department to enter into an agreement with the Division of Florida Highway Patrol of the Department of Highway Safety and Motor Vehicles to pay for work zone speed enforcement using moneys in the State Transportation Trust Fund, etc.	SENATE - On Committee agenda-- Appropriations, 02/28/22, 10:30 am, Delete all amendment filed	Operations		
CS/CS/CS/ SB 974	HB 799 (Compare) CS/HB 985 (Compare)		Sovereign Immunity; Revising the statutory limits on liability for tort claims against the state and its agencies and subdivisions; specifying that only a subdivision of the state may agree to settle a claim made or judgment rendered against it in excess of the limits; prohibiting an insurance policy from conditioning the payment of benefits on the enactment of a claim bill; requiring the Department of Financial Services to adjust the limitations on tort liability every year after a specified date, etc.	SENATE - On Committee agenda-- Rules, 02/23/22, 9:00 am			

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 990	HB 867 (Similar)		Towing Vehicles; Prohibiting investigating agencies from releasing motor vehicles towed to an agency's storage facility until certain proof of payment is presented to the agency; specifying that investigating agencies that do not obtain proof of payment must pay certain charges within a specified timeframe; prohibiting towing companies from releasing vehicles owned by rental car companies which are towed under certain circumstances, to the person who rented the vehicle unless the rental car company appoints the person as its agent, etc.	SENATE - On Committee agenda-- Rules, 03/01/22, 1:30 pm			
CS/SB 228	CS/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.	SENATE - On Committee agenda-- Rules, 03/01/22, 1:30 pm	Resiliency		
SB 536	HB 337 (Similar)		Administrative Procedures; Applying certain provisions applicable to all rules other than emergency rules to repromulgated rules; requiring an agency to provide notice of a regulatory alternative to the Administrative Procedures Committee within a certain timeframe; requiring an agency to provide a copy of any proposal for a lower cost regulatory alternative to the committee within a certain timeframe; requiring agency review of rules and repromulgation of rules that do not require substantive changes within a specified timeframe; requiring an agency to identify and describe each rule it plans to develop, adopt, or repeal during the forthcoming year in the agency's annual regulatory plan, etc.	SENATE: On Committee agenda-- Appropriations, 02/28/22, 10:30 am; On Committee agenda-- Rules, 03/01/22, 1:30 pm (If Received)	Rulemaking		

OPP Legislative Bill Tracking

Bill #	Related Bill(s)	Linked Bill(s)	Bill Title & Summary	Updates / Notes	Potential Impacts	FDOT Planning Commented	New to Tracking
CS/HB 7053	CS/SB 1940 (Similar) HB 1019 (Compare) CS/SB 1238 (Compare)		Statewide Flooding and Sea Level Rise Resilience; Establishes Statewide Office of Resilience within EOG; provides for appointment of Chief Resilience Officer; requires DOT to develop resilience action plan for State Highway System & submit plan & reports to Governor & Legislature; revises projects DEP may fund within Resilient Florida Grant Program; revises vulnerability assessment requirements for noncoastal communities; extends dates by which DEP must, in coordination with Florida Flood Hub for Applied Research & Innovation, complete comprehensive statewide flood vulnerability & sea level rise data set & assessment; requires certain projects to be ranked & included in Statewide Flood & Sea Level Rise Resilience Plan; revises entities authorized to submit proposed projects; revises annual funding amount for plan; requires Florida Flood Hub for Applied Research & Innovation to provide tidal & storm surge flooding data to certain entities; revises requirements for copies of evaluation certificates that must be submitted to DEM.	HOUSE - Bill added to Special Order Calendar (3/1/2022)	Resiliency	Yes	
CS/HB 1435	CS/SB 1954 (Similar)		Code and Traffic Enforcement; Authorizes sheriff or chief administrative officer to designate special event zone; provides requirements; provides enhanced penalties for person who commits certain infraction; authorizes impound of motor vehicle of person who commits certain infraction or violation; provides for payment of impound costs & fees; authorizes sheriff or chief administrative officer to grant certain temporary authority to law enforcement officer; provides for recovery of costs & fees associated with designating & enforcing special event zone; revises types of soundmaking devices or instruments subject to prohibition against operating or amplifying sound from within motor vehicle; applies prohibition to sound emanating from motor vehicle; prohibits operation or amplification in areas adjoining private residences; revises exemptions; provides penalty.	HOUSE - Bill added to Special Order Calendar (3/1/2022)			
CS/HB 1427			Hillsborough County Aviation Authority; Codifies, amends, repeals, & reenacts special acts relating to authority.	HOUSE - Bill added to Special Order Calendar (3/1/2022)	Aviation		
HB 895			Lakewood Ranch Stewardship District, Manatee and Sarasota Counties; Revises boundaries of district; requires referendum.	HOUSE - Bill added to Special Order Calendar (3/1/2022)			
HB 1161			Manatee County; Creates Northlake Stewardship District; provides charter; requires referendum for ad valorem taxation.	HOUSE - Bill added to Special Order Calendar (3/1/2022)			

OPP Legislative Bill Tracking

Bill #	Related Bill(s)	Linked Bill(s)	Bill Title & Summary	Updates / Notes	Potential Impacts	FDOT Planning Commented	New to Tracking
HB 1469	SB 1682 (Identical)		Transportation Facility Designations; Designates 98 Points of Light Road in Miami-Dade County; directs DOT to erect suitable markers.	HOUSE - Bill added to Special Order Calendar (3/1/2022)	Facility Designation		
CS/HB 7049			Legal Notices; Revises requirements for newspapers publishing legal notices; removes option for publication on newspaper's website; provides for publication of legal notices on certain publicly accessible websites; authorizes governmental agency to publish legal notices on publicly accessible website; authorizes fiscally constrained county to use publicly accessible website only if certain requirements are met; requires governmental agency to provide specified notice to certain residents & property owners relating to alternative methods of receiving notices; provides requirement for public bid advertisements made by governmental agencies on publicly accessible websites.	HOUSE - Bill added to Special Order Calendar (3/1/2022)			
CS/CS/HB 337	SB 536 (Compare)		Administrative Procedures; Provides requirements for certain notices; provides requirements for material incorporated by reference; 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 requirements for Florida Administrative Code & Florida Administrative Register; provides requirements for agency's regulatory plan.	HOUSE - Bill added to Special Order Calendar (3/1/2022)	Rulemaking		
CS/CS/SB 1614	CS/CS/CS/H B 1121 (Similar)		Public Records/Motor Vehicle Crashes/Traffic Citations; Revising agencies to which a public records exemption for certain motor vehicle crash reports applies; revising the types of crash reports that may be made immediately available to certain radio and television stations and newspapers; providing a public records exemption for certain electronic crash data; providing an exemption from public records requirements for driver information contained in a uniform traffic citation; providing for future legislative review and repeal of the exemption; providing statements of public necessity, etc.	Favorable by- Rules (Third committee reference)			
SB 2530	HB 5001 (Compare) SB 2500 (Compare)		Motor Vehicle Title Fees; Requiring that a specified amount of certain excess motor vehicle title fee collections in any fiscal year be deposited into the Highway Safety Operating Trust Fund, etc.	HOUSE - Passed as amended; YEAS 114, NAYS 0; Immediately certified; Passed the Senate bill as amended by House and we accede to conference			

OPP Legislative Bill Tracking

Bill #	Related Bill(s)	Linked Bill(s)	Bill Title & Summary	Updates / Notes	Potential Impacts	FDOT Planning Commented	New to Tracking
CS/HB 105	CS/CS/SB 224 (Similar)		Regulation of Smoking by Counties and Municipalities; Authorizes counties & municipalities to further restrict smoking within boundaries of public beaches & public parks under certain circumstances.	HOUSE - CS passed as amended; YEAS 105, NAYS 10; Immediately certified; In Senate Messages; Senate Referred to Rules			
CS/HB 481	CS/CS/SB 1332 (Identical)		Temporary Underground Power Panels; Prohibits counties & municipalities from enacting ordinances, regulations, or policies that prevent electric utilities from installing temporary underground power panels & from requiring permanent inspections under specified conditions.	HOUSE - CS passed as amended; YEAS 115, NAYS 0; Immediately certified; In Senate Messages; Senate referred to Rules	Energy		
CS/CS/HB 701	SB 1650 (Similar)		Boating and Vessel Safety; Requires boating safety education courses & temporary certificate examinations to include specified components; directs FWCC to include such components in boating safety education campaigns & certain educational materials; requires instructors of water sports & activities to wear engine cutoff switches under certain conditions.	HOUSE - CS passed; YEAS 105, NAYS 0; Immediately certified; In Senate messages, Senate referred to Appropriations	Safety		
CS/CS/HB 777	CS/SB 1194 (Similar)		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.	HOUSE - CS passed; YEAS 111, NAYS 2; Immediately certified; In messages to Senate; Senate referred to Appropriations	s. 336, F.S.		
CS/HB 375	SB 940 (Compare) CS/SB 942 (Compare)	HB 565 (Linked)	Structural Engineering Recognition Program for Professional Engineers; Establishes Structural Engineering Recognition Program for Professional Engineers; requires Board of Professional Engineers to recognize licensed professional engineer who has successfully passed specified examination; provides requirements for application & recognition; prohibits fee for such application or for recognition; authorizes professional engineer recognized by program to identify such recognition in her or his professional practice & marketing & advertising materials.	HOUSE - Favorable by Commerce Committee; Added to Second Reading Calendar	Workforce		
CS/CS/HB 569	CS/SB 620 (Similar)		Business Damages Caused by Local Governments; Authorizes certain businesses to claim business damages from county or municipality if county or municipality enacts or amends certain ordinances or charter provisions; provides exceptions; requires presuit procedures; authorizes recovery of costs & fees; specifies that certain evidence relating to mediations & negotiations is inadmissible; requires courts to consider certain factors & follow specified guidance.	HOUSE - Favorable by Judiciary Committee; Added to Second Reading Calendar	Community Planning		

OPP Legislative Bill Tracking

Bill #	Related Bill(s)	Linked Bill(s)	Bill Title & Summary	Updates / Notes	Potential Impacts	FDOT Planning Commented	New to Tracking
CS/HB 1053	SB 1388 (Similar)		Parental Leave; Requires departments or agencies of state to adopt rules to establish plan for sick leave pool; provides eligible employees may use sick leave pool for parental leave; provides for priority of application in case of conflict; provides requirements for parental leave; provides parental leave runs concurrently with Family Medical Leave Act.	HOUSE - Favorable by State Affairs Committee (Third committee reference)	Workforce		
CS/CS/HB 915	SB 1582 (Similar)		Commercial Motor Vehicle Registration; Provides for future expiration of provision relating to vehicles with apportioned registrations; provides license plate & cab card requirements for vehicles registered in accordance with International Registration Plan; specifies fee for original or renewal cab card & trust fund where fee is deposited; provides for replacement at no charge of damaged or worn license plates.	HOUSE - Favorable with CS by Commerce Committee	Freight		
CS/CS/CS/HB 1121	CS/CS/SB 1614 (Similar)		Pub. Rec./Crash Reports and Traffic Citations; Revises exemption from public records requirements for written reports of crashes; revises agencies that hold records to which exemption applies; removes time limit for exemption; revises entities to which records may be made available; requires certain entities to enter into memorandum of understanding; revises conditions precedent to accessing crash report; exempts certain computerized crash report data; provides exemption from public records requirements for driver information contained in uniform traffic citation; authorizes release of driver information under certain circumstances; provides for future review & repeal; provides statements of public necessity.	HOUSE - Favorable with CS by Commerce Committee	Safety		
CS/HB 91	HB 815 (Compare) SB 812 (Compare) CS/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.	HOUSE - Favorable with CS by Commerce Committee	FLHSMV		
HB 315	CS/SB 160 (Compare)		Transportation Facility Designations; Provides honorary designations of certain transportation facilities in specified counties; directs DOT to erect suitable markers.	HOUSE - Favorable with CS by Commerce Committee	Facility Designation		

OPP Legislative Bill Tracking

Bill #	Related Bill(s)	Linked Bill(s)	Bill Title & Summary	Updates / Notes	Potential Impacts	FDOT Planning Commented	New to Tracking
CS/HB 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.	HOUSE - Favorable with CS by Commerce Committee-----FLHSMV Legislative Priorities	FLHSMV		
CS/CS/CS/ HB 399	SB 258 (Compare) CS/CS/SB 876 (Compare)		Motor Vehicle and Vessel Law Enforcement; Prohibits persons from driving motor vehicle in street takeover, stunt driving, race, speed competition or contest, drag race or acceleration contest, test of physical endurance, or exhibition of speed or acceleration on highway, roadway, or parking lot; provides criminal penalties for unlawful use of certain lights; includes such unlawful use in commission of offense of false personation.	HOUSE - Favorable with CS by Judiciary Committee	safety		
CS/CS/CS/ HB 345	CS/SB 1272 (Similar) HB 1171 (Compare)		Liens and Bonds; Revises liens and bonds laws, including provisions relating to when notices must be served; notarizing forms; alternative forms of security; direct contracts; computation of time; priority of liens; requirements for notice of commencement, notice of termination, & notice of contest of lien; transferring lien to security; service of documents; immunity to issuing authority; release of liens; & authorizes attorney fees in certain actions.	HOUSE - Favorable with CS by Judiciary Committee	Bonds		
CS/CS/CS/ HB 493	CS/SB 606 (Similar)		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	HOUSE - Favorable with CS by State Affairs Committee	Safety		
CS/HB 619	SB 1336 (Similar)		United States-produced Iron and Steel in Public Works Projects; Requires governmental entities to include requirement in certain contracts that certain iron or steel products must be produced in United States.	HOUSE - Favorable with CS by State Affairs Committee			

OPP Legislative Bill Tracking

Bill #	Related Bill(s)	Linked Bill(s)	Bill Title & Summary	Updates / Notes	Potential Impacts	FDOT Planning Commented	New to Tracking
CS/HB 1065	CS/CS/SB 1432 (Identical)		Vessel Anchoring; Provides tenancy conditions for certain moorings & mooring fields in Monroe County; provides relocation & reanchoring requirements for vessels anchored on waters of state within Monroe County; directs FWCC, in consultation with certain entities, to establish designated anchoring areas throughout Monroe County; removes provisions requiring Monroe County to approve certain moorings; requires certain vessels equipped with marine sanitation devices to maintain pumpout records.	HOUSE - Favorable with CS by State Affairs Committee (Third committee reference)			
CS/HB 1077	CS/SB 1434 (Similar)		Public Financing of Potentially At-risk Structures and Infrastructure; Provides certain areas are at risk due to sea level rise & structures & infrastructure within those areas are potentially at risk.	HOUSE - Favorable with CS by State Affairs Committee; Added to Second Reading Calendar	Resiliency		
SB 2518	HB 5001 (Compare) SB 2500 (Compare)		Information Technology; Providing for a type two transfer of the specified functions and components of the Florida Digital Service to the Executive Office of the Governor; creating the Enterprise Florida First Technology Center within the Executive Office of the Governor; requiring the center to consult with the Department of Management Services to establish an information technology policy for specified procurement activities; providing that the director of the Office of Policy and Budget, rather than the Secretary of Management Services, is the executive director of advisory council, etc.	HOUSE - Passed as amended; YEAS 115, NAYS 0; Immediately certified; Passed the Senate bill as amended by House and we accede to conference; In returning messages to Senate	Technology		
HB 1423			City of Edgewood, Orange County; Creates special zones in City of Edgewood; provides boundaries, exception to general law, & requirements for special alcoholic beverage licenses for restaurants in described areas.	HOUSE - Passed; YEAS 106, NAYS 1; In messages to Senate; Senate referred to Rules			
HB 1045			West Villages Improvement District, Sarasota County; Revises boundaries of district; requires referendum.	HOUSE - Passed; YEAS 107, NAYS 0; In messages to Senate, Senate referred to Rules			
HB 631	SB 780 (Identical)		Airport Funding; Revises types of airports eligible for specified funding of master planning & eligible aviation development projects by DOT.	HOUSE - Passed; YEAS 107, NAYS 0; In messages to Senate; Senate referred to Appropriations	Aviation		
HB 993			Sebring Airport Authority, Highlands County; Revises powers of Authority; authorizes Authority to issue bonds secured by & payable from any legally available source, to issue bonds on unsecured basis, to pledge all legally available funds for repayment of debt, & to enter into public-private partnerships to effectuate purposes of act; revises bidding threshold; provides all debt obligations issued by authority are tax exempt to extent allowed by law.	HOUSE - Passed; YEAS 107, NAYS 0; In messages to Senate; Senate referred to Rules	Aviation		

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/CS/HB 1411	CS/SB 1338 (Similar)		Floating Solar Facilities; Requires floating solar facility to be permitted use in certain land use categories; requires local governments to promote expanded uses of floating solar facilities by taking specified actions; authorizes county or municipality to specify buffer & landscaping requirements; requires Office of Energy within DACS to submit recommendations to Legislature regarding floating solar facilities.	HOUSE -CS passed; YEAS 112, NAYS 0; immediately certified; In Senate messages			
CS/HB 513	SB 1326 (Similar)		Comprehensive Review Study of the Central and Southern Florida Project; Directs SFWMD to prepare & submit consolidated annual report regarding status of project to Office of Economic & Demographic Research, DEP, Governor, & Legislature; provides report requirements.	HOUSE- CS passed; YEAS 113, NAYS 0; Immediately certified; In messages to Senate; Senate referred to Rules	Resiliency		
CS/CS/HB 157	CS/SB 398 (Compare)		Transportation Projects; Revises amount of state revenues committed by DOT for public transportation projects; includes progressive design-build contracts as innovative technique DOT may use; provides exception to annual monetary cap on contracts for certain progressive design-build contracts; removes limits on types of projects DOT may combine into design-build contract; provides terms under which DOT may enter into progressive design-build contracts; provides for selection & award process; provides for advertising of such contracts; requires rulemaking; authorizes applicant to request to keep existing certificate of qualification; provides for maximum capacity rating of applicant to remain in place; removes public records exemption for documents that reveal identity of potential bidder on transportation project.	HOUSE -Favorable with CS by Commerce Committee; Bill added to Special Order Calendar (3/1/2022)	Operations		
CS/SB 606	CS/CS/HB 493 (Similar)		Boating Safety; Citing this act as the "Boating Safety Act of 2022"; authorizing a court to impose a specified fine for certain boating collisions and accidents; prohibiting liveries, beginning on a specified date, from offering a vessel for lease or rent without a livery permit; revising the conditions under which a livery may not knowingly lease or rent a vessel; increasing fines for violations of certain boating regulations; providing that an improper transfer of vessel title is subject to a civil penalty, etc. APPROPRIATION: \$2,225,000	SENATE - CS by- Appropriations; Placed on Special Order Calendar, 03/01/22	Safety		
CS/SB 728	CS/HB 1005 (Similar)		Advanced Air Mobility; Creating the Advanced Air Mobility Study Task Force adjunct to the Department of Transportation; specifying the composition of the task force; providing that task force members shall serve without compensation but are entitled to certain reimbursement; defining the term "VTOL aircraft"; requiring the task force to submit a certain report to the Governor and the Legislature by a specified date, etc.	SENATE - CS passed; YEAS 37 NAYS 0; Immediately certified; In Messages to House	Mobility	Yes	

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/CS/SB 514	CS/HB 317 (Identical)		Substitution of Work Experience for Postsecondary Educational Requirements; Authorizing the head of an employing agency, beginning on a specified date, to elect to substitute certain work experience for postsecondary educational requirements under certain circumstances; prohibiting the substitution of certain work experience for postsecondary educational requirements, etc.	SENATE - CS passed; YEAS 38 NAYS 0; Immediately certified; In messages to House	Workforce		
CS/SB 1194	CS/CS/HB 777 (Identical)		Local Tax Referenda Requirements; Requiring referenda elections related to tourist development taxes, tourist impact taxes, and children’s services and independent special district property taxes to be held on the day of a general election; requiring referenda elections related to increases in county and municipal ad valorem tax millages to be held on the day of a general election; requiring referenda elections related to local option fuel taxes to be held on the day of a general election, etc.	SENATE - CS/CS by- Appropriations	Funding		
CS/SB 954	CS/HB 1139 (Similar)		Energy; Revising the selection criteria for purchasing or leasing vehicles for state agency, college, or university or certain local government fleets; removing a provision requiring the use and procurement of ethanol and biodiesel fuels; requiring the Department of Management Services, before a specified date, to make recommendations to state agencies and local governments relating to the procurement and integration of electric vehicles, etc.	SENATE - CS/CS by- Appropriations;	Energy		
CS/SB 266	CS/CS/HB 139 (Compare)		Motor Vehicle Insurance; Requiring agencies that employ law enforcement officers to maintain motor vehicle insurance under certain circumstances; providing exceptions; providing liability limitations; providing methods in which the employing agency may meet the liability insurance requirements, etc.	SENATE - Favorable by- Appropriations; Placed on Special Order Calendar, 03/01/22	Law Enforcement		
SB 780	HB 631 (Identical)		Airports; Revising the types of airports eligible for specified funding of master planning and eligible aviation development projects by the Florida Department of Transportation, etc.	SENATE - Favorable by- Appropriations; Placed on Calendar, on 2nd reading	Aviation		
CS/SB 1678	HB 1285 (Similar)		Energy Equity Task Force; Creating the task force adjunct to the Department of Agriculture and Consumer Services for a specified purpose; providing for the membership and duties of the task force; requiring the department to provide staffing and administrative support to the task force; requiring the task force to submit a report to certain officials by a specified date, etc,	SENATE - Subcommittee Recommendation: Favorable by Appropriations Subcommittee on Agriculture, Environment, and General Government (Second committee reference)	Energy / Equity		

