



Real Choices When Not Driving

Needs Assessment

DRAFT

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1 PROGRAM OVERVIEW

The goal of the Real Choices When Not Driving investment program is to expand mobility options in the form of bus services, paratransit services for the Transportation Disadvantaged (TD), and walk/bike facilities that are separated from motorized vehicle traffic.

1.1 Bus Service

This portion of the program evaluates the bus service that could be provided by Hillsborough Area Regional Transit (HART) under different levels of funding through 2050. The bus service analysis demonstrates how increased transit funding may improve the amount and quality of access to jobs and homes in the future.

1.2 Transportation Disadvantaged Services

This portion of the program evaluates the amount and cost of paratransit service that could be provided through the Sunshine Line to county residents who cannot transport themselves to life-sustaining activities due to age, disability, income, and/or lack of access to bus services. The amount of service needed in the future will vary in part with changes in the size and reach of the countywide bus network.

1.3 Trail and Sidepath Network

This portion of the program evaluates the availability of trails and sidepaths to the county population, based on varying levels of funding through 2050. Trails and sidepaths are paved facilities, typically eight to 12 feet wide, that allow for pedestrians and cyclists to pass each other in opposite directions. Sidepaths are located adjacent to a road but separated from motor vehicle lanes by a boulevard strip and/or a barrier, while trails typically are not located in road rights-of-way.



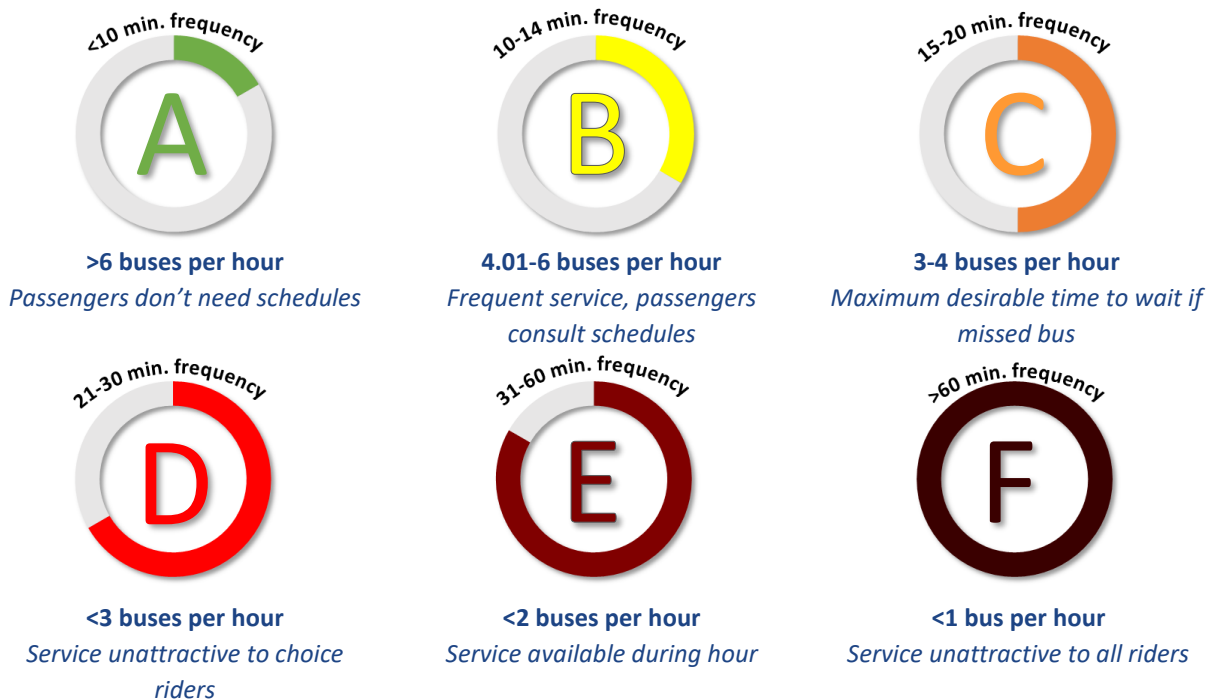
2 BUS SERVICE

2.1 Data Collection and Review

The primary sources for this analysis were the most recent HART Transit Development Plan (TDP) Major Update, dated September 2022, and the TDP Annual Progress Report (APR), dated September 2023. The TDP and APR detail the desired expansion of HART’s services and capital program by year over the next 10 years. The annual capital and operating costs by project for a “Status Quo” funding scenario and a “Vision Plan” scenario with expanded funding sources were also defined. In addition, HART staff identified potential transit improvements and associated costs for FYs 2034-2050, beyond the TDP horizon.

2.2 Performance Measures Methodology

The performance measure used in this analysis is Transit Level of Service (TLOS), a measure of the quality of service from the passenger’s perspective based on the frequency that buses travel on each road segment. The thresholds for the A (best) through F (worst) letter grade are consistent with the ARTPLAN methodology used by the Florida Department of Transportation (FDOT). For this analysis, the TLOS score for each road segment is based on the total number of buses of all routes traveling the road each hour in each direction. The TLOS score is determined based on the following definition:





Using Geographic Information Systems (GIS), the existing and proposed bus routes were overlaid onto the roadway network, and the frequencies of the routes summed to calculate the total number of buses per hour on each road. Each road segment was subsequently assigned a TLOS score.

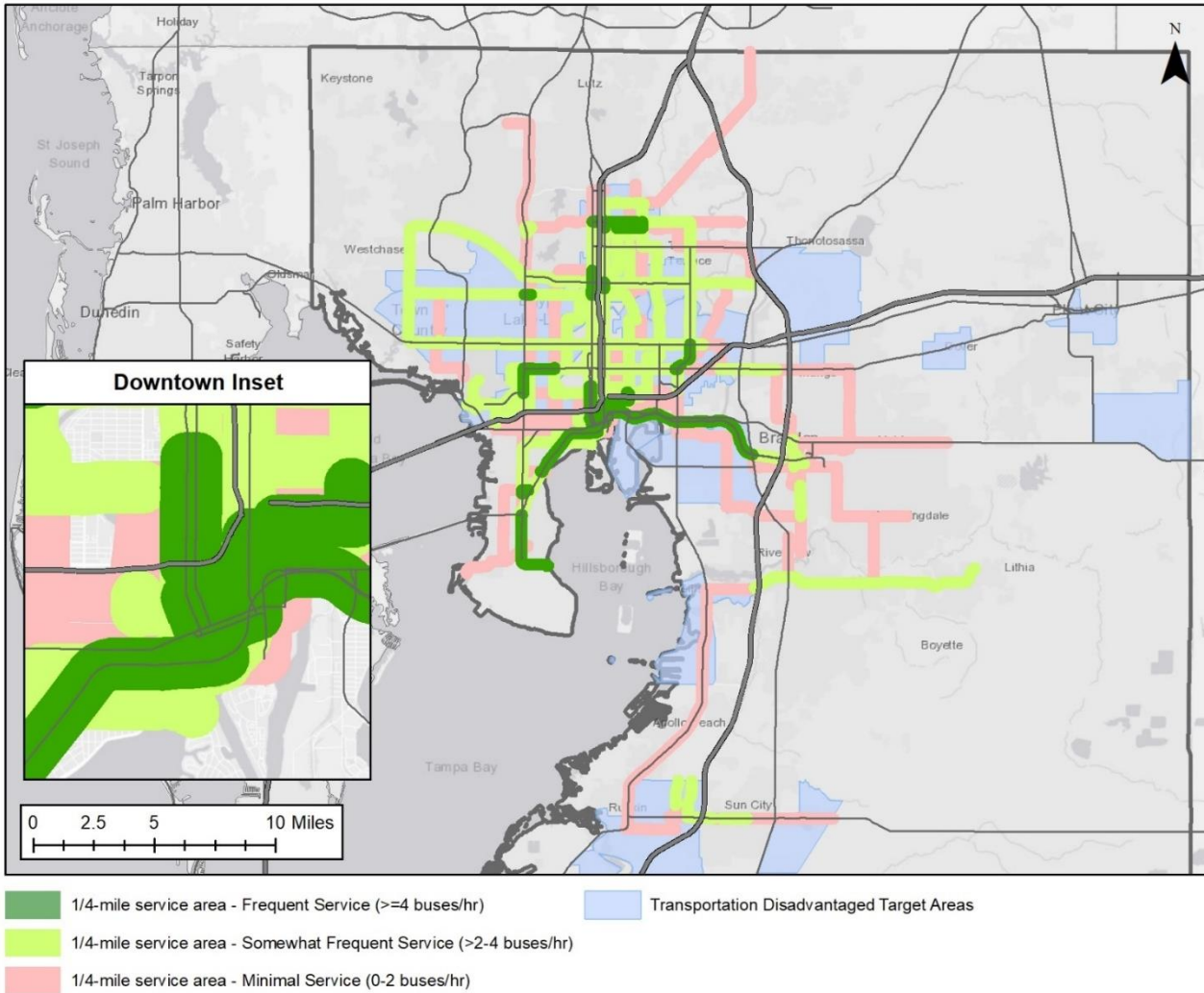
2.3 Investment Levels Methodology

Two potential levels of investment were developed for the Long Range Transportation Plan (LRTP). A detailed list of the improvements in each investment level, including capital and operating costs, is provided in **Appendix A**.

Trend/Status Quo: The “Trend/Status Quo” investment level is a financially constrained plan extrapolating today’s funding levels into the future and is based on HART’s TDP 10-year financial plan. HART’s average annual budget for FYs 2022, 2023, and 2024, approximately \$160M, was used as a starting point and a 4% inflation rate applied annually through 2050. The proposed improvements primarily include adding higher frequencies to some existing routes. A map of the TLOS that would be provided under the trend investment level is shown in **Figure 2-1**. The bus service areas shown in the map are a ¼-mile buffer (about a 10-minute walk) around each route.



