HILLSBOROUGH 2050 LRTP: EQUITY NEEDS ASSESSMENT

HILLSBOROUGH COUNTY, FLORIDA

November 2023

Hillsborough TPO
Transportation
Planning Organization

KITTELSON & ASSOCIATES

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Hillsborough 2050 LRTP: Equity Needs Assessment

Hillsborough County

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Project Overview

The Equity Needs Assessment is a new component of the Hillsborough Transportation Planning Organization's (TPO) Long Range Transportation Plan (LRTP) update. This report provides a high-level overview of the assessment, highlighting its significance, methodology, and anticipated outcomes. This first iteration of the assessment aims to document the TPO's commitment to equity, health, and addressing transportation disparities within the county and assist with the advancement of these goals in future LRTP iterations.

The primary objective of the Equity Needs Assessment is to evaluate current transportation disparities and recommend projects to address them. Promoting equitable access to transportation resources requires using data to determine disparities in transportation planning and striving to rectify existing issues.

Assessing equity in transportation is a multifaceted process that includes the convergence of multiple datasets and methodologies. The Hillsborough TPO utilizes the methodology offered by the U.S. Department of Transportation.[1] Adhering closely to these measures of equity are essential in qualifying for grant and programmatic funding from the federal government. For example, projects or plans that fall under the most recent Bipartisan Infrastructure Law and investments under the Justice40 initiative must promote equity as part of the scope of work.

The TPO identified three key issues for which transportation disparities persist:

1. Access to jobs and economic opportunities.
2. Transportation safety for all modes.
3. Health and safety concerns, particularly related to active transportation, air quality, and roadway facility conditions.

To ensure a comprehensive evaluation, the project team collaborated with various planning and implementing partners, including the Florida Department of Transportation (FDOT), Hillsborough Area Regional Transit Authority (HART), Hillsborough County, and local municipalities. Non-transportation related organizations also contributed including the Florida Department of Health (FDOH), community development corporations (CDCs), and advocacy groups.

The Equity Needs Assessment represents a significant step towards fostering equity, health, and fairness in transportation planning within Hillsborough County. By employing the expertise of these organizations and consideration of differing perspectives, the TPO aims to create a comprehensive and inclusive LRTP that addresses the unique needs and challenges faced by different communities. The memo serves as a guide for future decision-making, ensuring that the transportation system in Hillsborough County supports the well-being and mobility of all residents.

Purpose of this Study

Transportation plays a pivotal role in the development of Hillsborough County. Supporting equitable access to transportation resources is crucial for fostering a thriving community and

[1] For more information see: https://www.planning.dot.gov/planning/topic_transportationequity.aspx#:~:text=Equity%20in%20transportation%20seeks%20fairness,needs%20of%20all%20community%20members

addressing historical disparities. Using this lens can help achieve the following:

1. **Access to Opportunities:** Transportation is a key determinant of access to education, employment, healthcare, and recreational activities. By providing equitable transportation options, Hillsborough County can bridge the gap between underserved communities and essential economic opportunities.
2. **Economic Development:** A well-connected and efficient transportation system is crucial for attracting businesses, supporting tourism, and driving economic growth. By investing in transportation equity, Hillsborough County can enhance its competitiveness and create employment opportunities, particularly for communities that have historically faced transportation barriers.
3. **Health and Well-being:** Equitable transportation options contribute to improved public health outcomes. Active transportation modes, such as walking, cycling, and public transit, not only reduce greenhouse gas emissions but work to improve air quality.
4. **Environmental Sustainability:** Transportation equity is closely linked to environmental sustainability. By prioritizing public transit, biking infrastructure, and walkable communities, Hillsborough County can reduce reliance on individual vehicle use and alleviate traffic congestion.

By promoting accessible, affordable, and sustainable transportation options, the county can foster economic growth, social inclusion, and improved health outcomes while addressing historical disparities and promoting an efficient transportation system for all.

Transportation Disadvantaged Target Areas

The Hillsborough TPO's Transportation Disadvantaged Target Areas (TDTAs) were determined by using data to select communities that have been overburdened in the transportation planning process, underserved by transportation investments, or have been disproportionately impacted by transportation projects.

These communities are inclusive of those targeted in Executive Order (EO) 12898, which directs agencies to:

- Identify and address disproportionally high and adverse quality of life conditions
- Develop a strategy for implementing effective solutions to disparities
- Promote nondiscrimination in programming project solutions

The TDTAs presented here are those that fall into the definition of Environmental Justice Areas enacted by EO 12898. Some boundaries were combined and altered based on knowledge of the area and ease of data processing. There are 13 TDTAs presented in this report as presented in **Figure 1.**

EPA Socioeconomic Indicators

The data provided by the EPA utilizes indicators from the American Community Survey 5-year summary estimates. These indicators combine to form an index that determine if a census tract is disadvantaged. These indicators include:

- Percent low-income
- Percent unemployment
- Percent in limited English speaking
- Percent less than high school education
- Percent under age 5
- Percent over age 64
- Percent people of color

Executive Order 12898

This executive order signed by President Bill Clinton in 1994 directed federal agencies to study and understand the environmental and human health effects of federal actions. The goal of this order is to achieve environmental protection of all communities. Legacy regulations from this executive order include today's establishment of the White House Environmental Justice Council in 2021 and the Justice40 initiative.

Task Force Meetings

The project team gathered a Task Force twice throughout the course of the effort. This Task Force included a team of experts representing the City of Tampa, Hillsborough County, the Florida Department of Transportation, and the Florida Department of Health. The team provided input prior to and after the disparity analysis was conducted to ensure that the analysis matched local knowledge of the issues prior to project development. Using input from these meetings, goals were developed to be used in the project development section of this report.

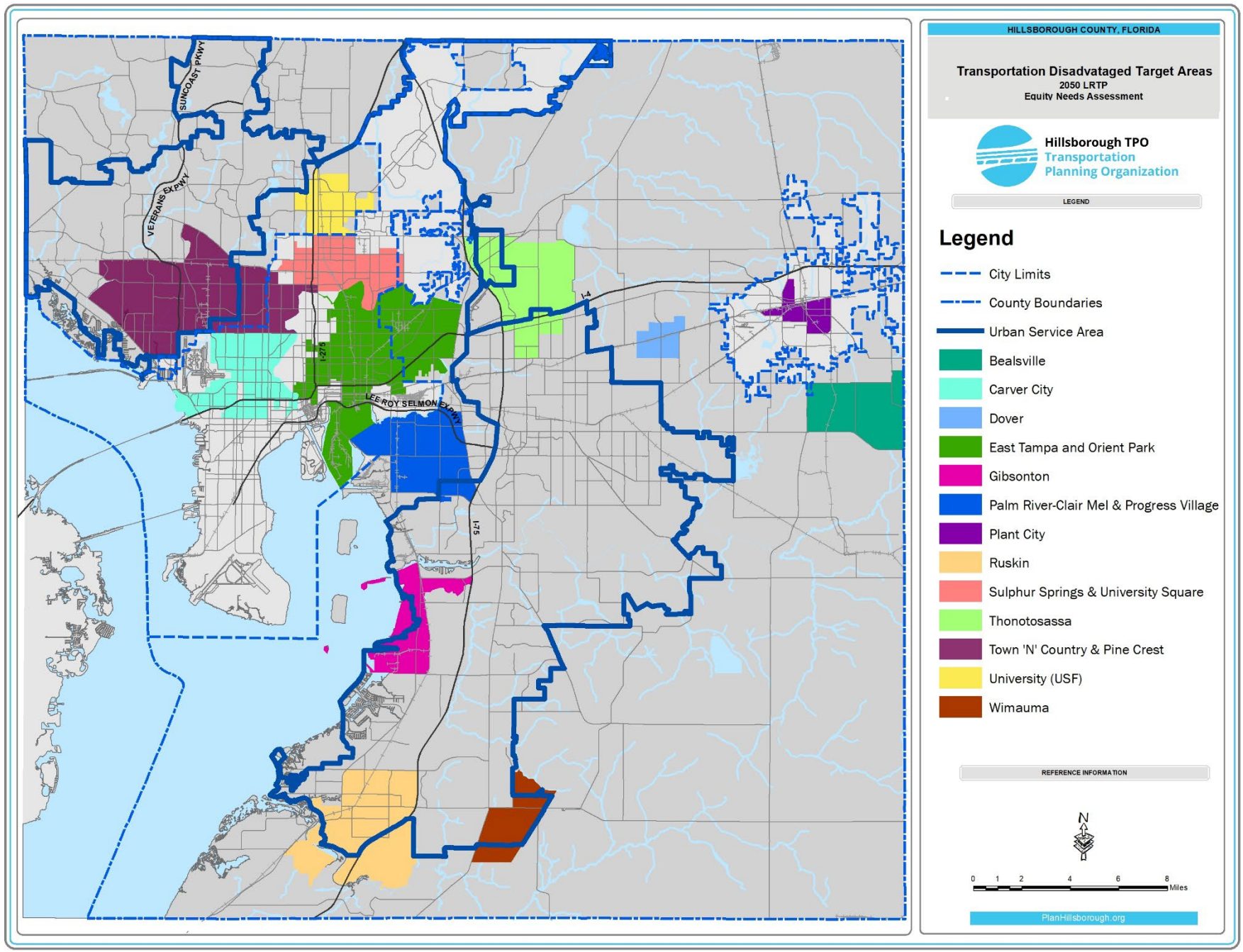


Figure 1 Transportation Disadvantaged Target Areas

Disparity Analysis

METHODS

The disparity analysis combined a multitude of different datasets from different State, TPO, county, municipal, and local sources from which to study the following performance measures:

Good Repair and Resiliency
- Sidewalk Gaps
- Pavement Condition
- Tree Canopy and Multimodal Comfort

Vision Zero
- Number of fatal and incapacitating injury crashes
- High Injury Network Miles
- Average Posted Speed
- Signalized Intersections as Safe Crossings

Smart Cities
- PM 2.5 (µg/m^3)
- Annual Average Daily Traffic (AADT)

Real Choices When not Driving
- Jobs and People Served by Transit
- Walking and Bicycle Level of Traffic Stress (LTS)

Health and Well-Being
- Chronic Disease by Crude Prevalence

The term "disparity" used in this assessment refers to the difference in level or measurement of a performance measure when compared to a specified baseline of the same measurement. In order to effectively measure disparity, the baseline measurement for the county was established along with the baseline measurement for the TDTAs where appropriate. This was done for each performance measure. The measurement of disparity was determined by either (1) comparing the TDTA measurement to the county and calculating the percent difference, or (2) comparing the TDTA measurement to the average for other TDTAs. The following section describes how each performance measure was calculated. Note that all measures calculated here exclude data on limited access highways and interstates.

State of Good Repair & Resiliency

The good repair and resiliency performance measure provides insights into the possible sidewalk gaps, roadway maintenance, and tree canopy. The methods for analyzing each dataset are shown below.

Sidewalk Gaps: Sidewalk data from Hillsborough County and the City of Tampa were combined to determine the miles of sidewalk gaps within each TDTA as a percentage of the overall roadway network. The TDTAs were then compared and ranked based on the total mileage of gaps. The county average is not evaluated for this measure.

Pavement Condition: Pavement condition utilized the pavement condition index (PCI) of all roadways in the county. Roadways with a PCI score of 55 and lower are considered poor-failing roadways, based on FDOT guidance. PCI scores of 55 and lower are considered substandard and in need of repair, resurfacing, or rehabilitation. The number of centerline miles scoring below a 55 PCI value was calculated for both the county and the TDTAs, and analyzed by comparing the percentage of total poor-failing roadway miles of the TDTA roadway network and those of the county network.

Tree Canopy and Multimodal Comfort: The analysis of tree canopy in the county was evaluated through the lens of multimodal comfort. The county's existing sidewalk layer was used to determine canopy coverage within 50 feet of a sidewalk for the entire county and the TDTAs. A percent coverage (percentage of all sidewalks covered) metric was determined for each TDTA and compared to the county coverage.

Vision Zero

Percentage of Fatal and Incapacitating Injury Crashes: Crash data for 2018-2022 was studied by examining the percent of all fatal and incapacitating crashes within the county and the TDTAs. The TDTA crash rates were then compared to the county percentage of these crashes.

Percentage of Nonmotorized Fatal and Incapacitating Injury Crashes: The same process for all fatal and incapacitating crashes was completed for nonmotorized crashes of the same severity.

High Injury Network Miles: The miles of High Injury Network (HIN) were calculated within each TDTA. The HIN miles were then presented as a percentage of the entire TDTA roadway network and compared to that of the county.

Average Posted Speed: Average posted speed for the county was determined for all major/minor arterials, collectors, and local roadways. The average posted speed for each TDTA was also calculated and compared to the county average.

Signalized Intersections as Safe Crossings: This measure calculated signal density per mile for the county and the TDTAs. The signal density for the TDTAs was then compared to the county average.

Smart Cities

PM 2.5 (µg/m³)[2]: PM 2.5 is the measure of particulate matter or droplets in the air that are two- and one-half microns or less in diameter. Exposure to PM 2.5 can lead to respiratory irritation, exacerbate conditions like asthma, and impair lung function. The particles can also cause cardiovascular issues, increase mortality rates, and trigger systemic inflammation when inhaled. Vulnerable populations like children, the elderly, and those with pre-existing health problems are at much higher risk of these complications.[3] PM 2.5 was determined for the county and within the TDTAs using the Department of Environmental Protection (EPA) Environmental Justice Screening Tool. These PM 2.5 levels were then compared to the county PM 2.5 average.

[2] For more information see https://www.epa.gov/ejscreen/ejscreen-map-descriptions#ejin
[3] For more information see https://www3.epa.gov/region1/airquality/pm-human-health.html#:~:text=Fine%20particles%20(PM2.5)%20pose,eyes%2C%20nose%2C%20and%20throat.

