

Philadelphia Vision Zero Capital Plan Implementation Project

Safe Streets and Roads for All (SS4A)

Funding Opportunity: DOT-SS4A-FY22-01

Funding Opportunity Title: Safe Streets and Roads for All Discretionary Grant Program

Location: Philadelphia, Pennsylvania

Area Type: Urban

Amount Requested: \$30,000,000

September 15, 2022



City of
Philadelphia

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Key Information Table

City of Philadelphia
Philadelphia Vision Zero Capital Plan Implementation Project
2022 SS4A Grant Program
September 15, 2022

KEY INFORMATION TABLE

Item	Response
Application Name	Philadelphia Vision Zero Capital Plan Implementation
Lead Applicant	City of Philadelphia
If Multijurisdictional, additional eligible entities jointly applying	Not applicable
Roadway safety responsibility	Ownership and/or maintenance responsibilities over a roadway network Safety responsibilities that affect roadways
Population in Underserved Communities	1,049,003
States(s) in which activities are located	Pennsylvania
Costs by State	\$37,500,000
Funds to Underserved Communities	\$34,645,953
Cost total for eligible activity (A) supplemental action plan activities in support of an existing Action Plan	\$700,000
Cost total for eligible activity (B) conducting planning, design, and development activities for projects and strategies identified in an Action Plan	\$7,561,000
Cost total for eligible activity (C) carrying out projects and strategies identified in an Action Plan	\$29,239,000
Action Plan or Established Plan Link	http://visionzerophl.com/uploads/attachments/ckhnt3jvf042cx4d6x9nperbc-visionzeroactionplan2025-2020-11-17-print-compressed.pdf



Narrative

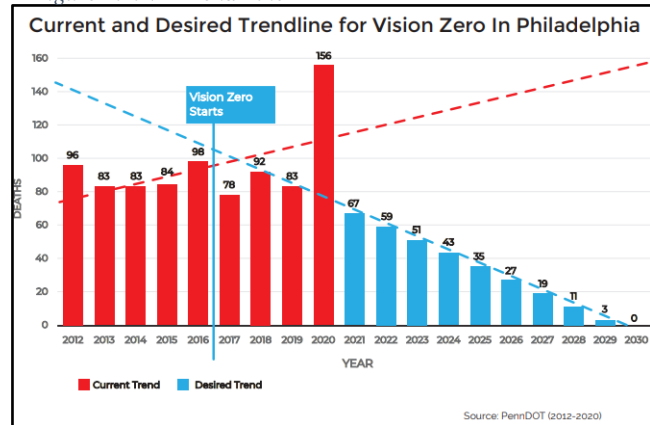
City of Philadelphia
Philadelphia Vision Zero Capital Plan Implementation Project
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SECTION 1. OVERVIEW

The City of Philadelphia is requesting \$30 million in FY 2022 Safe Streets and Roads for All (SS4A) Implementation Grant funding from the United States Department of Transportation (US DOT) for the **Philadelphia Vision Zero (VZ) Capital Plan Implementation Project**. Funding from US DOT will allow the Philadelphia Vision Zero Task Force, in partnership with Temple University, to implement critically needed transportation safety improvements along key corridors located in historically disadvantaged communities and areas of persistent poverty. In addition to advancing the City's [VZ](#) goal to end fatal crashes by 2030, the proposed project builds on US DOT's "Safe System Approach" which looks beyond individual crashes and behavior and addresses risks on a system-wide level through safe road design, safe vehicles and promoting safe and healthy modes of transportation like walking, biking and taking transit.

Philadelphia has one of the highest rates of traffic fatalities in the country. In 2020, 156 people died from traffic crashes across the entire City. This is an **82 percent increase** from the previous five years, highlighting the importance of completing this project. An award from US DOT will allow the City to implement transportation safety improvements along key corridors located in Historically Disadvantaged Communities and Areas of Persistent Poverty. The application focuses on corridors listed on the City's [High Injury Network](#) which identifies the most dangerous roads in Philadelphia and draws upon the City's [VZ Action Plan](#) and [VZ Capital Plan](#).

Figure 1.1. VZ Trend Line



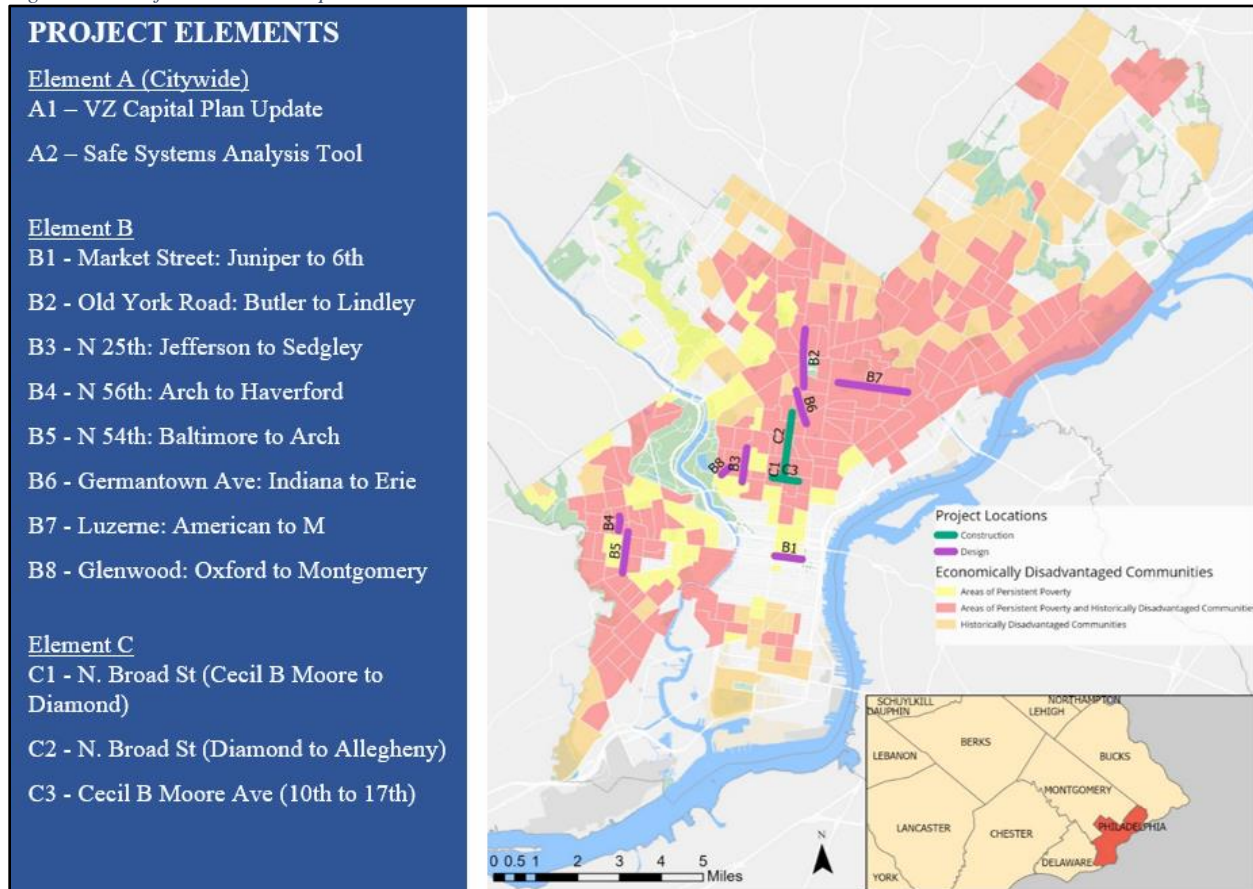
Specific **construction improvements are located along North Broad Street from Cecil B. Moore Avenue to Allegheny Avenue and Cecil B. Moore Avenue from 10th Street to 17th Street**. Temple University is contributing \$2.8 million to the project and will actively support portions of the project that coincide with their campus. Construction improvements will focus on systematically applying multiple proven safety countermeasures at intersections and other vulnerable areas. These improvements will include raised medians and pedestrian refuge islands, raised pedestrian crossings, roadway and intersection modifications, traffic signal improvements, speed management measures, corridor access management strategies, and other transportation infrastructure upgrades. The application will also advance **engineering and design on approximately eight priority corridors**, fund supplemental planning activities related to **updating the VZ Capital Plan** and develop a **Safe Systems Analysis Tool** to guide future investments related to traffic safety improvements.

These corridors represent an opportunity to address racial inequities resulting from inadequate infrastructure investment. Nearly all project locations are in US DOT designated Economically Disadvantaged Areas and are disproportionately impacted by traffic crashes. Low-income residents, as well as communities of color, have borne the brunt of deficient infrastructure for far too long. The SS4A project will help remedy these disparities. It will direct long-overdue infrastructure investments to historically disadvantaged neighborhoods while improving traffic safety, removing barriers to opportunity, combating climate change, and improving the quality of life in Philadelphia.

SECTION 2. LOCATION

The Philadelphia VZ Capital Plan Implementation Project is located within the City of Philadelphia, PA, Urbanized Area (UZA) in Congressional Districts PA-02, PA-03, and PA-05. The Philadelphia UZA is the fifth largest UZA in the nation and had a 2010 Decennial Census population of 5,441,567. The full land area of the UZA occupies 1,981 square miles across four states. The City of Philadelphia had a population of 1,526,006 in 2010, which grew by 5 percent, to 1,603,797, in 2020.

Figure 2.1. Project Location Map



Nearly **1.2 million Philadelphians, approximately 76 percent of the City’s total population, live in economically disadvantaged Census tracts** designated by US DOT as Historically Disadvantaged Communities, Areas of Persistent Poverty, or both. Philadelphia’s share of residents living in underserved Census tracts is also disproportionately high compared to Pennsylvania. Out of the approximately 3.4 million Pennsylvanians living in underserved Census tracts, **36 percent live in Philadelphia**. For reference, Philadelphia accounts for only 12 percent of Pennsylvania’s population.

Equitable investment is central to the Philadelphia VZ Capital Plan Implementation Project. All geographically based activities are located in underserved areas designated by US DOT as Historically Disadvantaged Communities (HDC), Areas of Persistent Poverty (APP), or both. Each activity's locations and associated census tracts are included in Appendix G.

SECTION 3. SELECTION CRITERIA

3.1 SAFETY IMPACT

All SS4A-funded planning, design, or construction corridors are located on the City's High Injury Network (HIN). Furthermore, these locations are directly tied to the City's VZ Action Plan, the City's VZ Capital Plan, or both. Between 2017 and 2021, approximately **1,189 reported crashes** occurred on project corridors involving over 3,000 people. Approximately **80 crashes involved serious or fatal injuries**, including **19 fatalities**. The data indicates **over 330 pedestrians and bicyclists** were involved in crashes. Twenty-four pedestrians and bicyclists were severely injured, three bicyclists were killed, and six pedestrians were killed. The SS4A project locations need substantial traffic safety upgrades to prevent future crashes. A crash data summary for all project locations is provided in Table 3.1.

Table 3.1. Crash Data Summary (2017-2021)

Component	Crash Rate by Route Length	Total KSI* Crashes	KSI Crash Rate by Route Length	Total Ped Crashes	Total Bike Crashes
Element A – Supplemental Planning					
Citywide	3.11	2,240	0.14	168	22
Element B – Pre-Construction Activities					
B.1. E Market St	26.15	9	2.43	45	7
B.2. Old York Rd	20.50	10	1.16	32	4
B.3. N 25th St	9.55	1	0.24	9	2
B.4. N 56th St	9.21	0	0.00	6	0
B.5. N 54th St	12.56	3	0.41	11	0
B.6. Germantown Ave	18.33	1	0.24	18	2
B.7. Luzerne Ave	11.84	9	0.72	9	2
B.8. Glenwood Ave	2.20	0	0.00	0	0
Element C – Construction Activities					
C.1. N Broad St (Cecil B. Moore to Diamond St)	83.04	12	5.73	37	17
C.2. N Broad St (Diamond St to Allegheny Ave)	62.61	31	4.91	81	18
C.3. Cecil B Moore Ave (10 th St to 17 th St)	39.00	4	1.27	24	5

*Killed or Seriously Injured (KSI)

Safety Problem Descriptions

Element A – Supplemental Planning: Complimentary studies and additional planning analysis are needed to advance key VZ goals. The City released its first VZ [Capital Plan](#) in November 2020 in conjunction with the release of the City's second VZ Action Plan, which updated the original 2017 VZ Action Plan. The City of Philadelphia 2020 VZ Capital Plan highlighted priority corridors and has served as a guide for traffic safety improvements over the past two years. To continue to be an effective guide for traffic safety investments, this plan must be updated to account for progress on projects, current crash data, and changing traffic patterns. Out of the original 20 priority locations identified in the first plan, six have advanced to the planning and design phase or to construction. The City is currently in discussions with PennDOT to determine constructability, timelines and project implementation responsibility for the remaining 14 priority locations. An **updated VZ Capital Plan** will allow the City to create a current list of priority intersections and corridors for safety improvements the next five years. The Capital Plan update will include detailed crash analysis tied to specific locations, conceptual design and engineering, engagement, and preliminary cost estimates.

The City will also use supplemental planning funds to develop a **Safe Systems Analysis Tool** to identify high-risk roadway characteristics that correlate with crashes. In the 2020 VZ Action Plan, the City of Philadelphia adopts a Safe System framework, a proactive, systemic approach to planning and project prioritization. The **Safe Systems Analysis Tool** will enhance the City’s ability to identify and address high-risk characteristics of roadways and intersections proactively. While agencies regularly use crash history data to identify locations with high crash frequency, this is a reactive approach that relies on data from severe crashes that are widely dispersed in terms of location and time. The Safe Systems Analysis Tool will include the development of a comprehensive database of roadway characteristics and correlate that database with past crashes and safety studies. This will allow for proactive interventions by predicting potential high crash risk hotspots. The final product will result in a proactive approach that optimizes the prioritization of project locations for upcoming infrastructure investment opportunities.

