

T-SAFE

Tampa – Systemic Applications for Equity



City of Tampa

Safe Streets & Roads for All

Discretionary Grant Program

DOT-SS4A-FY22-01

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Key Information

Application Name	T-SAFE: Tampa – Systemic Applications For Equity	
Lead Applicant	City of Tampa	
If Multijurisdictional, additional eligible entities jointly applying	N/A	
Roadway Safety Responsibility	Ownership and/or maintenance responsibilities over a roadway network	X
	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	
Population in Underserved Communities	65,799	
State in which projects and strategies are located	Florida	
Total Jurisdiction Population	387,050	
Costs by State	\$25,000,000	
Population in Underserved Communities	65,799	
Funds to underserved communities	\$18,566,866	
Cost total for eligible activity (A) supplemental action plan activities in support of an existing Action Plan	\$2,000,000	
Cost total for eligible activity (B) conducting planning, design, and development activities for projects and strategies identified in an Action Plan	\$4,000,000	
Cost total for eligible activity (C) carrying out projects and strategies identified in an Action Plan	\$19,000,000	
Action Plan or Established Plan Link	https://www.tampa.gov/visionzero/action-plan	

Table 1: Key Information Table

I. Overview

Introduction

The City of Tampa (City) is committed to reaching the goal of zero deaths and serious injuries on roads in Tampa. This commitment was solidified when Mayor Jane Castor took office and publicly committed to Vision Zero in November 2019 at the National Safe Routes to School Partnership Conference held in Tampa. Since that November 2019 commitment, the City has achieved a number of steps in our journey to zero. In 2020, the City joined the Vision Zero Network and hired its first Vision Zero Coordinator. In 2021, the City's first Vision Zero Action Plan (VZ Action Plan) was developed with the help and input from a diverse Vision Zero Task Force.

Throughout 2022, the City has been rapidly implementing various elements of our VZ Action Plan. A key part of our approach is a transition to a Quick Build program of projects which will include deployment of safety treatments in the highest priority places – our High Injury Network (HIN) and underserved communities. This grant request, **Tampa Systemic Applications for Equity, or T-SAFE**, will directly support the City's ability to implement our Quick Build program of projects and work with agency partners to develop a plan for improving safety on the HIN corridors under their jurisdiction.

Safety Context

Tampa is in the midst of a public health crisis. On average, **44 people die** and another **289 suffer life-altering injuries** on roads in Tampa each year. For a city of almost 400,000 people, we experience a fatality nearly every week of the year. Like the rest of the country, 2021 was particularly deadly on our roads. In fact, while the U.S. saw on average a 10.5% increase in fatalities, Tampa experienced 81 fatalities - **almost double our normal year average of 44 fatalities**, and 2022 is on track to match last year's horrifying loss of life on roads in Tampa.

Our roads are unsafe for everyone, but particularly so for people walking. Florida is the deadliest state in the country for pedestrians, and the Tampa Bay Metropolitan Statistical Area is consistently ranked in the Top 10 worst regions in the U.S. since the advent of the Dangerous by Design report by Smart Growth America, ranking 4th in the 2022 report. Pedestrians represent nearly 40% of roadway fatalities each year in Tampa – the highest of all modes. While our Vision Zero approach encompasses making our roads safe for everyone and all modes, pedestrians walking are by far our most vulnerable, and many live in underserved communities.

As part of our Vision Zero Action Plan effort, we identified the City's **High Injury Network (HIN)**, which includes the City-owned, Hillsborough County-owned, and Florida Department of Transportation-owned roads that make up only **24% of road miles in Tampa, but 73% of roadway fatalities**.

Jurisdiction

The City of Tampa is the largest city in Hillsborough County and is the third most populous city in Florida. It is located on the west coast of Florida, approximately 20 miles northeast of St. Petersburg and 85 miles southwest of Orlando. Tampa's economy is founded on a diverse base which includes tourism, agriculture, construction, finance, healthcare, government, and technology.

Under the leadership of Mayor Jane Castor, the City has embarked on a multi-faceted planning effort to prepare for the rapid growth and changing landscape that Tampa is currently experiencing. **Mayor Castor's Transforming Tampa's Tomorrow (T3)** initiative focuses on fostering a sustainable and resilient community prepared for climate change, providing attainable housing for all Tampa residents, supporting our economy through workforce development, and developing a well-connected, multimodal transportation network.

In support of T3, the City is developing plans to unwind the mistakes of the past and prepare for the future, including a Resilience Roadmap, Climate Action & Equity Plan, Comprehensive Land Use Plan, Citywide Mobility Plan, and the VZ Action Plan. Vision Zero is a critical T3 component, not just for the City's transportation safety efforts, but for our overall growth, health, equity, sustainability, and resilience.