Traffic Proximity Index[1]: The traffic proximity index is another EPA tool. It quantifies how close people live to high-traffic areas, which often have elevated levels of pollutants like nitrogen dioxide and particulate matter. This index considers factors such as road density, traffic volume, and population density to create a measure of exposure risk. Higher index values indicate greater proximity to traffic and thus a higher likelihood of exposure to harmful pollutants. Traffic proximity index was measured for each TDTA and compared to that of the county average.

Real Choices When not Driving

Jobs Served by Transit: Jobs served by transit was determined by creating a half mile buffer around both the highest frequency transit lines and those with higher than average ridership during peak hours. The percent of total jobs within this buffer was then compared to the average percentage of jobs served in the county.

People Served by Transit: People served by transit was determined by creating a half mile buffer around both the highest frequency transit lines and those with higher than average ridership during peak hours. The percent of total population within this buffer was then compared to the average percentage of population served in the county.

Level of Traffic Stress (LTS)

LTS scoring rates facilities on a stress scale from LTS 1 to LTS 4. This spectrum represents least to most stressful biking environments. Corridors receive LTS scores indicating low to high stress levels, helping planners determine comfort and safety for bicyclists. Lower LTS values (scores 1 - 2) imply lower stress and higher comfort, while higher values (scores 3 - 4) denote higher stress and low comfort.

Pedestrian Level of Traffic Stress (LTS): Pedestrian comfort (presented as Low Comfort Walking miles) calculated the percentage of all LTS 3 and 4 miles as a portion of the total pedestrian network. This was done for all the TDTAs and compared to the county percentages.

Bicycle Level of Traffic Stress: Bicycle comfort (presented as Low Comfort Biking Miles) calculated the percentage of all LTS 3 and 4 miles as a portion of the total bicycle network. This was done for all the TDTAs and compared to the county percentages.

Health and Well-Being

Crude Prevalence of Chronic Disease: Crude prevalence refers to the percentage of the population who have been diagnosed with the disease. Higher concentrations of chronic disease within a specific geography may indicate gaps in necessary infrastructure that allow communities to exercise and access healthcare and healthy foods. In this analysis, crude prevalence of the following six ailments was calculated for each TDTA and compared to the county prevalence:

1. Asthma
2. Coronary Heart Disease
3. Diabetes
4. High Blood Pressure
5. High Cholesterol
6. Obesity

LIMITATIONS AND ASSUMPTIONS

The data provided to perform this analysis varied in year updated, coverage, availability, and quality. The analysis encompassed a robust data collection process to provide the most comprehensive dataset possible. Where data were insufficient or missing, the data

was omitted from the analysis and indicated in each respective TDTA section.

Population and Traffic Considerations

Each TDTA covers a varying range of land area and each TDTA catchment includes varying numbers of population and infrastructure. As a result, TDTA's with a larger area or population may inflate the results in proportion with the area's population total and miles of infrastructure. **Figure 2** shows the percentage of the Hillsborough County population each TDTA encompasses.

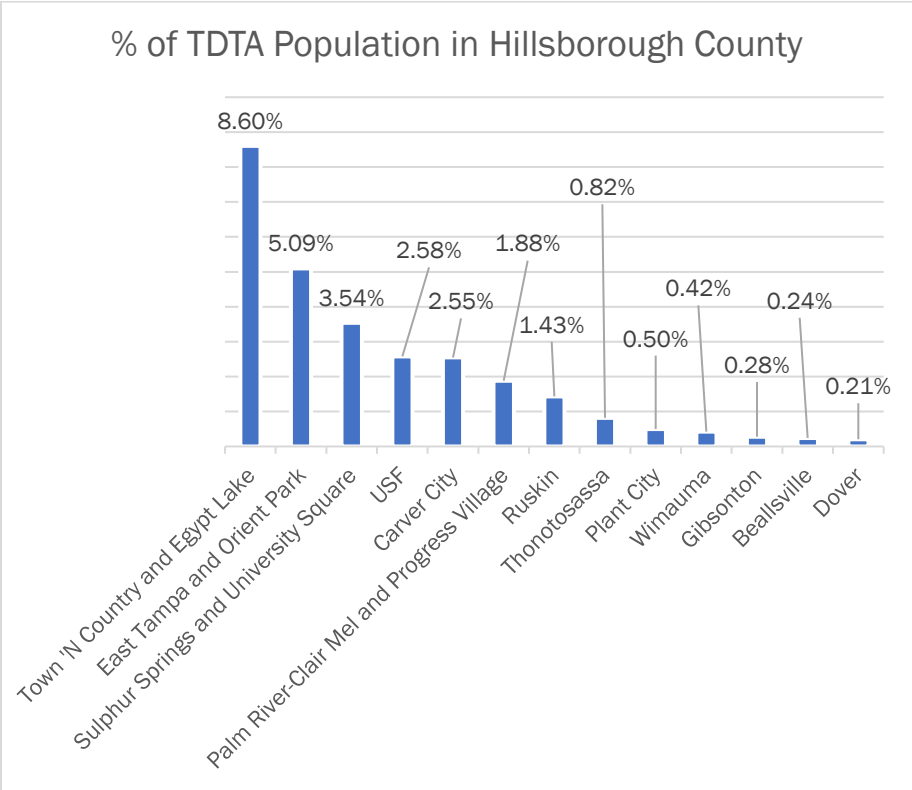


Figure 2 % of the TDTA Population in Hillsborough County

Figure 3 illustrates a similar comparison among TDTAs using a Vehicle Miles Traveled (VMT) metric. VMT measures the amount of all travel in miles in a given region. Different TDTAs will have varying VMT ranges, which impact the exposure each area has to related performance measures including:

- Vision Zero
- Smart Cities
- State of Good Repair and Resiliency

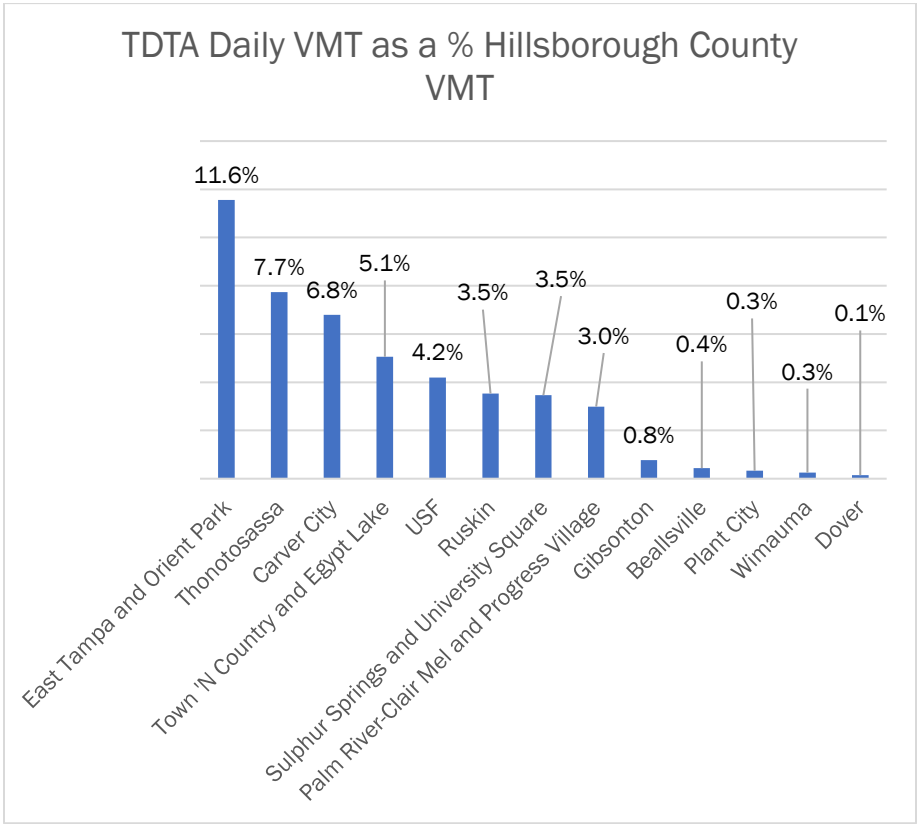


Figure 3 TDTA Daily VMT

The purpose of presenting this information is to provide context on each TDTA when evaluating results. TDTAs will differ in size and

travel patterns, while also catering to different communities and economies. The population size and amount of travel per TDTA will impact the results listed.

List of Data Sources

The following data were used to conduct the analysis.

Good Repair and Resiliency

- Sidewalk Gaps: Hillsborough County Public Works and City of Tampa Mobility (2023)
- Pavement Condition: Hillsborough TPO (2023)
- Tree Canopy: USDA Tree Canopy Cover Dataset (2021)

Vision Zero

- Number of fatal and incapacitating injury crashes: FDOT District 7 Crash Data Systems and Mapping (CDMS) (2018 - 2022)
- High Injury Network Miles: Hillsborough TPO (2023)
- Average Posted Speed: FDOT (2023)
- Signalized Intersections as Safe Crossings: FDOT (2023)

Smart Cities

- PM 2.5 ($\mu g/m^3$): U.S. EPA Environmental Justice Screening and Mapping Tool (2023)
- Annual Average Daily Traffic (AADT): U.S. EPA Environmental Justice Screening and Mapping Tool (2023)

Real Choices When not Driving

- Jobs and People Served by Transit: Hillsborough Area Regional Transit Authority (HART) (2023); U.S. Census Bureau (2021)
- Walking and Bicycle Level of Traffic Stress (LTS): Hillsborough TPO (2023)

Health and Well-Being

- Chronic Disease: Centers for Disease Control and Prevention PLACES data (2021)

PRESENTATION OF RESULTS

Results for each performance measure are listed below (pages 15 - 25). The results show the comparable baseline (county or TDTA average) for each performance measure in orange.

Analysis Results by Performance Measure

GOOD REPAIR AND RESILIENCY

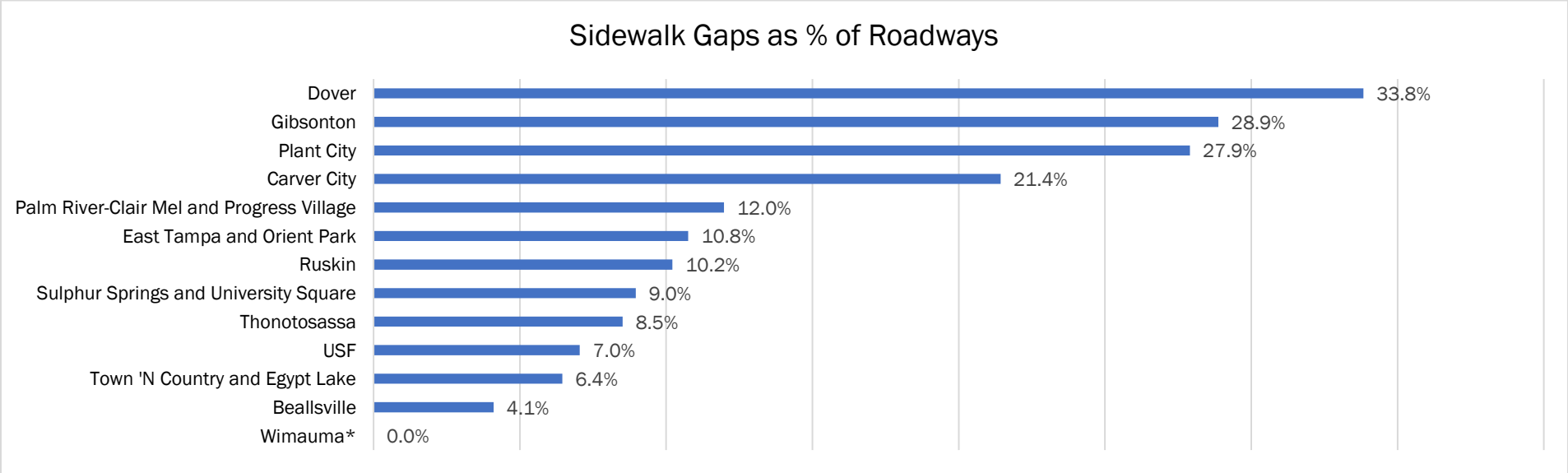


Figure 5 Sidewalk Gaps (*Pending project updated on SR 674)

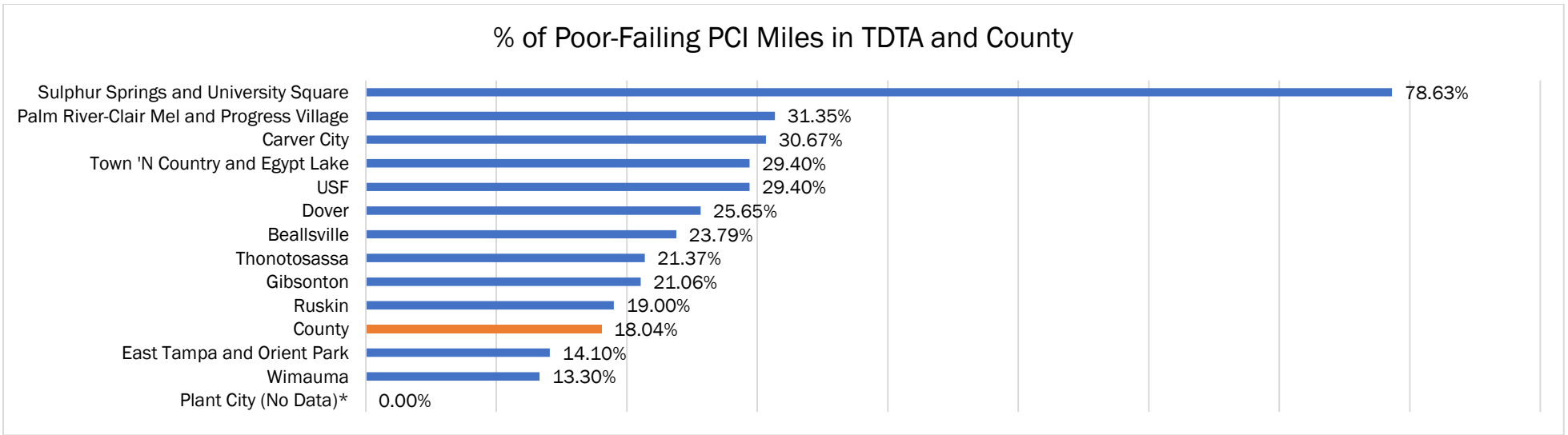


Figure 6 PCI Miles (*Plant City data unavailable)

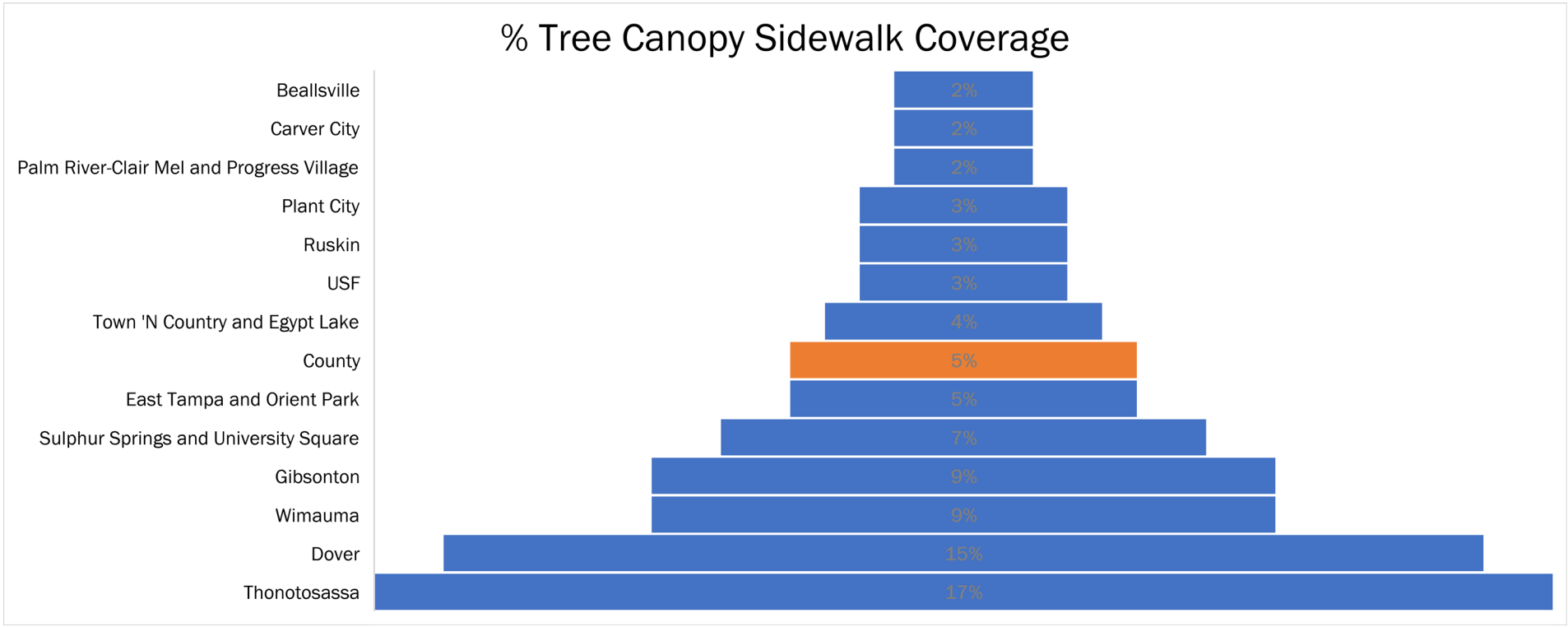


Figure 7 Tree Canopy

VISION ZERO

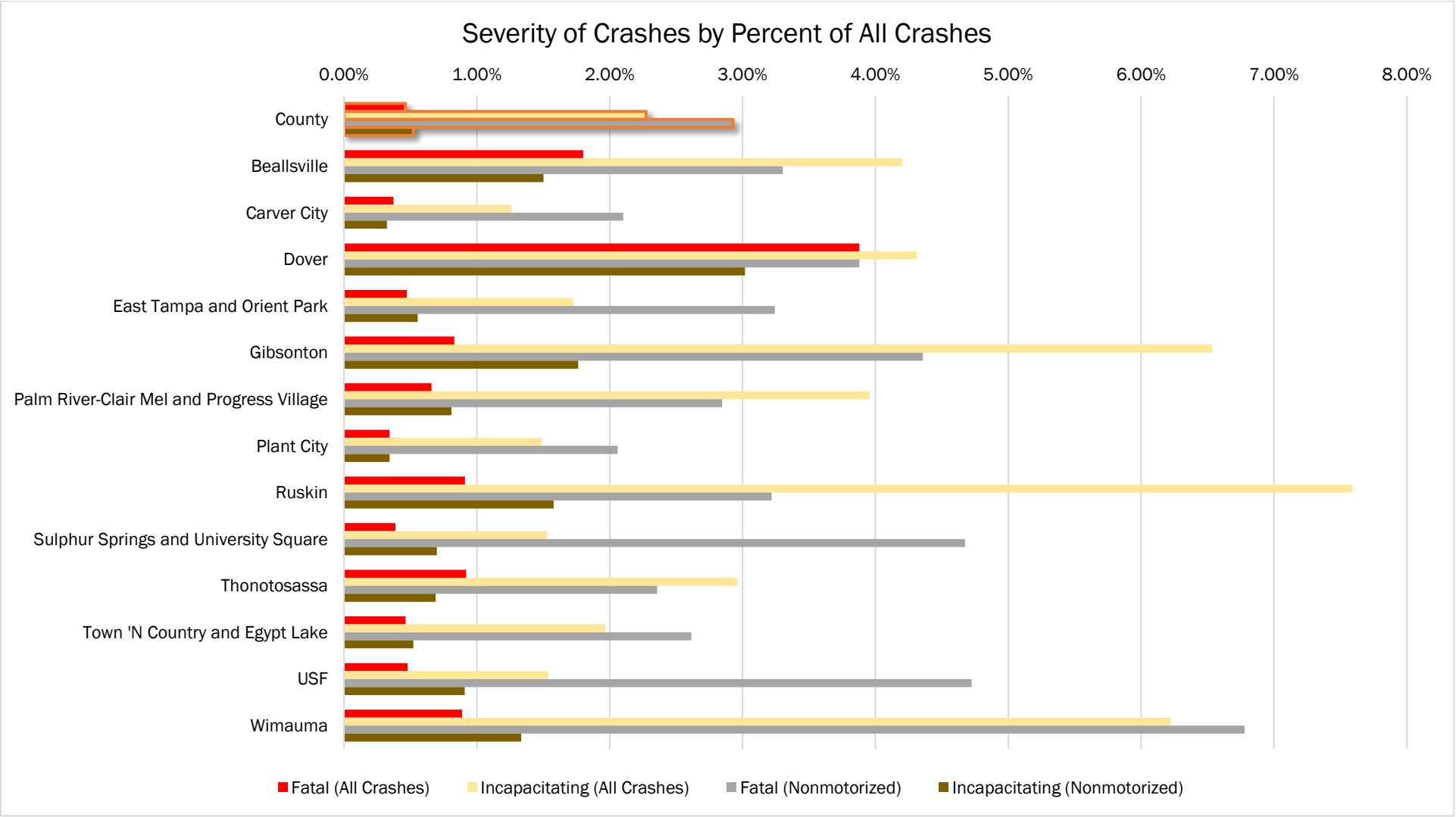


Figure 8 Crashes

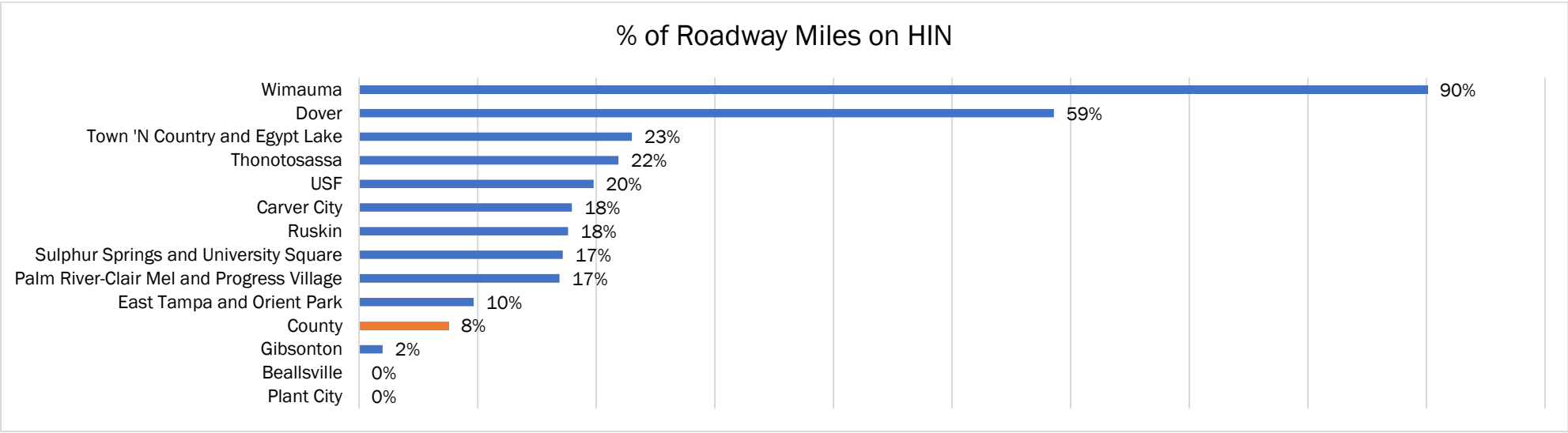


Figure 9 HIN Miles

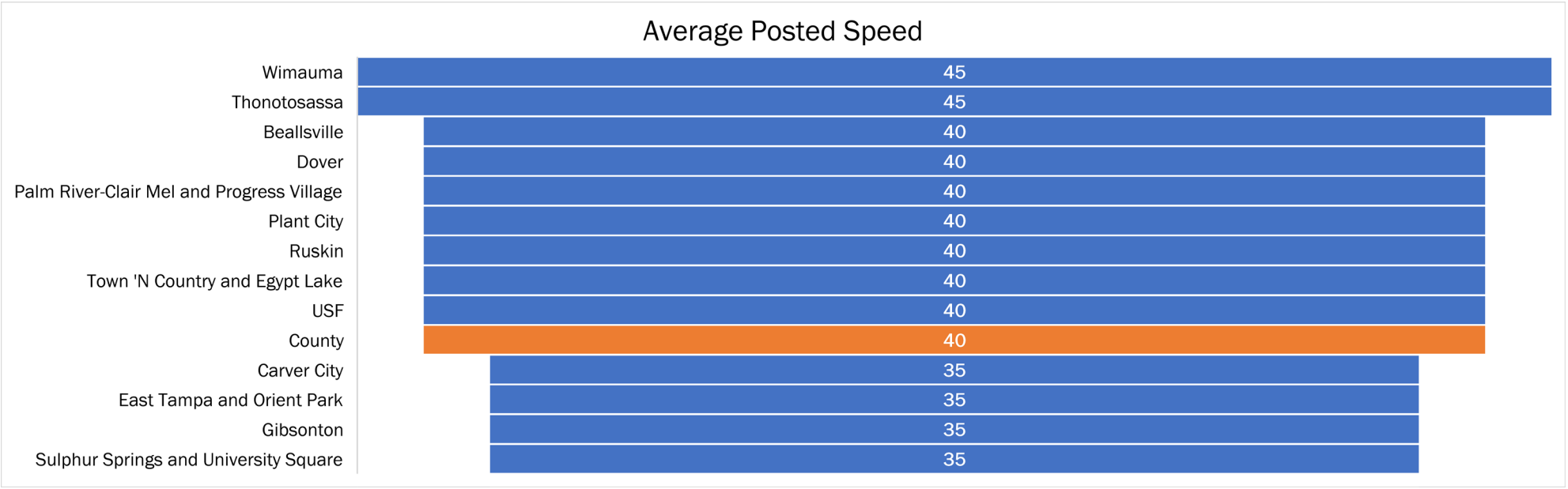


Figure 10 Posted Speed

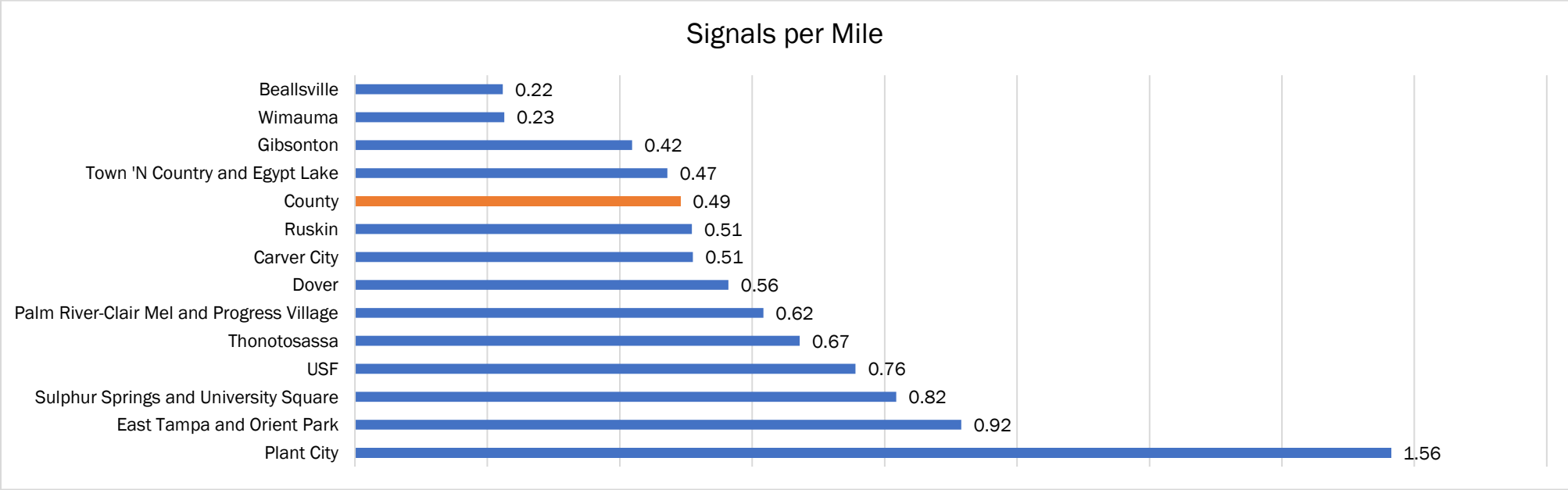


Figure 11 Signals

SMART CITIES

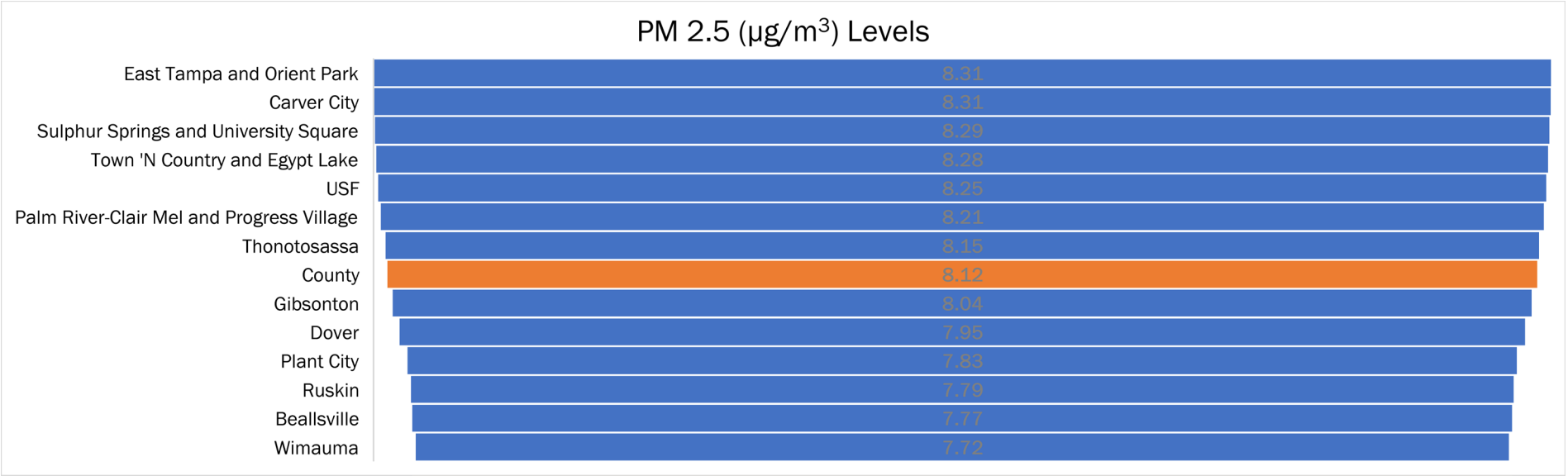


Figure 12 PM 2.5

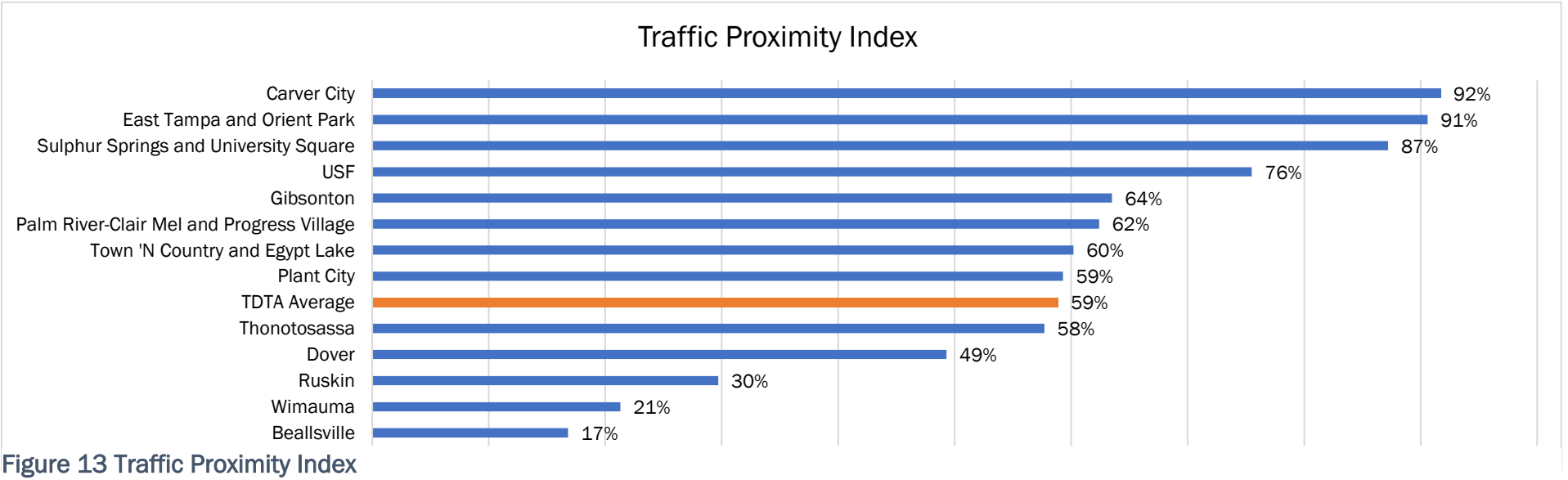


Figure 13 Traffic Proximity Index

Real Choices When not Driving

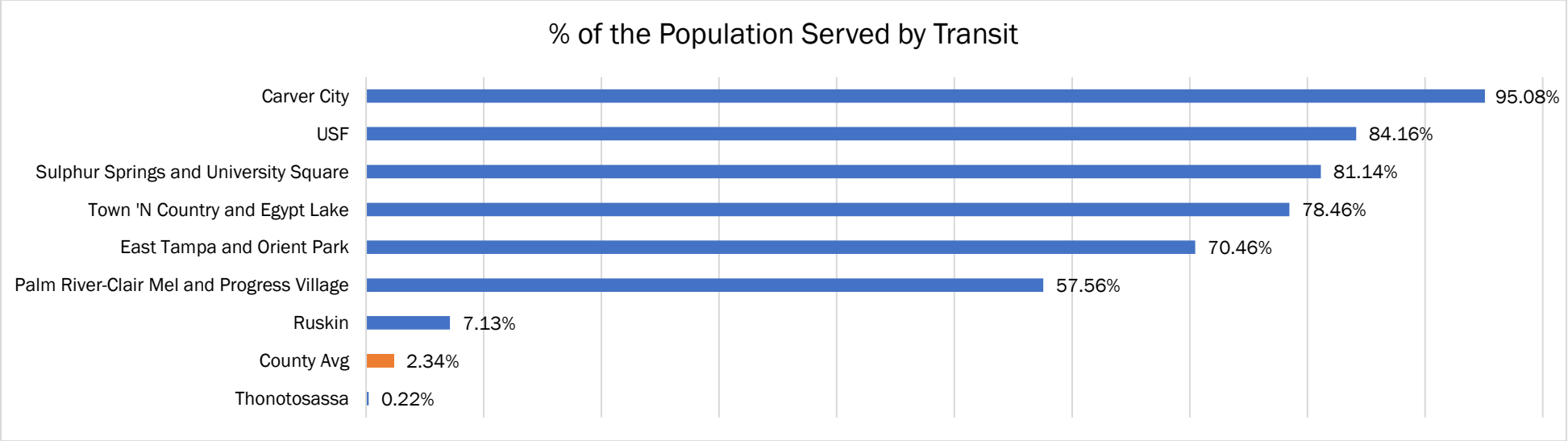


Figure 14 Population and Transit

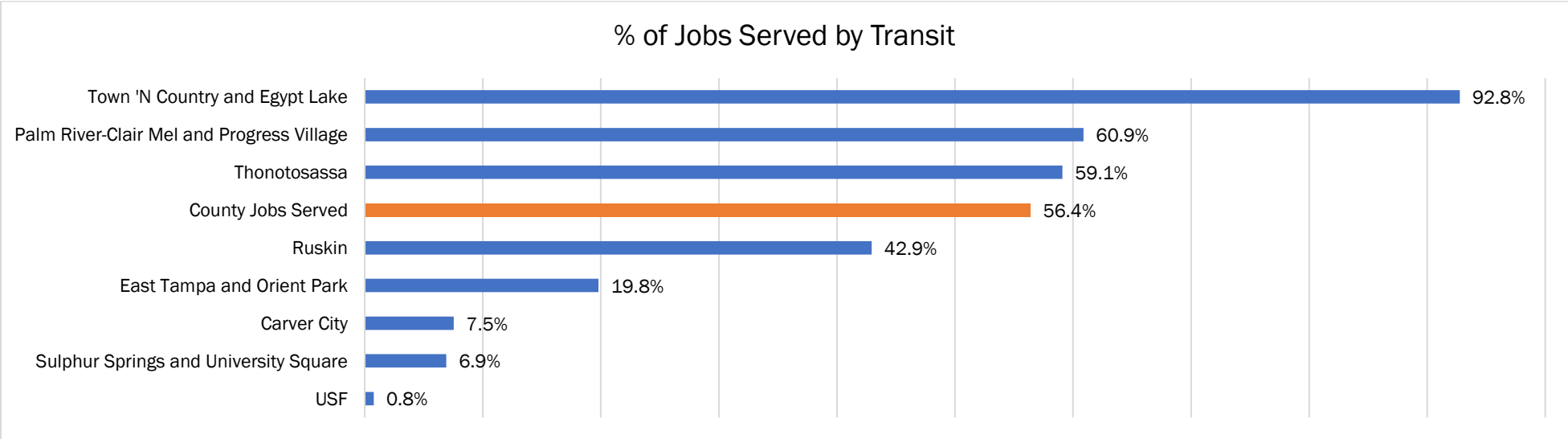


Figure 15 Jobs and Transit

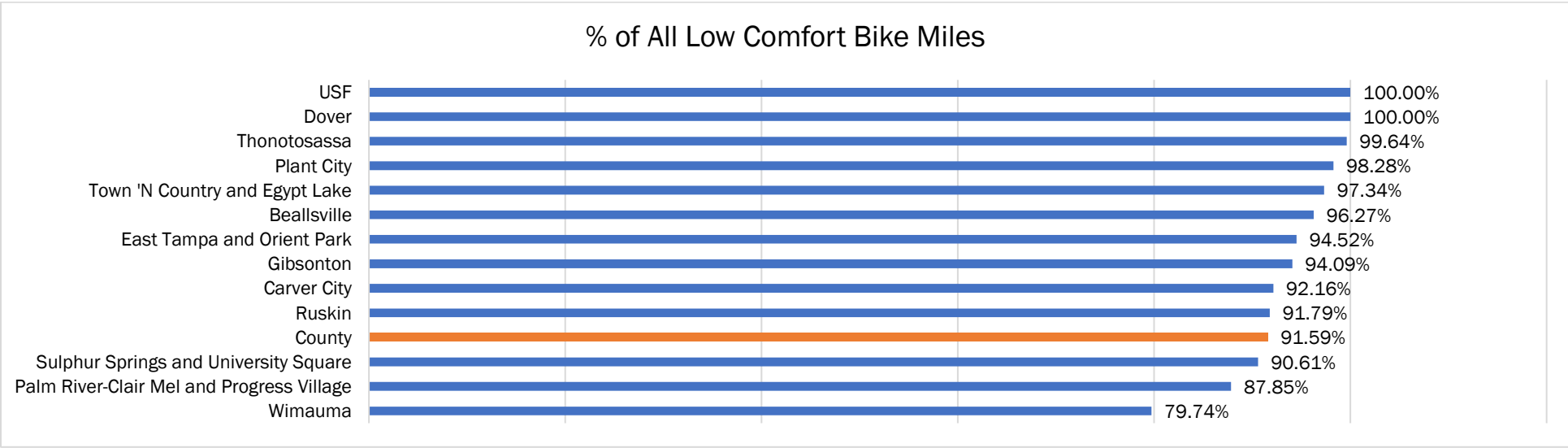


Figure 16 Biking Comfort

Figure 17 Walking Comfort

HEALTH AND WELL-BEING

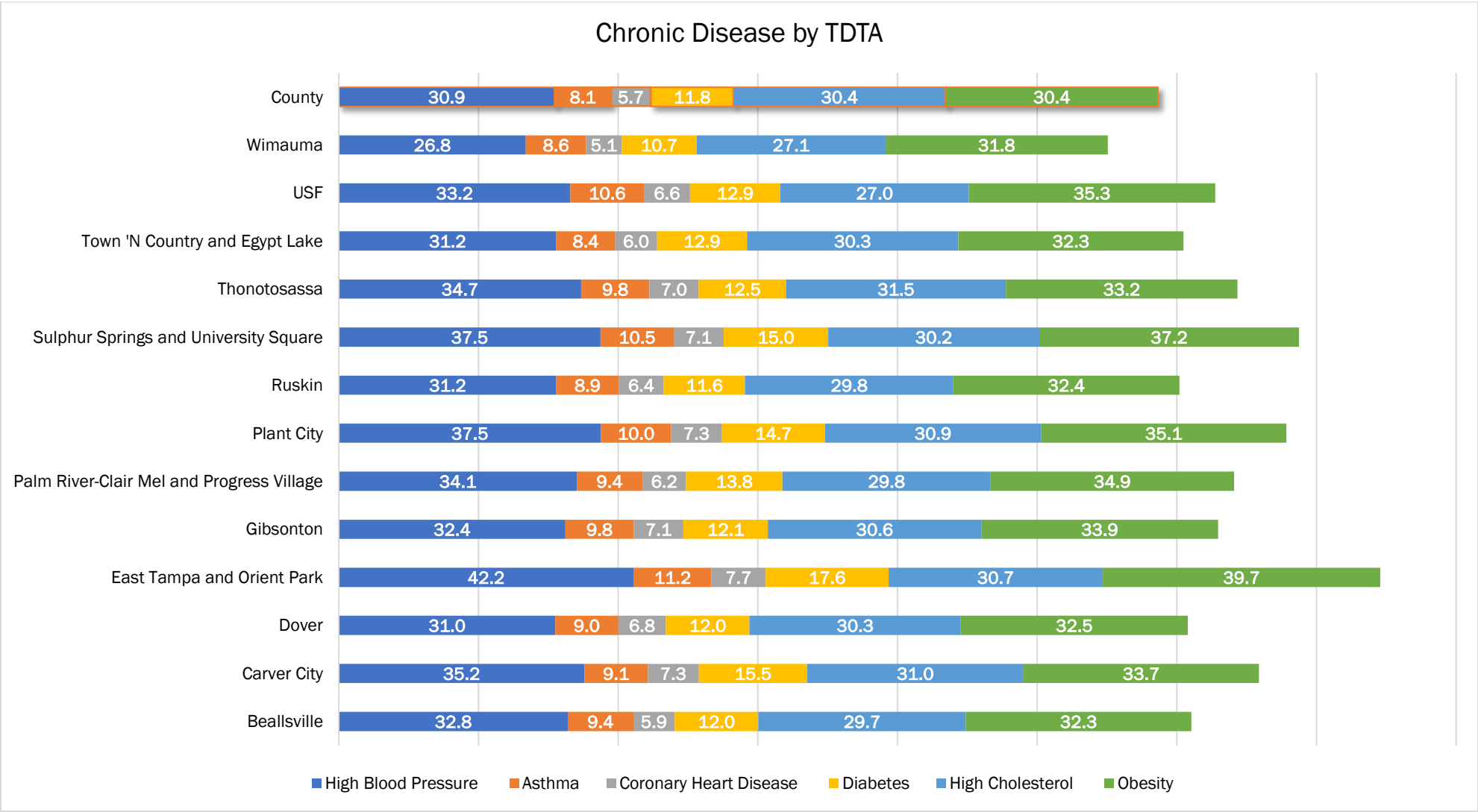


Figure 18 Health Disparities

MEAN PERCENT CHANGE (WEIGHTED) ACROSS ALL PERFORMANCE MEASURES, BY TDTA

The calculation of the mean percent change across performance measures was calculated to determine how TDTA disparities compare. This calculation was performed by calculating the TDTA's percent difference from the county or TDTA average, and then calculating the mean of the percent difference across all performance measures for each TDTA. The mean is weighted depending on the interpretation of the performance measure, where those scores that indicated a higher disparity from the county were weighted more than those of lower disparities. Shown in **Figure 18**, the TDTA with the highest weighted mean percent change is interpreted to have the highest disparities among all performance measures.

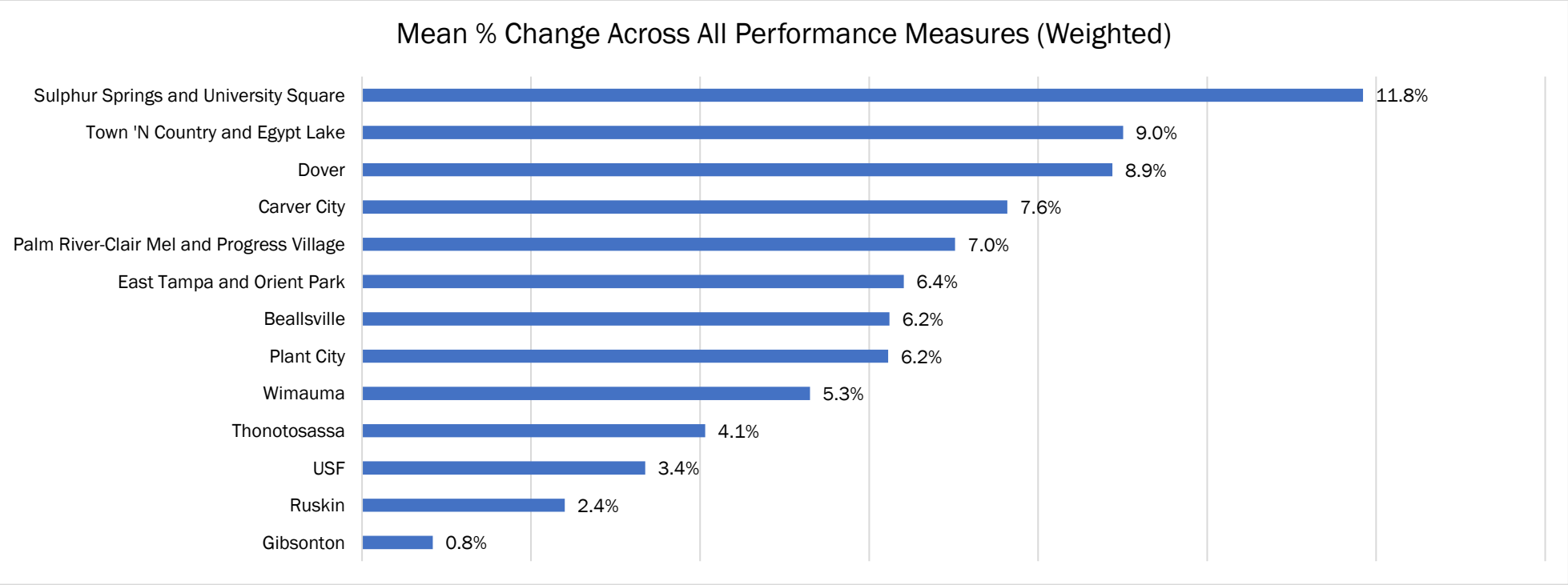


Figure 19 Mean Change by TDTA

Recommendations

PROJECT DEVELOPMENT

Using the data developed in the disparity analysis, the remainder of this report compiles existing and planned projects and proposes new projects to address needs found in each TDTA. All project activities include repaving roads, evaluation of trails and bike lanes, creating sidewalks and transit routes, upgrading traffic signals, and enhancing road safety. Project costs were estimated using planning-level unit costs, utilizing similar methods as FDOT. Projects presented here include capital projects and planning project studies.

Existing projects were included to determine what improvements are currently being planned and constructed within the TDTAs. A list of these existing projects is found in **Appendix B**. Projects were derived from the following agencies:

- Florida Department of Transportation Five Year Works Program, Fiscal Year 2023
- City of Tampa Capital Improvement Program, Fiscal Year 2023
- Hillsborough County Capital Improvement Project, Fiscal Year 2023

Other incorporated cities within the TPO planning area were reviewed as well, inclusive of Plant City and the City of Temple Terrace. Project typologies included in this study were narrowed down to multimodal and safety transportation focused efforts. Those projects within the Plant City and Temple Terrace capital improvement plans did not fall within this transportation focused category. Among all existing projects in the TDTAs, the total investment into the transportation infrastructure categories mentioned totals over $550,000,000.

It should be noted that due to the surface-level data utilized in this analysis, specific geographic locations for projects are not recommended as part of this assessment.

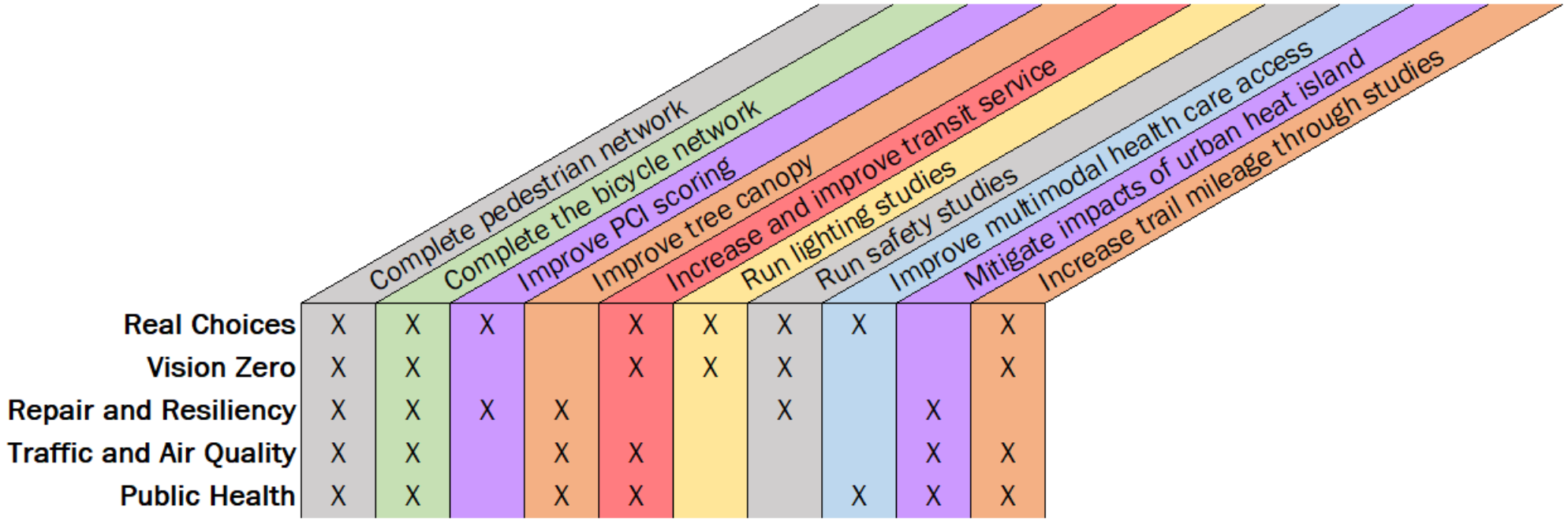
Development Methods

Projects were developed in three steps after conducting the disparity analysis. First, utilizing notes and observations from the Task Force meetings, project goals were developed to guide project typology towards the notated community vison. These goals include:

- Complete and improve the pedestrian network
- Complete and improve the bicycle network
- Improve PCI scoring
- Improve the tree canopy
- Increase and improve transit service
- Evaluate lighting conditions
- Evaluate safety conditions
- Improve multimodal access to health care
- Mitigate impacts of urban heat island
- Increase trail mileage

These goals were then evaluated against the five performance measures to understand how each goal related to disparity data points, as seen in **Figure 20** below.

High level capital projects and studies were then created by determining the best project typology that both fulfilled the goal and addressed disparities in each performance measure.



	Complete pedestrian network	Complete the bicycle network	Improve PCI scoring	Improve tree canopy	Increase and improve transit service	Run lighting studies	Run safety studies	Improve multimodal health care access	Mitigate impacts of urban heat island	Increase trail mileage through studies
Real Choices	X	X	X		X	X	X	X		X
Vision Zero	X	X			X	X	X			X
Repair and Resiliency	X	X	X	X			X		X	
Traffic and Air Quality	X	X		X	X				X	X
Public Health	X	X		X	X			X	X	X

Figure 20 Project Goals and Performance Measures Matrix

Recomended Capital Projects by TDTA

Capital projects fall into three broad categories that best address the performance measures and goals previously listed. The categories include:

- Bicycle lane installation (done as part of resurfacing)
- Roadway resurfacing only
- Sidewalk build (to fill in sidewalk gaps)
- Tree canopy installation

These high-level projects offer a starting place for other project types to be added which may include more granular projects through corridor studies.

Roughly 1,300 miles of projects totaling nearly $1 billion are recommended based on the disparity analysis noted above. **Figure 21** shows these projects by mile. **Appendix B** denotes the costs of each project type per TDTA.

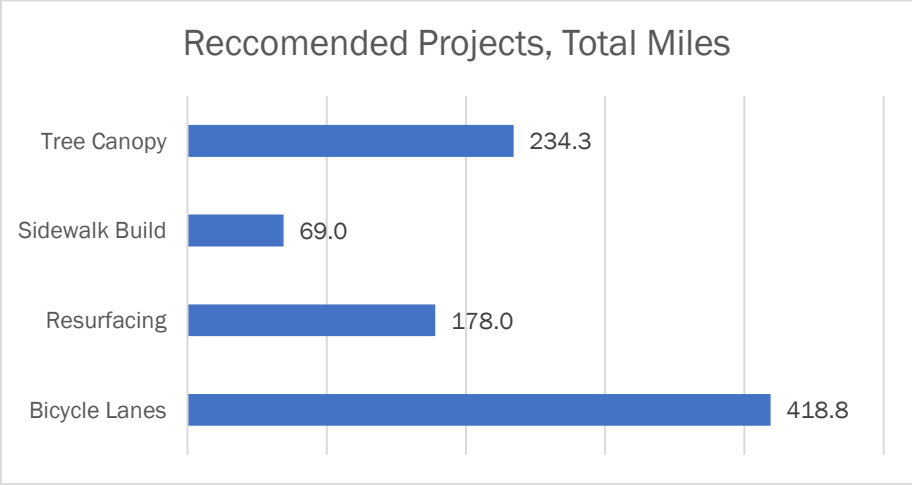


Figure 21 Recommended Projects by Mile

The following table (**Table 1**) quantifies project recommendations by each TDTA in miles. Mileage of each project type is recommended based on the number of miles needed to complete the facility network in each TDTA.

Table 1 Recommended Projects, Shown in Miles

TDTA	Bicycle Lanes (Assumed done via resurfacing)	Resurfacing	Sidewalk Build	Tree Canopy
Beallsville	5.62	6.01	0.5	3.00
Carver City	59.19	1.99	17.7	41.00
Dover	1.47	4.22	1.19	0.00
East Tampa and Orient Park	129.65	8.37	17.79	47.00
Gibsonton	9.85	4.08	4.30	1.50
Palm River-Clair Mel and Progress Village	31.13	30.58	5.02	13.00
Plant City	7.56	0.00	2.54	4.65
Ruskin	16.16	18.48	3.06	11.00
Sulphur Springs and University Square	43.31	0.32	4.70	31.00
Thonotosassa	19.65	12.60	3.38	11.00
Town 'N' Country and Egypt Lake	79.33	77.63	6.81	56.00
USF	15.91	9.95	2.04	13.00
Wimauma	0.00*	3.78	0*	2.13

*Pending project updated on SR 674

Recomended Studies

The following recommended studies present transportation focused evaluations designed to enhance various aspects of mobility and accessibility within the TDTAs. These projects encompass a wide range of initiatives, from improving safety along transportation corridors to introducing transit options in the TDTAs. Additionally, the projects focus on promoting health care access through multimodal transportation and evaluating trail networks for recreation and alternative commuting.

Corridor Safety Studies: Among the TDTAs, crashes and safety were among the largest disparities when compared to the county. Granular and individual studies are needed to mitigate safety hazards along the roadway, particularly those along the High Injury Network.

Multimodal Health Care Access: Chronic disease was noted as a top disparity among TDTAs. Enhancing access to healthcare facilities through various transportation modes by integrating walking, biking, and public transit the project will improve the accessibility of healthcare services for all members of the community. A health care access component can be added to the scope of most projects.

Access to Affordable Housing: Multimodal transportation access plays a pivotal role in ensuring affordable housing is truly accessible and sustainable for communities. By integrating various modes of transportation such as buses, trains, bicycles, and pedestrian pathways, urban areas can connect residents to economic opportunities, healthcare, and education regardless of their income levels. Utilizing similar methods here, studies related to the accessibility of affordable housing should strongly be considered in future iterations of the needs assessment, or, a standalone needs assessment.

Transit Improvements in Underserved Areas: A large factor in the disparity analysis were limited routes and transit access among most of the TDTA communities. Enhancing transit services in areas currently lacking such options will provide support for more convenient and efficient transit solutions, improving overall mobility and access to opportunities.

Trail Studies: While the TPO planning area houses nearly 170 miles of trails, not all lengths are accessible from TDTAs. Trail Studies provides the opportunity to assess existing and potential trail networks for expansion.

Expansion of Air Quality Studies: Throughout the process of this needs assessment, the topic of expanding equity analyses through the lens of air quality was recommended. Future considerations can expanding the Equity Needs Assessment to include geographic information related to other air quality topics.

TIRE PARTICULATES AND BRAKE DUST

While not included in this assessment, tire particulates and brake dust have harmful impacts on community health and well-being. Due to an increasing interest and research related to these non-exhaust emissions, important considerations for future iterations of this study are included below.

Tire and brake dust particulates may pose a threat to human health. A variety of chemicals are combined to make the rubber that goes into making tires. These substances include zinc, lead, polyaromatic hydrocarbons (PAHs), isoprene, benzothiazoles (BZTs) etc. It is estimated that nearly 55% of particulate matter reaches

the environment. Approximately 82% of the particles emitted into surrounding water bodies and 18% become airborne[4].

Tire and brake dust particles are typically 5 to 30 µm and do not dissolve easily in water. As a result, tire dust particles accumulate in the human body, which can cause respiratory disorders such as bronchitis or bronchial asthma[5].

Tire and brake wear particles are generated on roads, and therefore most particles are emitted in urban areas near high volume roads. Nearly 60 million Americans live within 500 meters of high-volume roads and may be subject to traffic-related health risks.[6] An extensive study that examined the health effects of traffic pollution concluded traffic pollution causes asthma attacks in children and contributes to the onset of childhood asthma, impaired lung function, and cardiovascular disease and morbidity. The populations most affected by traffic-related pollution lived approximately 300-500 meters from the highway[7].

Should air quality studies be expanded in the future, the inclusion of tire particulate and brake dust data should be considered.

Recommended Programming

Inclusion of these projects within the 2050 LRTP is a crucial step towards implementation on TDTA roadways. This analysis proposes that projects developed through this process should also be included in the prioritized projects found in the Hillsborough TPO Transportation Improvement Program (TIP). TIP improvements are implemented in the county over five fiscal years. Additional steps of feasibility review and prioritization are needed prior to adding these recommended projects to the TIP.

[4] Briefing paper: Tyre wear particles are toxic for us and the environment (imperial.ac.uk)
[5] (PDF) Dust Resulting from Tire Wear and the Risk of Health Hazards (researchgate.net)
[6] A census of the US near-roadway population: Public health and environmental justice considerations - ScienceDirect
[7] HEI Special Report 17: Traffic-Related Air Pollution: A Critical Review of the Literature on Emissions,Exposure, and Health Effects

Appendices

APPENDIX A | EXISTING TDTA PROJECTS AND ASSOCIATED COSTS

Name or FM	Project Type	Agency Lead	Cost Fiscal Year	Total Cost (2023)
School Routes Safety Improvements - King HS and Robles ES Tier 2	Pedestrian and Bike Facilities	Hillsborough County	Mid 2025	$ 1,150,000.00
Bellamy Elementary School Circulation	Pedestrian and Bike Facilities	Hillsborough County	Mid 2024	$ 699,165.35
Dickenson Elementary School	Pedestrian and Bike Facilities	Hillsborough County	Mid 2023	$ 456,659.61
19th Avenue NE Widening - US 41 to US 301 (PDandE Only)	Roadway Corridor Improvements	Hillsborough County	Mid 2023	$ 112,000,000.00
North Habana Avenue Resurfacing from West Hillsborough Avenue to West Waters Avenue	Resurfacing	Hillsborough County	Mid 2023	$ 810,889.00
South Coast Greenways Trail Phase 1A (Shell Point Rd. to 19th Ave.)	Pedestrian and Bike Facilities	Hillsborough County	Mid 2023	$ 2,657,935.79
N. Manhattan Ave from W Humphrey Street and W Sligh Avenue	Resurfacing	Hillsborough County	Mid 2023	$ 614,898.00
Road Resurfacing by Neighborhood - Ewell Rd	Resurfacing	Hillsborough County	Mid 2023	$ 17,348.00
Road Resurfacing by Neighborhood - Downing St	Resurfacing	Hillsborough County	Mid 2023	$ 189,181.00
Road Resurfacing by Neighborhood - Truman Dr	Resurfacing	Hillsborough County	Mid 2023	$ 270,596.00
Road Resurfacing by Neighborhood - Palmbrook Dr	Resurfacing	Hillsborough County	Mid 2023	$ 397,360.00
Road Resurfacing by Neighborhood - 33rd St SE	Resurfacing	Hillsborough County	Mid 2023	$ 257,763.00
Road Resurfacing by Neighborhood - Malvern Cir	Resurfacing	Hillsborough County	Mid 2023	$ 243,622.00
Road Resurfacing by Neighborhood - Black Dairy Rd	Resurfacing	Hillsborough County	Mid 2023	$ 49,851.00
School Route Safety Improvements - Leto HS (2A), Pierce MS (1A), Alexander ES (1B) - Tier 2	Pedestrian and Bike Facilities	Hillsborough County	Mid 2023	$ 1,139,982.15

Name or FM	Project Type	Agency Lead	Cost Fiscal Year	Total Cost (2023)
Vision Zero Corridors - Mango Rd (CR579) from MLK to Hillsborough Ave - Tier 1	Pedestrian and Bike Facilities	Hillsborough County	Mid 2023	$ 70,000.00
School Route Safety Improvements - King HS (3A) & Robels ES (3B) - Tier 1	Pedestrian and Bike Facilities	Hillsborough County	Mid 2023	$ 60,000.00
School Routes Safety Improvements - Webb Middle, Town & Country / Morgan Woods / Woodbridge Elem	Pedestrian and Bike Facilities	Hillsborough County	Mid 2023	$ 175,000.00
University Area Transportation Improvements (CIT)	Roadway Corridor Improvements	Hillsborough County	Late 2025	$ 97,949,152.79
South Coast Greenways Trail Phase 1B (Ruskin)	Pedestrian and Bike Facilities	Hillsborough County	Late 2025	$ 2,809,914.68
Jennings Middle School and Williams Rd Sidewalk improvements (from South of Governors Run Dr to US 301)	Pedestrian and Bike Facilities	Hillsborough County	Late 2024	$ 1,759,948.92
Orient Rd. Sidewalk from Thrasher Dr. to Hillsborough Ave	Pedestrian and Bike Facilities	Hillsborough County	Late 2023	$ 238,976.22
Harvest Hope Park Sidewalks	Pedestrian and Bike Facilities	Hillsborough County	Late 2023	$ 1,094,241.50
Road Resurfacing by Neighborhood - W Henry Ave	Resurfacing	Hillsborough County	Late 2023	$ 727,545.00
Road Resurfacing by Neighborhood - Benjamin Center Dr	Resurfacing	Hillsborough County	Late 2023	$ 454,221.00
Road Resurfacing by Neighborhood - W Knox St	Resurfacing	Hillsborough County	Late 2023	$ 654,325.00
Pierce Middle School Ped Safety and Circulation Improvements	Pedestrian and Bike Facilities	Hillsborough County	Early 2025	$ 1,025,333.79
School Routes Safety Imp - Webb MS, Town N Country ES, Morgan Woods ES & Woodbridge ES Tier 1 (D&C)	Pedestrian and Bike Facilities	Hillsborough County	Early 2025	$ 145,000.00
Cannella Elementary School Circulation	Pedestrian and Bike Facilities	Hillsborough County	Early 2024	$ 494,891.39

Name or FM	Project Type	Agency Lead	Cost Fiscal Year	Total Cost (2023)
Road Resurfacing by Neighborhood - River Rd	Resurfacing	Hillsborough County	Early 2024	$ 109,930.00
Road Resurfacing by Neighborhood - Barry Ln	Resurfacing	Hillsborough County	Early 2024	$ 153,248.00
Road Resurfacing by Neighborhood - Arndale Cir	Resurfacing	Hillsborough County	Early 2024	$ 613,998.00
Paces Ferry Dr Sidewalk Repair	Pedestrian and Bike Facilities	Hillsborough County	Early 2024	$ 103,000.00
Sheldon Rd Sidewalk Repair	Pedestrian and Bike Facilities	Hillsborough County	Early 2024	$ 131,000.00
Leeward Dr Sidewalk Repair	Pedestrian and Bike Facilities	Hillsborough County	Early 2024	$ 149,000.00
E 148th Ave Sidewalk Repair	Pedestrian and Bike Facilities	Hillsborough County	Early 2024	$ 47,000.00
E Shell Point Rd Sidewalk Repair	Pedestrian and Bike Facilities	Hillsborough County	Early 2024	$ 159,000.00
Atlantic Dr Sidewalk Repair	Pedestrian and Bike Facilities	Hillsborough County	Early 2024	$ 372,000.00
N 56th St Sidewalk Repair	Pedestrian and Bike Facilities	Hillsborough County	Early 2024	$ 84,000.00
E Alsobrook St Sidewalk Repair	Pedestrian and Bike Facilities	Hillsborough County	Early 2024	$ 75,000.00
Lakewood Dr Sidewalk Repair	Pedestrian and Bike Facilities	Hillsborough County	Early 2024	$ 363,000.00
Mohr Loop Sidewalk Repair	Pedestrian and Bike Facilities	Hillsborough County	Early 2024	$ 66,000.00
Colson Rd Sidewalk Repair	Pedestrian and Bike Facilities	Hillsborough County	Early 2024	$ 56,000.00
Tarpon Dr Sidewalk Repair	Pedestrian and Bike Facilities	Hillsborough County	Early 2024	$ 447,000.00
Barry Rd Sidewalk Repair	Pedestrian and Bike Facilities	Hillsborough County	Early 2024	$ 186,000.00

