



May 18, 2020

Tampa Multimodal Network and Safety Improvements



CITY OF TAMPA, FLORIDA *application for*
Better Utilizing Investments to Leverage Development (BUILD)

NOTICE of FUNDING OPPORTUNITY NO. DTOS59-20-RA-BUILD

TABLE OF CONTENTS

Executive Summary	1
I. Project Description.....	2
II. Project location	6
III. Grant Funds, Sources and Uses of all Project Funding	8
IV. Selection Criteria	10
Safety	10
State of Good Repair.....	14
Economic Competitiveness.....	15
Environmental Sustainability.....	18
Quality of Life.....	21
Secondary Selection Criteria.....	22
Innovation	22
Partnership	23
V. Environmental Risk	24
Project Schedule.....	24
Required Approvals	25
Public Engagement	25
Assessment of Project Risks and Mitigation Strategies.....	25
VI. Benefit-Cost Analysis	26

EXECUTIVE SUMMARY

- Complete the City of Tampa’s remaining segments of a 12.2-mile pedestrian and bicycle facility through important multimodal and transportation safety network improvements and creating a continuous transportation route along the Hillsborough River.
- The completed multimodal facility will provide safe and expanded alternative transportation paths that support the demand from the growing population in the surrounding mixed income and disadvantaged opportunity zones by directly connecting them to jobs and services.
- Existing neighborhoods and commercial areas on the west side of the Hillsborough River lack meaningful, safe and efficient multimodal connections and alternative transportation options.
- The City of Tampa is committed to Vision Zero, a strategy to eliminate all traffic fatalities and severe injuries. Over the past 5 years, there have been more than 250 pedestrian and bicycle crashes with motorists in the project area.
- The City of Tampa, public, and private sector partners have already invested over \$1 billion in a waterfront park, housing developments, office space, retail space, and condominiums in the project area.
- The multimodal network will incentivize long-term job creation and increased private sector investments through its ability to connect existing and attract new residents and businesses to the Opportunity Zones.
- The multimodal network connects to a number of major roadways, bus lines, water taxi, and streetcar systems increasing transportation choices for individuals in the region.
- Reduce traffic congestion and greenhouse gases by offering a healthy alternative method of transportation to and from jobs and services.
- Environmentally sustainable materials and design to increase sea wall resiliency and mitigate stormwater runoff through living shorelines.
- The project is estimated to increase private sector investment by more than \$700 million as reflected in the current \$3 billion investment downtown from the developed Riverwalk on the East side of the Hillsborough River.
- Innovative project design to increase safety by separating bicyclists and pedestrians from motorists where possible and investing in complete streets and traffic calming when not.
- Total grant request of \$24,000,000 with a 20% local match of \$6,000,000 for a total project cost of \$30,000,000.



I. PROJECT DESCRIPTION

The Tampa Multimodal Network and Safety Improvements grant application involves completing a 12.2 contiguous mile path separated from automobile traffic with the exception of enhanced crossing locations. The multimodal path will expand connections and provide a variety of safe mobility options for pedestrians and bicyclists between several neighborhoods and employment centers including Downtown Tampa, The University of Tampa, West Tampa, Tampa Heights, Bayshore, Hyde Park, and Ybor City.

This grant request complements the highly successful 2.6-mile Tampa Riverwalk on the east side of the river in downtown Tampa and completes the final sections of the Tampa Riverwalk linking Opportunity Zone neighborhoods to employment, retail, and business districts. These transportation investments are critical to improving the network of multimodal options on the west side of the Hillsborough River, promoting economic development and job creation, enhancing the livability of the area, and supporting environmental sustainability, through a partnership of the City, public agencies, nonprofits, and the community.

U.S. Census Bureau data confirms that the Tampa Bay area is one of the fastest-growing U.S. metro areas in terms of population. With a stable employee population of 150,000 and a growing residential population of 15,000, downtown Tampa is beginning to revive itself from the economic recession. Festivals, concerts, parades, restaurants, and businesses are bringing millions of visitors to this area who rely on the transportation system to get to their destinations. A well-connected and safe transportation system is critical to increased safety, livability, and continued economic development. There are numerous bus transit options available. However, the bicycle and pedestrian facilities are in dire need of improvement. Though many advances have been made in improving the convenience and safety of these pedestrian and bicycle facilities, the Riverwalk will create key connections that will lead to a fully integrated, safe, and convenient multimodal network for residents, employees, and visitors to the area.

The Tampa Multimodal Network and Safety Improvements

When completed, the Tampa Multimodal Network and Safety Improvements Project will be a 12.2-mile waterfront corridor with a multi-use trail that runs along the western and eastern sides of the Hillsborough River and the borders of downtown Tampa, North Franklin Street Historic District, Hyde Park, Bayshore, Old West Tampa, and Ridgewood Park. Thanks to funding from local, state, and federal sources along with grants and private donations, the majority of the network is constructed and only specific segments remain in need of funding in order to complete the route.

The Tampa Multimodal Network and Safety Improvements Project will create the following benefits:

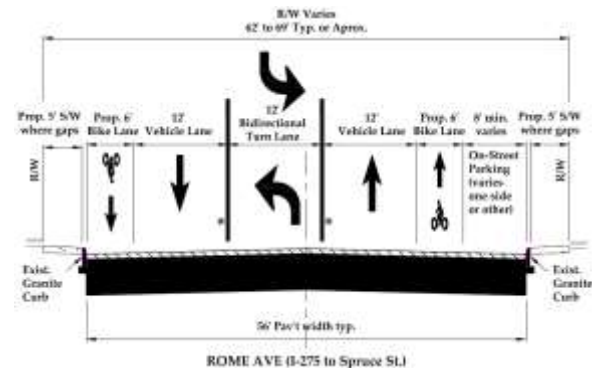
- *Complete the City's remaining segments of a 12.2 mile pedestrian and bicycle path to create a continuous, vehicle-restricted transportation route along the Hillsborough River*
- *Create a loop of multi-use trails which improve safety, mobility, and the environment*
- *Increase investment into Opportunity Zones*
- *Support Vision Zero to strategically reduce bicycle and pedestrian accidents*
- *Connect economically disadvantaged and ethnically diverse communities safely and sustainably to the central business district*
- *Reduce traffic congestion and greenhouse gases by offering a healthy alternative method of transportation*
- *Improve livability by connecting natural and cultural amenities along the riverfront and neighborhoods in and adjacent to downtown*
- *Catalyze the waterfront, encouraging water transportation systems, boating and other recreational activities*
- *Attract businesses and residents and foster entrepreneurial opportunities*
- *Provide the opportunity for increased transportation choices*

This project will complete the final segments, which include the multimodal paths, complete streets, and under bridge/over water segments. The multimodal path segments to be completed are the Tony Jannus Park, Plant Park, Tampa Prep, Blake Trail, Stewart Middle School, and the Dr. Martin Luther King Recreation Center, Columbus Avenue, and the Riverwalk Connection. The multimodal path work to be completed includes site work, new pavement, guard rails, lighting, landscaping, and seawall repair or new installation.

In addition to the multimodal path along the river, the City of Tampa we will construct complete street enhancements on adjacent street routes through the surrounding neighborhoods in order to improve access to multimodal connections as well as provide additional, safe transportation alternatives.

Rome Ave. is a key north-south connector for the City of Tampa, as it provides an important connection under Interstate 275 to surrounding neighborhoods including Tampa’s Downtown, and provides access to employment centers, schools, hospitals, and other institutions. The current facility lacks key safety features, has intermittent sidewalks and lacks pedestrian crossings. This project will provide Rome Ave. with complete streets enhancements to provide a safe, convenient, and low-stress connector for all transportation. To support a low-stress network the City plans to include on-street bike facilities, enhanced crosswalks, and pedestrian walkways. Vertical deflection features such as raised intersections or crosswalks.

The completed multimodal network will connect ethnically diverse and economically disadvantaged communities directly to the central business district and other employment centers by providing an efficient, safe, and environmentally sustainable transportation route. Completion of the multimodal network will create a continuous, and therefore much more useful, pathway along the waterfront and through adjacent neighborhoods that will link numerous commercial and residential destinations. The multimodal network also connects to other trails, bicycle routes, and transit options within downtown. The facility increases the safety of pedestrian and bicycle travel because it will pass under all bridges and remain separated from vehicle traffic, removing these travelers from the roadway. This additionally increases safety for motorists because the traffic flow will not have to stop to allow pedestrians and bicyclists to cross over



busy intersections and where pedestrians and bicycles do interact, there will be traffic-calming enhancements to indicate and alert motorists that pedestrians and bicyclists are nearby. The project will restore shoreline habitat through the creation of living shorelines that will foster seawall resiliency, natural habitat creation, filtration of stormwater runoff and provide educational opportunities on environmental stewardship.