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 1434	CS/HB 1077 (Similar)		Public Financing of Potentially At-risk Structures and Infrastructure; Providing that certain areas are at risk due to sea-level rise and structures and infrastructure within those areas are potentially at risk; providing an additional requirement for the standard for conducting a SLIP study, etc.	SENATE - Subcommittee Recommendation: Favorable by Appropriations Subcommittee on Agriculture, Environment, and General Government; (Second committee reference)			
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.	In Messages to House - 2/17/2022	FLHSMV Legislative Priorities		
CS/CS/CS/SB 706	CS/CS/CS/HB 851 (Similar)		School Concurrency; Revising provisions specifying when school concurrency is satisfied; specifying that proportionate-share mitigation must be set aside and not spent if an improvement has not been identified, etc.	In Messages to House - 2/17/2022 ---- --- amends s. 163.3180, F.S. - concurrency	Community Planning		
CS/CS/SB 1332	CS/HB 481 (Identical)		Temporary Underground Power Panels; Prohibiting counties and municipalities, respectively, from enacting ordinances, regulations, or policies that prevent certain electric utilities from installing temporary underground power panels and from requiring subsequent inspections of such panels as a condition of a certificate of occupancy under specified conditions; defining the term "temporary underground power panel", etc.	Placed on Special Order Calendar, 02/23/22			
SB 1726			Broadband; Establishing the Broadband Deployment Task Force within the Department of Economic Opportunity for a specified purpose; requiring the task force to submit annual reports to the Governor and the Legislature by a specified date; providing that certain information provided to the department from broadband service providers retains its confidentiality and exemption from public disclosure requirements; revising grant application written challenge requirements; establishing positions with the Office of Broadband for a specified purpose, etc.	FDOT member sits on Task Force	Broadband		

OPP Legislative Bill Tracking

Bill #	Related Bill(s)	Linked Bill(s)	Bill Title & Summary	Updates / Notes	Potential Impacts	FDOT Planning Commented	New to Tracking
CS/HB 1005	SB 728 (Similar)		Advanced Air Mobility; Creates Advanced Air Mobility Study Task Force adjunct to DOT; specifies composition of task force; provides for per diem & travel expenses; specifies duties of task force; requires report to Governor & Legislature; provides for abolishment of task force.	HOUSE - Added to second reading calendar	Mobility		
CS/HB 685	CS/SB 800 (Compare)		Rural Development; Reduces required grant match percentage rate & authorizes in-kind contributions under Regional Rural Development Grants Program; removes match requirement under specified conditions; increases percentage of grants that DEO may award; revises criteria for awarding grants; removes local match requirement.	HOUSE - Added to Second Reading Calendar - 2/17/2022	Rural Economic Development Initiative (REDI)		
CS/HB 907	SB 1038 (Similar)		Florida Seaport Transportation and Economic Development Council; Includes representative of Port Putnam as member of Florida Seaport Transportation & Economic Development Council; authorizes Putnam County to apply for grant through council for feasibility study regarding establishment of port; provides for evaluation of application; requires DOT to include study in its budget request; terminates membership of Port Putnam on council under certain circumstances.	HOUSE - Added to Second Reading Calendar - 2/17/2022	Seaport		
CS/CS/HB 545	CS/CS/SB 1062 (Similar)		Service of Process; Revises provisions relating to procedures for service on various types of business entities, service outside state & in foreign country, & presuit notice before filing medical negligence complaint.	HOUSE - Added to Second Reading Calendar, 2/11/2022			
CS/CS/HB 139	CS/SB 266 (Similar)		Motor Vehicle Insurance; Requires agencies that employ law enforcement officers to maintain motor vehicle insurance in certain instances while traveling in an official law enforcement vehicle; provides exceptions; provides liability limitations; provides methods to meet liability insurance requirements.	HOUSE - Added to Second Reading Calendar, 2/23/2022	Law Enforcement		
CS/CS/CS/HB 851	CS/CS/CS/S B 706 (Identical)		School Concurrency; Revises provisions specifying when school concurrency is satisfied; specifies proportionate-share mitigation may be set aside & not spent if improvement has not been identified.	HOUSE - Favorable with CS by State Affairs Committee	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.	HOUSE - In Messages	Community Planning / Resiliency		

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/CS/SB 280	CS/HB 403 (Similar)		Local Ordinances; Authorizing courts to assess and award attorney fees and costs and damages in certain civil actions filed against local governments; requiring a board of county commissioners to prepare a business impact statement before the adoption of a proposed ordinance; requiring a governing body of a municipality to prepare a business impact statement before the adoption of a proposed ordinance, etc.	In messages to House	Community Planning		
CS/SB 620	CS/HB 569 (Identical)		Local Business Protection Act; Citing this act as the "Local Business Protection Act"; authorizing certain businesses to claim business damages from a county or municipality if the county or municipality enacts or amends certain ordinances or charter provisions; limiting the amount of business damages that may be recovered; specifying ordinances and charter provisions that do not result in liability for business damages; requiring businesses and counties or municipalities to follow certain presuit procedures before businesses file an action for business damages, etc.	In messages to House - 1/27/2022	Community Planning		
SB 1038	CS/HB 907 (Similar)		Florida Seaport Transportation and Economic Development Council; Revising the membership of the Florida Seaport Transportation and Economic Development Council to include a representative of Putnam County; authorizing Putnam County to apply for a grant for a port feasibility study through the Florida Seaport Transportation and Economic Development Council; requiring the Department of Transportation to include the study in its budget request under certain circumstances; terminating the membership of Putnam County on the council under certain circumstances, etc.	In Messages to House - 2/10/2022		Yes	
CS/CS/SB 962	CS/CS/HB 981 (Similar)		Residential Development Projects for Affordable Housing; Authorizing counties and municipalities, respectively, to approve any residential development project on parcels zoned for commercial or industrial use if certain conditions are met, etc.	In Messages to House - 2/10/2022	Community Planning		

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/CS/SB 494	CS/HB 323		Fish and Wildlife Conservation Commission; Requiring land management agencies to consider, in consultation with the commission, as part of certain state land management plans, the feasibility of using portions of such lands as gopher tortoise recipient sites; revising the notices a person must be given for failure to submit to certain tests for alcohol, chemical substances, or controlled substances; authorizing individuals, when participating in certain athletic team practices or competitions, to operate a human-powered vessel within the marked channel of the Florida Intracoastal Waterway under certain circumstances; revising the vessel conditions that an officer of the commission or a law enforcement agency may use to determine that a vessel is at risk of becoming derelict, etc.	In Messages to House- 2/10/2022			
CS/CS/SB 1062	CS/CS/HB 545 (Similar)		Service of Process; Authorizing the Department of State to electronically receive service of process under ch. 48, F.S.; revising procedures for service on partnerships, limited liability partnerships, and limited partnerships; requiring designation of registered agents and registered offices by certain partnerships, corporations, and companies; providing for substituted service on certain nonresidents and foreign business entities and on individuals and foreign business entities concealing their whereabouts; providing for service of process for removal of unknown parties in possession of real property, etc.	In Messages to House - 2/17/2022			
CS/SB 754	CS/HB 223 (Identical)		Mobile Home Registration Periods; Revising the registration and registration renewal periods for a mobile home owned by a natural person, etc.	In Messages to House - 2/3/2022	FLHSMV		
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.	In messages to House - 2/3/2022	Safety		
SB 202			Small Business Website Development Grant Program; Creating the Small Business Website Development Grant Program within the Department of Economic Opportunity; authorizing certain small businesses to apply for a grant in a specified amount; requiring that grant funds be used for the development of a website, etc.	May be of interest to DBE Section			
HM 245	SM 1738 (Identical)		National Infrastructure Bank; Requests Congress to pass House Resolution 3339, creating a National Infrastructure Bank to finance urgently needed infrastructure projects.	Memorial only.			

OPP Legislative Bill Tracking

Bill #	Related Bill(s)	Linked Bill(s)	Bill Title & Summary	Updates / Notes	Potential Impacts	FDOT Planning Commented	New to Tracking
CS/HB 739	SB 1248 (Similar)		Local Government Land Development Actions; Specifies deficiencies county or municipality may provide comments on regarding applications for development permits or development orders; requires local governments to adopt residential infill development standards; provides guidelines for local governments in developing residential infill development standards; requires local governments to adopt regulations to be used by applicants seeking designations as residential infill development; prohibits local government from denying applications if applicant has generally complied with regulations; requires local governments to amend their development regulations & comprehensive plans to incorporate residential infill developments as zoning classifications; specifies deficiencies over which local government may provide comments or request information on regarding applications for building permits.	Now in Commerce Committee	Community Planning		
CS/HB 1057	CS/SB 1952		Evidence of Vendor Financial Stability; Authorizes agency to establish financial stability criteria & require vendor to demonstrate its financial stability; provides that agency that requires vendor to demonstrate financial stability during competitive solicitation process must accept certain evidence.	Passed first committee reference			
HB 1525	SB 150 (Similar)		Motor Vehicle Insurance; Repeals Florida Motor Vehicle No-Fault Law; revises liability insurance requirements for motor vehicle dealer applicants, recreational vehicle dealer license applicants, & motor vehicle owners or operators; revises financial responsibility requirements for owners or lessees of for-hire passenger transportation vehicles; revises requirements for motor vehicle liability insurance policies relating to coverage, & exclusion from coverage, for certain drivers & vehicles; revises minimum net worth requirements to qualify certain persons as self-insurers; specifies persons whom medical payments coverage must protect; specifies minimum medical expense limits; specifies coverage options that insurer is required & authorized to offer; revises insurance requirements for transportation network company drivers. APPROPRIATION: \$83,651	Passed first committee reference			
HB 1031	SB 1160 (Similar)		Transportation Research; Establishes Implementing Solutions from Transportation Research & Evaluating Emerging Technologies Living Lab (I-STREET) within UF; specifies duties of I-STREET; requires report to Governor & Legislature; requires creation of advisory board; specifies composition of board.	Passed first committee reference	Innovation		

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 1303	SB 1814 (Similar)		Northeast Florida Regional Spaceport Authority; Creates Northeast Florida Regional Spaceport Authority; provides purpose, responsibilities, powers, & duties; specifies authority territory; provides membership requirements, terms, powers, & duties of authority board of directors; provides for sovereign immunity; provides legal remedies for certain violations; provides for bond issuance, lien of pledges, & trust agreements; authorizes board to make certain investments; establishes fiscal year; provides insurance & safety program requirements; exempts authority from certain taxes; specifies authority ownership of rights to intellectual property; authorizes DOT to enter into joint participation agreement with authority for certain purposes; requires authority to develop spaceport master plan for submission to DOT & M.P.O.; authorizes DOT to participate in capital cost of certain projects.	Passed first committee reference	Space		
CS/HB 247	CS/SB 1310 (Identical)		Florida Main Street Program and Historic Preservation Tax Credits; Specifies eligibility requirements for receiving specified tax credits for taxpayers that rehabilitate certified historic structures; specifies amount of tax credits; authorizes carryforward, sale, & transfer of tax credits; provides DOR audit & examination powers; requires return of forfeited tax credits; requires DOR to provide annual reports to Legislature.	Passed first committee reference	Community Planning		
CS/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.	Passed first committee reference	Electric Vehicle		
CS/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.	Passed first committee reference	Safety	Yes	

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 476	HB 297 (Compare)	SB 1786 (Linked)	Aggressive Careless Driving; Creating the “Anthony Reznik Act”; revising the definition of the term “aggressive careless driving”; providing a civil penalty for aggressive careless driving; providing criminal penalties for aggressive careless driving resulting in damage to property or person, serious bodily injury, or death; defining the term “serious bodily injury”; ranking an offense created by the act on the offense severity ranking chart of the Criminal Punishment Code, etc.	Passed first committee reference	Safety		
CS/SB 1272	CS/CS/HB 345 (Similar) HB 1171 (Compare)		Liens and Bonds; Revising when a notice of claim against a payment bond and a notice of nonpayment must be served; requiring that a copy of a notice of nonpayment be served on the surety; providing for the computation of time when certain time periods fall on specified days or during a declared state of emergency; defining the term “copy of the notice of commencement”; requiring service of documents relating to construction bonds to be made in a specified manner, etc.	Passed first committee reference	Bonds		
HB 325	SB 512 (Identical)		Vacation Rentals; Requires advertising platforms to collect & remit taxes for certain transactions; revises regulated activities of public lodging establishments & public food service establishments preempted to state; expands authority of local laws, ordinances, or regulations to include requiring vacation rentals to register with local vacation rental registration programs; preempting regulation of advertising platforms to state; authorizes division to issue & deliver notice to cease & desist for certain violations; provides that such notice does not constitute agency action for which hearings may be sought; authorizes division to collect attorney fees & costs; authorizes division to impose fine on advertising platforms for violations.	Passed first committee reference	Community Planning		
CS/HB 1297	SB 1414 (Similar)		Driving Over the Speed Limit; Provides that person who drives vehicle at or above specified speed commits reckless driving; revises threshold above posted speed limit at which person in violation of certain provisions must be cited for moving violation.	Passed first committee reference	Safety		

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 150	HB 1525 (Similar)		Motor Vehicle Insurance; Repealing provisions which comprise the Florida Motor Vehicle No-Fault Law; revising the motor vehicle insurance coverages that an applicant must show to register certain vehicles with the Department of Highway Safety and Motor Vehicles; revising minimum coverage requirements for proof of financial responsibility for specified motor vehicles; revising requirements for motor vehicle liability insurance policies relating to coverage, and exclusion from coverage, for certain drivers and vehicles; revising coverages that may provide for a reduction in motor vehicle insurance policy premium charges under certain circumstances, etc. APPROPRIATION: \$83,651	Passed first committee reference			
CS/SB 906	CS/HB 1519 (Identical)		Fleet Management; Requiring the Department of Management Services to prepare an inventory of state-owned motor vehicles, maintenance facilities, and fuel depots; requiring the department to create, administer, and maintain a centralized management system for the motor vehicle fleet, maintenance facilities, and fuel depots; requiring the department to consolidate the management of existing state-owned motor vehicles, maintenance facilities, fuel depots, and certain full-time equivalent and other-personal-services positions, etc.	Passed first committee reference			
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.	Passed first committee reference			
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.	Passed first committee reference	Community Planning		

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 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.	Passed first committee reference	Electric Vehicle		
CS/HB 1139	CS/SB 954 (Similar)		Energy; Revises selection criteria for purchasing or leasing vehicles for state agency, college, or university or certain local government fleets; removes provision requiring use & procurement of ethanol & biodiesel fuels; requires DMS, before specified date, to make recommendations to state agencies & local governments relating to procurement & integration of electric vehicles.	Passed first committee reference	Energy		
CS/HB 369	CS/SB 574 (Similar) CS/SB 576 (Compare)	CS/HB 371 (Linked)	Motor Vehicle Registration Certificate Cards; Requires application form for motor vehicle registration & renewal of registration to include language permitting applicants to request registration certificate cards; requires DHSMV to issue registration certificate cards to specified motor vehicle owners or lessees; expands list of documents required to be in possession of operator of motor vehicle or carried in vehicle to include registration certificate cards; revises statutory provisions to include registration certificate cards; provides criminal penalties.	Passed first committee reference	FLHSMV		
CS/HB 371	CS/SB 576 (Similar) CS/SB 574 (Compare)	CS/HB 369 (Linked)	Fees/Motor Vehicle Registration Certificate Cards; Authorizes DHSMV & tax collectors to use U.S. mail service to deliver registration certificate cards; authorizes DHSMV to collect mail service charge for mailed registration certificate cards; requires registration certificate cards to be mailed by first-class mail; imposes specified service charge for transfer or duplicate issuance of registration certificate card; specifies transfer fee for issuance of new registration certificate card.	Passed first committee reference	FLHSMV		
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.	Passed first committee reference	Resiliency		
SB 1414	HB 1297 (Identical)		Driving Over the Speed Limit; Providing that any person who drives any vehicle at or above a specified speed commits reckless driving; revising the threshold above the posted speed limit at which a person in violation of certain provisions must be cited for a moving violation, etc.	Passed first committee reference	Safety		

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 828	HB 1147 (Similar)		Critical Infrastructure; Citing this act as the "Critical Infrastructure Standards and Procedures Act"; requiring that, beginning on a specified date, asset owners ensure that the operation and maintenance of operational technology comply with specified standards and practices; requiring that certain contracts for critical infrastructure meet specified minimum standards; providing requirements and procedures relating to civil actions based on cybersecurity-breach-related claims; authorizing the Department of Law Enforcement to institute appropriate legal proceedings against a business, a service provider, or another person or entity that violates the act, etc.	Passed first committee reference, ----- critical infrastructure includes public transportation as defined in S. 163.566, F.S.	Technology		
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			
HB 1543	CS/SB 1800 (Similar) CS/SB 1802 (Compare)	HB 1545 (Linked)	Broadband Infrastructure; Establishes Broadband Pole Replacement Program within Florida Office of Broadband; provides responsibilities of office; provides eligibility requirements for reimbursements under program; provides requirements for program application; requires office to provide certain reimbursements within specified timeframe; requires applicant to meet certain conditions; requires Secretary of Economic Opportunity to apply for certain federal funding; requires office to publish & update certain information; requires audit of Broadband Pole Replacement Trust Fund within specified timeframe; requires report to Governor & Legislature within specified timeframe; provides appropriation. APPROPRIATION: \$400,000,000	Passed second committee reference	Broadband		
HB 1545	CS/SB 1802 (Identical) CS/SB 1800 (Compare)	HB 1543 (Linked)	Trust Funds/Broadband Pole Replacement Trust Fund/DEO; Creates Broadband Pole Replacement Trust Fund within DEO; provides purpose of trust fund; provides that moneys credited to trust fund shall consist of certain funds; requires that funds in trust fund be used in manner consistent with federal law; provides that balance in trust fund at end of fiscal year remains in trust fund & is available for carrying out purposes of trust fund; provides for future legislative review & termination or re-creation of trust fund.	Passed second committee reference	Broadband		

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 800	CS/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 second committee reference	Economic Development		
CS/SB 942	HB 565 (Identical) HB 375 (Compare)	SB 940 (Linked)	Fees/Professional Structural Engineer Licensing; Authorizing the Board of Professional Engineers to establish fees relating to professional structural engineer licensing; requiring applicants to pay a specified fee to be eligible to receive a professional structural engineer license, etc.	Passed second committee reference	Workforce		
SB 1160	HB 1031 (Similar)		Transportation Research; Establishing the Implementing Solutions from Transportation Research and Evaluating Emerging Technologies Living Lab (I-STREET) within the University of Florida; specifying the duties of I-STREET; requiring I-STREET to annually provide the Governor and the Legislature with a certain report, etc.	Passed second committee reference	Innovation		
CS/SB 1178	CS/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.	Passed second committee reference	FLHSMV		
CS/SB 786	HB 6051 (Similar)		Aircraft Sales and Lease Tax; Exempting all aircraft sales and leases, rather than the sales and leases of certain aircraft, from the sales and use tax; deleting the definition of the term “common carrier” to conform to changes made by the act, etc.	Passed second committee reference	Aviation		
CS/CS/HB 981	CS/CS/SB 962 (Similar)		Mixed-use Residential Development Projects for Affordable Housing; Authorizes counties & municipalities to approve certain mixed-use residential developments using specified approval process; provides that approval for affordable housing development or mixed-use residential development is self-executing.	Passed second committee reference	Community Planning		