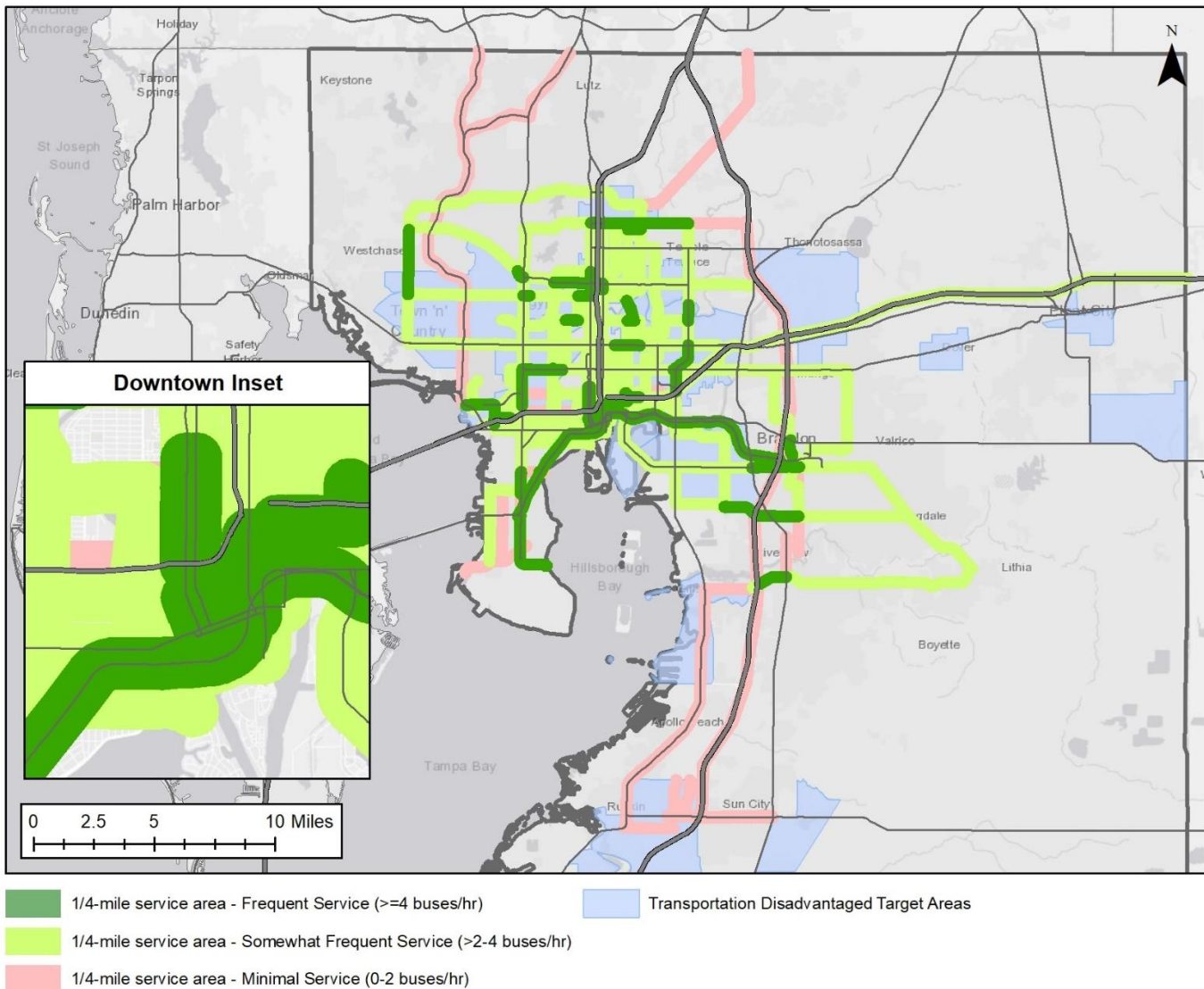
FIGURE 2-1: TRANSIT LEVEL OF SERVICE – TREND INVESTMENT





Unconstrained Vision: The “Unconstrained Vision” investment level is based on HART’s vision for transit services through 2050 without financial constraints. It adds the remaining service improvement needs identified by HART in the TDP, including additional frequency improvements, 14 new local/express bus routes, and at least 4 new on-demand circulators. These circulators expand the bus service area and provide cost-effective service to lower density communities. A map of the TLOS that would be provided under the transit vision network is shown below in **Figure 2-2**.

FIGURE 2-2: TRANSIT LEVEL OF SERVICE – VISION NETWORK INVESTMENT





2.4 Benefits Analysis Results

The benefits of service improvements vary across scenarios; higher investments improve residential and employment access to transit service, both countywide and within the TPO's Transportation Disadvantaged Target Areas (TDTAs), as shown in **Table 2-1**.

The TDTAs, illustrated on the prior maps, were determined in a previous study initiated by the TPO by using data to select communities that have been overburdened in the transportation planning process, underserved by transportation investments, or disproportionately impacted by transportation projects. These areas include:

- Bealsville
- Carver City
- Dover
- East Tampa and Orient Park
- Gibsonton
- Plant City
- Town 'N' Country and Egypt Lake
- Palm River-Clair Mel and Progress Village
- Ruskin
- Sulphur Springs and University Square
- University (USF)
- Thonotosassa
- Wimauma

The statistics for the investment scenarios are also compared to the existing transit network. See **Appendix A** for further details and cost calculations.



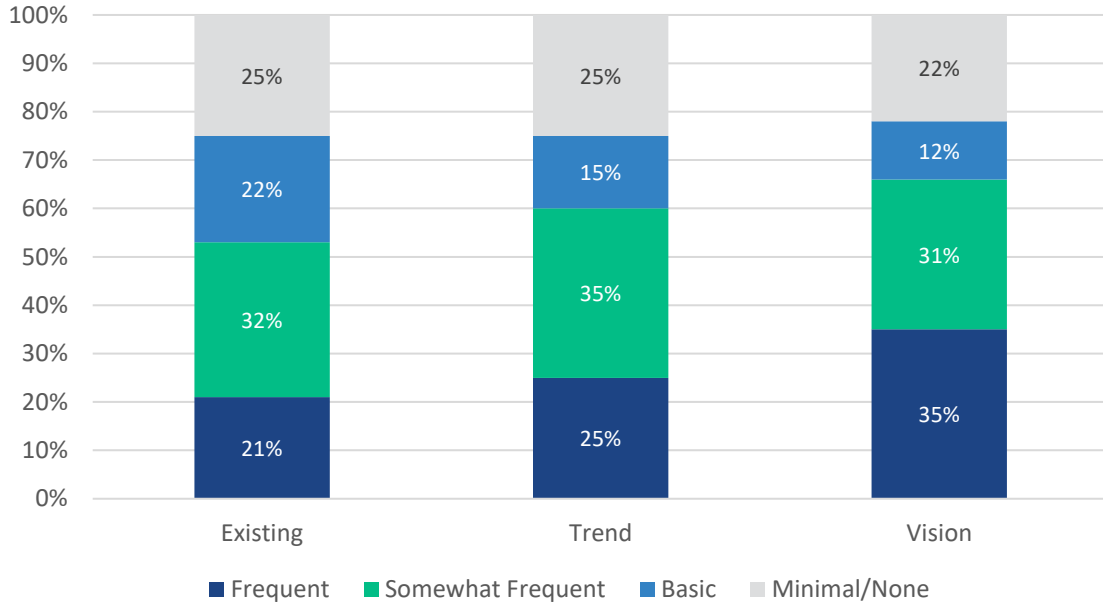
TABLE 2-1: BENEFITS AND COST BY INVESTMENT LEVEL

Investment Level		Statistics			
		Costs			
		Total Cost (Capital and O&M 2030-2050)		\$5,647,694,067	
		Performance Measures			
		Frequent	Somewhat Frequent	Basic	Minimal / None
		TLOS A-B	TLOS C-D	TLOS E	TLOS F
Trend	2050 Countywide Population & Jobs within 1/4 Mile of Transit	25%	35%	15%	25%
	2050 TDTA Population & Jobs within 1/4 Mile of Transit	32%	38%	8%	12%
	Roadway Miles	31	205	108	1,101
		Costs			
		Total Cost (Capital and O&M 2030-2050)		\$8,924,282,332	
		Performance Measures			
		Frequent	Somewhat Frequent	Basic	Minimal / None
		TLOS A-B	TLOS C-D	TLOS E	TLOS F
Vision	2050 Countywide Population & Jobs within 1/4 Mile of Transit	35%	31%	12%	22%
	2050 TDTA Population & Jobs within 1/4 Mile of Transit	44%	31%	12%	12%
	Roadway Miles	57	249	66	1,074
		Performance Measures			
		Frequent	Somewhat Frequent	Basic	Minimal / None
		TLOS A-B	TLOS C-D	TLOS E	TLOS F
Existing Service (2023)	2020 Countywide Population & Jobs within 1/4 Mile of Transit	21%	32%	22%	25%
	2020 TDTA Population & Jobs within 1/4 Mile of Transit	27%	39%	14%	10%
	Roadway Miles	27	146	170	1,102



“Frequent” transit service is defined as a minimum of 15-minute headways, “somewhat frequent” transit service is between 15- and 30-minute headways, “basic” transit service is between 30- and 60-minute headways, and “minimal/none” is 60-minute or greater during the peak periods. The percentage of people and jobs that would be served by each investment scenario is shown in **Figure 2-3**.

FIGURE 2-3: PERCENTAGE OF COUNTYWIDE POPULATION & JOBS WITHIN ¼-MILE OF TRANSIT IN 2050





3 TRANSPORTATION DISADVANTAGED SERVICES

Persons who may be considered transportation disadvantaged include older adults, individuals with disabilities, low-income, or children considered “high risk” or “at-risk.” A fraction of each of these demographic groups is unable to transport themselves or purchase transportation and may be eligible for transportation provided by social service agencies.

As the “Baby Boomer” generation ages, the potential TD population in Hillsborough County is estimated to increase from 480,659 in 2023 to 608,191 by 2050.

Currently, Hillsborough County’s Sunshine Line provides door-to-door transportation and bus passes for older adults, low-income, or disabled persons without their own transportation. Transportation is provided primarily to medical appointments and Hillsborough County’s Aging Services day care and nutrition sites; non-medical trips are provided on a space-available basis.

3.1 Data Collection and Review

Door-to-door transportation services are primarily provided to persons who are unable to use HART’s fixed route transit or paratransit services. To estimate the future population without access to HART, transit population coverage was calculated using GIS and placing a ¼-mile buffer around fixed bus routes to mirror the complementary paratransit service area required by the Americans with Disabilities Act (ADA). Persons within this buffer who cannot use the bus system due to a disability are eligible for HART’s ADA paratransit service. Data on future population came from the 2050 Socioeconomic Data Forecasts of the Planning Commission and TPO. Data on local bus routes came from HART. The ¼-mile buffers calculated around the routes were intersected with the Census block groups to estimate the population covered by the route service area assuming a proportional distribution of population within the zones.

3.2 Forecast of Transportation Disadvantaged Population

The Florida Commission for the Transportation Disadvantaged (CTD) commissioned the Center for Urban Transportation Research (CUTR) to develop a methodology to forecast paratransit services demand. The *Forecasting Paratransit Services Demand – Review and Recommendations* report was adopted by the CTD in 2013, and all counties were directed to use this methodology when forecasting TD populations and demand. The methodology uses several data sources to determine the current and projected TD population. The main source of data is the American Community Survey (ACS). ACS data is collected annually and is reported in one-year, three-year, and five-year datasets. The five-year estimate from 2017-2021 was used for this analysis. Other data sources included the 2009 National Household Transportation Survey (NHTS) and the 2010 Survey of Income and Program Participation (SIPP).

