



USDOT Safe Streets and Roads for All (SS4A) 2026 Implementation Grants

Valid Eval Feedback Report

Pinellas County
Infrastructure Strategies: Build
physical transportation
improvements; goal is to create
safer facilities (e.g.,
constructing roundabouts,
sidewalks, and traffic calming
measures)

Submission Profile

Entity/Community Name

Pinellas County

Primary Telephone number

7274643000

Entity Community Type

County Government

Applicant State

FL

Applicant 5-digit Zip Code

33756

Applicant UEI

R37RMC63XKG1

Alternate Contact First Name

Helene

Alternate Contact Last Name

Roberts

Alternate Telephone number

7274644015

Alternate Email

hroberts@pinellas.gov

Total Jurisdiction Population

959,107

Total Count Motor Vehicle-Involved Roadway Fatalities (2019-2023)

609

Alternative Fatality Data Source (upload documentation in Uploads section if applicable)

Total Average Annual Fatality Rate (per 100,000 population)

12.7

Has your jurisdiction received an SS4A award in a previous year (i.e., FY22, FY23, FY24, or FY25)?



Planning and Demonstration Grant



Implementation Grant



No previous SS4A awards

Project Title

Keystone Road and East Lake Road Emergency Access Improvements

Project Goal

Pinellas County proposed to advance the Keystone Road and East Lake Road project, currently at 30% design, to implement targeted safety improvements.

Indicate applicant's roadway safety responsibility



Applicant owns and /or maintains the roadway(s) impacted by the proposed project



Applicant has safety responsibilities that affect roadway(s) impacted by the proposed project



Applicant has an agreement from the agency that has ownership and/or maintenance responsibilities for the roadway(s) impacted by the proposed project

Other

Plan Weblink

<https://forwardpinellas.org/safestreets/the-action-plan/>

Action Plan Owner



We are applying with an Action Plan developed by our jurisdiction



We are applying with an Action Plan developed by another jurisdiction

Action Plan Owner Details

Are underserved communities included in the jurisdiction(s) covered by this application?

The area covered by this application is partially located in an underserved community

Are underserved communities included in the project areas covered by this application?

None of the project area covered by this application is located in an underserved community

Are the project locations on the High Injury Network?

☒ Yes

☐ No

☐ Partially

Number of fatalities in project area(s) (2019-2023)

2

Number of Serious Injury Crashes in project area(s) (2019-2023)

15

Number of Suspected Injury Crashes in project area(s) (2019-2023)

Supplemental Planning Activities

☐ Additional Analysis

☐ Expanded Data Collection

☐ Complementary Planning

☐ Add elements to and/or update existing Comprehensive Safety Action Plan

☐ Road Safety Audits

☒ Not Applicable

☐ Other (please specify)

Other (specify here)

Demonstration Activities

- ☐ Quick-builds using temporary materials
- ☐ Demonstration/Pilot of Behavioral Program
- ☐ Demonstration/Pilot of Operational Program
- ☐ Demonstration/Pilot of technology to support safety planning and analysis
- ☐ MUTCD Engineering Studies
- ☒ Not Applicable
- ☐ Other (please specify)

Other (specify here)

Supplemental planning and demonstration activity results**Partial Funding**

- ☐ Yes
- ☒ No
- ☐ N/A

Total SS4A Funding Request

7,960,000

Total SS4A Non-Federal Match

1,990,000

Total SS4A Project Cost

9,950,000

Total Other Federal Funds (if applicable)

Are you using Tribal Transportation Program (TTP) funds as non-Federal match? (Federally recognized Tribal governments only)

N/A

Does your funding request include indirect rate?

- ☐ Yes. I have uploaded a letter from my cognizant federal agency below.
- ☐ Yes. I am using the 15% de minimus.
- ☒ No.

Primary Project Type

Infrastructure Strategies: Build physical transportation improvements; goal is to create safer facilities (e.g., constructing roundabout...

Primary Contact

Meghan Johnson

mrjohnson@pinellas.gov

Auto-generated ID field for internal program use:

Materials Submitted for Evaluation

SF-424 Application for Federal Assistance (required) (PDF) (pdf file)

[SF-424PinellasSS4ASigned.pdf](#)

SF-424C Budget Information for Construction Programs (required) (PDF) (pdf file)

[SF424C_2_0-V2.0.pdf](#)

SF-424D Assurances for Construction Programs (required) (PDF) (pdf file)

[SF-424DPinellasSS4ASigned.pdf](#)

SF-LLL Disclosure of Lobbying Activities (required) (PDF) (pdf file)

[SF-LLLPinellasSS4ASigned.pdf](#)

Narrative (required) (PDF) (pdf file)

[PinellasCounty_SS4A_Narrative_Implementation_FINAL-05.20.26_.pdf](#)

Map (required) (PDF) (pdf file)

Spatial Data (Zip file) (application/zip file)

Spatial Data (KML file) (application/vnd.google-earth.kml+xml file)

[PinellasCountySS4AGrantApplication.kml](#)

Implementation Grant Supplemental Budget (required) (XLS) (xls file)

[SS4A-FY26-PinellasCounty_ImplementationGrantSupplementalBudget.xlsx](#)

Alternative Fatality Data (PDF) (pdf file)

Self-Certification Eligibility Worksheet (required) (PDF) (pdf file)

[SS4A-FY26-Self-Certification-Eligibility-Pinellas2026.pdf](#)

Action Plan (optional) (PDF) (pdf file)

Federal Cognizant Agency Letter (optional) (PDF) (pdf file)

Letters of Support (optional) (PDF) (pdf file)

[SS4APinellasLOS.pdf](#)

Supporting Documents (optional) (PDF) (pdf file)

[ProjectNarrativeGraphics_PinellasCounty_SS4A_Narrative_Implementation_FINAL-05.20.26.pdf](#)

Application for Federal Assistance SF-424

*** 1. Type of Submission:**

- ☐ Preapplication
☒ Application
☐ Changed/Corrected Application

*** 2. Type of Application:**

- ☒ New
☐ Continuation
☐ Revision

*** If Revision, select appropriate letter(s):**

*** Other (Specify):**

*** 3. Date Received:**

4. Applicant Identifier:

5a. Federal Entity Identifier:

5b. Federal Award Identifier:

State Use Only:

6. Date Received by State:

7. State Application Identifier:

8. APPLICANT INFORMATION:

*** a. Legal Name:**

County of Pinellas

*** b. Employer/Taxpayer Identification Number (EIN/TIN):**

59-6000800

*** c. UEI:**

R37RMC63XKG1

d. Address:

*** Street1:**

315 Court Street

Street2:

*** City:**

Clearwater

County/Parish:

*** State:**

FL: Florida

Province:

*** Country:**

USA: UNITED STATES

*** Zip / Postal Code:**

33756-5338

e. Organizational Unit:

Department Name:

Division Name:

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

Prefix:

*** First Name:**

Meghan

Middle Name:

*** Last Name:**

Johnson

Suffix:

Title:

Grants Management Coordinator

Organizational Affiliation:

*** Telephone Number:**

727-464-4015

Fax Number:

*** Email:**

mrjohnson@pinellas.gov

Application for Federal Assistance SF-424

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

B: County Government

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

* Other (specify):

* 10. Name of Federal Agency:

Office of the Secretary of Transportation

11. Assistance Listing Number:

20.939

Assistance Listing Title:

Safe Streets and Roads for All

* 12. Funding Opportunity Number:

DOT-SS4A-FY26-01

* Title:

Safe Streets and Roads for All Funding Opportunity

13. Competition Identification Number:

Title:

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

Congressional Map posted 04.07.25.pdf

Add Attachment

Delete Attachment

View Attachment

* 15. Descriptive Title of Applicant's Project:

Keystone Road and East Lake Road Emergency Access Improvements

Attach supporting documents as specified in agency instructions.

