

Semi-Annual SCTPA Alliance Board Meeting

Host: Hernando/Citrus MPO
Robert Esposito, Executive Director
REsposito@hernandocounty.us
352-754-4082

In-Person Meeting Location: FDOT District 7 Auditorium, 11201 McKinley Drive, Tampa, FL 33612

 $\textbf{Join GoToWebinar Meeting:} \underline{\underline{https://attendee.gotowebinar.com/register/8321720157150823516}}$

Listen only by phone: 1-562-247-8422 Access Code: 478-081-851

AGENDA FOR JUNE 23, 2023

1.	10:30 AM	Call to Order/Welcome and Introductions/Declaration of In-person Quorum Jerry Campbell, Hernando/Citrus MPO Board Vice Chair (Hernando County Commission District 4)
2.	10:35 AM	SCTPA Meeting Summary of December 9, 2022 – Review & Approval (See Attached Packet Detail) Robert Esposito, Hernando/Citrus MPO Executive Director, Host
3.	10:40 AM	Transportation Regional Incentive Program (TRIP) Priority List for FY 2023 – Review & Approval (See Attached Packet Detail) Carl Mikyska, Pasco County MPO Executive Director
4.	10:50 AM	Multi-Use Trails (MUT) Priority List for FY 2023 – Review & Approval (See Agenda Packet Detail) Tina Russo, Active Transportation Planner, Pasco County MPO
5.	11:00 AM	Regional Performance Measure Targets for FY 2023— Review & Approval (See Agenda Packet Detail) Johnny Wong, PhD, Executive Planner, Pasco County MPO
6.	11:15 AM	2050 Plan Regional Needs Assessment – Verbal Status Report Chelsea Favero, AICP, Planning Manager, ForwardPinellas MPO
7.	11:30 AM	FDOT District 7 Updates – Verbal Richard Moss, Director of Transportation Development
8.	11:35 AM	FDOT District 1 Updates - Verbal H. Wayne Gaither, FDOT Southwest Area Office Director
9.	11:40 AM	SCTPA Accomplishments – 30-Year Value Driven History - Verbal Whit Blanton, FAICP, ForwardPinellas MPO Executive Director
10.	11:50 AM	Legislative Updates Relative to SCTPA (See Agenda Packet Detail) Beth Alden, AICP, Hillsborough TPO Executive Director
11.	12:00 PM	Public Comments
12.	12:10 PM	Member Updates (Round Robin)
13.	12:30 PM	Adjourn













Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. In accordance with the Americans with Disabilities Act, persons with disabilities needing a special accommodation to participate in this proceeding should contact Robert Esposito resposito@hernandocounty.us three business days in advance of the meeting. If you are only able to speak Spanish, please call the Spanish helpline at (813) 272-5940 or (813) 273-3774 and dial 1. If you are hearing or speech impaired, dial 7-1-1, 1-800-955-8771 (TTY) via Florida Relay Service for assistance. If persons require language interpretation services, please contact the Hernando/Citrus MPO office at 1-352-754-4082 for information. Language Interpreter Services are also available 24-hours a day, 7-days a week at 1-800-752-6096.











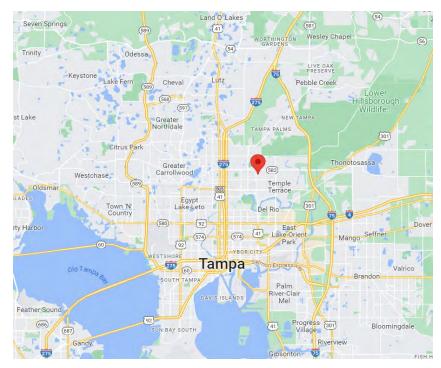


MEETING LOCATION MAP

FDOT District 7 Auditorium

11201 McKinley Drive

Tampa, FL 33612







AGENDA ITEM:

SCTPA Meeting Summary of December 9, 2022 – Review & Approval

SUMMARY:

Attached for review and approval is the SCTPA Meeting Summary of December 9, 2022.

RECOMMENDED ACTION:

It is recommended the SCTPA review and approve the Meeting Summary of the December 9, 2022, meeting.

ATTACHMENTS:

SCPTA Meeting Summary 12-9-2022















ONE REGION, ONE VOICE

Sun Coast Transportation Planning Alliance (SCTPA) Leadership Group

Friday, December 9, 2022 | Meeting Summary & Action Sheet

SCTPA Public Meeting Video

SCTPA Public Meeting Presentations

The Sun Coast Transportation Planning Alliance (SCTPA) held this public meeting at the Tampa Bay Regional Planning Council on December 9, at 10:45 a.m.

Review and Approve Major Regional Transportation Priority Projects Chelsea Favero, Forward Pinellas

ACTION: The SCTPA voted unanimously to accept the priority list, apart from the replacement of HART's Heavy Maintenance Facility, for which a separate letter of support will be prepared.

Discussion:

Clarification was requested as to why the Downtown Lakeland Intermodal Transit Center was included in the list, since, like the HART facility, it is an example of a facility and not a mobility project? Also, what efforts have been made to acquire funding?

- Polk TPO staff responded that expansion of the facility is constrained by geography and is not
 properly situated to serve the area needed. The effort is to move the facility and staff to downtown
 Lakeland where it will be of more use and will serve as a future Brightline stop when that rail service
 is extended to the Tampa Bay area. It is also needed to support future extension of the SunRail
 commuter rail system from Poinciana into Polk County.
- Federal funds are currently being sought.

Gulf Coast Safe Streets Summit Report Parag Agrawal, Polk TPO

Highlights of the 2022 Gulf Coast Safe Streets Summit were presented to the SCTPA. The event had over 170 registrants and was held in Lakeland, FL. The event was focused on hands-on activities through which attendees could experience safety challenges firsthand, while learning about new ways to improve safety in transportation.

School Zone Speed Management Legislation Support

Whit Blanton, Forward Pinellas

ACTION: The SCTPA Leadership voted to authorize a letter of support for the 2023 Legislative Session.

Discussion:

- In the 2022 Legislative Session, a bill was filed that would have enabled cities and counties to use speed detection technology in school zones for speed management enforcement. It would have served as a pilot program, allowing opt-in from cities and counties, and would require 30 days of educating the public and notices prior to tickets. The bill passed each of its committees in the Senate, but the House version did not receive a hearing in any of its assigned committees.
- While a similar bill has not yet been filed for the 2023 Legislative Session, one is expected, and SCTPA support for such a concept is being sought by the staff directors.
- The SCTPA is being requested to send a letter to highlight the educational aspects of the bill, rather than advocating for the bill, but identifying reasons why speed management strategies can aid law enforcement in promoting speed safety.
- Concern was expressed over the bill because of some counties' experience with use of red-light cameras.
- The motion to authorize a letter of support for the 2023 Legislation Session passed. (Vote 3:2)

Endorsement of TMA Letter Regarding State-Supported Amtrak Service Elizabeth Watkins, Hillsborough TPO

ACTION: The SCTPA Leadership Group voted unanimously to endorse a TMA letter encouraging FDOT participation in state supported Amtrak service, with a modification to include a section on CSX partnership.

Discussion:

- It was proposed to add a section of the letter to include partnership with CSX.
- A line could be added to the effect of "... such as existing with freight rail operators"
- CSX has previously shared they have changed their business model significantly, which may alter their partnership.
- For passenger rail on CSX facilities to move forward, CSX previously noted they would need a plan
 for safety, plan for capacity, ensure funding is available, and desire a single point of contact. They
 have an established relationship with FDOT.

Work Program Overview for Districts 1 and 7 MPO/TPO Directors

Representatives from Hernando/Citrus, Pasco, Pinellas, Hillsborough, Pasco, Polk, & Sarasota/Manatee MPOs shared overview of major projects. No discussion.

2023 Meeting Calendar MPO/TPO Staff Directors

Calendar provided. No action needed.

Public Comment:

Sharon Calvert, President of Fix Roads First, requested the board to reject a grant application for the Boulevard Concept, set forth by the Hillsborough TPO. She alleged the grant would remove a portion of I-275 to make room for an at-level boulevard. It was clarified by the SCTPA Leadership Group that the Hillsborough TPO applied for a federal grant through the Reconnecting Communities Pilot Program to do a visioning study, and it does not involve tearing down the highway.

Additional Items:

Sean Sullivan, TBRPC Executive Director, presented Tampa Bay Regional Resiliency Coalition's efforts to promote adoption of the Tampa Bay Regional Resiliency Action Plan.

The next SCTPA Meeting will be held on June 23, 2023. The location is yet to be determined.

Meeting Adjourned at 12:21pm.



AGENDA ITEM:

Transportation Regional Incentive Program (TRIP) Priority List for FY 2023 – Review & Approval

PRESENTER:

Carl Mikyska, Pasco MPO Executive Director

SUMMARY:

Each year the Sun Coast Transportation Planning Alliance (SCTPA) reviews and approves the list of Transportation Regional Incentive Program (TRIP) projects for District 1 and District 7 of the Florida Department of Transportation (FDOT). The lists are used by each FDOT District in their programming decisions. The TRIP priority lists will be used for the development of the FDOT work program and individual MPO Transportation Improvement Programs (TIP) for the period beginning July 1, 2024.

RECOMMENDED ACTION:

It is recommended the SCTPA review and approve the 2023 Transportation Regional Incentive Program (TRIP) Priority Lists for FDOT District 1 and District 7.

ATTACHMENTS:

- 1. PowerPoint Presentation of the TRIP Priorities June 2023
- 2. TRIP Priorities June 2023 Map















SCTPA & TMA

Transportation Regional Incentive Program (TRIP)

2023 Priority Projects

SCTPA Board & TMA Leadership Group

June 23, 2023





What is TRIP?

Transportation Regional Incentive Program

- Part of Growth Management Legislation (2005)
- Regional Planning Incentive
- State Funds for Regional Travel
- Matching Fund Commitment: FDOT will pay up to 50%, Local Match of 50% is required
- Projects Must Be:
 - Included within the Regional Long Range Transportation Plan
 - Consistent with the Strategic Intermodal System
 - Compliance with the corridor management policies
 - Local Government Capital Improvements Element





TRIP Prioritization

- Annual Process
- Criteria for Prioritization/Scoring:
 - FDOT District 1 MPOs Collaborate on Ranking
 - FDOT District 7 Scoring Matrix
 - Growth Management, Regionalism, Local Matching Funds
- Scheduling
 - Projects prioritized today are for MPO TIPs starting on July 01, 2024



Above: 8-County West Central Florida Region

History of TRIP Funded Projects

Constructed | Funded Projects Include:

- HART & PSTA Regional Farebox Program
- TBARTA Vanpool Program
- Gateway Expressway Flyover at US19
 Pinellas
- Gandy Blvd Flyover Pinellas
- Bruce B Downs Blvd Bearss Ave to Palm Springs Blvd Hillsborough
- City of Tampa ATMS Phase I Hillsborough
- Iona Road New Road from Fruitville Road to Palmer Blvd Sarasota
- River Road From US 41 to north of West
 Villages Parkway Sarasota



Above: Flamingo Fares Logo



Above: Gandy Blvd (Pinellas)

TRIP 2023 Priority Projects – FDOT District 7

- **1a.** I-275/SR 60 Westshore Interchange FDOT/Hillsborough County
- 1b. I-275/SR 93 from south of SR 60 to south of Lois; SR 60 from south of I-275 to SR 589 (Section 4) FDOT/Hillsborough County
- 2. SR 686 from west of I-275 to west of 9th Street N (Roosevelt Connector) Pinellas County
- 3. Little Road ATMS System Expansion Pasco County
- **4. Trinity Blvd. ATMS System Expansion** (Little Rd. to SR 54) Pasco County



Above: Electronic Fare Collection Reader

Projects ranked according to FDOT D7 scoring

TRIP 2023 Priority Projects – FDOT District 7

- 5. Barclay Rd. (SR 50 to Powell) Widening Hernando County
- 6. Old Pasco Rd. from SR 54 to SR 52 Pasco County
- 7. SR 60/Gulf to Bay at Belcher Rd. Pinellas County
- 8. County Line Rd. (CR578) East Rd. to Springtime St. and Mariner Blvd to Suncoast Prkwy—Hernando/Citrus
- 9. Big Bend Rd from US 41 to Covington Garden Rd and Simmons Loop Rd to US 301 Hillsborough County
- **10.** Tower Road from Rangeland to US 41 Pasco County
- **11. SR 52 Widening** Pasco County
- **12. 126**th **Ave North from US19 to 34**th **Street N** Pinellas County (*New*)