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 512	HB 325 (Identical)		Vacation Rentals; Requiring advertising platforms to collect and remit taxes for certain transactions; revising the regulated activities of public lodging establishments and public food service establishments preempted to the state to include licensing; expanding the authority of local laws, ordinances, or regulations to include requiring vacation rentals to register with local vacation rental registration programs; authorizing local governments to adopt vacation rental registration programs and impose fines for failure to register; requiring advertising platforms to require that persons placing advertisements for vacation rentals include certain information in the advertisements and attest to certain information, etc.	Passed second committee reference	Community Planning		
CS/SB 1310	HB 247 (Similar)		Florida Main Street Program and Historic Preservation Tax Credits; Citing this act as the "Main Street Historic Tourism and Revitalization Act"; specifying eligibility requirements for receiving specified tax credits for taxpayers that rehabilitate certified historic structures; authorizing the carryforward, sale, and transfer of tax credits; providing the Department of Revenue audit and examination powers for specified purposes related to certified rehabilitation expenses; requiring the return of forfeited tax credits under certain circumstances, etc.	Passed second committee reference	Community Planning		
CS/SB 1150	HB 495 (Identical)		Tax Exemption for Affordable Housing; Authorizing counties and municipalities to adopt ordinances to grant ad valorem tax exemptions to certain property owners whose properties are used for the governmental or public purpose of providing affordable housing to certain persons or families; providing conditions for such exemptions; specifying procedures that apply to persons if property is transferred for other purposes; specifying that an exemption improperly granted by a property appraiser to a person will not be assessed a penalty or interest, etc.	Passed second committee reference	Community Planning		
HB 661	SB 650 (Identical) CS/SB 160 (Compare)		Transportation Facility Designations; Designates Virginia Creighton Bridge in Hillsborough County; directs DOT to erect suitable markers.	Passed second committee reference	Facility Designation		
HB 331	CS/SB 160 (Compare)		Transportation Facility Designations; Designates Ira Mae Wells-Bruce Memorial Highway in Santa Rosa County; directs DOT to erect suitable markers.	Passed second committee reference	Facility Designation		
CS/HB 89	CS/SB 160 (Compare)		Transportation Facility Designations; Provides honorary designations of certain transportation facilities in specified counties; directs DOT to erect suitable markers.	Passed second committee reference	Facility Designation		

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 37	CS/SB 160 (Compare)		Transportation Facility Designations; Designates Deputy Sheriff Donta Manuel and Deputy Sheriff Jonathan Wallace Highway in Palm Beach County.	Passed second committee reference	Facility Designation		
CS/HB 147	CS/SB 160 (Compare)		Transportation Facility Designations; Designates Deputy William J. Gentry, Jr., Highway in Highlands County; directs DOT to erect suitable markers.	Passed second committee reference	Facility Designation		
CS/SB 574	CS/HB 369 (Similar) CS/HB 371 (Compare)	CS/SB 576 (Linked)	Motor Vehicle Registration Certificate Cards; Requiring the application form for motor vehicle registration and renewal of registration to include language permitting applicants to request registration certificate cards; authorizing the Department of Highway Safety and Motor Vehicles and tax collectors to use United States mail service to deliver registration certificate cards; expanding the list of documents required to be in the possession of the operator of a motor vehicle or carried in the vehicle for certain purposes to include registration certificate cards; requiring that registration certificate cards be issued to the owner of a registered vehicle, etc.	Passed second committee reference	FLHSMV		
CS/SB 576	CS/HB 371 (Similar) CS/HB 369 (Compare)	CS/SB 574 (Linked)	Fees/Registration Certificate Cards; Authorizing the Department of Highway Safety and Motor Vehicles to collect a mail service charge for mailed registration certificate cards; imposing a specified service charge for the transfer or duplicate issuance of a registration certificate card, etc.	Passed second committee reference	FLHSMV		
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.	Passed second committee reference	Resiliency / Public Meetings		
CS/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.	Passed second committee reference	Safety		
HB 145	SB 474 (Identical)		Recreational Off-Highway Vehicle Weight Limits; Revises weight limit of vehicle defined as "ROV."	Passed second committee reference	Safety		

OPP Legislative Bill Tracking

Bill #	Related Bill(s)	Linked Bill(s)	Bill Title & Summary	Updates / Notes	Potential Impacts	FDOT Planning Commented	New to Tracking
CS/HB 985	HB 799 (Similar) CS/CS/SB 974 (Similar)		Sovereign Immunity; Revises statutory limits on liability for tort claims against state & its agencies & subdivisions; revises requirements for state or agency or subdivision of state to agree to settle claim or judgment; prohibits insurance policy from conditioning payment of benefits on enactment of claim bill; specifies that limitations in effect on date final judgment is entered apply to that claim; requires DFS to adjust limitations on tort liability every year after specified date; revises exceptions relating to instituting actions on claims against state or one of its agencies & to statute of limitations for such claims.	Passed second committee reference			
CS/HB 223	CS/SB 754 (Identical)		Mobile Home Registration Periods; Revises registration & registration renewal periods for mobile home owned by natural person.	Passed second committee reference			
SB 940	HB 565 (Compare) HB 375 (Identical)	CS/SB 942 (Linked)	Professional Structural Engineers; Prohibiting a person who is not licensed as an engineer from using a specified name or title; authorizing the Board of Professional Engineers to refuse to certify an applicant for a professional structural engineer license for certain reasons; providing licensure and application requirements for a professional structural engineer license; specifying acts that constitute grounds for disciplinary action, including civil penalties, against a professional structural engineer, etc.	Passed third committee reference	Workforce		
CS/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 third committee reference	Safety		
CS/CS/CS/SB 876	CS/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.	Passed third committee reference	Safety		

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 465	CS/SB 438 (Identical) & Others		United States Armed Forces; Revises definitions to include U.S. Space Force; revises officers authorized to take or administer oaths; revises military branches for which official called to active service may receive leave of absence; updates military base names; exempts post exchanges operated by U.S. Space Force from paying certain tax; revises uniforms protected from imitation to include U.S. Space Force uniforms; prohibits soliciting or persuading another not to enlist with U.S. Space Force; authorizes condominium owners & homeowners to display U.S. Space Force flag; authorizes U.S. Space Force members to own, possess, & use firearms & other weapons during certain periods.	Passed third committee reference	Space		
CS/CS/HB 831	SB 1286 (Similar)		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.	Passed third committee reference	Workforce		
CS/HB 317	CS/CS/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 third committee reference	Workforce		
CS/HB 101	CS/SB 228 (Similar)		Improvements to Real Property; Provides authorized & prohibited activities related to qualifying improvements to real property to be financed by non-ad valorem assessments; provides requirements for local governments, program administrators, & PACE contractors; specifies types of contracts that are unenforceable; requires local governments that have authorized qualifying improvement programs to annually post specified information on their websites.	Passed third committee reference, in Commerce Committee - fourth reference	Resiliency		

OPP Legislative Bill Tracking

Bill #	Related Bill(s)	Linked Bill(s)	Bill Title & Summary	Updates / Notes	Potential Impacts	FDOT Planning Commented	New to Tracking
CS/HB 403	CS/CS/SB 280 (Identical)		Local Ordinances; Authorizes courts to assess & award attorney fees & costs & damages in certain civil actions filed against local governments; requires local governments to prepare business impact statement before adoption of proposed ordinances; specifies requirements for posting & content of statement; requires counties & municipalities to suspend enforcement of certain ordinances subject of certain legal actions; requires courts to give priority to certain cases; specifies factors court must consider in determining whether ordinance is arbitrary or unreasonable provides declaration of important state interest.	Passed two committee references			
CS/SB 1954	HB 1435 (Similar)		Code and Traffic Enforcement; Authorizing a sheriff or chief administrative officer of a county or municipality to designate a special event zone under certain circumstances on a roadway, street, or highway; authorizing a law enforcement officer to impound the motor vehicle of a person who commits a noncriminal traffic infraction or a criminal traffic violation in a special event zone; revising the types of soundmaking devices or instruments subject to the prohibition against operating or amplifying sound from within a motor vehicle in a certain manner; prohibiting such operation or amplification in areas adjoining private residences, etc.	Placed on Calendar, on 2nd reading - 2/16/2022			
CS/SB 1326	CS/HB 513 (Similar)		Comprehensive Review Study of the Central and Southern Florida Project; Requiring the South Florida Water Management District to prepare and submit a consolidated annual report regarding the status of the project to the Office of Economic and Demographic Research, the Department of Environmental Protection, the Governor, and the Legislature by a specified date, etc.	Placed on Special Order Calendar, 02/23/22	Resiliency		
CS/CS/SB 1432	HB 1065 (Similar)		Vessel Anchoring; Providing tenancy and lease conditions for approved and permitted mooring and mooring fields in Monroe County; requiring certain anchored vessels in Monroe County to be re-anchored in a new location that meets certain requirements according to a specified timeframe; requiring the Fish and Wildlife Conservation Commission, in consultation with certain entities, to establish designated anchoring areas within the county by rule; providing an exception for certain domiciled vessels; requiring certain vessels equipped with marine sanitation devices to maintain specified records of such devices, etc	Placed on Special Order Calendar, 02/23/22			

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 1338	CS/HB 1411 (Identical)		Floating Solar Facilities; Defining the term “floating solar facility”; providing that a floating solar facility must be a permitted use in appropriate land use categories in each local government’s comprehensive plan; requiring each local government to amend its development regulations to promote the expanded use of floating solar facilities; requiring the Office of Energy within the Department of Agriculture and Consumer Services to submit specified recommendations to the Legislature to provide a regulatory framework relating to floating solar facilities, etc.	Placed on Special Order Calendar, 02/23/22	Energy		
CS/CS/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.	Placed on Special Order Calendar, 02/23/22	S. 386.211, F.S.		
SB 1212	HB 901 (Identical) HB 427 (Similar)	SB 1214 (Linked)	Roadside Farm Stand Signage; Defining the term “roadside farm stand”; establishing the Fresh From Florida Roadside Farm Stand Signage Program within the Department of Agriculture and Consumer Services to provide directional signage for certified roadside farm stands; authorizing the Commissioner of Agriculture to designate certified roadside farm stands as state tourist attractions; establishing the Fresh From Florida Roadside Farm Stand Advisory Council within the department, etc.	requires FDOT upon request to place signage at specific locations			
SB 680			Public School Transportation; Revising the requirement that district school boards provide transportation for certain students; requiring a district school superintendent to request a review of a hazardous walking condition upon receipt of a written request from a parent of a student; requiring, rather than authorizing, a district school board to initiate a specified proceeding relating to hazardous walking conditions, etc.	s. 1006.23, F.S. - identification of hazardous conditions	Safety		
HB 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.		
SPB 2500			Appropriations; Providing moneys for the annual period beginning July 1, 2022, and ending June 30, 2023, and supplemental appropriations for the period ending June 30, 2022, to pay salaries, and other expenses, capital outlay - buildings, and other improvements, and for other specified purposes of the various agencies of state government, etc. APPROPRIATION: \$108,596,897,427	SENATE - Laid on Table, refer to HB 5001			

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 438	HB 465 (Identical) & Others		United States Space Force; Revising the definition of the term “uniformed services” to include the United States Space Force; revising the military service branches for which any county or state official who is called to active service may receive a leave of absence; updating military base names; adding post exchanges operated by the United States Space Force to the those that are exempt from paying tax on cigarettes sold; revising the armed forces uniforms that are protected from imitation to include uniforms of the United States Space Force, etc.	SENATE - Placed on Special Order Calendar, 02/23/22	Space		
SB 1672	HB 1271 (Identical)		Active Shooter Alert System; Providing for the development and implementation of an active shooter alert system by the Department of Law Enforcement; providing for cooperation by other agencies; designating the executive director of the department as the statewide coordinator of the system; providing requirements for law enforcement agencies requesting activation of the system; providing duties of state agencies concerning the system; limiting participation by the Department of Transportation , etc.	the Department of Transportation shall establish a plan for providing relevant information to the public within 50 miles of an active shooter for which an alert has been issued through an existing system of dynamic message signs located across the state	Operations		
CS/HB 1519	CS/SB 906 (Identical)		Fleet Management; Requires DMS to prepare inventory of state-owned motor vehicles, maintenance facilities, & fuel depots; requires DMS to submit inventory to Governor & Legislature; requires state agencies & state universities to provide information requested by DMS; requires DMS to create, administer, & maintain centralized management system for state-owned fleet; specifies requirements for motor vehicle-monitoring hardware installed in state-owned motor vehicle.				
HB 5001	Multiple		General Appropriations Act; Provides moneys for annual period beginning July 1, 2022, & ending June 30, 2023, & supplemental appropriations for period ending June 30, 2022, to pay salaries & other expenses, capital outlay—buildings & other improvements, & for other specified purposes of various agencies of state government. APPROPRIATION: \$105,276,804,883				

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Bill #	Related Bill(s)	Linked Bill(s)	Bill Title & Summary	Updates / Notes	Potential Impacts	FDOT Planning Commented	New to Tracking
SPB 2502			Implementing the 2022-2023 General Appropriations Act; Incorporating by reference certain calculations of the Florida Education Finance Program; authorizing the Agency for Health Care Administration, in consultation with the Department of Health, to submit a budget amendment to realign funding for a component of the Children’s Medical Services program to reflect actual enrollment changes; extending for 1 year the exemption of certain rules pertaining to the medical use of marijuana from certain rulemaking requirements; specifying the manner by which state funds for postsecondary workforce programs may be used for inmate education, etc.				
HB 463	SB 380 (Identical)		Greenhouse Gas Emissions; Prohibits adoption or enforcement of certain state & regional programs to regulate greenhouse gas emissions without specific legislative authorization.		Air Quality		
SB 380	HB 463 (Identical)		Greenhouse Gas Emissions; Defining the term “greenhouse gas”; prohibiting the adoption or enforcement of certain state and regional programs to regulate greenhouse gas emissions without specific legislative authorization, etc.		Air Quality		
HB 6051	CS/SB 786 (Similar)		Aircraft Sales and Lease Tax; Exempts all aircraft sales & leases from sales & use tax.		Aviation		
HB 445	SB 696 (Identical)		Transportation Network Companies; Provides limitation on certain fees charged by airports or seaports; prohibits certain airports & seaports from removing, degrading, or impeding access to certain services, benefits, or infrastructure.		Aviation / Seaports / Mobility		
SB 696	HB 445 (Identical)		Transportation Network Companies; Providing a limitation on certain fees charged by airports or seaports; prohibiting certain airports and seaports from removing, degrading, or impeding access to certain services, benefits, or infrastructure, etc.		Aviation / Seaports / Mobility		
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		

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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 1248	CS/HB 739 (Similar)		Local Government Land Development Actions; Specifying the authority of a county or municipality, respectively, to make additional comments on an application for approval of a development permit or development order; requiring local governments to adopt residential infill development standards by a specified date; specifying guidelines local governments must use in developing residential infill development standards; prohibiting a local government from approving applications with many deficiencies; requiring local governments to amend their development regulations and comprehensive plans to incorporate residential infill developments as a zoning classification and incorporate them as an appropriate land use classification, etc.		Community Planning		
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		
SB 932	HB 729 (Identical)		Everglades Protection Area; Requiring comprehensive plans and plan amendments that apply to certain lands within or near the Everglades Protection Area to follow the state coordinated review process; requiring the Department of Environmental Protection, in consultation with specified entities, to make certain determinations for such plans and amendments, to provide written determinations to the local government and specified entities within a specified timeframe, and to coordinate with the local government and specified entities on certain planning strategies and mitigation measures; authorizing site-specific text changes for small scale future land use map amendments; prohibiting the adoption of small scale development amendments for properties located within or near the Everglades Protection Area, etc		Community Planning		
HB 6057	HB 6113 (Compare) SB 1900 (Compare)		Repeal of Developer Incentive Requirements; Removes provisions requiring counties & municipalities to provide incentives to fully offset costs of certain affordable housing contributions or linkage fees.		Community Planning		
HB 6033			Preemption of the Regulation of Vacation Rentals; Repeals provisions preempting regulation of vacation rentals to state.		Community Planning		

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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 316	HB 6025 (Identical) HB 6113 (Compare) SB 1900 (Compare)		Preemption of Tree Pruning, Trimming, and Removal; Repealing a provision relating to tree pruning, trimming, or removal on residential property, etc.		Community Planning		
HB 6025	SB 316 (Identical) HB 6113 (Compare) SB 1900 (Compare)		Preemption of Tree Pruning, Trimming, and Removal; Repeals provisions relating to tree pruning, trimming, & removal on residential property.		Community Planning		
HB 495	CS/SB 1150 (Compare)		Tax Exemption for Affordable Housing; Authorizes counties & municipalities to adopt ordinances to grant ad valorem tax exemptions to property owners whose properties are used for governmental or public purpose of providing affordable housing; provides conditions for such exemptions; specifies procedures that apply if property is transferred to a person for other purposes; specifies exemption improperly granted by property appraiser will not be assessed penalty or interest.		Community Planning		
SB 1530	HB 1385 (Identical)		State Contracting; Requiring an agency subject to ch. 287, F.S., to require any vendor awarded a competitively solicited contract for commodities or contractual services to use certified minority, woman-owned, or veteran-owned business enterprises as subcontractors or subvendors for at least a specified minimum percentage of the contract value; requiring the Office of Supplier Diversity to commission a disparity study to review and evaluate the use of minority, woman-owned, and veteran-owned business enterprises within this state by a specified date, etc. APPROPRIATION: \$500,000		Contracts		
SB 1454	HB 1081 (Identical)		Office of the Blue Economy; Establishing the office within the Department of Economic Opportunity; defining the term “blue economy”; providing duties of the office; requiring the Office of Economic and Demographic Research to conduct a biennial evaluation of the blue economy for inclusion in a certain assessment, etc.		Economic Development		

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 1081	SB 1454 (Identical)		Office of the Blue Economy; Establishes Office of the Blue Economy within DEO; provides duties of office; requires EDR to conduct biennial evaluation of blue economy for inclusion in certain assessment.		Economic Development		
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	SB 1896 (Identical)		Confidentiality of Economic Development Agreement Information; Deletes provisions relating to confidentiality & exemption from public records requirements of information concerning plans, intentions, or interests of private entity entering into certain agreements with economic development agency.		Economic Development		
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	

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		
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		

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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 548	HB 491 (Identical) HB 81 (Compare) SB 366 (Compare)		Energy; Establishing a tax credit for electricity produced from a renewable energy source located on an operational farm in this state; authorizing the Board of Trustees of the Internal Improvement Trust Fund to lease manmade stormwater management systems for floating solar energy systems; requiring the Public Service Commission, in consultation with the Department of Agriculture and Consumer Services and the Department of Environmental Protection, to adopt rules for a renewable and energy efficiency portfolio standard; establishing the Residential Energy Efficiency Upgrades Program within the Department of Agriculture and Consumer Services for a specified purpose, etc. APPROPRIATION: \$250,000		Energy		
SB 366	HB 81 (Similar) SB 548 (Compare) HB 491 (Compare)		State Renewable Energy Goals; Revising the definitions of the terms “biomass” and “renewable energy”; prohibiting the drilling or exploration for, or production of, oil, gas, or other petroleum products on the lands and waters of the state; requiring that all electricity used in this state be generated by renewable energy by a specified date; directing the Office of Energy within the Department of Agriculture and Consumer Services, in consultation with other state agencies, state colleges and universities, public utilities, and other private and public entities, to develop a unified statewide plan to generate this state’s electricity from renewable energy and reduce this state’s carbon emissions by specified dates, etc.		Energy		
SB 182			Renewable Energy; Authorizing owners of commercial or industrial businesses, or third parties contracted by such owners, to install, maintain, and operate a renewable energy source device on or about the structure in which the business operates or on a property that the business owns or leases; authorizing owners or contracted third parties to sell electricity generated from the device to certain businesses regardless of whether the device is located in a utility’s service territory; exempting the sale of electricity produced by such devices from regulation, etc.		Energy		

