HART
HILLSBOROUGH TRANSIT AUTHORITY

Transit Development Plan

Annual Progress Report

FY2026-2035

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1 Introduction

The Hillsborough Transit Authority (HART) Transit Development Plan (TDP) serves as the roadmap for HART's priorities over the next ten years. This TDP Annual Progress Report (APR) is an update on the ten-year implementation program laid out in the 2023-2032 TDP Major Update that was submitted and approved by the Florida Department of Transportation (FDOT) in 2022. The APR provides a status report that focuses on past year accomplishments, progress towards stated goals and projects, an updated Ten-Year Operating and Capital Program that sets a new tenth year to cover FY2026-2035, and coordination efforts with the Hillsborough Transportation Planning Organization (TPO).

This will be the final APR submitted before HART begins work on the next TDP Major Update for 2027-2036 that will be submitted by March 2027.

1.1 Adoption of Current TDP

The State of Florida Public Transit Block Grant (PTBG) Program was enacted by the Florida Legislature to provide public transit agencies a stable source of state funding. The PTBG Program requires that public transit agencies and service providers develop and adopt a ten-year TDP, per requirements in Chapter 14-73 of the *Florida Administrative Code* (Fla. Admin. Code).

HART updates the TDP every five years to ensure compliance with the PTBG Program. HART's most recent TDP Major Update was adopted by the HART Board and approved by FDOT in 2022.

APRs are developed, approved, and completed by HART in the years between the adoption of Major Updates to ensure compliance with Fla. Admin. Code 14-73.001 that requires transit agencies have their APRs adopted by their respective Boards and submitted to FDOT by the March 1 deadline.

1.2 Revision of the Existing TDP Rule

As of July 9, 2024, the Florida State Legislature implemented changes to the Fla. Admin. Code 14-73.001 that revised requirements for TDP Major Updates and APRs. These changes include:

- A streamlined TDP process that simplifies TDP preparation and submission
- Requirements for increased collaboration between transit agencies and Metropolitan Planning Organizations (MPOs) that ensures comprehensive and coordinated regional planning
- Greater emphasis on prioritizing projects that align with agency goals and funding
- A new submission deadline for TDP Major Updates and APRs

1.3 APR Checklist

APR requirements per the updated TDP Rule are provided below in **Table 1-1**.

Table 1-1 TDP APR Checklist

Requirement	Status	Section Location in APR
Updated modifications to the previous year's ten-year operating and capital program	✓	Section 4
Extending the ten-year operating and capital program to a new tenth year	✓	Section 4
Table presenting the ten-year schedule of projects, financial plan, and list of priority projects	✓	Section 4
Brief narrative overview of the TDP process, agency achievements, and next steps	✓	Sections 1, 2, & 3
Progress and achievements on coordination efforts with local TPO and APR presented to TPO governing board.	✓	Section 5

1.4 Report Organization

The HART 2026-2035 TDP APR is organized into the following five sections:

- Section 1: Introduction
- Section 2: Overview of Recent Accomplishments
- Section 3: Service Needs and Next Steps
- Section 4: Ten-Year Operating and Capital Program
- Section 5: Metropolitan Planning Process Coordination

2 Overview of Recent Accomplishments

This section summarizes HART's accomplishments as an agency over the past fiscal year occurring between October 1, 2024 and September 30, 2025. Over the past year, HART has successfully managed to maintain existing service and make operations more efficient by reallocating resources and making small adjustments to certain routes. In the meantime, HART is exploring other avenues for funding to restore service to previous levels.

2.1 Planning Accomplishments

2.1.1 Route 1 Fare-Free Pilot

On January 5, 2025, HART began a one-year pilot program for Route 1 to provide fare-free service and increase weekday frequencies from every 20 to every 15 minutes. This pilot was made possible due to a strategic partnership with the City of Tampa where they provided funding for both the added frequency and fare replacement for a year. This route was chosen for the pilot as it is HART's highest ridership route that also operates along the future BRT corridor (HART and TPO priority project).

Since the pilot has been implemented, average daily ridership has risen to 5,000+ on weekdays, 3,000+ on Saturdays, and 2,500+ on Sundays and route on-time performance (OTP) has improved on weekdays. HART staff has worked to collect and document rider, public, and operator feedback on the fare-free pilot program. The pilot will end on January 4, 2026, however, the City has expressed interest in continuing Route 1 frequency improvements and extending them to weekends. As of late September, the City has gotten initial approval of this funding to continue through the first reading of their budget.