CUTR developed a spreadsheet model to forecast TD populations and trip demand. This model is available on the CTD website for download and was utilized in this analysis. There are required inputs to this model. First, utilizing the ACS five-year dataset for 2017-2021, the following basic population characteristics were input into the model:

- Total population by age

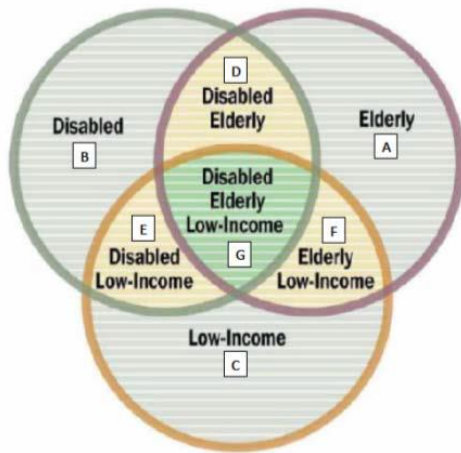


- Population below poverty level by age
- Total population with a disability by age
- Total population with a disability and below poverty level by age

Additional information entered into the model included the MPO population projections for 2025, 2030, 2035, 2040, 2045, and 2050, as well as the percent of transit coverage based on the population within the HART service area divided by the total population of the county.

As shown in **Figure 3-1**, overlaps in population characteristics make it necessary to eliminate duplications, which is addressed in the CUTR model. From this, the estimated TD population for 2023 was 480,659 or 33% of the total county population. The TD population in 2050 is forecast to grow to 608,191, as shown in **Table 3-1**. See **Appendix B** for more detail.

FIGURE 3-1: OVERLAP OF TRANSPORTATION DISADVANTAGED POPULATION CHARACTERISTICS



Overlapping Circle Component Description

- A - Elderly / non-disabled / not low-income
- B - Non-elderly / disabled / not low-income
- C - Low income / not elderly / not disabled
- D- Elderly / disabled / not low-income
- E - Non-elderly / disabled / low-income
- F – Elderly / non-disabled / low-income
- G – Elderly / disabled / low-income

TABLE 3-1: PROJECTED TD POPULATION

Population	2023	2025	2030	2035	2040	2045	2050
Overlapping Circle Component							
A	25,894	26,527	28,346	29,768	30,890	31,852	32,765
B	75,141	76,977	82,257	86,384	89,639	92,430	95,079
C	11,247	11,522	12,313	12,930	13,418	13,835	14,232
D	62,972	64,511	68,936	72,394	75,123	77,461	79,681
E	16,800	17,210	18,391	19,313	20,041	20,665	21,257
F	129,617	132,784	141,892	149,011	154,626	159,440	164,009
G	158,986	162,870	174,042	182,774	189,662	195,566	201,170
General TD Population	480,659	492,400	526,177	552,576	573,399	591,251	608,191
Total Population	1,478,076	1,514,180	1,618,049	1,699,229	1,763,261	1,818,157	1,870,252



3.4 Investment Levels Methodology

Of the projected TD population mentioned previously, a portion does not have access to HART bus service and are in need of paratransit service to medical appointments and other life-sustaining activities. Therefore, as the bus system expands, the percentage of the population lacking access to transit declines, as does the need for last-resort transportation services like Sunshine Line.

The population with access to bus service was defined as those living within ¼-mile of any non-express bus route. Total costs for these future paratransit trip needs were estimated using the cost per trip (\$27.05) and trips per vehicle (2,859) metrics calculated from data in the 2023 CTD Annual Operating Report (AOR) for Hillsborough County. **Table 3-2** below summarizes the costs for each investment level. Total capital and operating costs for TD services will be greater in the trend investment scenario due to a higher portion of the population unserved by transit. **Appendix C** includes a detailed breakdown of the supporting data.

TABLE 3-2: TRANSPORTATION DISADVANTAGED SERVICES NEEDED BASED ON BUS SERVICE INVESTMENT LEVELS

Investment Level	TD Population Unserved by Transit in 2050	Annual Paratransit Trips Needed in 2050	Annual Operating Cost in 2050	Fleet Needed in 2050	Total Capital + Operating Cost, 2029-2050
Trend/Status Quo	156,822	1,075,838	\$29,101,197	376	\$597,524,120
Vision	115,948	795,434	\$21,516,311	278	\$482,717,894



4 TRAIL AND SIDEPATH NETWORK

As the population of Hillsborough County continues to grow, so does the demand for safe and comfortable places to walk and ride a bicycle. This section evaluates the needed investment to complete the planned network of trails and sidepaths within the Hillsborough TPO planning area. The need is based on assembling the latest local agency plans, estimating the per-mile implementation cost, identifying alternative delivery approaches, and identifying the time required to complete the trails and sidepaths network at varying levels of funding through 2050.

Trails and sidepaths are paved pathways, typically 12 feet wide, that allow for people walking and bicycling to safely pass each other in opposite directions. Sidepaths are located adjacent to a road but separated from motor vehicle lanes by a landscaped buffer and/or a barrier, while trails typically follow independent alignments and are not located within roadway rights-of-way. The term “trail” is often used interchangeably for facilities that are separated from motorized traffic both along and independent of roadway alignments. This analysis does not address any existing or planned sidewalks or on-street bicycle facilities.

4.1 Data Collection and Review

4.1.1 Existing Trails and Sidepaths Network

There are approximately 295 miles of existing paved trails and sidepaths across Hillsborough County (**Figure 4-1**). The existing trails network is discontinuous with pockets of connectivity and isolated segments.

4.1.2 Planned Trails and Sidepaths Network

The planned trails and sidepaths within the Hillsborough TPO planning area were assembled from the latest local agency planning documents. The plan sources include the network developed for the 2045 L RTP, the forthcoming Hillsborough County Greenways Master Plan, and direct feedback from the local agencies’ staff.

The assembled network of planned trails and sidepaths is comprised of 130 individual segments totaling almost 408 miles of needed facilities. **Figure 4-2** shows all planned trail segments and includes a number key that corresponds with a table in **Appendix D** that identifies the details for each individual trail project. The various trail colors on the map are used only to visually differentiate between trail segments. By comparison, the Real Choices Needs Analysis performed for the 2045 L RTP identified 53 individual segments totaling 149 miles of needed facilities. The increase is due to the proposed trails that resulted from the public engagement conducted for the forthcoming Hillsborough County Greenways Master Plan.

The data assembled for this analysis represents a full inventory of existing and planned trails across Hillsborough County. At full build-out, the completed network of trails and sidepaths would total 703 miles, more than double the mileage today. The completed network would be fully connected, increasing the benefit of each segment within the context of the full system.



FIGURE 4-1: EXISTING TRAILS AND SIDEPATHS

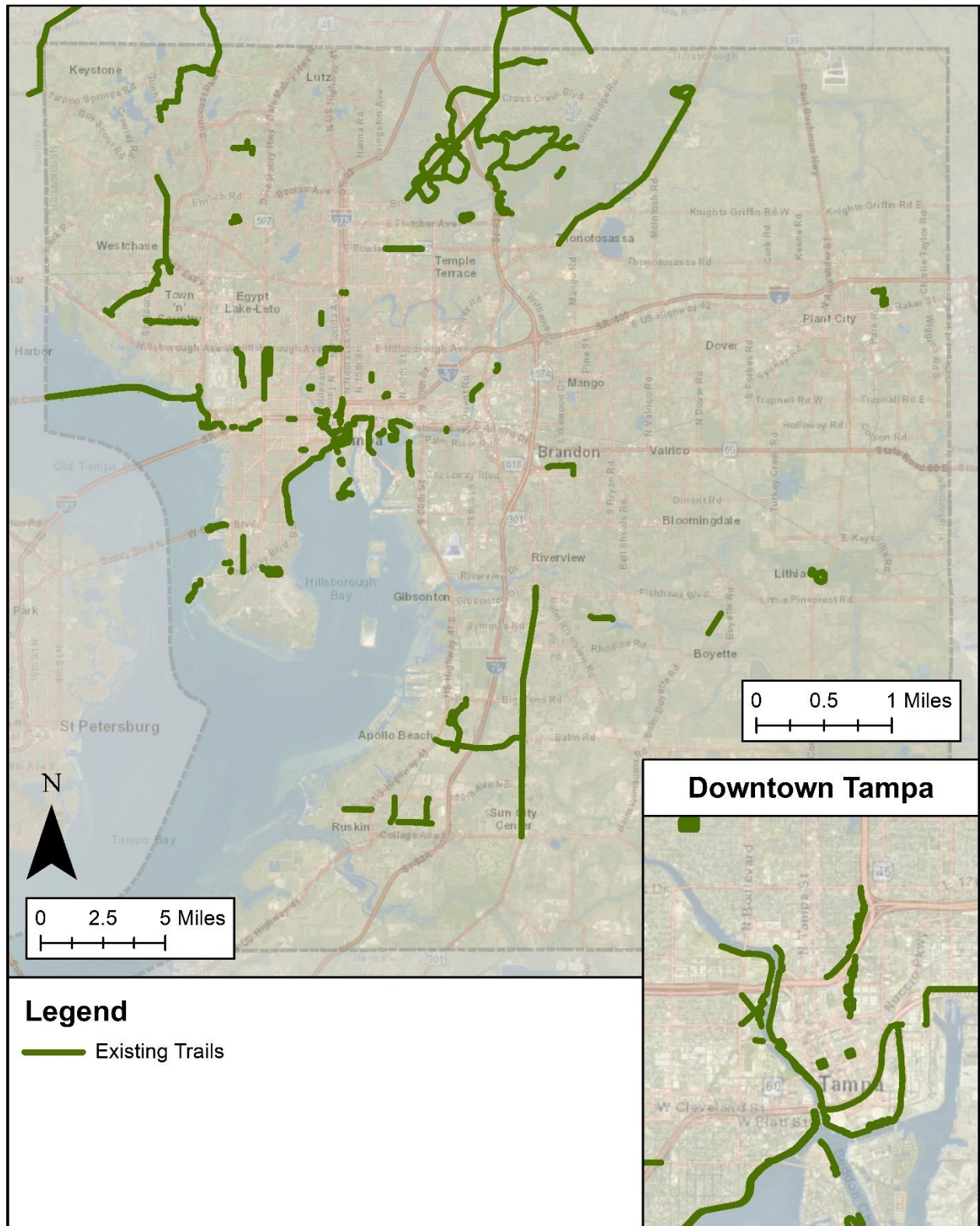
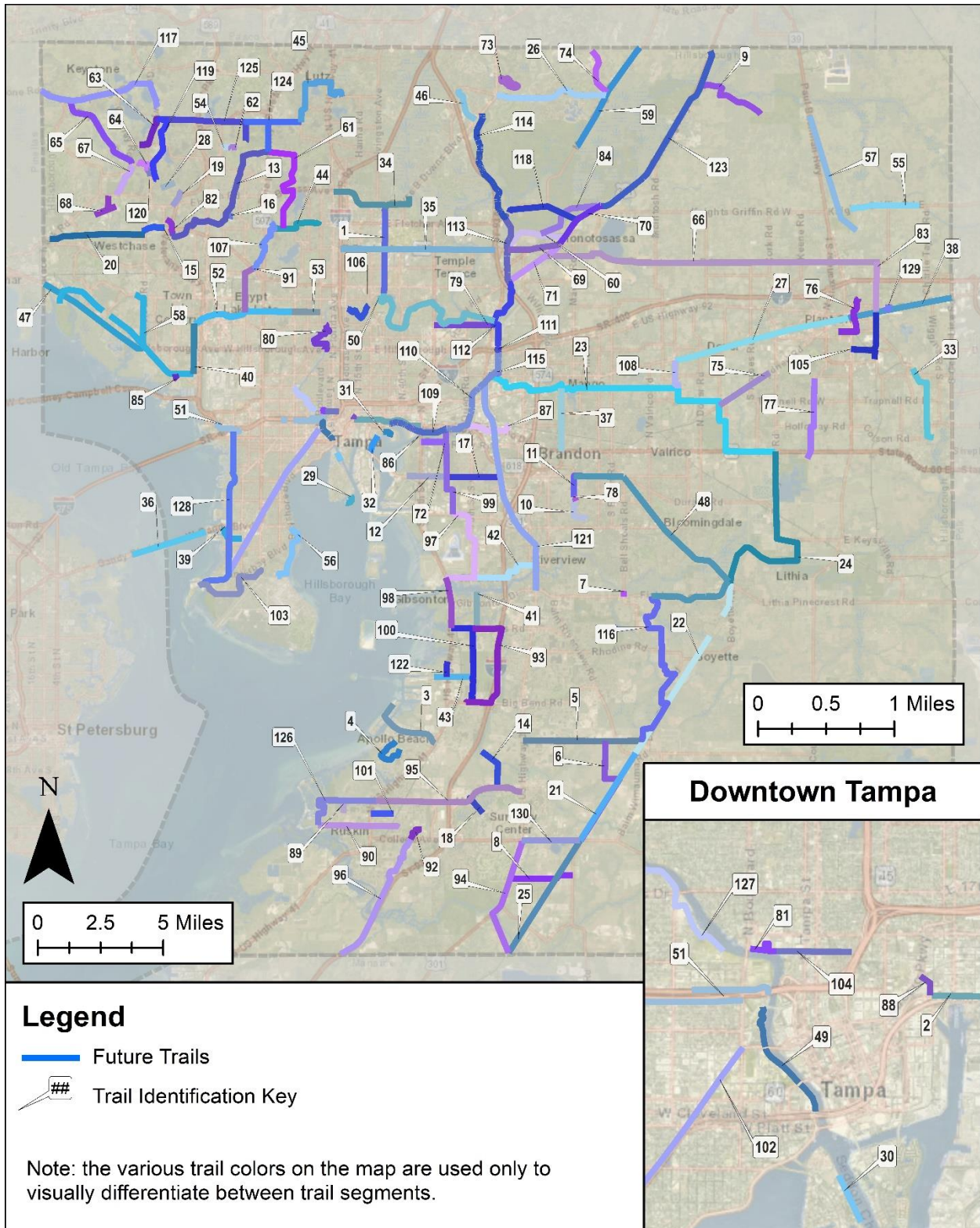