Grant Request

The City of Tampa is requesting \$20,000,000, with a \$5,000,000 local and state match, for a **total project cost of \$25,000,000**, to rapidly deploy low-cost, systemic safety countermeasures, build multi-jurisdiction partnerships and curb the deadly epidemic happening in our City that inequitably affects underserved communities.

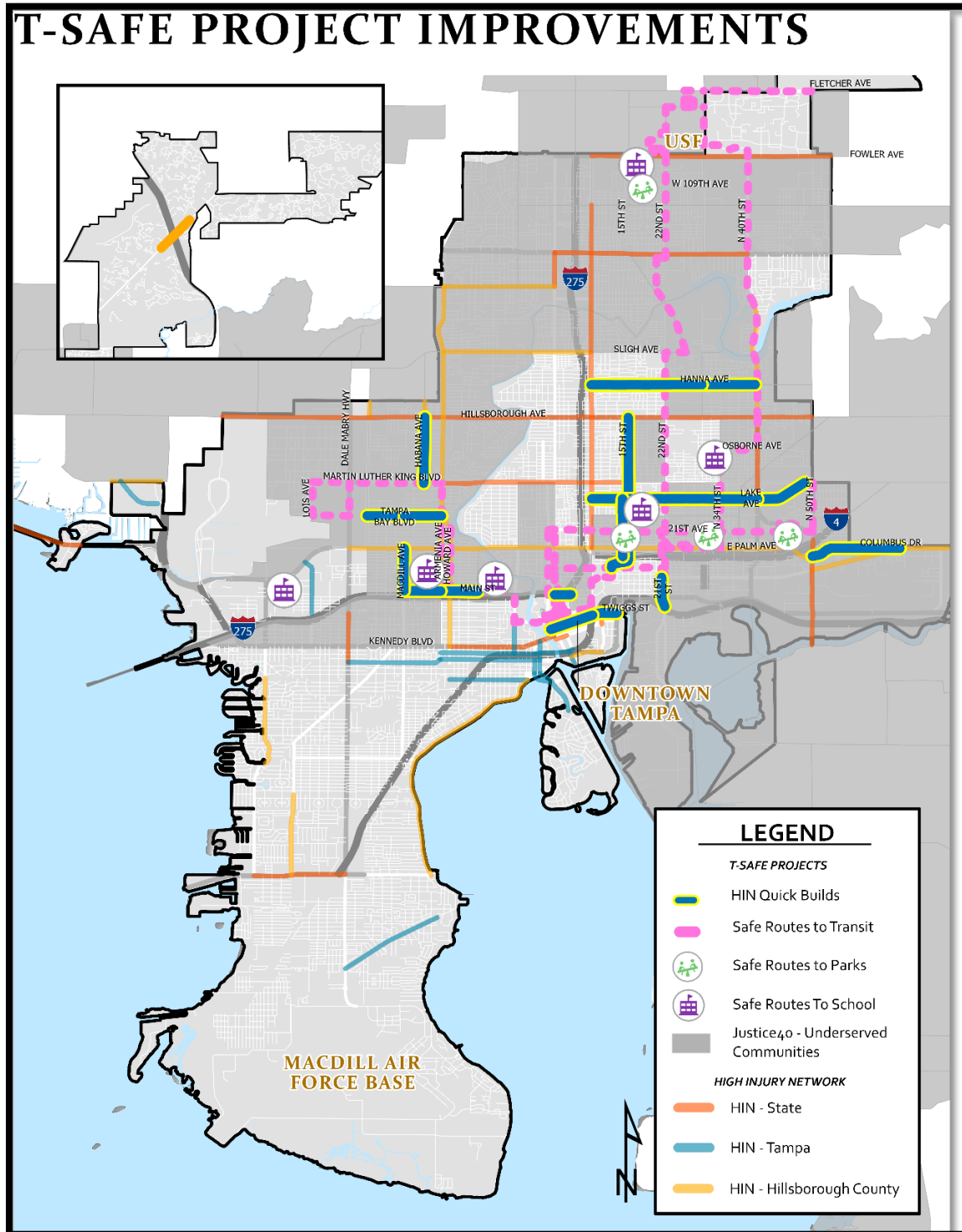
The City's overall **Vision Zero Project Implementation Approach** and the approach for the proposed **T-SAFE** project are two-fold:

- 1) **Triage:** Address the immediate problem areas and roads with similar characteristics.
 - a. Address the HIN and other severe crash hotspots with quick, low-cost treatments
 - b. Implement countermeasures outside of the HIN that address systemic crash risk factors
- 2) **Preventive Care:** Encourage mode shift by making walking, biking, and transit easy, comfortable, and **safe**.
 - a. Fill walk and bike network gaps and improve existing facilities
 - b. Support access to transit

The projects and strategies in this T-SAFE grant request are organized around these themes of Triage and Prevention and include **three types of projects totaling \$23 million** and a **supplemental action plan effort** to develop a Comprehensive Pedestrian Safety & Equity Action Plan **totaling \$2 million**. Seventy-four percent of the overall funds will be focused on implementing projects and strategies to improve safety for **people living in underserved communities**.