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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 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 1285	SB 1678 (Identical)		Energy Equity Task Force; Creates task force adjunct to DACS for specified purpose; provides for membership, duties, & expiration of task force; requires DACS to provide task force staff & administrative support; requires task force to submit report to specified officials by certain date.		Energy / Equity		
HB 767	SB 686 (Identical)		Energy Security and Disaster Resilience Pilot Program; Creates pilot program within DACS to provide for issuance of grants to offset costs relating to onsite solar energy storage systems for certain facilities; directs DACS to conduct or contract to conduct specified study, publish study on its website, & provide copies of study to Governor & Legislature by specified date; authorizes DACS to adopt rules; provides appropriation. APPROPRIATION: \$10,000,000		Energy / Resiliency		
SB 686	HB 767 (Identical)		Energy Security and Disaster Resilience Pilot Program; Creating the pilot program within the Department of Agriculture and Consumer Services; providing the purpose of the pilot program; providing for the issuance of grants to offset costs relating to onsite solar energy storage systems for certain facilities; providing requirements for the application process; directing the department to conduct or contract to conduct a specified study, publish the study on its website, and provide copies of the study to the Governor and Legislature by a specified date; providing for expiration of the pilot program; providing an appropriation, etc. APPROPRIATION: \$10,000,000		Energy / Resiliency		
HB 221	SB 388 (Identical)		Office of Diversity, Equity, and Inclusion; Establishes Office of Diversity, Equity, & Inclusion within EOG; provides for appointment of Chief Diversity Officer; prescribes minimum qualifications for Chief Diversity Officer; provides duties of Chief Diversity Officer, including creation of strategic plan that must be periodically updated & reviewed.		Equity		

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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 388	HB 221 (Identical)		Office of Diversity, Equity, and Inclusion; Establishing the office within the Executive Office of the Governor; providing for the appointment of a Chief Diversity Officer; providing the duties of the Chief Diversity Officer, including creation of a strategic plan that must be periodically updated and the review of certain agency programs and policies, etc.		Equity		
SB 1948			Transportation Facility Designations/Jason Dwayne Campbell Road; Providing an honorary designation of a certain transportation facility in a specified county; directing the Department of Transportation to erect suitable markers, etc.		Facility Designation		
SB 1544			Transportation Facility Designations/Sergeant First Class Michael C. Aten Memorial Highway; Providing an honorary designation of a certain transportation facility in a specified county; directing the Department of Transportation to erect suitable markers, etc.		Facility Designation		
SB 1092	CS/SB 160 (Compare)		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		
SB 1008	CS/SB 160 (Compare)		Transportation Facility Designations/Arturo Diaz Artiles Plaza; Providing an honorary designation of a certain transportation facility in a specified county; directing the Department of Transportation to erect suitable markers, etc.		Facility Designation		
SB 844			Transportation Facility Designations/Gustavo Barreiro Way; Providing an honorary designation of a certain transportation facility in a specified county; directing the Department of Transportation to erect suitable markers, etc.		Facility Designation		
SB 650	HB 661 (Identical)		Transportation Facility Designations/Virginia Creighton Bridge; Providing an honorary designation of a certain transportation facility in a specified county; directing the Department of Transportation to erect suitable markers, etc.		Facility Designation		
SB 180	HB 61 (Identical) CS/SB 160 (Compare)		Transportation Facility Designations/Rep. Alzo Reddick Road; Providing an honorary designation of a certain transportation facility in a specified county; directing the Department of Transportation to erect suitable markers, etc.		Facility Designation		
HB 29			Transportation Facility Designations; Designates President Donald J. Trump Highway within state.		Facility Designation		

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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 61	SB 180 (Identical) SC/SB 160 (Compare)		Transportation Facility Designations ; Designates Rep. Alzo Reddick Road in Orange County.		Facility Designation		
SB 1202			Driver History Records ; Prohibiting the Department of Highway Safety and Motor Vehicles from releasing driver history records to third parties which include certain notations or records, etc.		FLHSMV		
HB 815	SB 812 (Identical) HB 91 (Compare) CS/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		
SB 910	HB 601 (Identical)		Applications for Driver Licenses and Identification Cards ; Requiring application forms for original, renewal, and replacement driver licenses and identification cards to include language allowing a voluntary contribution to the Armory Board for a specified purpose; exempting such contributions from the General Revenue Fund service charge, etc.		FLHSMV		
HB 601	SB 910 (Identical)		Applications for Driver Licenses and Identification Cards ; Requires application forms for original, renewal, & replacement driver licenses & ID cards to include language allowing voluntary contribution to Armory Board for specified purpose; exempts such contributions from General Revenue Fund service charge.		FLHSMV		
SB 870	HB 257 (Compare) HB 6029 (Compare) SB 428 (Compare)		Driver License Suspensions ; Deleting provisions requiring driver license suspensions for specified reasons; revising requirements and procedures for reinstating driver licenses of certain persons; deleting a requirement for a clerk of court to send a specified notice to certain persons; deleting the authority for a clerk of court to collect certain delinquency fees; revising requirements and procedures for the reinstatement of driver licenses suspended for specified reasons, etc.		FLHSMV		

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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 812	HB 815 (Identical) HB 91 (Compare) S/ SB 1178 (Compare)		Digital License Plate Pilot Program; Citing this act as the "License Plate Modernization Act of 2022"; requiring the department to investigate the feasibility and use of certain license plate technologies; creating the Digital License Plate Pilot Program within the department; requiring the department to allow government-owned motor vehicles to be equipped with a digital license plate in lieu of a metal or paper license plate; requiring the department to contract with two or more digital license plate providers, etc.		FLHSMV		
SB 824	HB 555 (Identical)		Private Vendor License Plate Sales; Requiring the Department of Highway Safety and Motor Vehicles to contract with a private vendor through competitive solicitation by a certain date for a specified purpose; specifying personalized prestige license plate application requirements for multiyear plates; authorizing the department and the Legislative Budget Commission to jointly approve certain new specialty license plates; authorizing the department to approve new designs and color combinations for certain specialty license plates, etc.		FLHSMV		
HB 249	SB 456 (Identical)		Driver License and Identification Card Gender Designation; Requires application for driver license or ID card to provide for male, female, or nonbinary gender designation.		FLHSMV		
SB 456	HB 249 (Identical)		Driver License and Identification Card Gender Designation; Requiring an application for an identification card or a driver license, respectively, to provide for male, female, or nonbinary gender designation, etc.		FLHSMV		
HB 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		

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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 1224	HB 713 (Similar)		Commercial Vehicle Insurance; Revising liability insurance requirements for movers' commercial motor vehicles; revising additional liability insurance requirements for commercial motor vehicles; providing an exception for wreckers, etc.		Freight		
HB 713	SB 1224		Required Insurance Coverage for Commercial Motor Vehicles; Revises liability insurance requirements for certain movers' commercial motor vehicles; revises additional liability insurance requirements for certain commercial motor vehicles; provides exception for certain wreckers.		Freight		
HB 6083			Fuel Sales Tax; Removes annual indexing of fuel sales tax rates.		Funding		
SB 1162	HB 621 (Identical)		Infrastructure Project Funding; Prohibiting an administering agency from disbursing funds from any category of the General Appropriations Act for infrastructure projects under certain conditions; requiring a grantee to use the revenues for infrastructure projects for certain activities; prohibiting water management districts from appropriating or disbursing funds to grantees for water-related projects unless certain conditions are met; prohibiting certain entities from applying for water project grant funding, etc.		Funding		
HB 621	SB 1162 (Identical)		Infrastructure Project Funding; Prohibits administering agency from disbursing funds from any category of General Appropriations Act for infrastructure projects under certain conditions; requires grantee to use revenues for infrastructure projects for certain activities only; prohibits water management districts from disbursing funds to grantees for water-related projects unless certain conditions are met; prohibits potential grantees from seeking funds for water-related projects under certain conditions; provides criteria under which applicants may apply for water project grant funding; prohibits applicants from seeking water project grant funding under certain conditions		Funding		
HB 1365	SB 1784 (Identical)		Road Construction; Creates Rural Roads Initiative pilot program within DOT; provides purpose; provides application & funding requirements; specifies role of DOT in distributing funds; specifies project standards; requires annual report to Legislature; requires Legislature to designate pilot program review committee; provides appropriation; revises amount of construction contract for which contractor must first be certified by DOT in order to bid on such contract. APPROPRIATION: \$20,000,000		Operations		

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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 750			Service of Process; Requiring employers to facilitate service of process by making employees available to accept service; providing criminal penalties for employers who fail to facilitate such service; requiring persons in charge of private mailboxes, virtual offices, and executive offices or mini suites to confirm whether a person to be served maintains a private mailbox, a virtual office, or an executive office or mini suite at that location; authorizing service on the registered agents of limited liability companies and corporations, respectively, and other specified persons at any hour at a residence or private mailbox, etc.		Operations		
SB 866			Pay-for-success Contracts; Authorizing a state agency to enter into a pay-for-success contract with a private entity under certain conditions, subject to an appropriation and specified language in the General Appropriations Act; authorizing cancellation of the contract under specified circumstances; specifying services and programs eligible for funding under the contract; prohibiting a private entity from viewing or receiving personal client information that is otherwise confidential and exempt from public records requirements, etc.		Operations		
SB 1784	HB 1365 (Identical)		Road Construction; Creating the Rural Roads Initiative Pilot Program within the Department of Transportation; providing the purpose of the pilot program; authorizing the Governor to reallocate funds under certain circumstances; revising the amount of a construction contract for which a contractor must first be certified by the department in order to bid on such contract, etc.		Operations		
HB 1271	SB 1672 (Identical)		Active Shooter Alert System; Provides for development & implementation of active shooter alert system by FDLE; provides for cooperation by other agencies; provides criteria for activation of system; provides for termination of system; limits liability for failure to activate system.		Operations		
SB 1786		SB 476 (Linked)	Trust Funds/Chet Smith Bike Path Trust Fund; Creating the Chet Smith Bike Path Trust Fund within the Department of Transportation; providing the purpose of the trust fund; specifying uses for the moneys in the trust fund; providing for future review and termination or re-creation of the trust fund; requiring the Chief Financial Officer to maintain the trust fund within the State Treasury for the department, etc.		Operations / Safety		

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 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 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 1478			Child Safety; Defining the term "motor vehicle"; requiring, by a specified date, that motor vehicles be equipped with an alarm system that prompts the driver to inspect the motor vehicle for unattended occupants before exiting; requiring the Department of Highway Safety and Motor Vehicles to adopt by rule minimum standards for such systems and to maintain a list of approved alarm manufacturers and alarm systems; revising transportation safety minimum standards for the licensure of child care facilities, etc.		Safety		
SB 1252	HB 743 (Similar)		Traffic Offenses; Creating the "Vulnerable Road User Act"; providing criminal penalties for a person who commits a moving violation that causes serious bodily injury to, or the death of, a vulnerable road user; requiring the person who commits the moving violation to pay a specified fine, serve a minimum period of house arrest, and attend a driver improvement course; requiring the court to revoke the person's driver license for a minimum specified period; defining the term "vulnerable road user", etc.		Safety		

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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 797	HB 189 (Compare) SB 410 (Compare)		Photographic Enforcement of School Zone Speed Limits; Authorizes county or municipality to contract with automated speed enforcement provider to install cameras in school speed zones to enforce school zone speed limits; provides criteria; provides civil penalty for certain violations; provides for disposition & use of funds; provides requirements for notices of violation; requires payment of certain penalties within certain periods; provides for determination of liability; provides for court jurisdiction & enforcement; provides final notice requirements; requires prohibition of motor vehicle registration renewal & transfer of title under certain circumstances; provides for collection of unpaid penalty imposed on owner of motor vehicle registered outside this state; prohibits warning or civil penalty for operator arrested or cited for same violation by peace officer.		Safety		
HB 743	SB 1252 (Similar)		Violations Against Vulnerable Road Users; Provides criminal penalties for person who commits moving violation that causes serious bodily injury to, or causes death of, vulnerable road user; requires person to pay specified fine, serve minimum period of house arrest, & attend driver improvement course; requires court to revoke person's driver license for minimum specified period; defines "vulnerable road user"; provides that act does not prohibit person from being charged with, convicted of, or punished for other violation of law.		Safety		
SB 960	HB 647 (Identical)		Driving in the Furthestmost Left-hand Lane of a Roadway; Prohibiting a driver from continuously operating a motor vehicle in the furthestmost left-hand lane of certain roadways, except under certain circumstances; providing applicability; providing a penalty, etc.		Safety		
HB 647	SB 960 (Identical)		Driving in the Furthestmost Left-hand Lane of a Roadway; Prohibits driver from continuously operating motor vehicle in furthestmost left-hand lane of certain roadways; provides exceptions; provides penalty.		Safety		
HB 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 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		

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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 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		
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	CS/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 258	CS/HB 399 (Compare) S/CS SB 876 (Compare)		Racing Motor Vehicles; Revising prohibitions on persons driving motor vehicles in any race, speed competition or contest, drag race or acceleration contest, test of physical endurance, or exhibition of speed, a stunt, agility, or acceleration or for other specified purposes on any highway, roadway, or parking lot; prohibiting a person from coordinating via social media any such race, competition, contest, test, or exhibition; prohibiting a person from operating a vehicle for the purpose of filming or recording activities of participants in any such race, competition, contest, test, or exhibition, etc.		Safety		
SB 1814	HB 1303 (Similar)		Northeast Florida Regional Spaceport Authority; Creating the "Northeast Florida Regional Spaceport Authority Act"; creating the Northeast Florida Regional Spaceport Authority; specifying authority territory; providing membership requirements and terms of the authority's board of directors; authorizing the board to discontinue and shut off services and facilities under certain circumstances; providing construction relating to revenue bonds issued by the authority; providing insurance and safety program requirements; prohibiting a person or business entity from using the name of the authority without written approval, etc.		Space		

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Bill #	Related Bill(s)	Linked Bill(s)	Bill Title & Summary	Updates / Notes	Potential Impacts	FDOT Planning Commented	New to Tracking
SB 1466	HB 65 (Similar)		Aerospace Commerce; Exempting certain spaceport users from certain fees or charges while transporting a space vehicle or certain equipment; Creating the "Zero G, Zero Fee Act"; creating the Zero G, Zero Fee program for the purpose of granting certain tax exemptions to spaceport users; exempting spaceflight vehicles and certain components from any state tax or fee; exempting certain spaceport users from payment of tolls on toll facilities while transporting a space vehicle or certain equipment; requiring the Secretary of Business and Professional Regulation to recommend to the Executive Office of the Governor the repeal of certain rules, etc.		Space/Seaports		
HB 65	SB 1466 (Similar)		Aerospace Commerce; Exempts spaceport users from certain fees or charges while transporting equipment; creates Zero G, Zero Fee program granting tax exemptions to spaceport users; requires Space Florida to determine application & eligibility requirements; prohibits certain taxes & fees; exempts spaceport users from payment of tolls on toll facilities while transporting equipment; requires DBPR to recommend to Legislature elimination of certain aerospace industry rules or regulations.		Space/Seaports		
SB 426			Tampa Bay Area Regional Transit Authority; Repealing provisions relating to the creation and operation of the authority; dissolving the authority and requiring the authority to discharge its liabilities, settle and close its activities and affairs, and provide for the distribution of the authority's assets, etc.		Transit		
SB 1388	CS/HB 1053 (Similar)		Parental Leave; Requiring, rather than authorizing, certain departments or agencies of the state to adopt rules to establish a plan for a sick leave pool; providing that eligible employees may use a sick leave pool for parental leave; defining the term "parental leave"; providing requirements for use of leave after exhaustion of maximum parental leave hours, etc.		Workforce		

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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 1286	HB 831 (Identical)		Licensure Requirements For land Surveyors And Mappers; Authorizing an exiled professional to substitute a specified lawful practice of the profession for the education requirement of the examination; revising education requirements for licensure to include an applicant who has received an associate degree under certain circumstances; requiring such education to be from an accredited college or university; providing that specified experience entitles an applicant to take the licensure examination for licensure as a land surveyor or mapper; providing that an applicant who holds a valid license from another state, jurisdiction, or territory, and has certain experience in the practice of surveying and mapping may take the licensure examination to practice as a land surveyor or mapper in this state, etc.		Workforce		
HB 627	SB 688 (Identical) SB 656 (Compare)	HB 629 (Linked)	Employment Practices for Family and Medical Leave; Creates "Florida Family & Medical Leave Act"; requires employer to allow employees to take paid family leave to bond with minor child upon birth, adoption, or foster care placement; provides for civil action & penalties; creates family & medical leave insurance benefits program; prohibits specified employment practices on basis of pregnancy, childbirth, or medical condition related to pregnancy or childbirth; provides for leave, maintenance of health coverage, reasonable accommodation & transfer, & return rights for employee who is disabled from pregnancy, childbirth, or medical condition related to pregnancy or childbirth.		Workforce		
HB 629	SB 656 (Identical) SB 688 (Compare)	HB 627 (Linked)	Trust Funds/Family and Medical Leave Insurance Benefits Fund/DFS; Creates Family & Medical Leave Insurance Benefits Fund under DFS; provides purpose of trust fund; provides for future review & termination of trust fund.		Workforce		
SB 688	HB 627 (Identical) HB 629 (Compare)	SB 656 (Linked)	Employment Practices for Family and Medical Leave; Creating the "Florida Family and Medical Leave Act"; requiring an employer to allow certain employees to take family and medical leave to bond with a minor child upon the child's birth, adoption, or foster care placement; prohibiting an employer from taking adverse action against an employee who requests or obtains family and medical leave; requiring that family and medical leave be taken concurrently with any leave taken under federal family and medical leave law; requiring the Department of Economic Opportunity to create a model notice that specifies an employee's rights related to family and medical leave and family and medical leave insurance benefits, etc.		Workforce		

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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 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		
HB 293	SB 322 (Identical) HB 291 (Compare) SB 376 (Compare)		Discrimination in Labor and Employment; Prohibits employer from providing less favorable employment opportunities to employees based on their sex; provides civil penalties; prohibits employer from taking employment actions against employees; prohibits employer from engaging in certain activities relating to wages & benefits; prohibits employer from requiring employees to sign certain waivers & documents; authorizes employer to confirm wage or salary history under certain conditions.		Workforce		
HB 57	SB 242 (Identical)		Racial and Sexual Discrimination; Prohibits state agencies, counties, municipalities, & public K-20 educational institutions from providing mandatory training for employees or students which espouses certain concepts; requires certain diversity & inclusion efforts; requires DMS, in consultation with Florida Commission on Human Relations, to review agency diversity & inclusion training; requires contracts with agency to include option to terminate if contractor provides workforce training that espouses certain concepts; requires contractor to submit certification; requires each agency to report violations; authorizes contractor's placement on discriminatory vendor list.		Workforce		

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 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		
SB 1896	HB 6059 (Identical)		Confidentiality of Economic Development Agreement Information; Deleting provisions relating to confidentiality and exemption from public records requirements of information concerning plans, intentions, or interests of a private entity entering into certain agreements with an economic development agency, etc.				

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 1900	HB 6113 (Similar) & See List.	SJR 152 (Linked)	Preemption to the State; Removing provisions which preempt counties, municipalities, and other local governmental entities from enacting or adopting any limitation or restriction involving certain contributions and expenditures, or establishing contribution limits different than those established in the Florida Election Code; removing provisions which require counties and entities of local government to pay ad valorem taxes or fees under specified conditions on certain telecommunications facilities; removing provisions which require municipalities and other entities of local government to pay ad valorem taxes or fees under specified conditions on certain telecommunications facilities, etc.				
HB 6113	SB 1900 & See List.		Preemption to the State; Removes & repeals provisions preempting certain authority to state.				
SB 1336	HB 619 (Similar)		United States-produced Iron and Steel in Public Works Projects; Requiring governmental entities to include a requirement in certain contracts that certain iron or steel products be produced in the United States; providing exceptions, etc.				
HB 1111	SB 870 (Compare)		Suspension of Driver License and Motor Vehicle Registration; Requires court to hold contempt hearing before suspension of obligor's driver license & motor vehicle registration; revises notice requirements; provides presumption; requires obligor to rebut such presumption; requires court to enter order within specified time & make certain written findings of fact; authorizes court to make certain orders; requires court to specify funding source obligor will use to satisfy certain orders; requires court to direct DHSMV to issue restricted license to obligor if certain conditions are met; authorizes certain entities to provide notice to DHSMV if obligor fails to comply with order & to request suspension of obligor's driver license; revises delinquency fee provisions; requires obligor to comply with specified court order before his or her driver license may be reinstated.				
HB 1147	SB 828 (Similar)		Critical Infrastructure Standards and Procedures; Requires agency asset owner & encourages asset owner procuring certain components, services, or solutions or entering into contracts to require conformance with certain standards; requires agency asset owner & encourages asset owner to ensure that contracts require meet certain minimum standards; encourages asset owner to ensure that operation & maintenance of operational technology conform to certain standards & practices; provides defendant is immune from civil liability in certain circumstances.				