FIGURE 4-2: PLANNED TRAILS AND SIDEPATHS





4.2 Needs Measurement Methodology

This section presents the calculations used to define the overall need for trails in Hillsborough County, along with alternative approaches for delivering the trail projects.

4.2.1 Trail Costs

The Real Choices Needs Analysis performed for the 2045 L RTP used a per-mile trail construction cost estimate of \$945,081. Based on a survey of recently constructed and designed trails, the forthcoming Hillsborough County Greenways Master Plan identified an updated typical planning-level cost estimate of up to \$2.2M per mile to design and construct a 12-foot-wide asphalt trail. In addition to market increases since the 2045 L RTP was completed, the updated per-mile estimate also accounts for the cost of design.

Notably, the updated per-mile estimate excludes typical and necessary trail project costs such as land acquisition, structures such as boardwalks or retaining walls, and enhanced roadway crossings. Some trail corridors will require additional planning, public engagement, and alternatives analysis before moving to final design. Additionally, the construction industry has seen significant cost increases in recent years due to market conditions such as inflation and pandemic recovery labor and materials cost distortions. To account for those additional factors and market uncertainty, an adjusted planning-level estimated cost of \$3M per mile of new trail is used for this analysis to represent anticipated total project costs. This amount should not be used to estimate the cost of any individual trail segment, but rather reflects the purpose of this analysis, which is to identify the total trail network investment needed over the 2050 L RTP planning horizon.

4.2.2 Trail Delivery Approaches

At the estimated \$3M per mile to add trails to the network, completing the full slate of 130 planned trail projects would total an investment of \$1.2B within Hillsborough County.

The Hillsborough TPO works continuously with local, regional, state, and federal partners to identify and coordinate trail projects and priorities. The Multiuse Trails (MUT) Working Group of the Sun Coast Transportation Planning Alliance (SCTPA) meets regularly to coordinate regional trail projects and priorities. A key focus of the SCTPA MUT Working Group is to work within the context of the SUN Trail system. As part of an economic development initiative, SUN Trail was envisioned as a statewide system of high priority paved shared use path corridors in Florida. The SUN Trail network weaves together many existing and future greenway corridors into long distance routes throughout Florida. Notably, the SUN Trail program's annual funding allocation was increased substantially during the 2023 legislative session.

The SUN Trail network includes links within the existing and planned network of trails within Hillsborough County. Correspondingly, three corridors within Hillsborough County that correspond with the SUN Trail network have emerged as regional priorities – the Upper Tampa Bay Trail, Tampa Bypass Canal Trail, and Florida Gulf Coast Trail (**Figure 4-3**). Collectively, there are approximately 54 miles of gaps within those three regional priority trail corridors. At the estimated \$3M per mile to add trails to the network, completing the 17 identified trail projects along those three regional priority corridors would total an investment of \$162M within Hillsborough County.



An additional lens to view the need for trails within Hillsborough County is to identify the proposed trails that traverse areas designated as Communities of Concern (**Figure 4-4**), as defined in the 2045 LRTP. The MPO’s Title VI Non-Discrimination Plan identifies Communities of Concern as populations that may face significant or disproportionate burden regarding accessing transportation and transportation services. Collectively, there are approximately 107 miles of planned trail within designated Communities of Concern. At the estimated \$3M per mile to add trails to the network, completing those proposed trail segments would total an investment of \$321M within Hillsborough County.

4.2.3 Population Served by Trails

Approximately 245,000 residents live within ¼-mile of the existing 295 miles of trail in Hillsborough County. Upon completion of the 408 miles of planned trails, approximately 485,000 additional Hillsborough County residents would have a trail within ¼-mile of their home. At full build-out, an approximate total of 730,000 residents would have direct access to trails from their homes, three times as many as today.



FIGURE 4-3: PLANNED TRAILS AND SIDEPATHS ALONG REGIONAL PRIORITY CORRIDORS

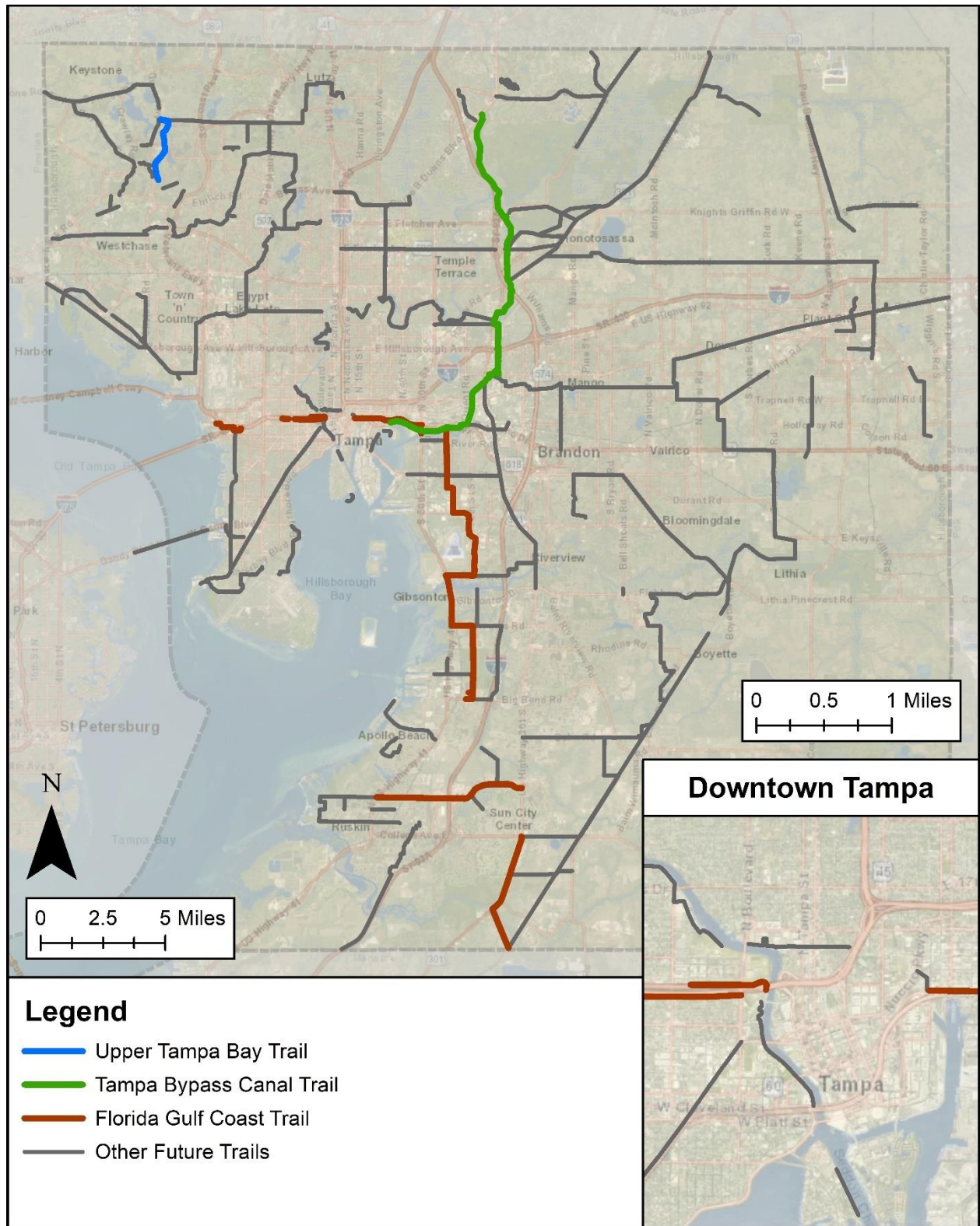
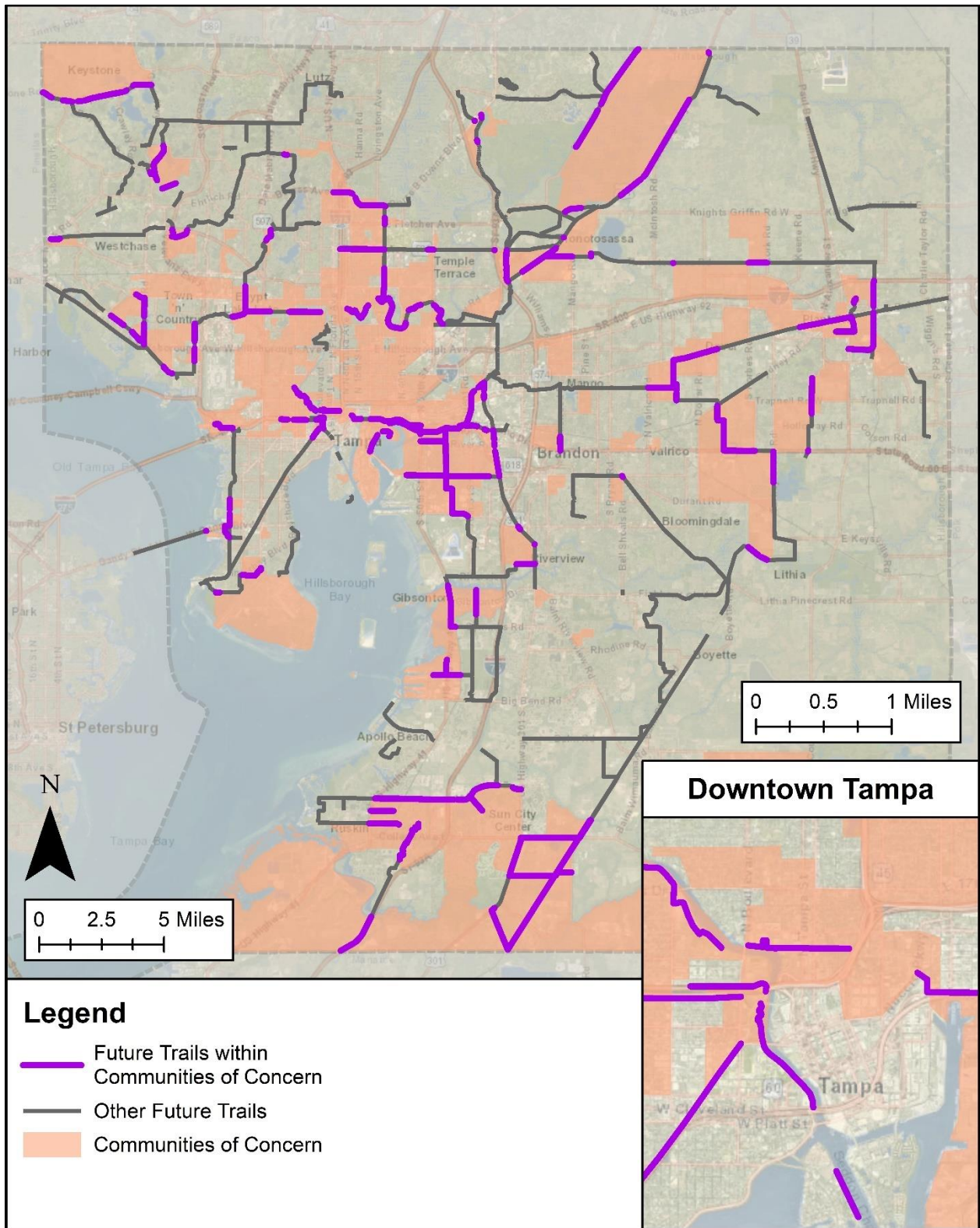