Element B – Engineering and Design Challenges: The City has a substantial backlog of priority corridors that need funding for design and engineering. SS4A funds will allow the City to advance key HIN corridor projects from the planning phase through final design. The corridors listed in Element B represent tentative locations. Each road segment is included on the HIN. However, the City may adjust locations if future analysis indicates higher traffic safety needs along other HIN corridors. The City is committed to advancing planning, design, and development activities along East Market Street from Juniper to 6th Street. East Market is the fifth most dangerous pedestrian corridor in the City according to the Safer Street Priority Finder tool¹ and is included in the City’s VZ Capital Plan. Over 45 pedestrians were involved in crashes on this segment of Market St from 2017 to 2021, including five who were seriously injured. [Pedestrian Safety Action Plan](#).

Element C Corridor Safety Problem Descriptions: Key safety problems on each construction corridor are described below. Each graphic provides context and explains the significance of each construction location.

Element C.1 – N Broad St: Cecil B Moore Ave to Diamond St

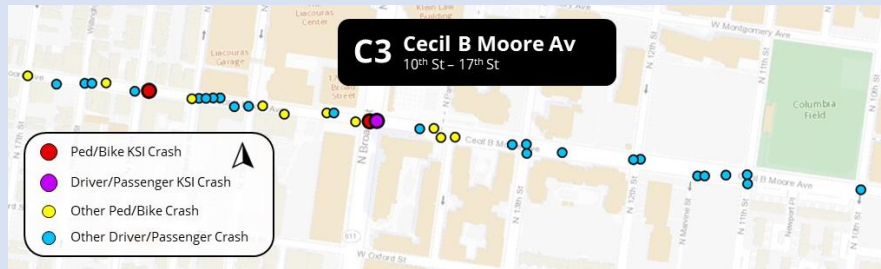
Corridor Context and Significance: N. Broad St. is a multilane arterial street that serves as one of the City’s primary north-south roadways. This section of Broad Street serves as a transit nexus and is the heart of Temple University’s campus. This half mile long segment is densely developed and active with students, staff and nearby and is one of the City’s highest traffic safety priorities. Between 2017 and 2021, approximately 174 reported crashes occurred between Cecil B. Moore Ave and Diamond St involving over 471 people. Approximately 12 crashes involved serious or fatal injuries, including one fatality. 37 crashes involved pedestrians and 17 involved bicyclists. This segment experiences one of the highest rates of crashes with over 83 crashes per mile per year.

Element C.2 – N Broad St: Diamond St to Allegheny Ave



Corridor Context and Significance: Similar to the Cecil B Moore Ave. to Diamond segment, this portion of N. St. Broad St. is a multilane arterial street that serves as one of the City’s primary north-south roadways. This mile long segment is densely developed commercial and transportation corridor, and is one of the City’s highest traffic safety priorities. Between 2017 and 2021, 370 reported crashes occurred between Diamond St and Allegheny Ave involving over 925 people. Approximately 31 crashes involved serious or fatal injuries, including 12 fatalities. 81 crashes involved pedestrians and 18 involved bicyclists. This segment experiences one of the highest rates of crashes with over 62 crashes per mile per year.

Corridor Specific Challenges – Cecil B. Moore Ave (10th St to 17th St)



Corridor Context and Significance: Cecil B Moore Ave is an east-west arterial in North Philadelphia traversing the southern end of Temple University’s campus. The western portion is two travel lanes and most of the eastern portion of the segment comprises of two travel lanes with a center turn lane. This half mile segment features high pedestrian activity due to numerous retail shops, restaurants, and campus facilities which makes pedestrians particularly vulnerable. This is one of the City’s highest traffic safety priorities. Between 2017 and 2021, approximately 123 reported crashes occurred between 10th St and 17th St involving over 314 people. Approximately 12 crashes involved serious or fatal injuries, including one fatality. 24 crashes involved pedestrians and 5 involved bicyclists. This segment experiences one of the highest rates of crashes with over 39 crashes per mile per year.

Safety Impact Assessment

The City will implement a range of high-impact traffic safety countermeasures to improve safety for all roadway users. Many of the proposed treatments use Federal Highway Administration (FHWA)’s proven safety countermeasures. City engineers and planners familiar with implementing road safety solutions reviewed these proven countermeasures for appropriateness at each location. In addition, each corridor has been reviewed and assessed by the City’s transportation engineering and planning teams. The countermeasures identified below will be incorporated into Element B and Element C. Expected outcomes include:

Systemic application of multiple proven countermeasures at intersections and other vulnerable areas. The City will deploy multiple countermeasures across a wide geographic area at high crash risk and vulnerable intersections. This approach will feature a range of low-cost treatments such as improved signage, enhanced pavement markings, flexible delineator posts, and lower speed limits as well as more substantial traffic safety upgrades such as pedestrian refuge islands, curb modifications and raised

pedestrian crossings. The City has experienced tremendous success in implementing this approach in other Philadelphia locations through the VZ program. This approach is highly cost-effective and can substantially reduce fatal and injury crashes.

Pedestrian refuge islands and center medians. The City will construct raised medians and pedestrian refuge islands along N. Broad Street. Medians and pedestrian islands improve safety by allowing pedestrians to cross one direction of traffic at a time. Pedestrians can safely wait within the median before completing their crossing. A pedestrian crossing island can reduce pedestrian crashes by 56%.ⁱⁱ

Pedestrian visibility enhancements. The project will construct raised crosswalks at five intersections on N. Broad Street. Raised crosswalks, which are often placed in campus settings and other high pedestrian traffic areas, are ramped speed tables spanning the width of the roadway and improve pedestrian visibility and slow driving speeds. Raised crosswalks can reduce pedestrian crashes by 45 percent.ⁱⁱⁱ

Upgrading signals with leading pedestrian intervals and signal backplates with retroreflective borders. To better protect pedestrians, the City will ensure upgraded walk signals are timed at appropriate locations so pedestrians enter an intersection three to seven seconds before vehicles. This improves pedestrian visibility, especially those who may have slower mobility. This simple measure can reduce pedestrian crashes by 60 percent.^{iv} Incorporating retroreflective backplates will also improve motorists' traffic signal visibility by adding a contrast background and further improve the signal's appearance. This leads to a 15 percent crash reduction.^v

Curb extensions and corner bumpouts: The City will construct corner bumpouts at appropriate locations to improve pedestrian safety. Corner bumpouts decrease the overall width of the roadway, increase the overall visibility of pedestrians, tighten intersection curb radii, and encourage slower turning speeds. Curb extensions will also help support transit access because they improve bus travel times by reducing the time a bus takes to merge with traffic after boarding. Bus bulbs also help to prevent motorists from double parking in the bus stop.

Implementation Costs

Detailed descriptions of implementation costs are included in the Budget Section of the application in Appendix E. A detailed budget highlighting all costs for each element is included.

3.2 EQUITY, ENGAGEMENT, AND COLLABORATION

As described in Section 2, the improvements focus on underserved areas. Over 90% of the total project costs are located in HDC Census tracts and the remaining census tracts are primarily in APP Census Tracts. This targeted approach will ensure equitable investment is directed to underserved communities to prevent roadway fatalities and serious injuries. The City's equity approach for VZ is detailed on Page 24 of the [VZ Action Plan](#). Visit www.phila.gov/otis to learn more about outreach efforts on current initiatives and [projects](#).

The proposed improvements are rooted in extensive engagement occurring over the past five plus years. Proposed solutions are based on discussions and public input received through a series of engagement efforts. We recognize that equitably planning for VZ means community partnerships and dialogue are essential. A fundamental principle of [CONNECT: Philadelphia's Strategic Transportation Plan](#) is that residents should have a say in the infrastructure decisions that affect their lives. Just as physical improvements to transportation infrastructure should be long lasting and sustained, community engagement should also build relationships. Multilingual community engagement, as well as in person, online, and postal mail methods aim to ensure that information about transportation safety is accessible to all members of the community. When the City and our partners plan transportation design or programming changes, we commit to transparent processes grounded in community dignity.

3.3 EFFECTIVE PRACTICES AND STRATEGIES

The **Philadelphia VZ Capital Plan Implementation Project** is rooted in the safe systems approach, which is now foundational to the City's latest VZ Action Plan (see page 26 of the [Action Plan](#) for more details). This approach to transportation safety looks beyond the immediate conditions of a crash and focuses across connected systems to prevent all fatal crashes. In comparison to a traditional approach that designs roadway environments to function best when users follow precise rules, a safe system approach accounts for human error. In addition, a safe system promotes the safest and healthiest options for people to get around, such as taking transit, walking, or biking.

Philadelphia's VZ Action Plan aligns with all five elements identified in US DOT's [National Roadway Safety Strategy and is guided by the City's goal for transportation equity](#) which ensures traffic safety investments are going to the neighborhoods that need them the most. The elements that are most relevant to this application are detailed below.

Safer Roads - Changing the form and function of Philadelphia's streets is one of the most effective ways to prevent crashes that kill and seriously injury people. Streets should invite and guide safe operating behaviors. The physical features of a road should clearly indicate to people how to behave. Different road features can be incorporated to provide separated spaces for different types of roadway users - people driving, people taking transit, people walking or rolling, people bicycling. In turn, these separated spaces slow speeds generally and they reduce the likelihood of crash conflicts between different users. The proposed improvements are designed to accomplish this. The planned construction improvements, identified in Section 3.1, will offer layers of protection and redundancy to prevent crashes and mitigate harm when they occur.

Safer Speeds – To reduce traffic fatalities, it is necessary to manage speeds. Vehicle speed increases both the likelihood of a crash, as well as the severity of the crash. In Philadelphia, approximately 36% of the city's traffic-related deaths result from aggressive driving, including speeding and failure to yield. The traffic safety improvements featured in Element C include treatments that are designed to slow vehicle speeds. These treatments specifically include raised setting crosswalks, setting appropriate speed limits to reduce the significant risks drivers impose on others—especially vulnerable road user, and implementing signal progression to support 25 mph or slower speed limits along subject corridors. Slowing traffic speeds is also a core focus on the Safe Systems Tool identified in Section 3.1. The tool will identify and prioritize high-risk crash locations in the City. Traffic speed will be a key factor in identifying high-risk locations and will help steer future traffic safety investments to vulnerable intersections and corridors.

3.4 CLIMATE CHANGE AND SUSTAINABILITY, AND ECONOMIC COMPETITIVENESS

This project will help advance climate change, sustainability, and economic competitiveness by reducing vehicle related pollution, expanding workforce opportunities for historically underrepresented groups, and improving multimodal access and affordable transportation options.

Reduction in Air Emissions

According to the U.S. Environmental Protection Agency, the Philadelphia region is an area that is in non-attainment for National Ambient Air Quality Standards, including one-hour ozone and carbon monoxide, which are common vehicle pollutants. Transportation is responsible for 17

percent of carbon pollution in Philadelphia, the second largest source, underscoring the importance of taking steps today to ensure our transportation system is low-carbon and resilient. The project will promote low-carbon travel modes, especially active transportation. Reducing automobile use will reduce vehicle miles traveled in vehicles burning fossil fuels and have the immediate effect of removing point source pollution from tailpipe emissions while improving local air quality in this pedestrian-rich environment. The reduced VMTs and the associated reduction in fuel usage will reduce the emissions several air pollutants, including nitrogen oxide, nitrous oxide, volatile organic compounds, carbon dioxide, and particulate matter. This will help advance the President Biden's greenhouse gas reduction, climate resilience, and environmental justice commitments.

Workforce opportunities for historically underrepresented groups: The City will use an “On-the-Job” Training Program (OJT) to provide training opportunities for underserved and disadvantaged community members. Using this workforce strategy will result in creating or expanding high-quality, good-paying jobs. Once a trainee has completed training, they have the potential to advance towards journey-level status in highway construction trades, including, but not limited to laborer, cement mason, electrician, equipment operator, ironworker, and painter. After completing the OJT program, participants are provided support services through PennDOT's Bureau of Equal Opportunity OJT. The supportive services assist OJT participants in securing apprenticeships and full employment in highway construction trades. The City is committed to incorporating OJT in constructing the improvements. The total number of trainee hours available in the project will depend on the final construction budget. However, the City anticipates offering 3,000 to 5,000 hours of work for OJT participants throughout the project's life.

The City is also committed to diversity and incorporating disadvantaged business enterprises throughout the project's life. Each year, the City aims to reach 35 percent participation from minority, women, and disabled-owned enterprises (M/W/DSBEs) on its contracts. The City's Office of Economic Opportunity, Department of Procurement, and Department of Commerce help achieve this goal by maintaining a registry and database for certified disadvantaged businesses and communicating upcoming contract opportunities to that network. The registry publicly available and is regularly utilized by project managers to reach a more diverse pool of candidates. This process creates opportunities for diverse companies while advancing the City's diversity hiring goals.

Improve multimodal transportation and affordable transportation options: The proposed improvements will support all modes of transportation, including transit, walking, and biking. All Element C locations correspond with key transit corridors. For example, N. Broad Street is one of the busiest transit corridors in the City and offers access to the Broad Street Subway Line, which carries over daily 100,000 (pre-pandemic), as well as numerous bus routes. Four BSL stations are located within the N. Broad Street portion of the project along with bus service. One high ridership bus route, Route 33, operates on Cecil B. Moore. The daily average ridership is over 11,000. To better accommodate transit users, bus facilities will be upgraded, bus bulb-outs will be installed, and bus boarding islands will be constructed. The project also features new bike facilities, improved pedestrian infrastructure, and safer crossings.