Projects ranked according to FDOT D7 scoring



Above: Big Bend Road

TRIP 2023 Priority Projects – FDOT District 1

- North Ridge Trail from Deen Still Rd to Sand
 Mine Rd Polk County (New)
- 2. Moccasin Wallow Rd from Buffalo Rd to E of Carter Rd (Segment 3) – Manatee County
- **3. Fruitville Rd.** from Sarasota Center Blvd. to Lorraine Rd.
- 4. Lorraine Rd from Palmer Blvd to Fruitville Rd
- 5. Honore Ave from Fruitville Rd to 17th St
- **6. Lorraine Rd** from SR 72/Clark Rd to Knights Trail



Above: Fruitville Rd

Project ranked in collaboration between Sarasota/Manatee, Polk, and Charlotte MPO Boards

TRIP projects in the SCTPA Region

- 18 Projects Total
 - District 1 6 projects
 - District 7 12 projects

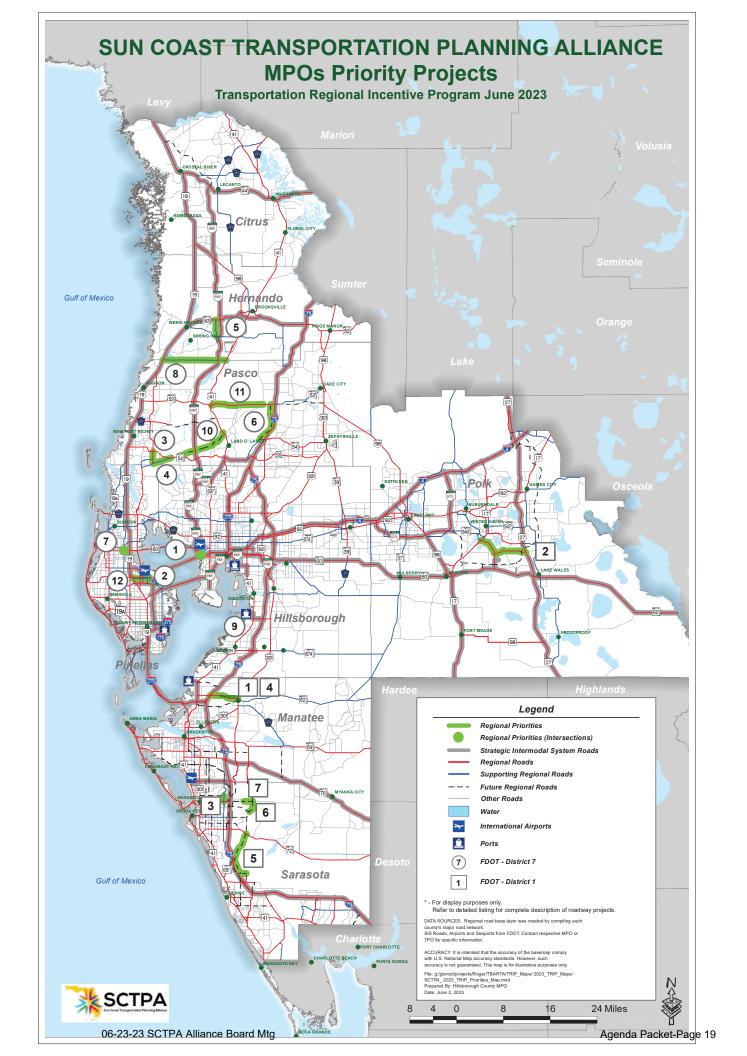




ACTION

Recommend approval of District 1 and District 7 FY2023 TRIP Project Priorities and Regional Roadway Network Additions

QUESTIONS?





AGENDA ITEM:

Multi-Use Trails (MUT) Priority List for FY 2023 - Review & Approval

PRESENTER:

Tina Russo, Active Transportation Planner, Pasco County MPO

SUMMARY:

Attached are the Multi-Use Trails (MUT) priority lists for District 1 and District 7 for review and approval by the SCTPA.

Each year the Sun Coast Transportation Planning Alliance (SCTPA) approves the priority lists of projects for the Multi-Use Trails (MUT) for District 1 and District 7. The MUT priority lists will be used for the development of the FDOT work program and individual MPO Transportation Improvement Programs (TIP) for the period beginning July 1, 2024.

RECOMMENDED ACTION:

It is recommended the Sun Coast Transportation Planning Alliance (SCTPA) review and approve the Fiscal Year 2023 Multi-Use Trails (MUT) Priority Lists and MUT Priority List Map for District 1 and District 7.

ATTACHMENTS:

- 1. PowerPoint Presentation of the MUT Priority Lists MUT Priority Lists
- 2. MUT Priority List Map
- 3. MUT List of Priority Projects Programmed
- 4. MUT List of Priority Projects Final











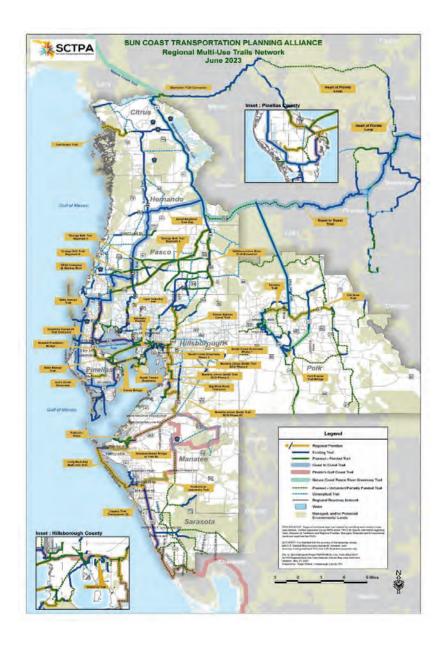




Multi Use Trails Priority List

June 23, 2023





Sun Coast Transportation Planning Alliance (SCTPA) REGIONAL MULTI-USE TRAILS LIST OF PROGRAMMED PROJECTS June 23, 2023

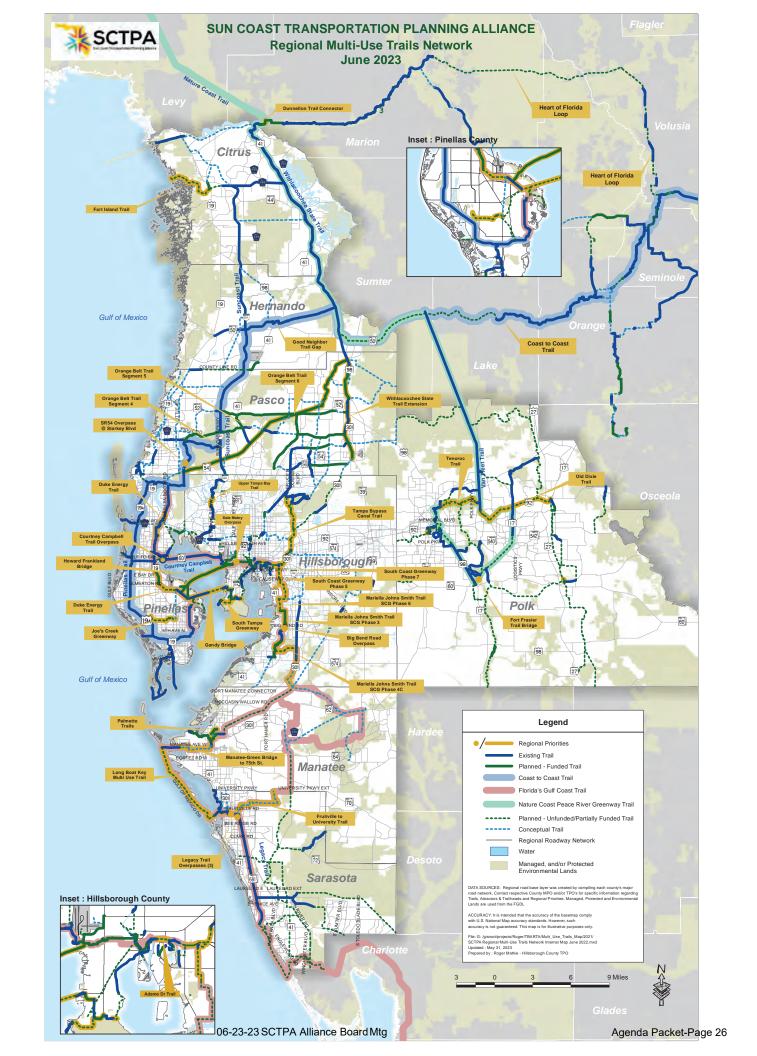
COUNTY	FACILITY	LIMITS	PROJECT PHASE & DESCRIPTION	COST	RANKING			
District 7	ct 7 Priorities							
Pasco	Orange Belt Trail	West of Little Road to Sr 54	12 ft MU path/trail Segment 1 of the Orange Belt Trail. CST 2025	\$3,800,000	Р			
Hillsborough	Howard Frankland Bridge and Connections	A separated bicycle/pedestrian facility as part of the rebuild of the north bound section of the Howard Frankland Bridge. This also includes development of connections to existing trail networks in Pinellas and Hillsborough Counties.	Continuing coordination between FDOT, Tampa/Hillsborough, and St. Petersburg/Pinellas on connections.	\$864 Million Total Cost of Bridge Rebuild with Bike/Ped Facilities - Fully Funded	P			
	Pinellas Trail Loop west side of East Lake Rd	Tampa Road to Seagull Road	Pinellas Trail Loop Gap Construction 2023 Bridge over Lake Tarpon Outfall Canal	\$3,500,000	Р			
	Pinellas Trail Loop Duke Energy Cooridor	Haines-Bayshore to Ulmerton	Pinellas Trail Loop Gap Construction 2024	\$6,500,000	Р			
Pinellas	Pinellas Trail Loop Duke Energy Cooridor	Ulmerton to 126th Ave N	Pinellas Trail Loop Gap Construction 2024	\$2,200,000	Р			
	4th Street	Gandy to Howard Franklin Bridge Trail	Connection to Hillsborough, Construction 2026	\$3,900,000	Р			
	Ulmerton Road	Fountain Pkwy N to I-275 (Howard Franklin)	Connection to Hillsborough Connection to Howard Franklin Bridge, Construction 2025	\$1,300,000	Р			

Sun Coast Transportation Planning Alliance (SCTPA) REGIONAL MULTI-USE TRAILS PRIORITY LIST OF PROJECTS