FIGURE 4-4: TRAILS AND SIDEPATHS WITHIN COMMUNITIES OF CONCERN





4.3 Investment Levels Analysis

This section analyzes the time required to complete the planned trail projects under a selection of investment level scenarios and delivery approaches.

4.3.1 Trend Investment Level Scenario

The current trend level of investment in trails within Hillsborough County is \$700,000 per year. **Table 4-1** illustrates the number of years needed to complete the planned trails under alternative delivery approaches at the trend investment level.

TABLE 4-1: YEARS REQUIRED TO COMPLETE PLANNED TRAILS AT TREND INVESTMENT LEVEL

Delivery Scenario	Length (Mi)	Estimated Cost Per Mile	Total Cost	Investment Level Per Year	Years Required to Complete
Full Planned Trail & Sidepath Network	407.9	\$3,000,000	\$1,223,643,000	\$700,000	1,748
Regional Priority Corridors Only	53.9	\$3,000,000	\$161,839,000	\$700,000	231
Trails through Communities of Concern Only	106.8	\$3,000,000	\$320,457,000	\$700,000	458

4.3.2 Increased Investment Level Scenario

The 2045 LRTP identified a scenario of increased investment in trails of \$5.6M per year. **Table 4-2** illustrates the number of years needed to complete the planned trails under alternative delivery approaches at that increased investment level.

TABLE 4-2: YEARS REQUIRED TO COMPLETE PLANNED TRAILS AT INCREASED INVESTMENT LEVEL

Delivery Scenario	Length (Mi)	Estimated Cost Per Mile	Total Cost	Investment Level Per Year	Years Required to Complete
Full Planned Trail & Sidepath Network	407.9	\$3,000,000	\$1,223,643,000	\$5,600,000	219
Regional Priority Corridors Only	53.9	\$3,000,000	\$161,839,000	\$5,600,000	29
Trails through Communities of Concern Only	106.8	\$3,000,000	\$320,457,000	\$5,600,000	57



4.3.3 2050 Network Investment Level Scenario

As an alternative to identifying the time required to complete the planned trails at the trend investment level and increased annual investment level identified in the 2045 analysis, **Table 4-3** illustrates the annual investment needed to complete the planned trails within the 2050 L RTP planning horizon.

TABLE 4-3: ANNUAL INVESTMENT NEEDED TO COMPLETE PLANNED TRAILS BY 2050

Delivery Scenario	Length (Mi)	Estimated Cost Per Mile	Total Cost	2050 L RTP Horizon (years)	Investment Level Required Per Year
Full Planned Trail & Sidepath Network	407.9	\$3,000,000	\$1,223,643,000	25	\$48,945,720
Regional Priority Corridors Only	53.9	\$3,000,000	\$161,839,000	25	\$6,473,560
Trails through Communities of Concern Only	106.8	\$3,000,000	\$320,457,000	25	\$12,818,280

4.3.4 Trail and Sidepath Funding Sources

The above analysis identifies the overall needed investment to build the planned network of trails and sidepaths. It is important to note that funding for trail projects comes from multiple sources, not just local agency general funds. Trails are often constructed using private funds either directly as a part of land development or through impact fees.

Along the designated SUN Trail corridors, the State of Florida makes funding available for trail projects. Sidepaths can often be included as a part of adjacent roadway projects. Of particular interest, trails are being included by the FDOT as a part of the Howard Frankland bridge replacement project and are scoped to be included in the forthcoming Gandy bridge replacement project. The inclusion of trails in significant regional roadway projects such as the bridges, without tapping dedicated trail funding sources, reflects FDOT’s commitment to safety and Complete Streets.

Lastly, programmatic federal funding sources such as Transportation Alternatives (TA) and competitive federal programs such as Safe Streets and Roads for All (SS4A) can be used to fund a portion of trail projects, with the rest of the cost covered by local agency matching funds.



APPENDIX A: TRANSIT PERFORMANCE MEASURES, INVESTMENT IMPACTS, AND COSTS

Countywide Statistics

Transit LOS	Population within ¼ mile	Jobs within ¼ mile	People & Jobs within ¼ mile	% of countywide population	% of countywide jobs	% of countywide population & jobs	Roadway Miles
Existing Service							
A	74,247	119,386	193,633	5%	12%	8%	7
B	113,364	203,267	316,631	8%	21%	13%	20
A-B	187,611	322,653	510,264	13%	34%	20%	27
C	254,552	229,558	484,110	17%	24%	20%	73
D	197,358	108,496	305,854	13%	11%	13%	73
C-D	451,910	338,054	789,964	31%	35%	32%	146
E	357,257	177,928	535,185	24%	19%	22%	170
F	470,882	120,678	591,560	32%	13%	24%	1,101
Trend/Status Quo Investment							
A	119,162	174,592	293,754	6%	13%	9%	8
B	186,791	361,226	548,017	9%	26%	16%	23
A-B	305,953	535,818	841,771	15%	38%	21%	31
C	409,986	319,576	729,562	20%	23%	21%	112
D	259,411	191,405	450,816	13%	14%	13%	93
C-D	669,397	510,981	1,180,378	33%	37%	35%	205
E	332,883	143,542	476,425	17%	10%	14%	108
F	697,938	201,896	899,834	35%	15%	26%	1,101
Unconstrained Vision Investment							
A	297,635	522,860	820,495	15%	38%	24%	28
B	191,881	166,799	358,680	10%	12%	11%	29
A-B	489,516	689,659	1,179,175	24%	50%	24%	57
C	482,278	350,128	832,406	24%	25%	24%	153
D	144,413	70,646	215,059	7%	5%	6%	96
C-D	626,691	420,774	1,047,465	31%	30%	31%	249
E	297,165	124,083	421,248	15%	9%	12%	66
F	592,799	157,721	750,520	29%	11%	22%	1,704

2020 Countywide Population: 1,478,761
 2020 Countywide Employment: 959,370
 2050 Countywide Population: 2,017,315
 2050 Countywide Employment: 1,392,294



Transportation Disadvantaged Target Area Statistics

Transit LOS	Population within ¼ mile	Jobs within ¼ mile	People & Jobs within ¼ mile	% of TDTA population	% of TDTA jobs	% of TDTA population & jobs	Roadway Miles
Existing Service							
A	69,862	115,787	185,649	9%	16%	13%	4
B	70,041	139,888	209,929	9%	20%	14%	9
A-B	139,903	255,675	395,578	19%	36%	26%	13
C	184,781	193,301	378,082	25%	27%	26%	36
D	123,466	63,755	187,221	17%	9%	13%	49
C-D	308,247	257,056	565,303	42%	36%	39%	85
E	138,506	61,323	199,829	19%	9%	14%	65
F	92,699	55,888	148,587	13%	8%	10%	224
Trend/Status Quo Investment							
A	113,714	168,376	282,090	10%	16%	13%	5
B	128,437	282,141	410,578	12%	26%	19%	9
A-B	242,151	450,517	692,668	22%	42%	24%	14
C	274,994	256,168	531,162	25%	24%	24%	67
D	187,380	108,732	296,112	17%	10%	14%	51
C-D	462,374	364,900	827,274	42%	34%	38%	118
E	125,553	39,786	165,339	12%	4%	8%	31
F	175,574	90,647	266,221	16%	8%	12%	224
Unconstrained Vision Investment							
A	246,623	442,133	688,756	23%	41%	32%	13
B	138,059	126,569	264,628	13%	12%	12%	12
A-B	384,682	568,702	953,384	35%	53%	25%	25
C	286,809	264,148	550,957	26%	24%	25%	75
D	73,184	42,793	115,977	7%	4%	5%	49
C-D	359,993	306,941	666,934	33%	28%	31%	124
E	191,051	61,056	252,107	18%	6%	12%	24
F	180,056	80,202	260,258	17%	7%	12%	214

2020 TDTA Population: 739,600
 2020 TDTA Employment: 714,993
 2050 TDTA Population: 1,091,020
 2050 TDTA Employment: 1,080,602