II. Location

The geographic focus for this proposal is the City of Tampa’s High Injury Network (HIN) with an emphasis on projects in underserved communities.



III. Response to Selection Criteria

#1: Safety Impact

Description of the Safety Problem

As part of our VZ Action Plan effort, an in-depth crash analysis¹ dug into the details of severe injury and fatal crashes to determine rates of crashes by topologies, locations, behaviors, and environmental conditions which may have influenced the incident and severity of the crash. The analysis evaluated fatal and severe injury crashes occurring in Tampa from 2014-2018.² The following provides a summary of the findings:

Who is affected:

- **Pedestrians represent nearly 40% of fatal crashes;** The next highest mode is driver or passenger fatalities at 27% of the total. Nationally, pedestrians represent 17% of the total roadway fatalities in the US.
- 46% of pedestrians suffering fatal and severe injuries were 56 to 75 years
- 74% of cyclists suffering fatal and severe injuries were under 25 years
- 20% of car and motorcycle drivers suffering fatal and severe injuries were 16 to 25 years

Contributing factors:

- Wide, fast roads:
 - Roads with speeds posted 40 mph and greater make up 68% of total fatal pedestrian crashes.
 - 73% of bicycle and 83% of pedestrian deadly and life-altering injury crashes happen on non-city-owned roads, which are more likely to have higher speeds and more lanes.
- Behavior: the most significant factors include speeding and aggressive driving; intoxication; and distracted driving.
- Streetlighting: 75% of pedestrian fatalities happen at night

Crash Locations:

- HIN:
 - Represents 24% of road miles, but 73% of fatalities
 - Breakdown of HIN ownership: City: 21.5 miles (25%) County: 29.9 (36%) miles State: 32.4 miles (39%) Total: 83.8 miles
- Communities of Concern:
 - The crash analysis evaluated the impact of deadly and life-altering injury crashes in underserved communities – referred in the VZAction Plan as Communities of Concern

¹ Details, graphics, and charts from the crash analysis can be viewed in the VZ Action Plan: www.tampa.gov/visionzero/action-plan

² The crash data originates from Florida Signal Four Analytics which is an interactive, web-based system designed to support the crash mapping and analysis needs of law enforcement, traffic engineering, transportation planning agencies, and research institutions in the state of Florida. At the time the analysis was initiated, the complete set of crash data available was through 2018.

³ Determined by the Hillsborough Transportation Planning Organization (TPO) and includes Census Block Groups greater than one standard deviation above countywide average of two or more of the following demographic areas: minorities, low-income, older adults, limited proficiency in English, people with disabilities, zero-car households, and youth.

- These communities comprise of 27% of land area and 39% of centerline road miles citywide but suffer 52% of crashes, carrying a disproportionate burden of deadly and life-altering crashes.

Safety Risk Assessment

A safety risk assessment was conducted which delved into the HIN data to identify a common set of roadway characteristics, such as posted speeds and number of lane miles, that likely contribute to greater risk for fatal and severe injury crashes.

This analysis resulted in these findings on the HIN:

- On all road types, **most fatalities occur at night.**
- **Speed and turning movements** are the most significant contributors to crashes.
- Six-lane roads:
 - Account for **33% of all fatal and severe crashes** during analysis period.
 - Represent 40% of vulnerable user fatal and severe injury crashes.
 - Comprise the highest percent of road miles on the HIN.
 - Encompasses 83% of this road type under State jurisdiction.
- Four-lane undivided roads:
 - 78% of fatal and severe injury crashes on this road type involve **people walking.**
 - Presents the typical configuration for many City-owned collectors.
- One-Way with two to four lanes:
 - People walking represent 50% of the fatalities on this road type
 - Conditions allow for high vehicle speeds and conflicts with pedestrians at intersections
 - 67% of this road type is under **City ownership**

Safety Impact Assessment

The T-SAFE Project focuses on addressing many of these crash factors by rapidly implementing low-cost, high-impact treatments on City-owned corridors on the HIN in underserved communities. Projects are organized around **Triage Projects**, which include two phases of Quick Build projects and **Preventive Care Projects**, which include Safe Routes to Places projects and a supplemental action plan to develop a Comprehensive Pedestrian Safety & Equity Action Plan.

Triage Projects

The Triage Projects are focused on addressing the **highest need areas as quickly as possible** through two phases of Quick Build projects across all the T-SAFE City-owned HIN corridors in underserved communities. Project limits for several HIN corridors included in this application have been extended from the HIN for a systemic approach to implementation.