June 23, 2023

COUNTY	FACILITY	LIMITS	PROJECT PHASE & DESCRIPTION	COST	RANKING
District 7 P	Priorities				
Citrus	Three Sisters Springs Connector - Multi-Use Trail	US 19 / Kings Bay Drive to 486 Trail			7
Pasco	Orange Belt Segment 4 Tower Rd	Tower Rd/Bexley Village Dr	12ft MU path/trail Route Study 2022, Segment 1-3 Funded	\$13,871,323	6
	Orange Belt Segment 5 Tower Rd	Sunlake to US 41	12ft MU path/trail Route Study 2022, Segment 1-3 Funded	\$5,000,000	5
	Starkey Gap Overpass	Starkey Gap Trail at SR 54	Overpass	\$12,768,000	5
	Orange Belt Segment 6/Caliente Rd	US 41 to Crypress Creek Well Field	12ft MU path/trail Route Study 2022, Segment 1-3 Funded	\$4,914,000	4
Hillsborough	Upper Tampa Bay Trail - Suncoast Tail Connection	From Peterson Rd. to the Suncoast Trail on Lutz-	Approximately 3 miles, the trail will be the final link between the scenic, 7+ mile Upper	\$7,000,000	2
	(UTBT Phase IV)	Lake Fern Rd., approx. 3 miles.	Tampa Bay Trail and 40+ mile Suncoast Trail between Peterson Rd. Park and the Brooker Creek Headwaters at Van Dyke Rd. PD&E underway. TA grant requested for construction (\$2M)		
	South Tampa Greenway	Friendship Trail (Gandy) Bridge to Bayshore Boulevard at Balustrade	Manhattan Ave to Picnic Island	\$5,200,000	7
	Tampa Bypass Canal Trail	A 20-mile trail southward from Flatwoods Park ending at 34th St, on the banks of the Bypass	Seg 1: 34th St. to Maydell Bridge	\$5,079,900	1
		Canal , per agreement with the Southwest Florida Water Management District. Using existing	Seg 2: Maydell Bridge to Interstate 4	\$13,318,200	1
		Hillsborough County and Temple Terrace parks	Seg 3: Interstate 4 Overpass	\$4,693,900	2
		potential trailheads, the corridor makes regional connections via Downtown Tampa's Selmon	Seg 4: Intestate 4 to Harney Rd	\$7,391,600	4
	Gr Co Co	Greenway, Hillsborough County's future South Coast Greenway (FGCT corridor) to Manatee County, as well as the sidepath along Bruce B	Seg 5: Harney Rd to Fletcher Ave/Morris Bridge Rd	\$6,039,400	3
			Seg 6: Fletcher Ave /Morris Bridge Rd to Bruce B Downs Boulevard	\$4,070,300	2
			PD&E Underway for entire trail. TA funding requested for Segment 6 construction (\$3.5M)	\$40,593,300	1
	Adamo Drive	Project will install a 12-foot-wide asphalt trail, replacing existing sidewalk and filling in gaps along SR 60, and make intersection safety enhancements at SR 60 and N 34th Street. Project will begin east of SR 60 (Adamo Drive) and N 22nd St at the terminus of the existing Adamo Drive Greenway, continue along the north side of SR 60 to the intersection of N 34th Street, cross SR 60 and terminate at the existing Selmon Greenway Trail.	22nd Street to 34th Street	\$2,117,392	5
	South Coast Greenway	The South Coast Greenway would go from Adamo		Total 2022 Request for	1 1 2 4 4 3 3 2 1 1 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5
		Drive and extend south to the Manatee County line.	South Coast Greenway 4C/19th Ave – 30th to 301	Active Phases -	8
		One phase has already been constructed, another is planned for developer funding. The remaining training traini	South Coast Greenway, Big Bend Overpass	\$7,015,685 _	4
		has been broken up into six phases and a separate		-	
		overpass project at Big Bend RoadThis trail will	-	_	
		be co-branded with Florida's Gulf Coast Trail.	South Coast Greenway X/ Gibsonton		-
		Segments south of the Alafia RIver will also be	South Coast Greenway 5/ Progress Village		6
		branded as the Mariela Johns Smith Trail.	South Coast Greenway 7/ Palm River		9
			Submitted SUN Trail application for Big Bend Overpass, currently in design. PD&E underway for Phase 3 (Adamsville)		2
	Gandy Bridge	Hillsborough & Pinellas connection across Tampa Bay along the Gandy Bridge	Request trail to be included with bridge construction	TBD	5
	Dale Mabry Overpass	East-West connection over Dale Mabry; alignment study complete.	Request inclusion with adjacent segments of interstate.	\$5,919,242	

COUNTY	FACILITY	LIMITS	PROJECT PHASE & DESCRIPTION	COST	RANKING
District 7 F	Priorities (Continued from Page	e 1)			
Pinellas	Pinellas Trail Loop - 126th Ave N	Duke Energy corridor to 28th Ave N	Pinellas Trail Loop Gap/Planning (ROW challenges, specific alignment is being determined)	\$3,600,000	5
	Pinellas Trail Loop - 28th Ave	Scherer Dr to Roosevelt Trail	Pinellas Trail Loop Gap/Planning	\$500,000	8
	Pinellas Trail Loop - Gandy Blvd	Roosevelt Trail to San Martin Blvd	Pinellas Trail Loop Gap/Planning	\$2,000,000	3
	Pinellas Trail Loop - San Martin Blvd	Gandy to North Bay Trail	Pinellas Trail Loop Gap/PD&E 2024	\$1,000,000	7
	Joe's Creek Trail / 71st St	Pinellas Trail to 28th St	Connection to Pinellas Trail Loop/Planning - cross county east/west	\$11,000,000	10
District 1 F	Priorities				
Sarasota/ Manatee	Palmetto Trails Network Plan	Dr. Martin Luther King Jr. Trail to Washington Park (north of downtown Palmetto within city limits)	The purpose and need of this plan is to reestablish multimodal community connections throughout the City of Palmetto that were previously lost through the construction of US 41. The project will implement portions of the Gulf Coast Trail on the SUN Trail System. Project limits are from the MCAT station to Lincoln Park to Washington Park.	\$5,444,000	2
	Legacy Trail Overpasses	Legacy Trail at Beneva Rd & Bahia Vista St.	CST on two concrete pedestrian overpasses on the Legacy Trail across Bahia Vista St and Beneva Rd. The pedestrian overpasses will improve user safety to cross busy urban corridors along the northern extension of the multi use recreational trail.	CST (Bahia Vista) - \$3,440,000; CST (Beneva) - \$3,900,000	4
	Legacy Trail Overpasses	Legacy Trail at Tuttle Ave	PE & CST on a concrete pedestrian overpass on the Legacy Trail across Tuttle Ave. The pedestrian overpass will improve user safety to cross busy urban corridors along the northern extension of the multi use recreational trail.	PE - \$2,010,000; CST - \$3,100,000	4
	Longboat Key Multi Use Trail	Southern terminus of the Longboat Pass Bridge at the 7300 block (FDOT Sta. 739.55) of Gulf of Mexico Drive (SR789), 34228 to Southern side of the Longboat Club Rd intersection, (FDOT Sta. 220.49), 34228	PE and CST of a minimum 12-foot-wide multi-purpose pathway on the east side of Gulf of Mexico Drive, approximately 10-miles	PE - \$ 861,816; CST - \$5,745,435; CEI - \$660,725	3
	SR 64/Manatee Avenue	Green Bridge (Downtown Bradenton) to intersection of SR 64 and 75th St NW	PD&E and CST of a multi-use off road trail to increase connectivity to the SunTrail Network to the North and South of SR 64/Manatee Ave. Expanding the SUN Trail Network in this area will increase bicycle and pedestrian safety, provide more multi modal options, and support the economic vitality of nearby businesses. Alignment feasibility study underway and to be completed in May 2023.	\$870,000 request for PD&E \$7,830,000 request for CST	5
	Fruitville Rd/University Pkwy	Legacy Trail (northern extension) to east of I-75 at Lorraine Rd	PD&E and CST of a multi-use off road trail between US 41 and Lorraine Rd as the West/East boundaries and Fruitville Rd and University Pkwy as the South/North boundaries. Expanding the SUN Trail Network in this area will increase bicycle and pedestrian safety, provide more multi modal options, and support the economic vitality of nearby businesses. Alignment feasibility study underway and to be completed in May 2023.	\$1,454,600 request for PD&E \$13,091,400 request for CST	6
Polk	Glendale Street Trail - Lakeland	New Jersey Road to CR 37B (Lakeland Highlands Road)	The Glendale Trail is a regional trail and component of Florida's SUNTrail Network and will link the Three Parks and New Jersey Road Trails with the Fort Fraser Trail Extension.	\$960,000	2
	Fort Fraser Trail Bridge	Fort Fraser Trail Crossing of State Road 60 (van Fleet Drive) in Bartow	The City of Bartow is requesting funding for a PD&E Study for the Trail's crossing of State Road 60 (Van Fleet Drive). This project is an important component of the TPO's Multi-Use Trail Plan and will help connect the Fort Fraser Trail with Downtown Bartow. Part of Florida's SUNTrail network.	\$750,000	1
	Old Dixie Trail - Auburndale to Haines city FPN	Denton Avenue at the Auburndale/Van Fleet Trail to Main Street and North Railroad Avenue, Haines City.	Design for the missing link between the Auburdale/Van Fleet Trail and the Lake Alfred/Chain of Lakes Trail and Haines City Trail. Part of Florida's SUN Trail network.	\$2,000,000	2
	Tenoroc Trail FPN	Braddock Rd at the Auburndale/Van Fleet Trail to Crago Park	Design for the missing link between Lake Crago Park and Braddock Road to connect the City of Lakeland's Lake-to-Lake system of trails and greenways with the Auburndale Trail and Van Fleet Trail. Part of Florida's SUN Trail network.	\$2,000,000	3



Sun Coast Transportation Planning Alliance (SCTPA) REGIONAL MULTI-USE TRAILS LIST OF PROGRAMMED PROJECTS

June 23, 2023

COUNTY	FACILITY	LIMITS	PROJECT PHASE & DESCRIPTION	COST	Ranking			
District 7	District 7 Priorities							
Pasco	Orange Belt Trail	West of Little Road to Sr 54	12 ft MU path/trail Segment 1 of the Orange Belt Trail. CST 2025	\$3,800,000	Р			
Hillsborough	Howard Frankland Bridge and Connections	A separated bicycle/pedestrian facility as part of the rebuild of the north bound section of the Howard Frankland Bridge. This also includes development of connections to existing trail networks in Pinellas and Hillsborough Counties.	Continuing coordination between FDOT, Tampa/Hillsborough, and St. Petersburg/Pinellas on connections.	\$864 Million Total Cost of Bridge Rebuild with Bike/Ped Facilities - Fully Funded	P			
	Pinellas Trail Loop west side of East Lake Rd	Tampa Road to Seagull Road	Pinellas Trail Loop Gap Construction 2023 Bridge over Lake Tarpon Outfall Canal	\$3,500,000	Р			
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	Pinellas Trail Loop Duke Energy Cooridor	Ulmerton to 126th Ave N	Pinellas Trail Loop Gap Construction 2024	\$2,200,000	Р			
	4th Street	Gandy to Howard Franklin Bridge Trail	Connection to Hillsborough, Construction 2026	\$3,900,000	Р			
	Ulmerton Road	Fountain Pkwy N to I-275 (Howard Franklin)	Connection to Hillsborough Connection to Howard Franklin Bridge, Construction 2025	\$1,300,000	Р			

Sun Coast Transportation Planning Alliance (SCTPA) REGIONAL MULTI-USE TRAILS PRIORITY LIST OF PROJECTS