2.1.2 Comprehensive Operational Analysis (COA)

HART kicked off a Comprehensive Operational Analysis in 2024 to help identify strengths and weaknesses in HART's system as well as service adjustments that can improve operations in the short and long terms. Consultant staff alongside HART staff have worked to develop service recommendations based on current ridership and travel trends as well as input from the HART riders, staff, and stakeholders.

Initial findings of the COA support a key finding from the FDOT governance study of HART, indicating that, despite being underfunded when compared to peer transit agencies, HART is still providing efficient transit service.

A COA survey was conducted in May 2025 and public outreach was conducted in September-October 2025. Final recommendations will be used to build the service plan for any HART system changes to be implemented during next fiscal year. The COA will also work as a foundation for the next HART TDP Major Update.

2.1.3 HART Bus Stop Inventory

HART staff kicked off a bus stop inventory to assess the conditions of all transit stops in the HART system. Data for this effort is being collected using ESRI's Survey123 tool and will be available publicly as well. This data will provide a foundation for improved planning and decision making by HART staff to inform future stop rebalancing, infrastructure improvements, and amenity planning. This inventory is slated to be completed by December 2025.

2.2 Operational and Infrastructure Accomplishments

2.2.1 Paper Farecard Elimination

Beginning on January 5, 2025, HART discontinued the sale of paper fare cards for purchase at transit centers and on-board buses in favor of full implementation of the Flaming Fares e-payment system. This change was done to reduce costs associated with paper fares and to improve operational efficiencies. Since the change, on-time performance across the HART system has improved and adoption of the Flamingo Fares e-payment system has greatly increased. HART still allows for cash payments onboard; however, fare capping is only possible through e-payment.

2.2.2 Bus & Streetcar Computer Assisted Dispatch (CAD)/Automated Vehicle Location (AVL)

HART is moving ahead with the CAD/AVL system and radio replacement project. This will help modernize both the fleet and the delivery and operations of fixed-route bus and streetcar service. The RFP process and the evaluation of proposals have wrapped up and a new vendor has been selected with implementation slated to be complete by FY2027.

2.2.3 Heavy Maintenance Facility (HMF)

The existing HART HMF was built over 45 years ago and no longer meets the needs of the ongoing daily operations of HART to serve the public transit needs of Hillsborough County. The current HMF and site have routine flooding issues during rain events that create major operational concerns. HART employees perform maintenance and operations services under conditions which are not commensurate with the standards of modern public transit maintenance facilities.

This new HMF will be an asset to the entire Tampa Bay region. HART is reimagining our role within the community. This will include our impacts to the environment, partnering with local and county institutions, and improving the quality of life of riders and our employees. HART will also advance its partnership with Hillsborough Community College (HCC) by housing a high-tech training facility on the campus, creating a pipeline for frontline employees to fill vitally needed skilled jobs throughout the region and at HART.

2.2.4 Fuel Lane Phase 1 and Fleet Service Facility Upgrade

HART staff has issued a notice to proceed for the construction of the unleaded fuel tank upgrade at the existing Maintenance Facility. This replaces one of the underutilized diesel tanks with a new 12,000-gallon capacity unleaded fuel tank. This construction will then be incorporated into Phase 1 as part of the New HMF.

The new fleet service facility will include CNG, unleaded, and diesel fueling as well as a bus wash and upgraded farebox probing and cash retrieval. The unleaded fuel tank upgrade and the new fleet service facility are essential parts of Phase 1 of the New HMF Master Plan. Also included in Phase 1 are upgrades to the stormwater system onsite as well as adjacent to the 21st Avenue Campus, new security fencing, and other security enhancements.

2.3 Public Outreach and Marketing Accomplishments

2.3.1 Flamingo Fares Implementation Outreach

HART conducted public outreach in December 2025 to inform riders of the discontinuation of the sale of paper fare cards in favor of Flamingo Fares occurring on January 5, 2025. Additional outreach was conducted in the prior fiscal year to allow for public input on this and other proposed fare changes. This was done on board buses and at transit/transfer centers. HART staff along with consultant support talked with riders to inform them of the change and assist them with transitioning to the Flamingo Fares mobile app, smartcard, and contactless payment through debit and credit card.

2.3.2 COA Outreach (2026 Proposed Service Changes)

As part of the ongoing HART COA effort, staff conducted public outreach to discuss public and rider sentiment on preferred alternatives and priorities for transit service. In May 2025, a public survey was conducted to understand preferences and priorities for transit service that would inform service changes proposed in the COA. After a proposed service change scenario was developed using results from that survey, further outreach was conducted from September to October 2025 to further shape these changes and gauge public support. The results of this outreach as well as the COA findings and proposed service changes were presented to the HART Board as well as Hillsborough TPO Board and Committees.

HART's COA Outreach efforts were supplemented by the Hillsborough TPO's Unified Planning Work Program (UPWP). The COA Outreach plan was presented to the TPO Board and Committees in October 2025.

2.3.3 Website and Social Media

HART maintains a public-facing website that contains all service information including up-to-date maps and schedules. Additionally, HART operates a public blog website that posts other updates including public engagement opportunities, emergency updates, upcoming service changes, and other agency accomplishments.

HART utilizes social media to keep riders and the public informed on service changes, emergency service updates, and other activities. Social media platforms that HART maintains a presence on include Facebook (9,400+ followers), Instagram (1,700+ followers), and LinkedIn (4,000+ followers). HART maintains a YouTube channel that hosts all Board and Committee meetings live and other informational videos as well.

2.3.4 Additional Outreach Efforts

The Community Engagement and Marketing Teams led various campaigns to promote HART's presence in Hillsborough County. These events included summer youth presentations, the Great American Teach-In, hurricane preparedness events at senior centers, streetcar fare public input, and Black History Tours. HART continues to engage in these activities to inform the public of existing transit service and how they can be advocates for enhanced public transit in their community.

3 Service Needs and Next Steps

HART is committed to continue working with all internal and external stakeholders towards improving transit services using existing resources.

As a part of this process, HART will implement seasonal service changes (known as markup periods). It is anticipated that major service changes adopted as a result of the COA will be implemented in June 2026.

HART is actively coordinating with partner agencies such as FDOT, the Hillsborough TPO, Hillsborough County, the City of Tampa, and the City of Temple Terrace to improve HART service across the county and identify strategic funding partnerships.

HART continually listens to community feedback as well as comments and concerns from HART employees and strives to incorporate this feedback into its plans moving forward. **Table 3-1** shows all HART needs (unfunded unless otherwise noted) that were identified during last year's update and a note on what has changed since said update.

Table 3-1 List of Transit Service Needs

Type of Project	List of Services	What Changed This Year?
Frequency increase to every 15 minutes on weekdays	• Route 1 • Route 6 • Route 34 • Route 400	• Added Route 1 back to the list (now funded by the City of Tampa) as well as the Route 6, 34, and 400.
Frequency increase to every 20 minutes on weekdays	• Route 12 • Route 16 • Route 39 • Route 45	• Improvements to the Routes 12 and 16 are no longer part of the 10-year TDP funded plan due to updated budget assumptions and the new cost allocation model.
Frequency increase to every 30 minutes on weekdays	• Route 7 • Route 8 • Route 9 • Route 10 • Route 14 • Route 19 • Route 30 • Route 33 • Route 36 • Route 37 • Route 38 • Route 46 • Route 275LX • Route 360LX	• Improvements to Routes 7 and 9 are no longer part of the 10-year TDP funded plan due to updated budget assumptions and the new cost allocation model.
New Local Bus Services	• Route 1A (North Florida Avenue), which goes with BRT Alignment implementation • Bloomingdale Ave • Yukon • Causeway Blvd/Lumsden Rd • Ehrlich Rd/Bearss Ave • Sligh Ave • Weekend service in South County (Route 31 & HARTFlex South County).	• No changes from previous year.

Table 3-1 List of Transit Service Needs (continued)

Type of Project	List of Services	What Changed This Year?
New Express Bus Services	• Route 60LX • Route 75LX • Route 175LX • Northwest Express • S. Westshore Blvd Express • South Tampa Express • Plant City Express • Route 589LX • Downtown-TPA-Clearwater Express • Tampa-Lakeland Express	• No changes from previous year.
New Innovative On-Demand Circulators	• Downtown Tampa • Innovation District (University Area) • Westshore/Rocky Point • South County • Palmetto Beach • Orient Park	• No changes from previous year.
BRT Corridors / Premium Services	• 50th St/56th St • Kennedy Blvd/State Rd 60 • Busch Blvd/Gunn Hwy • Dale Mabry Hwy • Hillsborough Ave/MLK Blvd • Temple Terrace/Hillsborough Ave/Tampa Int'l Airport • Tampa Arterial BRT Project • Cypress St • TECO Line Streetcar Extension • South Tampa CSX Fixed-Guideway • Selmon Expressway BRT, with and without the extension to South County via US 301	• Remove Streetcar Circulator (interim rubber-tire extension), as priorities at the City of Tampa and at HART have shifted to focus on the Streetcar Extension and the Route 1 Fare-Free Pilot and Future Florida Ave. BRT

4 Ten-Year Operating and Capital Program

This section provides HART's updated Operating and Capital Program, fulfilling requirements for the TDP APR as described in Fla. Admin. Code 14-73.001 Public Transit.

4.1 Financial Plan and Schedule of Projects

The updated financial plan for HART removes the previous year and extends to the new tenth year (FY2026-2035). This Operating and Capital Program is broken into costs and revenues for each category. The HART Budget & Grants team creates a three-year operating revenue and expenses plan that covers FY2026-2028 as part of the annual budgeting process. For the later years, the following growth assumptions are made to project revenues and expenses:

- The cost of Existing Operations is projected to grow by **3%** annually.
- HMF Operating Costs are projected to begin in FY2029 and grow by **3%** annually.
- Ad Valorem Revenues are projected to grow by **3%** annually.
- Ad Valorem Transfers to Capital are assumed to be constant at $500,000 annually.
- Fare Revenues are projected to grow by **1%** annually.
- Federal, State, and Local Operating Grants are based on formula funding or recurring contributions and remain constant in the outer years.
- Advertising Income and Other Income remain constant annually.
- Tampa Historic Streetcar, Inc. Revenues remain constant annually.
- Interest Income is assumed to grow **5%** annually based on current interest rates.

Table 4-1 provides the ten-year finance plan as well as the schedule of Operating and Capital projects. This format fulfills the requirements laid out in the TDP Rule. Operating and Capital Costs and revenues are shown to be balanced across the ten years.

Table 4-1 HART TDP 10-Year Operating and Capital Plan (FY2026-2035)

Cost/Revenue	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	10-Year Total
Operating											
Operating Costs											
Existing HART Operations	126,420	128,999	133,713	137,724	141,856	146,112	150,495	155,010	159,660	164,450	1,444,440
Cost Adjustments Required to Balance Operating Budget	-	-	-	-	-	-	-	-	-	-	-
New Operating Costs - Heavy Maintenance Facility	-	-	-	224	231	238	245	252	260	267	1,716
Total Operating Costs	**126,420**	**128,999**	**133,713**	**137,948**	**142,087**	**146,349**	**150,740**	**155,262**	**159,920**	**164,718**	**1,446,156**
Operating Revenue											
Ad Valorem Tax Revenue	82,949	87,096	91,451	94,195	97,020	99,931	102,929	106,017	109,197	112,473	983,259
Ad Valorem Transfers to Capital	-	(500)	(500)	(500)	(500)	(500)	(500)	(500)	(500)	(500)	(4,500)
Federal Operating Grants	21,817	21,000	21,000	21,000	21,000	21,000	21,000	21,000	21,000	21,000	210,817
State Operating Grants	7,991	8,100	8,100	8,100	8,100	8,100	8,100	8,100	8,100	8,100	80,891
Fare/Pass Revenues	9,721	10,121	10,222	10,324	10,428	10,532	10,637	10,744	10,851	10,960	104,540
Local Contributions	1,791	1,351	1,351	1,351	1,351	1,351	1,351	1,351	1,351	1,351	13,950
Advertising Income	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	15,000
Other Income	252	500	500	500	500	500	500	500	500	500	4,752
Tampa Historic Streetcar, Inc.	4,351	4,351	4,351	4,351	4,351	4,351	4,351	4,351	4,351	4,351	43,511
Interest Income	1,466	1,467	1,468	1,469	1,471	1,472	1,473	1,474	1,475	1,476	14,710
Fund Balance/Transfer (to) From Reserves	(5,418)	(5,988)	(5,731)	(4,342)	(3,134)	(1,887)	(601)	726	2,095	3,507	(20,774)
Total Operating Revenue	**126,420**	**128,999**	**133,713**	**137,948**	**142,087**	**146,349**	**150,740**	**155,262**	**159,920**	**164,718**	**1,446,156**
Annual Revenues Minus Costs	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Fund Balance/Transfer (to) From Reserves	**(5,418)**	**(5,988)**	**(5,731)**	**(4,342)**	**(3,134)**	**(1,887)**	**(601)**	**726**	**2,095**	**3,507**	**(20,774)**
Rollover from Prev. Year (HART Reserves)	**5,418**	**11,406**	**17,137**	**21,479**	**24,613**	**26,500**	**27,101**	**26,376**	**24,281**	**20,774**	**20,774**
Operating Surplus/Shortfall	**5,418**	**11,406**	**17,137**	**21,479**	**24,613**	**26,500**	**27,101**	**26,376**	**24,281**	**20,774**	**20,774**

Table 4-2 HART TDP 10-Year Operating and Capital Plan (FY2026-2035) (continued)

Cost/Revenue	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	10-Year Total
Capital											
Capital Costs											
Replacement of 40' Diesel Buses with CNG Buses	26,349	27,403	14,249	14,819	15,412	15,720	16,035	16,356	16,683	17,016	180,042
Streetcar Vehicle Maintenance - Parts	160	60	60	60	60	160	60	60	60	60	800
Replacement of Paratransit/Flex Vans	840	991	1,071	1,156	1,216	1,240	1,265	1,290	1,316	1,343	11,729
Bus Mid-Life Overhaul	824	824	824	824	824	824	824	824	824	824	8,240
Fluid Monitoring system	200	-	-	-	-	-	-	-	-	-	200
Non-Revenue Vehicles Replacement- Admin. Program	697	-	-	-	-	-	-	-	-	-	697
Route Maintenance Fleet Expansion	270	850	775	777	1,246	-	-	-	-	-	3,918
Streetcar Rebuild (Phase 2)	138	-	-	-	-	-	-	-	-	-	138
Alighment Machine	747	-	-	-	-	-	-	-	-	-	747
Forklift Replacement Fleet	42	-	-	-	-	-	-	-	-	-	42
Vehicles and Maintenance Total	**30,266**	**30,128**	**16,979**	**17,637**	**18,758**	**17,945**	**18,184**	**18,530**	**18,883**	**19,243**	**206,553**
Replacement Robinaire R134A 3488HD Machines	52	-	-	-	-	-	-	-	-	-	52
Training Aids for Technicians Workforce Development	300	200	-	-	-	-	-	-	-	-	500
Roof replacements & Coating	630	-	-	-	-	-	-	-	-	-	630
Heavy Maintenance Building Renovation/Reconstruction	21,891	14,500	42,805	40,805	20,000	-	-	-	-	-	140,000
Bi- Fuel Generator Conversion	230	120	-	-	-	-	-	-	-	-	350
Bus Bay Post Lifts	55	-	-	-	-	-	-	-	-	-	55
HM Building Emergency Generator	400	-	-	-	-	-	-	-	-	-	400
HVAC Controls Upgrade	110	-	-	-	-	-	-	-	-	-	110
MTC Elevator Modernization	125	150	-	-	-	-	-	-	-	-	275
Netpark Breakroom	150	-	-	-	-	-	-	-	-	-	150
Purchase Satellite Property	2,500	-	-	-	-	-	-	-	-	-	2,500
Sealcoat and Stripe Parking Lots	100	-	-	-	-	-	-	-	-	-	100
HM Facility Resurfacing	125	-	-	-	-	-	-	-	-	-	125
UATC Employee Breakroom	225	150	-	-	-	-	-	-	-	-	375
Operation Control Center Renovation	1,000	-	-	-	-	-	-	-	-	-	1,000
South Substation Transformer Replacement	275	-	-	-	-	-	-	-	-	-	275
Facilities and Construction Total	**28,168**	**15,120**	**42,805**	**40,805**	**20,000**	**-**	**-**	**-**	**-**	**-**	**146,897**

Table 4-3 HART TDP 10-Year Operating and Capital Plan (FY2026-2035) (continued)

Cost/Revenue	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	10-Year Total
Enterprise Resource Planning (ERP) System	-	-	3,000	-	-	-	-	-	-	-	3,000
BTI Program Work Order Digitization & Mapping	190	-	-	-	-	-	-	-	-	-	190
Advanced Driver Assistance System (ADAS)	500	500	300	200	-	-	-	-	-	-	1,500
Diagnostic Toughbook and Software Upgrade	40	40	-	-	-	-	-	-	-	-	80
Replacement of Fareboxes	2,000	-	-	-	-	-	-	-	-	-	2,000
Clever Devices Yard Management Implementation	605	-	-	-	-	-	-	-	-	-	605
Network Infrastructure	1,535	-	-	-	-	-	-	-	-	-	1,535
Laptop Replacements	155	-	125	125	-	-	-	-	-	-	405
Audiovisual Equipment Upgrade - 21st Training Room	200	-	-	-	-	-	-	-	-	-	200
Trapeze Electronic Bidding Module	589	-	-	-	-	-	-	-	-	-	589
Project Management Software	15	-	-	-	-	330	-	-	-	-	345
CAD AVL Implementation	300	-	-	-	-	-	-	-	-	-	300
HART Website Redesign	100	-	-	-	-	-	-	-	-	-	100
Technology Total	**6,228**	**540**	**3,425**	**325**	**-**	**330**	**-**	**-**	**-**	**-**	**10,848**
BTI Construction Program (Bus, Bay, Landing & Shelter)	1,599	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	15,099
BTI Emerging Bus Stop Technology	804	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	9,804
BTI Engineering & Design	469	500	500	500	500	500	500	500	500	500	4,969
Shelters, Amenities and Bus Stop Improvements	5,182	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	15,982
Bus Stops and Shelters Total	**8,054**	**4,200**	**4,200**	**4,200**	**4,200**	**4,200**	**4,200**	**4,200**	**4,200**	**4,200**	**45,854**
Arterial BRT (Existing)	**-**	15,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	55,000
Bus Rapid Transit Total	**-**	**15,000**	**5,000**	**5,000**	**5,000**	**5,000**	**5,000**	**5,000**	**5,000**	**5,000**	**55,000**
A&E Contract (Capital Programs-PMO)	150	150	150	150	150	150	150	150	150	150	1,500
TOD Station Area Planning Study	350	-	-	-	-	-	-	-	-	-	350
Planning Studies Total	**500**	**150**	**150**	**150**	**150**	**150**	**150**	**150**	**150**	**150**	**1,850**
21st Property Gates	150	-	-	-	-	-	-	-	-	-	150
Security Surveillance System on Facilities	821	226	411	411	411	411	411	411	411	411	4,338
Safety and Security Total	**971**	**226**	**411**	**411**	**411**	**411**	**411**	**411**	**411**	**411**	**4,488**
Total Capital Budget	**74,188**	**65,364**	**72,970**	**68,528**	**48,520**	**28,036**	**27,945**	**28,291**	**28,644**	**29,004**	**471,491**

Table 4-4 HART TDP 10-Year Operating and Capital Plan (FY2026-2035) (continued)

Cost/Revenue	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	10-Year Total
Capital Revenues											
Discretionary Grants	29,968	23,014	33,323	32,580	15,513	5,969	5,817	6,101	6,390	6,685	165,360
Capital Reserves	2,597	2,900	-	-	-	-	-	-	-	-	5,497
Florida Department of Transportation	3,219	-	-	-	-	-	-	-	-	-	3,219
Community Project Funding	1,603	-	-	-	-	-	-	-	-	-	1,603
FTA Bus and Bus Facilities Formula (5339)	3,266	2,100	2,140	2,183	2,226	2,271	2,316	2,363	2,410	2,458	23,733
FTA State of Good Repair Formula (5337)	1,182	750	750	765	780	796	812	828	845	862	8,369
Section 20005b Pilot TOD Land Use Planning	300	-	-	-	-	-	-	-	-	-	300
Federal Highway Administration (FHWA)	21,891	6,000	6,000	10,000	8,000	-	-	-	-	-	51,891
FTA Build Grant	2,000	11,600	9,757	-	-	-	-	-	-	-	23,357
FTA Urbanized Area Formula (5307)	8,162	19,000	19,000	19,000	19,000	19,000	19,000	19,000	19,000	19,000	179,162
HART Bus Stop Capital Repairs	-	-	2,000	4,000	3,000	-	-	-	-	-	9,000
Total Capital Revenue	**74,188**	**65,364**	**72,970**	**68,528**	**48,520**	**28,036**	**27,945**	**28,291**	**28,644**	**29,004**	**471,491**
Annual Revenues Minus Costs	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Capital Surplus/Shortfall	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**

5 Metropolitan Planning Process Coordination

HART regularly communicates and coordinates with the Hillsborough TPO. **Table 5-1** provides a summary of the TPO Board and Committees and the type of HART coordination at each one.

Table 5-1: HART Coordination on TPO Board and Committees

Hillsborough TPO Board/Committee	Frequency	HART Coordination
The TPO Board	Monthly	HART Board member sits as member; staff presents as needed
Citizens Advisory Committee (CAC)	Monthly	HART staff presents as needed
Technical Advisory Committee (TAC)	Monthly	HART staff sits as member
Bicycle/Pedestrian Advisory Committee (BPAC)	Monthly	HART staff sits as member
Livable Roadways Committee (LRC)	Monthly	HART staff sits as member
Intelligent Transportation Systems Committee (ITSC)	Quarterly	HART staff sits as member
Transportation Disadvantaged Coordinating Board (TDCB)	Bimonthly	HART staff presents bimonthly
Tampa Bay Transportation Management Area Leadership Group (TMA)	Quarterly	HART staff presents as needed

HART attends a monthly call alongside staff from the TPO, Planning Commission, City of Tampa, and FDOT District 7 Staff to discuss joint efforts and to ensure coordination between transit and other regional planning efforts. Additionally, in FY2025, HART and the Hillsborough TPO coordinated on the following regional planning projects:

- 2026-2030 Transportation Improvement Program (TIP)
- 2027-2031 List of Priority Projects (LOPP)
- 2050 Long Range Transportation Plan (LRTP)
- HART TOD Pilot Study Phase II
- City of Tampa Comprehensive Plan Update
- Temple Terrace Multimodal Network Connections Study
- Brightline Station Area Study

Per Fla. Admin. Code 14-73.001, the HART TDP APR was presented to the TPO Board on November 10, 2025. The HART TDP APR was additionally presented to TPO Committees as well as the HART Board, which approved it on November 3, 2025.

Appendix

HART Board Resolution approving TDP for submission to FDOT

HILLSBOROUGH TRANSIT AUTHORITY

RESOLUTION NO. #R2025-11-44

A RESOLUTION APPROVING THE FY2026-2035 TRANSIT DEVELOPMENT PLAN (TDP) ANNUAL PROGRESS REPORT TO SUBMIT TO THE FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT)

WHEREAS, FDOT requires public transit providers receiving state funding to develop and adopt a TDP as explained in Chapter 14-73.001, Florida Administrative Code; and

WHEREAS, FDOT requires transit systems to prepare a major update of the TDP every five years, with Annual Progress Reports provided annually. HART's last major update was approved by the Board of Directors in 2022, with the next annual update due in March 2026.

NOW THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE HILLSBOROUGH TRANSIT AUTHORITY THAT:

Section 1. The FY2026-2035 Transit Development Plan Annual Progress Report is hereby approved.

Section 2. The Chief Executive Officer is authorized to submit the FY2026-2035 Transit Development Plan Annual Progress Report to the Florida Department of Transportation.

Section 3. Proper officers of the Hillsborough Transit Authority are authorized to do all things necessary and required to submit the TDP Annual Progress Report.

Section 4. This resolution shall take effect immediately upon its adoption.

PASSED AND ADOPTED BY THE BOARD OF DIRECTORS OF THE HILLSBOROUGH TRANSIT AUTHORITY ON NOVEMBER 3, 2025.

ATTEST

Councilman Luis Viera, Chairperson
HART Board of Directors

Councilmember Gil Schisler, Secretary
HART Board of Directors

Jeffrey Gibson
HART Board Counsel