Trend Investment Level: Bus System Improvements

HART Expenditure Category	HART Projects	Year of Expenditure (\$000)	
		2024-2029	2030-2050
Existing HART Service	Existing Operating Costs	\$ 644,815	\$ 3,692,879
Funded TDP Projects	Paratransit Replacement Vehicles - FY24 onward	\$ 2,680	\$ 17,251
	Paratransit Operating Costs after Fares - FY24 onward	\$ 83,131	\$ 593,745
Frequency Improvements - 30 Min Routes to 15-20 Min Weekdays	Frequency Improvement Capital Costs	\$ 13,859	\$ -
	39	\$ -	\$ 108,547
	12	\$ 6,911	\$ 49,628
	16	\$ 2,835	\$ 24,964
	45	\$ -	\$ 108,806
Frequency Improvements - 60 Min Routes to 30 Min Weekdays	7	\$ -	\$ 32,375
	8	\$ -	\$ 69,525
	9	\$ -	\$ 46,536
	10	\$ -	\$ 24,733
	14	\$ -	\$ 69,549
	30	\$ -	\$ 67,592
	38	\$ -	\$ 48,337
	36	\$ -	\$ 44,794
New Local and Express Bus Routes	Route 1A Realignment	\$ 3,319	\$ 29,669
Capital Projects	Bus Stops and Shelters	\$ 25,767	\$ 89,956
	ITS/Technology Projects	\$ 26,075	\$ 58,296
	Revenue Vehicles and Maintenance	\$ 134,367	\$ 428,511
	Heavy Maintenance Building Renovation	\$ 109,000	\$ -
	Netpark Breakroom	\$ 260	\$ -
	Other Facility and Construction Costs	\$ 3,928	\$ 42,000
TOTAL		\$ 1,056,946	\$ 5,647,694
Total operating cost for Trend/Status Quo Investment Level, 2030-2050			\$5,011,679,932
Total capital cost for Trend/Status Quo Investment Level, 2030-2050			\$636,014,135
Op + Cap cost for Trend/Status Quo Investment Level, 2030-2050			\$5,647,694,067



Transit Vision Investment Level: Bus System Improvements

HART Expenditure Category	HART Projects	Year of Expenditure (\$000)	
		2024-2029	2030-2050
Existing HART Service	Existing Capital Costs	\$93,436	\$530,773
	Existing Operating Costs	\$644,815	\$3,692,879
Funded TDP Projects	Paratransit Vehicle Expansion Costs - FY23 onward	\$3,499	\$27,602
	Paratransit Replacement Vehicles) - FY23 onward	\$2,680	\$17,251
	Paratransit Operating Costs after Fares - FY23 onward	\$83,131	\$593,745
Frequency Improvements - 30 Min Routes to 15-20 Min Weekdays	Frequency Improvement Capital Costs	\$13,859	\$-
	39	\$14,213	\$125,174
	12	\$6,911	\$49,628
	16	\$2,835	\$24,964
	45	\$14,247	\$125,472
Frequency Improvements - 60 Min Routes to 30 Min Weekdays	30	\$8,850	\$77,945
	8	\$9,103	\$80,175
	9	\$6,093	\$53,665
	10	\$3,238	\$28,522
	38	\$6,329	\$55,741
	36	\$5,865	\$51,656
	7	\$4,239	\$37,334
	14	\$9,106	\$80,202
	19	\$9,903	\$87,215
	33	\$5,836	\$51,403
	37	\$5,145	\$45,315
	275LX	\$9,507	\$55,557
	360LX	\$6,771	\$39,569
Innovative Solutions	Innovative Solutions Capital Costs	\$3,807	\$-
	On Demand Circulator - Downtown Mobility, Innovation District	\$14,320	\$98,674
	On Demand Circulator - Westshore, South County	\$43,583	\$300,312
New Local and Express Bus Routes	Route 1A alignment	\$3,319	\$29,669
	Route 49 - Sligh Route (Old Route 41) - Capital	\$308	\$-



	Route 49 - Sligh Route (Old Route 41) - Operating	\$10,187	\$59,535
	60LX - Capital	\$3,049	\$-
	60LX - Operating	\$36,780	\$214,938
	Causeway-Lumsden (Old Route 46) - Capital	\$1,255	\$-
	Causeway-Lumsden (Old Route 46) - Operating	\$20,376	\$140,403
	Route 18 - 30th St Yukon - Capital	\$325	\$-
	Route 18 - 30th St Yukon - Operating	\$9,429	\$79,793
	Ehrlich-Bearss - Capital	\$1,392	\$-
	Ehrlich-Bearss - Operating	\$8,050	\$131,473
	TPA-TIA-CLW LX - Capital	\$696	\$-
	TPA-TIA-CLW LX - Operating	\$14,111	\$230,465
	75LX - Capital	\$1,440	\$-
	75LX - Operating	\$2,150	\$68,961
	Northwest LX Downtown (Old Route 61 MissionMAX cut) - Capital	\$366	\$379
	Northwest LX Downtown (Old Route 61 MissionMAX cut) - Operating	\$-	\$96,181
	175LX - Capital	\$-	\$1,543
	175LX - Operating	\$-	\$130,104
	589LX Mid-Pasco Express - Capital	\$-	\$1,597
	589LX Mid-Pasco Express - Operating	\$-	\$106,132
	Bloomingtondale - Capital	\$-	\$1,653
	Bloomingtondale - Operating	\$-	\$124,047
	So. County Plan - Capital	\$-	\$7,082
	Tampa to Lakeland Express	\$17,482	\$153,964
	Plant City LX	\$23,120	\$121,382
	So. County Plan - Operating	\$-	\$266,358
	South Tampa LX (TIA to Britton Plaza) - Capital	\$-	\$916
	South Tampa LX (TIA to Britton Plaza) - Operating	\$-	\$44,839
Capital Projects - System	New Main Maintenance Facility w/ unified office - Capital	\$100,000	\$-
	New Main Maintenance Facility w/ unified office - Operating	\$224	\$7,448
	MTC - Capital	\$-	\$12,710
	MTC - Operating	\$-	\$23,173



	Bus Expansion/Replacement - CNG + Electric - Capital	\$252,036	\$-
	Bus Expansion/Replacement - CNG + Electric - Operating	\$26,303	\$222,585
	Charging at all centers - Capital	\$1,292	\$-
	Charging at all centers - Operating	\$326	\$2,758
	ITS Upgrades - Capital	\$15,510	\$-
	ITS Upgrades - Operating	\$6,834	\$57,836
	ADA Compliance	\$66,887	\$-
	Rehab 21st Ave.	\$34,614	\$-
Capital Projects - Transit Centers	Brandon Center - Capital	\$4,518	\$-
	Brandon Center - Operating	\$1,800	\$12,403
	Netpark rehab - Capital	\$2,585	\$-
	Netpark rehab - Operating	\$2,931	\$24,806
	Riverview Center - Capital	\$3,344	\$-
	Riverview Center - Operating	\$1,119	\$12,403
	So. County Center - Capital	\$3,461	\$-
	So. County Center - Operating	\$759	\$12,403
	So. Tampa Center - Capital	\$3,583	\$-
	So. Tampa Center - Operating	\$387	\$12,403
	UATC rehab - Capital	\$4,004	\$3,412
	UATC rehab - Operating	\$-	\$23,148
Capital Projects	Paratransit vehicles - Capital	\$12,002	\$-
	Paratransit vehicles - Operating	\$21,207	\$146,130
	Non-Revenue vehicles - Capital	\$7,387	\$-
	Non-Revenue vehicles - Operating	\$765	\$8,479
TOTAL		\$1,759,036	\$8,924,282
Total operating cost for Transit Vision Network Investment Level, 2030-2050			\$8,319,364,255
Total capital cost for Transit Vision Network Investment Level, 2030-2050			\$604,918,076
Op + Cap cost for Transit Vision Network Investment Level, 2030-2050			\$8,924,282,332

APPENDIX B: COUNTYWIDE TRANSPORTATION DISADVANTAGED SERVICE

Transit Trend Investment Level

TD Population Forecast	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
Overlapping Circle Component														
E	25,894	26,158	26,527	26,901	27,280	27,665	28,055	28,346	28,640	28,937	29,237	29,541	29,768	29,998
B	75,141	75,906	76,977	78,063	79,164	80,280	81,413	82,257	83,110	83,972	84,843	85,723	86,384	87,051
G	11,247	11,362	11,522	11,685	11,850	12,017	12,186	12,313	12,440	12,569	12,700	12,831	12,930	13,030
D	62,972	63,613	64,511	65,421	66,343	67,279	68,228	68,936	69,651	70,373	71,103	71,840	72,394	72,953
F	16,800	16,971	17,210	17,453	17,699	17,949	18,202	18,391	18,581	18,774	18,969	19,166	19,313	19,462
A	129,617	130,937	132,784	134,657	136,556	138,482	140,436	141,892	143,364	144,850	146,353	147,870	149,011	150,161
C	158,986	160,604	162,870	165,167	167,497	169,860	172,256	174,042	175,847	177,671	179,513	181,375	182,774	184,184
TOTAL TD POPULATION	480,659	485,550	492,400	499,345	506,389	513,532	520,776	526,177	531,634	537,147	542,718	548,346	552,576	556,839
TD Population Not Served by Transit	116,021	117,537	119,534	121,565	123,629	125,727	127,860	129,548	131,259	132,990	134,744	136,519	137,953	139,402
Percent Served by Transit	76%	76%	76%	76%	76%	76%	75%	75%	75%	75%	75%	75%	75%	75%
Trips Needed by Year*	795,935	806,332	820,036	833,966	848,126	862,519	877,150	888,736	900,468	912,348	924,377	936,558	946,397	956,332
Total Vehicles Required*	278	282	287	292	297	302	307	311	315	319	323	328	331	334
O&M Cost Projected (present day \$)*	\$21,529,872	\$21,811,119	\$22,181,803	\$22,558,605	\$22,941,624	\$23,330,960	\$23,726,715	\$24,040,115	\$24,357,464	\$24,678,809	\$25,004,200	\$25,333,686	\$25,599,831	\$25,868,574
Capital Cost required for vehicles (present day \$)	\$959,295	\$472,743	\$623,079	\$633,362	\$643,812	\$654,430	\$665,220	\$526,791	\$533,428	\$540,146	\$546,946	\$553,828	\$447,359	\$451,727

