



Hillsborough TPO Transportation Planning Organization

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Executive Director



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Hybrid Virtual & In-Person Meeting of the Policy Committee

Wednesday, May 12, 2021, 8:30 AM

The County Center and Plan Hillsborough offices continue to be closed to the public in response to the COVID-19 pandemic. A minimum number of board members will meet in person at the County Center, and all other participation will continue to be virtual.

This meeting may be viewed on Hillsborough Television (HTV) by visiting Spectrum: 637, Frontier: 22 or live stream from [Hillsborough County's Live YouTube Channel](#) or the County website's [Live Meetings](#) link, also found in the County [Newsroom](#).

The agenda packet, presentations, and any supplemental materials are posted on the [online meeting calendar](#).

Public comment opportunities:

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

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

- by leaving a voice message at (813) 756-0371
- by e-mail to mpo@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.

Workshop on the Transportation Improvement Program

- I. Call to Order & [Pledge of Allegiance](#)
- II. Roll Call of Committee Members & Welcome of Other TPO Board Members (Clerk)
- III. [Approval of Minutes: April 14, 2021](#)
- IV. Public Comment – 3 minutes per speaker, please
- V. Discussion Items
 - A. Transportation Improvement Program (TIP) Update, Preliminary Draft (Johnny Wong, TPO staff)
 - Board member questions & comments regarding **Priorities**

- Board member questions & comments regarding **Funded Projects**

B. Federal Funding News (Beth Alden, TPO Director)

VI. Old & New Business

VII. Adjournment

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

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Se recomienda a las personas que necesiten servicios de interpretación o adaptaciones por una discapacidad para participar en esta reunión, o ayuda para leer o interpretar los temas de esta agenda, sin costo alguno, que se pongan en contacto con Joshua Barber, (813) 576-2313 o barberj@plancom.org, tres días hábiles antes de la reunión. Si sólo habla español, por favor llame a la línea de ayuda en español al (813) 272-5940 o (813) 273-3774 ext. 1.

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MPO Policy Meeting of Wednesday, April 14, 2021

I. CALL TO ORDER, PLEDGE OF ALLEGIANCE & INVOCATION

The Chairman, Commissioner Pat Kemp, called the meeting to order at 8:45 AM and led the pledge of allegiance. The regular monthly meeting was held in-person and virtual via WebEx.

The following members were present in person:

Commissioner Harry Cohen, Commissioner Pat Kemp, Commissioner Kimberly Overman, Joe Waggoner

The following members were present virtually:

Commissioner Mariella Smith, Councilman Guido Maniscalco, Charles Klug, Bob Frey

MPO Board Members Mayor Andrew Ross and Councilman Joseph Citro were present in person.

A quorum was met in person.

II. APPROVAL OF MINUTES – February 10, 2021 and March 10, 2021

Chair Kemp sought a motion to approve the February 10, 2021 and March 10, 2021 minutes. Commissioner Overman so moved, seconded by Councilman Maniscalco, roll-call vote: motion carries 6-0.

III. PUBLIC COMMENT

No public comment

IV. DISCUSSION ITEMS

A. Transportation Improvement Program (TIP) Development Process (Johnny Wong, MPO Staff)

Dr. Johnny Wong presented information about the FY 22 – 26 TIP. This document is updated annually and shows the priority transportation projects for Hillsborough County that are Funded Projects. The long-range plan covers twenty-five years, the TIP breaks those into five-year, bite size pieces.