- **Phase 1 Quick Build Projects** include Quick Build treatments across all of the T-SAFE City-owned HIN corridors in underserved communities. Project types include, but are not limited to, the following proven safety countermeasures:
 - Pedestrian mid-block crosswalks
 - Backplates with reflective borders on traffic signals
 - Rectangular Rapid Flashing Beacons (RRFBs)
 - High visibility crosswalks

- Enhancements to signage and pavement markings
- **Phase 2 Quick Build Projects** entails a second pass at the T-SAFE HIN corridors to add additional countermeasures that require slightly more time and effort to implement, such as engineering design and stakeholder engagement. These additional safety countermeasures, include but are not limited to:
 - Sidewalk installation
 - Street lighting upgrades
 - Separated bicycle lanes
 - Lane repurposing
 - Narrowed lanes

Preventive Care Projects

The Preventive Care projects include a package of Safe Routes to Places projects to provide safe access to schools, parks, and transit, and a supplemental action plan effort to develop a Comprehensive Pedestrian Safety & Equity Action Plan.

- **Safe Routes to Places** projects were identified from studies conducted in partnership with the Hillsborough Transportation Planning Organization (TPO) and the Hillsborough Area Regional Transit Authority (HART). Generally, these projects will implement the following proven safety countermeasures that improve safe access to six schools, four parks, and along four transit routes, including but not limited to:
 - Enhancements to signage and pavement markings
 - Sidewalk installation
 - Street lighting upgrades
 - Separated bicycle lanes
 - School speed zone flashers
 - Traffic calming
 - High visibility crosswalks
 - RRFBs

These projects will include coordination with the Hillsborough TPO, the Hillsborough County School District, Hillsborough Area Regional Transit, and other relevant agencies to implement these countermeasures.

- **Comprehensive Pedestrian Safety & Equity Action Plan (CPSEAP)** will entail a large data collection effort and data management approach, inclusive stakeholder and public engagement, develop actionable strategies that spread the T-SAFE project beyond the City-owned HIN corridors, and create a replicable structure and toolkit to implement pedestrian safety strategies Citywide.
 - Data collection and data management strategy:
 - Existing conditions data – missing data needed to develop ADA Transition Plan, signs, pavement markings, curb ramps, crosswalks, sidewalks, etc.
 - Evaluate new data sources for applicability to the City’s needs for the CPSEAP. bike/ped usage and counts data, speeding data, before/after data
 - Street light assessment with Tampa Electric Company
 - Partnerships:

- Multijurisdictional partnerships – Conduct Road Safety Audits on HIN corridors owned by other agencies in Tampa’s underserved communities and develop corridor action plans with commitments from partners
- T-SAFE Project Steering Committee – inclusive community-centered group to provide input, guide outcomes, and build community capacity and culture change
- Outreach – community-based nonprofit organizations such as Walk Bike Tampa to conduct outreach and surveys within communities
- Action Plan:
 - Update Complete Streets Policy
 - Develop toolkit of strategies and countermeasures

#2: Equity, Engagement, and Collaboration

Equitable Investment in Underserved Communities

Over the past two years, the City has developed a **data-driven, equitable approach** to how we identify, plan for, and implement projects to distribute our limited resources based on the greatest need and ensure that all City residents have safe and convenient mobility options. The Citywide Mobility Plan, called **Tampa MOVES**, includes a set of Guiding Principles which guide how we prioritize projects: **(M)obility**: for All; **(O)ppportunity**: Promote economic vitality by improving the reliability and efficiency of the transportation system; **(V)ision**: Strengthen all neighborhoods throughout the city by providing health, sustainable, and resilient transportation solutions; **(E)quity**: Remove barriers and provide transportation options to the people who need it most; **(S)afety**: Enhance the safety and security of transportation for people of all ages and abilities.

This equitable process is demonstrated in this T-SAFE project. The package of projects in this application were identified by overlaying the HIN with the Justice40 areas to identify our primary focus area. By laying these together, we were able to prioritize the sites with the greatest need, as viewed from multiple lenses. By taking this approach on the front end, we are proud to have 74% of our projects designated to underserved communities.

Engagement with a Variety of Public and Private Stakeholders

A critical component of the City’s VZ Action Plan included a focus on Equity and Engagement. The Equity and Engagement Committee was one of three committees that formed the VZ Task Force and developed strategies and action items to infuse equity and engagement into the VZ Action Plan. As we implement the VZ Action Plan, the VZ Task Force will continue to meet on a quarterly basis to ensure implementation and provide an element of transparency.

If selected, the City will form a **T-SAFE Project Steering Committee** with public and private stakeholders to provide input, feedback, and help guide the equitable implementation of this T-SAFE project. This committee will include representatives from our local agency partners to support implementation and stakeholders from the underserved communities that will be the focus of these investments. This committee will meet on a quarterly basis, on opposite months from the VZ Task Force, and may include overlap of VZ Task Force members. Agency and organization partners invited to participate in this steering committee will include: Hillsborough County, FDOT, Tampa-Hillsborough Expressway Authority, Hillsborough County School District, Hillsborough TPO, Hillsborough Area Regional Transit, Florida Department of Health, Walk Bike Tampa, AARP, NAACP, neighborhood organization representatives, and other groups that represent the interests of the communities of focus for these projects.