TD Population Forecast	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050
Overlapping Circle Component														
E	30,229	30,463	30,698	30,890	31,084	31,279	31,475	31,672	31,852	32,032	32,214	32,396	32,580	32,765
B	87,722	88,399	89,081	89,639	90,202	90,767	91,337	91,909	92,430	92,954	93,481	94,010	94,543	95,079
G	13,131	13,232	13,334	13,418	13,502	13,586	13,672	13,757	13,835	13,914	13,993	14,072	14,152	14,232
D	73,516	74,083	74,654	75,123	75,594	76,068	76,545	77,025	77,461	77,900	78,342	78,785	79,232	79,681
F	19,613	19,764	19,916	20,041	20,167	20,293	20,421	20,549	20,665	20,782	20,900	21,018	21,137	21,257
A	151,319	152,486	153,663	154,626	155,596	156,572	157,554	158,542	159,440	160,344	161,252	162,166	163,085	164,009
C	185,605	187,037	188,479	189,662	190,851	192,048	193,252	194,465	195,566	196,674	197,789	198,909	200,036	201,170
TOTAL TD POPULATION	561,134	565,463	569,825	573,399	576,995	580,614	584,255	587,919	591,251	594,601	597,970	601,358	604,765	608,191
TD Population Not Served by Transit	140,864	142,341	143,832	145,129	146,437	147,756	149,086	150,426	151,686	152,956	154,235	155,524	156,822	158,130
Percent Served by Transit	75%	75%	75%	75%	75%	75%	74%	74%	74%	74%	74%	74%	74%	74%
Trips Needed by Year*	966,364	976,494	986,723	995,624	1,004,598	1,013,646	1,022,767	1,031,963	1,040,608	1,049,317	1,058,091	1,066,932	1,075,838	1,084,811
Total Vehicles Required*	338	342	345	348	351	355	358	361	364	367	370	373	376	379
O&M Cost Projected (present day \$)*	\$26,139,940	\$26,413,953	\$26,690,639	\$26,931,418	\$27,174,168	\$27,418,903	\$27,665,639	\$27,914,392	\$28,148,221	\$28,383,803	\$28,621,152	\$28,860,279	\$29,101,197	\$29,343,918
Capital Cost required for vehicles (present day \$)	\$456,136	\$460,586	\$465,077	\$404,723	\$408,035	\$411,372	\$414,736	\$418,125	\$393,040	\$395,988	\$398,956	\$401,946	\$404,956	\$407,987

*Based on 2023 AOR

Total Cost (2030-2050) \$597,524,120

Transit Vision Investment Level

TD Population Forecast	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
E	25,894	26,158	26,527	26,901	27,280	27,665	28,055	28,346	28,640	28,937	29,237	29,541	29,768	29,998
B	75,141	75,906	76,977	78,063	79,164	80,280	81,413	82,257	83,110	83,972	84,843	85,723	86,384	87,051
G	11,247	11,362	11,522	11,685	11,850	12,017	12,186	12,313	12,440	12,569	12,700	12,831	12,930	13,030
D	62,972	63,613	64,511	65,421	66,343	67,279	68,228	68,936	69,651	70,373	71,103	71,840	72,394	72,953
F	16,800	16,971	17,210	17,453	17,699	17,949	18,202	18,391	18,581	18,774	18,969	19,166	19,313	19,462
A	129,617	130,937	132,784	134,657	136,556	138,482	140,436	141,892	143,364	144,850	146,353	147,870	149,011	150,161
C	158,986	160,604	162,870	165,167	167,497	169,860	172,256	174,042	175,847	177,671	179,513	181,375	182,774	184,184
TOTAL TD POPULATION	480,659	485,550	492,400	499,345	506,389	513,532	520,776	526,177	531,634	537,147	542,718	548,346	552,576	556,839
TD Population Not Served by Transit	113,701	114,021	114,780	115,538	116,295	117,050	117,803	118,118	118,426	118,728	119,024	119,313	119,280	119,240
Percent Served by Transit	76%	77%	77%	77%	77%	77%	77%	78%	78%	78%	78%	78%	78%	79%
Trips Needed by Year*	780,016	782,211	787,421	792,622	797,813	802,993	808,160	810,318	812,433	814,505	816,533	818,515	818,293	818,019
Total Vehicles Required*	274	274	275	277	279	281	283	283	284	285	286	286	286	286
O&M Cost Projected (present day \$)*	\$21,099,275	\$21,158,649	\$21,299,572	\$21,440,261	\$21,580,680	\$21,720,795	\$21,860,569	\$21,918,929	\$21,976,148	\$22,032,196	\$22,087,044	\$22,140,659	\$22,134,660	\$22,127,251
Capital Cost required for vehicles (present day \$)	\$0	-\$54,689	\$236,876	\$236,482	\$236,029	\$235,517	\$234,944	\$98,096	\$96,179	\$94,211	\$92,192	\$0	\$0	\$0

TD Population Forecast	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050
Overlapping Circle Component														
E	30,229	30,463	30,698	30,890	31,084	31,279	31,475	31,672	31,852	32,032	32,214	32,396	32,580	32,765
B	87,722	88,399	89,081	89,639	90,202	90,767	91,337	91,909	92,430	92,954	93,481	94,010	94,543	95,079
G	13,131	13,232	13,334	13,418	13,502	13,586	13,672	13,757	13,835	13,914	13,993	14,072	14,152	14,232
D	73,516	74,083	74,654	75,123	75,594	76,068	76,545	77,025	77,461	77,900	78,342	78,785	79,232	79,681
F	19,613	19,764	19,916	20,041	20,167	20,293	20,421	20,549	20,665	20,782	20,900	21,018	21,137	21,257
A	151,319	152,486	153,663	154,626	155,596	156,572	157,554	158,542	159,440	160,344	161,252	162,166	163,085	164,009
C	185,605	187,037	188,479	189,662	190,851	192,048	193,252	194,465	195,566	196,674	197,789	198,909	200,036	201,170
TOTAL TD POPULATION	561,134	565,463	569,825	573,399	576,995	580,614	584,255	587,919	591,251	594,601	597,970	601,358	604,765	608,191
TD Population Not Served by Transit	119,193	119,137	119,074	118,832	118,582	118,325	118,060	117,787	117,435	117,075	116,707	116,332	115,948	115,556
Percent Served by Transit	79%	79%	79%	79%	79%	80%	80%	80%	80%	80%	80%	81%	81%	81%
Trips Needed by Year*	817,692	817,312	816,877	815,218	813,506	811,741	809,921	808,047	805,632	803,163	800,641	798,065	795,434	792,747
Total Vehicles Required*	286	286	286	285	285	284	283	283	282	281	280	279	278	277
O&M Cost Projected (present day \$)*	\$22,118,411	\$22,108,117	\$22,096,349	\$22,051,475	\$22,005,169	\$21,957,414	\$21,908,196	\$21,857,496	\$21,792,171	\$21,725,405	\$21,657,182	\$21,587,489	\$21,516,311	\$21,443,633
Capital Cost required for vehicles (present day \$)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

*Based on 2023 AOR

Total Cost (2029-2050) \$482,717,894



APPENDIX C: SUPPORTING TRANSIT DATA

Data from 2023 Annual Operating Report (AOR) of the Hillsborough County Community Transportation Coordinator	
Trips performed in FY 2023	783,414
Total Vehicles	274
Trips per Vehicle	2,859
Trips per TD pop	1.65
Vehicle Cost per Sunshine Line	\$130,000
Total Expenses	\$21,191,185
Cost per Trip	\$27.05
Calculations based on AOR and Census Data	
HART Service Area Pop, 2021	1,100,818
% Coverage of County Population	76%
TD Population unserved by Transit	114,196
Total Trips per TD Pop unserved by transit	7



APPENDIX D: PLANNED TRAILS AND SIDEPATHS DETAILS

Trails Map ID	Trail Name	Source Plan	Length (Mi)	Regional Priority Corridor	Length (Mi) along Regional Priority Corridor	Length (Mi) within Communities of Concern
1	30th Street Trail	2045 L RTP	3.48			1.26
2	Adamo Drive	City of Tampa	2.77	Florida Gulf Coast Trail	2.77	2.38
3	Apollo Beach Boulevard Greenway	HGMP	3.04			
4	Apollo Beach Golf Club Nature Greenway	HGMP	1.93			
5	Balm Boyette - US 301 Connector Greenway	HGMP	4.84			
6	Balm Scrub Nature Greenway	HGMP	5.02			0.85
7	Bell Shoals Connector	HGMP	0.24			
8	Bishop Rd	HGMP	2.57			2.56
9	Blackwater Creek Connector	2045 L RTP	3.05			
10	Brandon - Alafia Connector Greenway	HGMP	1.18			
11	Brandon Parkway Greenway Extension	HGMP	1.85			
12	Brandon to Tampa Bikeway	HGMP	1.58			1.58
13	Brushy Creek Greenway	HGMP	6.47			0.77
14	Bullfrog Creek Greenway	HGMP	1.78			
15	Carrollwood Northdale Connector	2045 L RTP	0.97			
16	Carrollwood Village Connector Greenway	HGMP	0.30			
17	Causeway Boulevard Greenway	HGMP	2.15			1.72
18	Central Sun City Center Greenway	HGMP	0.79			0.75
19	Citrus Park Connector Greenway	HGMP	0.73			
20	Citrus Park Easement (Veterans Expressway To Race Track Rd)	2045 L RTP	3.83			0.37



Trails Map ID	Trail Name	Source Plan	Length (Mi)	Regional Priority Corridor	Length (Mi) along Regional Priority Corridor	Length (Mi) within Communities of Concern
21	Cross County Greenway - Balm	HGMP	4.13			0.83
22	Cross County Greenway - Balm/Lithia	HGMP	6.92			
23	Cross County Greenway - Brandon/East Rural	HGMP	14.76			3.30
24	Cross County Greenway - Lake Medard	HGMP	8.87			2.04
25	Cross County Greenway - Wimauma	HGMP	5.31			5.31
26	Cross Creek from Bruce B Downs to Morris Bridge Rd	City of Tampa	4.55			0.02
27	CSX Trail	2045 L RTP	7.12			1.82
28	Cumberland Greenway	HGMP	0.61			0.59
29	Davis Island Park	2045 L RTP	0.44			
30	Davis Island Trail	2045 L RTP	0.38			
31	Desoto Park-McKay Bay Connector	2045 L RTP	0.45			0.45
32	Desoto Park Trail - Bermuda Seawall Trail	2045 L RTP	0.74			0.74
33	East Hillsborough Greenway	HGMP	3.29			
34	Ehrlich / Bearss Trail	2045 L RTP	3.64			2.13
35	Fowler Ave from I-275 to I-75	City of Tampa	6.19			0.01
36	Friendship Trail	2045 L RTP	3.06			0.01
37	Future Lakewood Trail	2045 L RTP	2.52			0.57
38	Future US 92 Trail	2045 L RTP	4.21			0.11
39	Gandy-Manhattan Connector Trail	2045 L RTP	1.07			0.53
40	George Rd	HGMP	2.01			0.51
41	Gibsonton Community Trail	2045 L RTP	1.63			0.98



Trails Map ID	Trail Name	Source Plan	Length (Mi)	Regional Priority Corridor	Length (Mi) along Regional Priority Corridor	Length (Mi) within Communities of Concern
42	Gibsonton Riverview Connector	2045 L RTP	2.93			0.75
43	Golden Aster to Shultz	HGMP	1.55			1.08
44	Hamner Tower Greenway	HGMP	2.04			
45	Heart of Lutz Greenway	HGMP	3.90			
46	Highwoods Preserve Pkwy from Bruce B Downs to New Tampa Blvd	City of Tampa	1.53			
47	Hillsborough Ave/Tampa Bay Greenway	HGMP	4.84			
48	Hillsborough Pipeline Greenway Segment A	HGMP	11.52			0.05
49	Hillsborough River Trail - Downtown	2045 L RTP	0.92			0.33
50	Hillsborough River Trail - Northeast	2045 L RTP	7.90			4.44
51	I-275 Greenway	2045 L RTP	3.19	Florida Gulf Coast Trail	3.19	1.95
52	Kirby Canal	HGMP	4.10			
53	Kirby Canal Trail	2045 L RTP	1.13			1.13
54	Lakeshore Oaks Connector	HGMP	0.38			
55	Lower Green Swamp Connector Greenway	HGMP	2.77			
56	Marcum Site	City of Tampa	2.65			
57	McIntosh - Blackwater Creek Greenway	HGMP	5.05			
58	Memorial Bikeway	HGMP	9.21			1.70
59	Morris Bridge Rd Trail	2045 L RTP	4.67			4.39
60	North Canal Greenway	HGMP	2.75			
61	North Lakes Greenway	HGMP	4.76			0.13
62	Northdale Lake Park	HGMP	0.27			