The TIP is a priority-based project list that is done in the fairest way possible. When the TIP is adopted by the MPO, it shows state and federal agencies that the community supports the goals. The annual update reflects community changes and adherence to state regulations. This document has federal requirements; projects must be funded by federal or other funds. There is a TIP Tool map on the MPO website that shows the projects in the TIP. Projects are updated on a continual basis; the main process starts in the winter, goes through budget process in the spring, the MPO receives CIPs and includes them as a convenience, the TIP is put out for review and comment thirty days in advance of adoption. The second part of the TIP is the Priority list. The MPO meets with local agencies to review current priorities and discuss those that are not funded. Agencies submit their projects that are priorities; the MPO categorize them into the appropriate investment program and rank them; the results are shared with committees and the public; recommendations are then made to the board. Dr. Wong shared a timeline of recent activities completed and next milestones. The list

for this year is being prioritized and scored now. Dr. Wong met with the CAC subcommittee to update the TIP and make it easier to understand; today is the Policy workshop; the draft to the committees is next. On May 9th, the thirty-day review begins. Once adopted, the TIP is submitted to FDOT District 7 for approval, they work with their work program, FDOT takes all the MPO TIPs submitted and the state TIP and submits it for federal approval.

Presentation: [Transportation Improvement Program \(TIP\) Development Process](#)

B. **Priority Project Candidates for This Year** (Beth Alden, MPO Director)

This time of year is when the priority list is reviewed, which is one of the two components of the Transportation Improvement Program. The MPOs role is not implementation, it is to position the projects of our local governments to compete as successfully as they possibly can for federal and state funding. There are one-on-one meetings to make sure the projects are eligible and ready to go; projects that are of a high priority, ready to advance, and have documentation. The MPO is trying to match up projects eligible in specific categories to available funding and do a back-and-forth with local agencies on how to break up larger projects into bite sized chunks to match up with the available funding. This is your opportunity to ask questions of the project proposers. (each jurisdiction's write-ups are in the [Agenda Packet](#))

- **City of Plant City** (Mark Hudson)

- New project: Park Connector Trail Feasibility Plan: utilizing land that the city owns to connect many parks in north and central Plant City with bike and walking trails.
- Three intersection improvements: James L. Redman Pkwy. / Alexander St, James L Redman Parkway / Jim Johnson Rd, along South Park Rd. / Coronet Rd.
- Sidewalk Improvements: by middle schools, Tomlin and Marshal
- Expanding US 92 from South Park Rd. to South County Line Rd. from two lanes to four lanes.
- Adding connector road from North Park Rd and North County Line Rd.

- **City of Tampa** (Vik Bhide)

The City of Tampa is highlighting requests for funding and support for requests led by other agencies.

- Safety and Vision Zero category: Interbay Blvd from West Shore to Bay Shore, a south of Gandy project, requesting \$4.5 million for construction and is partnered with FDOT. It provides connection to airport space, for storm water and resilience, is a much-needed east-west connector, includes a trail for the south of Gandy community, and interfaces with other area projects. Was part of IOC surtax plan.
- Safety and Vision Zero category: Twigg Street from Ashley to Nebraska. The request is about \$3 million for construction, design is currently underway. Was part of IOC surtax plan.
- The city is supporting a new signal at Adamo and 26th and are partnered with FDOT and co-funding. The other signal request is at Boy Scout and Manhattan.
- Intersection and Corridor Safety: Brush street from Whiting to Kennedy is a logical extension to Water Street and will create a north-south connection from downtown to West Ybor City.

- Westshore Blvd, from Pharaoh to Neptune, the city is not requesting funding but would like to reflect support. It is a county road. It is also a request from the area community.
- Under Real Choices When Not Driving: supporting the Tampa streetcar extension Phase 4 Feasibility study. No funding is being requested at this time.
- Ashley from Tyler to Laurel Street, this is with the FDOT Westshore Interchange Cooperative Project. The requested funding is \$5.2 million and FDOT is supplementing.
- I-275 ramp at Tyler and Ashley is elevated and disconnects north downtown to Riverwalk and cultural activities. Will bring vertical infrastructure to ground level. It will improve connectivity between transit and the river and add affordable housing and walkable and bikeable area. This project is partnered with FDOT.
- Kennedy to Tyler on Ashley: relieve some southbound traffic to accommodate multi-modal option along that segment.
- Supporting Real Street improvement at the SR 60 interchange to support walk / bike along the west side of Rio and connect the park area via the new bridge from Pinellas County. This project is partnering with FDOT.
- The West Riverwalk extension project to compliment east side and connect across bridges to new Riverwalk segment. It is major for economic growth and supporting the downtown streetcar extension.
- Major regional trails project for the South Tampa Greenway from Picnic Island Park to Manhattan Ave.
- UPWP, supporting feasibility study for parking programs; bring parking into the overall mobility management; and converting parking facilities to multi-modal hubs. This will help with the transition from driving to other modes of transportation.