The innovative under bridge, over water segments at Platt Street and Brorain Street bridges bring multimodal path travelers out over the Hillsborough River. These segments will create an underpass beneath the bridges so that multimodal path commuters can safely pass below the heavily trafficked roads. The over water segments are complemented by designs inclusive of living shorelines which provides a positive environmental impact.

The Stewart Middle School segment and Rome Avenue complete street enhancements creates a critical connection of the multimodal path to the economically disadvantaged neighborhoods on the west. These segments will provide residents with multiple transportation options along and across the riverfront to connect to jobs and services in the central business district. The multimodal path will provide a critical link between the west and east side of the Hillsborough River and spawn investment into the opportunity zones.



Figure 1 – Rome Avenue Plan for Complete Streets (Red indicates missing sidewalk)

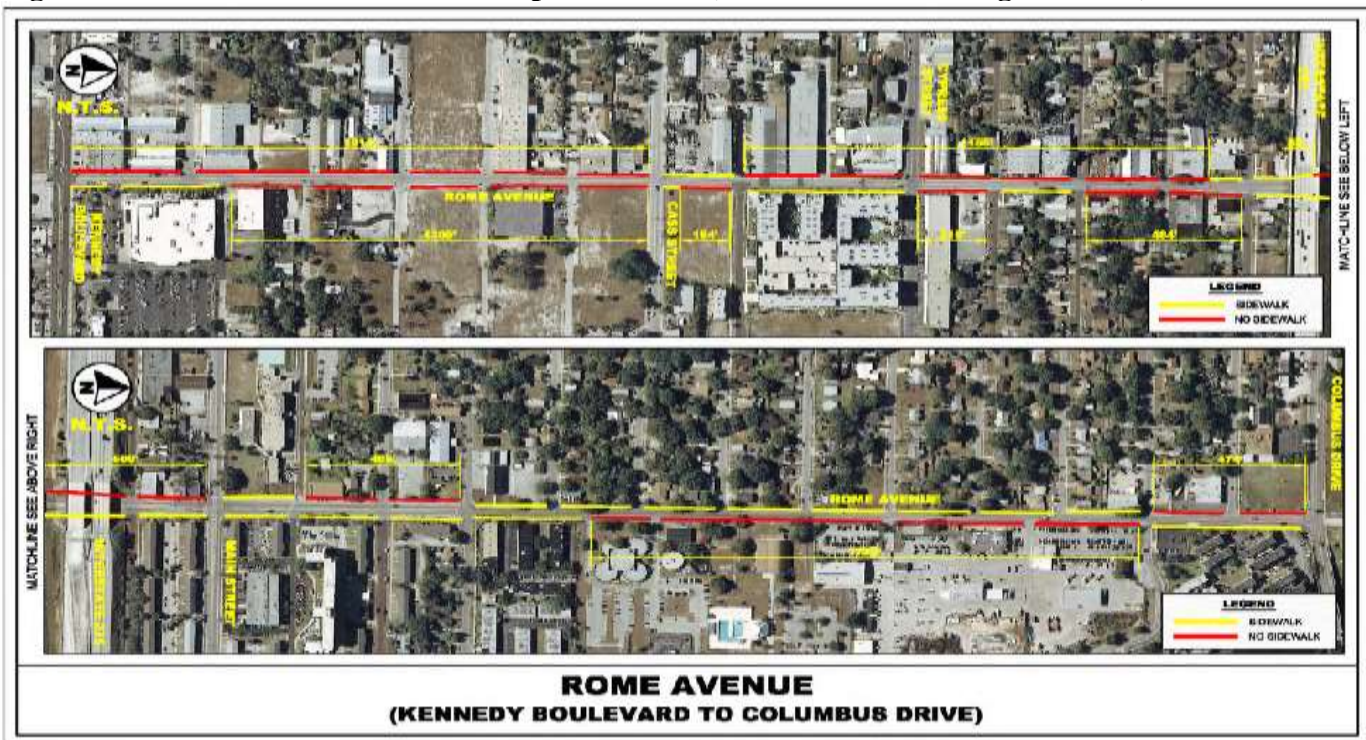
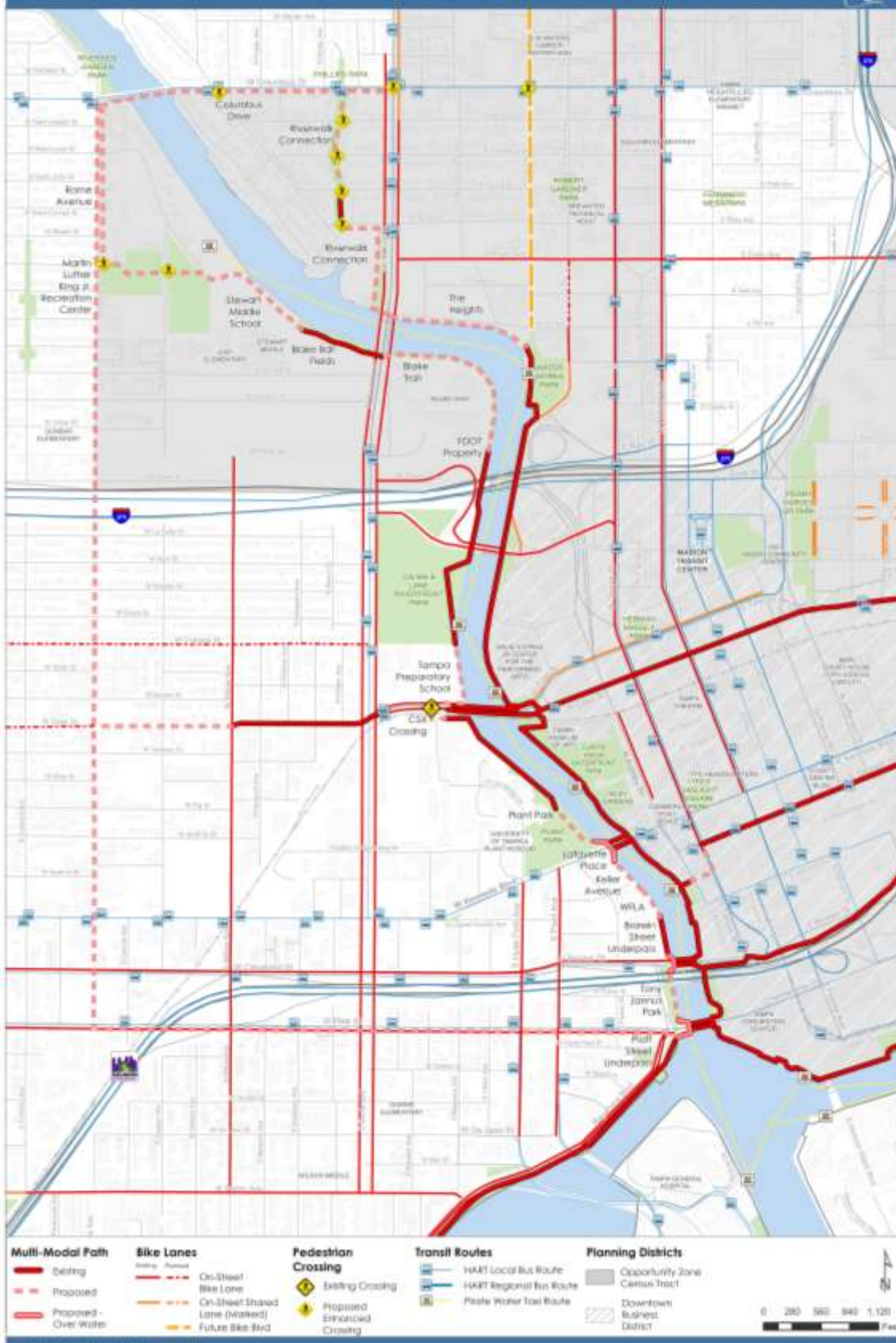


Figure 2 – The Tampa Multimodal Network and Safety Improvements Project Area Map



II. PROJECT LOCATION

The City of Tampa is the largest city in Hillsborough County and 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 that includes tourism, agriculture, construction, finance, health care, government, technology, and the Port Tampa. Contributing to the success of the community is the way businesses, city government, public agencies, and citizens work together to make Tampa a better place to live.