Add Attachments

Delete Attachments

View Attachments

Application for Federal Assistance SF-424**16. Congressional Districts Of:*** a. Applicant * b. Program/Project

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

17. Proposed Project:* a. Start Date: * b. End Date: **18. Estimated Funding (\$):**

* a. Federal	7,960,000.00
* b. Applicant	1,990,000.00
* c. State	0.00
* d. Local	0.00
* e. Other	0.00
* f. Program Income	0.00
* g. TOTAL	9,950,000.00

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

- ☐ a. This application was made available to the State under the Executive Order 12372 Process for review on .
- ☐ b. Program is subject to E.O. 12372 but has not been selected by the State for review.
- ☒ c. Program is not covered by E.O. 12372.

*** 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes," provide explanation in attachment.)**☐ Yes ☒ No

If "Yes", provide explanation and attach

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

☒ ** I AGREE

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

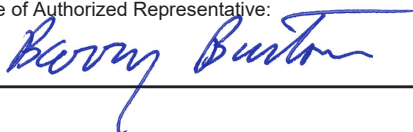
Authorized Representative:

Prefix: * First Name:

Middle Name:

* Last Name:

Suffix:

* Title: * Telephone Number: Fax Number: * Email: * Signature of Authorized Representative: * Date Signed:

APPROVED AS TO FORM
By: Amanda S. Coffey
Office of the County Attorney

BUDGET INFORMATION - Construction Programs

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

COST CLASSIFICATION	a. Total Cost	b. Costs Not Allowable for Participation	c. Total Allowable Costs (Columns a-b)
1. Administrative and legal expenses	\$	\$	\$
2. Land, structures, rights-of-way, appraisals, etc.	\$	\$	\$
3. Relocation expenses and payments	\$	\$	\$
4. Architectural and engineering fees	\$	\$	\$
5. Other architectural and engineering fees	\$	\$	\$
6. Project inspection fees	\$	\$	\$
7. Site work	\$ 2,953,505.53	\$	\$ 2,953,505.53
8. Demolition and removal	\$	\$	\$
9. Construction	\$ 6,091,948.88	\$	\$ 6,091,948.88
10. Equipment	\$	\$	\$
11. Miscellaneous	\$	\$	\$
12. SUBTOTAL (sum of lines 1-11)	\$ 9,045,454.41	\$	\$ 9,045,454.41
13. Contingencies	\$ 904,545.59	\$	\$ 904,545.59
14. SUBTOTAL	\$ 9,950,000.00	\$	\$ 9,950,000.00
15. Project (program) income	\$	\$	\$
16. TOTAL PROJECT COSTS (subtract #15 from #14)	\$ 9,950,000.00	\$	\$ 9,950,000.00
FEDERAL FUNDING			
17. Federal assistance requested, calculate as follows: (Consult Federal agency for Federal percentage share.) Enter eligible costs from line 16c Multiply X 80 % Enter the resulting Federal share.			\$ 7,960,000.00

ASSURANCES - CONSTRUCTION PROGRAMS

OMB Number: 4040-0009
Expiration Date: 06/30/2028

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

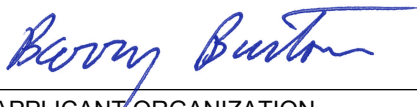
PLEASE DO NOT RETURN YOUR COMPLETED FORM TO THE OFFICE OF MANAGEMENT AND BUDGET. SEND IT TO THE ADDRESS PROVIDED BY THE SPONSORING AGENCY.

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

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

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

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

SIGNATURE OF AUTHORIZED CERTIFYING OFFICIAL 	TITLE County Administrator
APPLICANT ORGANIZATION County of Pinellas	DATE SUBMITTED May 20, 2026

SF-424D (Rev. 7-97) Back

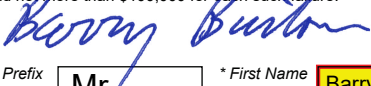
APPROVED AS TO FORM

By: Joseph A Morrissey
Office of the County Attorney

DISCLOSURE OF LOBBYING ACTIVITIES

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

OMB Number: 4040-0013
Expiration Date: 06/30/2028

1. * Type of Federal Action: ☐ a. contract ☒ b. grant ☐ c. cooperative agreement ☐ d. loan ☐ e. loan guarantee ☐ f. loan insurance	2. * Status of Federal Action: ☐ a. bid/offer/application ☒ b. initial award ☐ c. post-award	3. * Report Type: ☒ a. initial filing ☐ b. material change
4. Name and Address of Reporting Entity: ☒ Prime ☐ SubAwardee * Name County of Pinellas * Street 1 315 Court Street Street 2 * City Clearwater State FL: Florida Zip 33756 Congressional District, if known: FL-013		
5. If Reporting Entity in No.4 is Subawardee, Enter Name and Address of Prime: 		
6. * Federal Department/Agency: Office of the Secretary of Transportatio	7. * Federal Program Name/Description: Safe Streets and Roads for All Assistance Listing Number, if applicable: 20.939	
8. Federal Action Number, if known: 	9. Award Amount, if known: \$	
10. a. Name and Address of Lobbying Registrant: Prefix * First Name Van Scoyoc Middle Name * Last Name Van Scoyoc Suffix * Street 1 215 Monroe Street Street 2 * City Tallahassee State FL: Florida Zip 32301		
b. Individual Performing Services (including address if different from No. 10a) Prefix * First Name Harry Middle Name * Last Name Glenn Suffix * Street 1 215 S Monroe Street Street 2 * City Tallahassee State FL: Florida Zip 32301		
11. Information requested through this form is authorized by title 31 U.S.C. section 1352. This disclosure of lobbying activities is a material representation of fact upon which reliance was placed by the tier above when the transaction was made or entered into. This disclosure is required pursuant to 31 U.S.C. 1352. This information will be reported to the Congress semi-annually and will be available for public inspection. Any person who fails to file the required disclosure shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure. * Signature:  * Name: Prefix Mr * First Name Barry Middle Name * Last Name Burton Suffix Title: County Administrator Telephone No.: Date: May 20, 2026		
Federal Use Only:		Authorized for Local Reproduction Standard Form - LLL (Rev. 7-97) APPROVED AS TO FORM By: <u>Joseph A Morrissey</u> Office of the County Attorney

All applicants should follow the instructions in the NOFO to correctly apply for a grant. See the [SS4A website](#) for more information.

Table 1 of the [SS4A NOFO](#) describes [seven components of an Action Plan](#), which correspond to the questions in this worksheet. Applicants should use this worksheet to determine whether their existing plan(s) contains the required components to be considered an eligible Action Plan for SS4A.

This worksheet is required for all SS4A **Implementation Grant** applications and any **Planning and Demonstration Grant applications to conduct Supplemental Planning/Demonstration Activities only**. Please complete the form in its entirety, do not adjust the formatting or headings of the worksheet, and upload the completed PDF with your application.

Eligibility

An Action Plan is considered eligible for an SS4A application for an Implementation Grant or a Planning and Demonstration Grant to conduct Supplemental Planning/Demonstration Activities if the following two conditions are met:

- You can answer "YES" to Questions **3, 6, and 8** in this worksheet; *and*
- You can answer "YES" to **at least three of the five remaining** Questions, **1, 2, 4, 5, and 7**.

If both conditions are not met, an applicant is still eligible to apply for a Planning and Demonstration Grant to fund the creation of a new Action Plan or updates to an existing Action Plan to meet SS4A requirements.

Applicant Information

Lead Applicant: County of Pinellas

UEI: R37RMC63XKG1

Action Plan Documents

In the table below, list the relevant Action Plan and any additional plans or documents that you reference in this form. **Up to three plans or documents may be included**. Please provide a hyperlink to any documents available online or indicate that the Action Plan or other documents will be uploaded in Valid Eval as part of your application. Note that, to be considered an eligible Action Plan for SS4A, the plan(s) coverage must be broader than just a corridor, neighborhood, or specific location.

Document Title	Link	Date of Most Recent Update
Safe Streets Pinellas Action Plan	https://forwardpinellas.org/safestreets/wp-content/uploads/2023/02/action_plan_v7_2-3-23_508_Compliant-2.pdf	02/2023
Safe Streets Pinellas Action Plan Technical Appendix	https://forwardpinellas.org/safestreets/wp-content/uploads/2023/02/Action_Plan_V7_Technical_Appendix_February_3_2023_v	02/2023



Action Plan Components

For each question below, answer "YES" or "NO." If "YES," list the relevant plan(s) or supporting documentation that address the condition and the specific page number(s) in each document that corroborates your response. This form provides space to reference multiple plans, but please list only the most relevant document(s).

1. Leadership Commitment and Goal Setting

Are **BOTH** of the following true?

- A high-ranking official and/or governing body in the jurisdiction publicly committed to an eventual goal of zero roadway fatalities and serious injuries; and
- The commitment includes either setting a target date to reach zero OR setting one or more targets to achieve a reduction in roadway fatalities and serious injuries by a specific date.

☒ **YES**

☐ **NO**

Note: This may include a resolution, policy, ordinance, executive order, or other official announcement from a high-ranking official and the official adoption of a plan that includes the commitment by a legislative body.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)
Resolution 21-44 (Adopted March 10, 2021)	

2. Planning Structure

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

☒ **YES**

☐ **NO**

Note: This should include a description of the membership of the group and what role they play in the development, implementation, and monitoring of the Action Plan.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)
Action Plan: Chapter 3 -Community Outreach	24-37



3. Safety Analysis

Does the Action Plan include **ALL** of the following?

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

☒ YES

☐ NO

Note: Availability and level of detail of safety data may vary greatly by location. The [Fatality and Injury Reporting System Tool \(FIRST\)](#) provides county- and city-level data. When available, local data should be used to supplement nationally available data sets.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)
Action Plan: Chapter 4 - Collision Trends	40-49
Action Plan: Chapter 6 - HIN	68-87
Action Plan: Chapter 7- Counter Measures	90-107

4. Engagement and Collaboration

Did development of the Action Plan include **ALL** of the following activities?

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

☒ YES

☐ NO

Note: This should include a description of public meetings, participation in public and private events, and proactive meetings with stakeholders.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)
Action Plan: Chapter 3 -Community Outreach	24-37



5. Policy and Process Changes

Are **BOTH** of the following true?

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

☒ **YES**

☐ **NO**

Note: This may include existing and/or recommended Complete Streets policy, guidelines for community engagement and collaboration, policy for prioritizing areas of greatest need, local laws (e.g., speed limit), design guidelines, and other policies and processes that prioritize safety.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)
Action Plan: Chapter 8 - Strategies	110-122

6. Strategy and Project Selections

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

☒ **YES**

☐ **NO**

Note: This should include one or more lists of community-wide multi-modal and multi-disciplinary projects that respond to safety problems and reflect community input, indication of expected time ranges to complete each project, and a description of how your community will prioritize projects in the future.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)
Action Plan: Chapter 8 - Strategies	110-122



7. Progress and Transparency

Does the plan include **BOTH** of the following?

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

☒ **YES**

☐ **NO**

Note: This should include a progress reporting structure and list of proposed metrics.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)
Action Plan: Chapter 8 - Strategies	110-122

8. Action Plan Date

Was at least one of your plans finalized and/or last updated between 2021 and May 26, 2026?

☒ **YES**

☐ **NO**

Note: Updates may include major revisions, updates to the data used for analysis, status updates, or the addition of supplemental planning documents, including but not limited to an ADA Transition Plan, one or more Road Safety Audits conducted in high-crash locations, or a Vulnerable Road User Plan.

If "YES," please list your most recent document, date of finalization, and page number(s) that corroborate your response.

Document Title	Date of Most Recent Update	Page Number(s)
Safe Streets Pinellas Action Plan	02/2023	Cover



SS4A Implementation Grant Application - Estimated Budget

This budget template should be submitted with an Implementation Grant application. This template is structured based on Table 5 of the FY26 NOFO and illustrates the appropriate estimation. Please be as detailed as possible.

Please note that this form is set up to calculate project costs from any sub-activities and to calculate subtotals and totals. Please only enter information into white cells; the gray shaded cells are inputs to the white cells. If you add or remove rows to meet your project needs, check that these calculations are correct before submitting.

Note: The "Other Federal Funds" column listed below may include funds directly received from a Federal agency or funds received through a pass through agency (e.g., state or local government federal funds).

Estimated Budget

Itemized Estimated Costs of the (A) Supplemental Action Plan Activities (if applicable)

Activities	SS4A Federal Request	SS4A Non-Federal Match	Total SS4A Project Cost
Subtotal Budget for (A) Supplemental Action Plan Activities	\$ -	\$ -	\$ -

Itemized Estimated Costs of the (B) Planning, Design, and Development Activities (if applicable)

Activities	SS4A Federal Request	SS4A Non-Federal Match	Total SS4A Project Cost
Subtotal Budget for (B) Conducting Planning, Design, and Development Activities	\$ -	\$ -	\$ -

Itemized Estimated Costs of the (C) Proposed Projects and Strategies

Activities	SS4A Federal Request	SS4A Non-Federal Match	Total SS4A Project Cost
Implementation - Location or Project #1	\$ 7,960,000.00	\$ 1,990,000.00	\$ 9,950,000.00
Mobilization	\$ 657,851.50	\$ 164,462.88	\$ 822,314.38
Traffic Control	\$ 704,840.65	\$ 176,210.16	\$ 881,050.81
Roadway Construction	\$ 4,305,326.18	\$ 1,076,331.55	\$ 5,381,657.73
Stormwater	\$ 1,000,112.27	\$ 250,028.07	\$ 1,250,140.34
Signing & Pavement Markings	\$ 362,617.38	\$ 90,654.34	\$ 453,271.72
Signalization Improvements	\$ 205,615.54	\$ 51,403.89	\$ 257,019.43
Contingency (10%)	\$ 723,636.47	\$ 180,909.12	\$ 904,545.59

Subtotal Budget for (C) Carrying Out Projects and Strategies	\$ 7,960,000.00	\$ 1,990,000.00	\$ 9,950,000.00
Total Budget for Activities (A), (B), and (C)	\$ 7,960,000.00	\$ 1,990,000.00	\$ 9,950,000.00

e level of detail for project-level budget
aded cells are calculated based on the
overnmental agency) that originated as
Other Federal Funds (if applicable)
\$ -
Other Federal Funds (if applicable)
\$ -
Other Federal Funds (if applicable)
\$ -
\$ -
\$ -
\$ -

\$	-
\$	-

SS4A Implementation Grant Application - Supplement

Itemized Estimated Costs of the (C) Proposed Project

Activities	SS4A Federal Request	SS4A Non-Federal Match
Implementation - Keystone Road and East Lake Road	\$ 7,960,000.00	\$ 1,990,000.00
<i>Mobilization</i>	\$ 657,851.50	\$ 164,462.88
<i>Traffic Control</i>	\$ 704,840.65	\$ 176,210.16
<i>Roadway Construction</i>	\$ 4,305,326.18	\$ 1,076,331.55
<i>Stormwater</i>	\$ 1,000,112.27	\$ 250,028.07
<i>Signing & Pavement Markings</i>	\$ 362,617.38	\$ 90,654.34
<i>Signalization Improvements</i>	\$ 205,615.54	\$ 51,403.89
<i>Contingency (10%)</i>	\$ 723,636.47	\$ 180,909.12
Total Budget for Carrying Out Projects and Strategies	\$ 7,960,000.00	\$ 1,990,000.00

Preliminary Estimated Budget	
Inputs and Strategies	
Total SS4A Project Cost	Other Federal Funds (if applicable)
\$ 9,950,000.00	\$ -
\$ 822,314.38	\$ -
\$ 881,050.81	
\$ 5,381,657.73	
\$ 1,250,140.34	
\$ 453,271.72	\$ -
\$ 257,019.43	
\$ 904,545.59	\$ -
\$ 9,950,000.00	\$ -

Keystone Road and East Lake Road Emergency Access Improvements

Project Narrative



KEY INFORMATION TABLE (IMPLEMENTATION GRANTS)

Title	Instructions
Lead Applicant Name	Pinellas County, Florida
Lead Applicant Unique Entity Identifier (UEI)	R37RMC63XKG1
Eligible Entity Type	Political subdivision of a State or territory
Project Title	Keystone Road and East Lake Road Emergency Access Improvements
Project Goal/Description	Pinellas County proposed to advance the Keystone Road and East Lake Road project, currently at 30% design, to implement targeted safety improvements with measurable benefits identified in the Safe Streets Pinellas Action Plan. Proposed activities include roadway reconfiguration through added left-turn lanes, extended left-turn lanes, enhanced pedestrian crossings, improved lighting, and updated signal timing to reduce crashes for all road users. This project will use USDOT-proven countermeasures to address documented safety and operational deficiencies on a high-injury network location and position the project for construction.
Primary Project Purpose (select one)	Infrastructure Strategies: Build physical transportation improvements; goal is to create safer facilities (e.g., constructing roundabouts, sidewalks, and traffic calming measures)
Total Applicant Jurisdiction Population	959,107 residents
Total Count Motor Vehicle-Involved Roadway Fatalities in the Applicant Jurisdiction that includes the last 5 years of data made available in the Fatality Analysis Reporting System (FARS) during the NOFO period	609 fatalities
Total Average Annual Fatality Rate (per 100,000 population) for the Applicant Jurisdiction	12.7 fatalities per 100,000 population
Inclusion of Underserved Communities in Jurisdiction(s)	Yes

Inclusion of Underserved Communities in Project Area(s)	No
Project Area Fatalities	2 fatalities (Source: FDOT Signal Four)
Project Area Serious Injuries OR Project Area Injuries Severity Unknown	15 serious injuries (Source: FDOT Signal Four)
Applicant roadway safety responsibility (may select multiple)	• Ownership and/or maintenance responsibilities over a roadway network; and • Safety responsibilities that affect roadways.
Does your project include Supplemental Planning and/or Demonstration activities?	No
Would you consider accepting funding for only Supplemental Planning and/or Demonstration activities?	No; there are no supplemental planning or demonstration activities in this proposed project.
Total SS4A Federal Funds Requested	\$7,960,000
Total SS4A Non-Federal Share	\$1,990,000
Total SS4A Project Cost	\$9,950,000
Total Other Federal Funds Used (if applicable)	N/A
SS4A Funding Request for Supplemental Planning and/or Demonstration Activities (A)	N/A
SS4A Funding Request for Planning, Design, and Development Activities for Projects/Strategies (B)	N/A
SS4A Funding Request for Carrying Out Projects and Strategies (C)	\$7,960,000
Existing Comprehensive Safety Action Plan (or equivalent)	THE ACTION PLAN – Safe Streets Pinellas

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I. OVERVIEW

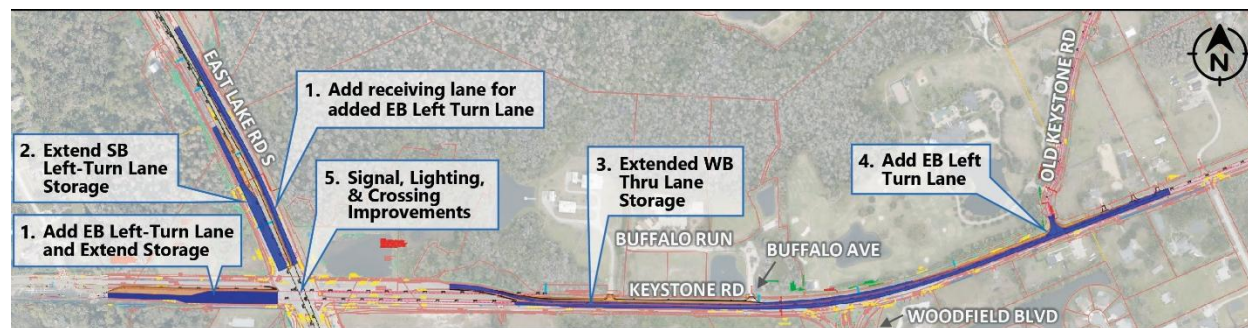
Located along Florida's Gulf Coast within the Tampa Bay Metropolitan Area, Pinellas County is home to 959,107 residents within just 280 square miles, making it the most densely populated county in Florida. Pinellas County also welcomes approximately 20 million visitors annually. These visitors rely on the County's transportation system to access world-class destinations and beaches, with tourism generating an estimated \$10 billion in economic impact in 2025. Northern Pinellas County communities served by Keystone Road and East Lake Road include average household sizes of 2.2 persons, and approximately 67% of households include married couples. This reflects a stable, family-oriented population that relies on daily travel to access schools, employment, parks, and community activities. As travel demand increases on major arterial roadways, targeted safety improvements are needed to reduce conflict points and minimize fatal and serious injury (KSI) crash risk for all roadway users.

Transportation safety is a focal point for Pinellas County. Due to high density and traffic volumes, the County ranks among Florida jurisdictions for elevated vehicle crashes and serious injuries, particularly on major arterials serving mixed residential and commuter traffic. Keystone Road and East Lake Road function as critical intersecting arterials in northern Pinellas County for residents, commuters, and first responders to access key destinations in the community. These roads have also been identified through state safety analyses and the countywide High Injury Network (HIN), having documented crash patterns and operational deficiencies affecting all road users. In response, Pinellas County and its partners have prioritized safety improvements consistent with the SS4A-funded Comprehensive Safety Action Plan (CSAP) titled the Safe Streets Pinellas Action Plan, adopted in 2021 and updated in 2023, which commits the County to reducing serious injuries and fatalities through data-driven, multimodal roadway improvements designed for all road users.

Request

Pinellas County is requesting \$7,960,000 in federal funding through the SS4A Grant Program for the Keystone Road and East Lake Road Emergency Access Improvements project to construct the following infrastructure safety improvements, also shown in **Figure 1**:

Figure 1. 30% Design Plans for Proposed Project Elements



- 1. Additional eastbound left-turn lane and extended left-turn storage length on Keystone Road at East Lake Road,
- 2. Extended storage length for southbound left-turn lanes on East Lake Road at Keystone Road,
- 3. Extended westbound queue storage lane on Keystone Road from Buffalo Avenue to East Lake Road to reduce queue spillback and rear-end crash exposure
- 4. Added eastbound left-turn lane on Keystone Road at Old Keystone Road; and
- 5. Improved traffic signal timing, streetlighting, and crosswalks

These improvements target a specific crash trend related to severe rear-end crashes. **Over 60% of the fatal and injury crashes at the intersection involve rear-ends, which will be mitigated by these turn-lane and through-lane improvements.** These improvements will also address post-crash care concerns by improving emergency vehicle access to the East Lake Fire and Rescue station, directly east of the intersection in the study area.

Implementing the Comprehensive Safety Action Plan (CSAP)

Since the adoption of the CSAP, the community has been committed to addressing current and future transportation safety issues. Through data analysis, public outreach, and stakeholder involvement, County staff identified several key systemic focus areas:

- **HIN Corridors**— About 40% of KSI crashes occur on roughly 3% of the road network, designated as the HIN; 73% of these corridors run through communities of concern, which make up 32% of the county's land area.
- **Speed, Roadway Design, and Crash Severity** – Most KSI crashes occur on roads posted at 40 mph or higher. High-speeds contribute disproportionately to severe outcomes, particularly through turning, angle, roadway departure, and fixed-object crashes.
- **Vulnerable Roadway Users (VRUs)** – Pedestrians, bicyclists, and motorcyclists account for roughly 36% of serious injuries and 67% of fatalities, despite representing a small share of total crashes.
- **Risk Driving and Nighttime Conditions** – Alcohol-impaired, aggressive, and risky driving is two or more times likely to be involved in KSI crashes, often occurring at night, when reduced visibility, lighting conditions, and speeding increase crash severity.

With these focus areas in mind, County staff have developed a list of projects that are included on the CSAP's HIN. This list includes all recommended projects that relate to the roadway segments, corridors, and intersections with the highest crash risk. **Additional funding is required to start the implementation of countermeasures identified in the CSAP.**

II. LOCATION

The proposed project along **Keystone Road and East Lake Road** serves as a primary daily route for residents accessing schools, childcare, local businesses, employment centers, faith-based institutions, recreation, and emergency services. By reducing queue spillback and minimizing conflict points at key intersections, this project will reduce severe crash exposure and improve operational safety for all travelers. **The project will specifically address the high number of rear-end crashes, associated with queueing, that result in fatalities and injuries at the intersection.** Additionally, this project will provide better access for emergency

responders from the East Lake Fire and Rescue station at the east end of the project area. Post-Crash Care is a key focus of the Safe System Approach highlighted in the CSAP, and this project will help lower response times and save lives across the county.

Figure 2 illustrates the project location situated along Keystone Road and East Lake Road, both roads that carry mixed residential, commercial, and commuter traffic.

- **Keystone Road** – Principal arterial serving residential neighborhoods and adjacent commercial and institutional uses. Long queues and constrained turning movements contribute to safety concerns.
- **East Lake Road** – Major arterial supporting commuter travel and local access to employment centers, healthcare, retail, and residential areas. The corridor experiences high traffic volumes and complex turning movements that increase crash risk.

The project area includes two regionally significant shared-use trail crossings: the Pinellas Trail crosses Keystone Road, and the Florida Coast-to-Coast Trail Connector crosses East Lake Road at the project intersection. These crossings concentrate pedestrian and bicyclist activity within the corridor and reinforce the importance of safe intersection operations. Pinellas County maintains jurisdiction over these roadways and has coordinated closely with regional and state partners during project development.

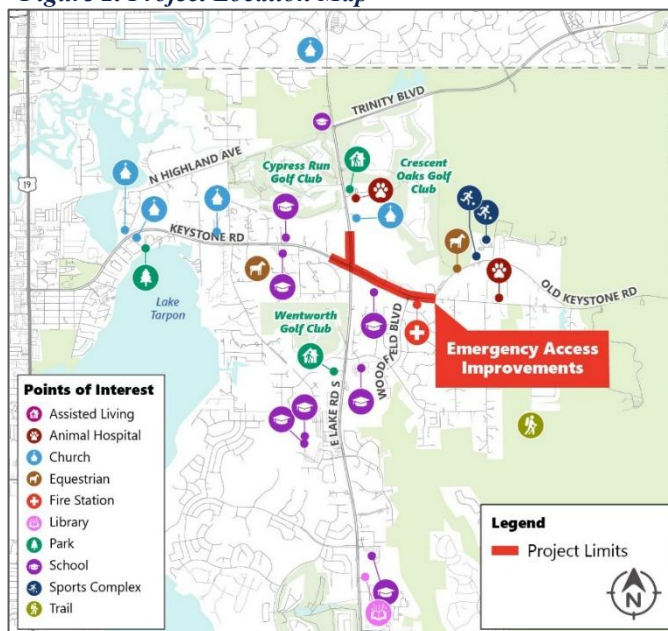
III. RESPONSE TO MERIT CRITERIA

Pinellas County has made significant investments in the community through transportation infrastructure projects aimed at enhancing both vehicular and non-vehicular mobility and safety. While notable progress has been achieved in traffic flow and safety, continued efforts are needed to make streets safer for all. This will remain essential as the County continues to grow and new areas are developed, especially in unincorporated East Lake where the project is located.

Merit Criteria #1: Safety Need

High Merit Rating Component	Document Location Where Addressed
✓ Crash Data and Analysis	Pg. 4-6 and Table 2
✓ High Injury Network Map	Pg. 4 – Figure 3
✓ Summary of Safety Risk	Pg. 5 – Addressing Safety Risks on the HIN

Figure 2. Project Location Map



Pinellas County is committed to improving roadway safety for everyone who lives, works, or visits the community. Spanning just 280 square miles along Florida's Gulf Coast, the County supports nearly [960,000 residents](#), and even more residents from adjacent counties, who rely on its road network daily to access schools, jobs, housing, and local businesses. More than 100,000 of these daily trips cross through the project area. Increasing travel demand underscores the need for continued data-driven investments that create safer conditions and reduce KSI crash risk for all roadway users.

159 people lost their lives in unincorporated Pinellas County from 2019-2023.

The project will specifically address the high number of rear-end crashes that result in fatalities and injuries in the study area.

Safety Problems - Countywide & Project Location

From 2019 to 2023, there were 24,745 total transportation crashes in unincorporated areas of Pinellas County, 29% of which resulted in fatalities or injuries (serious or minor). **There were 159 people who lost their lives in unincorporated Pinellas County in this five-year span alone.**¹

During this time, Pinellas County experienced an average annual fatal crash rate of [12.7 fatalities per 100,000 population](#), slightly below the 2023 national average of [13.4 crash fatalities per 100,000 population](#). However, preliminary [data](#) for 2025 shows that the crash fatality rate in Pinellas County has risen to [13.9 people per 100,000 population](#). The level of loss in the community remains significant and continued efforts are needed to achieve Pinellas County's goal of zero KSI crashes by 2045.

The CSAP's HIN encompasses roughly 40% of all KSI crashes from 2015 to 2019 but represents just 2.7% of the roadway network in Pinellas County (shown in **Figure 3**). Specifically, **the East Lake Road corridor and the intersection of East Lake Road and Keystone Road are locations identified on the HIN as areas with elevated KSI crash rates**, indicating heightened safety concerns and crash risks for those traveling on these roads and an urgent need for safety improvements.

From 2019 to 2023, [28 children and teenagers](#) lost their lives in crashes in Pinellas County. There are **six schools located within 1/2 mile of the Lake Road HIN segment**, further emphasizing the need

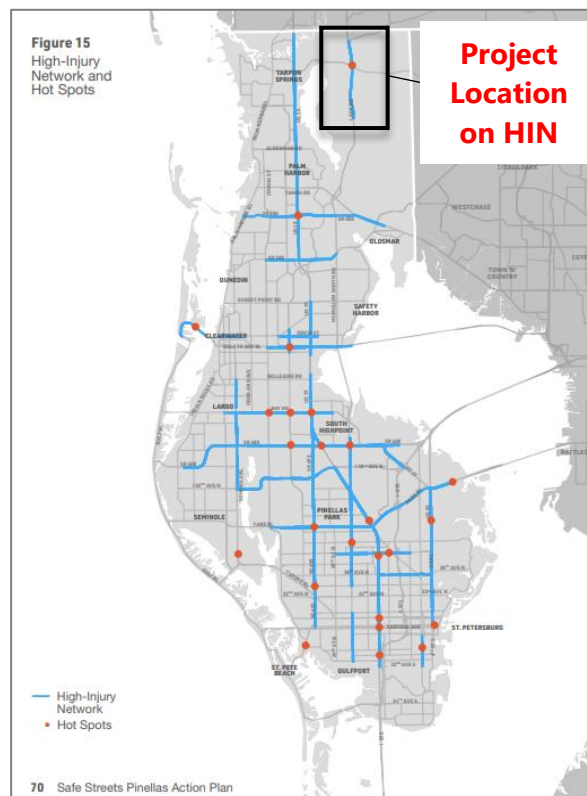


Figure 3. Safe Streets Pinellas Action Plan High Injury Network

From 2019 to 2023, 28 children and teenagers lost their lives in crashes in Pinellas County.

¹ FDOT Signal Four

to prioritize proven safety countermeasures that will reduce the risk of KSI crashes among the community's children.

Emergency Response & Post-Crash Care

Safe, reliable roadways are essential in Florida, especially during hurricane evacuations and for emergency responders traveling to emergencies during a crash. In [67% of fatal crashes](#) from 2019 to 2023, victims were still alive when first responders arrived at the scene. This emphasizes the need for roadway improvements that enable emergency responders to reach crashes quicker to provide life-saving care and efficient transport to hospitals.

A 2022 intersection analysis and alternatives development study evaluated ways to improve emergency response and access out of nearby East Lake Fire Station and Tarpon Springs Fire Rescue along Keystone Road and reduce queuing at the intersection with East Lake Road. This project used the results of that study to identify improvements to emergency access through the intersection and reduce response times in alignment with the Safe System Approach's Post-Crash Care focus.

Addressing Safety Risks on the HIN

Crash trends on Pinellas County's HIN locations reflect systemic roadway design and operational challenges rather than isolated incidents. As reflected in the CSAP, high traffic volumes combined with extended queues and constrained intersection geometry contribute to increased crash frequency and severity for all road users. Without intervention, existing operational and geometric deficiencies will continue contributing to elevated crash risk for motorists, pedestrians, bicyclists, and other roadway users.

From 2019 to 2023, there were 99 fatal or injury crashes within the project area, which involved:

- 1 pedestrian
- 6 bicyclists
- 5 motorcyclists
- 13 teen drivers
- 19 aging drivers

The [Keystone Road and East Lake Road Emergency Access Improvements Project](#) will address existing safety concerns (Table 1) and elevated crash risks primarily related to intersection queuing and lack of left-turn lanes and sufficient turn lane storage. Rear-end crashes account for approximately 30% of the fatal and injury crashes across the county. In this project study area, that number is 60% (Table 2). Rear-end crashes are a key concern due to the left-turn queues that

Table 1. Projected Area Crashes by Severity Rating

Crash by Severity Rating	Number of Crashes	Percent of Total Crashes
Minor	84	21.2%
Serious	13	3.3%
Fatal	2	0.5%

regularly extend into the high-speed through lanes, and uncontrolled intersections without left-turn lanes.

This queuing is particularly consequential when mixed with distracted or intoxicated drivers, which are the top two contributing behaviors for crashes at the study location, represented in 29% of

KSI crashes. These conditions increase the likelihood of severe rear-end collisions involving stopped or slowing vehicles. The queuing and congestion also complicate things for younger and older drivers and VRUs. Among the KSI crash victims from 2019-2023, 32% involved teen or aging drivers and 12% involved VRUs.

Additionally, the project area provides critical access for emergency response. East Lake Fire & Rescue Station and Tarpon Springs Fire Rescue are located to the east and west end of the

Table 2. Project area crash types

Top Project Area Crash Types	Number of Fatal or Injury Crashes	Percent of Total Crash
Rear End	61	62%
Left Turn	9	9%
Other	8	8%
Angle	7	7%
Off Road	5	5%
Bicycle	4	4%
Right Turn	3	3%
Sideswipe	1	1%
Rollover	1	1%
Total Crashes	99	100%

project limits. **One primary purpose of this project was to address queue spillback and constrained turning movements that delay emergency response access through the corridor which can delay emergency vehicles during peak travel periods,** increasing response times when seconds matter. Improving intersection operations and turn-lane queue storage will support more reliable emergency access and enhance public safety outcomes beyond crash reduction alone.

Merit Criteria #2: Safety Impact

High Merit Rating Component	Document Location
✓ Primarily on HIN & Addresses High-Risk Road Features	Page 4 – Figure 3
✓ Significantly Reduces Serious Crashes	Page 7
✓ Low-Cost, High-Impact Strategies	Page 7
✓ Evidence-Based Countermeasures	Page 7
✓ Measurement of Safety	Page 7
✓ Long-Term Safety Benefits	Page 8 – Safety Benefits that Persist Over Time
✓ Technology Incorporation	Page 8 – Incorporating Modernized Safety Technology

Project Benefits using Proven Safety Countermeasures

This project will implement proven safety countermeasures at a key HIN intersection and segment identified in the CSAP. The proposed improvements on Keystone Road and East Lake Road were specifically selected to address the historical crash trends and high-risk roadway elements. **The major proposed capital improvements (shown in Figure 1) are anticipated to reduce queue spillback and roadway conflict points through added and extended turn lanes, improved lighting, updated traffic signal timing, and enhanced pedestrian and bicyclist crossings.** These evidence-based safety strategies are expected to reduce crash risk in the project area by more than 50%, based on FHWA Proven Safety Countermeasures and published Crash Modification Factors.

The project will also incorporate upgrade existing low-cost, high-impact systemic safety strategies to extend safety benefits across the geographical project area for all road users and reduce fatal and injury crashes (Table 3). These Safe System Approach countermeasures will result in evidence-based safety benefits supported by NHTSA's [Countermeasures that Work](#), FHWA's [Proven Safety Countermeasures](#), and published [Crash Modification Factors](#).

Table 3. Project Countermeasures and Estimated Crash Reduction

Low-Cost, High-Impact Countermeasure	Target Crash Types	Estimated Crash Reduction
Auxiliary Left Turn Lanes	Rear-end, left-turn	28-48% reduction in total crashes
Lighting Improvements	All crash types	33-38% reduction in nighttime crashes
Signal Timing/Operations – Yellow Change Intervals	All crash types	8% - 14% reduction in crashes at intersections
Crosswalk Visibility Enhancements at signalized and unsignalized locations	VRU	40-42% reduction in VRU crashes
Signal Timing/Operations – Leading Pedestrian Interval	VRU	13% reduction in VRU crashes at intersections

Proven safety countermeasures were selected for the project area based on their effectiveness in reducing crash risk associated with the most common KSI crash types, particularly rear-end crashes, at this location on the HIN. These treatments directly address the predominant crash patterns identified within the project area by incorporating evidence-based, cost-effective safety countermeasures that have consistently demonstrated reductions in fatal and injury crashes nationwide. Dedicated left-turn lanes reduce turning conflicts and rear-end crashes by separating through and turning movements, while enhanced pedestrian infrastructure and signal timing improvements increase visibility and reduce exposure to VRUs.

Pinellas County is also advancing near-term, low-cost safety enhancements at the project intersection to further protect VRUs. Planned upgrades include converting the eastbound right-turn signal to a four-section flashing yellow arrow to allow for a protected red arrow when pedestrian crossings are activated, installing stop bars in right-turn lanes to improve yielding compliance, and adding advance trail warning signs with continuous flashing beacons 400-500 feet in advance of the intersection. These proactive operational improvements demonstrate the County's commitment to implementing layered, evidence-based safety strategies while longer-term capital improvements are advanced.

The project advances the Safe System Approach by reducing high-speed rear-end crash exposure, minimizing conflict points, improving roadway predictability, enhancing post-crash emergency access, and implementing proven countermeasures designed to reduce KSI crashes.

Safety Benefits that Persist Over Time

These capital investments will produce long-lasting safety benefits that persist over time because they are designed to address long-term operational and geometric safety deficiencies identified in the CSAP. This will be done by correcting geometric and operational deficiencies rather than relying on short-term or interim enforcement-based solutions. Pinellas County, including unincorporated areas surrounding the project, is a rapidly growing region of Florida. As more community members come to rely on Keystone Road and East Lake Road to access everyday destinations, existing safety challenges within the project location are expected

to worsen over time, especially related to congestion and operational predictability. These conditions increase all road users' risk of severe injury or death associated with high-speed collisions along arterial roadways on HIN locations.

Incorporating Modernized Safety Technology

This intersection improvement fits into a broader safety initiative to improve approximately 10 miles of East Lake Road throughout the unincorporated county area. Lessons learned from this project will be applied to other future projects along the corridor. To evaluate the long-term benefits of the proposed improvements, Pinellas County will prioritize future post-implementation evaluation studies to assess the project's effectiveness in improving safety and efficiency on Keystone Road and East Lake Road.

Evaluation criteria will track before and after conditions related to KSI crash rates, VRU crash rates, and emergency response times from East Lake Fire & Rescue Station and Tarpon Spring Fire Rescue. Technology enhancements such as near-miss cameras will continue to be utilized at the project intersection to further assess changes in crash risk at the project location. This will provide the community with data-driven insights to guide future safety projects across the county.

Merit Criteria #3: Implementation Costs

This project will total \$9,950,000, shown in Table 4 and discussed in more detail in the Supplemental Budget document. This project cost is reasonable, necessary, and proportionate to the documented safety need. In the five years from 2019 – 2023, there were two fatal crashes and 13 serious injury crashes. Based on [USDOT crash cost guidance](#), this equates to **\$13,170,000 in annual crash cost** to society. These improvements are expected to perform over a twenty-year period, which equates to \$263,440,000 in undiscounted crash costs. Considering the improvements identified are expected to reduce KSI crashes by more than 50%, this safety project will have a substantial safety benefit compared to the project costs.

Table 4. Project Implementation Costs

	Federal Request	Non-Federal Match	Total Project Cost
Implementation - Keystone Road and East Lake Road	\$7,960,000.00	\$1,990,000.00	\$9,950,000.00
Roadway Construction	\$6,668,130.61	\$1,667,032.65	\$8,335,163.26
Signing & Pavement Markings	\$362,617.38	\$90,654.34	\$453,271.72
Signalization	\$205,615.54	\$51,403.89	\$257,019.43
Contingency (10%)	\$723,636.47	\$180,909.12	\$904,545.59
Total Budget for Carrying Out Projects and Strategies	\$7,960,000.00	\$1,990,000.00	\$9,950,000.00

This high benefit compared to the cost comes as a direct result of the County targeting corridors and intersections with high concentrations of KSI crashes. By focusing funding on locations identified through the CSAP, the County ensures federal resources are directed where they can deliver the greatest safety benefit per dollar invested. Leveraging existing right-of-way and coordinating improvements with established transportation plans further enhances cost efficiency.

Crashes 2019-2023			Value*	Design & Implementation Costs
Fatal	Serious Injury	Minor Injury		
2	13	84	\$65,859,100	\$9,950,000

*Value of crashes estimated using USDOT BCA 2025 guidelines Table A-1 Value of Reduced Fatalities, Injuries, and Crashes.

Merit Criteria #4: Engagement and Collaboration

Building on the extensive engagement done throughout the CSAP development, Pinellas County has actively engaged with the public and local stakeholders on safety-related projects since the adoption of the CSAP.

Ensuring Investment in Underserved Communities

The proposed project is not located within an Area of Persistent Poverty (APP); however, the intersection serves over 100,000 trips per day, many of which originate in nearby Pasco County APP communities. The corridor serves a regionally significant travel market and supports access to schools, emergency services, recreation, and employment destinations across northern Pinellas County and adjacent communities (**Figure 4**).

The next project public meeting is scheduled for June 2026, to present proposed safety improvements, share preliminary concepts, and receive feedback on design details, construction phasing, and access needs.

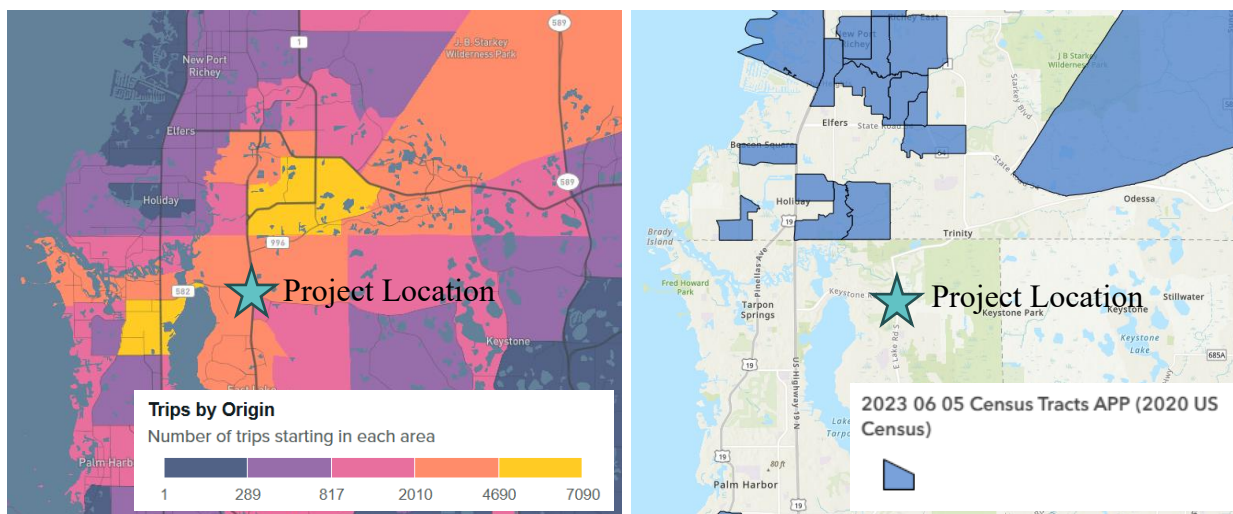


Figure 4. 30% Trip Origins for Trips Passing Through Study Area compared to nearby Areas of Persistent Poverty in Pasco County (Source: Replica, USDOT)

The project ensures targeted investment in preventing roadway fatalities and serious injuries in underserved communities by advancing safety improvements along corridors identified in the

CSAP. The plan analysis shows that approximately 73% of the County's HIN lies within or directly impacts Communities of Concern, despite these areas representing only 32% of the County's geography. These communities experience disproportionate rates of KSI crashes affecting all road user types. The Keystone Road and East Lake Road corridors were identified through this data-informed process as a priority location for near-term safety investment due to their traffic volumes, crash history, and role as a key arterial serving surrounding residential areas, including nearby underserved communities, institutional, and commercial land uses.

Demographic Analysis

Demographic analysis conducted as part of the CSAP incorporated both quantitative and qualitative data to inform project prioritization and design. Quantitative analysis included crash data, roadway characteristics, and overlays of demographic indicators such as income, race and ethnicity, age, and language isolation to identify Communities of Concern most impacted by severe crashes.

Qualitative input was gathered through extensive public engagement, including an online crowdsourced safety mapping tool, public surveys, and stakeholder workshops. **More than 1,700 individuals participated in online engagement, with over 250 location-specific public comments submitted, many highlighting concerns related to speeding, turning conflicts, and unsafe conditions for people walking and biking on major arterial roadways.** This feedback reinforced the need for roadway design and operational improvements that directly address safety risks along corridors such as Keystone Road and East Lake Road.

Meaningful Engagement with the Public

The County has engaged with the public and will continue to do so throughout all phases of the project, including final design, construction, and implementation. Engagement during the CSAP development included a multidisciplinary Task Force representing transportation planning and engineering, public health, emergency services, law enforcement, transit providers, school officials, business interests, and disability advocates. Public outreach was supplemented by online safety quizzes, educational campaigns, and community ambassadors who helped expand participation among historically underrepresented groups. This resulted in data-driven and community-informed recommendations that respond to local safety needs, particularly through the HIN and within Communities of Concern.

MOVING FORWARD, Pinellas County will continue CSAP-aligned engagement by:

- Sustaining public outreach – Ongoing events and targeted engagement in Communities of Concern and on the HIN.
- Enhancing digital engagement: Updates via the project website, social media, and interactive feedback tools.
- Coordinating with partners: Close collaboration with FDOT, PSTA, municipalities, and emergency responders throughout implementation.

Building on this foundation, Pinellas County is conducting project-specific public involvement during implementation, including a public meeting scheduled for June 2026, to present proposed safety improvements, share preliminary concepts, and receive feedback on design details, construction phasing, and access needs. Public engagement will continue throughout design and implementation, including coordination with nearby schools, residents, businesses, and emergency service providers. Continued communication will be maintained throughout construction through the project website and direct coordination with

affected stakeholders to ensure transparency and responsiveness. The County will provide accessible project updates, construction coordination, and opportunities for community input to ensure that safety improvements are delivered in a manner responsive to local needs.

Through continued inclusive engagement, Pinellas County will ensure that SS4A implementation reflects community priorities, advances equitable safety outcomes, and supports the Action Plan's goal of eliminating KSI crashes for all roadway users.

Leveraging Partnerships and Collaboration

The project builds on strong, established partnerships across public and private sectors to maximize safety and minimize community impacts. Coordination includes Pinellas County, local municipalities, FDOT District 7, and Pinellas Suncoast Transportation Authority (PSTA), along with the CSAP Task Force and partners in law enforcement, emergency services, public health, schools, and advocacy groups. The East Lake Fire & Rescue staff will be a critical part of this coordination and engagement, as this project will directly benefit their operations. These collaborations ensure safety improvements support crash reduction, emergency response, and equitable access while maintaining community connectivity during implementation.

Through these coordinated efforts, Pinellas County will ensure that SS4A investments reinforce CSAP priorities, advance equitable safety outcomes, and sustain meaningful stakeholder involvement as the project moves from planning to implementation.

VI. PROJECT READINESS

Pinellas County staff are familiar with the USDOT grant agreement and administration process. The County was awarded an SS4A grant in 2024 to help update the CSAP, in addition to [27 grants received](#) since 2015. The project is currently at approximately 30% design and has already undergone intersection alternatives analysis and operational evaluation. Because the project primarily utilizes existing public right-of-way and builds upon previously completed corridor studies, Pinellas County is positioned to advance implementation quickly following award.

The project is included in the [Forward Pinellas Transportation Improvement Program](#) (TIP) for 2026 – 2030 on page 306 and [Pinellas County Capital Improvement Plan](#) (CIP) on page 281, demonstrating local commitment and funding prioritization.

Regulatory Compliance & Permitting

Pinellas County anticipates the project will qualify for a Categorical Exclusion (CE) based on the scope of operational and intersection safety improvements proposed. Environmental coordination, permitting, and stormwater evaluations will occur concurrently with design to minimize schedule risk. Pinellas County routinely coordinates with FDOT District 7 and applicable regulatory agencies on federally funded transportation projects and is experienced in delivering projects requiring environmental compliance and permitting coordination.

ROW Acquisition Plans and Multi-Part Agreements

The project is located within Pinellas County ROW; if not, agreements would be in place with the appropriate ROW owner. No utility relocations are anticipated. Limited land acquisition from the Pinellas County School District may be needed for a stormwater pond to meet regulatory requirements, though alternative designs are being evaluated to avoid this. This land acquisition

would not become public road ROW, but instead would be owned by the County as an independent parcel.

Risk and Mitigation Strategies

Pinellas County has analyzed crash data and identified problem areas to understand contributing factors. The strategies for the proposed projects include infrastructure improvements to make roadways safer, enhance intersections, and improve multimodal experiences. Operational improvements are also planned, including enhancements to roadway operations and intersection safety.

Because this project will be fully constructed within the existing ROW and no major utility corridors exist in the study area, no major schedule or cost risks are anticipated for this project. The County manages dozens of similar infrastructure improvement projects each year, and is well equipped to manage any risks that may be realized on this project. The County will coordinate with East Lake Fire & Rescue throughout design and construction to maintain emergency access and response reliability. Construction phasing and traffic control plans will prioritize uninterrupted emergency routes.

Detailed Project Schedule

Pinellas County will complete the scope of work within 3 years of executing the agreement, including design, construction, environmental, permitting, and approval processes. Construction of the projects and strategies would consist of three tasks: design, installation, and monitoring of the improvements. The projects and strategies are intended to be completed within 3 years of signing the agreement outlined in the project schedule shown in Table 5 below.

Table 5. Design and Implementation Schedule

Task	2027				2028				2029			
	1	2	3	4	1	2	3	4	1	2	3	4
Estimated Award Announcement												
Grant Agreement Execution												
NEPA/Environmental Documentation												
Final Design												
Public Meetings/Stakeholder Coordination												
Stormwater Parcel Acquisition (if needed)												
Construction Award												
Pre-Construction Meeting & NTP												
Construction												
Final Walk-Through												
As-Built Documentation												
Post-Construction Safety Evaluation												
Project Closeout												
Obligation Deadline												
Expenditure Deadline												



May 13, 2026

Sean Duffy, Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue S.E.
Washington, DC 20590

Dear Secretary Duffy:

On behalf of Forward Pinellas, the metropolitan planning organization for Pinellas County, we express strong support for the Keystone Road and East Lake Road Emergency Access Improvements project and Pinellas County's request for federal funding assistance. This project will advance the Administration's priorities by improving public safety, strengthening emergency response and evacuation capacity, and supporting economic activity along a heavily traveled corridor.

Each year in Pinellas County, approximately 90 people lose their lives, and 750 are seriously injured on roadways. Resulting in a sobering average of more than two people being killed or seriously injured each day.

Located in unincorporated Palm Harbor, the Keystone Road and East Lake Road intersection experiences elevated crash risk due to congestion, limited turn capacity, and constrained mobility, contributing to serious and fatal crashes involving motorists, pedestrians, and cyclists. **According to recent studies, Pinellas County was ranked the most dangerous county in the state for pedestrians. From 2019 to 2021, there were more than 1,500 pedestrian-involved crashes reported county-wide.**

The proposed project improvements will reduce conflict points, improve traffic operations, and enhance the overall experience for multimodal users and families traveling in Pinellas County. **Safety and capacity improvements include** adding a third left-turn lane, adding a second eastbound lane, and extending existing turn lanes on Keystone Road; and adding a third northbound through lane and left-turn lane on East Lake Road.

This corridor serves as a primary evacuation and emergency response route during hurricanes. Existing congestion has delayed emergency vehicles and extended evacuation times. Increasing roadway capacity and integrating modern traffic management technologies will improve travel time reliability and ensure effective operation during emergencies.

School buses operate throughout this corridor, and families rely on the roadway to access schools, jobs, and regional destinations, including Pinellas County's beaches, making these improvements a top priority. Without these improvements, workers commuting from Pasco and Hillsborough Counties will continue to experience significant delays. Improved safety, reduced congestion, and reliable travel will benefit residents, visitors, and businesses that depend on consistent access and workforce mobility.

Thank you for your consideration of Pinellas County's request for funding support. We respectfully urge the USDOT to support this important investment in safety, resilience, and regional mobility.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Whit Blanton', with a stylized flourish at the end.

Whit Blanton, FAICP
Executive Director



THE FLORIDA SENATE

Tallahassee, Florida 32399-1100

COMMITTEES:
Appropriations, *Chair*
Banking and Insurance
Finance and Tax
Judiciary
Rules

JOINT COMMITTEE:
Joint Legislative Budget Commission,
Alternating Chair

SENATOR ED HOOPER

21st District

April 29, 2026

Sean Duffy, Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue S.E.
Washington, DC 20590

Dear Secretary Duffy,

I strongly support the Keystone Road and East Lake Road Emergency Access Improvements project and Pinellas County's request for federal funding assistance. This project will advance the Administration's priorities by improving public safety, strengthening emergency response and evacuation capacity, and supporting economic activity along a heavily traveled corridor.

Each year in Pinellas County, approximately 90 people lose their lives, and 750 are seriously injured on roadways. Resulting in an average of more than two people being killed or seriously injured each day.

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REPLY TO:

- ☐ 3450 East Lake Road, Suite 305, Palm Harbor, Florida 34685 (727) 771-2102
- ☐ 202 Senate Building, 404 South Monroe Street, Tallahassee, Florida 32399-1100 (850) 487-5021

Senate's Website: www.flsenate.gov

BEN ALBRITTON
President of the Senate

JASON BRODEUR
President Pro Tempore

Secretary Duffy
April 29, 2026
Page 2

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Thank you for your consideration of Pinellas County's request for funding support. I respectfully urge the USDOT to support this important investment in safety, resilience, and regional mobility.

Sincerely,

A handwritten signature in black ink, appearing to read "Ed Hooper", with a stylized flourish at the end.

Senator Ed Hooper, Chairman
Senate Appropriations Committee



**EAST LAKE TARPON
SPECIAL FIRE CONTROL DISTRICT**

**3375 Tarpon Lake Blvd.
Palm Harbor, FL 34685
727-784-8668 fax: 727-474-5830
www.elfr.org**

**BOARD OF
FIRE COMMISSIONERS**

**Randy Burr
Maryellen Crowder
Jim Downes
Kevin Kenney
Mike Peasley**

April 29, 2026

The Honorable Sean Duffy
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue S.E.
Washington, DC 20590

Dear Secretary Duffy,

On behalf of East Lake Tarpon Special Fire Control District, we express strong support for the Keystone Road and East Lake Road Emergency Access Improvements project and Pinellas County's request for federal funding assistance. This project will advance the Administration's priorities by improving public safety, strengthening emergency response and evacuation capacity, and supporting economic activity along a heavily traveled corridor.

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Thank you for your consideration of Pinellas County's request for funding support. We respectfully urge the USDOT to support this important investment in safety, resilience, and regional mobility.

Sincerely,

Respectfully,

Jason Gennaro

Jason Gennaro, Fire Chief
East Lake Tarpon Special Fire Control District