Commissioner Cohen: Inquired about Interbay, Westshore to Bayshore, full Vision Zero with sidewalks and bike lanes.

- **City of Temple Terrace** (Celeste Lau)
Requesting six projects for federal funding.
 - The Bypass Canal Trail going from Flatwoods Park to downtown Tampa and hopefully having other priority projects connecting to it.
 - Fuller Parkway / Temple Terrace Highway Complete Streets project going from those streets to Glen Arvin Ave and to 78th Street.
 - Davis Road from Morris Bridge to Temple Terrace Highway including sidewalk and bicycle lane improvement and repairs to existing sidewalks.
 - PD&E for an underpass at Fowler Ave and Raintree Blvd intersection.
 - Along Whiteway Dr., a light vehicle and footbridge over the Hillsborough River where Whiteway Dr. meets Riverhills Dr.
 - A mobility fee study to evaluation the mobility fees to make sure they are adequately reflecting improvements to transportation infrastructure and are consistent with the county.

- **HART** (Chris Cochran)

List of projects are all the same projects the MPO saw last year with rearranged priorities and three projects removed (no longer priority or have been funded and completed).

- The heavy maintenance building is at the top and needs to be addressed. The new CEO is exploring all options to get this funded.
- Bus replacements is an ask every year.
- CAD / AVL is everything associated with ITS, everything technology, integrated with lots of areas. This project is ½ funded, looking for rest.
- HART will need a satellite facility in place to be able to house operations while Heavy Maintenance building is built.
- Tampa BRT, about ½ way through the project. Need about 15% – 20% for the engineering plan; funding will go towards either Small Starts program or use it for some smaller operational improvements in the Florida and Fowler Ave. corridor.
- Electric bus / infrastructure: first electric busses (4) will be operational by the end of 2022; HART would like to continue ordering additional electric busses and will need funding for the infrastructure.
- CSX study will be a redo of an older study which is now out of date.
- Bus stop improvements are associated with ADA improvements and amenities associated with the safety and comfort of customers.
- Scheduling software is a critical piece that maintains HART schedules.
- Modern street cars are part of an existing city project. Expectation would be that City of Tampa and HART partner. HART's roll would be to take on the procurement of the new street cars and the.
- Real-estate Acquisition is for locating and acquiring property for new transfer centers for expansion in the future.

Councilman Citro: Inquired about keeping any of the vintage streetcars, if modern streetcars can be housed at current facility, if modification of streetcar housing will impact traffic in the area.

Presentation: [HART Priority Project](#)

- **Heights Mobility Plan interagency collaboration** (Alex Henry, FDOT)

Beth Alden: Chris Cochran mentioned the BRT project, the District 7 office is working on improvements that will compliment that project. Alex Henry presented the projects.

- The Tampa St. and Florida Ave. corridor. Extensive public engagement was done a few years ago. That resulted in themes of better walk and bike options, wider sidewalks, better options for cyclists, more pedestrian crossings, more transit options along corridor, and traffic calming to help reduce speeds. Short term projects include pedestrian crossings, some are reflected in the TIP and some are being done with other partners; two bicycle boulevards along Ola Ave. and Central Ave. including new and improved crossings, wayfinding, and traffic calming; some lane repurposing has already been implemented.
- Tampa Streetcar Extension and HART BRT study are overlapping efforts for coordinated efforts.