#3: Effective Practices and Strategies

Create a Safer Community

One of the highest priority action items identified in the VZ Action Plan effort was creating a Quick Build program to rapidly implement safety treatments across a broad geographic area and support a safer community. Through our involvement in the **FHWA Vision Zero Cities Pairing Program**, we have learned from our mentor -- the City of Richmond -- how to pivot our reactive approach to a proactive, systemic approach. This includes transitioning a team of eight planners, technicians, and engineers from a reactive approach based solely on customer requests and complaints to a proactive team following an annual work program of Vision Zero-focused Quick Build projects. This team will be supported by a dedicated Operations team to implement many of these projects. This proactive, Quick Build approach transitions the City from the historical focus on the larger, more costly corridor projects that take many years to implement and are limited to a small geographic area. This new Quick Build approach of low-cost, high-impact systemic tactics spread across a broad geography will rapidly address our dire safety context, supported with staff and resource realignment to execute.

Safe System Approach

The City's Vision Zero Action Plan and overall VZ approach is organized around the Safe System elements to create redundancies in implementation. The T-SAFE application addresses all of the Safe System elements by redesigning streets (Safer Streets), reallocating space and traffic calming (Safer Speeds), including community members and agency partners in culture change (Safer People), encouraging mode shift (Safer Vehicles), and collecting and analyzing a comprehensive data set (Safety Data & Post-Crash Care).

Complete Streets

The City adopted a Complete Street policy over a decade ago and has since implemented many Complete Street projects to improve multimodal access. As part of this T-SAFE application under the CPSEAP, the City plans to update its Complete Streets policy to align with our Tampa MOVES Guiding Principles. The CPSEAP will also help the City collect missing data needed to create an ADA Transition Plan and make our streets accessible for ALL road users.

Many of the streets in downtown Tampa are overbuilt, with excess capacity that can be dedicated to multimodal travel. Downtown is not an underserved area as defined by the Justice 40 criteria, but it experiences the greatest number of people walking, biking, riding transit, and engaging in other non-vehicular modes of travel, and therefore an opportunity to shift a substantial number of trips to multimodal options. This includes Twiggs St, which is on the HIN and has dedicated funding from the State of Florida to implement a Complete Street project. This project is **part of the T-SAFE grant match**. Design for this project will begin in FY 24, and construction will begin in FY 26.

Should this T-SAFE application be successful, the City will implement, **in tandem with the implementation of T-SAFE**, effective countermeasures, projects, and strategies in the urban core to encourage walking, biking, rolling, and taking transit in support of our preventive care approach of mode shift. Strategies that will be implemented as part of this include right-sizing downtown streets, adding bulb-outs to crossings, micromobility hubs in parking spaces, widespread secure bike parking, improving Streetcar access, and working with HART to grow ridership on routes connecting to downtown.

Innovative Practices & Technologies

This Quick Build approach described in this T-SAFE application is an innovative practice for the City and will change the way we implement projects. The Quick Build program will entail testing new safety treatments such as protected intersections, piloting new or repurposed materials, and applying a data-driven approach to evaluate project successes or issues. Additionally, the City will develop Quick Build standards that can be shared with other communities and tested with our partner agencies.

#4: Climate Change and Sustainability, and Economic Competitiveness

Climate Change and Sustainability

The City is making strides in developing robust plans for sustainability and resilience. In 2020, the City hired a Sustainability and Resilience Officer who is coordinating many planning efforts across all City Departments and working closely with the Mobility Department. The City's Resilience Roadmap⁴ and the Climate Equity Action Plan include a strong focus on Vision Zero, Complete Streets, and expanding transit to shift people from Single-Occupant Vehicle (SOV) travel to more sustainable ways of getting around.

Transportation emissions account for an estimated **41% of community-wide greenhouse gas emissions** annually in Tampa. **Eighty percent of surveyed Tampa residents** want to walk, bike, and take transit more, but do not feel comfortable doing it. This T-SAFE application includes a set of projects and plans that will make a significant impact in creating safer ways for people to get around. The result will be safer streets and cleaner air.

Additional efforts being led by the City that support this push for sustainability and mode shift include land use changes to concentrate new housing close to transit, jobs, services, and schools. By the end of 2022, the City will be rolling out shared E-Bikes citywide to increase access for all City residents. This builds off of a successful E-scooter pilot program that saw 2 million rides in a two-year span, just in the urban core area.

Economic Competitiveness

A primary goal of the T-SAFE project is ensuring safe access to transit to help **connect people to jobs**. A strong public transit system is critical to realize Vision Zero, encourage multimodal travel, and help people access better paying jobs. In Tampa, housing + transportation costs account for (on average) 56% of annual household income (33% to housing and 23% to transportation).⁵ Focusing on affordable, safe, and convenient transportation options will also help many people in Tampa who struggle to make ends meet because their housing and transportation costs are so high.