The City of Tampa has received many accolades in the past year for business growth and expansion, entrepreneurship, and quality of life. Lending Tree named Tampa Bay a top metro for growth in million-dollar businesses¹. Wallethub.com named Tampa as the Best City in Florida² and the 5th best city to start a business³. Within the past several years, the City of Tampa has experienced tremendous growth in terms of population, occupancy, construction of homes, hotels and attraction and migration of businesses to the area. Additional jobs, residents, and investment in areas surrounding employment centers accompany the entrance of new businesses. Since 2015, 58,880 residential units have been added to the downtown central business district along with 9M sq ft of office space and permitting of 1,200 hotel rooms. The City of Tampa's exponential growth calls for improved infrastructure to support such growth, and while the City is making strides in improvements to necessary infrastructure, it is nearly impossible to keep up with the rapid pace of growth.

The project area is located on the west side of the Hillsborough River in the area known as West Tampa and connects across the river to the north side to the Downtown Central Business District. Neighborhoods in the project area include North Franklin Street Historic District, Hyde Park, Old West Tampa, and Ridgewood Park. The City of Tampa owns the land where the project will take place and the school board and private sector entities own the other sections of the project area. The City of Tampa owns all of the project land or has long-term easement and/or development agreements for any it does not own outright.



“Safety is a top priority of my administration and we are focused on protecting all City residents, businesses, and visitors.”

–Mayor Jane Castor



¹ <https://www.bizjournals.com/tampabay/news/2019/07/22/tampa-named-a-top-city-for-growth-in-million.html?platform=hootsuite>

² <https://wallethub.com/edu/best-worst-large-cities-to-live-in/14358/>

³ <https://wallethub.com/edu/best-cities-to-start-a-business/2281/>

The vast majority of the population on the west side of the Hillsborough River is comprised of sensitive population groups (American Community Survey 2015), including: minorities (81.2%), the impoverished (69.3%), women of child-bearing age (40%), children (32.7%) and percentage of adults aged 62+ (7.4%), US HUD reports this area as having a 71.1% poverty rating (slightly higher than US census statistics) and 79.5% of area residents receive food stamps/SNAP benefits, which emphasizes the need in this community. Unemployment in the area is an astounding 33%, which forces those in the community who are able to work to look elsewhere. While this Opportunity Zone has faced many challenges, the City of Tampa, Tampa Housing Authority and private sector investors are spurring economic development and job creation in this distressed community.

The City has ongoing redevelopment plans for the West River and in 2015, a Community Redevelopment Area was established in West Tampa for the purpose of encouraging new private investment, stimulating new businesses and jobs and revitalizing the community. The City and Tampa Housing Authority have launched a joint \$700 million redevelopment of the West River Community to transform 821 public housing units into a 2,400 mixed-income, mixed-use community. The Tampa Housing Authority has already invested more than \$280 million in the development of the West River area. The City of Tampa constructed Julian B. Lane Riverfront Park, a \$35.6 million, 25-acre Julian B. Lane Riverfront Park along the Hillsborough River in the project area. The Related Group recently constructed a 400-unit condominium. Additionally, private sector partners have invested in the construction of a 40-story Lafayette Tower with 12 floors of hotel rooms and 24 floors of offices plus retail, Lafayette Parkview, which will be a neighboring 26-story tower with high-end residential, retail and a parking garage.

West Tampa contains Blake High School that has 1,697 students, which are 74% minority and Stewart Middle School, which has 1,024 students and is 78% minority. Dr. Martin Luther King Recreation Center is located in West Tampa and houses programs for youth such as the Teens Leading Change (TLC) program that is designed to offer youth ages 13 to 14 with an interactive and educational experience. The center also houses after school programs and spring break camps. The University of Tampa, also on the west bank of the Hillsborough River, has an enrollment of nearly 9,000 students and is a major economic center located in the project area. The University continues to expand enrollments and facilities. The large population of youth commuting to and from school, and the families and workers who commute to these



US HUD reports this area as having a 71.1% poverty rating (slightly higher than US census statistics) and 79.5% of area residents receive food stamps/SNAP benefits, which emphasizes the need in this community. Unemployment in the area is an astounding 33%.



The City of Tampa and the Tampa Housing Authority have launched a joint \$700 million redevelopment project in West River.



schools face a tremendous safety hazard without adequate multimodal and alternative transportation options.

Building upon the success of more than \$3B investment spurred by the Tampa Riverwalk on the east side of the Hillsborough River, in 2014 the City turned its attention to the west side of the Hillsborough River. The Tampa Multimodal Network and Safety Improvements Project will connect employment centers, services, neighborhoods, and developments along the west bank of the river, in an even more meaningful manner as the Tampa Riverwalk does on the east bank. When finished, the project area and the Tampa Multimodal and Safety Network will connect and unify both sides of the river, creating safe transportation alternatives, new jobs, increasing new development and attracting private sector investment into opportunity zones.

III. GRANT FUNDS, SOURCES AND USES OF ALL PROJECT FUNDING

The project elements in this grant request have funding commitments from various sources. The total grant request is for \$24,000,000. The available committed matching funds total \$6,000,000, representing 20 percent of the total cost of the overall project elements. The sources of matching funds include City of Tampa Capital Improvement Program funds and private sector contributions.

The BUILD grant is vital for the completion of the Tampa Multimodal and Safety Network because it financially covers the final unfunded gaps in the 12.2-mile alignment. These gaps require users to take detours along busy streets and dangerous intersections. The completed multimodal network will produce the greatest safety benefits. While the City of Tampa has invested more than \$50M and is continuing to invest in the project area, local funds are not sufficient to construct a large project of this magnitude. Thus, the BUILD grant may be the only opportunity in the near future for the City to complete the network. Table 1 shows the project elements and the amounts committed for each segment of the Tampa Multimodal Network and Safety Improvements Project. The BUILD funds awarded for these projects will be administered by the City of Tampa.



The City of Tampa and partners have already and will continue to fund development and improvements on the west side of the Hillsborough River.



Table 1 – Project Costs and Requested Funds

Project Elements	Project Costs	Non-Federal	BUILD
Multimodal Facility Segments			
Tony Jannus Park	\$500,000	\$50,000	\$450,000
Plant Park	\$1,000,000	\$100,000	\$900,000
Tampa Prep	\$1,500,000	\$150,000	\$1,350,000
Blake Trail	\$2,000,000	\$250,000	\$1,750,000
Stewart Middle School/MLK	\$2,000,000	\$500,000	\$1,500,000
Columbus Ave.	\$2,000,000	\$800,000	\$1,200,000
Riverwalk Connection	\$2,000,000	\$500,000	\$1,500,000
Multimodal Path Subtotal	\$11,000,000	\$2,350,000	\$8,650,000
Complete Streets			
Rome Ave (Platt to Palmetto & Willow)	\$3,000,000	\$1,000,000	\$2,000,000
Platt Street (Rome to Bayshore)	\$2,000,000	\$500,000	\$1,500,000
Complete Streets Subtotal	\$5,000,000	\$1,500,000	\$3,500,000
Underpass – Over Water Segment			
Platt Street	\$7,000,000	\$1,000,000	\$6,000,000
Brorein Street	\$4,000,000	\$500,000	\$3,500,000
Underpass – Over Water Subtotal	\$11,000,000	\$1,500,000	\$9,500,000
Enhanced Crossings			
Stewart Middle School	\$100,000	\$30,000	\$70,000
MLK Community Center	\$100,000	\$30,000	\$70,000
CSX Rail Crossing	\$200,000	\$50,000	\$150,000
Riverwalk Connection	\$300,000	\$100,000	\$200,000
Enhanced Crossing Subtotal	\$700,000	\$210,000	\$490,000
Living Shoreline			
Tony Jannus	\$200,000	\$20,000	\$180,000
Tampa Prep	\$100,000	\$20,000	\$80,000
Blake Trail	\$2,000,000	\$400,000	\$1,600,000
Living Shoreline Subtotal	\$2,300,000	\$440,000	\$1,860,000
Grand Total	\$30,000,000	\$6,000,000	\$24,000,000
Percentage of Total	100%	20%	80%

IV. SELECTION CRITERIA

SAFETY

Tampa is nationally ranked as unsafe location for pedestrians and bicyclists. According to the Florida Department of Transportation 2021 Highway Safety Matrix, the City of Tampa ranks in the top 25% for highest fatality and injuries across all categories and 4th in pedestrian and bicycle safety⁴. According to the National Highway Traffic Safety Administration, Florida ranks the highest in bicycle fatalities in the nation. According to the 2019 Dangerous by Design Report published by Smart Growth America, the Tampa Bay area is the 9th most danergous metropolitan area for pedestrians in the country⁵.

Over the past four years, in the Tampa Multimodal Network and Safety Improvements Project area, there have been more than 100 pedestrian and bicycle crashes with cars reported. It is safe to assume that three times the number of reported crashes actually occur, but go unreported. One of the most dangerous areas is the North-South route along Rome Avenue.

Recently, a number of steps have been taken to protect pedestrians and bicyclists throughout the City, such as traffic calming enhancements and raising motorists' awareness of bicyclists and pedestrians through Florida Department of Transportation (FDOT) State Safety Office grants for enforcement and education. Enhancements such as pedestrian beacons, yield lines, and yield signs at unsignalized locations warn drivers of crossing pedestrians and bicyclists. Completing the Tampa Multimodal Network and Safety Project will further these efforts and greatly enhance the safety of pedestrians and bicyclists traveling in the central Tampa area.

The complete streets enhancements will fill sidewalk gaps, provide marked and signed midblock crossings, provide dedicated bike lanes, install curb bulb-outs for pedestrian mobility, install signalized crosswalks, and install lane arrow markings.

The completed Tampa Multimodal Newtwork and Safety Project will provide a combination of continuous and safe vehicle-restricted facilities where pedestrians, bicyclists, and those using other non-motorized modes of transportation can travel freely and safely along



Over the past four years, there have been 117 pedestrian and 102 bicycle crashes reported for a grand total of 219 crashes in the project area.

**VISION
ZERO
TAMPA**

The Florida Department of Transportation 2021 Highway Safety Matrix, the City of Tampa ranks in the top 25% for highest fatality and injuries across all categories and 4th in pedestrian and bicycle safety.

⁴ https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/safety/3-grants/2019matrix/fy2021_highwaysafetymatrix-rankingoffloridacities_groupi.pdf?sfvrsn=1c83656c_2

⁵ <https://smartgrowthamerica.org/app/uploads/2019/01/Dangerous-by-Design-2019-FINAL.pdf>

the Hillsborough River. Complete streets enhancements will be used in locations when a multimodal path cannot be separated from motorists. The already completed segments separate multimodal path users from motorists. The remaining segments will travel under bridges so users do not have to cross busy downtown streets. This also improves the safety of motorists who no longer have to wait for pedestrians and bicyclists to cross busy intersections and keeps the flow of traffic moving. The Tampa Multimodal Network and Safety Improvements Project will provide users safe and secure options for crossing dangerous intersections and railroad crossings.



Tampa Bay region is one of the most dangerous places to walk, ride a bike, report says

By Katie Cowan | Published February 17 | Tampa Bay | FOX13 News

Florida, Tampa Bay area top charts for amount of pedestrian deaths

Tampa, St. Petersburg, Sarasota among the most dangerous places for pedestrians in the U.S., report finds

The Tampa Bay area saw 900 pedestrian deaths over a 10-year period.

Figure 3 – Total Crashes in Multimodal Network Project Area

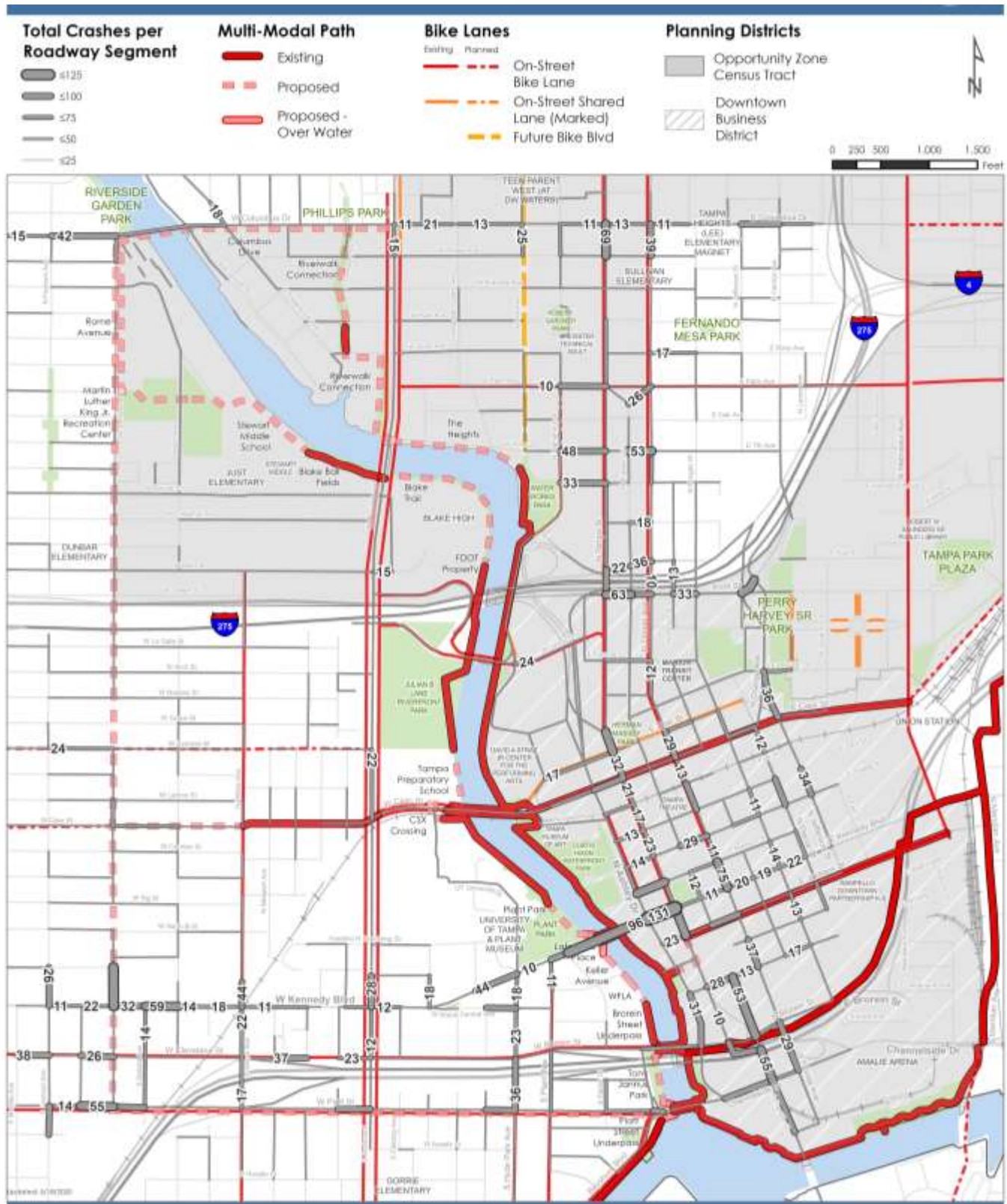


Figure 4 – Cyclist and Pedestrian Crashes in the Multimodal Network Project Area

Cyclist Crashes by Roadway Corridor*

Tampa - 20	Columbus - 6	Rome - 5	Palm - 3	Morgan - 2
Florida - 9	Boulevard - 4	Cleveland - 3	Channelside - 2	Oak - 2
Ashley - 7	Cass - 5	Marion - 3	Edison - 2	Pierce - 2
Kennedy - 7	Platt - 6	Ola - 3	Franklin - 2	

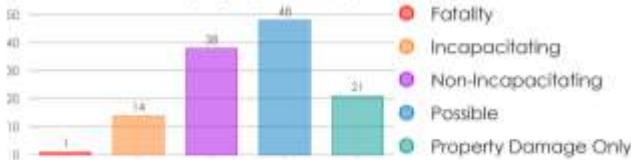
*Roadway corridors not listed have one or less cyclist crash.