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 1546	HB 1225 (Similar)		Vessel Safety Flags; Removing the requirement that airboats be equipped with masts or flagpoles bearing certain safety flags; prohibiting the operation and anchoring of vessels without masts or flagpoles bearing certain safety flags under specified conditions, etc.				
HB 1225	SB 1546 (Similar)		Vessel Safety Flags; Removes requirement that airboats be equipped with masts or flagpoles bearing certain safety flags; prohibits operation & anchoring of vessels without masts or flagpoles bearing certain safety flags under specified conditions; provides penalties.				
SB 1754	HB 6043 (Similar)		Local Government Communications Services; Removing provisions which require counties and entities of local government to pay ad valorem taxes or fees under specified conditions on certain telecommunications facilities; removing provisions which require municipalities and entities of local government to pay ad valorem taxes or fees under specified conditions on certain telecommunications facilities; removing provisions prohibiting property and use of two-way telecommunications services under specified circumstances from receiving certain tax exemptions; removing provisions prohibiting sales, rental, use, consumption, or storage for use of two-way telecommunications services under specified circumstances from receiving a certain tax exemption; removing provisions that identify procedures which must be followed by governmental entities before providing communications services, etc.				
SB 1752	HB 6045 (Identical)		Communications Services; Removing certain communications services lines as items over which certain governmental entities are authorized to prescribe and enforce reasonable rules and regulations; removing provisions that authorize municipalities and counties to require certain information as part of a registration; removing limitations on municipal and county authority to regulate and manage municipal and county roads or rights-of-way; removing the requirement that enforcement of certain ordinances must be suspended until certain conditions are met; deleting references to, and administration and provisions of, the Advanced Wireless Infrastructure Deployment Act, etc.				

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 901	SB 1212 (Identical) HB 427 (Similar) SB 1214 (Compare)		Roadside Farm Stand Signage; Establishes Fresh From Florida Roadside Farm Stand Signage Program & Fresh From Florida Roadside Farm Stand Advisory Council within DACS to provide directional signage for certified roadside farm stands; authorizes Commissioner of Agriculture to designate such farm stands as state tourist attractions; requires DOT, upon request, to place signage at specified locations; requires certified farm stand owners & operators to pay specified fees; requires DACS to adopt rules.			Yes	
HB 727			Exemptions from Toll Payment for Disabled Veterans; Provides short title; exempts certain disabled veterans from paying toll on toll facility; requires DOT to issue certain passes; provides requirements for exemption while operating rented motor vehicle.				
HB 711	SB 238 (Identical)		Endangered and Threatened Species; Revises legislative intent of Florida Endangered & Threatened Species Act; directs FWCC & DACS to protect certain endangered or threatened species; revises criteria for placement of species on Regulated Plant Index by DACS; prohibits FWCC & DACS from considering certain costs when designating species as endangered or threatened.				
SB 1098	HB 835 (Similar)		Smart Region Zones; Authorizing a group of four or more contiguous counties to apply to Enterprise Florida, Inc., to receive designation as a smart region zone; authorizing the designated smart region zone centers of excellence and certain projects within a smart region zone to apply to Enterprise Florida, Inc., for funding; requiring smart region zone centers of excellence to submit quarterly reports containing specified information to Enterprise Florida, Inc., etc.				
HB 835	SB 1098 (Similar)		Smart Region Zones; Authorizes contiguous group of four or more counties to apply to Enterprise Florida, Inc., to receive designation as smart region zone; provides requirements for such designation; authorizes smart region zone centers of excellence & certain projects within smart region zone to apply to Enterprise Florida, Inc., for funding; requires smart region zone centers of excellence to submit reports.				
-			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.				

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 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.				
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 6043	SB 1754 (Similar)		Local Government Communications Services; Removes provisions requiring counties, municipalities, & entities of local government to pay certain taxes on the provision or use of certain telecommunications facilities; removes provisions that identify procedures which must be followed by governmental entities before providing communications services; removes provisions relating to using revenues to issue bonds to finance communications services; removes provisions providing procedures if revenues do not exceed operating costs; removes provision specifying that certain airport authorities or other governmental entities are not exempt from certain procedural requirements related to providing telecommunications services.				
HB 6045	SB 1752 (Identical)		Communication Services; Deletes provisions limiting authority of, and prohibiting, municipalities and counties from functions related to communications service providers; deletes references to, and administration and provisions of Advanced Wireless Infrastructure Deployment Act.				

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 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.				

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<https://www.wsj.com/articles/inflation-threatens-to-erode-impact-of-1-trillion-infrastructure-law-11645698601>

POLITICS

Inflation Threatens to Erode Impact of \$1 Trillion Infrastructure Law

Facing higher costs for materials and workers, local governments may opt for smaller, quicker projects



Inflation is poised to affect how many roads and other types of infrastructure can be built or repaired under the \$1 trillion infrastructure law.

PHOTO: JIM LO SCALZO/SHUTTERSTOCK

By [Andrew Duehren](#) [Follow](#)

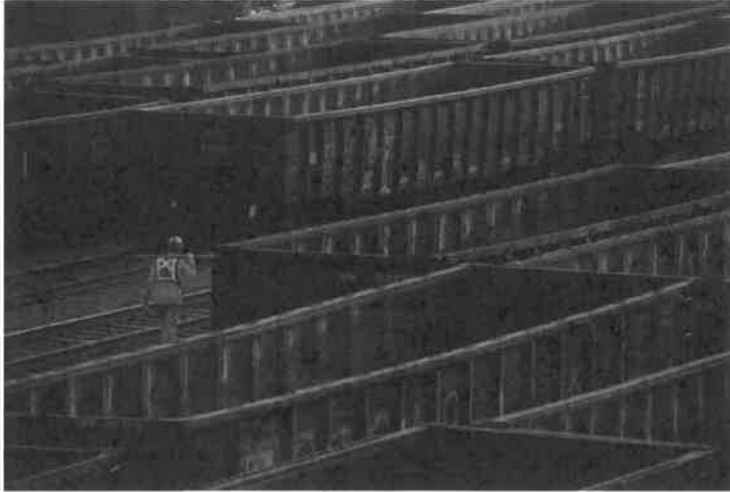
Feb. 24, 2022 5:30 am ET

Rising prices and snarled supply chains are poised to blunt the impact of the [\\$1 trillion infrastructure law](#) Congress passed with [bipartisan support](#) last year.

How many [roads](#), [bridges](#), [railways](#), fiber optic lines and other types of infrastructure the U.S. can build or fix under the law—a central accomplishment of President Biden’s that experts say is a generational investment—will largely hinge on the extent of increases in everything from the cost of diesel fuel to workers’ wages.

Elevated costs for materials and labor are already pushing contractors to charge more for construction projects, government data show, increases that economists and industry officials say could reduce the number of infrastructure projects the new federal money can finance. State and local officials facing higher prices may give priority to easier, less ambitious projects, and some worry that a rush of government spending could [exacerbate inflation](#) in the industry.

“As the cost of materials for these projects goes up, there are going to be fewer projects that you’re able to do,” said Jim Tymon, executive director of the American Association of State Highway and Transportation Officials. “All of those factors are going to have an impact on just how far this influx of new federal funding is going to go in addressing our infrastructure problems.”



A rail yard at a steel mill in Pennsylvania. Steel mill products are up 113% over the past year.

PHOTO: LUKE SHARRETT/BLOOMBERG NEWS

The cost of construction projects for government rose 13% in January compared with a year earlier, according to supplier price information released by the Labor Department last week. The producer-price index also showed input prices for construction of highways and streets was up 20% from a year earlier, with steel mill products and plastic construction products up 113% and 35%, respectively, over a year. The price of gasoline and diesel fuel are each up more than 50%. Those cost increases well outpace consumer inflation, which advanced 7.5% in the past year, the fastest rate in four decades.

“The hit to the infrastructure world is even greater than it is to the broader economy,” said Rick Geddes, founding director of Cornell University’s Program in Infrastructure Policy.

While experts expect that prices for construction materials will eventually moderate, wage gains could prove more enduring.

SHARE YOUR THOUGHTS

To what extent do you think rising prices and bottlenecks in supply chains will threaten infrastructure projects? Join the conversation below.

Average hourly wages in the construction industry rose roughly 5% in January compared with a year earlier, according to Labor Department data. The construction industry is still

short about 100,000 workers compared with February 2020, and a U.S. Chamber of Commerce survey of construction contractors found in December that 91% of respondents had difficulty finding skilled workers. A persistent shortage of construction workers could lead to additional wage raises.

Some in the industry hope technological advancements, as well as new employment opportunities generated by the federal infrastructure spending, could mitigate the labor shortage. But Ken Simonson, the chief economist for the Associated General Contractors of America, said greater flexibility and rising wages at other jobs may limit the draw of new workers into the construction jobs, where workers need to be on site.

“I’m worried that the situation is not going to get better, it is only to get worse,” he said. While still rising, construction workers’ hourly wages increased at a slightly slower pace than wages did for private-sector workers overall in the past year, according to Labor Department data. “That will make it harder to attract and retain workers,” Mr. Simonson added.



The price of gasoline and diesel fuel are each up more than 50% in the past year.

PHOTO: MANDEL NGAN/AGENCE FRANCE-PRESSE/GETTY IMAGES

Gordon Lansford, the chief executive of J.E. Dunn Construction Co., based in Kansas City, Mo., said the company recently aimed to staff a hospital construction project with 400 workers, but was only able to hire 300.

“It slows the pace of the project or requires overtime work, which obviously costs more and drives the cost of the project up,” he said.

Of the roughly \$1 trillion in spending authorized by the law, roughly \$550 billion is above previously projected federal investments in infrastructure. Mr. Biden signed the bill into law in November, but much of that money is still tied up in Washington and is set to be spent over five years.

The higher prices may affect the decisions state and local governments make about how to spend the new federal money, economists said. If prices continue to rise, officials may prefer projects with shorter timelines—and therefore more certain costs—or projects that rely less on volatile commodities such as steel.

“There’s this hidden effect of inflation, which is that it should push you to choose projects that have less risk of delay and there’s more certainty of cost,” said Leah Brooks, an economist in the public policy school at George Washington University. “Those are probably smaller projects.”



President Biden recently spoke about the infrastructure law in Ohio.

PHOTO: DANIEL LOZADA/BLOOMBERG NEWS

In other cases, infrastructure officials will likely select projects based on need, meaning they would have to simply absorb the higher costs and longer timelines for the projects.

“If your bridge is breaking you have to fix the break, even if you’re waiting months for your components to come from Thailand,” Ms. Brooks said.

Some contractors and experts say the new federal funding will heighten demand for scarce materials and labor, further pushing up prices. Others disagree, saying the multiyear payout of the funds will mute any effect they would have on costs.

“There will be an increase in demand for the materials, but it is spread out over time,” said Alison Premo Black, senior vice president and chief economist at the American Road and Transportation Builders Association. “We know it’s coming.”

Write to Andrew Duehren at andrew.duehren@wsj.com

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**Hillsborough
County Florida**

COUNTY ADMINISTRATOR

Bonnie M. Wise

PO Box 1110, Tampa, FL 33601-1110

(813) 276-2843 | Fax: (813) 272-5248

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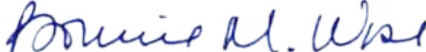
Peggy Caskey

MEMORANDUM

SENT VIA ELECTRONIC MAIL

DATE: February 14, 2022

TO: The Honorable Mayor Jane Castor, City of Tampa
The Honorable Mayor Rick A. Lott, City of Plant City
The Honorable Mayor Andrew "Andy" Ross, City of Temple Terrace
Adelee Marie Le Grand, AICP, Chief Executive Officer, HART
Beth Alden, AICP, Executive Director, Transportation Planning Organization, TPO

FROM: Bonnie M. Wise, County Administrator 

SUBJECT: Workshop - Transportation Surtax Referendum

At the February 2, 2022 Board of County Commissioner meeting, the Board directed the Administration to schedule a workshop to discuss the possible Transportation Surtax referendum to be placed on the November 8, 2022 Election Ballot. That workshop is scheduled for March 10, 2022, from 1:30 pm through 3:00 pm (Virtual). A link will be emailed to you prior to the workshop.

The Board is requesting input from the City of Tampa, the City of Plant City, the City of Temple Terrace, HART and the Transportation Planning Organization regarding funding needs to improve your systems and services for the residents of Hillsborough County.

The Board has previously received information from County staff about the condition of the County's transportation system, the required funding to maintain the system in good condition, to implement Vision Zero to improve the safety of our system, to provide mobility options and support transit, and build a variety of projects to relieve congestion. Included as a reference is a combined PDF of the presentation boards displayed at the February 9, 2022 Transportation Open House.

Workshop - Transportation Surtax Referendum

February 14, 2022

Page 2

We respectfully request a representative from your organization to be present at the Board's workshop on March 10th. We would also like to request any budgets or capital improvement programs related to your organization's current and future transportation needs be provided to us by Thursday, March 3, 2022.

This information will be provided to the Board to support their discussion of the transportation needs of the entire County as they consider whether to place a transportation surtax on the November 2022 ballot.

Please contact Assistant County Administrator John Lyons at (813) 614-2188 if you or your staff have questions or need more information about this request.

Thank you.

Attachment

cc: Board of County Commissioners

Christine Beck, County Attorney

Peggy Caskey, County Internal Auditor

Executive Team

John W. Lyons, Assistant County Administrator of Public Works Administration

Performance-based investment programs:



State of Good Repair and Resiliency

Pavement, bridge, coastal protection, transit maintenance



Vision Zero

"Complete Streets" treatments and other safety enhancements



Smart Cities

Better intersections, signals, and advanced traffic management systems



Real choices when not driving

Expanded bus services and trails / paths separated from roadways



Major investments for economic growth

Rapid transit in a dedicated ROW, interchanges, and additional through lanes on major roadways

Resurface all roads every **17** years **3** major & **11** minor bridge rehabilitation/replacements annually

Reduce average bus fleet age from **9** years to **7** years Reduce bus breakdowns by **50%**

Protect **250** lane miles of highly vulnerable and critical roads from heavy rain and storm surge with shoreline protection, pavement hardening, and stormwater drainage improvements.

Install streetlights on **500** miles of unlit major roads fill **1,400** miles of sidewalk gaps

complete streets treatments on **350** miles of high crash roads Reduce crashes by **35%**

reduce delay from future traffic growth by **44%** improve travel time reliability by **20%**

improve bus frequency on approximately **800** miles of roads

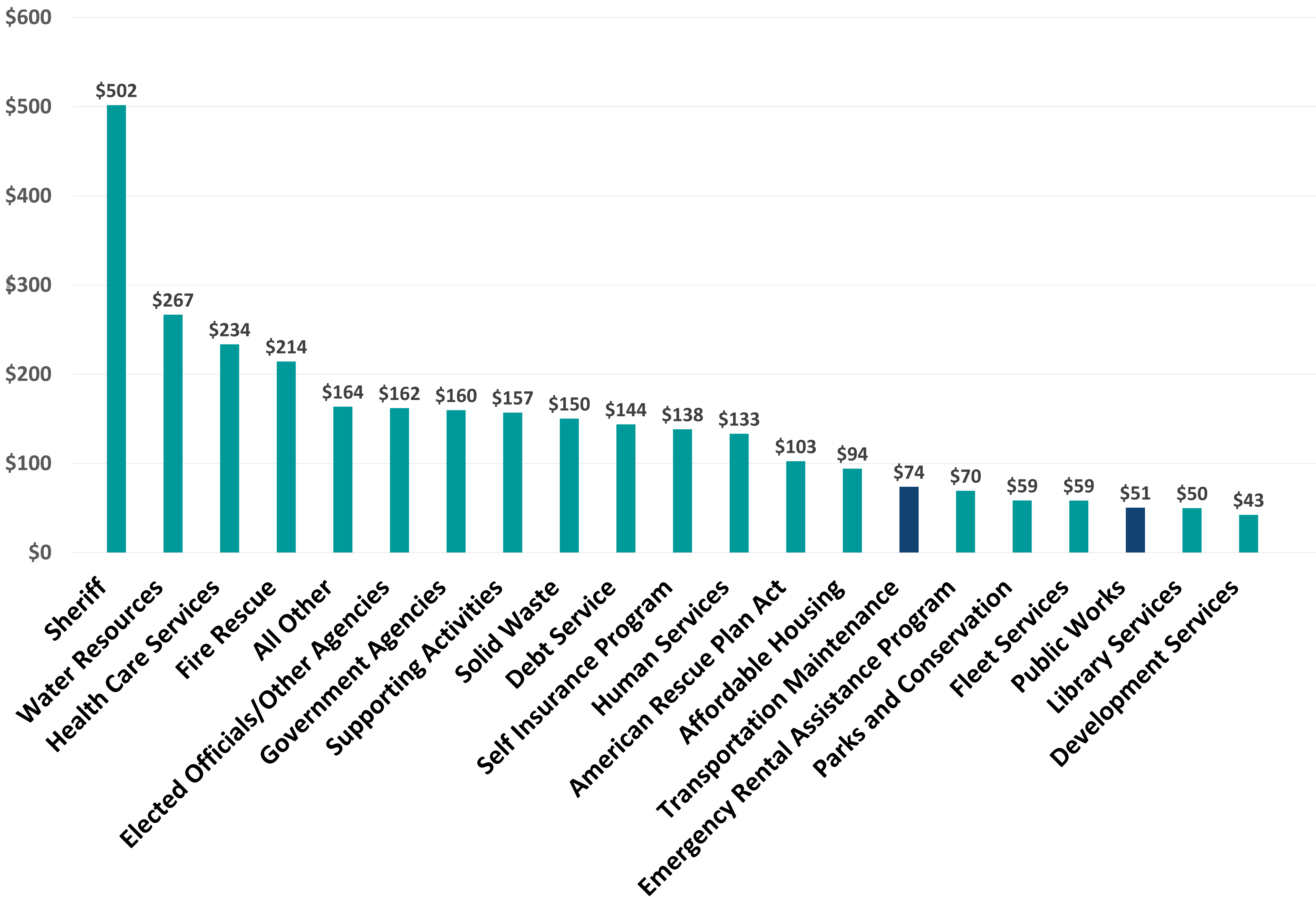
build **150** miles of trails provide **34%** of paratransit riders with access to regular bus service

Goals of the Performance-Based Investment Programs Reflect Civic Priorities

FY 22 Adopted Budget

**Total FY 22
Adopted Budget:
\$7.483 Billion**

Operating Budget: ----->



Operating Budget = \$3.027 Billion

+

Reserves = \$1.902 Billion

+

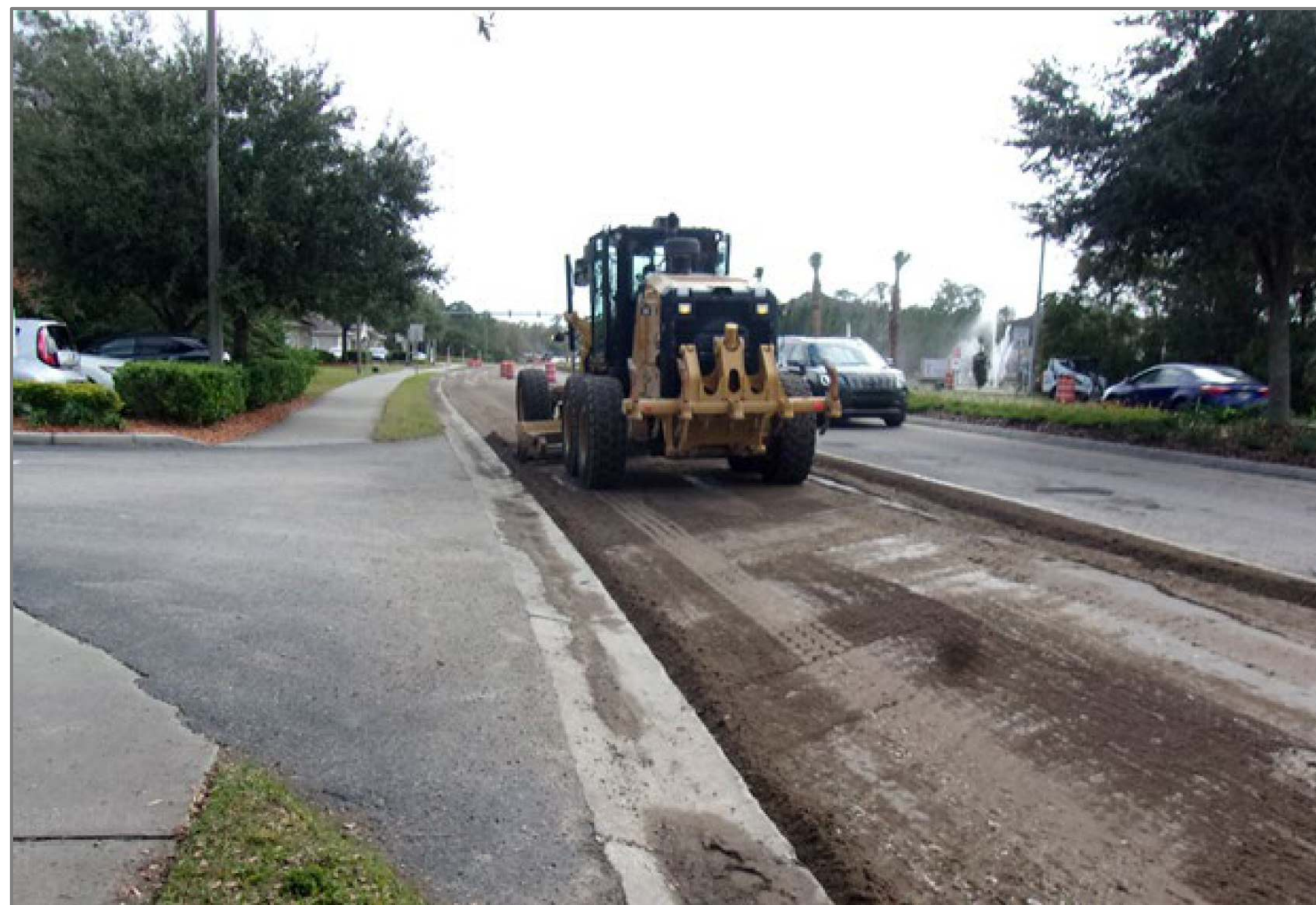
Transfers = \$1.397 Billion, accounting transactions of movements of dollars among Funds

+

Capital Projects = \$1.157 Billion, of which **\$353 Million** is for the Transportation Program

Transportation Program Summary

Asset Preservation



Projects that routinely maintain or preserve the condition of transportation assets including roadway, sidewalk, bridge, and signal infrastructure.