The employment created by the direct development and construction of the T-SAFE project will require the skilled expertise of engineers, contractors, and a labor force well-versed in roadway and sidewalk construction methods. The project elements will have immediate job creation benefits for the local economy based on construction spending. Besides creating immediate

⁴ <https://www.tampa.gov/green-tampa/resilience>

⁵ Housing + Transportation Index: <https://htaindex.cnt.org/map/>

construction jobs, these projects will also potentially draw new businesses to Tampa looking for safe, convenient transportation options, bringing in additional jobs.

IV. Project Readiness

The City’s Mobility Department is prepared to receive funds for the proposed projects, with a set of existing contracts in place for planning, design, and construction. The City is also initiating an on-call signs and pavement markings contractor that can implement many of the Phase 1 Quick Build projects and the Safe Routes to Places projects. The projects and strategies in this T-SAFE application can commence immediately upon receipt of grant funds and will be implemented within the required timeframe. All projects are on City of Tampa-owned right-of-way, therefore only local permits and approvals will be needed. No additional permission is needed for any design treatments for the implementation of countermeasures.

The City of Tampa is financially sound and capable of addressing contingencies in construction costs and long-term maintenance and operations. The City of Tampa has extensive experience in grants management and compliance with federal funds. The City of Tampa Mobility Department currently has over \$30M in State and Federal DOT grants in its portfolio. The City employs a grants management and compliance team of 20 staff who are tasked with completing grant reporting, compliance, accounting, and audit reviews. The Grants Division will monitor for compliance with terms and conditions of the grant agreement.

Milestone	Year 1	Year 2	Year 3	Year 4	Year 5
Reviews, Permits, and Approvals					
Grant Execution					
Final Design					
NEPA Process					
Public Engagement					
Local permitting					
Planning, Design, Construction and Evaluation					
Phase 1 HIN Quick Build					
Phase 2 HIN Quick Build					
Safe Routes to Places					
Comprehensive Pedestrian Safety and Equity Action Plan					
Performance Evaluation and Reporting					

Table 2. Project Schedule

Funds to Underserved Communities

The primary geographic focus of this grant application is Tampa’s underserved communities. A critical component of our supplemental action plan effort includes working with our local agency partners to also bring a focus to these communities and implement rapid improvements on roads under their jurisdiction. Altogether, 74% of the T-SAFE funds are focused on underserved communities.

Appendix A. Self-Certification Eligibility Worksheet

Appendix A. Self-Certification Eligibility Worksheet

Question	Response, Document, Page Number
<p>1. Are both of the following true:</p> <ul style="list-style-type: none"> • 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? 	<ul style="list-style-type: none"> • Yes; Please see “A Letter From The Mayor” on page 5 of the Vision Zero Action Plan. • Yes; Please see page 19 of the Vision Zero Action Plan.
<p>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?</p>	<p>Yes; Please see pages 18, and 38-42 of the Vision Zero Action Plan.</p>
<p>3. Does the Action Plan include all of the following?</p> <ul style="list-style-type: none"> • 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(s) 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. 	<ul style="list-style-type: none"> • Yes; Please see pages 12, and 24-30 of the Vision Zero Action Plan. • Yes; Please see pages 25-29, 32-37, and the High Injury Network Corridor Appendix of the Vision Zero Action Plan. • Yes; Please see pages 29-30, 32-33, and the Corridor Fact Sheets Appendix of the Vision Zero Action Plan. • Yes; Please see pages 28-29, 32-33, and 36-37 of the Vision Zero Action Plan.
<p>4. Did the Action Plan development include all the following activities?</p> <ul style="list-style-type: none"> • 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 	<ul style="list-style-type: none"> • Yes; Please see pages 22-23 of the Vision Zero Action Plan. • Yes; Please see page 39 of the Vision Zero Action Plan. • Yes; Please see pages 38-39 of the Vision Zero Action Plan.

<p>5. Did the Action Plan development include all of the following?:</p> <ul style="list-style-type: none"> • Consideration 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 	<ul style="list-style-type: none"> • Yes; Please see pages 22, 33, 41, and the Detailed Action Plan Tables Appendix (Safer People: Strategy 3 Action C) of the Vision Zero Action Plan. • Yes; Please see pages 32-33 of the Vision Zero Action Plan. • Yes; Please see pages 33 and 41 of the Vision Zero Action Plan.
<p>6. Are both of the following true?</p> <ul style="list-style-type: none"> • 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 	<ul style="list-style-type: none"> • Yes; Please see page 47 of the Vision Zero Action Plan. • Yes; Please see pages 43 and 47 of the Vision Zero Action Plan.
<p>7. Does the plan identify a comprehensive set of projects and strategies to address the safety problems identified in the Action plan, time rages when the strategies can be deployed and explain project prioritization criteria?</p>	<ul style="list-style-type: none"> • Yes; Please see pages 45-55 and the Detailed Action Plan Tables Appendix of the Vision Zero Action Plan.
<p>8. Does the plan include all of the following?:</p> <ul style="list-style-type: none"> • A description of how progress will be measured over time that includes at a minimum, outcome data • The plan is posted publicly online 	<ul style="list-style-type: none"> • Yes; Please see the “Measures of Success, Metrics, and Targets” appendices of the Vision Zero Action Plan. • Yes; Please visit this link Vision Zero Action Plan.
<p>9. Was the plan finalized and/or last updated between 2017-2022?</p>	<ul style="list-style-type: none"> • Yes; This plan was finalized and made available online December 2021.