Name or FM	Project Type	Agency Lead	Cost Fiscal Year	Total Cost (2023)
Truman Dr Sidewalk Repair	Pedestrian and Bike Facilities	Hillsborough County	Early 2024	$ 298,000.00
Porpoise Dr Sidewalk Repair	Pedestrian and Bike Facilities	Hillsborough County	Early 2024	$ 428,000.00
Clay Pit Rd Sidewalk Repair	Pedestrian and Bike Facilities	Hillsborough County	Early 2024	$ 38,000.00
E Sligh Ave / N 43rd St Sidewalk Repair	Pedestrian and Bike Facilities	Hillsborough County	Early 2024	$ 354,000.00
County Rd 579 Sidewalk Repair	Pedestrian and Bike Facilities	Hillsborough County	Early 2024	$ 298,000.00
Timberlane West Dr Sidewalk Repair	Pedestrian and Bike Facilities	Hillsborough County	Early 2024	$ 177,000.00
N Armenia Ave Sidewalk Repair	Pedestrian and Bike Facilities	Hillsborough County	Early 2024	$ 149,000.00
E 129th Ave Sidewalk Repair	Pedestrian and Bike Facilities	Hillsborough County	Early 2024	$ 19,000.00
Hanley Rd / Wilsky Blvd Sidewalk Repair	Pedestrian and Bike Facilities	Hillsborough County	Early 2024	$ 214,000.00
Downing St Sidewalk Repair	Pedestrian and Bike Facilities	Hillsborough County	Early 2024	$ 103,000.00
Skipper Dr Sidewalk Repair	Pedestrian and Bike Facilities	Hillsborough County	Early 2024	$ 38,000.00
W Caracas St Sidewalk Repair	Pedestrian and Bike Facilities	Hillsborough County	Early 2024	$ 131,000.00
Drycreek Dr Sidewalk Repair	Pedestrian and Bike Facilities	Hillsborough County	Early 2024	$ 372,000.00
N Armenia Ave Sidewalk Repair	Pedestrian and Bike Facilities	Hillsborough County	Early 2024	$ 233,000.00
Henderson Rd Sidewalk Repair	Pedestrian and Bike Facilities	Hillsborough County	Early 2024	$ 66,000.00
12th St SE Sidewalk Repair	Pedestrian and Bike Facilities	Hillsborough County	Early 2024	$ 112,000.00

Name or FM	Project Type	Agency Lead	Cost Fiscal Year	Total Cost (2023)
Hanley Rd Sidewalk Repair	Pedestrian and Bike Facilities	Hillsborough County	Early 2024	$ 205,000.00
Westbay Blvd Sidewalk Repair	Pedestrian and Bike Facilities	Hillsborough County	Early 2024	$ 214,000.00
Road Resurfacing by Neighborhood - E 145th Ave	Resurfacing	Hillsborough County	Early 2024	$ 70,817.00
Nesmith Rd Sidewalk Repair	Pedestrian and Bike Facilities	Hillsborough County	Early 2024	$ 56,000.00
Lloyd Dr Sidewalk Repair	Pedestrian and Bike Facilities	Hillsborough County	Early 2024	$ 38,000.00
Jackson Springs Rd Sidewalk Repair	Pedestrian and Bike Facilities	Hillsborough County	Early 2024	$ 103,000.00
N 37th St Sidewalk Repair	Pedestrian and Bike Facilities	Hillsborough County	Early 2024	$ 75,000.00
Road Resurfacing by Neighborhood - Cone Rd	Resurfacing	Hillsborough County	Early 2024	$ 62,414.00
Wood Lake Blvd Sidewalk Repair	Pedestrian and Bike Facilities	Hillsborough County	Early 2024	$ 205,000.00
Oakvista Cir Sidewalk Repair	Pedestrian and Bike Facilities	Hillsborough County	Early 2024	$ 279,000.00
Rustic Dr Sidewalk Repair	Pedestrian and Bike Facilities	Hillsborough County	Early 2024	$ 270,000.00
Lanshire Dr Sidewalk Repair	Pedestrian and Bike Facilities	Hillsborough County	Early 2024	$ 186,000.00
School Route Way Finding - Mort Elementary to Harvest Hope	Pedestrian and Bike Facilities	Hillsborough County	Early 2024	$ 300,000.00
Benjamin Rd from W Hillsborough Ave to W Waters Ave	Resurfacing	Hillsborough County	Early 2023	$ 1,375,974.00
School Route Safety Improvements - Leto HS (2A), Pierce MS (1A), Alexander ES (1B) - Tier 1	Pedestrian and Bike Facilities	Hillsborough County	Early 2023	$ 107,253.19

Name or FM	Project Type	Agency Lead	Cost Fiscal Year	Total Cost (2023)
Annual School Route Project Development - King HS & Robels ES (3A & 3B)	Pedestrian and Bike Facilities	Hillsborough County	Early 2023	$ 29,839.42
N Rome Ave Sidewalk Repairs with Resurfacing	Pedestrian and Bike Facilities	Hillsborough County	Early 2023	$ 27,912.70
30th St (E Yukon St to E Fowler Ave)	Complete Streets & Safety Improvements	City of Tampa	2027	$ 4,500,000.00
Green ARTery - Segment E	Bike & Pedestrian Improvements	City of Tampa	2027	$ 585,000.00
Lois Avenue Complete Streets and Safety Improvements	Complete Streets & Safety Improvements	City of Tampa	2027	$ 4,000,000.00
O'Brien St - Segment 1 (Laurel St to Boy Scout Blvd)	Congestion Mitigation	City of Tampa	2024	$ 6,200,000.00
Spruce St Corridor (Hesperides St to Himes Ave)	Complete Streets & Safety Improvements	City of Tampa	2024	$ 1,750,000.00
Reo St (Gray St. to Cypess St.)	Congestion Mitigation	City of Tampa	2024	$ 4,200,000.00
50th St/Busch Blvd Intersection	Intersection Improvements	City of Tampa	2023	$ 60,000.00
Floribraska Ave (Florida Ave to Nebraska Ave)	Complete Streets & Safety Improvements	City of Tampa	2023	$ 1,505,000.00
Sidewalks- 9th St (Bougainvillea Ave to Linebaugh Ave)	Bike & Pedestrian Improvements	City of Tampa	2023	$ 85,000.00
Gray St Bike Blvd. (West Shore Blvd to Rome Ave)	Complete Streets & Safety Improvements	City of Tampa	2023	$ 500,000.00
Sidewalks- Fig St (Hubert Ave to Lois Ave)	Bike & Pedestrian Improvements	City of Tampa	2023	$ 145,000.00

Name or FM	Project Type	Agency Lead	Cost Fiscal Year	Total Cost (2023)
Sidewalks- Hubert St (W Cypress to W Main St)	Bike & Pedestrian Improvements	City of Tampa	2023	$ 320,000.00
Green Spine Cycle Track, Segment 3C	Bike & Pedestrian Improvements	City of Tampa	2023	$ 1,560,000.00
Green Spine Cycle Track, Segment 2B	Bike & Pedestrian Improvements	City of Tampa	2023	$ 392,000.00
Sulphur Springs K-8 Safe Routes to School	Bike & Pedestrian Improvements	City of Tampa	2023	$ 495,000.00
North Central Avenue and East Osborne Avenue Traffic Signal Upgrade	End of Life Replacement	City of Tampa	2023	$ 400,000.00
North 21st Street and East Palm Avenue Traffic Signal Replacement	End of Life Replacement	City of Tampa	2023	$ 500,000.00
West River District Multi-Modal Network and Safety Improvements BUILD Segment 2 (Kennedy to Rome)	Bike & Pedestrian Improvements	City of Tampa	2023	$ 9,000,000.00
24th St. Corridor Improvements (Chelsea St. to Emma St.)	Congestion Mitigation	City of Tampa	2023	$ 150,000.00
Neighborhood Improvements- West Riverside Heights	Neighborhood Improvements- Resurfacing	City of Tampa	2023	$ 1,750,000.00
Sidewalks- 12th St. Sidewalk for Sulphur Springs K-8	Bike & Pedestrian Improvements	City of Tampa	2023	$ 35,000.00
Glen Ave Sidewalk and Safety Improvements (Main St to Columbus Dr)	Bike & Pedestrian Improvements	City of Tampa	2023	$ 800,000.00
Columbus Dr (Nebraska Avenue to 14th St)	Complete Streets & Safety Improvements	City of Tampa	2022	$ 4,200,000.00
46th Street From Busch Boulevard to Fowler Avenue	Complete Streets & Safety Improvements	City of Tampa	2022	$ 3,062,445.99
Main Street and Rome Avenue Signal Upgrade	End of Life Replacement	City of Tampa	2022	$ 500,000.00

Name or FM	Project Type	Agency Lead	Cost Fiscal Year	Total Cost (2023)
Tampa Street and 7th Avenue Traffic Signal	Safety Enhancement	City of Tampa	2022	$ 500,000.00
SR 39/ALEXANDER ST FROM W OF SR 39/JAMES REDMAN PKWY TO I-4/SR 400	SIDEWALK	FDOT	2028	$ 2,074,500.00
LOIS AVE FROM W CLEVELAND ST TO SR 616/BOY SCOUT BLVD	URBAN CORRIDOR IMPROVEMENTS	FDOT	2028	$ 6,039,590.00
SR 582/FOWLER AVE FROM 56TH ST TO E OF I-75	BIKE PATH/TRAIL	FDOT	2028	$ 4,659,180.00
SR 60/ADAMO DRIVE FROM W OF N 34TH STREET TO E OF N 34TH ST	RESURFACING	FDOT	2027	$ 5,137,656.00
SR 574/W MLK JR BLVD FROM N DALE MABRY HWY TO 40TH AVE	CORRIDOR/SUBAREA PLANNING	FDOT	2026	$ 501,000.00
LOIS AVE FROM W CLEVELAND ST TO SR 616/BOY SCOUT BLVD	URBAN CORRIDOR IMPROVEMENTS	FDOT	2026	$ 740,000.00
SR 580/W BUSCH BLVD FROM N DALE MABRY HWY TO N NEBRASKA AVE	URBAN CORRIDOR IMPROVEMENTS	FDOT	2026	$ 16,881,155.00
SR 582/FOWLER AVE FROM FLORIDA AVE TO 56TH ST	URBAN CORRIDOR IMPROVEMENTS	FDOT	2026	$ 26,913,039.00
SR 597/SR 600/DALE MABRY N FROM N OF W SOUTH AVE TO N OF W WATERS AVE	RESURFACING	FDOT	2026	$ 10,237,877.00
US 92/SR 600/HILLSBOROUGH AVE AT N 15TH STREET	TRAFFIC SIGNALS	FDOT	2026	$ 930,141.00
SR 60/ADAMO DR AT 26TH STREET	TRAFFIC SIGNALS	FDOT	2026	$ 859,786.00
US 92/SR 600 FROM EUREKA SPRINGS RD TO THONOTOSASSA RD	RESURFACING	FDOT	2026	$ 17,899,735.00
US 92/SR 600/HILLSBOROUGH AVE FROM W OF N 39TH ST TO E OF N 42ND ST	RESURFACING	FDOT	2026	$ 1,891,009.00

Name or FM	Project Type	Agency Lead	Cost Fiscal Year	Total Cost (2023)
I-275 FROM WILLOW AVE TO W OF GREEN STREET	RESURFACING	FDOT	2026	$ 2,970,378.00
US +G5:G15441B/TAMPA ST FM FLORIBRASKA TO TYLER & FLORIDA FM TYLER TO PALM	URBAN CORRIDOR IMPROVEMENTS	FDOT	2025	$ 5,067,780.00
GEORGE ROAD FROM DANA SHORES DR TO TOWN N COUNTRY GREENWAY	URBAN CORRIDOR IMPROVEMENTS	FDOT	2025	$ 200,000.00
SR 60/ADAMO DRIVE FROM W OF N 34TH STREET TO E OF N 34TH ST	RESURFACING	FDOT	2025	$ 81,034.00
US 301/SR 43 FROM MANATEE CO LINE TO S OF SR 674/SUN CITY CENTER BLVD	RESURFACING	FDOT	2025	$ 13,327,624.00
SR 574/DR. MLK JR. BLVD FROM W OF GALLAGHER RD. TO W OF OAK BROOK LN	RESURFACING	FDOT	2025	$ 4,110,603.00
I-75/SR 93A FROM N CSX R/R/BROADWAY AVE TO S OF SR 582/FOWLER AVE	RIGID PAVEMENT REHABILITATION	FDOT	2025	$ 26,605,284.00
US 41B/TAMPA FR FLORIBRASKA TO DR.MLK & FLORIDA FR PALM TO DR.MLK	URBAN CORRIDOR IMPROVEMENTS	FDOT	2025	$ 21,299,553.00
SR 39 AT TRAPNELL ROAD	RESURFACING	FDOT	2025	$ 6,642,598.00
US 41B/TAMPA ST FM FLORIBRASKA TO TYLER & FLORIDA FM TYLER TO PALM	URBAN CORRIDOR IMPROVEMENTS	FDOT	2025	$ 39,699,999.00
SR 585(21ST/22ND ST) FROM SR 60 (ADAMO DRIVE) TO SR 600 (HILLSBOROUGH)	URBAN CORRIDOR IMPROVEMENTS	FDOT	2024	$ 143,417.00
SR 580/W BUSCH BLVD FROM N DALE MABRY HWY TO N NEBRASKA AVE	URBAN CORRIDOR IMPROVEMENTS	FDOT	2024	$ 5,124,763.00
SR 60/ADAMO DR AT 26TH STREET	TRAFFIC SIGNALS	FDOT	2024	$ 15,436.00

Name or FM	Project Type	Agency Lead	Cost Fiscal Year	Total Cost (2023)
SR 60 FROM E OF CLARENCE GORDON JR RD TO POLK COUNTY LINE	RESURFACING	FDOT	2024	$ 47,652.00
US 92/SR 600/HILLSBOROUGH AVE AT N 15TH STREET	TRAFFIC SIGNALS	FDOT	2024	$ 153,000.00
THE HEIGHTS MULTI-MODAL VISION PLAN - N TAMPA ST & N FLORIDA AVE	CORRIDOR/SUBAREA PLANNING	FDOT	2024	$ 450.00
SR 582/FOWLER AVE FROM FLORIDA AVE TO 56TH ST	URBAN CORRIDOR IMPROVEMENTS	FDOT	2024	$ 2,501,000.00
US 301/SR 43 FROM MANATEE CO LINE TO S OF SR 674/SUN CITY CENTER BLVD	RESURFACING	FDOT	2024	$ 1,108.00
SR 582/E FOWLER AVE FROM W OF BB DOWNS BLVD TO W OF RIVERHILLS DR	RESURFACING	FDOT	2024	$ 788.00
USB 41/SR 685 FROM USB41/SR 685 FLORIDA AVE TO USB 41/SR 60 E JACKSON	URBAN CORRIDOR IMPROVEMENTS	FDOT	2024	$ 1,000.00
US 41B/TAMPA FR FLORIBRASKA TO DR.MLK & FLORIDA FR PALM TO DR.MLK	URBAN CORRIDOR IMPROVEMENTS	FDOT	2024	$ 3,300,311.00
CENTRAL AVE BIKEWAY FROM W 7TH AVE TO USB 41/N FLORIDA AVE	BIKE LANE/SIDEWALK	FDOT	2024	$ 5,305.00
SR 580/W BUSCH BLVD FROM N DALE MABRY HWY TO N NEBRASKA AVE	URBAN CORRIDOR IMPROVEMENTS	FDOT	2024	$ 4,737.00
I-275 FROM WILLOW AVE TO W OF GREEN STREET	RESURFACING	FDOT	2024	$ 466,377.00
SR 582/FOWLER AVE FROM 56TH ST TO E OF I-75	BIKE PATH/TRAIL	FDOT	2024	$ 801,000.00
US 92/SR 600 FROM EUREKA SPRINGS RD TO THONOTOSASSA RD	RESURFACING	FDOT	2024	$ 1,757,878.00
WATER WORKS PARK SIDEWALK GAP- VARIOUS LOCATIONS	SIDEWALK	FDOT	2024	$ 100,999.00

Name or FM	Project Type	Agency Lead	Cost Fiscal Year	Total Cost (2023)
US 92/SR 600/HILLSBOROUGH AVE FROM W OF N 39TH ST TO E OF N 42ND ST	RESURFACING	FDOT	2024	$ 98,460.00
SR 60/ADAMO DR AT 26TH STREET	TRAFFIC SIGNALS	FDOT	2024	$ 1,000.00
SR 597/SR 600/DALE MABRY N FROM N OF W SOUTH AVE TO N OF W WATERS AVE	RESURFACING	FDOT	2024	$ 1,128,886.00
US 41/SR 45 FROM N OF 15TH AVE TO S OF BULLFROG CREEK	RESURFACING	FDOT	2024	$ 25,608.00
I-4 EB FM EAST OF ORIENT ROAD TO W OF I-75 (SR 93A)	NEW ROAD CONSTRUCTION	FDOT	2024	$ 20,000.00
US301/SR41 FROM N OF HAMPTON OAKS PARKWAY TO W OF JACKSON ROAD	LIGHTING	FDOT	2024	$ 23,881.00
SR 582/E FOWLER AVE FROM W OF BB DOWNS BLVD TO W OF RIVERHILLS DR	RESURFACING	FDOT	2024	$ 15,785,154.00
OLA AVE BIKEWAY FROM W 7TH AVE TO USB 41 B/N FLORIDA AVE	BIKE LANE/SIDEWALK	FDOT	2024	$ 45,789.00
GREEN ARTERY SEG E - N BOULEVARD FROM SLIGH AVE TO E BIRD ST	BIKE LANE/SIDEWALK	FDOT	2024	$ 657,051.00
FLORIBRASKA AVE FROM N TAMPA ST TO 9TH ST	BIKE LANE/SIDEWALK	FDOT	2024	$ 14,647.00
US 41B/TAMPA ST FM FLORIBRASKA TO TYLER & FLORIDA FM TYLER TO PALM	URBAN CORRIDOR IMPROVEMENTS	FDOT	2024	$ 11,158,269.00
SR 585(21ST/22ND ST) FROM SR 60 (ADAMO DRIVE) TO SR 600 (HILLSBOROUGH)	URBAN CORRIDOR IMPROVEMENTS	FDOT	2024	$ 65,679.00
E/W GREEN SPINE CYCLE TRACK - PH 3C FROM 13TH AVE TO 21ST AVE	BIKE PATH/TRAIL	FDOT	2024	$ 11,843.00
I-275/SR 93 FROM S OF BEARSS AVE TO S OF NEBRASKA AVE	RESURFACING	FDOT	2024	$ 229,549.00

Name or FM	Project Type	Agency Lead	Cost Fiscal Year	Total Cost (2023)
BUSCH BLVD (SR 580) FROM 18TH ST TO 27TH ST	PEDESTRIAN SAFETY IMPROVEMENT	FDOT	2024	$ 851,250.00
USB 41/SR 685 FROM USB41/SR 685/FLORIDA AVE TO W DR MLK JR. BLVD	RESURFACING	FDOT	2024	$ 4,454,600.00
CENTRAL AVE BIKEWAY FROM W 7TH AVE TO USB 41/N FLORIDA AVE	BIKE LANE/SIDEWALK	FDOT	2024	$ 2,313,266.00
SR 574/DR MLK JR BLVD AT N 26TH ST	TRAFFIC SIGNALS	FDOT	2024	$ 101,696.00
US 41/SR 45 FROM N OF 15TH AVE TO S OF BULLFROG CREEK	RESURFACING	FDOT	2024	$ 384,468.00
US 41/SR 45/NEBRASKA AVE FROM KENNEDY BLVD TO E ARCTIC ST	URBAN CORRIDOR IMPROVEMENTS	FDOT	2024	$ 37,473.00
GREEN ARTERY SEG D - FROM SULPHUR SPRINGS PARK TO 22ND ST PARK	BIKE LANE/SIDEWALK	FDOT	2024	$ 312,142.00
22ND AVENUE AND SELMON EXPRESSWAY INTERSECTION SIGNALIZATION - TAMPA	TRAFFIC SIGNALS	FDOT	2024	$ 2,611,000.00
SR616/BOY SCOUT BLVD FROM E OF MANHATTAN AVE TO W OF MANHATTAN AVE	TRAFFIC SIGNALS	FDOT	2024	$ 1,723,016.00
RUMBLE STRIP INITIATIVE HILLSBOROUGH COUNTY	SIGNING/PAVEMENT MARKINGS	FDOT	2024	$ 192,934.00

APPENDIX B | RECOMMENDED TDTA PROJECTS AND ASSOCIATED COSTS

Equity Area	Performance Measure	Project Type	Length (miles)	Total Cost (2023)	Unit Costs (per mile)
Beallsville	Repair and Resiliency	Sidewalk Build	0.5	$ 130,896.29	$ 271,382.45
Carver City	Repair and Resiliency	Sidewalk Build	17.7	$ 4,803,469.33	$ 271,382.45
Dover	Repair and Resiliency	Sidewalk Build	1.2	$ 322,945.11	$ 271,382.45
East Tampa	Repair and Resiliency	Sidewalk Build	17.8	$ 4,827,893.75	$ 271,382.45
Gibsonton	Repair and Resiliency	Sidewalk Build	4.3	$ 1,166,944.53	$ 271,382.45
Palm River-Clair Mel and Progress Village	Repair and Resiliency	Sidewalk Build	5.0	$ 1,362,339.89	$ 271,382.45
Plant City	Repair and Resiliency	Sidewalk Build	2.5	$ 689,311.42	$ 271,382.45
Ruskin	Repair and Resiliency	Sidewalk Build	3.1	$ 830,430.29	$ 271,382.45
Sulpher Springs and University Square	Repair and Resiliency	Sidewalk Build	4.7	$ 1,275,497.51	$ 271,382.45
Thonotosassa	Repair and Resiliency	Sidewalk Build	3.4	$ 917,272.67	$ 271,382.45
Town ‘N’ Country, Pine Crest, and Macfarlane Park	Repair and Resiliency	Sidewalk Build	6.8	$ 1,848,114.47	$ 271,382.45
USF	Repair and Resiliency	Sidewalk Build	2.0	$ 553,620.19	$ 271,382.45
Wimauma	Repair and Resiliency	Sidewalk Build	0.0	$ -	$ 271,382.45
Beallsville	Repair and Resiliency	Resurfacing	6.0	$ 7,221,757.02	$ 1,202,222.06
Carver City	Repair and Resiliency	Resurfacing	2.0	$ 2,388,277.88	$ 1,202,222.06
Dover	Repair and Resiliency	Resurfacing	4.2	$ 5,076,655.88	$ 1,202,222.06
East Tampa	Repair and Resiliency	Resurfacing	8.4	$ 10,059,502.01	$ 1,202,222.06
Gibsonton	Repair and Resiliency	Resurfacing	4.1	$ 4,902,014.91	$ 1,202,222.06
Palm River-Clair Mel and Progress Village	Repair and Resiliency	Resurfacing	30.6	$ 36,759,988.73	$ 1,202,222.06
Plant City	Repair and Resiliency	Resurfacing	0.0	$ -	$ 1,202,222.06
Ruskin	Repair and Resiliency	Resurfacing	18.5	$ 22,218,338.75	$ 1,202,222.06
Sulpher Springs and University Square	Repair and Resiliency	Resurfacing	0.3	$ 385,485.22	$ 1,202,222.06
Thonotosassa	Repair and Resiliency	Resurfacing	12.6	$ 15,150,730.28	$ 1,202,222.06
Town ‘N’ Country, Pine Crest, and Macfarlane Park	Repair and Resiliency	Resurfacing	77.6	$ 93,326,130.50	$ 1,202,222.06
USF	Repair and Resiliency	Resurfacing	9.9	$ 11,961,654.11	$ 1,202,222.06
Wimauma	Repair and Resiliency	Resurfacing	3.8	$ 4,545,219.08	$ 1,202,222.06
Beallsville	Repair and Resiliency/Health	Tree Canopy	3.0	$ 481,923.00	$ 160,641.00
Carver City	Repair and Resiliency/Health	Tree Canopy	41.0	$ 6,586,281.00	$ 160,641.00
Dover	Repair and Resiliency/Health	Tree Canopy	0.0	$ -	$ 160,641.00
East Tampa	Repair and Resiliency/Health	Tree Canopy	47.0	$ 7,550,127.00	$ 160,641.00
Gibsonton	Repair and Resiliency/Health	Tree Canopy	1.5	$ 240,961.50	$ 160,641.00
Palm River-Clair Mel and Progress Village	Repair and Resiliency/Health	Tree Canopy	13.0	$ 2,088,333.00	$ 160,641.00
Plant City	Repair and Resiliency/Health	Tree Canopy	4.7	$ 746,980.65	$ 160,641.00
Ruskin	Repair and Resiliency/Health	Tree Canopy	11.0	$ 1,767,051.00	$ 160,641.00
Sulpher Springs and University Square	Repair and Resiliency/Health	Tree Canopy	31.0	$ 4,979,871.00	$ 160,641.00
Thonotosassa	Repair and Resiliency/Health	Tree Canopy	11.0	$ 1,767,051.00	$ 160,641.00

Equity Area	Performance Measure	Project Type	Length (miles)	Total Cost (2023)	Unit Costs (per mile)
Town 'N' Country, Pine Crest, and Macfarlane Park	Repair and Resiliency/Health	Tree Canopy	56.0	$ 8,995,896.00	$ 160,641.00
USF	Repair and Resiliency/Health	Tree Canopy	13.0	$ 2,088,333.00	$ 160,641.00
Wimauma	Repair and Resiliency/Health	Tree Canopy	2.1	$ 342,165.33	$ 160,641.00
Beallsville	Real Choices	Bicycle Lanes (assumed done via resurfacing)	5.6	$ 6,755,349.07	$ 1,202,222.06
Carver City	Real Choices	Bicycle Lanes (assumed done via resurfacing)	59.2	$ 71,163,400.95	$ 1,202,222.06
Dover	Real Choices	Bicycle Lanes (assumed done via resurfacing)	1.5	$ 1,764,989.41	$ 1,202,222.06
East Tampa	Real Choices	Bicycle Lanes (assumed done via resurfacing)	129.7	$ 155,868,958.65	$ 1,202,222.06
Gibsonton	Real Choices	Bicycle Lanes (assumed done via resurfacing)	9.8	$ 11,838,009.28	$ 1,202,222.06
Palm River-Clair Mel and Progress Village	Real Choices	Bicycle Lanes (assumed done via resurfacing)	31.1	$ 37,425,650.35	$ 1,202,222.06
Plant City	Real Choices	Bicycle Lanes (assumed done via resurfacing)	7.6	$ 9,093,818.85	$ 1,202,222.06
Ruskin	Real Choices	Bicycle Lanes (assumed done via resurfacing)	16.2	$ 19,429,089.49	$ 1,202,222.06
Sulpher Springs and University Square	Real Choices	Bicycle Lanes (assumed done via resurfacing)	43.3	$ 52,073,863.58	$ 1,202,222.06
Thonotosassa	Real Choices	Bicycle Lanes (assumed done via resurfacing)	19.6	$ 23,619,351.83	$ 1,202,222.06
Town 'N' Country, Pine Crest, and Macfarlane Park	Real Choices	Bicycle Lanes (assumed done via resurfacing)	79.3	$ 95,373,493.19	$ 1,202,222.06

Equity Area	Performance Measure	Project Type	Length (miles)	Total Cost (2023)	Unit Costs (per mile)
USF	Real Choices	Bicycle Lanes (assumed done via resurfacing)	15.9	$ 19,130,799.61	$ 1,202,222.06
Wimauma	Real Choices	Bicycle Lanes (assumed done via resurfacing)	0.0	$ -	$ 1,202,222.06