Building & Improving the System



Projects that improve the condition of transportation infrastructure with new or improved elements, and serve the existing and growing population and system users.

Transportation Program Current Revenue Sources

FY 22 – FY 27 Capital Improvement Program

- Fuel Tax
- Mobility Fees
- Impact Fees
- General Fund
- Community Investment Tax (CIT)
- Grants
- Long-Term Financing (Bond)
- Other

Transportation Program Needs

Funded Capital Improvement Program (FY22-FY27)
\$464 Million*

----- \$ 1.7 Billion Unmet Need -----

Asset Preservation
\$700 Million

Building & Improving the System
\$1.5 Billion

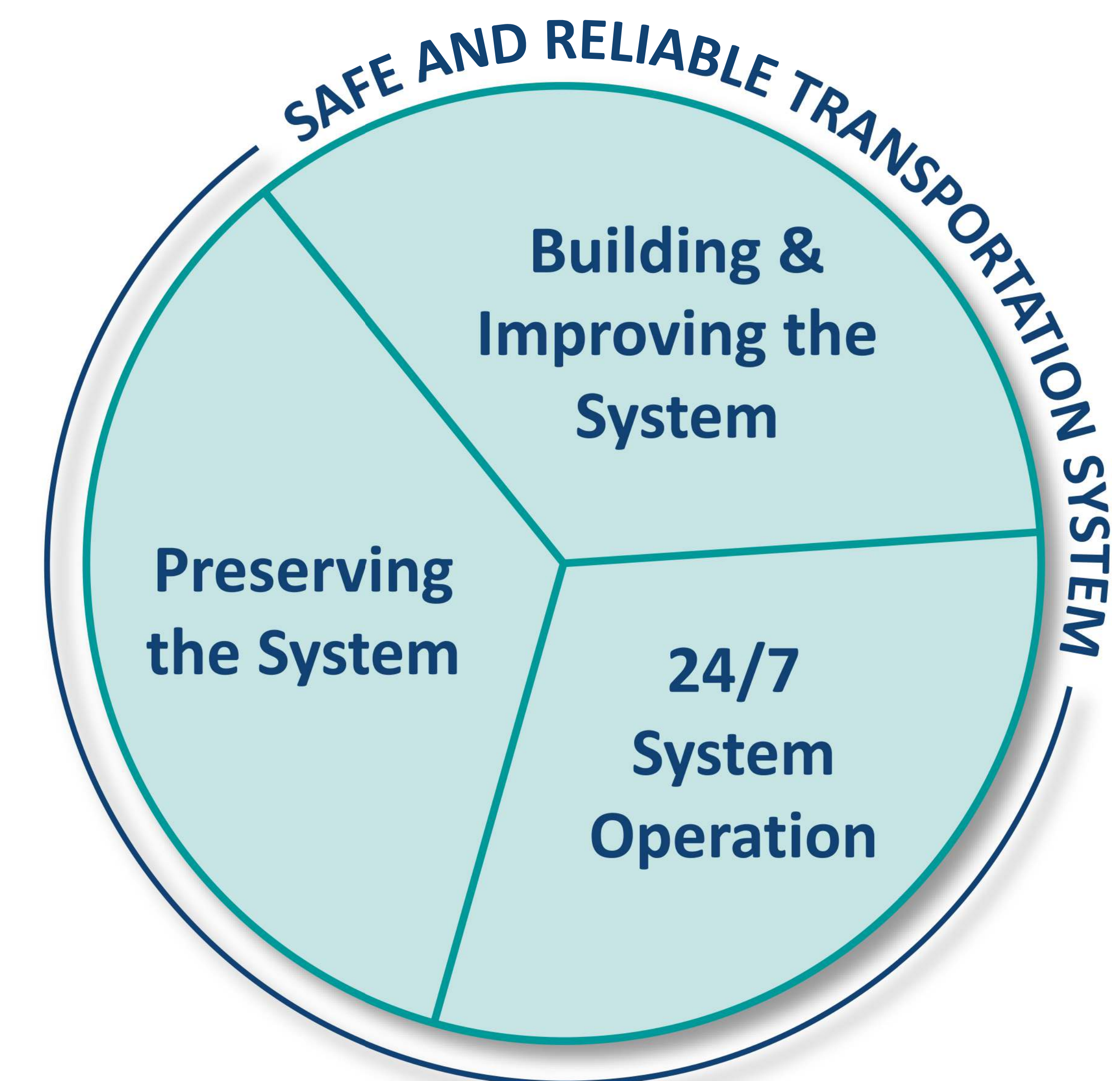
Currently Identified 10-Year Needs
\$2.2 Billion

Asset Preservation
\$1.9 Billion

Building & Improving the System
\$1.5 Billion

Future Growth
\$845 Million

30-Year Program: Balancing potential revenue and needs
\$4.2 Billion



* Board of County Commissioners Adopted Capital Improvement Program FY22 - FY27 Budget (Transportation Program)
<https://www.hillsboroughcounty.org/library/hillsborough/media-center/documents/budget/fy22/fy22-fy27-adopted-cip-budget.pdf>

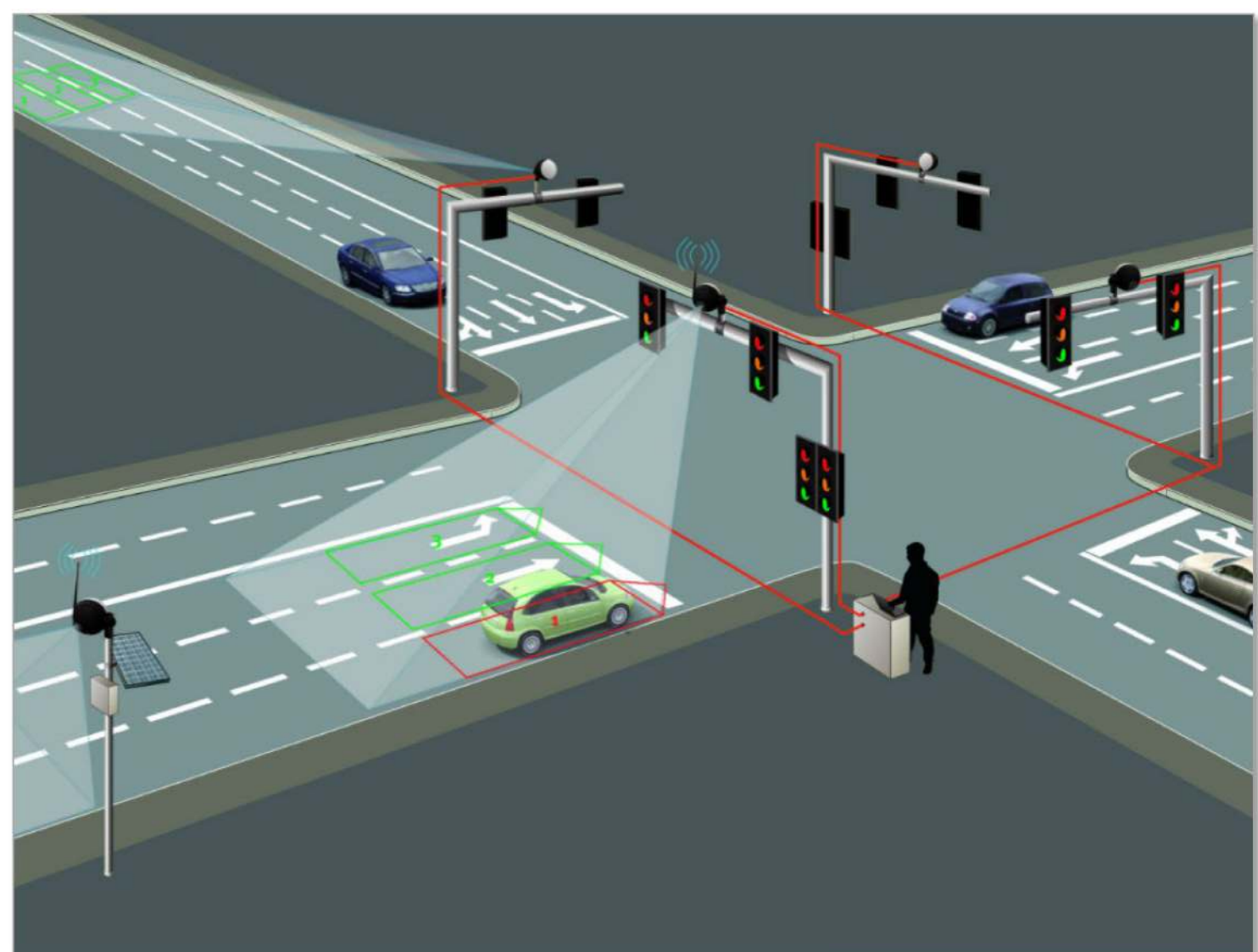
Intersection Improvements

Outcomes

- Reduce congestion
- Improve safety and reduce crashes

Improvements

- Turn lanes, enhanced medians, and roundabouts
- Safety enhancements for all modes
- Deployment of smart technology



Intersection Signal Technology



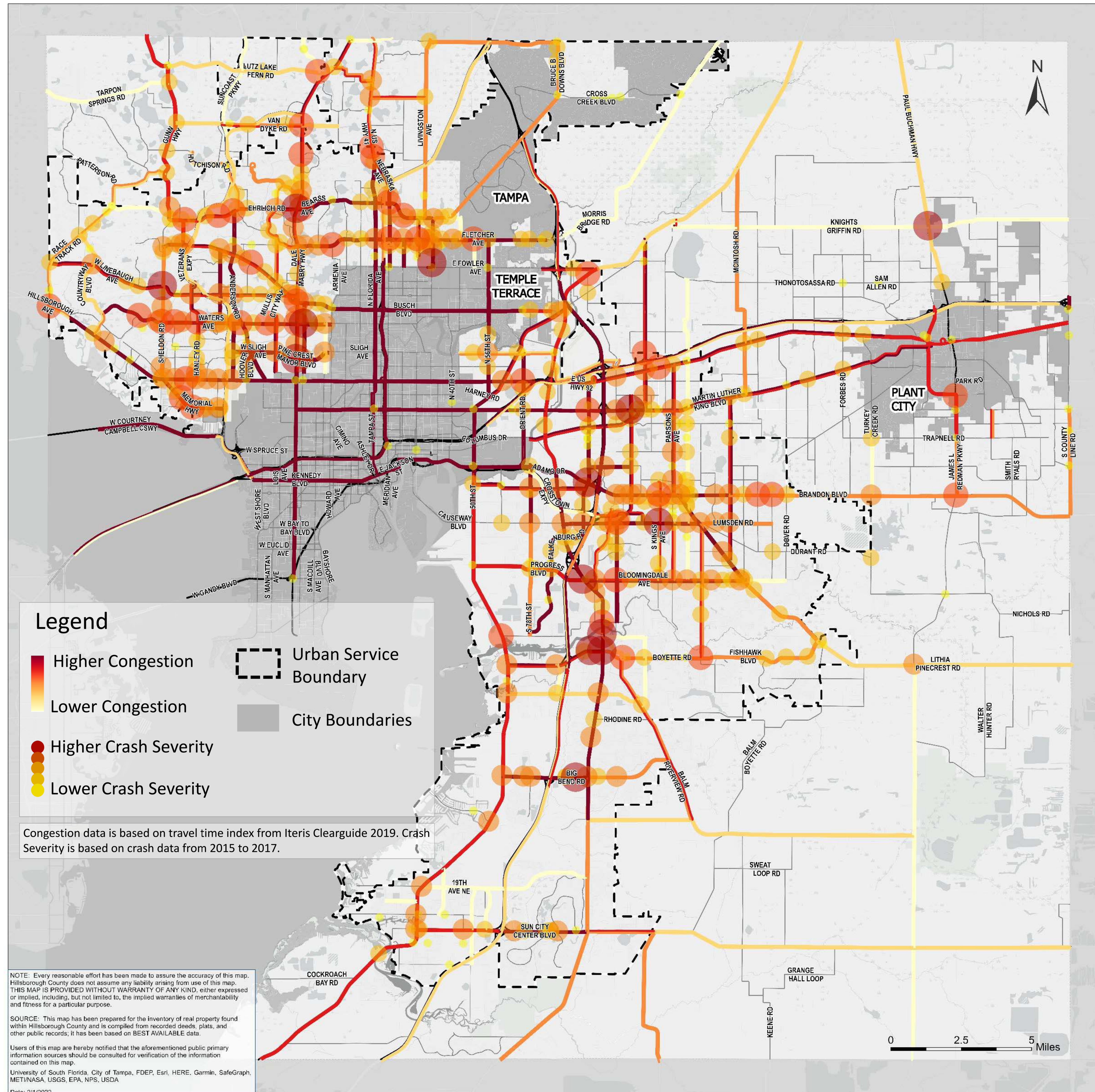
Summerfield Blvd & Lake Lacaya Pedestrian Crossing

\$119 Million

Currently Funded (FY22-FY27)

\$415 Million

Currently Identified 10-Year Needs



Pedestrian and Bike Facilities

Outcomes

- Improve accessibility and safety for all users
- Enhance walkability in school areas

Improvements

- New sidewalks and filling gaps
- Crossings, signs, and pavement markings
- School access safety improvements



Farnell Middle School



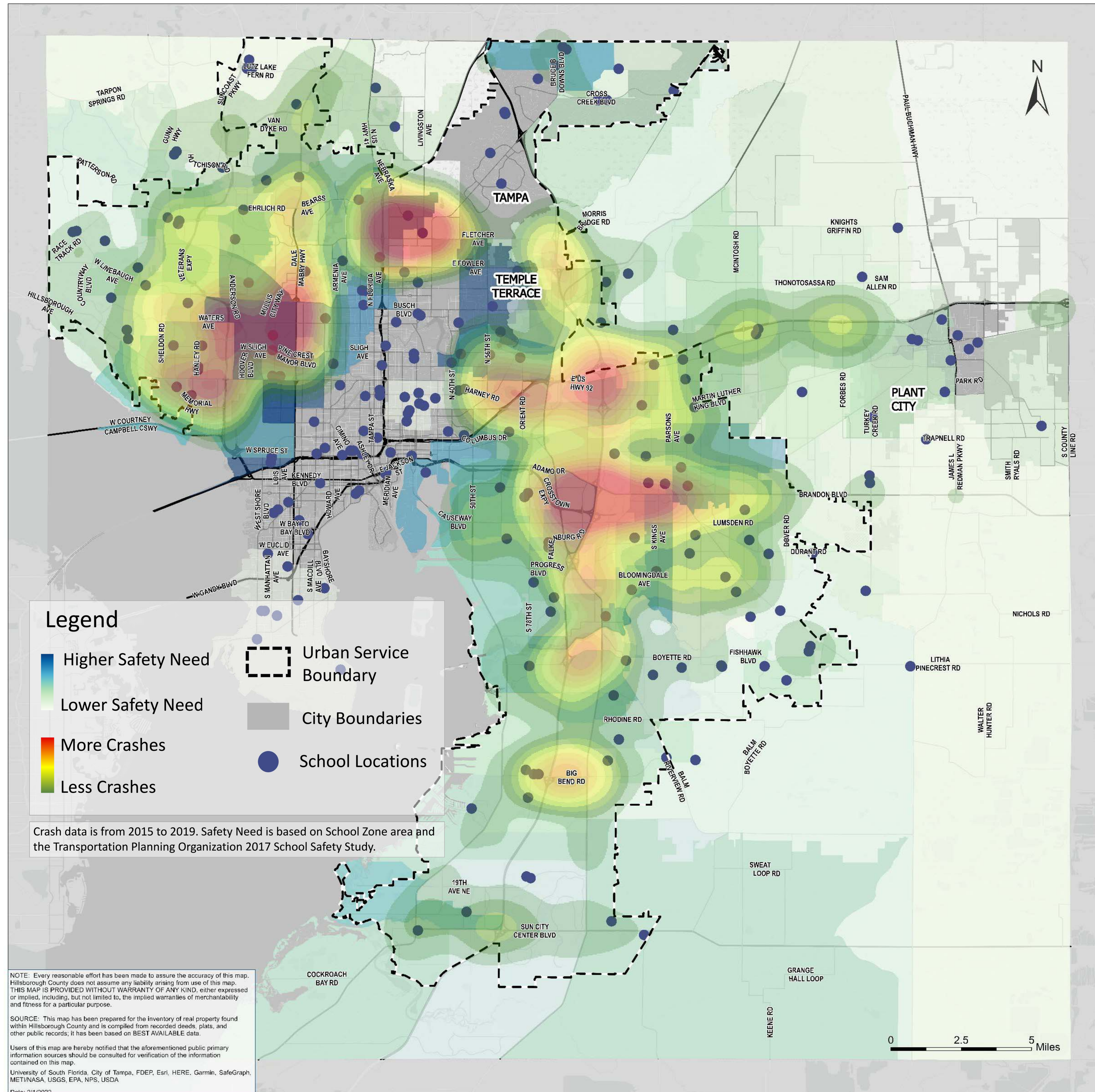
50th Street – Raised Crossing

\$42 Million

Currently Funded (FY22-FY27)

\$238 Million

Currently Identified 10-Year Needs



Trail Projects

Outcomes

- Connect destinations
- Expand mobility options

Improvements

- Trails and multi-use paths for recreation, commuting, and last-mile connections