Table 3: Self-Certification Eligibility Worksheet

Appendix B. Budget and Budget Narrative

Appendix B. Budget

The City of Tampa’s T-SAFE application is organized into three project types. These project types employ the strategies and analysis identified in the City of Tampa’s Vision Zero Action Plan and phased by project complexity, stakeholder involvement, and project readiness.

- Phase 1 High Injury Network (HIN) Quick Build – Projects are located on the City’s HIN and quick to build. The corridors are City owned and maintained. Stakeholder involvement is minimal, and projects are ready for construction. The countermeasures are shown in **Table 1** which include:
 - Medians and Pedestrian Refuge Islands in Urban and Suburban Areas (Mid-Block Crosswalks)
 - Backplates with reflective borders
 - Rectangular Rapid Flashing Beacons (RRFB)
 - High visibility crosswalks
- Phase 2 HIN Quick Build – These projects are also located on the HIN and City owned and maintained. The Phase 2 countermeasures will require design and stakeholder involvement prior to implementation. The countermeasures under Phase 2 include:
 - Walkways
 - Bicycle lanes
 - Improved lighting
 - Narrowed lanes
- Safe Routes to Places – This program focuses on providing safe routes to places which include programs like Safe Routes to Schools⁶, Safe Routes to Transit⁷, and Safe Routes to Parks⁸. All corridors are under the ownership and maintenance authority of City of Tampa with prioritized project locations identified through past planning and prioritization efforts performed through the Hillsborough Transportation Planning Organization (TPO). Projects under the Safe Routes to Places Program focus on enhancing safety for pedestrians through countermeasures including:
 - Medians and pedestrian refuge islands (Mid-Block Crosswalks)
 - High visibility crosswalks
 - Walkways
 - Improved lighting
 - School speed zone flashers

⁶ Safe Routes to School - [Tampa School Safety Study | Plan Hillsborough](#)

⁷ Safe Routes to Transit - [PowerPoint Presentation \(gohart.org\)](#)

⁸ Safe Routes to Parks - [Safe Access to Parks Pilot Study \(previously Park Speed Zone Pilot Study\) \(2022\) | Plan Hillsborough](#)

Projects	Low-Cost Proven Countermeasures
Phase 1 HIN Quick Build	Medians and Pedestrian Refuge Islands in Urban and Suburban Areas (Mid-Block Crosswalks)
	Backplates with Reflective Borders
	Rectangular Rapid Flashing Beacons
	High Visibility Crosswalks
Phase 2 HIN Quick Build	Walkways
	Bicycle Lanes
	Improved Lighting
	Lane Repurposing/Road Diet
	Narrowed Lanes
Safe Routes to Places	Medians and Pedestrian Refuge Islands in Urban and Suburban Areas (Mid-Block Crosswalks)
	Bicycle Lanes
	Narrowed Lanes
	High Visibility Crosswalks
	Walkways
	Improved Lighting
	School Speed Zone Flashers

Table 4: Proven Safety Countermeasures by Project Types

Additionally, the T-SAFE application includes a supplemental planning component to perform a Comprehensive Pedestrian Safety and Equity Action Plan (CPSEAP) at \$2,000,000. The CPSEAP leverages the latest data and research to develop:

- Comprehensive data collection effort
- Pedestrian infrastructure analysis
- Stakeholder engagement
- Identifying pedestrian safety issues
- Estimating first-mile/last mile access
- Observing pedestrian and driver behaviors
- Creating an action plan to reflect the results of the plan, lessons learned, and developing new strategic initiatives.