SECTION 4. PROJECT READINESS

The City understands the statutory deadlines for SS4A funds. We are prepared to execute a grant agreement with USDOT within one year of award announcements and will ensure all funds are

expended within five years after the grant agreement is executed. Final design will occur between 2024 and 2026. Construction will begin in 2026. The project will be completed in 2028.

4.1 PROJECT PARTIES

The Philadelphia VZ Capital Plan Implementation Project exemplifies a coordinated effort by the City of Philadelphia and community stakeholders involved in implementing the project.

Table 4.1 Project Partners

PROJECT PARTNERS	
Grant Applicants	
<p>City of Philadelphia - The City of Philadelphia’s Department of Streets will lead the project. The Department of Streets is responsible for the operation and maintenance of the City’s transportation systems, including roads, bridges, and other roadway structures; signals; transit; traffic control; and right-of-way permitting.</p>	
Key Partners (Match Contribution)	
<p>Temple University - Temple University is a key partner in the application and has committed \$2.8 million in match funding to the project.</p>	
Key Partners (Implementation)	
<p>Pennsylvania Department of Transportation (PennDOT) - The City has engaged PennDOT in the conceptual development of the project. PennDOT has expressed support for the proposed improvements. The City has a close working relationship with PennDOT and looks forward to collaborating with the Department throughout the life of the project. If awarded, the City will continue coordinating with PennDOT to ensure the proposed project is properly implemented.</p>	
<p>Delaware Valley Regional Planning Commission (DVRPC) - DVRPC serves as the regional metropolitan planning organization. As demonstrated in Appendix D, DVRPC is committed to including the Project in the Metropolitan Transportation Improvement Program (TIP) by the time of obligation of the award.</p>	
Other Regional and Local Partners of the Planning Process	
Engaged members who will participate during public outreach phases, design phases, and during implementation.	
Senator Bob Casey, Jr.	Pennsylvania 197th House District, Representative
Pennsylvania 2 nd District, Congressman Brendan Boyle	Danilo Burgos
Pennsylvania 3 rd District, Congressman Dwight Evans	The North Broad Renaissance
	Harvard John F. Kennedy School of Government

4.2 PROJECT SCHEDULE

The City is well-positioned to meet the schedule requirements of SS4A grant funding. Schedules vary by element, but all will be completed within the 5-year expenditure deadline. A schedule for each element is provided below.

Element A & Element B: Element A (Supplemental Action Plan Activities) activities are scheduled to be completed within two years of award notification. Element B activities, which include design and engineering for eight HIN corridors, are scheduled to occur between July 2024 and March 2026. This work will also be completed within two years of the anticipated award announcement.

Table 4.2. Element A - Project Schedule

Milestone	Start	End	Duration (Months)
Grant Award Announcement		March 2023	
Grant obligation (signed grant agreement)		March 2024	
Procurement and NTP	March 2024	June 2024	3
Project Delivery	July 2024	March 2026	21
Expenditure Deadline		March 2028	

Element C - Construction Activities: The City anticipates completing engineering and design for Element C locations in June 2025. This includes NEPA approvals which the City expects to

complete by February 2024. Notice to proceed for construction is scheduled for late 2025 and the project will be completed by February 2028.

Table 4.3. Element C - Project Schedule

Item	Start	End	Duration (Months)
Grant Award Announcement	March 2023		
Community Engagement	Throughout the Life of the Project		
Preliminary Engineering (including NEPA)	March 2023	Feb 2024	12
Grant obligation (signed grant agreement)	March 2024		
Final Design (including PS&E approvals)	March 2024	June 2025	16
Procurement	July 2025	Dec 2025	5
Construction	December 2025	February 2028	27
Expenditure Deadline	March 2028		

4.3 TECHNICAL FEASIBILITY

The City has an excellent history of risk management with decades of experience managing large, complicated, and innovative federally funded transportation projects.

Permits and Fulfillment of Federal, State, and Local Planning Requirements

- *Inclusion in the Delaware Valley Regional Planning Commission's (DVRPC) TIP:* As mentioned above, DVRPC is committed to getting the project components on the regional TIP.
- *NEPA:* This project is located entirely within public right-of-way and presents little environmental risk. The City will begin the National Environmental Policy Act (NEPA) process shortly. The City expects that the project will meet a Categorical Exclusion based on previous local projects of similar size and scope. The preferred alternative for Element C is based on substantial planning and analysis completed by City staff. To date, pre-construction activities have included data collection, analysis, and initial design and engineering.
- *Coordination with PennDOT:* See Table 4.1 above. The City has engaged Pennsylvania Department of Transportation (PennDOT). The City has designated and trained professional staff responsible for federal grant administration and reporting procedures.
- *Consistency with Local and Regional Plans:* A multitude of district, city, and regional plans have laid the groundwork for the Project and support its vision. They include [City of Philadelphia, Philadelphia2035 - Citywide Vision Comprehensive Plan \(2011\)](#), [City of Philadelphia, Connection: Philadelphia's Strategic Transportation Plan \(2019\)](#), [City of Philadelphia, VZ Action Plan 2025 \(2020\)](#), [City of Philadelphia: VZ Capital Plan 2025 \(2020\)](#), [DVRPC, Connections 2050, Plan for Greater Philadelphia \(2022\)](#)
- *Federal Transportation Requirements Affecting State and Local Planning:* The City does not anticipate issues with federal transportation requirements. There are no anticipated issues with historic preservation or archeological sites along corridors, as these areas are previously disturbed with little environmental risk. The strong public involvement history regarding VZ results in the communities and stakeholders being informed and engaged. No right of-way acquisition will be required for the project.

ⁱ The Safer Streets Priority Finder (SSPF) - <https://www.saferstreetspriorityfinder.com/>

ⁱⁱ https://safety.fhwa.dot.gov/provencountermeasures/ped_medians.cfm

ⁱⁱⁱ https://safety.fhwa.dot.gov/ped_bike/step/docs/techSheet_RaisedCW2018.pdf

^{iv} https://safety.fhwa.dot.gov/provencountermeasures/lead_ped_int.cfm

^v <https://safety.fhwa.dot.gov/provencountermeasures/backplate.cfm>



Appendix A: Implementation Grant Application Template

City of Philadelphia
Philadelphia Vision Zero Capital Plan Implementation Project
2022 SS4A Grant Program
September 15, 2022



Safe Streets and Roads for All Implementation Application Template

This document is not meant to replace the NOFO. Applicants should follow the instructions in the NOFO to correctly apply for a grant. While using this template is not required, DOT encourages its use to provide elements of the required application information. Additional information is required, to be submitted separately. See page 2 of this template and the SS4A website for more information about required materials: <https://www.transportation.gov/SS4A>

Application Name: _____ Lead Applicant: _____ UEI: _____

Roadway safety responsibility:
(select all that apply)

Ownership and/or maintenance responsibilities over a roadway network

Safety responsibilities that affect roadways

Have an agreement from the agency that has ownership and/or maintenance responsibilities for the roadway within the applicant's jurisdiction

Applicant(s)	Jurisdiction Population (#)	Supplemental Action Plan Activities (A)	Planning, Design, and Development Activities for Projects / Strategies (B)	Carrying Out Projects and Strategies (C)	Percent of Population in Underserved Communities Census Tracts (%)	Funds Allocated to Underserved Communities
	U.S. Census Data	Cost Subtotals for Eligible Activities			U.S. Census Data	

Total Value for Application: _____ \$ _____ \$ _____ \$ _____ % \$ _____

If submitting a joint application, provide the aggregated values for the full plan area in this row.

If submitting a joint application, provide the individual values for the lead applicant and each joint applicant's individual portion of the plan area in the rows below.

Lead Applicant:

_____ \$ _____ \$ _____ \$ _____ % \$ _____

Joint Applicant(s):

1 _____ \$ _____ \$ _____ \$ _____ % \$ _____

2 _____ \$ _____ \$ _____ \$ _____ % \$ _____

3 _____ \$ _____ \$ _____ \$ _____ % \$ _____

4 _____ \$ _____ \$ _____ \$ _____ % \$ _____

If more than 4 joint applicants, attach a separate table with additional rows for each additional joint applicant





Safe Streets and Roads for All Implementation Application Template

Lead Applicant's State:

Mark "NA" if a Federally recognized Tribal government

Additional State **#1** that this Implementation grant will serve: _____

Additional State **#2** that this Implementation grant will serve: _____

Funding request for Lead Applicant's State (\$):

Provide total cost if a Federally recognized Tribal government

\$ _____

Funding request for Additional State **#1** (\$):

\$ _____

Funding request for Additional State **#2** (\$):

\$ _____

Link to Action Plan or Equivalent Plan(s):

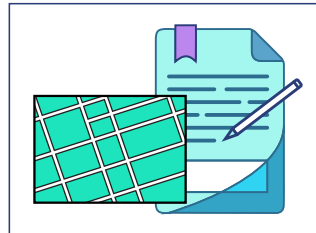
(Note here if submitting a PDF copy with application)

Provide Required Narrative Separately: (10 page limit)

I. Overview



II. Location



III. Response to Selection Criteria




IV. Project Readiness



Provide Additional Documents Separately:

Required Forms



- SF-424 Application for Federal Assistance
- SF-424C Budget Information for Construction Programs
- SF-424D Assurances for Construction Programs
- SF-LLL Disclosure of Lobbying Activities

Apply to Grants.gov package: PKG00274329

Self-Certification Eligibility Worksheet



Supplemental Estimated Budget ("Table 3")





Appendix B: Self-Certification Eligibility Worksheet

City of Philadelphia
Philadelphia Vision Zero Capital Plan Implementation Project
2022 SS4A Grant Program
September 15, 2022

Safe Streets and Roads for All Self-Certification Eligibility Worksheet

This worksheet is not meant to replace the NOFO. Applicants should follow the instructions in the NOFO to correctly apply for a grant. See the SS4A website for more information: <https://www.transportation.gov/SS4A>

Instructions: This content is from Table 2 in the NOFO. The purpose of the worksheet is to determine whether or not an applicant's existing plan(s) is substantially similar to an Action Plan.

For each question below, answer "yes" or "no." If "yes," cite the specific page in your existing Action Plan or other plan(s) that corroborate your response, or cite and provide other supporting documentation separately.

An applicant is eligible to apply for an Action Plan Grant that funds supplemental action plan activities, or an Implementation Grant, only if the following two conditions are met:

- Answer "yes" to Questions **3 7 9**
- Answer "yes" to at least four of the six remaining Questions **1 2 4 5 6 8**

If both conditions are *not met*, an applicant is still eligible to apply for an Action Plan Grant that funds creation of a new action plan.

Lead Applicant:

UEI:

1 Are both of the following true?

YES NO

If yes, provide documentation:

- Did a high-ranking official and/or governing body in the jurisdiction publicly commit to an eventual goal of zero roadway fatalities and serious injuries?
- Did the commitment include either setting a target date to reach zero, OR setting one or more targets to achieve significant declines in roadway fatalities and serious injuries by a specific date?

2 To develop the Action Plan, was a committee, task force, implementation group, or similar body established and charged with the plan's development, implementation, and monitoring?

YES NO

If yes, provide documentation:

3 Does the Action Plan include all of the following?

YES NO

If yes, provide documentation:

- Analysis of existing conditions and historical trends to baseline the level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region;
- Analysis of the location where there are crashes, the severity, as well as contributing factors and crash types;
- Analysis of systemic and specific safety needs is also performed, as needed (e.g., high risk road features, specific safety needs of relevant road users; and,
- A geospatial identification (geographic or locational data using maps) of higher risk locations.





Safe Streets and Roads for All Self-Certification Eligibility Worksheet

4 Did the Action Plan development include all of the following activities?

- Engagement with the public and relevant stakeholders, including the private sector and community groups;
- Incorporation of information received from the engagement and collaboration into the plan; and
- Coordination that included inter- and intra-governmental cooperation and collaboration, as appropriate.

YES

NO

If yes, provide documentation:

5 Did the Action Plan development include all of the following?

- Considerations of equity using inclusive and representative processes;
- The identification of underserved communities through data; and
- Equity analysis, in collaboration with appropriate partners, focused on initial equity impact assessments of the proposed projects and strategies, and population characteristics.

YES

NO

If yes, provide documentation:

6 Are both of the following true?

- The plan development included an assessment of current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize safety; and
- The plan discusses implementation through the adoption of revised or new policies, guidelines, and/or standards.

YES

NO

If yes, provide documentation:

7 Does the plan identify a comprehensive set of projects and strategies to address the safety problems in the Action Plan, time ranges when projects and strategies will be deployed, and explain project prioritization criteria?

YES

NO

If yes, provide documentation:

8 Does the plan include all of the following?

- A description of how progress will be measured over time that includes, at a minimum, outcome data.
- The plan is posted publicly online.

YES

NO

If yes, provide documentation:

9 Was the plan finalized and/or last updated between 2017 and 2022?

YES

NO

If yes, provide documentation:





Appendix C: Documentation of Funding Commitments

City of Philadelphia
Philadelphia Vision Zero Capital Plan Implementation Project
2022 SS4A Grant Program
September 15, 2022



CITY OF PHILADELPHIA

Managing Directors Office
1430 Municipal Services Building
1401 John F. Kennedy Blvd.
Philadelphia, PA 19102

Michael A. Carroll, P.E.
Deputy Managing Director for
Transportation, Infrastructure, and
Sustainability

September 15, 2022

The Honorable Pete Buttigieg
Secretary of Transportation
US Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: City of Philadelphia's FY 2022 SS4A Implementation Grant Application –Vision Zero Capital Plan Implementation Project

Dear Secretary Buttigieg,

This letter serves as a commitment from the City of Philadelphia for **\$4,700,000** in City Capital Funding for the City's Planning Grant application to the U.S. Department of Transportation's Safe Streets and Roads for All (SS4A) Program. This funding will be used to match our SS4A Implementation Grant application request.