- Developing longer term solutions including wide sidewalk on Florida Ave. include a multi-use path on Highland Ave / Tampa St., drainage improvements, potential lane repurposing for transit, and a traffic calming / safety strategy. Costs of drainage and roadway improvements are significantly increased, will be approximately \$40 mil. Actively pursuing federal grants, stimulus, and infrastructure bills for the funding. Alternative that would not include drainage and would cost approximately \$20 million. Mid-term Alternative that would result in same goals that is in development, will maintain curb line and cost approximately \$10 mil.
- Next steps include public engagement with City of Tampa and HART, more MPO committee presentations, and online workshops. Will feed into FDOT Lane Repurposing process. Will continue looking for federal grants. Will continue to coordinate with the HART BRT Study.

Commissioner Kemp: Asked if this could be broken out into a future presentation by itself with longer discussion; expressed frustration regarding two-way traffic area from Seminole Heights to downtown on Tampa St. and Florida Ave.

Commissioner Overman: Inquired about the timeline for Wilder, Idlewild, Knollwood, and Giddens as they tie into the HART TOD study.

Beth Alden: We'll schedule some time with you to make sure you get the answers to your questions. The projects presented today are about the staging in the TIP.

Presentation: [Heights mobility Plan FDOT](#)

- **Hillsborough County** (John Patrick)
 - Five projects approved by their board back in March. Three are already on the TIP, they have not been funded; reaffirming that they are priorities.
 - Balm Road from US 301 to Clement Pride Rd.
 - South Coast Greenway Phase III (Symmes Rd. to Big Bend Rd.), which is part of the Sun Trail System, looking for funding for PD&E study
 - Hillsborough County Truck Route Plan (UPWP), this a study based on new roads and developments.

The two new projects; working to synchronize these projects with the FDOT to have them done at the same time as the I-75 interchanges:

- Big Bend Road from four lanes to six lanes.
- Gibsonton Dr. from four lanes to six lanes. Important to widen Gibsonton Dr. to relieve traffic.

Presentation: [Hillsborough County Priority Project](#)

- **Tampa – Hillsborough Expressway Authority** (Bob Frey)

Do not have any funding requests to the MPO at this time. Updates are deferred to a later time.

C. **FDOT Work Program Outlook** (FDOT Representative, Richard Moss)

- FDOT is getting about \$10.5 billion on each the Senate and the House.
- \$470 million from Relief Act
- \$89 million went to local MPOs with \$17 million coming to Pinellas, Pasco, and Hillsborough Counties boxed in FY 23 for use.
- Funding levels are about \$1 billion more than expected, will work through that after the final legislature budgets when they close session.
- Three earmarks in Hillsborough County: TBARTA \$1.5 million, Louis Ave. Complete Streets at \$350K, and Crosswalks to Classrooms at \$350K. FDOT is fully funded for next year.

Chair Kemp: Inquired about the earmarks.

Commissioner Overman: Expressed desire to have all submitters for the TIP use the same approach as the criteria in the TIP. County projects are large and coordinated with FDOT while City of Tampa projects are “boots on the ground”. Each of the lists should be solidly hitting the marks. Commented that it may some large projects are not funded but six small projects are while moving transportation agenda forward. This will better engage the public. This needs robust conversation going forward.

V. **OLD & NEW BUSINESS**

Fast through due to time

VI. **ADJOURNMENT** – The meeting adjourned at 10:04 AM



Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item

Transportation Improvement Program (TIP) Update, Preliminary Draft

Presenter

Johnny Wong, TPO Staff

Summary

Staff has prepared a preliminary draft of the Transportation Improvement Program document for the fiscal year period of 2021/22 – 2025/26. The TIP document includes three important lists:

1. Existing priorities funded for construction: these are priorities that are under construction or have funding to begin construction within the next five years. This list also includes partially funded projects, which are listed to show community support, while they await completion.
2. Candidates for new funding: these are priorities that need federal and state funding because they have been shown to address urgent transportation needs in the community. This list organizes projects into the appropriate investment program and ranks them in priority order based on the estimated impact they will have on the community's goals.
3. All projects to be funded in the next five years: this list is quite large and includes projects programmed by the FDOT based on our previous year's priority list. It also catalogs all projects in our partners' local Capital Improvement Programs, even though the TPO does not control what projects appear in the CIPs.

Staff will present these three preliminary lists so that committee members can become more familiar with the TIP and its elements prior to the June meeting, during which the committee will take action.

Based on feedback received from the CAC's TIP subcommittee, staff will also present information on the TIP development process and timeline; the relationship between the TIP and Long Range Transportation Plan; the prioritization methodology and process; and, how projects are created – from idea to construction.

Recommended Action

None. For information only.

Prepared By

Johnny Wong, PhD, TPO Staff

Attachments

[Draft Transportation Improvement Program 2021/22-2025/26](#)

[Presentation slides](#)



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Hillsborough TPO Transportation Planning Organization

Board & Committee Agenda Item

Agenda Item

Federal Funding News

Presenter

Beth Alden, TPO Director

Summary

This year, projects on the TPO priority list will be considered for new, one-time funding opportunities made available at the federal level as part of COVID relief spending packages.

Last week, the following summary of these funding opportunities, and the resulting state budget for transportation, was provided to the Florida MPO Advisory Council. Staff will briefly go over this late-breaking information from the MPOAC.

Stimulus Funding:

CARES (Coronavirus Aid, Relief and Economic Security Act) – March 2020, FAST Act extension with an additional \$39 million in GF of which \$31 allocated to the STBG program of which \$13 million was for SU.

CRRSSA (Coronavirus Response and Relief Supplemental Appropriations Act) – December 27, 2020, \$470 million to FDOT, \$89M suballocated to TMAs. The TMA funds are mostly boxed for next year to make sure budget is available to spend it. No guidance yet on the remaining \$381M.

American Rescue Plan – March 11, 2021, \$1.9 trillion for various programs. \$10.2 billion to Florida. Governor said \$2B will be used for transportation. Language in back of the Appropriations bill. Plan has carve-out of \$30.5 B for transit and \$8B for airports. No guidance from FHWA or FAA on how much of the carve out will come to Florida.

American Jobs Plan - \$2.3 trillion (\$932 billion to infrastructure of which \$571 to Transportation) \$115 billion to highways, \$80B to intercity rail, \$135B to EVs, \$110B to transit, \$25B to airports, \$17B to Ports, \$44B to megaprojects, \$20B to Safety, \$25B to equity.

Highway funding is directed towards “fix-it-first” rather than capacity. Which could be problematic for states like Florida.

Reauthorization of FAST Act sill to come. But FDOT has taken the following positions:

- *The Act must provide State, local and private partners the long-term funding certainty they need to effectively plan and deliver projects.*



- *Such reauthorization must, at a minimum, address the long-term solvency of the Highway Trust Fund in a fiscally responsible manner.*
- *Congress should distribute funds to the states using existing funding formula mechanisms.*
- *Due to Florida's explosive population growth, Congress should use the most-current census data available in distribution formulas.*
- *Congress should emphasize streamlining and program simplification – while resisting new program creation.*

Legislative Update: Overall State Budget is \$101.5 Billion. FDOT budget \$10.26B which \$9.447B is for the Work Program. Member projects total \$89.46M. The \$2B extra for FDOT is in the back of the Appropriations Bill contingent upon receiving the COVID-19 Relief funds. \$1.750B is for state highway system projects with the remaining \$250M being appropriated to the state's seaports. There is also a \$17 million sweep of the STTF.

Status of bills as of 10:00 am 4/29/21

SB 1126 (Department Bill) – Bask in Senate as of 4/29. Revises from October 1 to August 1 the date for MPO's annual submissions of project priorities to the FDOT districts for purposes of developing the FDOT's tentative work program and MPO transportation improvement programs.