The overall application asks for \$25,000,000 to complete all three project types of the application, and the planning activities to complete the Comprehensive Pedestrian Safety and Equity Action Plan. The project invests over 2/3 of the total funds into the underserved communities. The following summarizes the total project budget:

Project Total: \$25,000,000

- Federal Portion: \$20,000,000 (80%)
- Match Funds: \$5,000,000 (20%)
 - State Funds: \$2,170,132
 - Local Funds: \$2,829,868

Subtotal Budget for (A) supplemental action plan activities	\$2,000,000
Itemized Estimated Costs of the (A) supplemental action plan activities	
Comprehensive Pedestrian Safety and Equity Action Plan	
Data Collection and Analysis	\$1,000,000
Partnerships	\$750,000
Action Plan	\$250,000
Subtotal Budget for (B) conducting planning, design, and development activities	\$4,000,000
Itemized Estimated Costs of the (B) planning, design, and development activities	
Phase 1 HIN Quick Build	\$0
Phase 2 HIN Quick Build	\$1,700,000
Safe Routes to Places	\$2,300,000
Subtotal Budget for (C) carrying out projects and strategies	\$19,000,000
Itemized Estimated Costs of the (C) proposed projects and strategies	
Phase 1 HIN Quick Build	\$9,000,000
Phase 2 HIN Quick Build	\$5,000,000
Safe Routes to Places	\$5,000,000
Subtotal Funds to Underserved Communities	\$18,556,866 (74%)

Table 5: Itemized Estimated Costs

Construction Estimate	HIN Corridors	Safe Routes to School	Safe Routes to Transit	Safe Routes to Parks	Total
Phase 1 HIN Quick Build	\$9,000,000	\$-	\$-	\$-	\$9,000,000
Phase 2 HIN Quick Build	\$5,000,000	\$-	\$-	\$-	\$5,000,000
Safe Routes to Places	\$-	\$2,000,000	\$1,500,000	\$1,500,000	\$5,000,000
Total	\$14,000,000	\$2,000,000	\$1,500,000	\$1,500,000	\$19,000,000

Table 6: Project Construction Budget

Project Locations	Ownership	HIN	Underserved Communities	Design	Construction	Total
HIN Quick Builds						
15th Street	TAMPA	Yes	Yes	\$618,800	\$1,820,000	\$2,438,800
21st St	TAMPA	Yes	Yes	\$-	\$400,000	\$400,000
Avenida de Cuba	TAMPA	Yes	Yes	\$-	\$600,000	\$600,000
Columbus	TAMPA	Yes	Yes	\$-	\$630,000	\$630,000
Habana Ave	TAMPA	Yes	Yes	\$-	\$900,000	\$900,000
Hanna Ave	TAMPA	Yes	Yes	\$102,000	\$300,000	\$402,000
Hanna Ave Extension	TAMPA	No	Yes	\$248,200	\$730,000	\$978,200
Lake Ave	TAMPA	Yes	Yes	\$170,000	\$500,000	\$670,000
Lake Ave Extension	TAMPA	No	Yes	\$374,000	\$1,100,000	\$1,474,000
MacDill	TAMPA	Yes	Yes	\$-	\$600,000	\$600,000
Main St	TAMPA	Yes	Yes	\$-	\$350,000	\$350,000
Main St Extension	TAMPA	No	Yes	\$102,000	\$300,000	\$402,000
Scott St	TAMPA	Yes	Yes	\$-	\$130,000	\$130,000
Tampa Bay Blvd	TAMPA	Yes	Yes	\$-	\$90,000	\$90,000
Tampa Bay Blvd Extension	TAMPA	No	Yes	\$85,000	\$250,000	\$335,000
Twiggs St	TAMPA	Yes	No	\$-	\$1,800,000	\$1,800,000
Twiggs St Extension	TAMPA	No	No	\$-	\$3,500,000	\$3,500,000
Subtotal				\$1,700,000	\$14,000,000	\$15,700,000

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Safe Routes to Places						
109th Ave	TAMPA	No	Yes	\$154,713	\$336,330	\$ 491,043
15th St	TAMPA	No	Yes	\$127,045	\$276,185	\$ 403,230
21st Ave	TAMPA	No	Yes	\$306,619	\$666,562	\$ 973,181
22nd St	TAMPA	No	Yes	\$101,625	\$220,925	\$ 322,550
Jefferson High School	TAMPA	No	No	\$153,333	\$333,333	\$ 486,666
Just/Stewart/Blake High	TAMPA	Yes	Yes	\$153,333	\$333,333	\$ 486,666
Orange Grove Middle	TAMPA	Yes	No	\$153,333	\$333,333	\$ 486,666
Potter Elementary	TAMPA	No	No	\$153,333	\$333,333	\$ 486,666
Shaw Elementary	TAMPA	Yes	Yes	\$153,333	\$333,333	\$ 486,666
West Tampa Elementary	TAMPA	Yes	Yes	\$153,333	\$333,333	\$ 486,666
Transit Route 5	TAMPA	Yes	Yes	\$172,500	\$375,000	\$ 547,500
Transit Route 6	TAMPA	Yes	Yes	\$172,500	\$375,000	\$ 547,500
Transit Route 7	TAMPA	Yes	Yes	\$172,500	\$375,000	\$ 547,500
Transit Route 12	TAMPA	Yes	Yes	\$172,500	\$375,000	\$ 547,500
Subtotal				\$2,300,000	\$5,000,000	\$7,300,000
TOTAL				\$4,000,000	\$19,000,000	\$23,000,000

Table 7: Construction Project List