The Philadelphia Vision Zero Capital Plan Implementation project includes supplemental planning activities, engineering and design activities, and construction activities. Funding through this program will allow the City to implement critically needed transportation safety improvements along key corridors located in Historically Disadvantaged Communities and Areas of Persistent Poverty. Thank you for your consideration.

Sincerely,

A handwritten signature in purple ink, appearing to read "Michael Carroll".

Michael A. Carroll, P.E.
Deputy Managing Director



Office of the SVP &
Chief Operating Officer
1330 Polett Walk
Sullivan Hall, Garden Level
Philadelphia, PA 19122

T 215-204-6545
F 215-204-5799

September 7, 2022

The Honorable Pete Buttigieg
Secretary of Transportation
US Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: City of Philadelphia's Safe Streets and Roads for All (SS4A) Implementation Grant Application

Dear Secretary Buttigieg:

I am pleased to provide this letter of commitment for the City of Philadelphia's (City) Safe Streets and Roads for All (SS4A) Implementation Grant application, "**Philadelphia Vision Zero Capital Plan Implementation Project.**" The project will implement a series of traffic safety projects and strategies along key corridors located in historically disadvantaged communities using the United States Department of Transportation's (US DOT) Safe System Approach. Funding through this program will allow the City, in partnership with Temple University, to improve roadway safety, ensure equitable access to safer streets, and help the City reach its ambitious goal to reduce traffic fatalities to zero by 2030.

This letter serves as a commitment from Temple University to provide **\$2,800,000** in university funds for the above-referenced SS4A Implementation Grant application. This funding will be used as match to fund traffic safety improvements along North Broad Street between Cecil B. Moore Avenue & Diamond Street and will help contribute to the City of Philadelphia's cost share obligation for the project.

Improving traffic safety on North Broad Street, which is one of the city's highest priority corridors, is critical to achieving the City's Vision Zero goals. North Broad Street is one of the region's most important transportation corridors and serves nearly 15,000 vehicles every day as well as thousands of daily transit users, pedestrians, and students. This segment experiences one of the highest rates of crashes with over 83 crashes per mile per year. Since 2017, crashes along this section of North Broad Street have killed or seriously injured at least 12 people. If awarded SS4A funding, the City will implement proven traffic safety countermeasures to improve traffic safety for all roadway users. Improvements will include pedestrian refuge islands and medians, raised crosswalks, corridor access management strategies, sidewalk improvements, and signal improvements to better protect pedestrians.

I appreciate your consideration of the City's SS4A application and respectfully ask that you give Philadelphia's proposal all due consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Ken Kaiser', with a long horizontal line extending to the right.

Kenneth H. Kaiser
Senior Vice President and Chief Operating Officer



Appendix D: Letters of Support

City of Philadelphia
Philadelphia Vision Zero Capital Plan Implementation Project
2022 SS4A Grant Program
September 15, 2022

LETTERS OF SUPPORT

Congress of the United States

- United States Senator Robert P. Casey, Jr.
- Pennsylvania 2nd District, Congressman Brendan Boyle
- Pennsylvania 3rd District, Congressman Dwight Evans

Commonwealth of PA

- Pennsylvania 197th House District, Representative Danilo Burgos
- Delaware Valley Regional Planning Commission

City of Philadelphia

- City of Philadelphia, Mayor James Kenney

Partner Organizations

- The North Broad Renaissance
- Harvard John F. Kennedy School of Government

ROBERT P. CASEY, JR.
PENNSYLVANIA

COMMITTEES:
FINANCE

HEALTH, EDUCATION,
LABOR, AND PENSIONS

SELECT COMMITTEE
ON INTELLIGENCE

SPECIAL COMMITTEE ON AGING

United States Senate

WASHINGTON, DC 20510

September 15, 2022

The Honorable Pete Buttigieg
Secretary of Transportation
US Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Buttigieg:

I write in support of the application submitted by the City of Philadelphia in partnership with Temple University to the U.S. Department of Transportation for funding from the Safe Streets and Roads for All program for their *Philadelphia Vision Zero Capital Plan Implementation* project. I urge you to give this application full and fair consideration.

The City has informed me that in 2020, 156 people lost their lives to traffic incidents, an 82 percent increase over the previous five years. In response to this, I understand that the City has adopted a "Vision Zero" goal of ending fatal crashes by the year 2030. The City's recent RAISE award, which will target seven high-crash corridors across Philadelphia, will help move them towards this goal, but I am told that the City intends to be proactive and address other major corridors that pose a threat to safety.

To that end, I understand that the City of Philadelphia is seeking funding from the Safe Streets and Roads for All program to address sections of North Broad Street from Cecil B. Moore Avenue to Allegheny Avenue, and portions of Cecil B. Moore Avenue between 10th Street and 17th Street. The City informs me that the specific improvements would include raised medians, pedestrian refuge islands, speed management measures, traffic signal upgrades and raised crosswalks. The City has stressed that implementing these proven measures will make these streets safer for pedestrians and mitigate accidents, injuries and fatalities.

I also understand that this project would be an opportunity to address racial inequities resulting from inadequate historical infrastructure investment. The City informs me that these two corridors are in "Transportation Disadvantaged" areas as designated by the Department of Transportation. I am told that Temple University will provide matching funds for this project, but that federal funding from the Safe Streets and Roads for All program will be critical to bring this to fruition.

Thank you in advance for your thoughtful consideration. Please include this letter in the official record of the application. Consistent with all applicable laws, rules and regulations, I also respectfully request that you keep me informed of the status of this grant application. Finally, if you have any questions, comments or concerns, please feel free to contact me or my staff at (202) 224-6851.

Sincerely,



Robert P. Casey, Jr.
United States Senator

Congress of the United States
House of Representatives
Washington, DC 20515

September 15, 2022

The Honorable Pete Buttigieg
Secretary of Transportation
US Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Buttigieg:

I am pleased to provide this letter of support for the City of Philadelphia's FY 2022 Safe Streets and Roads for All (SS4A) implementation grant application, "**Philadelphia Vision Zero Capital Plan Implementation.**" If awarded, the City, in partnership with Temple University, will implement critically needed transportation safety improvements along key corridors located in historically disadvantaged communities and areas of persistent poverty. In addition to advancing the City's Vision Zero goal to end fatal crashes by 2030, the proposed project builds on US DOT's "Safe System Approach" which looks beyond individual crashes and behavior and addresses risks on a system-wide level through safe road design, safe vehicles and promoting safe and healthy modes of transportation like walking, biking and taking transit.

In 2020, 156 people died due to traffic crashes across the entire city. This is an 82 percent increase from the previous five years, highlighting the importance of completing this project. An award from US DOT will allow the City to implement critically needed transportation safety improvements along key corridors located in historically disadvantaged communities as well as areas of persistent poverty. The application focuses on corridors listed on the City's High Injury Network which identifies the most dangerous roads in Philadelphia and draws upon the City's [Vision Zero Action Plan](#) and [Vision Zero Capital Plan](#).

Specific construction improvements are located along North Broad Street from Cecil B. Moore Avenue to Allegheny Avenue and Cecil B. Moore Avenue from 10th Street to 17th Street. Temple University will actively support portions of the project that coincide with their campus. Construction improvements will focus on the systematic application of multiple proven safety countermeasures at intersections and other vulnerable areas. More specifically, these improvements will include raised medians and pedestrian refuge islands, pedestrian safety enhancements, raised crosswalks, traffic signal improvements, speed management measures, intersection modifications to reduce high-risk turning conflicts, corridor access management strategies, along with other transportation infrastructure upgrades. The application will also advance engineering and design on approximately six priority corridors and fund supplemental planning activities related to updating the Vision Zero Capital Plan as well as analyzing roadway characteristics to guide future investments related to traffic safety improvements.

These corridors also represent an opportunity to address racial inequities resulting from inadequate infrastructure investment. All project locations are in "Transportation Disadvantaged" areas designated by US DOT and are disproportionately impacted by traffic crashes. Low-income residents, as well as communities of color, have borne the brunt of deficient infrastructure for far too long. The SS4A project will help remedy these disparities. It will direct long-overdue infrastructure investments to historically disadvantaged neighborhoods while improving traffic safety, removing barriers to opportunity, combating climate change, and improving the quality of life in Philadelphia.

SS4A represents an unprecedented funding opportunity to implement improvements that reduce traffic-related fatalities and Philadelphia is ready to carry out Vision Zero projects and strategies that will deliver meaningful results. I appreciate your consideration of the City's **Philadelphia Vision Zero Capital Plan Implementation** SS4A grant application and respectfully ask that you give Philadelphia's proposal all due consideration.

Sincerely,

A handwritten signature in blue ink that reads "Brendan F. Boyle". The signature is written in a cursive style with a large, prominent "B" at the beginning.

Brendan F. Boyle
Member of Congress

DWIGHT EVANS
3RD DISTRICT, PENNSYLVANIA

WASHINGTON OFFICE
1105 LONGWORTH HOUSE OFFICE BUILDING
WASHINGTON, DC 20515-3803
(202) 225-4001

DISTRICT OFFICE
7174 OGONTZ AVENUE
PHILADELPHIA, PA 19138
(215) 276-0340

Congress of the United States
House of Representatives
Washington, DC 20515

COMMITTEE ON WAYS AND MEANS:
HEALTH SUBCOMMITTEE
OVERSIGHT SUBCOMMITTEE
WORKER AND FAMILY SUPPORT SUBCOMMITTEE

COMMITTEE ON SMALL BUSINESS:
ECONOMIC GROWTH, TAX, AND CAPITAL ACCESS
SUBCOMMITTEE
OVERSIGHT, INVESTIGATIONS, AND
REGULATIONS SUBCOMMITTEE

CONGRESSIONAL BLACK CAUCUS
CONGRESSIONAL BIPARTISAN HBCU CAUCUS
CONGRESSIONAL CAUCUS ON BLACK-JEWISH
RELATIONS
CONGRESSIONAL PROGRESSIVE CAUCUS
GUN VIOLENCE PREVENTION TASK FORCE
TASK FORCE ON POVERTY, INCOME INEQUALITY,
AND OPPORTUNITY
LGBTQ+ EQUALITY CAUCUS
EXPAND SOCIAL SECURITY CAUCUS
CONGRESSIONAL CELIAC DISEASE CAUCUS

September 15, 2022

The Honorable Pete Buttigieg
Secretary of Transportation
US Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: City of Philadelphia's Safe Streets and Roads for All (SS4A) Implementation Grant Application

Dear Secretary, Buttigieg:

I am pleased to provide this letter of support for the City of Philadelphia's FY 2022 Safe Streets and Roads for All (SS4A) implementation grant application, "**Philadelphia Vision Zero Capital Plan Implementation.**" If awarded, the City, in partnership with Temple University, will implement critically needed transportation safety improvements along key corridors located in historically disadvantaged communities and areas of persistent poverty. In addition to advancing the City's Vision Zero goal to end fatal crashes by 2030, the proposed project builds on US DOT's "Safe System Approach" which looks beyond individual crashes and behavior and addresses risks on a system-wide level through safe road design, safe vehicles and promoting safe and healthy modes of transportation like walking, biking and taking transit.

In 2020, 156 people died due to traffic crashes across the entire city. This is an 82 percent increase from the previous five years, highlighting the importance of completing this project. An award from US DOT will allow the City to implement critically needed transportation safety improvements along key corridors located in historically disadvantaged communities as well as areas of persistent poverty. The application focuses on corridors listed on the City's High Injury Network which identifies the most dangerous roads in Philadelphia and draws upon the City's [Vision Zero Action Plan](#) and [Vision Zero Capital Plan](#).

Specific construction improvements are located along North Broad Street from Cecil B. Moore Avenue to Allegheny Avenue and Cecil B. Moore Avenue from 10th Street to 17th Street. Temple University will actively support portions of the project that coincide with their campus. Construction improvements will focus on the systematic application of multiple proven safety countermeasures at intersections and other vulnerable areas. More specifically, these improvements will include raised medians and pedestrian refuge islands, pedestrian safety enhancements, raised crosswalks, traffic signal improvements, speed management measures, intersection modifications to reduce high-risk turning conflicts, corridor access management strategies, along with other transportation infrastructure upgrades. The application will also advance engineering and design on approximately six priority corridors and fund supplemental planning activities related to updating the Vision Zero Capital Plan as well as analyzing roadway characteristics to guide future investments related to traffic safety improvements.

These corridors also represent an opportunity to address racial inequities resulting from inadequate infrastructure investment. All project locations are in "Transportation Disadvantaged" areas designated by US DOT and are disproportionately impacted by traffic crashes. Low-income residents, as well as communities of color, have borne the brunt of deficient infrastructure for far too long. The SS4A project will help remedy these disparities. It will

Congress of the United States
Washington, DC 20515

direct long-overdue infrastructure investments to historically disadvantaged neighborhoods while improving traffic safety, removing barriers to opportunity, combating climate change, and improving the quality of life in Philadelphia.

SS4A represents an unprecedented funding opportunity to implement improvements that reduce traffic-related fatalities and Philadelphia is ready to carry out Vision Zero projects and strategies that will deliver meaningful results. I appreciate your consideration of the City's **Philadelphia Vision Zero Capital Plan Implementation** SS4A grant application and respectfully ask that you give Philadelphia's proposal all due consideration.