Upper Tampa Bay Trail



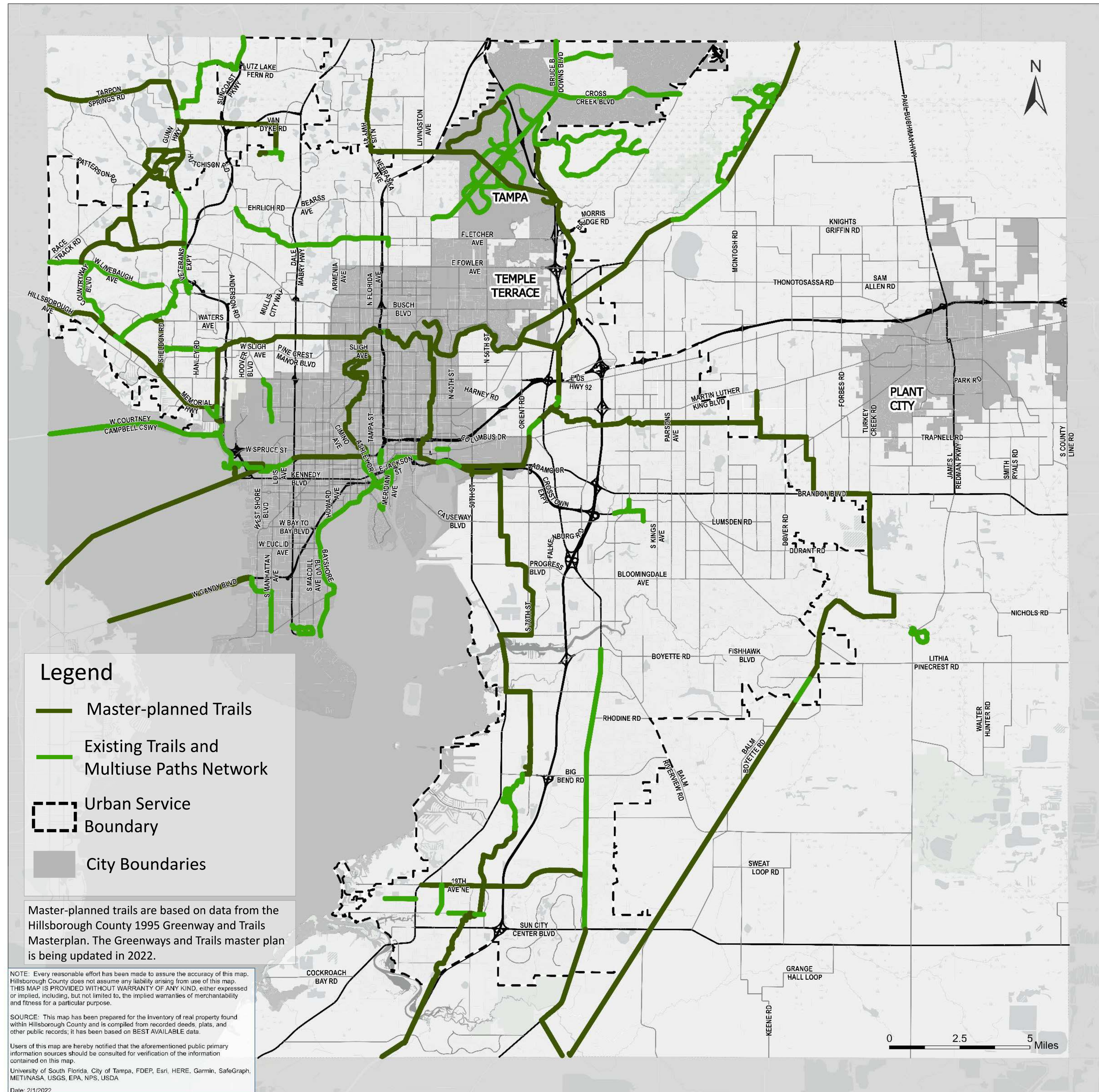
South Coast Greenway

\$10 Million

Currently Funded (FY22-FY27)

\$273 Million

Currently Identified 10-Year Needs



Complete Street & Roadway Capacity

Outcomes

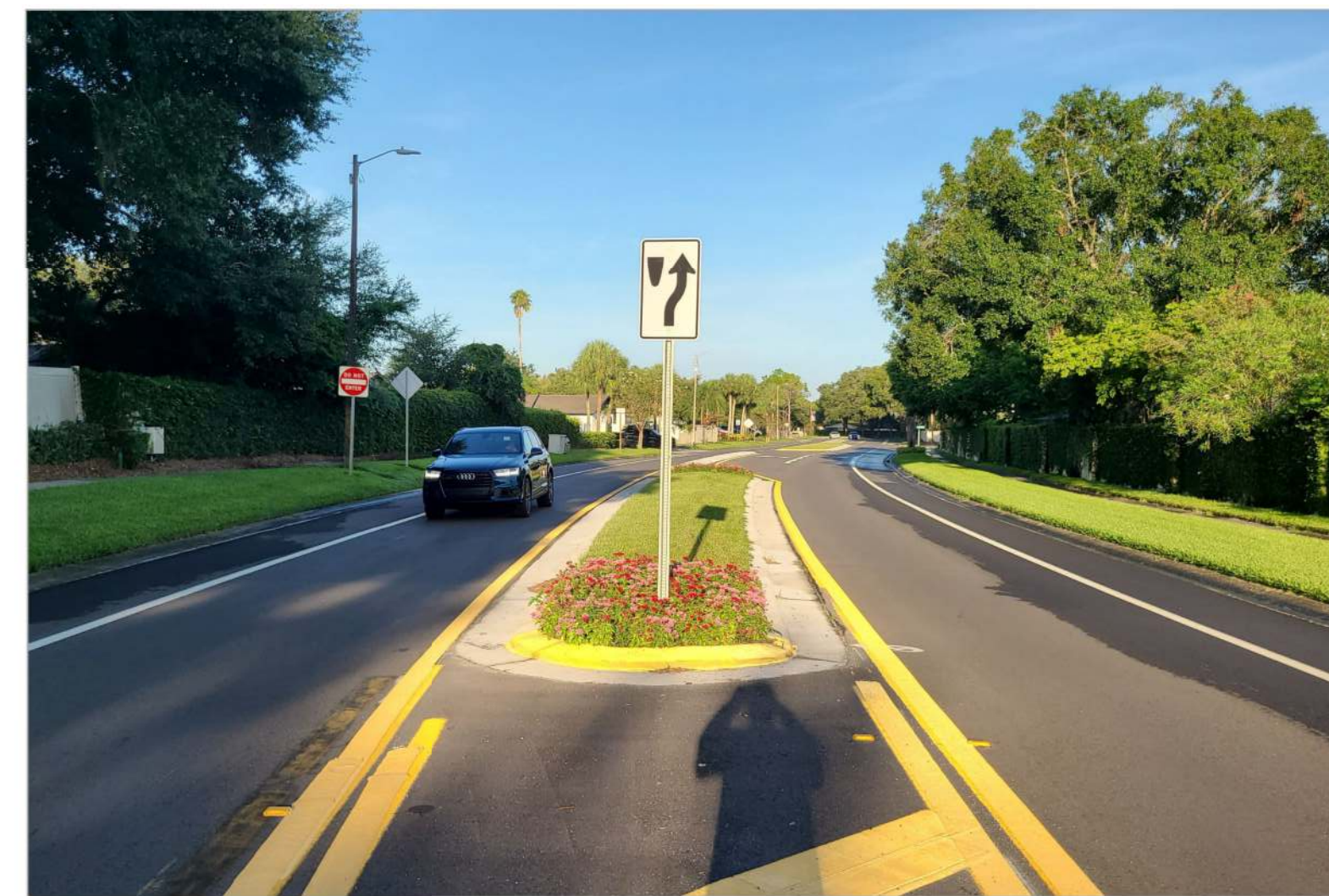
- Connect population and employment centers
- Relieve congestion and improve efficiency
- Reduce crashes and enhance safety
- Enhance multimodal options

Improvements

- Access management
- Safer options for all modes
- Additional lanes



Covington Garden Drive – Bike Lane Delineators



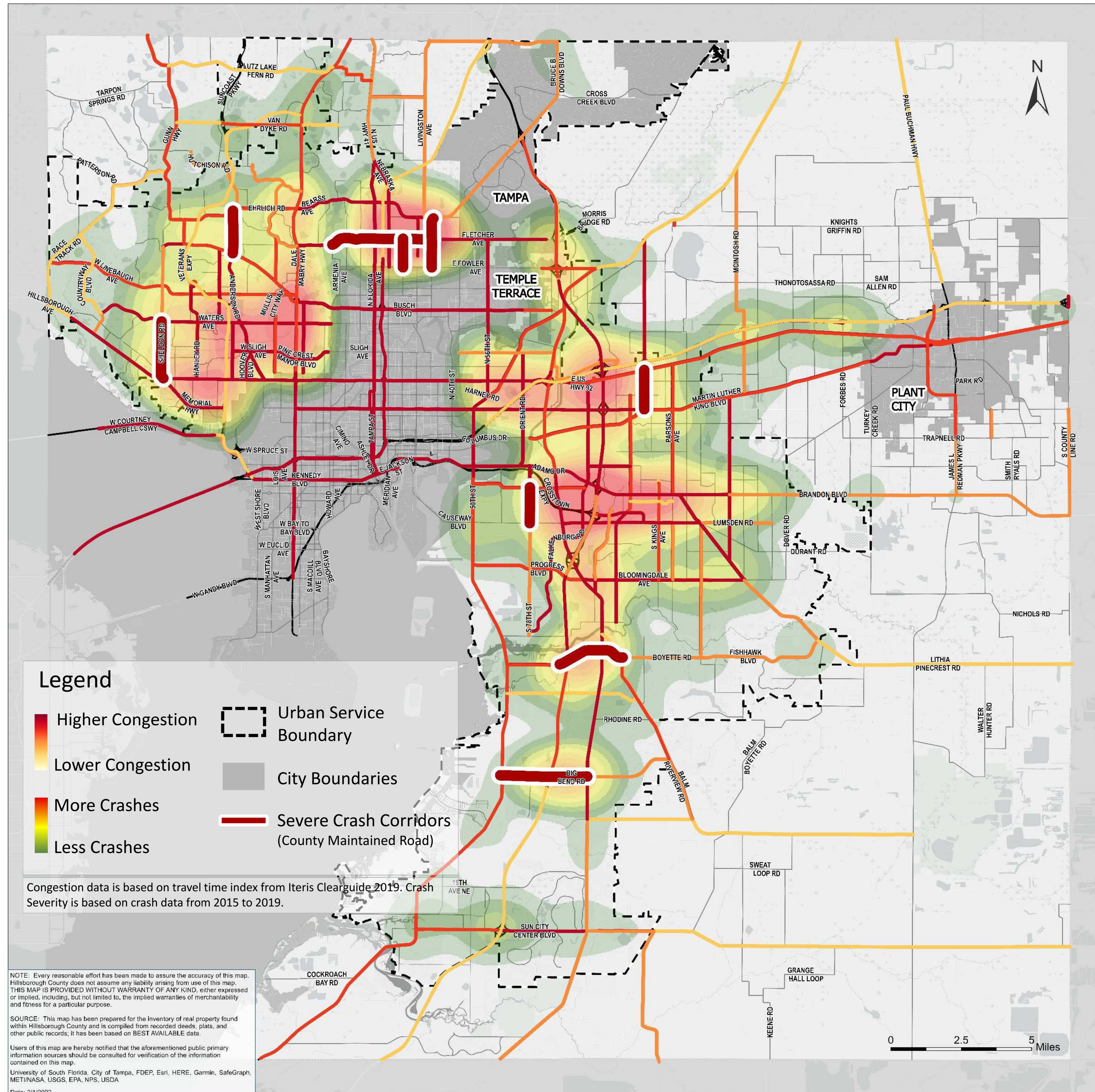
Nature's Way Blvd – Resurfacing and Restriping

\$115 Million

Currently Funded (FY22-FY27)

\$900 Million

Currently Identified 10-Year Needs



Asset Preservation – Pavement Repair

Outcomes

- Resurface roads every 20-25 years (4-5% of system annually)
- Preserve roadway assets
- Extend roadway's useful life
- Improve safety

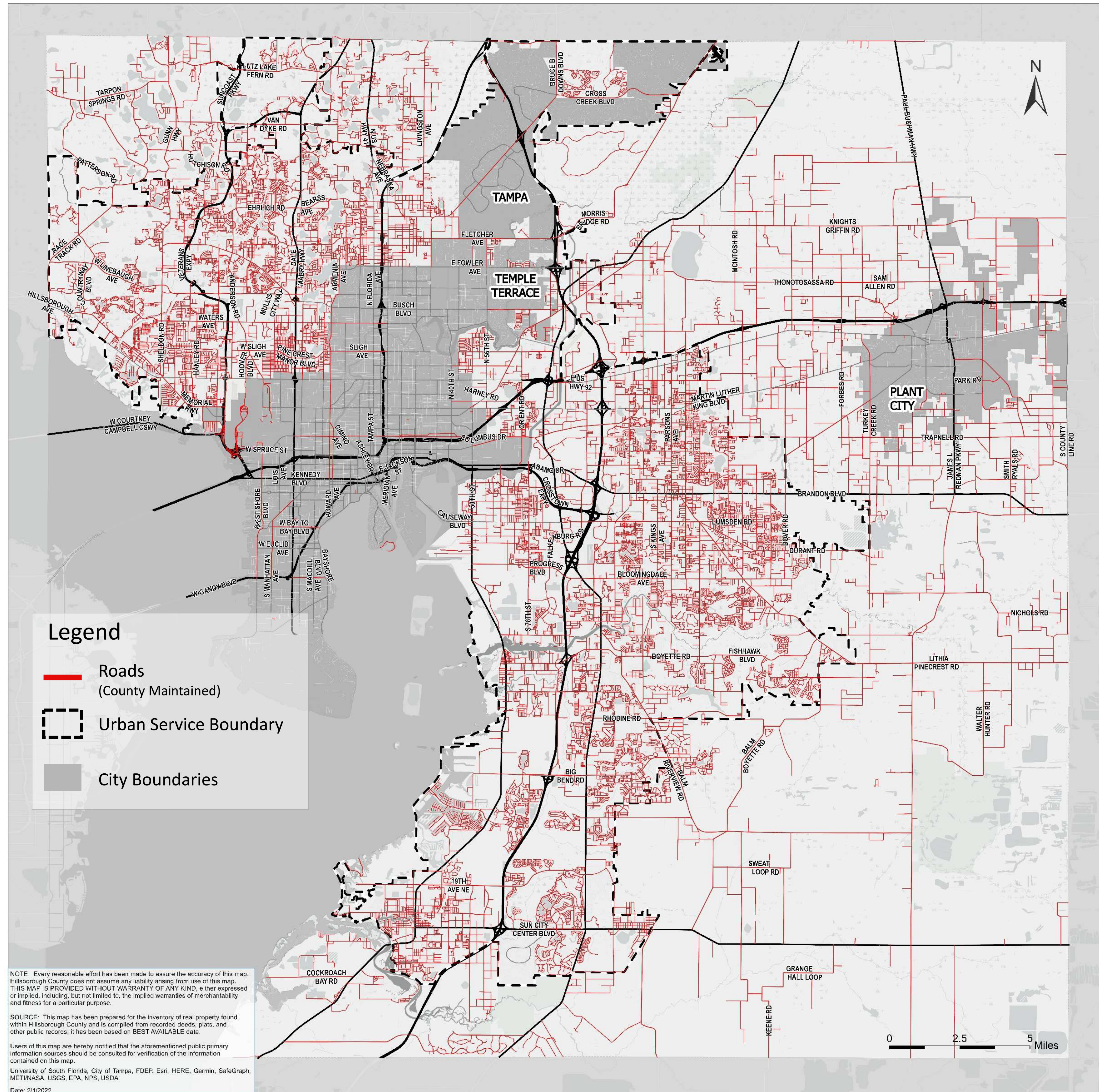
Improvements



 → **7,250 Lane Miles Countywide**

\$5.4 Million / Year
Current Funding Level (23 Lane Miles / Year)

\$45 Million / Year
Ideal Funding Level (340 Lane Miles / Year)



Information is based on material presented at the Board of County Commissioners Transportation Program – Asset Preservation Workshop on May 26, 2021

Asset Preservation – Sidewalk Repair

Outcomes

- Complete all current repair needs in next 10 years, replacing 300+ miles
- Improve health, safety, walkability, and accessibility

Improvements

Grinding



Replacement



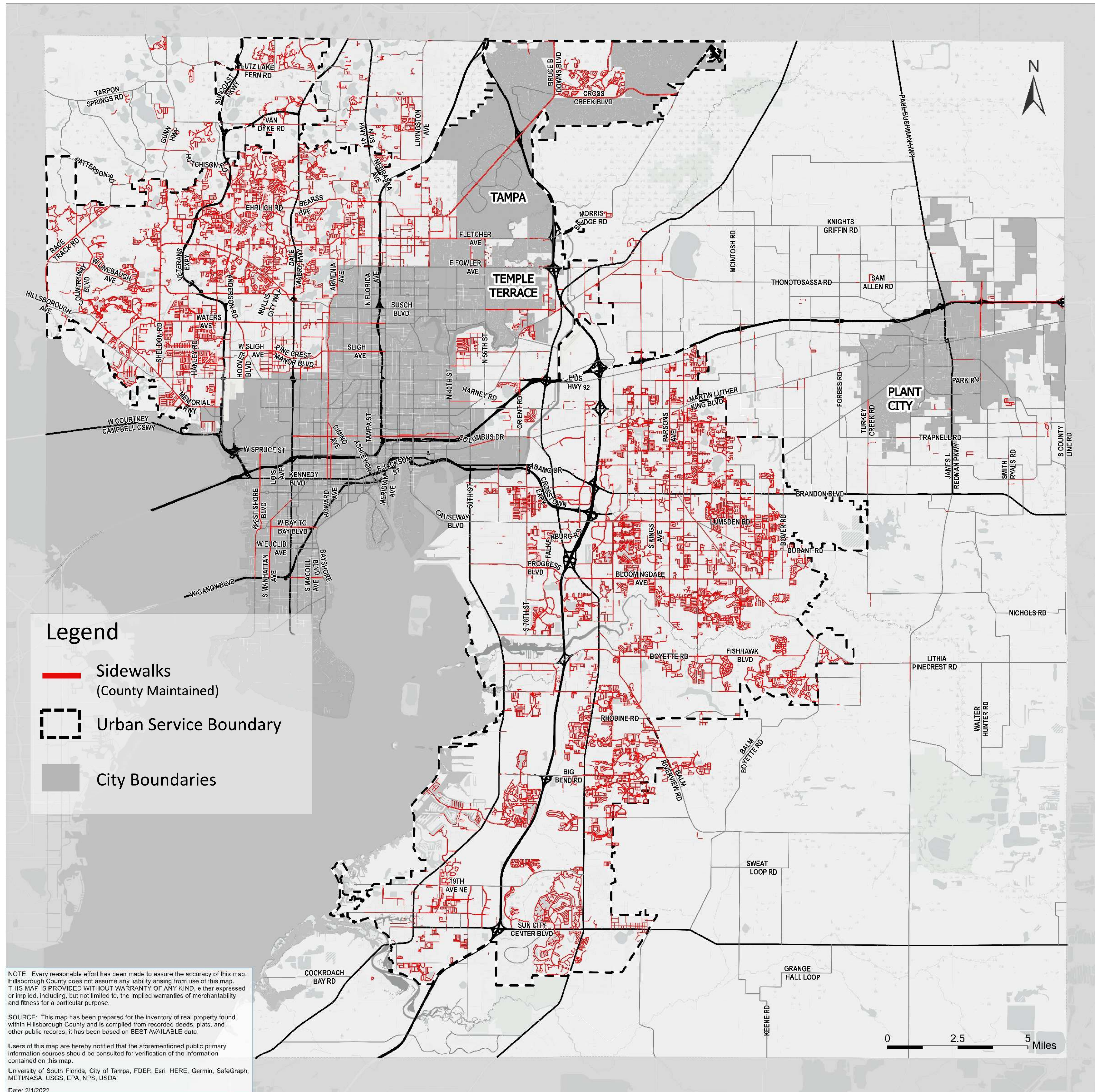
 **3,200 Miles of Sidewalk Countywide**

\$0.55 Million / Year

Current Funding Level (< 2 Miles / Year)

\$10 Million / Year

Ideal Funding Level (30+ Miles / Year)



Asset Preservation – Bridge Repair

Outcomes

- Improve safety and reduce vulnerability
- Upgrade to new design standards
- Enhance multimodal network connectivity