Trails Map ID	Trail Name	Source Plan	Length (Mi)	Regional Priority Corridor	Length (Mi) along Regional Priority Corridor	Length (Mi) within Communities of Concern
63	Northwest Lakes Greenway, North Segment	HGMP	1.58			
64	Northwest Lakes Greenway, South Segment	HGMP	1.04			0.19
65	Northwest Lakes Greenway, West Segment	HGMP	3.78			
66	Northwest Plant City Greenway	HGMP	13.53			0.01
67	NW Regional Connector Trail	2045 LRTP	1.38			
68	NWRWRF Trail	2045 LRTP	1.46			
69	Old Fort King - Segment 1	HGMP	2.12			
70	Old Fort King - Segment 2	HGMP	2.28			
71	Old Fort King Greenway	HGMP	2.54			1.64
72	Palm River Rd	HGMP	1.03			1.03
73	Pebble Creek Golf Course	HGMP	2.82			
74	Pebble Creek Trail	2045 LRTP	1.95			0.01
75	Plant City Access to Cross County Greenway	HGMP	2.40			
76	Plant City Canal Connector Trail	HGMP	2.31			0.24
77	Plant City Connector Greenway	HGMP	3.35			1.47
78	Providence Lake Connector Greenway	HGMP	0.20			
79	River to Canal Greenway	HGMP	2.52			
80	Rivercrest Trail	2045 LRTP	2.19			
81	Riverwalk	2045 LRTP	0.31			0.31
82	Rocky Creek to Brushy Creek (to Upper Tampa Bay Trail)	HGMP	0.77			0.27
83	Sam Allen Rd Park Rd Connector	2045 LRTP	1.97			1.02



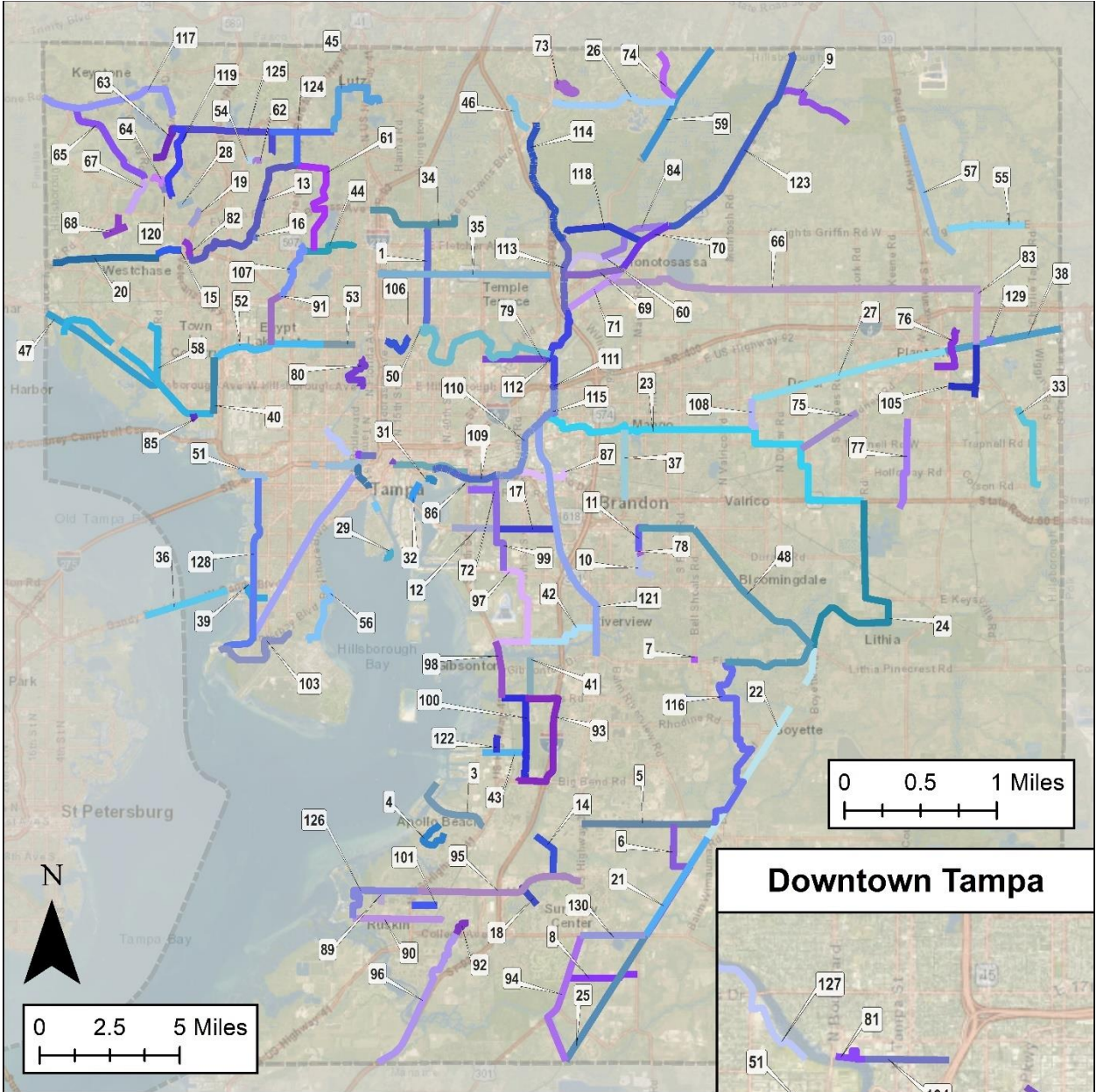
Trails Map ID	Trail Name	Source Plan	Length (Mi)	Regional Priority Corridor	Length (Mi) along Regional Priority Corridor	Length (Mi) within Communities of Concern
84	Sargeant Park Wilderness Greenway	HGMP	2.81			0.57
85	Scottish Rite	HGMP	0.25			
86	Selmon Expressway at US 41	2045 LRTP	0.65	Florida Gulf Coast Trail	0.65	0.65
87	Selmon Greenway to Brandon	HGMP	1.89			0.56
88	Selmon Greenway/Green Spine	2045 LRTP	0.18			0.04
89	Shell Point Connector	HGMP	0.50			
90	Shell Point Rd	HGMP	3.25			1.20
91	South Carrollwood Greenway	HGMP	1.94			1.05
92	South Coast Greenway - IB: Ruskin	HGMP	0.79			0.79
93	South Coast Greenway - III: Adamsville	HGMP	5.24			
94	South Coast Greenway - IVA: Sun City Center	HGMP	4.88	Florida Gulf Coast Trail	4.88	3.32
95	South Coast Greenway - IVC: 19th Ave	HGMP	6.06	Florida Gulf Coast Trail	6.06	5.26
96	South Coast Greenway - IVD: Little Manatee South	HGMP	5.82			3.07
97	South Coast Greenway - V: Progress Village	HGMP	4.39	Florida Gulf Coast Trail	4.39	0.66
98	South Coast Greenway - VI: Gibsonton	HGMP	2.05	Florida Gulf Coast Trail	2.05	1.67
99	South Coast Greenway - VII: Palm River	HGMP	3.61	Florida Gulf Coast Trail	3.61	3.61
100	South Coast Greenway Phase 3	2045 LRTP	4.25	Florida Gulf Coast Trail	4.25	0.18
101	South Shore Connector Greenway	HGMP	0.92			0.92
102	South Tampa Greenway	2045 LRTP	6.75			0.46
103	South Tampa Trail	2045 LRTP	3.66			1.13
104	Stetson Law Trail	2045 LRTP	0.55			0.55



Trails Map ID	Trail Name	Source Plan	Length (Mi)	Regional Priority Corridor	Length (Mi) along Regional Priority Corridor	Length (Mi) within Communities of Concern
105	Strawberry Stadium Trail	2045 LRTP	2.81			2.32
106	Sulphur Springs Rowlett Park Connector	2045 LRTP	1.38			1.25
107	Sweetwater Creek - Carrollwood Greenway	HGMP	2.44			0.49
108	Sydney Dover Trail Connector	2045 LRTP	1.22			1.18
109	Tampa Bypass Canal - Segment 1	HGMP	2.57	Tampa Bypass Canal Trail	2.57	2.51
110	Tampa Bypass Canal - Segment 2	HGMP	4.78	Tampa Bypass Canal Trail	4.78	2.81
111	Tampa Bypass Canal - Segment 3	HGMP	0.23	Tampa Bypass Canal Trail	0.23	
112	Tampa Bypass Canal - Segment 4	HGMP	3.52	Tampa Bypass Canal Trail	3.52	0.01
113	Tampa Bypass Canal - Segment 5	HGMP	2.89	Tampa Bypass Canal Trail	2.89	1.35
114	Tampa Bypass Canal - Segment 6	HGMP	4.93	Tampa Bypass Canal Trail	4.93	0.22
115	Tampa Bypass Canal Greenway	HGMP	0.22	Tampa Bypass Canal Trail	0.22	
116	TBW Pipeline Seg B with CELM mods	HGMP	8.27			
117	Tri-County Connector / NW Hillsborough	HGMP	5.53			3.31
118	Trout Creek Greenway	HGMP	2.91			
119	Upper Tampa Bay - IVA/IVB	HGMP	2.96	Upper Tampa Bay Trail	2.96	1.55
120	Upper Tampa Bay Park Segment A Alt Alignment	2045 LRTP	0.26			0.08
121	US 301 - Canal to Alafia	HGMP	8.81			0.13



Trails Map ID	Trail Name	Source Plan	Length (Mi)	Regional Priority Corridor	Length (Mi) along Regional Priority Corridor	Length (Mi) within Communities of Concern
122	US 41 to Kitchen	HGMP	0.62			0.62
123	US Hwy 301 Trail	2045 LRTP	7.92			4.66
124	Van Dyke Greenway	HGMP	4.25			
125	Van Dyke Rd	HGMP	4.08			
126	W Shell Point Rd Connector	HGMP	3.69			0.03
127	West River Greenway	2045 LRTP	1.45			1.45
128	Westshore Blvd/Commerce St - I275 Greenway to Picnic Island	City of Tampa	6.95			0.48
129	Wilder Rd Connector	2045 LRTP	0.35			
130	Wimauma Connector	HGMP	2.33			2.33
Totals:			407.88		53.95	106.82



- Legend**
- Future Trails
 - ## Trail Identification Key

Note: the various trail colors on the map are used only to visually differentiate between trail segments.