Sincerely,



Dwight Evans
Member of Congress

DANILO BURGOS, MEMBER
197TH LEGISLATIVE DISTRICT

105A EAST WING
P.O. BOX 202197
HARRISBURG, PENNSYLVANIA 17120-2197
(717) 772-2004
FAX: (717) 780-4784

635 WEST ERIE AVENUE
PHILADELPHIA, PENNSYLVANIA 19140
(215) 223-1890
FAX: (215) 223-1959



House of Representatives
COMMONWEALTH OF PENNSYLVANIA
HARRISBURG
September 15, 2022

COMMITTEES

AGRICULTURE & RURAL AFFAIRS
COMMERCE
GAMING OVERSIGHT
POLICY COMMITTEE
PROFESSIONAL LICENSURE

CAUCUSES

CLIMATE CAUCUS
PENNSYLVANIA LEGISLATIVE BLACK CAUCUS
WELCOMING PA CAUCUS, CO-CHAIR
LGBTQ EQUALITY CAUCUS
PA SAFE CAUCUS
WOMEN'S HEALTH CAUCUS
PHILADELPHIA COUNTY DELEGATION

The Honorable Pete Buttigieg
Secretary of Transportation
US Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: City of Philadelphia's Safe Streets and Roads for All (SS4A) Implementation Grant Application

Dear Secretary Buttigieg:

I am pleased to provide this letter of support for the City of Philadelphia's FY 2022 Safe Streets and Roads for All (SS4A) grant application, "**Philadelphia Vision Zero Capital Plan Implementation**." If awarded, the City will implement critically needed transportation safety improvements along key corridors located in historically disadvantaged communities and areas of persistent poverty. In addition to advancing the City's Vision Zero goal to end fatal crashes by 2030, the proposed project builds on US DOT's "Safe System Approach" which looks beyond individual crashes and behavior and addresses risks on a system-wide level through safe road design, safe vehicles and promoting safe and healthy modes of transportation like walking, biking and taking transit.

In 2020, 156 people died due to traffic crashes across the entire city. This is an 82 percent increase from the previous five years, highlighting the importance of completing this project. An award from US DOT will allow the City to implement critically needed transportation safety improvements along key corridors located in historically disadvantaged communities as well as areas of persistent poverty. The application focuses on corridors listed on the City's High Injury Network which identifies the most dangerous roads in Philadelphia and draws upon the City's [Vision Zero Action Plan](#) and [Vision Zero Capital Plan](#). Specific construction improvements are located on North Broad Street from Cecil B. Moore Avenue to Allegheny Avenue and Cecil B. Moore Avenue from 10th Street to 17th Street. Construction improvements will focus on the systematic application of multiple proven safety countermeasures at intersections and other vulnerable areas. More specifically, these improvements will include raised medians and pedestrian refuge islands, pedestrian safety enhancements, raised crosswalks, traffic signal improvements, speed management measures, intersection modifications to reduce high-risk turning conflicts, corridor access management strategies, along with other transportation infrastructure upgrades. The application will also advance engineering and design on approximately six priority corridors and fund supplemental planning activities related to updating the Vision Zero Capital Plan as well as analyzing roadway characteristics to guide future investments related to traffic safety improvements.

These corridors also represent an opportunity to address racial inequities resulting from inadequate infrastructure investment. All project locations are in "Transportation Disadvantaged" areas designated by US DOT and are disproportionately impacted by traffic crashes. Low-income residents, as well as communities of color, have borne the brunt of deficient infrastructure for far too long. The SS4A project will help remedy these disparities. It will direct long-overdue infrastructure investments to historically disadvantaged neighborhoods while improving traffic safety, removing barriers to opportunity, combating climate change, and improving the quality of life in Philadelphia.

SS4A represents an unprecedented funding opportunity to reduce traffic related fatalities and Philadelphia is ready to implement projects that will help address the national roadway safety crisis. Grant funding from SS4A will help the City and the Biden administration deliver meaningful results. I appreciate your consideration of the City's **Philadelphia Vision Zero Capital Plan Implementation** SS4A grant application and respectfully ask that you give Philadelphia's proposal all due consideration.

Sincerely,

Danilo Burgos
State Representative
197th Legislative District

September 13, 2022

The Honorable Pete Buttigieg, Secretary
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Buttigieg:

The Delaware Valley Regional Planning Commission (DVRPC) is pleased to support the City of Philadelphia's application, in partnership with Temple University, "Philadelphia Vision Zero Capital Plan Implementation," for funding through the U.S. Department of Transportation's FY2022 Safe Streets and Roads for All (SS4A) program. As the Metropolitan Planning Organization (MPO) for the Greater Philadelphia Region which includes a diverse region of nine counties: Bucks, Chester, Delaware, Montgomery, and Philadelphia in Pennsylvania; and Burlington, Camden, Gloucester, and Mercer in New Jersey, DVRPC works with stakeholders to approve and advance Federal transportation infrastructure investment in the region.

The Philadelphia Vision Zero Capital Plan Implementation project will implement critically needed transportation safety improvements along key corridors located in historically disadvantaged communities and areas of persistent poverty. In addition to advancing the City's Vision Zero goal to end fatal crashes by 2030, the proposed projects build on US DOT's "Safe System Approach" which looks beyond individual crashes and behavior and addresses risks at a system-wide level through safe road design, safe vehicles and promoting safe and healthy modes of transportation like walking, biking and taking transit. In 2020, 156 people died due to traffic crashes across the entire city. This is an 82 percent increase from the previous five years, highlighting the importance of completing this project. The application focuses on corridors listed on the City's High Injury Network, which identifies the most dangerous roads in Philadelphia and draws upon the City's Vision Zero Action Plan and Vision Zero Capital Plan.

Specific construction improvements will be located along North Broad Street from Cecil B. Moore Avenue to Allegheny Avenue and on Cecil B. Moore Avenue from 10th Street to 17th Street. Temple University will actively support portions of the project that coincide with their campus. Construction improvements will focus on the systematic application of multiple proven safety countermeasures at intersections and other vulnerable areas. More specifically, these improvements will include raised medians and pedestrian refuge islands, pedestrian safety enhancements, raised crosswalks, traffic signal

improvements, speed management measures, intersection modifications to reduce high-risk turning conflicts, corridor access management strategies, along with other transportation infrastructure upgrades. The application will also advance engineering and design on approximately six additional priority corridors and fund supplemental planning activities related to updating the Vision Zero Capital Plan as well as analyzing roadway characteristics to guide future investments related to traffic safety improvements.

These corridors also represent an opportunity to address racial inequities resulting from inadequate infrastructure investment. All project locations are in “Transportation Disadvantaged” areas designated by US DOT and are disproportionately impacted by traffic crashes. Low-income residents, as well as communities of color, have borne the brunt of deficient infrastructure for far too long. The SS4A project will help remedy these disparities. It will direct long-overdue infrastructure investments to historically disadvantaged neighborhoods while improving traffic safety, removing barriers to opportunity, combating climate change, and improving the quality of life in Philadelphia.

SS4A represents an unprecedented funding opportunity to implement improvements that reduce traffic-related fatalities. Philadelphia is ready to carry out Vision Zero projects and strategies that will deliver meaningful results. Should the U.S. DOT select this application for SS4A grant funding, DVRPC is committed to take necessary steps, as required, by working with regional partners to include it in appropriate documents, such as the Transportation Improvement Program (TIP) for Pennsylvania. Not all priority projects are fully funded within the first four years of the TIP due to state and federal funding constraints. In fact, our region has found it increasingly difficult to fund all current TIP projects and to add new projects to the program, though they may be valuable and effective in improving our transportation network. If selected for funding, the project sponsor should identify all supplemental funding needed to ensure that this new TIP project will be fully funded to be implemented in a reasonable period of time. The project sponsor should also coordinate with state and local agencies, such as the Pennsylvania Department of Transportation (PennDOT), or Southeastern Pennsylvania Transportation Authority (SEPTA), as appropriate.

Creating a safe, modern, equitable, prosperous, and resilient multi-modal transportation system is part of DVRPC’s vision for the Delaware Valley. Our transportation network is already expansive and interconnected. Targeted investments, such as the Philadelphia Vision Zero Capital Plan Implementation project, will enhance its performance and better integrate facilities that will result in benefits for Greater Philadelphia residents, including historically disadvantaged communities, businesses, and visitors, and help the region attain its Regional Vision Zero 2050 goal.

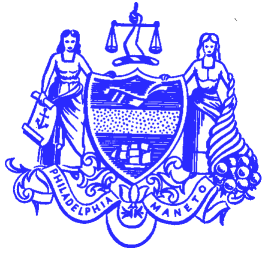
September 13, 2022
Honorable Pete Buttigieg
Page 3 of 3

Sincerely,

A handwritten signature in black ink, appearing to read 'Barry Seymour', written in a cursive style.

Barry Seymour
Executive Director

BS:rm



CITY OF PHILADELPHIA

Office of the Mayor
215 City Hall
Philadelphia, PA 19107
(215) 686-2181
FAX (215) 686-2180

JAMES F. KENNEY
Mayor

September 15, 2022

The Honorable Pete Buttigieg
Secretary of Transportation
US Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: City of Philadelphia's Safe Streets and Roads for All (SS4A) Implementation Grant Application

Dear Secretary Buttigieg:

I am proud to present the **Philadelphia Vision Zero Capital Plan Implementation** project for consideration for an FY 2022 SS4A implementation grant award. When I took office, I pledged my commitment to making Philadelphia streets safe for everyone, regardless of age, physical ability, or choice of transportation. This application represents an important step towards reaching our goal of reducing traffic deaths to zero by 2030. With support from the U.S. Department of Transportation (US DOT), we can save lives and make Philadelphia streets safer.

If awarded, the City, in partnership with Temple University, will implement critically needed transportation safety improvements along key corridors located in historically disadvantaged communities and areas of persistent poverty. In addition to advancing the City's Vision Zero goal to end fatal crashes by 2030, the proposed project builds on US DOT's "Safe System Approach" which looks beyond individual crashes and behavior and addresses risks on a system-wide level through safe road design, safe vehicles and promoting safe and healthy modes of transportation like walking, biking and taking transit.

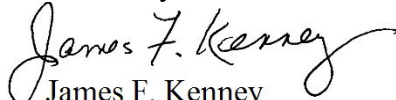
In 2020, 156 people died due to traffic crashes across the entire city. This is an 82 percent increase from the previous five years, highlighting the importance of completing this project. An award from US DOT will allow the City to implement critically needed transportation safety improvements along key corridors located in historically disadvantaged communities as well as areas of persistent poverty. The application focuses on corridors listed on the City's High Injury Network which identifies the most dangerous roads in Philadelphia and draws upon the City's [Vision Zero Action Plan](#) and [Vision Zero Capital Plan](#).

Specific construction improvements are located along North Broad Street from Cecil B. Moore Avenue to Allegheny Avenue and Cecil B. Moore Avenue from 10th Street to 17th Street. Temple University will actively support portions of the project that coincide with their campus. Construction improvements will focus on the systematic application of multiple proven safety countermeasures at intersections and other vulnerable areas. More specifically, these improvements will include raised medians and pedestrian refuge islands, pedestrian safety enhancements, raised crosswalks, traffic signal improvements, speed management measures, intersection modifications to reduce high-risk turning conflicts, corridor access management strategies, along with other transportation infrastructure upgrades. The application will also advance engineering and design on approximately six priority corridors and fund supplemental planning activities related to updating the Vision Zero Capital Plan as well as analyzing roadway characteristics to guide future investments related to traffic safety improvements.

These corridors also represent an opportunity to address racial inequities resulting from inadequate infrastructure investment. All project locations are in “Transportation Disadvantaged” areas designated by US DOT and are disproportionately impacted by traffic crashes. Low-income residents, as well as communities of color, have borne the brunt of deficient infrastructure for far too long. The SS4A project will help remedy these disparities. It will direct long-overdue infrastructure investments to historically disadvantaged neighborhoods while improving traffic safety, removing barriers to opportunity, combating climate change, and improving the quality of life in Philadelphia.

SS4A represents an unprecedented funding opportunity to implement improvements that reduce traffic-related fatalities and Philadelphia is ready to carry out Vision Zero projects and strategies that will deliver meaningful results. I appreciate your consideration of the City’s **Philadelphia Vision Zero Capital Plan Implementation** SS4A grant application and respectfully ask that you give Philadelphia’s proposal all due consideration.

Sincerely,


James F. Kenney
Mayor



September 15, 2022

The Honorable Pete Buttigieg
Secretary of Transportation
US Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: City of Philadelphia's Safe Streets and Roads for All (SS4A) Implementation Grant Application

Dear Secretary Buttigieg:

I am pleased to provide this letter of support for the City of Philadelphia's FY 2022 Safe Streets and Roads for All (SS4A) implementation grant application, "Philadelphia Vision Zero Capital Plan Implementation." If awarded, the City, in partnership with Temple University, will implement critically needed transportation safety improvements along key corridors located in historically disadvantaged communities and areas of persistent poverty. In addition to advancing the City's Vision Zero goal to end fatal crashes by 2030, the proposed project builds on US DOT's "Safe System Approach" which looks beyond individual crashes and behavior and addresses risks on a system-wide level through safe road design, safe vehicles and promoting safe and healthy modes of transportation like walking, biking and taking transit.

In 2020, 156 people died due to traffic crashes across the entire city. This is an 82 percent increase from the previous five years, highlighting the importance of completing this project. An award from US DOT will allow the City to implement critically needed transportation safety improvements along key corridors located in historically disadvantaged communities as well as areas of persistent poverty. The application focuses on corridors listed on the City's High Injury Network which identifies the most dangerous roads in Philadelphia and draws upon the City's Vision Zero Action Plan and Vision Zero Capital Plan.