Pedestrian Crashes by Roadway Corridor*

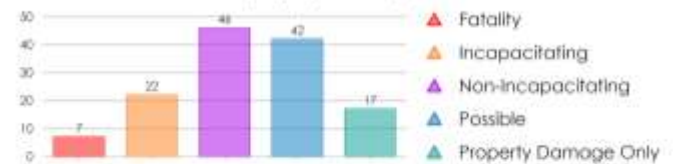
Kennedy - 21	Whiting - 6	Platt - 4	Boulevard - 2	Oregon - 2
Florida - 20	Columbus - 5	Willow - 4	Cleveland - 2	Palm - 2
Tampa - 12	Twiggs - 5	Jackson - 3	Doyle Carlton - 2	Rome - 2
Ashley - 10	Cass - 4	Morgan - 3	Main - 2	Zack - 2

*Roadway corridors not listed have one or less pedestrian crash.

Cyclist Crashes by Injury Severity



Pedestrian Crashes by Injury Severity



Multi-Modal Path

- Existing
- Proposed
- Proposed - Over Water

Bike Lanes

- Existing
- Planned
- On-Street Bike Lane
- On-Street Shared Lane (Marked)
- Future Bike Blvd

Planning Districts

- Opportunity Zone
- Census Tract
- Downtown Business District

STATE OF GOOD REPAIR

The completion of the Tampa Multimodal Network and Safety Improvements project will contribute to the state of good repair of the pedestrian and bicycle facilities existing in the project area. The City of Tampa is dedicated to improving the pedestrian and bicycle infrastructure across the City to construct or repair assets to operate at a full performance level. This commitment is demonstrated by the ongoing investment in and maintenance of the existing pedestrian and bicycle facilities managed by the City of Tampa. The City has sustainable sources of revenue for their long-term operation and maintenance.

The City of Tampa is committed to implementing multimodal facilities that are cost efficient and durable. The Tampa Multimodal Network and Safety Improvements Project is a vital transportation asset for Tampa and serves local workers and residents throughout the City and region. It is critical to meet adequate transportation options for the growing population and associated demand as well as ensure transportation facilities are in a state of good repair. The City of Tampa will ensure the facility is consistently maintained to the highest standards. Being cost-conscious, the City has designed and implemented the multimodal path and complete street sections with materials that will endure, extending the useful life of the facility well beyond a typical asphalt multi-use trail. Development of living shorelines along the multimodal path will support the resiliency of the seawall infrastructure. Constructing natural elements to protect from erosion and filter stormwater runoff will allow cost-effective and long-term solutions to maintain a state of good repair.

The City of Tampa has worked with a number of government and transportation agency partners to enhance, complete and maintain a comprehensive network of sidewalks, paths, bicycle lanes and trails that serve downtown and connect to surrounding neighborhoods. The commitment of the City to the maintenance of these facilities remains and will continue to be a top priority for the City of Tampa into the future. The City provides ongoing maintenance of these networks through a combination of multiple City departments. Mobility and Infrastructure, Parks and Recreation, and Stormwater Department staff and on-call contracts ensure a state of good repair. In addition to City of Tampa staff and funding, the Friends of the Riverwalk, a not-for-profit organization, has been established for the long-term sustainment of the Riverwalk project. This organization has been instrumental in raising funds for maintenance and operations of the Riverwalk that have been constructed already and is anticipated to be a long-term steward as well.

The multimodal path will be constructed with durable and cost effective materials. The City has a sustainable revenue source for the long-term operations and maintenance that has extremely low life cycle costs.



The past 10 years have seen the introduction of a significant number of residents in the central business district and adjacent neighborhoods. The office market remains strong and the number of local businesses is increasing.



ECONOMIC COMPETITIVENESS

The completed Tampa Multimodal Network and Safety Improvements Project will bolster downtown Tampa's long-term economic success. A complete multimodal network is just as critical for economic prosperity as a complete roadway network. This interconnected system will provide a long-term, sustainable transportation option that will generate economic development opportunities within downtown and its surrounding neighborhoods, many of which are economically distressed opportunity zones.

Long-term Sustainable Transportation Outcomes

The Tampa Multimodal Network and Safety Improvements Project will improve the economic competitiveness of Tampa by creating integrated and multi-purpose transportation facilities that are connected to and part of a comprehensive multimodal network within Tampa. The network will reduce burdens of commuting and improve overall well-being. The project area links multiple destinations allows for easier pedestrian and bicycle traffic to and from downtown, employment centers, and adjacent neighborhoods. The benefits of these projects cross cut the dimensions of economic prosperity, community vibrancy, and environmental stewardship.

The future introduction of additional transit investments into the network will further prime the investment market in surrounding neighborhoods and serve as the basis for significant change. In anticipation of that change, there is a clear need for improvements to the local multimodal network and the regional roadways that serve the area. The Tampa Multimodal Network and Safety Improvements project provides key connections to these various assets and unique existing trail facilities. The segments included in this grant application are at the top of the list of needs to enhance a high level of accessibility and mobility in the project area.

As existing sections have been completed and the population of downtown and surrounding neighborhoods has grown, the desirability and propensity for walking and bicycling has also grown. The roadway network has become more congested as density and activity has increased. The presence of a completed network will address the need for transportation choice and local access, while improving productivity and reducing congestion, pollution and greenhouse gas emissions over the long term.

The Tampa Multimodal Network and Safety Improvements Project will supplement the existing transit options available by offering pedestrian and water access to other transportation systems. The local transit provider, Hillsborough Area Regional Transit (HART), operates numerous bus routes that travel over and around the Hillsborough River. The Marion Street Transit Center, the main hub for downtown bus transfers, is further connected to the west side of



The benefits of the Tampa Network and Safety Improvements Project cross the primary dimensions of sustainability. The facilities will address the need for transportation choice and local access, while improving efficiency, productivity, and reducing congestion, pollution, and greenhouse gas emissions

the Hillsborough River allowing more transportation options. The Water Taxi has 15 stops along the Hillsborough River on both the east and west side and has over 2,000 annual pass holders.

Economic Development and Productivity

The walkability and livability of the City of Tampa along with accessibility and alternative modes of transportation to jobs are key attractions for employees, residents, and businesses considering locating in Tampa. The completion of the Tampa Multimodal Network and Safety Improvements Project will enhance the mobility of pedestrians and bicyclists and connect to surrounding neighborhoods, including several economically distressed areas.

There are many existing, new, in-construction, or planned residential developments on the west side of the Hillsborough River, including affordable housing and multipurpose, mixed-use developments. The transformation is already underway. The Tampa Housing Authority has secured funding to construct a 160-unit senior building, a 118-unit multi-family building and renovate the existing 150-unit for senior housing. The City has relocated its operations center to 40th Street and the \$35.6 million renovation to Julian B. Lane Riverfront Park is completed. The completion of the multimodal network represents the next critical step of the City’s ongoing strategy to transform the area into a vibrant mixed-income community. The network that provides safe and convenient transportation options are critical for these residents.

Proven Success: The Riverwalk

The Riverwalk capitalizes on one of the City’s most spectacular assets: its waterfront. The Riverwalk on the east side of the Hillsborough River and surrounding the downtown Central Business District has spurred massive investment. As a result of the construction of the Riverwalk, a \$3 billion project is underway which includes hotels, medical center, condominiums and mixed-use retail developments. The City of Tampa completed improvements to Curtis Hixon Waterfront Park that now serves as the front yard for residents from two 30-story apartment towers built across the street and hosts community events and concerts. Another City of Tampa project resulted from the Riverwalk construction, Waterworks Park. The park was a \$7.4 million project that turned a vacant lot into a play area, dog park, and outdoor stage. The park in turn stimulated a \$6 million dollar investment to open a fine dining establishment, Ulele. Next followed a \$16.5 million renovation of a historic building to create a 21,000 square foot market hall, Armature Works. Then The Pearl, a 314-unit apartment building was erected. These investments have connected the growing neighborhoods north of downtown, Seminole Heights and Tampa Heights, to the urban core through the Riverwalk. Long-term plans



Downtown Tampa retains 50,000 residents and 100,000 employees, with these numbers growing every year. Surrounding communities also have growing employment centers. Safe and convenient multimodal options are in demand and are critical for the mobility of residents and employees.



call for luxury riverfront condominiums and a 260,000-square-foot office park with at least one hotel. The total project is valued at more than \$820 million.