HB 1385 (Department Bill) – House companion bill. Laid on Table 4/27.

SB 1194 (Transportation Train) – Passed Senate 39 – 0. On Third Reading Calendar in House 4/27. 4/28 passed House, sent back to Senate.

MCORES (SB 100) – Passed Senate 39 – 1. Passed House 115 – 0. Allows for alternatives to extend Suncoast using US 19 and extension of Turnpike to a logical terminus.

Recommended Action

None. For information only.

Prepared By

Beth Alden, TPO Director

Attachments

Hillsborough County Planning Commission Legislative Wrap-up

Hillsborough County Planning Commission
2021 Legislative Wrap-Up
May 5, 2021

Passed Legislation (Alphabetical Order):

Autonomous Vehicles (HB 1289/SB 1620): Authorizes operation of low-speed autonomous delivery vehicle on streets or roads with posted speed limit of up to 45 miles per hour under specified conditions; provides requirements for low-speed autonomous delivery vehicles; provides certain fully autonomous vehicles are not subject to certain provisions of law or regulations. Effective Date: July 1, 2021.

Bicycle Regulation (HB 353/SB 738): Provides an exception to the requirement that a person operating a bicycle ride upon or astride a seat attached thereto; revises electric bicycle regulations, etc. Effective Date: July 1, 2021.

Bicycle and Pedestrian Safety (HB 605/SB 950): Provides requirements for the driver of a motor vehicle overtaking a bicycle or other nonmotorized vehicle or an electric bicycle; provides a penalty; requires the Department of Highway Safety and Motor Vehicles to provide an annual awareness and safety campaign regarding certain safety precautions; exempts a motor vehicle driver from certain provisions relating to no-passing zones when overtaking a bicycle or other nonmotorized vehicle or an electric bicycle; revises requirements for vehicles turning at intersections; prohibits persons riding bicycles in a bicycle lane from riding more than two abreast, etc. Effective Date: July 1, 2021.

Building Design (HB 55/HB 401/SB284) Incorporated building design provisions into building code legislation; provides that regulations relating to building design elements may not be applied to certain dwellings; provides exceptions. Effective Date: July 1, 2021.

Combating Public Disorder (HB 1: Chapter #2021-006) Authorizes specified elected officials to file an appeal to the Administration Commission if the governing body of a municipality makes a specified reduction to the operating budget of the municipal law enforcement agency; provides that a municipality has a duty to allow the municipal law enforcement agency to respond to a riot or unlawful assembly in a specified manner based on specified circumstances; reclassifies the penalty for an assault committed in furtherance of a riot or an aggravated riot; prohibits cyber-intimidation by publication; prohibits a person from willfully participating in a specified violent public disturbance resulting in specified damage or injury; creates an affirmative defense to a civil action where the plaintiff participated in a riot, etc. Effective Date: upon becoming a law.

Documentary Stamp Distribution/Affordable Housing (HB 5401/SB 2512) Revises distribution of the documentary stamp tax; provides that specified distributions may not be transferred to the General Revenue Fund, intended to prevent future raids on the affordable housing trust fund; revises the purposes for which distributions may be made from the Water Protection and Sustainability Program Trust Fund, etc. Effective Date: July 1, 2021.

Gas Station Preemption (HB 839/SB 856) Prohibits municipality, county, special district, or political subdivision from taking certain actions to prohibit siting, development, or redevelopment of fuel retailers and related transportation infrastructure and from requiring fuel retailers to install or invest in fueling infrastructure. Effective Date: upon becoming a law.

Legal Notices (HB 35/SB 402) Revises requirements for newspapers that are qualified to publish legal notices; authorizes the Internet publication of specified governmental agency notices on newspaper websites in lieu of print publication if certain requirements are met; requiring the Florida Press Association to seek to ensure equitable access for minority populations to legal notices posted on the statewide legal notice website; requires the association to publish and maintain certain reports on the statewide legal notice website, etc. Effective Date: July 1, 2022.

Property Rights (HB 59/SB 496) Requires comprehensive plans and certain land development regulations of municipalities established after certain date to incorporate certain development orders; requires local governments to include property rights element in their comprehensive plans; provides statement of rights; requires local government to adopt property rights element by specified date; provides that certain property owners are not required to consent to development agreement changes; provides requirements and procedures for right of first refusal; authorizes certain developments of regional impact agreements to be amended. Effective Date: July 1, 2021.

Relief—Property Rights (HB 421/SB 1876) Revises notice of claim requirements for property owners; creates presumption that settlement offers protect public interest; specifies property owners retain option to have court determine awards of compensation; authorizes property owners to bring claims against governmental entities in certain circumstances; provides property owners are not required to submit formal development applications or proceed through formal application processes to bring claims in specified circumstances. Effective Date: October 1, 2021 (Combined Bill HB 421 & HB 1101).

Resiliency Planning (HB 7019/SB 1954) Establishes the Resilient Florida Grant Program within the Department of Environmental Protection; requires the department to complete a comprehensive statewide flood vulnerability and sea level rise data set and assessment by specified dates; requires the department to develop an annual Statewide Flooding and Sea Level Rise Resilience Plan and submit the plan to the Governor and Legislature by a specified date; requires the department to implement a scoring system for assessing projects eligible for inclusion in the plan, etc. Effective Date: Upon becoming a law.

Small-Scale Amendments (HB 487/SB 1274) Revises the required acreage thresholds for adopting an amendment using a small scale development amendment; authorizes landowners with development orders existing before the incorporation of a municipality to elect to abandon such orders and develop the vested density and intensity contained therein under specified conditions; provides an exception to a prohibition against legal entities and their members exercising the power of eminent domain over or acquiring title to certain facilities or property, etc. Effective Date: July 1, 2021.

Solar Farm Preemption (SB 896/HB539) Provides that solar facilities are a permitted use in local government comprehensive plan agricultural land use categories and certain agricultural zoning districts; authorizes the Florida Public Service Commission to approve cost recovery by a gas public utility for certain contracts for the purchase of renewable natural gas, etc. Effective Date: July 1, 2021.

Transportation (HB 1385/SB 1126) Revises from October 1st to August 1st, the date for metropolitan planning organizations (MPOs) annual submissions of project priorities to the FDOT districts for purposes of developing the FDOT's tentative work program and MPO transportation improvement programs; repeals the Multi-use Corridors of Regional Economic Significance (M-CORES) program and related provisions and instead creates programs related to arterial highway projects, among other things. Effective Date: Except as otherwise expressly provided in this act, this act shall take effect July 1, 2021.

Urban Agriculture (HB 1013/SB 628) Authorizes farm equipment used to transport farm products to be stored, maintained, or repaired within specified boundaries; exempts farm equipment used in urban agriculture from provisions requiring farm equipment to be located within specified boundaries; provides that nonresidential farm buildings, fences, or signs located on lands used for urban agriculture are not exempt from the Florida Building Code or local governmental regulations; creates the "Urban Agriculture Pilot Project Act"; authorizes the Department of Agriculture and Consumer Services to approve municipal urban agricultural pilot projects, etc. Effective Date: July 1, 2021.

Failed Legislation (Alphabetical Order):

Rectangular Rapid Flash Beacons (RRFB)

Regional Planning Council Repeal

TBARTA Repeal

TBARTA Administrative Changes

THEA Expanded Authority

Virtual Meetings

Budget (By Magnitude):

Transportation Work Program \$92B

Federal Stimulus Funds for Transportation \$2B

Resiliency Planning Grants \$500M

Piney Point Clean-up \$100M

Transportation Disadvantaged Program \$65.9M

TBARTA \$1.5M

Crosswalks to Classrooms \$350,000

Lois Avenue Complete Streets \$350,000