Specific construction improvements are located along North Broad Street from Cecil B. Moore Avenue to Allegheny Avenue and Cecil B. Moore Avenue from 10th Street to 17th Street. Temple University will actively support portions of the project that coincide with their campus. Construction improvements will focus on the systematic application of multiple proven safety countermeasures at intersections and other vulnerable areas. More specifically, these improvements will include raised medians and pedestrian refuge islands, pedestrian safety enhancements, raised crosswalks, traffic signal improvements, speed management measures, intersection modifications to reduce high-risk turning conflicts, corridor access management strategies, along with other transportation infrastructure upgrades. The application will also advance engineering and design on approximately six priority corridors and fund supplemental planning activities related to updating the Vision Zero Capital Plan as well as analyzing roadway characteristics to guide future investments related to traffic safety improvements.



These corridors also represent an opportunity to address racial inequities resulting from inadequate infrastructure investment. All project locations are in “Transportation Disadvantaged” areas designated by US DOT and are disproportionately impacted by traffic crashes. Low-income residents, as well as communities of color, have borne the brunt of deficient infrastructure for far too long. The SS4A project will help remedy these disparities. It will direct long-overdue infrastructure investments to historically disadvantaged neighborhoods while improving traffic safety, removing barriers to opportunity, combating climate change, and improving the quality of life in Philadelphia.

SS4A represents an unprecedented funding opportunity to implement improvements that reduce traffic-related fatalities and Philadelphia is ready to carry out Vision Zero projects and strategies that will deliver meaningful results. I appreciate your consideration of the City’s Philadelphia Vision Zero Capital Plan Implementation SS4A grant application and respectfully ask that you give Philadelphia’s proposal all due consideration.

Sincerely,

Shalimar Thomas
Executive Director, North Broad Renaissance

September 15, 2022

The Honorable Pete Buttigieg
Secretary, United States Department of Transportation
Office of the Secretary of Transportation
1200 New Jersey Ave. SE
Washington, D.C. 20590

Dear Secretary Buttigieg,

I am writing to support the City of Philadelphia in its application for funding in the Safe Streets for All grant program. The rapid advance of technology, and the use of data to more strategically deploy safety approaches in city strategies will deepen the impact of the funding provided. This grant, if awarded, will have greater impact than a standalone project, because Philadelphia will be joined in a learning network that we will convene at Harvard, along with other cities funded by the John S. and James L. Knight Foundation including but not limited to: San Jose, Miami, and Detroit. As convener of this peer learning network, we will provide cities with access to a wide range of subject matter experts on intersection safety and the connection between equity and safety. Specifically, we will:

- Actively facilitate a cohort to exchange ideas, challenges and accomplishments during the grant planning and implementation timeframes
- Provide a model for community engagement that is more equitable, including sentiment mining and polling that cities can use to widely gather input on projects and that addresses the need for input from historically disadvantaged communities
- Help cities access ArcGIS map templates to help visualize equity overlaid with safety

Insights from the cross-site discussions of successes and challenges will inform publications to be created and shared by Harvard with advice to other cities pursuing street safety efforts. Due to the unique opportunity for cross-site collaboration, learning and acceleration of success, I strongly encourage USDOT to fund this application.

Sincerely,



Stephen Goldsmith



Appendix E: Supplemental Estimated Budget

City of Philadelphia
Philadelphia Vision Zero Capital Plan Implementation Project
2022 SS4A Grant Program
September 15, 2022

BUDGET

BUDGET OVERVIEW

The City of Philadelphia requests \$30,000,000 in SS4A grant funding to complete **the Philadelphia Vision Zero Capital Plan Implementation Project**. The requested SS4A grant funds will be matched by \$7,500,000 in non-Federal Funds. This table below presents the project budget in the format required by the NOFO. Detailed cost estimates for each element are included in Appendix F.

SS4A - SUPPLEMENTAL ESTIMATED BUDGET	
Subtotal Budget for (A) supplemental action plan activities;	\$700,000
Itemized Estimated Costs of the (A) supplemental action plan activities	
A.1. Vision Zero Capital Plan Update	\$200,000
A.2. Safe Systems Analysis Tool	\$500,000
Subtotal Budget for (B) conducting planning, design, and development activities	
	\$7,561,000
Itemized Estimated Costs of the (B) planning, design, and development activities	
B.1. Market Street (Juniper to 6 th)	\$2,500,000
B.2. Old York Road (Butler to Lindley)	\$414,000
B.3. N 25 th (Jefferson to Sedgley)	\$245,000
B.4. N. 54 th (Baltimore to Arch)	\$105,000
B.5. N 56 th (Arch to Haverford)	\$300,000
B.6. Germantown Ave (Indiana to Erie)	\$245,000
B.7. Luzerne (American to M)	\$501,000
B.8. Glenwood (Oxford to Montgomery)	\$81,000
B.9. N. Broad St (Cecil B Moore to Diamond St)	\$1,570,000
B.10. N. Broad St (Diamond St to Allegheny)	\$860,000
B.11. Cecil B Moore Ave (10th to 17th)	\$740,000
Subtotal Budget for (C) carrying out projects and strategies	
	\$29,239,000
Itemized Estimated Costs of the (C) proposed projects and strategies	
C.1. N. Broad St (Cecil B Moore to Diamond)	\$10,430,000
C.2. N. Broad St (Diamond to Allegheny)	\$5,690,000
C.3. Cecil B Moore Ave (10th to 17th)	\$4,880,000
C.4. General Construction Items	\$2,050,000
C.5. Contingency	\$3,423,000
C.6. Construction Management & Inspection	\$2,766,000
Subtotal Funds to Underserved Communities	\$34,645,953

Element A – Supplemental Action Plan Activities

Two supplemental planning activities, items A.1 and A.2, are included in Element A. The City estimates that \$200,000 is needed to fund an update to the City's [Vision Zero Capital Plan](#) (item A.1). This is based on past cost history. The City estimates \$500,000 is needed to fund the Safe Systems Analysis tool (item A.2). Funds will be used to develop a comprehensive database of roadway characteristics for Philadelphia's street infrastructure and based on best practices, developing methodologies for applying a safe system analysis to roadway risk. This effort will

result in a proactive approach to Vision Zero and an increased ability to apply safety countermeasures across the entire system of streets that share risk characteristics. The cost is based on comparable efforts completed by peer organizations. Both activities are consistent with the City's Vision Zero Action Plan.

Element B – Planning, Design, and Development Activities

Element B activities can be categorized into two groups: [High Injury Network \(HIN\)](#) project development and Element C pre-construction activities.

- **Items B.1 through B.8** represent independent planning and design projects. The City will use SS4A funds to advance planning, preliminary engineering, and design on each location identified above. Please note that the locations identified in items B.2 through B.8 are tentative. Each road segment is included on the HIN. However, the City may adjust locations if future analysis indicates higher traffic safety needs along other HIN corridors. The City is committed to advancing planning, design, and development activities along East Market Street (B.1).
- **Items B.9 through B.11** correspond to the construction items listed under Element C. SS4A funds will be used to prepare Plans, Specifications & Estimate (PS&E) packages for N. Broad Street (B.9 and B.10) and Cecil B. Moore Avenue (B.11).

Element C – Carrying Out Projects and Strategies

Element C consists of construction activities. SS4A funds will be used to implement traffic safety improvements along N. Broad Street and Cecil B. Moore Avenue. As mentioned above, these locations correspond with items B.9 through B.11. Temple University is partnering with the City to implement the construction improvements along N. Broad Street from Cecil B. Moore Avenue to Diamond Street. The corridor bisects Temple University's campus. The City plans to bundle all three locations into a single bid package to streamline implementation. Element C also includes standard general construction items (i.e., construction mobilization, maintenance and protection of traffic, utility coordination, etc.), contingency, and construction management and inspection. These items are applied across all three construction locations. Contingency is set at 15% and will help cover cost increases and unforeseen construction.

SOURCES AND USES OF FUNDS

Eligible costs for the project total \$37.5 million. Eligible costs include supplemental planning activities, preliminary engineering, final design, construction, construction management and inspection, and contingencies.

Source	Amount (\$)	Funding Percent (%)
<i>SS4A Funds</i>	\$30,000,000	80%
<i>Other Federal</i>	\$0	0%
<i>Non-Federal - City</i>	\$4,700,000	13%
<i>Non-Federal - Temple University</i>	\$2,800,000	7%
TOTAL ELIGIBLE COSTS	\$37,500,000	100%

SS4A Funds

The City requests \$30 million in SS4A grant funds to support eligible activities.

Non-Federal Funds and Other Federal Funds

The City and Temple University are committed to contributing \$7.5 million in non-Federal match funding to the project. Non-federal funding sources include \$4.7 million from the City of Philadelphia’s Capital Budget. Temple University is committed to contributing \$2.8 million in non-Federal funding to the project. This funding will match the SS4A application request and will be available to meet the project’s implementation schedule. The funding commitments are documented in Appendix C.



Appendix F: Detailed Cost Estimate

City of Philadelphia
Philadelphia Vision Zero Capital Plan Implementation Project
2022 SS4A Grant Program
September 15, 2022

CITY OF PHILADELPHIA

PROJECT PHILADELPHIA VISION ZERO CAPITAL PLAN IMPLEMENTATION PROJECT
ELEMENT: A - SUPPLEMENTAL ACTION PLAN ACTIVITIES IN SUPPORT OF AN EXISTING ACTION PLAN
LOCATION: CITYWIDE
GRANT: FY 2022 SS4A IMPLEMENTATION
DATE: 9/15/2022

VISION ZERO CAPITAL PLAN UPDATE	COST
The Vision Zero Capital Plan Update is a complimentary planning effort that will reexamine the City's 2020 Vision Zero Capital Plan. The goal is to prepare projects for development phase activities and construction. Specific activities include updating the City's Vision Zero priority corridors and intersections, conducting detailed safety analysis, evaluating feasibility, and developing conceptual cost estimates and timelines. Equitable engagement is also a key focus and the updated plan will include efforts to engage and collaborate with the public and relevant stakeholders.	\$200,000
Subtotal	\$200,000
SAFE SYSTEMS ANALYSIS TOOL	
The Safe Systems Analysis Tool will use crash and roadway data to identify high-risk roadway characteristics that correlate with crashes. Systemic analysis will help identify locations that share roadway and traffic characteristics present at locations experiencing higher than expected frequencies of a particular crash type. This offers an opportunity for proactive interventions in locations that are not yet areas with high crash frequencies and provides information for agencies to identify and focus resources on high-risk locations. The Safe Systems Analysis Tool will include the development of a comprehensive database of roadway characteristics and formulate methodologies for applying safe system analysis to high-risk locations. The final product will result in a proactive approach that optimizes the prioritization of project locations for upcoming infrastructure investment opportunities.	\$500,000
Subtotal	\$500,000
TOTAL ELEMENT A ACTIVITIES	\$700,000

*Source: Historic City Data and Comorable Studies
 Budget completed by City of Philadelphia*

CITY OF PHILADELPHIA

PROJECT PHILADELPHIA VISION ZERO CAPITAL PLAN IMPLEMENTATION PROJECT
ELEMENT: B - PLANNING, DESIGN, AND DEVELOPMENT ACTIVITIES FOR PROJECTS AND STRATEGIES IDENTIFIED IN AN ACTION PLAN
LOCATION: HIGH INJURY NETWORK (HIN) CORRIDORS
GRANT: FY 2022 SS4A IMPLEMENTATION
DATE: 9/15/2022

HIGH INJURY NETWORK PROJECT DEVELOPMENT	COST
B.1. Market Street (Juniper to 6th)	\$2,500,000
B.2. Old York Road (Butler to Lindley)	\$414,000
B.3. N 25th (Jefferson to Sedgley)	\$245,000
B.4. N 56th St (Arch St to Haverford Ave)	\$105,000
B.5. N 54th St (Baltimore Ave to Arch St)	\$300,000
B.6. Germantown Ave (Indiana to Erie)	\$245,000
B.7. Luzerne (American to M)	\$501,000
B.8. Glenwood (Oxford to Montgomery)	\$81,000
Subtotal	\$4,391,000
ELEMENT C PRE-CONSTRUCTION ACTIVITIES	
B.9. N. Broad St (Cecil B. Moore Ave to Diamond St)	\$1,570,000
B.10. N. Broad St (Diamond St to Allegheny Ave)	\$860,000
B.11. Cecil B. Moore Ave (10th St o 17th St)	\$740,000
Subtotal	\$3,170,000

TOTAL ELEMENT B ACTIVITIES \$7,561,000

*Source: Historic City and PennDOT data
 Budget completed by City of Philadelphia*

CITY OF PHILADELPHIA

PROJECT PHILADELPHIA VISION ZERO CAPITAL PLAN IMPLEMENTATION PROJECT
ELEMENT: C - CARRYING OUT PROJECTS AND STRATEGIES IDENTIFIED IN AN ACTION PLAN
LOCATION: N. BROAD ST (CECIL B MOORE AVE TO ALLEGHENY AVE) & CECIL B. MOORE AVE (10TH ST TO 17TH ST)
GRANT: FY 2022 SS4A IMPLEMENTATION
DATE: 9/15/2022