Based on the successful results outlined above, similar interest in retail, restaurant, and mixed-use residential development is already occurring and expected to grow in the communities on the west side of the river. As demonstrated on the east side of the Hillsborough River, The Tampa Multimodal Network and Safety Improvements Project will act as a catalyst for over \$1 billion of new investment, creating jobs and stimulating business formation in the community.

Economically Distressed Areas

The neighborhoods to the east, west and north are all economically distressed areas, having a high percentage of residents living below and just above the poverty line. These include the Ybor City Historic District, Tampa Heights and West Tampa. Residents of each area will benefit from improved accessibility from this project. The Tampa Multimodal Network and Safety Improvements Project will provide improved local access to jobs in those areas, especially for those who use transit or walk and bike.

The West River community has been plagued by a myriad of socio-economic issues. Only 52.8% of the adult population has a high school diploma, far below the city average of 85.5%. In addition, 68.3% of the households earn less than \$15,000 per year. The community has historically had one of the highest crime rates in the downtown area, 114.0 violent crimes per capita (cpc), compared to 34.2 cpc citywide as well as highest poverty rate of 98%. In addition, the historical land use and public ownership patterns have prevented any new private investment into the area, thereby limiting job creation and business development. As a result, the West River Community had been characterized as an area of pervasive poverty, high crime and severe economic disinvestment.

Reclaiming the waterfront for public use is critical to the long-term economic transformation of the community. The multimodal path will provide transportation options for residents to use, as well as provide an amenity to promote residential and commercial development. The multimodal path will connect residents to Julian B. Lane Riverfront Park, downtown Tampa and to Bayshore Boulevard and greater South Tampa. The planned construction of the 2,400 housing units and associated commercial development will create jobs, stimulate demand for new services, retail and restaurants, and reverse years of disinvestment, high crime and pervasive poverty.



The Riverwalk Connection will provide a direct connection to 39-acre Riverside Heights, a redeveloped vibrant riverfront community. This redevelopment site is within walking distance to downtown and consist of a mixed-use development.



Over the past 20 years, West Tampa lost many local businesses, which left abandoned buildings, empty industrial sites, and few jobs for area residents. The West River area is plagued with high unemployment, particularly for youth, and there are no jobs or industry in the immediate area. There are empty commercial spaces and properties and there is a lack of grocery stores, restaurants, shopping centers, and banks. With the revitalization of the West River, there is an opportunity to provide economic recovery through return of businesses, access to jobs and services, and opportunity for a better quality of life.

Short-term and Long-term Job Creation

The employment created by the direct construction of these segments of the network and complete streets will require the skilled expertise of engineers, contractors, and labor forces versed in road, water and shoreline construction methods. The project elements will have immediate job creation benefits for the local economy based on construction spending. Once construction contracts commence, the expenditure will be consistent over a 24-month period.

Based on an economic impact assessment conducted, a minimum of 2,000 short-term construction jobs will be created on average each year of construction. This will in turn generate over \$500 million in construction wages over the life of the project.

Besides creating immediate construction jobs, these projects will also draw new businesses to the project area bringing additional jobs. Based on the economic impact assessment, a minimum of 1,000 direct and indirect full time jobs annually. As a minimum amount of jobs created is referenced, the multimodal network will attract additional development and businesses that will gravitate towards and organize around new transportation facilities. These factors combine to create a long-term job creation cycle that will continue to expand the job market in Tampa.

ENVIRONMENTAL SUSTAINABILITY

The completed Tampa Multimodal Network and Safety Improvements Project will foster a more environmentally sustainable transportation option. By offering neighboring and adjacent communities multiple transportation options, the number of vehicles will be reduced. More energy efficient transportation modes, such as bicycling, walking, and transit riding, will reduce greenhouse gas emissions and the consumption of non-renewable energy sources. Stormwater solutions also help to reduce the amount of debris and runoff that flows into the Hillsborough River and Hillsborough Bay.



The Tampa Multimodal Network and Safety Improvements Project is expected to create 2,000 short-term construction jobs and a minimum of 1,000 direct and indirect full-time jobs annually.



The completed network will connect to other sidewalks, on-road bicycle facilities, and multi-use trails. This will create safe and convenient commuting options for residents of West River, Tampa Heights, downtown, and other parts of Tampa. The network will complement the existing bicycle and pedestrian network in downtown and will tie into a greater regional system that will soon provide connections to eastern Pinellas County and northern Manatee County. The network will further enhance the mobility effects already experienced by the completed portions of the Riverwalk. The network will increase the convenience and ease of access for bicyclists and pedestrians into downtown, which makes these modes more likely to be used in place of vehicles.

The multimodal facility reduces stormwater runoff by incorporating stormwater management techniques. Tampa receives large amounts of rainfall during the summer months, making stormwater management necessary to reduce the pollution that flows into the Hillsborough River and the Bay. In some segments, the City's Stormwater Division installed scrubbers that clean debris and sediment from the stormwater as it flows from urban streets into the river and bay. By incorporating stormwater management techniques, such as pervious pavement and native vegetation, much of this pollution can be filtered and/or captured before contaminating our waterways.

The predominant project area is challenged with a myriad of socio-economic and environmental justice issues and a proliferate number of brownfields. Brownfield redevelopment in this area as a result of the Tampa Multimodal Network and Safety Improvements Project will increase opportunities through assessment and clean up of existing infrastructure allowing for reinvestment in these properties which in turn increases local tax bases and facilitates job growth.

The City is working with the Southwest Florida Water Management District (SWFWMD) to remove deteriorated seawalls and restore the shoreline to its natural state. Over 1,800 feet of shoreline has been converted, improving the habitat for wildlife in the downtown area. Stormwater swales capture stormwater and naturally filter the water before it reaches the river and bay. Living shorelines are a type of green infrastructure that uses native vegetation to stabilize the shoreline. The development of numerous living shorelines along the riverfront and seawall will provide a natural alternative to hardened shoreline stabilization method such as a bulkhead. The living shorelines will produce numerous other environmental benefits such as wildlife rehabilitation, filtration of stormwater runoff, and increase resiliency to high tides, storms, and our annual hurricane cycles.

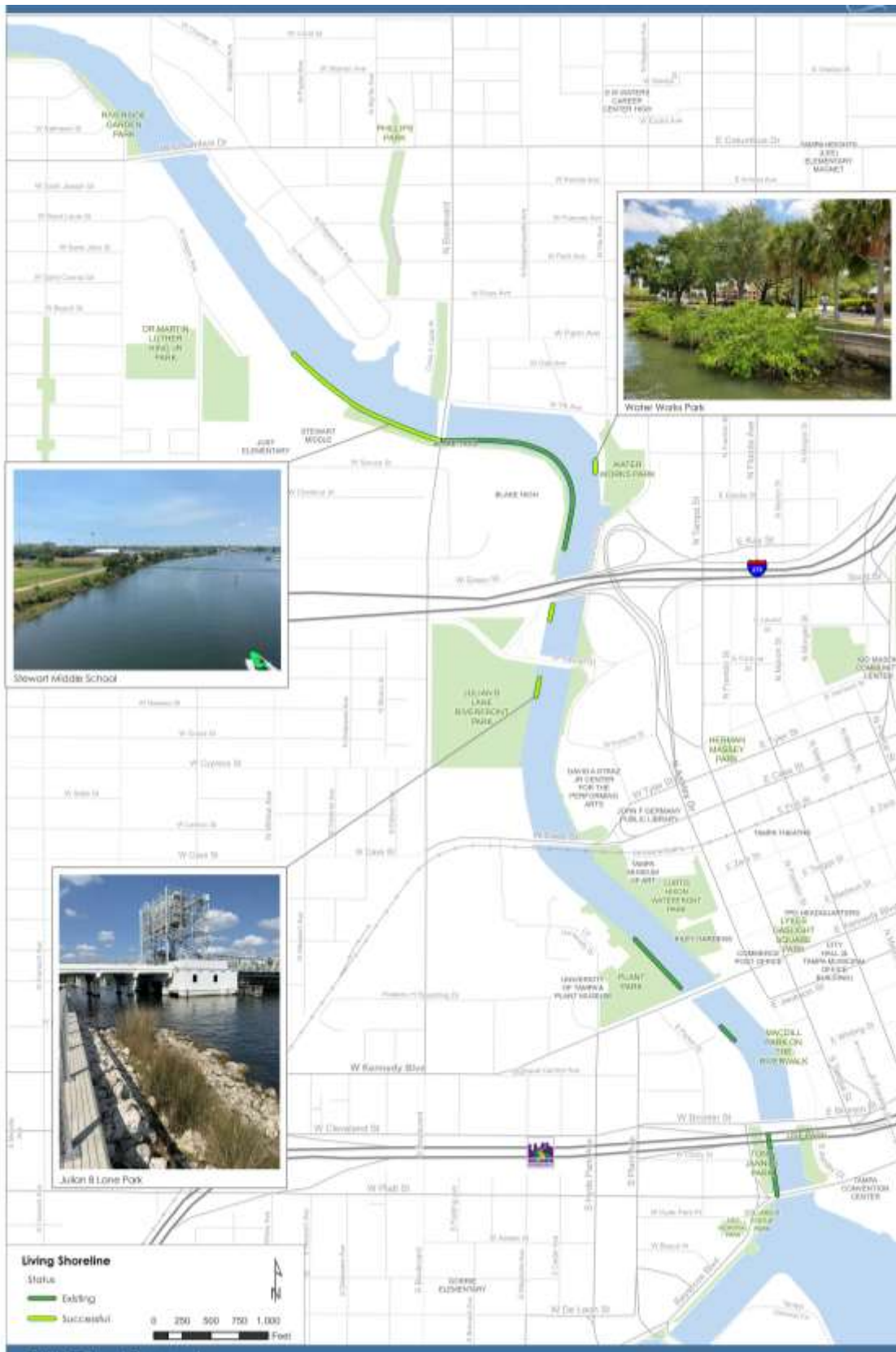


Stormwater scrubbers filter water and capture waste before water enters the Hillsborough River and Hillsborough Bay.



Innovative stormwater management techniques have been and will continue to be implemented along the Riverwalk to reduce the environmental impacts of the facility.

Figure 5 – Map of Hillsborough River Living Shorelines



The Riverwalk uses solar-powered lighting for maps and wayfinding. In addition to solar-powered lighting, LED lights are used to illuminate walkways. Using solar power and LED lights significantly reduces the amount of energy and money needed to power the lights.

QUALITY OF LIFE

The Tampa Multimodal Network and Safety Improvements Project increases transportation choices for individuals, improves connectivity for citizens to jobs, health care, and other critical destinations, and expands access to essential services for those in disadvantaged neighborhoods. While the City of Tampa continues to climb the ranks in US News and other indexes for livability and quality life, improvements continue to be made and issues addressed in areas of underdevelopment. Through the Tampa Multimodal Network and Safety Improvements Project, steps to increase the immediate project areas quality of life will grow exponentially including quality, affordable work force housing, and access to fresh foods, new health services and overall connectivity to other critical services. The network improvements will also increase the likelihood that more users will choose to get around by foot or bicycle, which will have an impact on health and quality of life

Providing bicyclists and pedestrians safe and efficient areas for commuting and recreation enhances the overall livability of an area and increases environmental sustainability. A well-connected multimodal network gives residents, workers, and visitors convenient pedestrian and bicycle-friendly areas for travel that accommodate persons with disabilities by strictly adhering to ADA standards. The network will also provide increased transportation options to the surrounding economically distressed neighborhoods and improve residents' accessibility to the central business district. The proposed pedestrian and bicycle facilities will encourage non-vehicular travel to area businesses. Congestion on area roads will be reduced by providing multiple transportation options and increased modal connectivity. Roads will be safer for pedestrians and bicyclists and will lead to a healthier and more active community.

The Tampa Multimodal Network and Safety Improvement Project links together a large number of trip generators in the area. Connecting these locations will greatly add to the efficiency and usability of commuting options to jobs and services. The network will also inspire more walking and bicycling leading to a healthier population.

The Riverwalk uses solar-powered lighting for map kiosks located along the path to reduce the amount of energy and money needed to power the lights.



SECONDARY SELECTION CRITERIA

INNOVATION

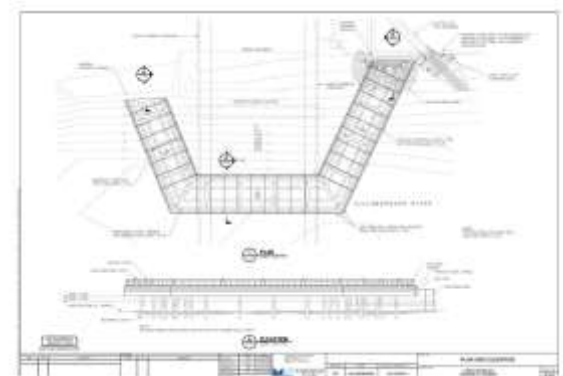
The Tampa Multimodal Network and Safety Project is innovative in the method of delivery of providing numerous safe multimodal transportation options to connect neighborhoods to employment and services. The combined projects link pedestrians and bicyclists from across all directions in to downtown, along with east and west side of the Hillsborough River in a north and south direction, and to the surrounding neighborhoods. Unlike traditional bicycle and pedestrian projects which place facilities on roadways, the multimodal path will utilize existing right-of-way, easements and City of Tampa property that parallel the Hillsborough River to separate bicycle and pedestrian traffic from motorists wherever possible. Another innovative approach is to use already existing land and infrastructure to make use of cul-de-sacs and blocked off streets to construct sections of the path through Stewart Middle School and Dr. Martin Luther King Recreation Center. This innovation makes cost-effective use of infrastructure and continues the separation from motorists making the network much safer and convenient for pedestrians and bicyclists.

A significant innovation is the construction of multi-modal path segments over the Hillsborough River. This innovation maintains continuity, eliminates automobile conflicts, and eliminates the need to purchase high value riverfront property. Over-water segments are proposed below Kennedy Blvd (SR 60, US), Brorein St, & Platt St. The proposed segments will be similar in character and construction to the completed over-water segments on the east side of the river. The existing over-water segments have expanded the multi-modal path from a local amenity to a community-wide asset and transportation alternative. The same result is anticipated on the west side.

The Tampa Multimodal Network and Safety Project is innovative in its comprehensive approach to create development and activity at the water's edge, connect people to the waterfront, spur economic development, improve the environmental and resiliency aspects through a living shoreline and stormwater improvements, provide traffic calming measures and provide a safe venue for hundreds of thousands of people who live in and visit the metropolitan area. The innovative design of the over the water, under the bridge segments reduces dangerous intersection crossings on busy streets.

A unique approach to art, safety and quality of life is being planned and has already been implemented on the Riverwalk. The Tampa Multimodal Network and Safety Improvements Project ties in artwork along several locations on the multimodal path. Along the Riverwalk there is artwork which reflects environmental

The Tampa Multimodal and Safety Network Project was conceptualized and developed collaboratively with economic, transportation, housing, environmental, health, and community based organizations. These diverse stakeholders contributed personnel and financial resources to the project development that has created a sense of ownership by the public sector and business community and contribution to the economic growth.



sustainability, history, and culture unique to Tampa. The additional artwork created on the multimodal path will do the same. The art connects people and brings a sense of community identity. The art innovation is framed with the awareness that creative placemaking in and through social equity can foster aesthetics of belonging through place-based art initiatives. The objective is to strengthen neighborhoods by giving them a voice and making it known that they are heard.

PARTNERSHIP

The Tampa Multimodal Network and Safety Improvements Project is a product of public and private partnerships. While strong partnerships and funding has been cultivated, the project cannot be completed without Federal funding assistance. Over

the past several years, the City of Tampa has worked with the Hillsborough County Metropolitan Planning Organization (MPO) and the Florida Department of Transportation to fund and implement sections of the Riverwalk with state and federal funds and other public and private resources and has successfully completed the Riverwalk on the east side of the Hillsborough River. The Urban Land Institute visited Tampa in October 2011 to provide recommendations for how the city can redevelop itself to become a true urban center. One of their top recommendations was to complete the Riverwalk and extend the Riverwalk along the western shore of the Hillsborough River. Through the BUILD grant, we hope to realize the recommendation and redevelop the economically distressed neighborhoods on the west side of the river, connecting them and bringing them in as part of the urban core.

The City of Tampa owns all of the project land or has long-term easement and/or development agreements for any it does not own outright. The University of Tampa, Tampa Preparatory School and Hillsborough County School Board has perpetual easements for the facility to link across their properties.

The total project cost of the Tampa Multimodal Network and Safety Improvements Project is \$30,000,000. Of this \$30,000,000, the City has committed \$6,000,000, making the BUILD grant request \$24,000,000.

The City of Tampa has 100 percent of its \$6 million match with contributions from city sources (Capital Improvement Program, Tax Increment Financing, Impact and Multimodal Fees, Community Investment Tax, and Public Art and Private Development Fees). Future funding for maintenance and repair will be budgeted annually. The city is constantly searching for every possible source of funding to leverage local investment as much as possible.

Project Partners

Internal

- *Parks and Recreation*
- *Infrastructure and Mobility*
- *Planning and Development*
- *Community Redevelopment Area*
- *Stormwater*
- *Arts and Cultural Affairs*
- *Neighborhood Engagement*
- *Community Partnerships*

External

- *Private developers – Soho Capital, Related Condos*
- *Tampa Housing Authority*
- *Friends of the Riverwalk*
- *Hillsborough Area Regional Transit Authority*
- *Hillsborough Metropolitan Planning Organization*
- *Neighborhood Associations*
- *Downtown Partnership*
- *Hillsborough County*
- *Southwest Florida Water Management District*



V. ENVIRONMENTAL RISK

PROJECT SCHEDULE

The majority of segments will commence construction in 2021. The multimodal path segments along the river that include pavement improvements and expansions along with ADA improvements are design and shovel ready. These sections will advance the implementation of the project and is possible given the nature and lack of complexity of those particular segments. The more complex sections of the project, over water and under bridge and complete streets, will commence fall of 2021 and assure grant funds are obligated by September 30, 2022. The construction contracts will contain expeditious deliverable and payment schedules to ensure funds are fully expended prior to September 30, 2027.

Milestone	2020	2021					2022			2023
	Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 5	Qtr 6	Qtr 7	Qtr8	2027	
Design Completion										
Multimodal Path Segments										
Complete Streets										
Underpass-Over Water										
Enhance Crossings										
Living Shoreline										
Reviews, Permits, and Approvals										
NEPA										
United States Army Corp of Engineers										
United States Coast Guard										
Southwest Florida Water Management District										
Port Tampa										
Hillsborough County Environmental Protection Commission										
Procurement Contracts/Construction										
Competitive Bid/Open Competition										
Contract Execution										
Grant Funds Obligated										
Construction Completed										

REQUIRED APPROVALS

The NEPA requirements for the complete streets and on-road trail improvements are expected to be completed by Fall 2021. The City of Tampa anticipates there will be a categorical exclusion granted for these segments. The segments will be constructed on existing City of Tampa property and will not require disturbance of the Hillsborough River waterway. A categorical exclusion is anticipated for this project and approval will be sought immediately following grant award.

The over water and under bridge segments, living shoreline, and any potential disturbance to the Hillsborough River waterway will require United States Coast Guard, United State Army Corp of Engineers, Southwest Florida Water Management District, Port Tampa, and the Hillsborough County Environmental Protection Commission permits. These permits will be obtained within or prior to a year after the grant award.

No additional legislative approvals are necessary to fund the improvements in this application. The project components in the grant application have met the necessary state and local requirements with respect to transportation planning and comprehensive planning.

The Tampa Multimodal Network and Safety Improvements Project is supported by thorough planning, feasibility studies and design projects that involved coordination across funding partners, implementing and regulatory agencies and downtown stakeholders. Agreements already exist with the schools, private sector properties, housing authority and County.

PUBLIC ENGAGEMENT

The Tampa Multimodal Network and Safety Improvements Project public engagement commenced with the West River Redevelopment Plan that initiated in 2016 and continues today. The plan consisted of redevelopment plans for commercial areas, housing, parks, schools, historic locations, and community facilities and included specific discussions on transportation options and multimodal connections. Numerous community meetings, public workshops and walking workshops were held with the Tampa Housing Authority (THA), City of Tampa and a broad representation of residents, business owners, community leaders and governmental agencies. The master planning and redevelopment team has interacted with residents, stakeholders and public officials about the potential for West River multimodal and safety networks.

As projects are ready to commence, the City of Tampa works closely and collaboratively with the public, posts public notice of transportation work to be completed, and holds public meetings to receive public comment. The Department also uses online web applications so that the public can continually engage with the City staff working on projects for the duration of a project.

ASSESSMENT OF PROJECT RISKS AND MITIGATION STRATEGIES

The final two segments of the Riverwalk will be implemented with the benefit of extensive knowledge gained from planning, designing, and constructing previous segments of the project. The City of Tampa has a clear understanding of how to accomplish the remaining segments from a technical standpoint and has successfully implemented numerous segments in the past on time and within budget as shown through the 2012 TIGER grant that funded portions of the completed Riverwalk. The Platt and Brorein segments involve construction of an underpass overwater bridge that goes under the existing Platt and Brorein Street bridges. A similar segment has been completed on the opposing side of the river under both bridges and the design would be similar but adapted to their unique site locations.

The City of Tampa is financially sound and capable of addressing contingencies in construction costs and long-term maintenance and operations. The City has an ongoing private fundraising campaign and has

dedicated general funds to the construction and maintenance of the Riverwalk. The City of Tampa has extensive experience in grants management and compliance with federal funds. The project construction budgets are based on feasibility studies, design work, and use standard cost categories that are annually updated by the Florida Department of Transportation.

VI. BENEFIT-COST ANALYSIS

The City of Tampa applied USDOT's discretionary grant programs guidance on completing a benefit-cost analysis (BCA) for submittal as part of the grant application. In particular, the Safety Benefits and the Residual Value and Remaining Service Life are calculated in the BCA using DOT guidance. The BCA analysis reflects the projects goals to construct resilient and long-lasting facilities as well as increase safety for bicyclists and pedestrians.

Safety Benefits

To estimate safety outcomes from the project, the effectiveness rates of safety-related improvements are applied to baseline crash data. The City of Tampa captured crash history from the past 5 years. The baseline crash data is specific to the multimodal network segments and geographic area of the project. The baseline data is closely aligned with the expected impact area of the project improvements. While the larger multimodal network has additional crash data, the baseline only consists of data from the targeted project segments and not the larger corridor or region. A risk reduction rate of 75% was applied to the total safety costs based on the KABCO level and associated monetized value from the baseline numbers and levels to determine the safety benefit total. 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. This system is developed by the GeoPlan Center at the University of Florida, and funded by the state of Florida through the Traffic Records Coordinating Committee (TRCC).

Residual Value

The Residual Value is calculated using the expected useful life of the infrastructure asset constructed and improved by the project. This facility is designed for very long-term use and has an expected life that would exceed the maximum analysis period (covering up to 30 years of operations). Residual value is estimated using the total project cost (\$30,000,000), the useful service life (30 years), and the years of analysis period (20 years).

Additional Benefits

While not included in the BCA, the committed private sector investment in conjunction with the overall development of the project area is important. The Tampa Housing Authority has committed \$650 million in housing development and mixed-use projects. The Hillsborough River Realty Company (HRRC) has committed \$8 million to develop multimodal segments at Lafayette Place and Keller Avenue as well as the development of Lafayette Tower estimated cost of \$20 million. WFLA has committed at least \$500,000 to complete multimodal segments. The combined commitment is over \$700 million and will increase upon completion of the Tampa Multimodal Network and Safety Improvements Project.

As transportation options and alternatives are created through the project, reduced vehicle emissions and improved public health are an expected benefit through the use of the facility for work commutes as well as for healthy recreation. The project will increase connectivity and therefore increase foot traffic and patrons to local businesses therefore increasing the business revenues. The living shorelines will mitigate and filter stormwater runoff therefore producing a positive environmental benefit.

Table 2 includes a summary of the Tampa Multimodal Network and Safety Improvements Project benefits and costs. An electronic copy of the spreadsheets used to complete these calculations are included as an additional attachment.

Table 2 – Benefit-Cost Ratio

Benefit-Cost Factors	Present Day Total Value
Safety Benefits	\$83,536,560
Residual Value	\$7,500,000
Total Benefit	\$91,036,560
Construct Tampa Multimodal Network and Safety Improvements	\$30,000,000
Resurfacing the multimodal path every 20 years	\$225,000
Maintenance	\$345,000
Total Cost	\$30,570,000
Benefit-Cost Ratio	2.98