Improvements

Sediment Removal



Corrosion Protection



Structural Maintenance



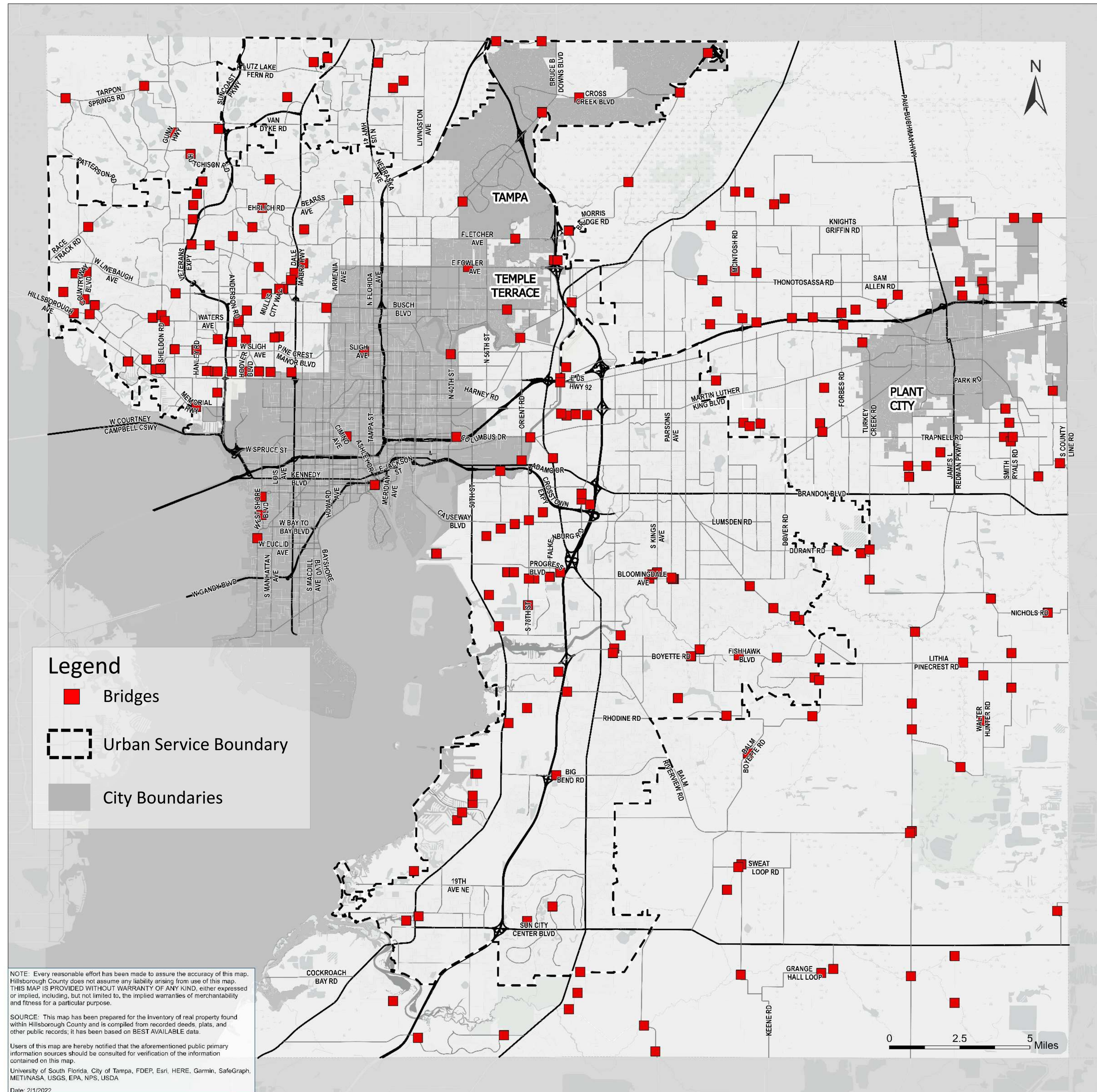
275 Bridges Countywide

\$0.2 Million / Year

Current Funding Level

\$12 Million / Year

Ideal Funding Level



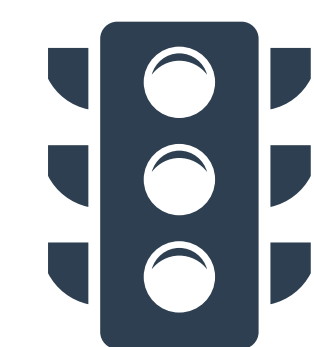
Asset Preservation – Signal Replacement

Outcomes

- Replace signals annually based on age and condition
- Conduct annual repairs and maintenance
- Improve sustainability and resilience

Improvements

- Signal pole replacement
- Vehicle detection repair
- Signal head replacement



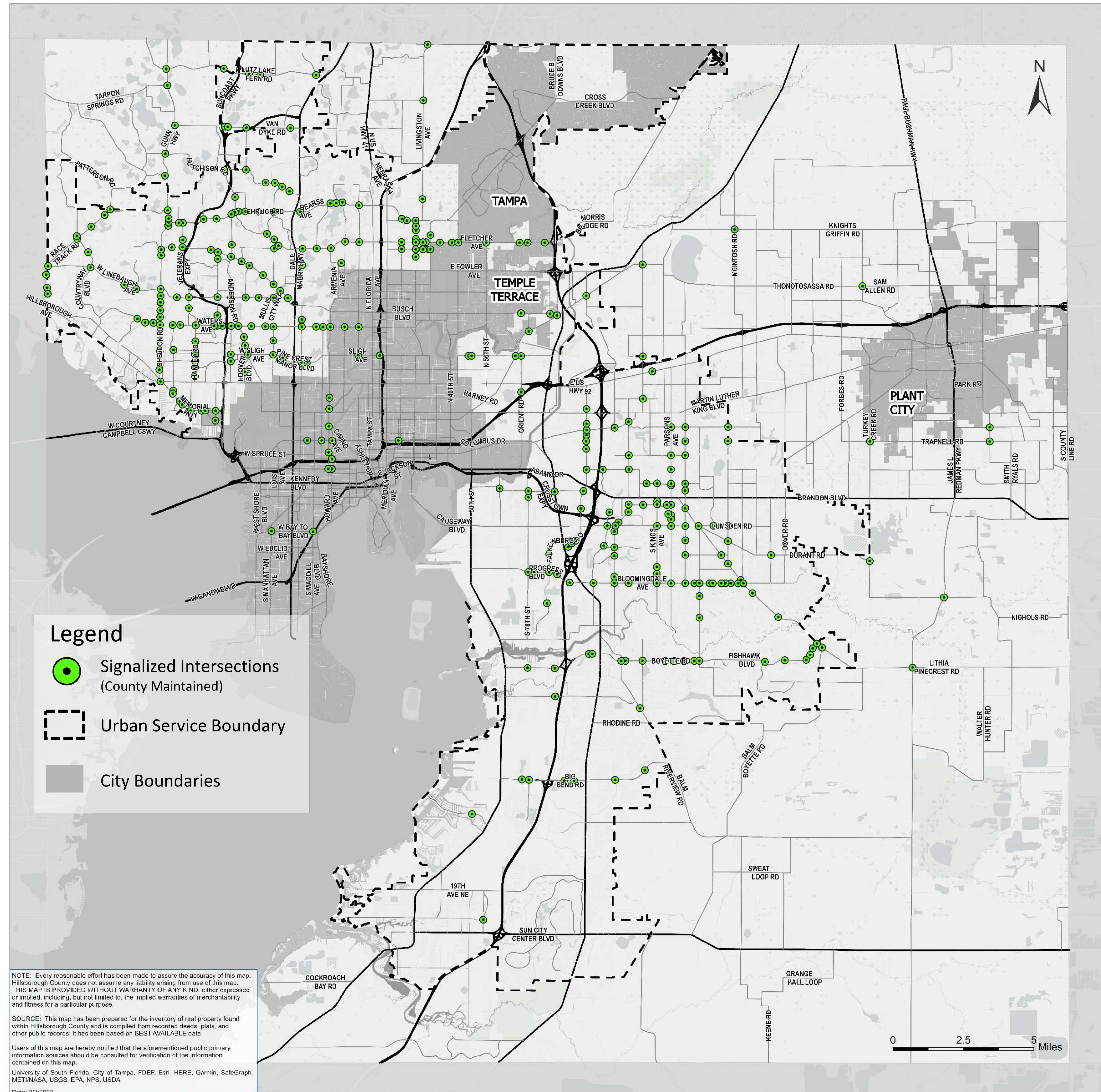
550 Traffic Signals Countywide

\$0

Currently Unfunded (0 Signals / Year)

\$3 Million / Year

Ideal Funding Level (5 Signals / Year)



APPENDIX J

County Charter Transportation Improvement Surtax

FY 20 Budget

DRAFT

The purpose of the surtax is to fund transportation improvements throughout Hillsborough County, including road and bridge improvements; the expansion of public transit options; fixing potholes; enhancing bus service; relieving rush hour bottlenecks; improving intersections; and making walking and biking safer. One percent of the surtax proceeds shall be expended by the MPO on planning and development purposes, including data collection, analysis, planning, and grant funding to assist the implementing agencies and the Independent Oversight Committee, as defined in Article 11 of the Hillsborough County Charter.

[Charters in Fund 10903]

Character	FY 20 Amount	Comments
10 - Personnel	\$482,872	Based on: <ul style="list-style-type: none"> • Transportation planning engineer • Community relations coordinator • Planning program & grants coordinator • Community planner for shared mobility services • ¼ Deputy executive director • ¼ Administrative assistant • ¼ Accountant
30 - Operating	\$2,372,128	Includes: <ul style="list-style-type: none"> • Planning/engineering consultant services: planning-level feasibility studies, field reviews, transit service planning, etc. as requested by implementing agencies • Shared data platforms: development, subscriptions, data collection as needed, etc. • Production and distribution of public information materials such as reports, presentations, web pages, etc. • Administrative and overhead costs such as legal ads, postage, office supplies, printing, software, etc.
60 - Equipment	\$5,000	<ul style="list-style-type: none"> • Computers, servers, projectors etc. > \$1,000
	\$2,860,000	



Hillsborough TPO

Transportation Planning Organization

Commissioner Harry Cohen
Hillsborough County
MPO Chair

Commissioner Pat Kemp
Hillsborough County
MPO Vice Chair

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Port Tampa Bay

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City of Tampa

Councilman John Dingfelder
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Commissioner Nate Kilton
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Adelee LeGrand
HART

Joe Lopano
Hillsborough County
Aviation Authority

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Planning Commission

Mayor Andrew Ross
City of Temple Terrace

Greg Slater
Expressway Authority

Commissioner
Mariella Smith
Hillsborough County

Jessica Vaughn
Hillsborough County
School Board

Beth Alden, AICP
Executive Director

MEMORANDUM

DATE: February 25, 2022
TO: Hillsborough County Administrator Bonnie Wise
FROM: TPO Executive Director Beth Alden
RE: Workshop – Transportation Surtax Referendum

Thank you for requesting information about current and future transportation needs. I will be happy to participate in the workshop scheduled for March 10, 2022. For background information, please find the following as attachments and linked files:

- Presentation slides providing an overview of transportation system conditions in 2045 with and without the surtax that was approved by Hillsborough County voters in 2018. Some existing conditions are also noted;
- [2045 "It's TIME Hillsborough" Long Range Transportation Plan](#) and supporting documents, including technical memoranda on Good Repair, Resilience, Vision Zero & Smart Cities, and Real Choices When Not Driving;
- [State of the System 2021](#) report on federally required performance metrics;
- TPO Unified Planning Work Program FY19-FY20 Appendix J identifying fiscal year 2020 planning expenditures which would have been funded with the surtax approved by voters in 2018. The TPO's planning tasks focused on assisting local governments and HART with project development, performance monitoring and analytics, and grants; and,
- [2019 Annual Report of the Independent Oversight Committee](#) for the transportation surtax approved by voters in 2018, identifying transportation investments which would have been funded by the local governments and HART with the first year's revenues.

Please let us know how else we can assist you and your staff.



Plan Hillsborough

planhillsborough.org
planner@plancom.org

813 - 272 - 5940
601 E Kennedy Blvd
18th Floor
Tampa, FL, 33602



ONE REGION, ONE VOICE

February 15, 2022

Recreational Trails Program, Division of State Lands
Department of Environmental Protection
3900 Commonwealth Blvd., MS 585
Tallahassee, Florida 32399-3000

RE: Support for City of Sarasota grant application for Legacy Trail – Payne Park

To whom it may concern:

The Sun Coast Transportation Planning Alliance supports the City of Sarasota's application for funding for the Legacy Trail – Payne Park (Alderman MURT) Project.

The Legacy Trail is a Priority Trail within the Florida Greenways and Trails System and part of the SUNTrail Gulf Coast Corridor, a focus corridor for the coordinated transportation planning work of the Alliance.

This segment is a logical extension of one of the segments on the Alliance's adopted priority list which is already under construction. The project will extend the trail through the south edge of Payne Park, and the north side of Alderman Street extending to Payne Parkway.

Completion of this project will provide further access to the Alliance's Regional Multi-Use Trails system and will enhance overall user experience by separating cyclists from pedestrians. We encourage funding their application.

Sincerely,

Beth Alden, Hillsborough TPO Executive Director
Winter Quarter Chair, SCTPA Staff Directors

cc: SCTPA Staff Directors





Hillsborough TPO

Transportation Planning Organization

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Hillsborough County
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Tampa, FL, 33602

February 11, 2022

Representative Dianne "Ms. Dee" Hart
Chair, Hillsborough County Legislative Delegation
3911 North Tampa Street
Tampa, FL 33603-4745

RE: Automated Speed Enforcement in School Zones

Dear Representative Hart,

The Hillsborough Transportation Planning Organization (TPO) urges you to support Florida HB 189 and SB 410 to implement automated speed cameras in school zones. On average, 200 people die on Hillsborough County roadways each year; 2021 experienced the highest number of deaths in our history with 255 lives lost. Speed is a key factor in most of these serious injuries and fatalities. The TPO embraces the Vision Zero principle that these crashes are preventable if we take a systemwide approach. Roadway engineers are redesigning streets to calm speeds and the use of Automated Speed Enforcement is another effective tool that can influence driver behavior.

According to the National Highway Traffic Safety Administration, states that deploy speed cameras have seen a reduction of injury crashes by 20 to 25 percent. Over 150 communities across the United States have already implemented Automated Speed Enforcement with impressive results, such as in Washington, D.C. which saw a 73% reduction in traffic fatalities. Other added benefits are that automation allows consistent and continuous enforcement; removes stopping risk to law enforcement; and is more equitable, eliminating human error and bias.

Speed management is an essential step in eliminating the heartache experienced with the loss of family, friends, and neighbors to traffic crashes. Pedestrians are particularly vulnerable which is why protecting our children on their way to and from school is imperative. **Please support this worthy and important bill.**

Sincerely,

Commissioner Harry Cohen
Chair, Hillsborough TPO

CC: Hillsborough County Legislative Delegation members
Bill sponsor



Hillsborough TPO

Transportation Planning Organization

Commissioner Harry Cohen
Hillsborough County
MPO Chair

Commissioner Pat Kemp
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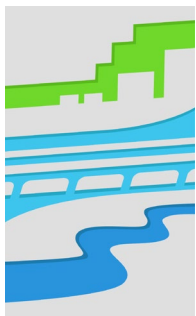
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Executive Director



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601 E Kennedy Blvd
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Tampa, FL, 33602

February 15, 2022

Center for Transportation, Equity, Decisions & Dollars
The University of Texas at Arlington
Woolf Hall, Suite 325
500 West First Street
Arlington, TX 76019, United States

To whom it may concern:

RE: Support for Proposal: ***An Inter-Agency Approach System Resilience to Planning for Transportation System Resilience for Underserved Populations and General Populations: Case Study Applications to Georgia, Texas and Florida***

If Dr. Amekudzi-Kennedy and her team are awarded the funds for the project: *An Inter-Agency Approach to Planning for Transportation System Resilience for Underserved Populations and General Populations: Case Study Applications to Georgia, Texas and Florida*, we plan to collaborate with the team by sharing resilience challenges/opportunities, data, analytical tools and other resources to support the development of deliverables that are tailored to our agency environment.

Please let me or Allison Yeh, yeha@plancom.org, know if you have any questions.

Sincerely,

Beth Alden, AICP
Executive Director



Hillsborough TPO Transportation Planning Organization

Commissioner Harry Cohen
Hillsborough County
MPO Chair

February 28, 2022

Commissioner Pat Kemp
Hillsborough County
MPO Vice Chair

Paul Anderson
Port Tampa Bay

Councilman Joseph Citro
City of Tampa

Mr. Steven Spina, PhD
Interim City Manager
City of Temple Terrace
11250 North 56th Street
Temple Terrace, FL 33617

Councilman John Dingfelder
City of Tampa

Commissioner Nate Kilton
City of Plant City

RE: Vision Zero – Actions taken at the February 2022 TPO Board Meeting

Adelee LeGrand
HART

Dear Doctor Spina,

Joe Lopano
Hillsborough County
Aviation Authority

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City of Tampa

1. Request responsible agencies focus their efforts on the Top 50 High Injury Network (HIN) corridors and identify countermeasures based on national best practices

Commissioner Gwen Myers
Hillsborough County

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Commissioner Kimberly Overman
Hillsborough County

2. Organize a coordinated grant application to design and fund improvements using the new Safe Streets and Roads for All Grant Program

TPO staff are reviewing guidance on this grant offered through the Infrastructure Investment and Jobs Act. **We will work with your staff to identify eligible projects** that can be funded this year.

Cody Powell
Planning Commission

3. Send a letter to the Board of County Commissioners asking them to identify funds be set aside for safety-focused improvements on the High Injury Network

Mayor Andrew Ross
City of Temple Terrace

The traffic safety improvements associated with the surtax approved by voters in 2018, would have led to a 35% reduction in serious crashes, or 70 lives saved every year. A letter will be drafted in support of a similar set-aside for safety.

Greg Slater
Expressway Authority

Commissioner Mariella Smith
Hillsborough County

Jessica Vaughn
Hillsborough County
School Board

Beth Alden, AICP
Executive Director



Plan Hillsborough

4. Request member agencies to identify a public relations staffer to generate at least one Vision Zero related message each month on their social media platforms

Please send the name and contact information of a person in your agency's communication team to Davida Franklin franklind@plancom.org. We will work together in posting messages about Vision Zero and in support of changes that will be made on the HIN. Messages like, "did you know your commute time on [roadway with new traffic calming measures] will likely only increase by 1-3 minutes but will lead to lives saved?"

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Thank you for your commitment to putting an end to these preventable injuries and fatalities on our roadways. My staff is available to meet individually to discuss the data, countermeasures, and assist in how to answer the public's questions on why we are choosing safety over speed.

Sincerely,

DocuSigned by:



6C119FD111E9454...

Beth Alden, AICP

Executive Director, Hillsborough TPO

cc: TPO Board Members
Suzanne Monk, FDOT Government Liaison



Hillsborough TPO Transportation Planning Organization

Commissioner Harry Cohen
Hillsborough County
MPO Chair

February 28, 2022

Commissioner Pat Kemp
Hillsborough County
MPO Vice Chair

Paul Anderson
Port Tampa Bay

Councilman Joseph Citro
City of Tampa

Mr. John Lyons, PE, Administrator
Hillsborough County Public Works
601 E. Kennedy Blvd., 22nd Floor
Tampa, FL 33602

Councilman John Dingfelder
City of Tampa

Commissioner Nate Kilton
City of Plant City

RE: Vision Zero – Actions taken at the February 2022 TPO Board Meeting

Adelee LeGrand
HART

Dear Mr. Lyons,

Joe Lopano
Hillsborough County
Aviation Authority

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Hillsborough County

Cody Powell
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City of Temple Terrace

Greg Slater
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TPO staff are reviewing guidance on this grant offered through the Infrastructure Investment and Jobs Act. **We will work with your staff to identify eligible projects** that can be funded this year.

Commissioner
Mariella Smith
Hillsborough County

Jessica Vaughn
Hillsborough County
School Board

Beth Alden, AICP
Executive Director

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Sincerely,

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Beth Alden, AICP

Executive Director, Hillsborough TPO

cc: TPO Board Members
Suzanne Monk, FDOT Government Liaison



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MPO Chair

February 28, 2022

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Hillsborough County
MPO Vice Chair

Paul Anderson
Port Tampa Bay

Councilman Joseph Citro
City of Tampa

Ms. Jean Duncan, P.E., Administrator
City of Tampa Infrastructure and Mobility
306 W. Jackson Street, 4th Floor East
Tampa, FL 33602

Councilman John Dingfelder
City of Tampa

Commissioner Nate Kilton
City of Plant City

RE: Vision Zero – Actions taken at the February 2022 TPO Board Meeting

Adelee LeGrand
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Dear Ms. Duncan,

Joe Lopano
Hillsborough County
Aviation Authority

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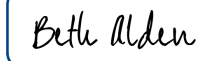
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Executive Director, Hillsborough TPO

cc: TPO Board Members
Suzanne Monk, FDOT Government Liaison



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February 28, 2022

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Councilman Joseph Citro
City of Tampa

Secretary David Gwynn
District 7
Florida Department of Transportation
11201 N. McKinley Drive
Tampa, FL 33612-6403

Councilman John Dingfelder
City of Tampa

Commissioner Nate Kilton
City of Plant City

RE: Vision Zero – Actions taken at the February 2022 TPO Board Meeting

Adelee LeGrand
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Joe Lopano
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Executive Director, Hillsborough TPO

cc: TPO Board Members
Suzanne Monk, FDOT Government Liaison



Hillsborough TPO Transportation Planning Organization

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MPO Chair

February 28, 2022

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Hillsborough County
School Board

Beth Alden, AICP
Executive Director



Plan Hillsborough

Mr. Bill McDaniel, City Manager
City of Plant City
302 W. Reynolds Street
Plant City, FL 33563

RE: Vision Zero – Actions taken at the February 2022 TPO Board Meeting

Dear Mr. McDaniel,

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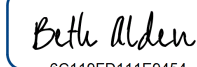
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Executive Director, Hillsborough TPO

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