GENERAL CONSTRUCTION ITEMS	COST
Mobilization	\$750,000
Utilities	\$200,000
Incidental Construction	\$400,000
Maintenance and Protection of Traffic	\$400,000
Uniform Traffic Control Officers	\$300,000
Subtotal (Actual)	\$2,050,000
Subtotal (Rounded)	\$2,050,000
C.1. N. BROAD STREET (CECIL B. MOORE AVE. TO DIAMOND ST.)	
Medians, Pedestrian Refuge Islands, and Corridor Access Management Treatments <i>(1700 Block to 2000 Block of N. Broad St.)</i>	\$4,900,318
Raised Pedestrian Crossings <i>(Cecil B. Moore Ave., Montgomery St., Polett Walk, Norris St., Diamond St. on N. Broad St.)</i>	\$2,542,327
Traffic Signal Upgrades <i>(N. Broad St. Intersections at Cecil B. Moore Ave., Montgomery St., Polett & Norris St., Diamond St.)</i>	\$2,983,710
Subtotal (Actual)	\$10,426,354
Subtotal (Rounded)	\$10,430,000
C.2. N. BROAD ST (DIAMOND ST TO ALLEGHENY AVE)	
Medians and Pedestrian Refuge Islands <i>(2100 Block to 3100 Block of N. Broad St.)</i>	\$3,183,532
Traffic Signal Upgrades <i>(N. Broad St. Intersections at Glenwood Ave., Indiana Ave.)</i>	\$2,500,000
Subtotal (Actual)	\$5,683,532
Subtotal (Rounded)	\$5,690,000
C.3. CECIL B. MOORE AVE (10TH ST TO 17TH ST)	
Pedestrian Visibility Enhancements - Curb Extensions and Bumpouts <i>(14 locations along Cecil B. Moore Ave.)</i>	\$573,224
Pedestrian/Transit Enhancements - Bus Boarding Islands and Bus Bulb-outs <i>(7 locations along Cecil B. Moore Ave.)</i>	\$495,174
Sidewalk Improvements <i>(Cecil B. Moore Ave. - N. Broad St to Park Ave.)</i>	\$284,833
Concrete Bike Lane Protection <i>(Cecil B. Moore Ave.)</i>	\$1,500,000
Traffic Signal Upgrades <i>(Cecil B. Moore Ave. Intersections at 17th, 16th, 15th, 13th, 12th, 11th, 10th)</i>	\$770,000
Roadway Upgrades <i>(Pavement markings, mill & overlay, signage, and miscellaneous items)</i>	\$1,250,000
Subtotal (Actual)	\$4,873,232
Subtotal (Rounded)	\$4,880,000
Total Construction (Rounded)	\$23,050,000

Contingency	\$3,423,000
Construction Management & Inspection	\$2,766,000
TOTAL ELEMENT C	\$29,239,000

Source: Historic City and PennDOT unit-cost data
 Budget completed by City of Philadelphia & Temple University



Appendix G: Project Service Area Census Tract List

City of Philadelphia
Philadelphia Vision Zero Capital Plan Implementation Project
2022 SS4A Grant Program
September 15, 2022

Element C	Census Tract #	Designation (HDC, APP, Both, or None)	Population
N. Broad St (Cecil B Moore to Allegheny) Cecil B Moore Ave (10 th to 17 th) <i>(Element C includes overlapping geographies)</i>	Census Tract 140	APP	3,888
	Census Tract 141	Both	2,659
	Census Tract 146	Both	4,305
	Census Tract 147	Both	2,686
	Census Tract 377	Both	5,313
	Census Tract 153	Both	4,086
	Census Tract 165	Both	3,180
	Census Tract 166	Both	2,241
	Census Tract 167.02	Both	2,704
	Census Tract 167.01	Both	2,809
	Census Tract 174	Both	2,392
	Census Tract 173	Both	2,538
	Census Tract 201.01	Both	3,552
	Census Tract 200	Both	1,320
	Census Tract 148	Both	804
	Census Tract 145	Both	1,868
Total:			46,345

Element B	Census Tract #	Designation (HDC, APP, Both, or None)	Population
Market Street: Juniper to 6th	Census Tract 1	None	4,118
	Census Tract 5	APP	2,543
Old York Road: Butler to Lindley	Census Tract 198	Both	6,878
	Census Tract 203	Both	2,842
	Census Tract 204	Both	2,744
	Census Tract 281	Both	4,498
	Census Tract 282	Both	5,184
	Census Tract 283	Both	6,738
	Census Tract 9805	None	0
N 25th: Jefferson to Sedgley	Census Tract 138	APP	1,972
	Census Tract 149	Both	3,891
	Census Tract 151.02	Both	4,242
	Census Tract 152	APP	5,347
N 56th: Arch to Haverford	Census Tract 102	Both	3,344
	Census Tract 94	Both	4,252
N 54th: Baltimore to Arch	Census Tract 81.01	Both	3,179
	Census Tract 80	Both	3,807
	Census Tract 85	Both	6,803
	Census Tract 84	APP	5,050
	Census Tract 93	Both	4,721
Germantown Ave: Indiana to Erie	Census Tract 174	Both	2,392
	Census Tract 175	Both	6,943
	Census Tract 199	Both	4,498
	Census Tract 200	Both	1,320
	Census Tract 201.02	HDC	3,415
	Census Tract 203	Both	2,842
Luzerne: American to M	Census Tract 190	Both	7,750
	Census Tract 191	Both	8,194

	Census Tract 383	Both	3,352
Glenwood: Oxford to Montgomery	Census Tract 149	Both	3,891
	Census Tract 151.02	Both	4,242
Total:			130,992



Confirmation

Thank you for submitting your grant application package via Grants.gov. Your application is currently being processed by the Grants.gov system. Once your submission has been processed, Grants.gov will send email messages to advise you of the progress of your application through the system. Over the next 24 to 48 hours, you should receive two emails. The first will confirm receipt of your application by the Grants.gov system, and the second will indicate that the application has either been successfully validated by the system prior to transmission to the grantor agency or has been rejected due to errors.

Please do not hit the back button on your browser.

If your application is successfully validated and subsequently retrieved by the grantor agency from the Grants.gov system, you will receive an additional email. This email may be delivered several days or weeks from the date of submission, depending on when the grantor agency retrieves it.

You may also monitor the processing status of your submission within the Grants.gov system by clicking on the "Track My Application" link listed at the end of this form.

Note: Once the grantor agency has retrieved your application from Grants.gov, you will need to contact them directly for any subsequent status updates. Grants.gov does not participate in making any award decisions.

IMPORTANT NOTICE: If you do not receive a receipt confirmation and either a validation confirmation or a rejection email message within 48 hours, please contact us. The Grants.gov Contact Center can be reached by email at support@grants.gov, or by telephone at 1-800-518-4726. Always include your Grants.gov tracking number in all correspondence. The tracking numbers issued by Grants.gov look like GRANTXXXXXXXXX.

If you have questions please contact the Grants.gov Contact Center: support@grants.gov
1-800-518-4726 24 hours a day, 7 days a week. Closed on federal holidays.

The following application tracking information was generated by the system:

Grants.gov Tracking Number:	GRANT13713444
UEI:	K3LGS8BABNH9
Submitter's Name:	Patrick Clark
CFDA Number:	20.939
CFDA Description:	Safe Streets and Roads for All
Funding Opportunity Number:	DOT-SS4A-FY22-01
Funding Opportunity Description:	Safe Streets and Roads for All Discretionary Grant Program
Agency Name:	69A345 Office of the Under Secretary for Policy
Application Name of this Submission:	Philadelphia Vision Zero Capital Plan Implementation
Date/Time of Receipt:	Sep 15, 2022 04:36:18 PM EDT

TRACK MY APPLICATION – To check the status of this application, please click the link below:

https://apply07.grants.gov/apply/spoExit.jsp?p=web/grants/applicants/track-my-application.html&tracking_num=GRANT13713444

It is suggested you Save and/or Print this response for your records.

This Workspace form is one of the forms you need to complete prior to submitting your Application Package. This form can be completed in its entirety offline using Adobe Reader. You can save your form by clicking the "Save" button and see any errors by clicking the "Check For Errors" button. In-progress and completed forms can be uploaded at any time to Grants.gov using the Workspace feature.

When you open a form, required fields are highlighted in yellow with a red border. Optional fields and completed fields are displayed in white. If you enter invalid or incomplete information in a field, you will receive an error message. Additional instructions and FAQs about the Application Package can be found in the Grants.gov Applicants tab.

OPPORTUNITY & PACKAGE DETAILS:

Opportunity Number:	DOT-SS4A-FY22-01
Opportunity Title:	Safe Streets and Roads for All Discretionary Grant Program
Opportunity Package ID:	PKG00274329
CFDA Number:	20.939
CFDA Description:	Safe Streets and Roads for All
Competition ID:	0002
Competition Title:	Implementation Grant Applications
Opening Date:	05/16/2022
Closing Date:	09/15/2022
Agency:	69A345 Office of the Under Secretary for Policy
Contact Information:	Paul D Teicher Grantor E-mail: SS4A@dot.gov Phone: 202-366-4114

APPLICANT & WORKSPACE DETAILS:

Workspace ID:	WS00961249
Application Filing Name:	Philadelphia Vision Zero Capital Plan Implementation
UEI:	K3LGS8BABNH9
Organization:	PHILADELPHIA, CITY OF
Form Name:	Application for Federal Assistance (SF-424)
Form Version:	4.0
Requirement:	Mandatory
Download Date/Time:	Sep 19, 2022 03:27:48 PM EDT
Form State:	No Errors

FORM ACTIONS:

Application for Federal Assistance SF-424

* 1. Type of Submission: <input type="checkbox"/> Preapplication <input checked="" type="checkbox"/> Application <input type="checkbox"/> Changed/Corrected Application	* 2. Type of Application: <input checked="" type="checkbox"/> New <input type="checkbox"/> Continuation <input type="checkbox"/> Revision	* If Revision, select appropriate letter(s): <input type="text"/> * Other (Specify): <input type="text"/>
--	--	--

* 3. Date Received: <input type="text" value="Completed by Grants.gov upon submission."/>	4. Applicant Identifier: <input type="text"/>
--	--

5a. Federal Entity Identifier: <input type="text" value="K3LGS8BABNH9"/>	5b. Federal Award Identifier: <input type="text"/>
---	---

State Use Only:

6. Date Received by State: <input type="text"/>	7. State Application Identifier: <input type="text" value="Choose State..."/>
---	---

8. APPLICANT INFORMATION:

* a. Legal Name:

* b. Employer/Taxpayer Identification Number (EIN/TIN): <input type="text" value="23-6003047"/>	* c. UEI: <input type="text" value="K3LGS8BABNH9"/>
--	--

d. Address:

* Street1:	<input type="text" value="1401 J.F.K. Boulevard, 14th Floor"/>
Street2:	<input type="text"/>
* City:	<input type="text" value="Philadelphia"/>
County/Parish:	<input type="text" value="Philadelphia"/>
* State:	<input type="text" value="PA: Pennsylvania"/>
Province:	<input type="text"/>
* Country:	<input type="text" value="USA: UNITED STATES"/>
* Zip / Postal Code:	<input type="text" value="19102-1617"/>

e. Organizational Unit:

Department Name: <input type="text"/>	Division Name: <input type="text"/>
--	--

f. Name and contact information of person to be contacted on matters involving this application:

Prefix: <input type="text"/>	* First Name: <input type="text" value="Patrick"/>
Middle Name: <input type="text"/>	
* Last Name: <input type="text" value="Clark"/>	
Suffix: <input type="text"/>	

Title:

Organizational Affiliation:

* Telephone Number: <input type="text" value="215-686-4941"/>	Fax Number: <input type="text"/>
---	----------------------------------

* Email:

Application for Federal Assistance SF-424

*** 9. Type of Applicant 1: Select Applicant Type:**

C: City or Township Government

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

* Other (specify):

*** 10. Name of Federal Agency:**

69A345 Office of the Under Secretary for Policy

11. Catalog of Federal Domestic Assistance Number:

20.939

CFDA Title:

Safe Streets and Roads for All

*** 12. Funding Opportunity Number:**

DOT-SS4A-FY22-01

* Title:

Safe Streets and Roads for All Discretionary Grant Program

13. Competition Identification Number:

0002

Title:

Implementation Grant Applications

14. Areas Affected by Project (Cities, Counties, States, etc.):

Add Attachment

Delete Attachment

View Attachment

*** 15. Descriptive Title of Applicant's Project:**

Philadelphia Vision Zero Capital Plan Implementation Project

Attach supporting documents as specified in agency instructions.

Add Attachments

Delete Attachments

View Attachments

Application for Federal Assistance SF-424

16. Congressional Districts Of:

* a. Applicant

* b. Program/Project

Attach an additional list of Program/Project Congressional Districts if needed.

Add Attachment

Delete Attachment

View Attachment

17. Proposed Project:

* a. Start Date:

* b. End Date:

18. Estimated Funding (\$):

* a. Federal	<input type="text" value="30,000,000.00"/>
* b. Applicant	<input type="text" value="4,700,000.00"/>
* c. State	<input type="text" value="0.00"/>
* d. Local	<input type="text" value="0.00"/>
* e. Other	<input type="text" value="2,800,000.00"/>
* f. Program Income	<input type="text" value="0.00"/>
* g. TOTAL	<input type="text" value="37,500,000.00"/>

*** 19. Is Application Subject to Review By State Under Executive Order 12372 Process?**

a. This application was made available to the State under the Executive Order 12372 Process for review on

b. Program is subject to E.O. 12372 but has not been selected by the State for review.

c. Program is not covered by E.O. 12372.

*** 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes," provide explanation in attachment.)**

Yes No

If "Yes", provide explanation and attach

Add Attachment

Delete Attachment

View Attachment

21. *By signing this application, I certify (1) to the statements contained in the list of certifications and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 18, Section 1001)**

** I AGREE

** The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

Authorized Representative:

Prefix: * First Name:

Middle Name:

* Last Name:

Suffix:

* Title:

* Telephone Number: Fax Number:

* Email:

* Signature of Authorized Representative:

* Date Signed:

This Workspace form is one of the forms you need to complete prior to submitting your Application Package. This form can be completed in its entirety offline using Adobe Reader. You can save your form by clicking the "Save" button and see any errors by clicking the "Check For Errors" button. In-progress and completed forms can be uploaded at any time to Grants.gov using the Workspace feature.