June 23, 2023

District 7 Priorities Cityue Tree Steam Springs Connector - Multi-Line Trail US 19 / Kings Bay Drive to 486 Trail Trown Fediboxing Village Dr State Steam Springs Connector - Multi-Line Trail US 19 / Kings Bay Drive to 486 Trail Trail Mul path/hall Route Staty 2022, Segment 13 Funded \$53,000.000 \$ \$000.00000 \$ \$000.0000 \$ \$000.0000 \$ \$000.0000 \$ \$000.0000 \$ \$000.0000 \$ \$000.0000 \$ \$000.0000 \$ \$000.00000 \$ \$ \$000.00000 \$ \$ \$000.00000 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	COUNTY	FACILITY	LIMITS	PROJECT PHASE & DESCRIPTION	COST	RANKING
Passe Pass	District 7 F	Priorities				
Pasco Durage Ball Segment 15 Fower Rd Surface Visiges Dr 28th NU perhatral Rode Study 2022. Segment 1-5 Funded \$18,871,323 \$1,871,323 \$2,871,000 \$2,000 \$2,000 \$2,000 \$3,000 \$2,000 \$2,000 \$3,000 \$2,000 \$3,0			US 19 / Kings Bay Drive to 486 Trail			7
Starkey Clack Overpase Omerge Bet Segment & Citation R0 US 4 to Corpose Creek Well Field Approximately 3 miles, the trail will be the final fish between the semic, 7 * mile Upper 3 7,000,000 2 to Corpose Creek Well Field Creek Well Field US 4 to Corpose Creek Well Field US 4 to Corpose Creek Well Field US 4 to Corpose Creek Well Field Approximately 3 miles, the trail will be the final fish between the semic, 7 * mile Upper 3 7,000,000 2 to Corpose Creek Well Field US 4 to Corpose Creek Well Field US 5 to Corpose Creek Well Field US 5 to Corpose Creek Well				12ft MU path/trail Route Study 2022, Segment 1-3 Funded	\$13,871,323	
Hillsborough County Formary But year August State Suppress Creams Wear Head County Cou			Sunlake to US 41		\$5,000,000	5
Upper Tampas Bay Trail - Suncoast Tail Connection Cut High Phase N/		Starkey Gap Overpass	Starkey Gap Trail at SR 54	Overpass	\$12,768,000	5
Lake Fem Rd., appox. 3 miles. Tampa Bypasa Canal Trail Finendship Trail (Gandy) Bridge to Bayshore Router of South Coast Creenway Finendship Trail (Gandy) Bridge to Bayshore Router of South Coast Greenway Finendship Trail (Gandy) Bridge to Bayshore Router of South Coast Greenway Finendship Trail (Gandy) Bridge to Bayshore Router of South Coast Greenway At Sun City Center Tampa Bypasa Canal Trail A 2D-mile rate aboutheard from Flashwoods Park ending all 54th St. or the banks of the Bypasa Canal, prain southward from Flashwoods Park ending all 54th St. or the banks of the Bypasa Canal, prain southward from Flashwoods Park ending all 54th St. or the banks of the Bypasa Canal, prain southward from Flashwoods Park ending all 54th St. or the Banks of the Bypasa Canal, prain southward from Flashwoods Park ending all 54th St. or the Banks of the Bypasa Canal, prain southward from Flashwoods Park ending all 54th St. or the Banks of the Bypasa Canal, prain southward from Flashwoods Park ending all 54th St. or the Banks of the Bypasa Canal, prain southward from Flashwoods Park ending all 54th St. or the Banks of the Bypasa Canal, prain southward and the Banks of the Bypasa Canal, prain southward and the Banks of the Bypasa Canal, prain southward and the Banks of the Bypasa Canal, prain southward and the Banks of the Bypasa Canal, prain southward and the Banks of th		Orange Belt Segment 6/Caliente Rd	US 41 to Crypress Creek Well Field	12ft MU path/trail Route Study 2022, Segment 1-3 Funded	\$4,914,000	4
Tampa Bypass Canal Trail A 25-the trail southward from Flathocode Purk ending at 34th St. on the banks of the Bypass Canal Trail A 25-the first state of the Bypass Canal Tr	Hillsborough			Tampa Bay Trail and 40+ mile Suncoast Trail between Peterson Rd. Park and the Brooker Creek Headwaters at Van Dyke Rd. PD&E underway. TA grant requested for construction	\$7,000,000	2
ending at 34th 15, on the burks of the Bypass Canal per agreement with the Southwest Florida Water Management District, Using existing Hisborouph County and Temple Terrace parks potential trailheads, the confoor maker regional connections via Downthan Trangs's Salmon Canal Generoway IT GCT contridor) to Manater County, as well as the side-glead and page 10 to Manater County, as well as the side-glead and organized B Downs Boulevard, and the future US 301 trail to Passo County. Adamo Drive Adamo Drive Adamo Drive Project will install a 12-foot-wide asphalt trail, replacing existing side-walk and filting in gaps along SR 60, and make interscition safely enhancements at SR 60 and N 34th Street. Project will begin east of SR 60 (Adamo Drive) and value from the future US 301 trail to Passo County. Adamo Drive Project will install a 12-foot-wide asphalt trail, replacing existing addewalk and filting in gaps along SR 60, and make interscition safely enhancements at SR 60 and N 34th Street. Project will begin east of SR 60 (Adamo Drive) and value for the reminus of the existing Adamo Drive Ceremvay, continue along the north side of SR 60 to the intersection of N 34th Street. Project will begin east of SR 60, damo Drive will begin east of SR 60 (Adamo Drive) beginn Generoway Trail, Beginned for developer funding. The remaining trail has been broken up into sky phases and a self-lead overpass project at Big Bend Road. This trail will be co-branded with Florids's Gulf Coast If SR 60 to De branded with Florids's Gulf Coast If SR 60 to De branded with Florids's Gulf Coast If SR 60 to De branded with Florids's Gulf Coast If SR 60 to De branded with Florids's Gulf Coast If SR 60 to De branded with Florids's Gulf Coast If SR 60 to De branded with Florids's Gulf Coast If SR 60 to De branded with Florids's Gulf Coast If SR 60 to De branded with Florids's Gulf Coast If SR 60 to De branded with Florids's Gulf Coast If SR 60 to De branded with Florids's Gulf Coast If SR 60 to De branded with Florids's Gulf Coast If SR 60 to		South Tampa Greenway		Manhattan Ave to Picnic Island	\$5,200,000	7
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		Dale Mabry Overpass	East-West connection over Dale Mabry; alignment	Request inclusion with adjacent segments of interstate.	\$5,919,242	

COUNTY	FACILITY	LIMITS	PROJECT PHASE & DESCRIPTION	COST	RANKING
District 7 F	Priorities (Continued from Page	e 1)			
Pinellas	Pinellas Trail Loop - 126th Ave N	Duke Energy corridor to 28th Ave N	Pinellas Trail Loop Gap/Planning (ROW challenges, specific alignment is being determined)	\$3,600,000	5
	Pinellas Trail Loop - 28th Ave	Scherer Dr to Roosevelt Trail	Pinellas Trail Loop Gap/Planning	\$500,000	8
	Pinellas Trail Loop - Gandy Blvd	Roosevelt Trail to San Martin Blvd	Pinellas Trail Loop Gap/Planning	\$2,000,000	3
	Pinellas Trail Loop - San Martin Blvd	Gandy to North Bay Trail	Pinellas Trail Loop Gap/PD&E 2024	\$1,000,000	7
	Joe's Creek Trail / 71st St	Pinellas Trail to 28th St	Connection to Pinellas Trail Loop/Planning - cross county east/west	\$11,000,000	10
District 1 F	Priorities				
Sarasota/ Manatee	Palmetto Trails Network Plan	Dr. Martin Luther King Jr. Trail to Washington Park (north of downtown Palmetto within city limits)	The purpose and need of this plan is to reestablish multimodal community connections throughout the City of Palmetto that were previously lost through the construction of US 41. The project will implement portions of the Gulf Coast Trail on the SUN Trail System. Project limits are from the MCAT station to Lincoln Park to Washington Park.	\$5,444,000	2
	Legacy Trail Overpasses	Legacy Trail at Beneva Rd & Bahia Vista St.	CST on two concrete pedestrian overpasses on the Legacy Trail across Bahia Vista St and Beneva Rd. The pedestrian overpasses will improve user safety to cross busy urban corridors along the northern extension of the multi use recreational trail.	CST (Bahia Vista) - \$3,440,000; CST (Beneva) - \$3,900,000	4
	Legacy Trail Overpasses	Legacy Trail at Tuttle Ave	PE & CST on a concrete pedestrian overpass on the Legacy Trail across Tuttle Ave. The pedestrian overpass will improve user safety to cross busy urban corridors along the northern extension of the multi use recreational trail.	PE - \$2,010,000; CST - \$3,100,000	4
	Longboat Key Multi Use Trail	Southern terminus of the Longboat Pass Bridge at the 7300 block (FDOT Sta. 739.55) of Gulf of Mexico Drive (SR789), 34228 to Southern side of the Longboat Club Rd intersection, (FDOT Sta. 220.49), 34228	PE and CST of a minimum 12-foot-wide multi-purpose pathway on the east side of Gulf of Mexico Drive, approximately 10-miles	PE - \$ 861,816; CST - \$5,745,435; CEI - \$660,725	3
	SR 64/Manatee Avenue	Green Bridge (Downtown Bradenton) to intersection of SR 64 and 75th St NW	PD&E and CST of a multi-use off road trail to increase connectivity to the SunTrail Network to the North and South of SR 64/Manatee Ave. Expanding the SUN Trail Network in this area will increase bicycle and pedestrian safety, provide more multi modal options, and support the economic vitality of nearby businesses. Alignment feasibility study underway and to be completed in May 2023.	\$870,000 request for PD&E \$7,830,000 request for CST	5
	Fruitville Rd/University Pkwy	Legacy Trail (northern extension) to east of I-75 at Lorraine Rd	PD&E and CST of a multi-use off road trail between US 41 and Lorraine Rd as the West/East boundaries and Fruitville Rd and University Pkwy as the South/North boundaries. Expanding the SUN Trail Network in this area will increase bicycle and pedestrian safety, provide more multi modal options, and support the economic vitality of nearby businesses. Alignment feasibility study underway and to be completed in May 2023.	\$1,454,600 request for PD&E \$13,091,400 request for CST	6
Polk	Glendale Street Trail - Lakeland	New Jersey Road to CR 37B (Lakeland Highlands Road)	The Glendale Trail is a regional trail and component of Florida's SUNTrail Network and will link the Three Parks and New Jersey Road Trails with the Fort Fraser Trail Extension.	\$960,000	2
	Fort Fraser Trail Bridge	Fort Fraser Trail Crossing of State Road 60 (van Fleet Drive) in Bartow	The City of Bartow is requesting funding for a PD&E Study for the Trail's crossing of State Road 60 (Van Fleet Drive). This project is an important component of the TPO's Multi-Use Trail Plan and will help connect the Fort Fraser Trail with Downtown Bartow. Part of Florida's SUNTrail network.	\$750,000	1
	Old Dixie Trail - Auburndale to Haines city FPN	Denton Avenue at the Auburndale/Van Fleet Trail to Main Street and North Railroad Avenue, Haines City.	Design for the missing link between the Auburdale/Van Fleet Trail and the Lake Alfred/Chain of Lakes Trail and Haines City Trail. Part of Florida's SUN Trail network.	\$2,000,000	2
	Tenoroc Trail FPN	Braddock Rd at the Auburndale/Van Fleet Trail to Crago Park	Design for the missing link between Lake Crago Park and Braddock Road to connect the City of Lakeland's Lake-to-Lake system of trails and greenways with the Auburndale Trail and Van Fleet Trail. Part of Florida's SUN Trail network.	\$2,000,000	3



AGENDA ITEM:

Regional Performance Measure Targets for FY 2023 – Review & Approval

PRESENTER:

Johnny Wong, PhD, Executive Planner, Pasco County MPO

SUMMARY:

This agenda item is to review and approve the proposed regional performance targets. Staff is recommending approval of the targets identified below. It is recommended that a letter be sent to FDOT Districts 1 and 7 recognizing their efforts to maintain Interstate National Highway System (NHS) pavements and NHS bridges in a condition which exceeds the statewide target, encouraging Non-interstate NHS pavements to be maintained in a similar condition, and supporting treatments which may improve travel time reliability on the NHS.

- Annual fatalities ≤551
- Annual fatality rate per 100M VMT ≤1.60
- Annual serious injuries ≤4,066
- Annual serious injury rate ≤10.31
- Annual nonmotorized fatalities & serious injuries ≤780
- Interstate NHS pavements ≥60% in good condition & ≤5% in poor condition
- Non-interstate NHS pavement ≥60% in good condition & ≤5% in poor condition
- NHS bridges ≥50% in good condition & ≤10% in poor condition
- Interstate NHS LOTTR ≥90%
- Non-interstate NHS LOTTR ≥92%
- NHS LOTTTR ≤1.49
- Rolling stock not in a state of good repair ≤14%
- Equipment/vehicles not in a state of good repair ≤34%
- Passenger/parking facilities not in a state of good repair ≤14%
- Administrative/maintenance facilities not in a state of good repair ≤12%
- Infrastructure not in a state of good repair 0%

RECOMMENDED ACTION:

It is recommended the SCTPA review and approve the 2023 Regional Performance Targets and transmittal of correspondence shown in the summary above.

ATTACHMENTS:

- 1. PowerPoint Slides
- 2. Proposed Correspondence for SCTPA Performance Targets to Districts 1 and 7













Regional Performance Targets for federally-required measures

An Overview

Johnny Wong, PhD
Performance-based planning & programming
Hillsborough TPO



Performance Measures Why are they needed?

- IIJA requires State DOTs & MPO/TPOs to track performance of several key metrics over time
- Performance targets must be established to inform programming decisions and ensure accountability of investments
- Regional targets may provide greater planning consistency and yield positive benefits across borders



Alignment with Regional Goals

The following measures each tackle one aspect of our region's vexing challenges

- Safety
- Pavement & bridge condition
- Travel time reliability
- Transit asset condition

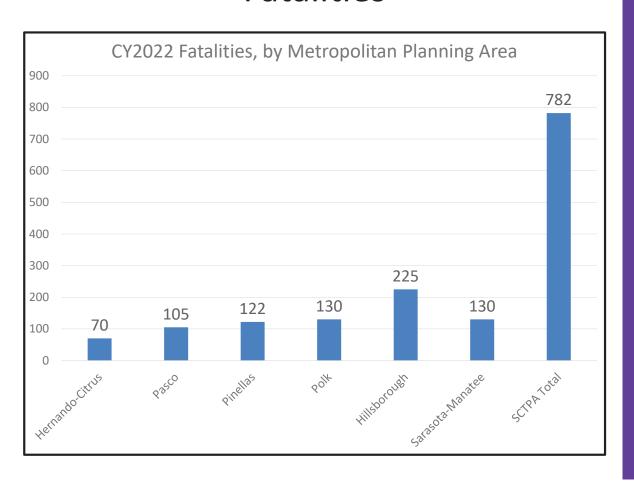
Planning for Tomorrow

Recent LRTP updates have focused on the following transportation challenges

- Metropolitan areas across the region are among the nation's most dangerous for vulnerable populations
- Tampa Bay is the nation's most vulnerable region to storm surge
- Freight movement & labor mobility are key to continued economic prosperity

Safety Targets

Performance & Target for Fatalities

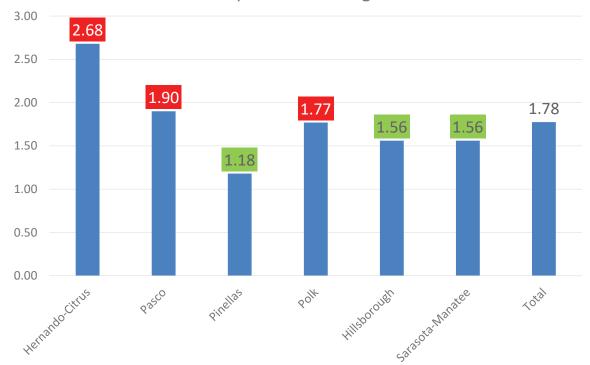


Proposed annual fatality target of ≤551

Represents previous CY total, less 10%

Performance & Target for Fatality Rate per 100MVMT

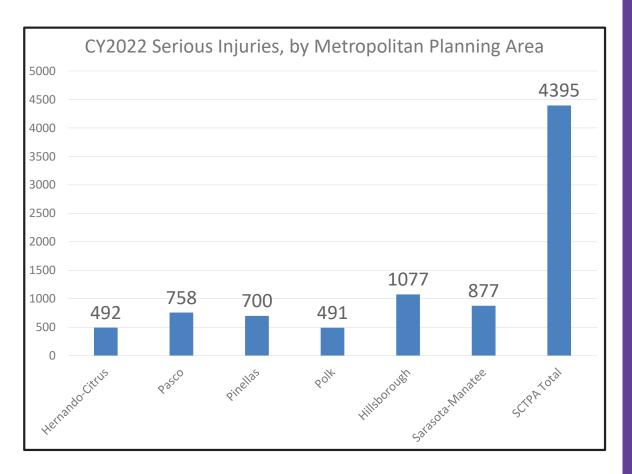
CY2022 Fatality Rate, by Metropolitan Planning Area



Proposed annual fatality rate target of ≤1.60

Represents previous CY total, less 10%

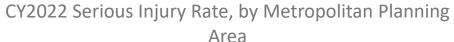
Performance & Target for Serious Injuries

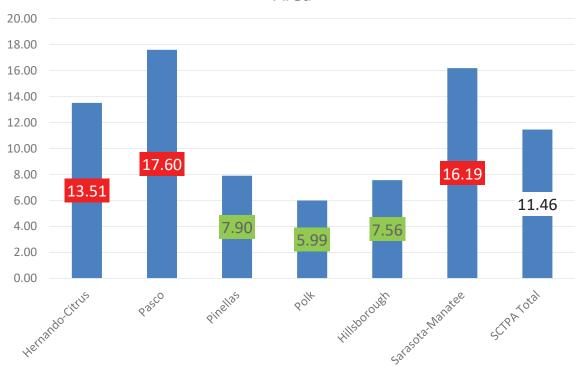


Proposed annual serious injury target of ≤4,066

Represents previous CY total, less 10%

Performance & Target for Serious Injury Rate per 100MVMT



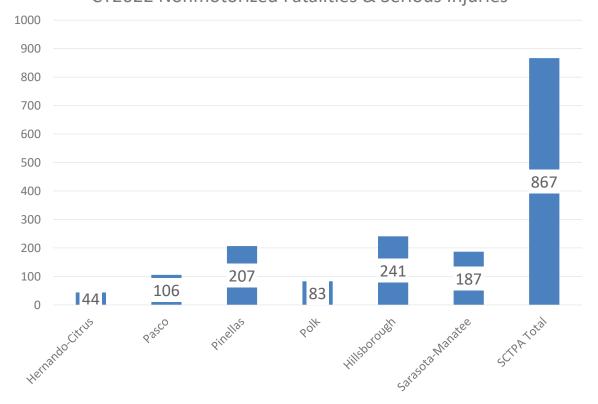


Proposed annual serious injury rate target of ≤10.31

Represents previous CY total, less 10%

Performance & Target for Nonmotorized Fatalities & Serious Injuries



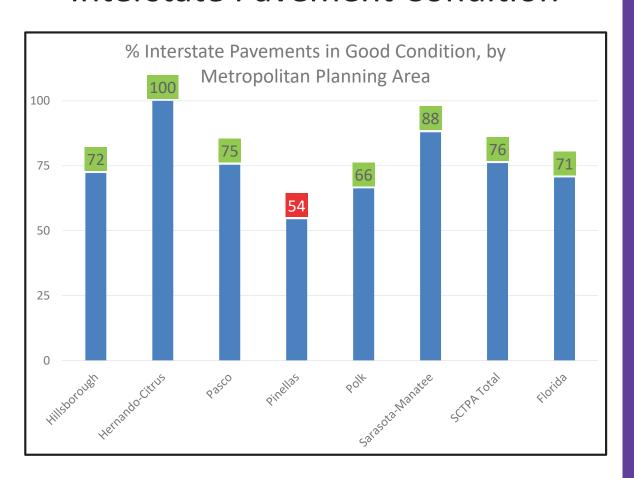


Proposed annual nonmotorized fatalities & serious injuries target of ≤780

Represents previous CY total, less 10%

Pavement & Bridge Condition Targets

Performance & Target for Interstate Pavement Condition



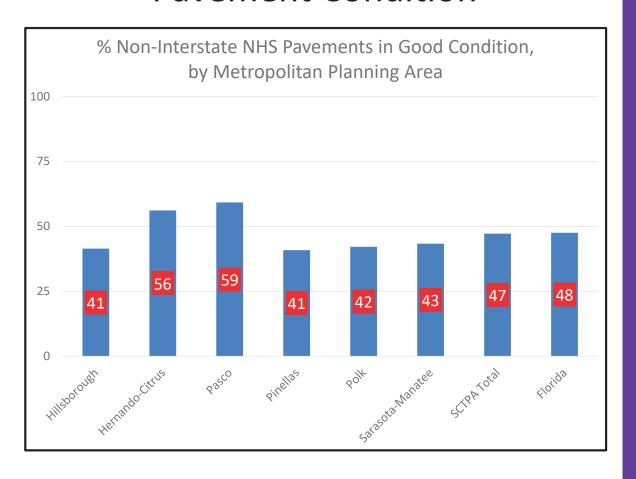
Interstate Pavement Condition measured by Pavement Condition Index

Proposed target of ≥60% of pavements in good condition

AND

≤5% in poor condition Supports statewide targets

Performance & Target for Arterial Pavement Condition



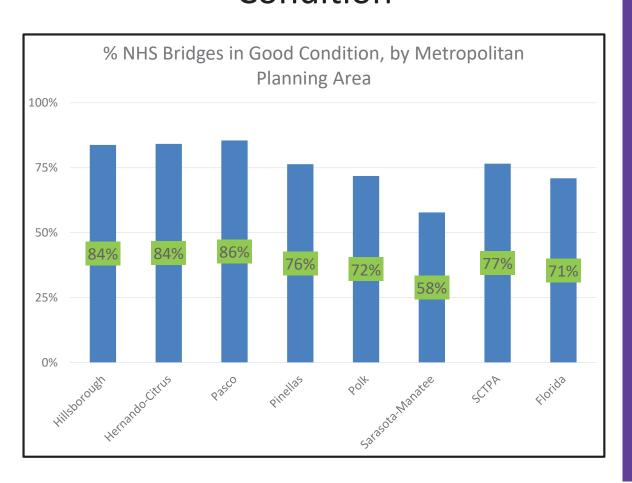
Proposed Arterial
Pavement Condition target
of ≥60% of pavements in
good condition

AND

≤5% in poor condition

These targets would match statewide targets for Interstate pavement condition

Performance & Target for Bridge Condition



Bridge Condition measured by National Bridge Inventory

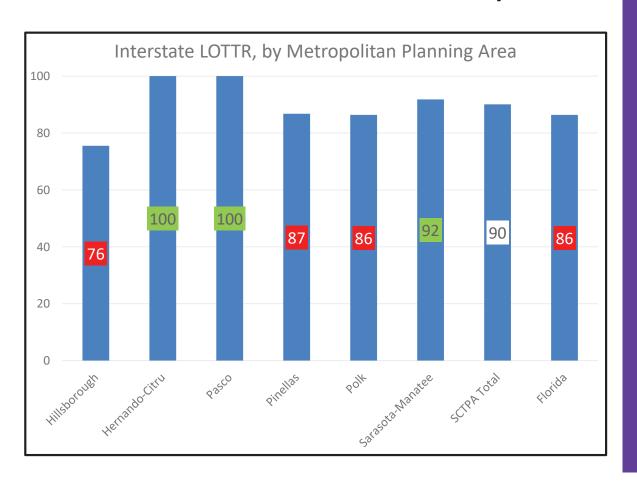
Proposed target of ≥50% of bridge deck area in good condition

AND

≤10% in poor condition Supports statewide targets

Travel Time Reliability Targets

Performance & Target for Level of Travel Time Reliability



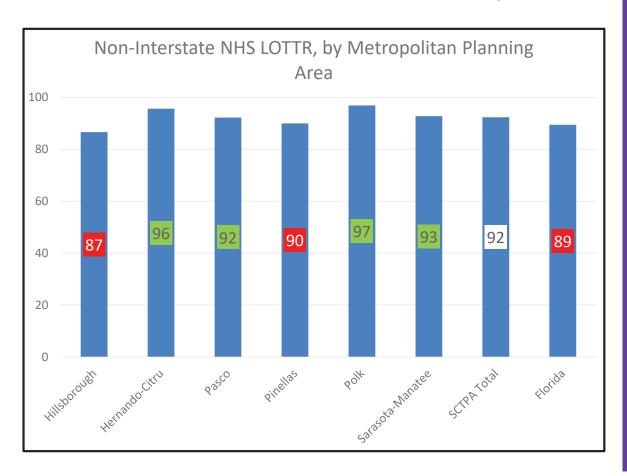
Interstate Level of Travel
Time Reliability (LOTTR)
measures % of miles
offering reliable travel

Reliable defined as variations of less than 50% compared to average travel times

Forecasted to decrease over time

Proposed target of ≥90% of Interstate miles offering reliable travel times

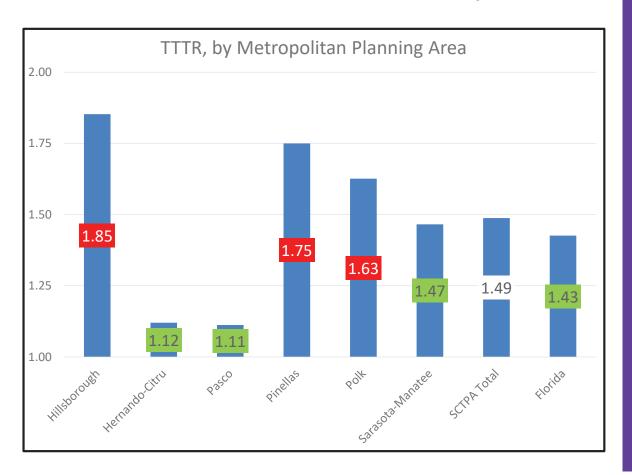
Performance & Target for Level of Travel Time Reliability



Arterial Level of Travel Time Reliability (LOTTR) forecasted to decrease over time

Proposed target of ≥92% of Arterial miles offering reliable travel times

Performance & Target for Truck Travel Time Reliability



Truck Travel Time Reliability (TTTR) measures how long a congested trip takes compared to average

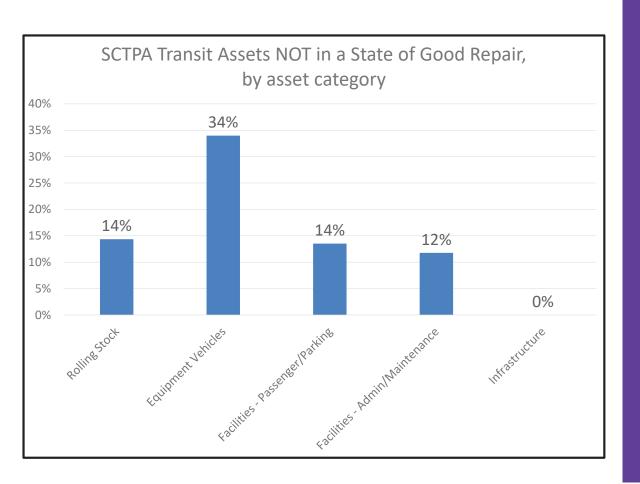
Lower number is better

Index score forecasted to increase over time

Proposed target of ≤1.49 index score

Transit Asset Management Targets

Performance & Target for TAM



Transit Asset Management (TAM) measures % of assets past their useful life, broken out by asset class

Lower number is better

No statewide targets established

Proposed target of

≤14% Rolling Stock

≤34% Equipment/Vehicles

≤14% Passenger/Parking Facilities

≤12% Admin/Maint Facilities

0% Rail Infrastructure

Talking Points about Performance

Performance-based programming is critical to achieve national, regional, and local goals

Funding is the biggest obstacle – big investments yield big improvements while small investments yield small improvements

Consider whether regional priorities will help us achieve our targets

Talking Points about Evaluation

Some performance data for these measures is incomplete or inaccurate

To make targets meaningful, accurate tracking is critical

Consistently setting targets and tracking performance is needed to ensure accountability of investments, both across MPAs and the SCTPA region



Recommended Actions

Adopt the proposed regional performance targets

AND

Transmit the attached letter to FDOT
Districts 1 & 7 encouraging their continued
success in maintaining excellent Interstate &
Bridge condition while requesting balanced
investments in arterial pavements

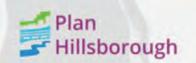
SunCoastTPA.org @SunCoastTPA

















ONE REGION, ONE VOICE

Secretary LK Nandam
FDOT District 1
Florida Department of Transportation
801 North Broadway Ave
Bartow, FL 33860

Secretary David Gwynn
FDOT District 7
Florida Department of Transportation
11201 N. McKinley Dr.
Tampa, FL 33612

RE: Regional Performance Targets

Dear Secretaries Nandam and Gwynn,

On June 23, 2023, the Sun Coast Transportation Planning Alliance established regional performance targets for Safety, Pavement & Bridge Condition, System Performance, and Transit Asset Condition, as indicated below:

- Annual fatalities ≤551
- Annual fatality rate per 100M VMT ≤1.60
- Annual serious injuries ≤4,066
- Annual serious injury rate ≤10.31
- Annual nonmotorized fatalities & serious injuries ≤780
- Interstate NHS pavements ≥60% in good condition & ≤5% in poor condition
- Non-interstate NHS pavement ≥60% in good condition & ≤5% in poor condition
- NHS bridges ≥50% in good condition & ≤10% in poor condition
- Interstate NHS LOTTR ≥90%
- Non-interstate NHS LOTTR ≥92%
- NHS LOTTTR ≤1.49















- Rolling stock not in a state of good repair ≤14%
- Equipment/vehicles not in a state of good repair ≤34%
- Passenger/parking facilities not in a state of good repair ≤14%
- Administrative/maintenance facilities not in a state of good repair ≤12%
- Infrastructure not in a state of good repair 0%

With this action, the SCTPA is committing to prioritize regional projects that will, once implemented, make progress toward achieving the adopted targets.

We support the efforts of FDOT Districts 1 & 7 to implement performance-based planning and programming. These measures provide a uniform calculus by which to identify both strengths and weaknesses of the national transportation system, to increase accountability and transparency of the Federal-Aid Highway Program, and to improve decision-making processes.

In recognition of the exemplary efforts made by Districts 1 & 7 to maintain Interstate NHS pavements and NHS bridges in a condition which exceeds the statewide target, we write to request that our District partners continue to maintain these vital assets in a good state of repair. Recognizing the immense challenges facing our network, we also request that funding be made available to maintain Non-interstate NHS pavements in a similar condition and to support operational and other treatments which may alleviate bottlenecks and improve travel time reliability on the National Highway System.

Sincerely,

Hernando/Citrus Rep

Chair, West Central Florida CCC

Cc: MPO Staff Directors

Wayne Gaither, FDOT District 1 Southwest Area Director
Justin Hall FDOT District 7 FDOT District Liaison Administrator



AGENDA ITEM:

Legislative Updates Relative to SCTPA

PRESENTER:

Beth Alden, AICP, Hillsborough TPO Executive Director

SUMMARY:

Several statutory changes from the 2023 Florida legislative session will affect transportation planning conducted in this region and requirements for regional transportation planning coordination among local governments and MPOs. Changes include:

- Dissolution of TBARTA.
- Deletion from law of the requirement for the MPO Chairs Coordinating Committee serving West Central Florida (now d/b/a Sun Coast Transportation Planning Alliance) although the organization still exists pursuant to an interlocal agreement signed by the six-member MPOs.
- Requirement for the MPOs serving Hillsborough, Pasco, and Pinellas Counties to study merging and provide
 a report to the legislature on the costs, benefits, and process of merging by the end of the 2023.
- Requirement for MPOs in contiguous urbanized areas to work together on the development of their Long-Range Transportation Plans (LRTPs) and Transportation Improvement Programs, and for the FL MPO Advisory Council to review the LRTPs of MPOs in contiguous urbanized areas and report annually to the Florida Transportation Commission on the alignment between the Florida Transportation Plan and the MPO LRTPs.
- Requirement for FDOT to study HART's organizational structure.
- Increased funding for the SUNTrail program, supporting the SCTPA's regional multi-use trail priorities.

RECOMMENDED ACTION:

None; for information and discussion.

ATTACHMENTS:

Summary of Bills of Interest That Passed













SUMMARY OF BILLS OF INTEREST THAT PASSED:

	page
Affordable Housing (SB 102)	1
Enforcement of School Bus Passing (SB 766)	4
Enforcement of School Zone Speed Limits (HB 657)	6
Environmental Protection (HB 1379)	7
Flooding and Sea Level Rise (HB 111)	8
HART (HB 1397)	9
Land Use and Development Regulation (SB 1604)	10
Local Government Comprehensive Plans (SB 540)	11
Local Ordinances (SB 170)	12
MPO Merger (HB 425 and HB 1305)	13
Natural Emergencies (SB 250)	15
Non-motorized Trails (SB 106)	17
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TBARTA (HB 155)	18
NOTES	19 22

AFFORDABLE HOUSING (SB 102)

The Law (Chapter 2023-17, L.O.F.), cited as the "Live Local Act," makes various changes and additions to affordable housing related programs and policies at both the state and local level. The following summary encompasses the full scope of changes.

Much of the Law involves the Florida Housing Finance Corporation (FHFC), a public-private entity that administers the two largest statewide affordable housing programs: the State Apartment Incentive Loan (SAIL) program and the

State Housing Initiatives Partnership (SHIP) program. With regards to funding, the Law:

- Provides appropriations for the SHIP and SAIL programs, including:
 - \$252 million in non-recurring funds from the Local Government Housing Trust Fund for the SHIP program for the 2023-2024 fiscal year.
 - \$109 million in non-recurring funds from the State Housing Trust
 Fund for the SAIL program for the 2023-2024 fiscal year; and
 - \$100 million in non-recurring funds from the General Revenue Fund to implement a competitive loan program to alleviate inflationrelated cost increases for FHFC-approved multifamily projects that have not yet commenced construction; funds unallocated as of December 1, 2023, will be dedicated as additional SAIL funding (effective upon becoming a law).
- Temporarily exempts documentary stamp tax revenues from the General Revenue service charge to provide up to \$150 million in recurring funding to the SAIL program for specified priorities, such as urban infill projects and projects near military installations.
- Establishes the Florida Hometown Hero down payment assistance program
 for first-time homebuyers with incomes at or below 150 percent of the area
 median income (AMI) and employed by a Florida-based employer. The bill
 appropriates \$100 million in non-recurring funds from the General Revenue
 Fund to implement this program.

Effects on Local Government:

- Preempts local governments' requirements regarding zoning, density, and height to allow for streamlined development of affordable multifamily rental housing in commercial, industrial, and mixed-use zoned areas under "certain circumstances" (see NOTE #1).
- Removes a local government's ability to approve affordable housing on residential parcels by bypassing state and local laws that may otherwise preclude such development, while retaining such right for commercial and industrial parcels.
- Removes provision in current law allowing local governments to impose rent control under certain emergency circumstances, preempting rent control ordinances entirely.

- Requires counties and cities to update and electronically publish the inventory of publicly owned properties which may be appropriate for affordable housing development.
- Authorizes the FHFC, through contract with the Florida Housing Coalition, to provide technical assistance to local governments to facilitate the use or lease of county or municipal property for affordable housing purposes.
- Requires local governments to maintain a public written policy outlining procedures for expediting building permits and development orders for affordable housing projects.

The Law also introduces three ad valorem property tax exemptions, which first apply to the 2024 tax roll:

- An ad valorem tax exemption for land owned by a nonprofit entity that is leased for a minimum of 99 years for the purpose of providing affordable housing.
- An ad valorem tax exemption that applies to rent-restricted units within newly constructed or substantially rehabilitated developments setting aside at least 70 units for affordable housing for households earning 120 percent of the AMI or less.
- Authorizes counties and municipalities to offer, through ordinance, an ad valorem tax exemption to property owners who dedicate units for affordable housing for households earning 60 percent of the AMI or less.

Other Effects on the Florida Housing Finance Corporation:

- Provides up to a \$5,000 refund for sales tax paid on building materials used to construct an affordable housing unit funded through the FHFC.
- Creates a new tax donation program to allow corporate taxpayers to direct certain tax payments to the FHFC, up to \$100 million annually, to fund the SAIL program. Of these funds, up to \$25 million annually can be dedicated to loans for the construction of large-scale projects of significant regional impact.
- Adds two members to the FHFC Board of Directors, one appointed by the leader of each chamber of the Legislature.

- Broadens the ability for the FHFC to invest in affordable housing developments for those in or aging out of foster care.
- Adds a requirement to its annual legislative budget request.

Effects on Other State-Level Resources:

- Revises the State Housing Strategy to align with current best practices and goals.
- Requires managers of state non conservation lands to analyze whether such lands would be more appropriately transferred to a local government for affordable housing related purposes.
- Expands Job Growth Grant Fund eligibility to specifically authorize public infrastructure projects that support affordable housing.
- Increases the amount of tax credits available through the Community Contribution Tax Credit Program for affordable housing from \$14.5 million to \$25 million annually.

These provisions were approved by the Governor and take effect July 1, 2023, except where otherwise provided.

ENFORCEMENT OF SCHOOL BUS PASSING (SB 766)

SB 766 authorizes a school district to install and maintain school bus infraction detection systems. The school district may contract with a private vendor or manufacturer to provide a school bus infraction detection system on each school bus in its fleet. The system uses electronic traffic enforcement technology to record traffic violations when drivers fail to stop for a school bus displaying a stop signal.

To use a school bus infraction detection system, the bill requires:

- The school district to enter an interlocal agreement with a law enforcement agency authorized to enforce school bus stop signal violations within the school district.
- The systems meet specifications established by the State Board of Education.
- School districts make a public announcement and conduct a 30-day public awareness campaign before commencing initial enforcement using such systems.
- School buses with such operational systems have high-visibility reflective signage on the rear of the school bus indicating system use.

The bill requires the school district, or a private vendor or manufacturer contracting with a school district, to submit specific information regarding alleged violations to the law enforcement agency authorized to enforce school bus stop signal violations in the school district. The information must be submitted within 30 days after the alleged violation is captured and include a copy of the recorded image showing the motor vehicle; the license plate number and state of issuance; and the date, time, and place of the alleged violation.

If the law enforcement agency determines a violation occurred, the agency must send a notice of violation, within 30 days, by first-class mail to the vehicle's registered owner. The notice must include information detailing how to pay the civil penalty, review the evidence, request a hearing to contest the violation, or submit an affidavit providing a defense of the violation. If the owner does not contest, pay the civil penalty, or submit an affidavit within 30 days after receiving the notice of violation, he or she will be issued a uniform traffic citation.

Under the bill, a violation enforced by a school bus infraction detection system is subject to a \$225 civil penalty. The \$200 civil penalty collected must be provided to the school district in which the violation occurred and must be used to install or maintain school bus infraction detection systems, for the administration and costs associated with enforcement of the violations, or for any other technology that increases the safety of the transportation of students. The additional \$25 collected is distributed to the Department of Health's Emergency Medical Services Trust Fund for payment to trauma centers.

The bill prohibits individuals from receiving any commission based on revenue collected, or a vendor or manufacturer receiving any fee based on the number of

violations detected through use of the system. Each school district in consultation with the law enforcement agency with which it has interlocal agreements using the system must report quarterly information to the Department of Highway Safety and Motor Vehicles (DHSMV) beginning October 1, 2023. DHSMV must submit an annual summary report to the Governor, the President of the Senate, and the Speaker of the House of Representatives beginning December 31, 2024, providing specified information.

If approved by the Governor, or allowed to become law without the Governor's signature, these provisions take effect July 1, 2023.

ENFORCEMENT OF SCHOOL ZONE SPEED LIMITS (HB 657)

HB 657 authorizes counties and municipalities to use speed detection systems, like red light cameras, to enforce school zone speed limits for violations in excess of 10 miles per hour over the applicable speed limit when children are going to or from school and during the entirety of the school day. The bill:

- Defines the term "speed detection system" and requires a county or municipality to enact an ordinance regarding the placement or installation of speed detection systems and to make a determination that the location of such system warrants additional enforcement action.
- Requires signage warning motorists that speed detection systems are in use.
- Requires a public awareness campaign prior to commencing enforcement of school zone speed limits with speed detection systems.
- Requires the governing body of a county or municipality operating one or more school zone speed detection systems to hold public meetings regarding contracts and data reported to the Department of Highway Safety and Motor Vehicles (DHSMV).
- Creates a School Crossing Guard Recruitment and Retention Program using proceeds from penalties resulting from enforcement of school zone speed limits through a speed detection system.
- Requires speed detection systems to be installed according to specifications established by the Department of Transportation.
- Provides requirements for issuing a notice of violation or, if necessary, a uniform

traffic citation.

- Provides for a \$100 penalty for each violation and provides for the distribution of the proceeds to state and local governments.
- Provides defenses for persons who receive a notice of violation or uniform traffic citation.
- Provides that enforcement using a speed detection system supplements enforcement by a law enforcement officer.
- Provides procedures for hearings regarding these violations.
- Provides requirements for the retention and destruction of data obtained from speed detection systems.
- Requires reporting by counties and municipalities that implement speed detection system programs in school zones and requires a summary report by DHSMV.
- Exempts speed detection systems from DHSMV's requirements for radar or LiDAR units, while requiring a speed detection system to perform self-tests as to its detection accuracy.
- Prohibits points from being imposed for a violation of unlawful speed in a school zone enforced by a speed detection system and prohibits such violations from being used for purposes of setting motor vehicle insurance rates.

The bill may have an indeterminate fiscal impact on the state, local governments, and the private sector. Subject to the Governor's veto powers, the effective date of this bill is July 1, 2023.

ENVIRONMENTAL PROTECTION (HB 1379)

HB 1379 recognizes that each state must establish water quality standards for waters within their borders, and the Department of Environmental Protection (DEP) is responsible for establishing water quality standards in Florida. DEP and the Department of Agriculture and Consumer Services manage two of the state's land conservation and preservation programs, the Florida Forever Program and the Rural and Family Lands Protection Program, respectively.

Among other things, the bill:

- Requires any county or municipality with a basin management action plan (BMAP) within its jurisdiction to include within the capital improvement element of its comprehensive plan a list of projects necessary to achieve the pollutant load reductions attributable to the local government as established in the BMAP.
- Prohibits the installation of new onsite sewage treatment and disposal systems (OSTDSs) within a BMAP area adopted under s. 403.067, F.S., a reasonable assurance plan, or a pollution reduction plan where connection to a publicly owned or investor-owned sewerage system is available. In addition, on lots of 1 acre or less within such areas where a publicly owned or investor-owned sewerage system is not available, the bill requires the installation of enhanced nutrient-reducing OSTDSs or other wastewater treatment systems that achieve at least 65 percent nitrogen reduction.
- Authorizes DEP to provide grants for projects that reduce the amount of nutrients entering waters that are not attaining nutrient or nutrient-related standards; have an established total maximum daily load (TMDL); or are located within a BMAP area, a reasonable assurance plan area adopted by final order, an accepted alternative restoration plan area, or a rural area of opportunity.

The bill may have an indeterminate fiscal impact on state and local governments and on the private sector. Subject to the Governor's veto powers, the effective date of this bill is July 1, 2023.

FLOODING AND SEA LEVEL RISE (HB 111)

HB 111 recognizes that sea level rise is an observed increase in the average local sea level or global sea level trend. With 1,350 miles of coastline and relatively low elevations, Florida is particularly vulnerable to coastal flooding, and analysts estimate that Florida could lose more than \$300 billion in property value by 2100 due to sea level rise and flooding. The Department of Environmental Protection (DEP) regulates coastal construction to protect Florida's beaches and dunes from imprudent construction that can jeopardize the stability of the beach-dune system, accelerate erosion, provide inadequate protection to upland structures,

endanger adjacent properties, or interfere with public beach access. DEP also implements the Resilient Florida Grant Program, which provides grants to local governments to fund community resilience planning and vulnerability assessments. In 2020, the Legislature passed Senate Bill 178 (Chapter 2020-119, Laws of Florida) which prohibited a public entity from commencing construction of certain state-funded coastal structures unless the entity has conducted a sea level impact projection (SLIP) study to assess risks to the structure. Chapter 2020-119, Laws of Florida, directed DEP to adopt rules to develop a standard by which public entities must conduct the SLIP study and specified requirements. The bill expands the requirement for public entities to conduct a SLIP study before commencing construction of certain state-financed coastal structures to apply the requirement to certain structures that are within any area that is at risk due to sea level rise, not just areas within the coastal building zone. The structures subject to this requirement are any "potentially at-risk structures or infrastructure," which include certain critical assets or historical or cultural assets that are within an area at risk due to sea level rise.

The bill expands the Resilient Florida Grant Program to provide funding to:

- Municipalities and counties for feasibility studies and permitting costs for nature-based solutions that reduce the impact of flooding and sea level rise; and
- Water management districts to support local government adaptation planning.

The bill may have an indeterminate negative fiscal impact on state government, DEP, and local governments. Subject to the Governor's veto powers, the effective date of this bill is July 1, 2023.

HART (HB 1397)

HB 1397 recognizes that given Florida's rapid population growth, the effective coordination of transportation planning and service delivery, particularly regional transportation mobility, is critical to the safe and efficient development, management, operation, and maintenance of public transit systems. The bill provides legislative intent to explore transformative changes to the policy management structure of the Hillsborough Area Regional Transit Authority (HART) to achieve organizational efficiencies with the goal of streamlining decision-

making, improving transparency, and enhancing the effectiveness of local and regional public transit service delivery. The bill requires the Department of Transportation (DOT), or its consultant, to conduct a study reviewing specified aspects of HART's organizational structure and operation and requires DOT to submit a report detailing the results of the study to the Governor, the President of the Senate, and the Speaker of the House of Representatives by January 1, 2024.

The bill has an indeterminate fiscal impact on state government and no fiscal impact on local governments or the private sector. Subject to the Governor's veto powers, the effective date of this bill is upon becoming law.

LAND USE AND DEVELOPMENT REGULATION (SB 1604)

The Law (Chapter 2023-31, L.O.F.) makes various changes to current law pertaining to local government comprehensive planning, and local regulation of electrical substation siting, among other things.

Comprehensive Planning:

The Law revises local comprehensive planning requirements by increasing the two required planning periods to a 10-year and 20-year period, from 5 and 10, and prohibiting local governments that fail to update their comprehensive plans in accordance with the 7-year evaluation and appraisal process from initiating or adopting any publicly initiated plan amendments. Additionally, the Law prescribes "certain procedures" (see NOTE #2) for the Department of Economic Opportunity to apply when local governments remain out of compliance with comprehensive planning updates.

The Law also removes local governments' ability to require specified "building design elements" for residential dwellings in planned unit developments, and master planned communities (unless approved before July 1, 2023) with a design review board or architectural review board created on or after January 1, 2020. "Building design elements" mean the external building color; the type or style of exterior cladding material; the style or material of roof structures or porches; the exterior nonstructural architectural ornamentation; the location or architectural styling of windows or doors; the location or orientation of the garage; the number and type of rooms; and the interior layout of rooms.

Electrical Substations:

"Distribution electrical substation" is defined in current law as an electrical substation which takes electricity from the transmission grid and converts it to a lower voltage so it can be distributed to customers in the local area on the local distribution grid through one or more distribution lines less than 69 kilovolts in size.

The construction of new "distribution electrical substations" is permitted use in all future land use categories and zoning districts, with certain exceptions. Local governments may adopt reasonable land development regulations for new substations, addressing only setback, landscaping, buffering, screening, lighting, and other aesthetic compatibility-based standards.

The Law modifies the term "distribution electrical substation" to include accessory administration or maintenance buildings and related accessory uses and structures. It also removes reference to "distribution" and the kilovolt limitation, applying the local regulation limitations to electric substations of all sizes, i.e., distribution and transmission substations. Additionally, the Law makes the electric substation approval process applicable to existing substations, as well as new ones, and removes the ability for local governments to adopt reasonable land development regulations for solar substations.

These provisions were approved by the Governor and take effect July 1, 2023, except as otherwise provided.

LOCAL GOVERNMENT COMPREHENSIVE PLANS (SB 540)

Current law provides a process for an affected person to challenge whether a comprehensive plan or plan amendment complies with the Community Planning Act in Chapter 163, F.S., by petitioning the Division of Administrative Hearings for a formal hearing on the matter. The bill provides that in an administrative challenge to a comprehensive plan or a plan amendment, the prevailing party is entitled to recover attorney fees and costs, including reasonable appellate attorney fees and costs.

The bill also clarifies the scope of review for a local government decision to grant or deny a development order by providing that the order may only be challenged if it would materially alter the use, density, or intensity of the property in a manner not consistent with the comprehensive plan. Lastly, the bill provides that land development regulations relating to any characteristic of development other than use, or intensity or density of use, do not apply to Florida College System institutions.

If approved by the Governor, or allowed to become law without the Governor's signature, these provisions take effect July 1, 2023.

LOCAL ORDINANCES (SB 170)

SB 170 pertains to the passage and challenging of local ordinances. It adds to the process for local governments passing ordinances and gives certain additional rights to those challenging local ordinances. The bill requires counties and cities to produce a "business impact estimate" prior to passing an ordinance, with exceptions. The estimate must be published on the local government's website and include certain information, such as the proposed ordinance's purpose, estimated economic impact on businesses, and compliance costs.

Additionally, the bill imposes certain conditions on lawsuits brought by any party to challenge the legal validity of local ordinances as preempted by state law, arbitrary, or unreasonable. In these cases, the bill:

- Requires the local government to suspend enforcement of an ordinance of such legal challenge, under certain circumstances.
- Requires the court to give those cases in which enforcement of the ordinance is suspended priority over other pending cases and render a preliminary or final decision as expeditiously as possible.
- Provides that a court may award up to \$50,000 in attorney fees to a
 prevailing plaintiff who successfully challenges an ordinance as arbitrary or
 unreasonable.

The bill also provides, remedially and effective upon becoming a law, that properly noticed consideration of a proposed ordinance may be continued to a

subsequent meeting under certain circumstances without further publication, mailing, or posted notice.

If approved by the Governor, or allowed to become law without the Governor's signature, these provisions take effect October 1, 2023, except where otherwise provided.

MPO MERGER (portions of HB 425 and HB 1305)

During the 2023 Legislative Session, two bills related to transportation passed, HB 425 and HB 1305 (approved by the Governor) which included a wide array of issues in addition to MPO topics. The following is a summary of MPO topics.

MPO Designation:

HB 425 revises the provision that allows more than one MPO to be designated for each urbanized area or groups of urbanized areas, in which case each MPO designated for the urbanized area must:

- Consult with every other MPO designated for the area and the state to coordinate plans and transportation improvement programs.
- Ensure, to the maximum extent practicable, the consistency of data used in the planning process, including data used in forecasting travel demand with the urbanized area.

MPO Powers, Duties, and Responsibilities:

The bill prohibits MPOs from performing production or delivery for capital improvement projects on the State Highway System. The bill requires each MPO in developing its long-range transportation plan and transportation improvement program to:

- Support the economic vitality of the contiguous urbanized metropolitan area;
- Enhance the integration and connectivity of the transportation system, across and between contiguous urbanized metropolitan areas, for people and freight; and
- Improve the resilience of transportation infrastructure.

The bill requires each MPO to prepare a congestion management system for the contiguous urbanized metropolitan area. The bill requires certain MPOs to consider the proportional representation of the area's population when selecting membership of a technical advisory committee and requires that, whenever possible, representatives of intermodal logistics centers be included on the technical advisory committee. The bill removes legislative findings regarding transportation projects crossing from the jurisdiction of one MPO into the jurisdiction of another MPO. The bill provides that multiple MPOs may merge, combine, or otherwise joint together as a single MPO.

Tampa Bay Area MPOs:

HB 425 and HB 1305 repeal the Chairs Coordinating Committee. In its place, the bills require that, by December 31, 2023, the MPOs serving Hillsborough, Pasco, and Pinellas Counties must submit a feasibility report to the Governor, the President of the Senate, and the Speaker of the House of Representatives exploring the benefits, costs, and process for consolidation into a single MPO serving the contiguous urbanized area, the goal of which would be to:

- Coordinate transportation projects deemed to be regionally significant.
- Review the impact of regionally significant land use decisions on the region.
- Review all proposed regionally significant transportation projects in the transportation improvement programs.

Long-Range Transportation Plan:

HB 425 requires multiple MPOs within a contiguous urbanized area to coordinate the development of long-range transportation plans to be reviewed by the Metropolitan Planning Organization Advisory Council. The bill also requires multiple MPOs within a contiguous urbanized area to ensure, to the maximum extent possible, consistency in the data used in the planning process.

<u>Transportation Improvement Program:</u>

HB 425 adds ensuring safety to the list of principles to be considered by each MPO when developing a list of project priorities and a transportation improvement program, requires multiple MPOs within a contiguous urbanized area to

coordinate transportation improvement programs, and requires each MPO's transportation improvement program to indicate coordination or alignment with transportation improvement plans of other MPOs within the contiguous urbanized area.

Except as otherwise provided, these provisions are effective July 1, 2023.

NATURAL EMERGENCIES (SB 250)

SB 250 makes various changes throughout Florida Statutes regarding the preparation and response activities of state and local government when natural emergencies impact the state.

Specifically, the bill:

- Prohibits counties and municipalities within 100 miles of Hurricane Ian or Hurricane Nicole landfall from adopting more restrictive or burdensome procedures to their comprehensive plans or land development regulations concerning review, approval, or issuance of a site plan, development permit, or development order before October 1, 2024. Additionally, such counties and municipalities may not propose or adopt a moratorium on construction, reconstruction, or redevelopment of any property damaged by Hurricane Ian or Nicole (effective upon becoming a law).
- Prohibits counties and municipalities within the disaster declaration for Hurricane Ian or Hurricane Nicole from increasing building fees until October 1, 2024 (effective upon becoming a law).
- Prohibits counties and municipalities within the disaster declaration for Hurricane Ian or Hurricane Nicole from increasing building fees until October 1, 2024 (effective upon becoming a law).
- Requires the Division of Emergency Management to post on its website a model debris removal contract for the benefit of local governments (effective upon becoming a law).
- Requires the Division of Emergency Management to prioritize technical assistance and training to fiscally constrained counties on aspects of

- preparedness, response, recovery, and mitigation (effective upon becoming a law).
- Encourages local governments to create emergency financial plans in preparation for major natural disasters.
- Allows registered contractors to engage in contracting for the types of work covered by their registration within areas for which a state of emergency has been declared (effective upon becoming a law).
- Extends the date for fire control districts within 50 miles of Hurricane Ian's landfall to submit statutorily required performance reviews.
- Amends the Consultants' Competitive Negotiation Act to allow for additional disaster-related construction projects relating to Hurricane Ian to utilize the "continuing contracts" provision through December 31, 2023 (effective upon becoming a law).
- Makes the Local Government Emergency Bridge Loan Program a revolving program and makes funds available for local governments impacted by federally declared disasters until July 1, 2038. The bill appropriates \$50 million in nonrecurring funds from the General Revenue Fund to the program for the 2023-2024 fiscal year and authorizes \$50 million of funds appropriated in special session to a previous version of the program to be transferred and used for this program.
- Provides clarification regarding the 45-day grace period following a hurricane in which owners must bring a derelict vessel into compliance before being charged with a violation.
- Directs the Division of Emergency Management to administer a revolving loan program for local government hazard mitigation projects and appropriates \$1 million in nonrecurring funds from the General Revenue Fund and \$10 million in nonrecurring funds from the Federal Grants Trust Fund for such activity for the 2023-2024 fiscal year.
- Shields public utilities from liability for damages arising from changes in reliability, continuity, or quality of services stemming from an emergency or disaster.

If approved by the Governor, or allowed to become law without the Governor's signature, these provisions take effect July 1, 2023, except as otherwise provided.

NON-MOTORIZED TRAILS (SB 106)

SB 106 was approved by the Governor as Chapter No. 2023-20. The Law recognizes the Florida Greenways and Trails System (FGTS) is made up of existing planned and conceptual nonmotorized trails and ecological greenways that form an integrated statewide system. The system includes paddling, hiking, biking, multi-use, and equestrian trails. In 2015, the Legislature formally created the Florida Shared-Use Nonmotorized Trail Network (SUN Trail Network) as a component of the FGTS. The SUN Trail Network consists of paved multiuse trails or shared-use paths physically separated from motor vehicle traffic that provide pedestrians and bicyclists opportunities to travel between communities, conservation areas, state parks, and other natural or cultural attractions for a variety of trip purposes. The Florida Department of Transportation (DOT) estimates that the full network will encompass approximately 4,000 miles of trails, with one-third currently open for use. The Law expands the existing SUN Trail Network and enhances coordination of the state's trail system with the Florida Wildlife Corridor (Corridor).

Specifically, the Law:

- Prioritizes the development of "regionally significant trails," which are defined as trails that cross multiple counties; attract national and international visitors; serve economic and ecotourism development; showcase the state's wildlife areas, ecology, and natural resources; and serve as main corridors for trail connectedness across the state.
- Enhances the planning, coordination, and marketing of the state's bicycle and pedestrian trail system and the Corridor.
- Requires trails developed within the Corridor to maximize the use of previously disturbed lands and be compatible with applicable land use provisions.
- Requires DOT to erect uniform signage identifying trails that are part of the SUN Trail Network and to submit a periodic report on the status of the SUN Trail Network.
- Authorizes DOT and local governments to enter into sponsorship agreements for trails and to use associated revenues for maintenance, signage, and related amenities.
- Recognizes "trail town" communities and directs specified entities to promote the use of trails as economic assets, including the promotion of trail-based

tourism.

• Increases recurring funding for the SUN Trail Network from \$25 million to \$50 million and provides a non-recurring appropriation of \$200 million to plan, design, and construct the SUN Trail Network. The Law may have an indeterminate fiscal impact on the state and local governments.

The Law will become effective on July 1, 2023.

TAXATION (HB 7063)

Among other things, the Taxation "Package," HB 7063 requires that the reenactment or increase of a currently levied local tax must appear on the ballot in a general election within the 48 months preceding the effective date of the reenacted or increased tax, and the question may only appear once during that 48-month period. This provision applies to discretionary sales surtaxes, local option fuel tax, ninth-cent fuel tax, as well as tourist development tax, tourist impact tax, and children's services tax.

Subject to the Governor's veto, the effective date is July 1, 2023.

TBARTA (HB 155)

Created in 2007, the Tampa Bay Area Regional Transit Authority covers Hernando, Hillsborough, Manatee, Pasco, and Pinellas Counties. TBARTA currently offers a vanpool service, known as Commute Tampa Bay. It has also conducted various transit planning studies for the Tampa Bay area, including its Envision 2030 plan. On January 20, 2023, TBARTA's board adopted a plan to wind down and close its operations. The bill repeals Chapter 343, part III, F.S., relating to TBARTA, dissolves TBARTA effective June 30, 2024, and requires TBARTA to provide for the discharge of any liabilities, settle and close its affairs, transfer any pending activities such as its vanpool program, close and appropriately dispense any applicable federal or state funds, provide for the distribution of any remaining assets, notify the Department of Economic Opportunity and each entity

represented on TBARTA's board that it is dissolved, and forward its records to the Department of State. The bill does not appear to have a fiscal impact on state government or the private sector. According to the staff analysis, the bill has an indeterminate fiscal impact on TBARTA's member counties. Subject to the Governor's veto powers, the effective date of this bill is July 1, 2023.

NOTE #1

SB 102 Affordable Housing: "certain circumstances"

166.04151 Affordable housing--

- (7)(a) A county must authorize multifamily and mixed-use residential as allowable uses in any area zoned for commercial, industrial, or mixed use if at least 40 percent of the residential units in a proposed multifamily rental development are, for a period of at least 30 years, affordable as defined in s. 420.0004. Notwithstanding any other law, local ordinance, or regulation to the contrary, a county may not require a proposed multifamily development to obtain a zoning or land use change, special exception, conditional use approval, variance, or comprehensive plan amendment for the building height, zoning, and densities authorized under this subsection. For mixed-use residential projects, at least 65 percent of the total square footage must be used for residential purposes.
- (b) A county may not restrict the density of a proposed development authorized under this subsection below the highest allowed density on any unincorporated land in the county where residential development is allowed.
- (c) A county may not restrict the height of a proposed development authorized under this subsection below the highest currently allowed height for a commercial or residential development located in its jurisdiction within 1 mile of the proposed development or 3 stories, whichever is higher

- (d) A proposed development authorized under this subsection must be administratively approved and no further action by the board of county commissioners is required if the development satisfies the county's land development regulations for multifamily developments in areas zoned for such use and is otherwise consistent with the comprehensive plan, with the exception of provisions establishing allowable densities, height, and land use. Such land development regulations include, but are not limited to, regulations relating to setbacks and parking requirements.
- (e) A county must consider reducing parking requirements for a proposed development authorized under this subsection if the development is located within one-half mile of a major transit stop, as defined in the county's land development code, and the major transit stop is accessible from the development.
- (f) For proposed multifamily developments in an unincorporated area zoned for commercial or industrial use which is within the boundaries of a multicounty independent special district that was created to provide municipal services and is not authorized to levy ad valorem taxes, and less than 20 percent of the land area within such district is designated for commercial or industrial use, a county must authorize, as provided in this subsection, such development only if the development is mixed-use residential.
- (g) Except as otherwise provided in this subsection, a development authorized under this subsection must comply with all applicable state and local laws and regulations.
- (h) This subsection does not apply to property defined as recreational and commercial working waterfront in s. 342.201(2)(b) in any area zoned as industrial.
- (i) This subsection expires October 1, 2033.

NOTE #2

SB 1604 Land Use Regulation: "certain procedures"

163.3191 Evaluation and appraisal of comprehensive plan—

- (1) At least once every 7 years, each local government shall evaluate its comprehensive plan to determine if plan amendments are necessary to reflect a minimum planning period of at least 10 years as provided in s. 163.3177(5) or to reflect changes in state requirements in this part since the last update of the comprehensive plan and notify the state land planning agency as to its determination. The notification must include a separate affidavit, signed by the chair of the governing body of the county or the mayor of the municipality, attesting that all elements of its comprehensive plan comply with this subsection. The affidavit must also include a certification that the adopted comprehensive plan contains the minimum planning period of 10 years, as provided in s. 163.3177(5), and must cite the source and date of the population projections used in establishing the 10-year planning period.
- (2) If the local government determines amendments to its comprehensive plan are necessary to reflect changes in state requirements, the local government must prepare and transmit within 1 year such plan amendment or amendments for review pursuant to s. 163.3184.
- (3) Local governments shall comprehensively evaluate and, as necessary, update comprehensive plans to reflect changes in local conditions. Plan amendments transmitted pursuant to this section must be reviewed pursuant to s. 163.3184(4). Updates to the required elements and optional elements of the comprehensive plan must be processed in the same plan amendment cycle.
- (4) If a local government fails to submit the letter and affidavit prescribed by subsection (1) or to transmit the update to its plan pursuant to subsection (3) within 1 year after the date the letter was transmitted to the state land planning agency, it may not initiate or adopt any publicly initiated plan amendments to its comprehensive plan until such time as it complies with this section, unless

otherwise required by general law. This prohibition on plan amendments does not apply to privately initiated plan amendments. The failure of the local government to timely update its plan may not be the basis for the denial of privately initiated comprehensive plan amendments.

(5) If it is determined that a local government has failed to update its comprehensive plan pursuant to this section, the state land planning agency must provide the required population projections that must be used by the local government to update the comprehensive plan. The local government shall initiate an update to its comprehensive plan within 3 months following the receipt of the population projections and must transmit the update within 12 months. If the state land planning agency finds the update is not in compliance, it must establish the timeline to address the deficiencies, not to exceed an additional 12- month period. If the update is challenged by a third party, the local government may seek approval from the state land planning agency to process publicly initiated plan amendments that are necessary to accommodate population growth during the pendency of the litigation. During the update process, the local government may provide alternative population projections based on professionally accepted methodologies, but only if those population projections exceed the population projections provided by the state land planning agency and only if the update is completed within the timeframe set forth in this subsection.

Except as otherwise expressly provided in this act, SB 1604 shall take effect July 1, 2023.