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OPPORTUNITY & PACKAGE DETAILS:

Opportunity Number:	DOT-SS4A-FY22-01
Opportunity Title:	Safe Streets and Roads for All Discretionary Grant Program
Opportunity Package ID:	PKG00274329
CFDA Number:	20.939
CFDA Description:	Safe Streets and Roads for All
Competition ID:	0002
Competition Title:	Implementation Grant Applications
Opening Date:	05/16/2022
Closing Date:	09/15/2022
Agency:	69A345 Office of the Under Secretary for Policy
Contact Information:	Paul D Teicher Grantor E-mail: SS4A@dot.gov Phone: 202-366-4114

APPLICANT & WORKSPACE DETAILS:

Workspace ID:	WS00961249
Application Filing Name:	Philadelphia Vision Zero Capital Plan Implementation
UEI:	K3LGS8BABNH9
Organization:	PHILADELPHIA, CITY OF
Form Name:	Budget Information for Construction Programs (SF-424C)
Form Version:	2.0
Requirement:	Mandatory
Download Date/Time:	Sep 19, 2022 03:28:08 PM EDT
Form State:	No Errors

FORM ACTIONS:

BUDGET INFORMATION - Construction Programs

NOTE: Certain Federal assistance programs require additional computations to arrive at the Federal share of project costs eligible for participation. If such is the case, you will be notified.

COST CLASSIFICATION	a. Total Cost	b. Costs Not Allowable for Participation	c. Total Allowable Costs (Columns a-b)
1. Administrative and legal expenses	\$	\$	\$
2. Land, structures, rights-of-way, appraisals, etc.	\$	\$	\$
3. Relocation expenses and payments	\$	\$	\$
4. Architectural and engineering fees	\$ 7,561,000.00	\$	\$ 7,561,000.00
5. Other architectural and engineering fees	\$	\$	\$
6. Project inspection fees	\$	\$	\$
7. Site work	\$	\$	\$
8. Demolition and removal	\$	\$	\$
9. Construction	\$ 25,816,000.00	\$	\$ 25,816,000.00
10. Equipment	\$	\$	\$
11. Miscellaneous	\$ 700,000.00	\$	\$ 700,000.00
12. SUBTOTAL (sum of lines 1-11)	\$ 34,077,000.00	\$	\$ 34,077,000.00
13. Contingencies	\$ 3,423,000.00	\$	\$ 3,423,000.00
14. SUBTOTAL	\$ 37,500,000.00	\$	\$ 37,500,000.00
15. Project (program) income	\$	\$	\$
16. TOTAL PROJECT COSTS (subtract #15 from #14)	\$ 37,500,000.00	\$	\$ 37,500,000.00
FEDERAL FUNDING			

17. Federal assistance requested, calculate as follows:
 (Consult Federal agency for Federal percentage share.) Enter eligible costs from line 16c Multiply X %
 Enter the resulting Federal share. \$

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OPPORTUNITY & PACKAGE DETAILS:

Opportunity Number:	DOT-SS4A-FY22-01
Opportunity Title:	Safe Streets and Roads for All Discretionary Grant Program
Opportunity Package ID:	PKG00274329
CFDA Number:	20.939
CFDA Description:	Safe Streets and Roads for All
Competition ID:	0002
Competition Title:	Implementation Grant Applications
Opening Date:	05/16/2022
Closing Date:	09/15/2022
Agency:	69A345 Office of the Under Secretary for Policy
Contact Information:	Paul D Teicher Grantor E-mail: SS4A@dot.gov Phone: 202-366-4114

APPLICANT & WORKSPACE DETAILS:

Workspace ID:	WS00961249
Application Filing Name:	Philadelphia Vision Zero Capital Plan Implementation
UEI:	K3LGS8BABNH9
Organization:	PHILADELPHIA, CITY OF
Form Name:	Assurances for Construction Programs (SF-424D)
Form Version:	1.1
Requirement:	Mandatory
Download Date/Time:	Sep 19, 2022 03:28:15 PM EDT
Form State:	No Errors

FORM ACTIONS:

ASSURANCES - CONSTRUCTION PROGRAMS

OMB Number: 4040-0009
Expiration Date: 02/28/2025

Public reporting burden for this collection of information is estimated to average 15 minutes per response, including time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to the Office of Management and Budget, Paperwork Reduction Project (0348-0042), Washington, DC 20503.

PLEASE DO NOT RETURN YOUR COMPLETED FORM TO THE OFFICE OF MANAGEMENT AND BUDGET. SEND IT TO THE ADDRESS PROVIDED BY THE SPONSORING AGENCY.

NOTE: Certain of these assurances may not be applicable to your project or program. If you have questions, please contact the Awarding Agency. Further, certain Federal assistance awarding agencies may require applicants to certify to additional assurances. If such is the case, you will be notified.

As the duly authorized representative of the applicant, I certify that the applicant:

1. Has the legal authority to apply for Federal assistance, and the institutional, managerial and financial capability (including funds sufficient to pay the non-Federal share of project costs) to ensure proper planning, management and completion of project described in this application.
2. Will give the awarding agency, the Comptroller General of the United States and, if appropriate, the State, the right to examine all records, books, papers, or documents related to the assistance; and will establish a proper accounting system in accordance with generally accepted accounting standards or agency directives.
3. Will not dispose of, modify the use of, or change the terms of the real property title or other interest in the site and facilities without permission and instructions from the awarding agency. Will record the Federal awarding agency directives and will include a covenant in the title of real property acquired in whole or in part with Federal assistance funds to assure non-discrimination during the useful life of the project.
4. Will comply with the requirements of the assistance awarding agency with regard to the drafting, review and approval of construction plans and specifications.
5. Will provide and maintain competent and adequate engineering supervision at the construction site to ensure that the complete work conforms with the approved plans and specifications and will furnish progressive reports and such other information as may be required by the assistance awarding agency or State.
6. Will initiate and complete the work within the applicable time frame after receipt of approval of the awarding agency.
7. Will establish safeguards to prohibit employees from using their positions for a purpose that constitutes or presents the appearance of personal or organizational conflict of interest, or personal gain.
8. Will comply with the Intergovernmental Personnel Act of 1970 (42 U.S.C. §§4728-4763) relating to prescribed standards of merit systems for programs funded under one of the 19 statutes or regulations specified in Appendix A of OPM's Standards for a Merit System of Personnel Administration (5 C.F.R. 900, Subpart F).
9. Will comply with the Lead-Based Paint Poisoning Prevention Act (42 U.S.C. §§4801 et seq.) which prohibits the use of lead-based paint in construction or rehabilitation of residence structures.
10. Will comply with all Federal statutes relating to non-discrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin; (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§1681 1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps; (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. §§6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended relating to nondiscrimination on the basis of drug abuse; (f) the Comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (g) §§523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§290 dd-3 and 290 ee 3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

11. Will comply, or has already complied, with the requirements of Titles II and III of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (P.L. 91-646) which provide for fair and equitable treatment of persons displaced or whose property is acquired as a result of Federal and federally-assisted programs. These requirements apply to all interests in real property acquired for project purposes regardless of Federal participation in purchases.
12. Will comply with the provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.
13. Will comply, as applicable, with the provisions of the Davis-Bacon Act (40 U.S.C. §§276a to 276a-7), the Copeland Act (40 U.S.C. §276c and 18 U.S.C. §874), and the Contract Work Hours and Safety Standards Act (40 U.S.C. §§327-333) regarding labor standards for federally-assisted construction subagreements.
14. Will comply with flood insurance purchase requirements of Section 102(a) of the Flood Disaster Protection Act of 1973 (P.L. 93-234) which requires recipients in a special flood hazard area to participate in the program and to purchase flood insurance if the total cost of insurable construction and acquisition is \$10,000 or more.
15. Will comply with environmental standards which may be prescribed pursuant to the following: (a) institution of environmental quality control measures under the National Environmental Policy Act of 1969 (P.L. 91-190) and Executive Order (EO) 11514; (b) notification of violating facilities pursuant to EO 11738; (c) protection of wetlands pursuant to EO 11990; (d) evaluation of flood hazards in floodplains in accordance with EO 11988; (e) assurance of project consistency with the approved State management program developed under the Coastal Zone Management Act of 1972 (16 U.S.C. §§1451 et seq.); (f) conformity of Federal actions to State (Clean Air) implementation Plans under Section 176(c) of the Clean Air Act of 1955, as amended (42 U.S.C. §§7401 et seq.); (g) protection of underground sources of drinking water under the Safe Drinking Water Act of 1974, as amended (P.L. 93-523); and, (h) protection of endangered species under the Endangered Species Act of 1973, as amended (P.L. 93-205).
16. Will comply with the Wild and Scenic Rivers Act of 1968 (16 U.S.C. §§1271 et seq.) related to protecting components or potential components of the national wild and scenic rivers system.
17. Will assist the awarding agency in assuring compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. §470), EO 11593 (identification and protection of historic properties), and the Archaeological and Historic Preservation Act of 1974 (16 U.S.C. §§469a-1 et seq).
18. Will cause to be performed the required financial and compliance audits in accordance with the Single Audit Act Amendments of 1996 and OMB Circular No. A-133, "Audits of States, Local Governments, and Non-Profit Organizations."
19. Will comply with all applicable requirements of all other Federal laws, executive orders, regulations, and policies governing this program.
20. Will comply with the requirements of Section 106(g) of the Trafficking Victims Protection Act (TVPA) of 2000, as amended (22 U.S.C. 7104) which prohibits grant award recipients or a sub-recipient from (1) Engaging in severe forms of trafficking in persons during the period of time that the award is in effect (2) Procuring a commercial sex act during the period of time that the award is in effect or (3) Using forced labor in the performance of the award or subawards under the award.

SIGNATURE OF AUTHORIZED CERTIFYING OFFICIAL <input type="text" value="Completed on submission to Grants.gov"/>	TITLE <input type="text" value="Deputy Managing Director"/>
APPLICANT ORGANIZATION <input type="text" value="City of Philadelphia"/>	DATE SUBMITTED <input type="text" value="Completed on submission to Grants.gov"/>

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OPPORTUNITY & PACKAGE DETAILS:

Opportunity Number:	DOT-SS4A-FY22-01
Opportunity Title:	Safe Streets and Roads for All Discretionary Grant Program
Opportunity Package ID:	PKG00274329
CFDA Number:	20.939
CFDA Description:	Safe Streets and Roads for All
Competition ID:	0002
Competition Title:	Implementation Grant Applications
Opening Date:	05/16/2022
Closing Date:	09/15/2022
Agency:	69A345 Office of the Under Secretary for Policy
Contact Information:	Paul D Teicher Grantor E-mail: SS4A@dot.gov Phone: 202-366-4114

APPLICANT & WORKSPACE DETAILS:

Workspace ID:	WS00961249
Application Filing Name:	Philadelphia Vision Zero Capital Plan Implementation
UEI:	K3LGS8BABNH9
Organization:	PHILADELPHIA, CITY OF
Form Name:	Disclosure of Lobbying Activities (SF-LLL)
Form Version:	2.0
Requirement:	Mandatory
Download Date/Time:	Sep 19, 2022 03:28:22 PM EDT
Form State:	No Errors

FORM ACTIONS:

DISCLOSURE OF LOBBYING ACTIVITIES

Complete this form to disclose lobbying activities pursuant to 31 U.S.C.1352

OMB Number: 4040-0013
Expiration Date: 02/28/2025

1. * Type of Federal Action: <input type="checkbox"/> a. contract <input checked="" type="checkbox"/> b. grant <input type="checkbox"/> c. cooperative agreement <input type="checkbox"/> d. loan <input type="checkbox"/> e. loan guarantee <input type="checkbox"/> f. loan insurance	2. * Status of Federal Action: <input checked="" type="checkbox"/> a. bid/offer/application <input type="checkbox"/> b. initial award <input type="checkbox"/> c. post-award	3. * Report Type: <input checked="" type="checkbox"/> a. initial filing <input type="checkbox"/> b. material change
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4. Name and Address of Reporting Entity:

Prime SubAwardee

* Name:

* Street 1: Street 2:

* City: State: Zip:

Congressional District, if known:

5. If Reporting Entity in No.4 is Subawardee, Enter Name and Address of Prime:

6. * Federal Department/Agency: <input type="text" value="Department of Transportation"/>	7. * Federal Program Name/Description: <input type="text" value="Safe Streets and Roads for All"/> CFDA Number, if applicable: <input type="text" value="20.939"/>
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8. Federal Action Number, if known: <input type="text"/>	9. Award Amount, if known: \$ <input type="text"/>
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10. a. Name and Address of Lobbying Registrant:

Prefix * First Name Middle Name

* Last Name Suffix

* Street 1: Street 2:

* City: State: Zip:

b. Individual Performing Services (including address if different from No. 10a)

Prefix * First Name Middle Name

* Last Name Suffix

* Street 1: Street 2:

* City: State: Zip:

11. Information requested through this form is authorized by title 31 U.S.C. section 1352. This disclosure of lobbying activities is a material representation of fact upon which reliance was placed by the tier above when the transaction was made or entered into. This disclosure is required pursuant to 31 U.S.C. 1352. This information will be reported to the Congress semi-annually and will be available for public inspection. Any person who fails to file the required disclosure shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

* Signature:

* Name: Prefix * First Name Middle Name
* Last Name Suffix

Title: Telephone No.: Date: