



Safe Streets and Roads for All

Action Plan Application Template

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

Lead Applicant: _____ UEI: _____

Funding request:
(choose one)

<input type="checkbox"/> New Action Plan <i>Create a new conforming Action Plan</i>	<input type="checkbox"/> Complete Action Plan <i>Complete or update components of an existing plan(s) to create a conforming Action Plan</i>	<input type="checkbox"/> Supplemental Planning Activities <i>Additional planning activities must have a conforming Action Plan documented by a Self-Certification Eligibility Worksheet</i>
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Applicant(s)	Jurisdiction Population (#)	Average Annual Motor-Vehicle-Involved Roadway Fatalities 2016 - 2020 (#)	Alternative Fatality Data Optional (indicate source below)	Fatality Rate (per 100,000 population)	Percent of Population in Underserved Communities Census Tracts (%)
	U.S. Census Data	FARS Data			U.S. Census Data

Total Value for Application: _____ %

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

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

Lead Applicant:	Jurisdiction Population (#)	Average Annual Motor-Vehicle-Involved Roadway Fatalities 2016 - 2020 (#)	Alternative Fatality Data Optional (indicate source below)	Fatality Rate (per 100,000 population)	Percent of Population in Underserved Communities Census Tracts (%)
_____	_____	_____	_____	_____	_____ %
Joint Applicant(s):					
1 _____	_____	_____	_____	_____	_____ %
2 _____	_____	_____	_____	_____	_____ %
3 _____	_____	_____	_____	_____	_____ %
4 _____	_____	_____	_____	_____	_____ %

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



Safe Streets and Roads for All Action Plan Application Template

Lead Applicant's State:

Mark "NA" if a Federally recognized Tribal government

Additional State **#1** that this Action Plan grant will serve:

Additional State **#2** that this Action Plan grant will serve:

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

Provide total cost if a Federally recognized Tribal government

\$ _____

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

\$ _____

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

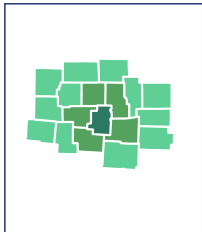
\$ _____

NOFO Criterion #3

Narrative:
(300-word limit)

Remember to provide separately:

Map



Required Forms



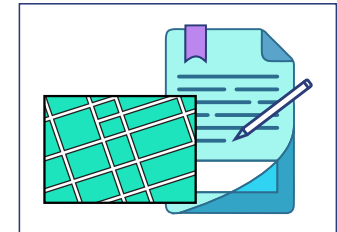
- SF-424 Application for Federal Assistance
 - SF-424A Budget Information for Non-Construction Programs
 - SF-424B Assurances for Non-Construction Programs
 - SF-LLL Disclosure of Lobbying Activities
- Apply to Grants.gov package: PKG00274330

Self-Certification Eligibility Worksheet

Only Required for Supplemental Planning Activities



Other Documentation
Optional





mesa·az

PROCLAMATION

WHEREAS, the life and health of City of Mesa's residents are our utmost priority; and

WHEREAS, injuries and deaths caused by motor vehicle crashes are preventable and fundamentally a public safety issue; and

WHEREAS, the City of Mesa aims to reduce fatalities and serious injuries caused by motor vehicle crashes by 30% by 2030; and

WHEREAS, the City of Mesa is pursuing the ultimate goal of eliminating motor vehicle crash fatalities and serious injuries; and

WHEREAS, City of Mesa staff have prepared a grant application for the Safe Streets for All (SS4A) grant program through the United States Department of Transportation; and

WHEREAS, these grant funds will be used to develop a Citywide Comprehensive Safety Action Plan to identify safety related projects that will meet the goals stated above.

NOW, THEREFORE, I, JOHN GILES, by virtue of the authority vested in me as Mayor of Mesa, Arizona, do hereby proclaim my support for the City of Mesa,

SAFE STREETS FOR ALL (SS4A) GRANT APPLICATION

to the United States Department of Transportation.

IN WITNESS THEREOF, I have hereunto set my hand and caused the seal of the City of Mesa, Arizona to be affixed this 11th day of August 2022.



 John Giles, Mayor

Attest:



 Holly Moseley, City Clerk



Narrative

City of Mesa (City) respectfully requests \$750,000 in SS4A funding to develop a Comprehensive Action Plan (Plan). Total project cost: \$937,500 with in-kind (20%) provided by the City. The proposed project period is eighteen months from date of award or agreement execution, or design services award, whichever is latest.

The Plan will incorporate the principles of the Safe System Approach and identify how to best use the state's and regional strategies set by the Arizona Department of Transportation (<https://azdot.gov/sites/default/files/2019/10/az-stsp-report-2019.pdf>) and the Maricopa Association of Governments, (https://azmag.gov/Portals/0/Documents/Transportation/STSP/STSP_2021-06-30_Strategic-Transportation-System-Plan.pdf).

The Plan will address the needs of the community while prioritizing the most vulnerable transportation users and disadvantage population.

Within the Plan, the City will adopt FHWA's Safe System Approach, aiming to reduce serious injury and fatal crashes by designing and operating roadways in a manner that anticipates human errors and accommodates human injury tolerances. This approach differs from conventional safety practices by being human-centered: seeking safety through a more aggressive use of vehicle or roadway design and operational changes rather than relying primarily on behavioral changes.

This Plan is aimed at preventing roadway fatalities and serious injuries. The Plan will include safety planning, infrastructure, behavioral, and operational initiatives to prevent death and serious injuries. To achieve this, Mesa will employ low-cost, high-impact strategies that can improve safety over its wide geographical area; engage with a variety of stakeholders; seek to adopt innovative technologies and strategies to promote safety and equity; and include evidence-based projects and/or strategies.

The City's goal is to develop a Plan that creates a culture of safety through collaboration and recognition by residents that everyone has a role and responsibility. Mesa aims to reduce fatalities and serious injuries caused by motor vehicle crashes by 30% by 2030 and pursuing the ultimate goal of eliminating crash fatalities and serious injuries.



300 E Sixth St
PO Box 1466
Mesa, Arizona 85211-1466

I. OVERVIEW:

Purpose and need:

The City of Mesa is applying for \$937,500 to develop a Comprehensive Safety Action Plan (Plan) where \$750,000 of this total will come from (FY) 2022 SS4A grant program- Action Plan funding. The City understands this is a reimbursement grant with an 80/20% local match.

Such Plan would incorporate the principles of the Safe System Approach and specifically identify how to best utilize the state's and regional strategies set by Arizona Department of Transportation (<https://azdot.gov/sites/default/files/2019/10/az-stsp-report-2019.pdf>) and the Maricopa Association of Governments, MAG, (https://azmag.gov/Portals/0/Documents/Transportation/STSP/STSP_2021-06-30_Strategic-Transportation-System-Plan.pdf). The needs of all the communities (those who live, work or play in) of the City of Mesa (City) would be addressed, and specific attention would be provided to the more vulnerable users (pedestrians, bicyclists, older, younger, disabled, etc.) of Mesa's transportation system.

The City is also seeking to create such Plan to adopt the FHWA's Safe System Approach. According to the Institute of Transportation Engineers (ITE), the Safe System Approach aims to reduce serious injury and fatal crashes by designing and operating roadways in a manner that anticipates human error and accommodates human injury tolerances. This approach differs from conventional safety practice by being human-centered: Seeking safety through a more aggressive use of vehicle or roadway design and operational changes rather than relying primarily on behavioral changes.

This City's Plan is aimed at preventing roadway fatalities and serious injuries within Mesa. This Action Plan Grant would include safety planning, infrastructure, behavioral, and operational initiatives to prevent death and serious injury on roads and streets involving all roadway users, including pedestrians; bicyclists; public transportation, personal conveyance, and micro-mobility users; motorists; and commercial vehicle operators.

The City's goal is to have a Plan that develops a culture of safety through collaboration and recognition by Mesa residents that everyone has a role and responsibility for implementing this culture. This applies to all who develop, prioritize, fund, plan, use, and enforce the transportation system. The City aims to reduce fatalities and serious injuries caused by motor vehicle crashes by 30% by 2030 and is pursuing the ultimate goal of eliminating crash fatalities and serious injuries. The City will create a Plan that supports a successful culture of safety by:

- Prioritizing programs and projects that prioritize people, starting with the most vulnerable users of the system, with equity and sustainability.

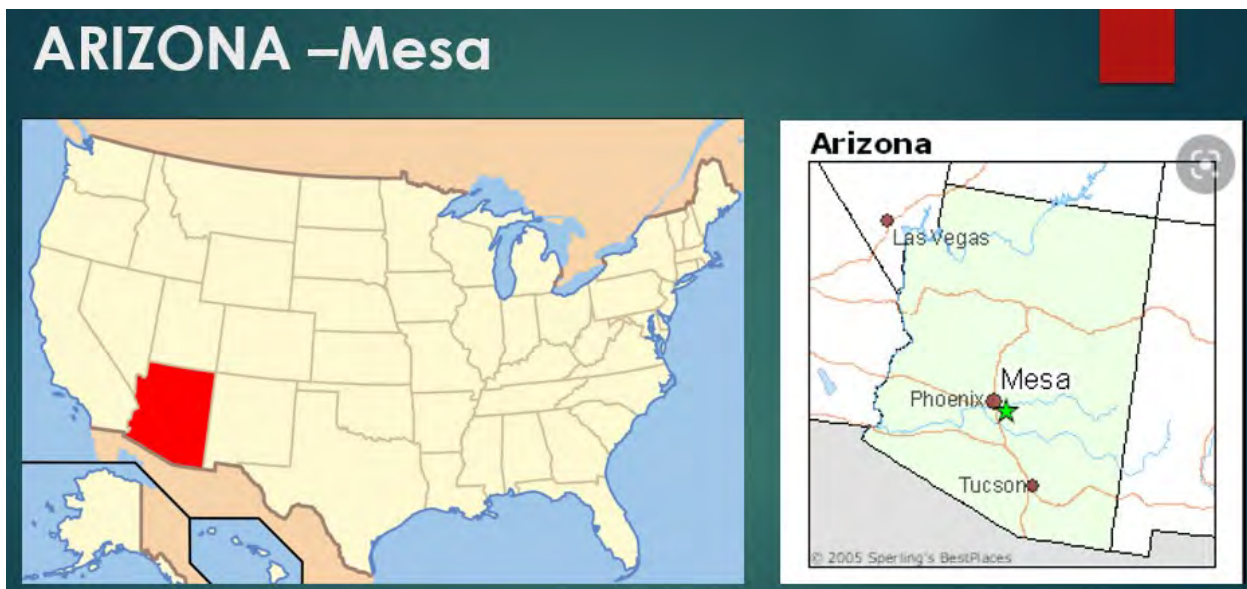
- Focusing on developing messages, education, and public outreach opportunities at all phases of planning, design, construction, installation, maintenance, and enforcement.
- Adopting a Safe System approach where appropriate.
- Developing interagency collaboration with ADOT and MAG to obtain funding and to utilize their safety analysis methods, tools and results, for the identification and implementation of projects and programs identified within the Safety Plan.
- Develop strategies for community engagement and public outreach.

II. LOCATION

Background:

Mesa is a city just east of Phoenix, in Arizona. The City's elevation is 1,240'. The city comprises of an area of approximately 133.1 mi². The city was founded in 1878 and its currently home for a population of 508,918 people (per the 2020 census).

Figure 1 - Vicinity map



III. RESPONSE TO SELECTION CRITERIA

The City recognizes the need to develop a Comprehensive Safety Plan and address the crashes within its transportation system.

iii.1. Criteria areas:

#1 Safety Impact

The count of roadway fatalities from 2016 to 2020 based on DOT's FARS data is presented below.

Data Sources:

Fatality Analysis Reporting System (FARS): 2006-2019 Final File and 2020 Annual Report File (ARF)

Report Generated: Wednesday, June 22, 2022 (2:28:43 PM)

VERSION 5.1, RELEASED MAR 02, 2022

Table 1- Fatal Vehicle Crashes in the City of Mesa 2016-2020

National Highway Traffic Safety Administration (NHTSA) Motor Vehicle Crash Data Querying and Reporting

Fatal Motor Vehicle Crashes
State: *Arizona* and City: *Mesa*
Years: *2016-2020*

Fatal Motor Vehicle Crashes¹

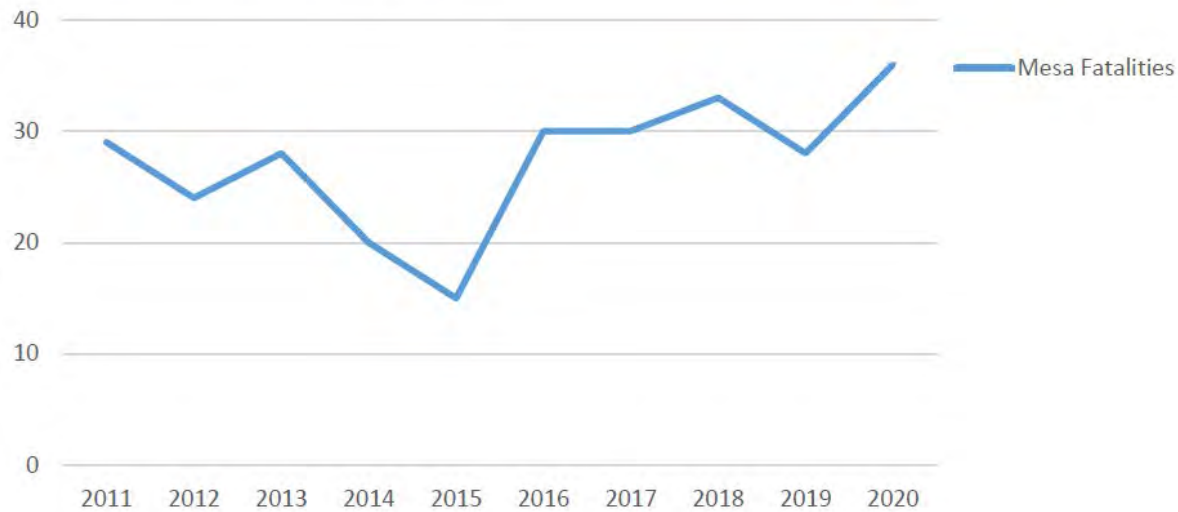
Note: Click the link within a table cell to view those records on a web map

Crash Date (Year)	Crash Date (Month)												
	January	February	March	April	May	June	July	August	September	October	November	December	Total
2016	4	1	5	5	3	5	3	6	2	3	4	2	43
2017	1	3	3	5	3	2	5	1	4	3	3	4	37
2018	3	5	4	2	4	4	2	0	5	8	5	2	44
2019	5	1	1	3	4	4	3	2	2	2	8	2	37
2020	3	4	0	1	5	3	5	5	5	3	7	5	46
Total	16	14	13	16	19	18	18	14	18	19	27	15	207

Based on City of Mesa data, publicly available at:

<https://www.mesaaz.gov/home/showpublisheddocument/43909/637671966605770000> in 2020, the City of Mesa had 35 fatal crashes with a total of 36 fatalities. In 2020, 36 people lost their lives on Mesa’s public streets because of a collision with a motor vehicle, an increase from the year before. Likewise, the number of fatalities per 100,000 population increased by 26.8%. Over the past five years, fatal crashes in Mesa have had a general upward trend.

Mesa Total Fatalities by Year



Of the 35 fatal crashes, 18 were intersection related and 17 were non intersection related. Fatal crashes in 2020 primarily occurred along arterial streets. According to the crash data, 33 of the 35 fatal crashes involved an arterial roadway.

Motor vehicle crash fatalities were higher among people aged 55 to 64 than any other age group in 2020.

It should also be noted that the highest number of fatalities relative to the population within their respective age group was people aged 55 to 64. This group made up 11.0% of the total population in 2020 but contributed to 27.8% of the total fatalities within the City in 2020. Among the unit types, pedestrians (44%) were most involved in a fatal crash. The number of pedestrian fatalities in 2020 increased by 167% compared to the previous year. Motor vehicle fatalities made up 39% of all fatalities in 2020. Compared to the previous five years, pedestrian fatalities in 2020 were the highest in terms of percentage with 44%.

The highest percentage of motor vehicles fatalities within the City in 2020 were angle crashes. Angle and left turn crashes together made up 57% of all 2020 fatalities which includes 13 pedestrian crashes. Separate from pedestrians, thirteen fatalities involved victims that were not using a safety device. This includes more than 85% of motorists not wearing a seatbelt.

The City had 87 bike-related crashes reported in 2020 which comprised 1.6% of all local crashes. The number of bicyclist crashes per 100,000 was 17, which is a 32% reduction from the previous year. Of the 87 bike crashes within the City in 2020, 45 were intersection related.

The fatality rate, which is calculating using the average from the total count of fatalities from 2016 to 2020 (based on FARS data) divided by the 2020 population of the City based on 2020 U.S. Census population data calculation is shown below.

# data	Units/description
207	total crashes 2016-2020
508,918	Mesa's population based on 2020 census data
40.68	fatality rate x 100,000

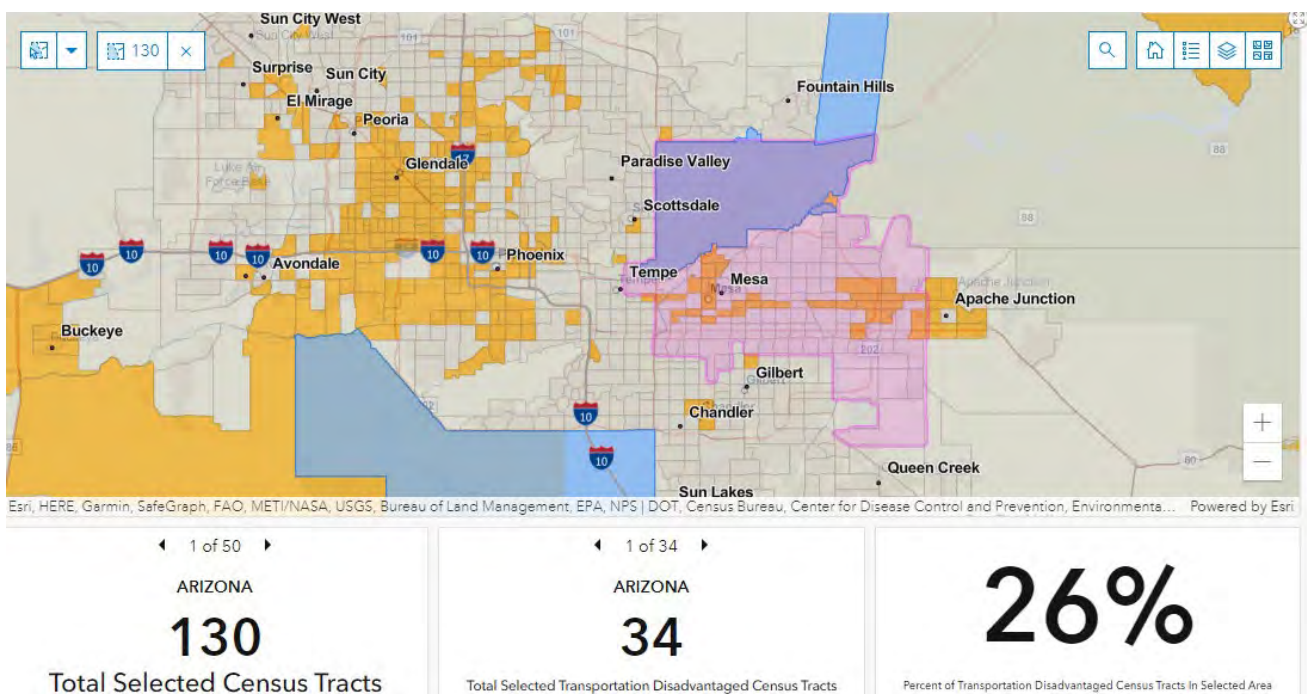
#2 Equity

The Plan will include activities of data analysis and public outreach that will focus on assessing the safety needs of underserved communities and formulating plans, policies, strategies and projects within the City. Special focus will be given to the 26% of the census tracts that identify disadvantaged population within the City based on

<https://usdot.maps.arcgis.com/apps/dashboards/d6f90dfcc8b44525b04c7ce748a3674a>

The percentage of the population in the City that resides in an Underserved Community Census tract was based on 2020 U.S. Census population data.

Figure 2 Percentage of the population in Mesa that resides in underserved community areas (2020 census)



#3 Additional Safety Considerations

The City's Plan components:

1. The Plan includes the City's goal to reduce fatalities and serious injuries caused by motor vehicle crashes by 30% by 2030, with special focus on vulnerable roadway users and historically marginalized population sector(s) (pedestrians and bicyclists). Mesa's ultimate goal is to eliminate zero fatalities and

zero serious injury crashes. **The document will do this by creating a safety mission and vision for the City.**

2. The Plan includes the formation of a task force charged with oversight of the Action Plan development, implementation, updated and monitoring. **The task force will identify a leadership champion (i.e. City Manager or Transportation Director or designee) who together with the Plan champion will design stakeholder and community engagement activities that may include, public meetings, charettes, working groups, focus meeting and or surveys. The design consultant will be procured using acceptable procurement requirements (local, state and federal) and will be the result of a bid process in order to ensure transparency and competition.**

3. The Plan provides an analysis of existing conditions and historical trends and provides a baseline level of crashes involving fatalities and serious injuries across Mesa. Plan Includes an analysis of locations where there are crashes and the severity of the crashes, as well as contributing factors and crash types by relevant road users (motorists, people walking, transit users, etc.). **The design consultant supporting the development of the plan will gather, collect, analyze, and evaluate crash data, demographic data and any other quantitative data required for such analysis. The design consultant will ensure that the data used includes Mesa's, MPO's, DOT's, and other sources as needed to make the final data robust and redundant.**

4. The Plan identifies systemic and/or specific safety needs and geospatially identifies higher-risk locations (i.e., a High-Injury Network or equivalent). Independent the functional classification of the roads. The document will identify general areas of where to consider employing low-cost, high-impact strategies that can improve safety over a wide geographical area. **The document will include a table of considerations based on the latest approved FHWA low-cost countermeasures and best practices of the area.**

5. The Plan provides a roadmap for community and stakeholder engagement and collaboration. Document to develop a plan that assists in the engagement with a variety of public and private stakeholders (e.g., inclusive community engagement, community benefit agreements, etc.).

6. The Plan development uses equity analysis by using inclusive and representative processes. Underserved communities are identified through data and other analyses in collaboration with appropriate partners. Analysis includes both population characteristics and initial equity impact assessments of the proposed projects, programs and/or strategies. **The proposed projects will be prioritized based on crash numbers, crash rate, disadvantage population needs, and age of system.**

7. The Plan includes an assessment of current policies, plans, guidelines, and/or standards (e.g., codes, manuals) to identify opportunities to improve how processes prioritize transportation safety. The Plan discusses implementation through the adoption of revised or new policies, guidelines, and/or standards, as appropriate.

8. The Plan includes the identification of supplemental future actions to update such management activities already been done at the City, such as but not exclusive: speed management, access management, traffic signal or signs/markings management plans.

9. Lastly, the Plan identifies a set of projects and strategies, shaped by data, the best available evidence, and noteworthy practices, as well as stakeholder input and equity considerations, that will address the safety problems described in the Plan. These strategies and countermeasures focus on a Safe System Approach, effective interventions, and consider multidisciplinary activities. To the extent practical, data limitations are identified and identifies ways for this to be mitigated in the near future.

Creating the Plan

The City is committing to a culture of safety. Mesa embraces Vision Zero, which allows for the City to set the goal of zero traffic deaths or severe injuries. The Plan will provide clear action steps, timelines, and priorities and include broader community and stakeholder input. At its best, the Plan has the potential to improve the city's design, construction, operation and use of Mesa's transportation system and prioritize the equitable quality of human life. The guidelines presented in the Plan outline the City's commitment to Vision Zero and outline how safety is our priority.

The Plan is to be available upon request as a hard copy and published electronically and available to all the public at the official City website. All the data will be sourced, and backup will be provided. All The Plan will also allow for the public to leave comments and provide suggestion as the Plan is envisioned to be "life". The City's champion(s) will be responsible for answering and following up to those comments, as appropriate. Lastly, a public meeting will be held to share the progress and results of the Plan. All results will be data driven.

The basis for the development of the Plan is the City's understanding that traffic deaths are preventable. The Plan's process would go through:

Deliverables:

1. A prioritization list of proven safety strategies and projects that best serve the context of Mesa.
 - a. Prioritize projects based on equity index, crash data/rate and type of project
 - b. Develop cost estimates for each priority
 - c. Include community ranking
 - d. Develop SWAT – Strengths, Weaknesses, Actions and a Timetable for each
 - e. Re-prioritize safety strategies and projects based on feasibility, sustainability, resilience and positive impact to climate change performance measures (as set in 3.a.) and community input
2. Multi-departmental collaboration toward the shared goal of achieving zero fatalities and zero serious injuries
 - a. Develop a coordination and communication action plan

- b. Set quarterly meetings to monitor Plan development and continue through implementation and project set-up in the capital improvement program and transportation improvement program
 - c. Develop supporting activities (i.e., education, enforcement, planning, etc.) and work with other city departments to implement and commit to the vision zero goal.
- 3. Develop a process that allows for data-driven decision-making and identify actionable strategies of prioritizing safe roadway design and managing speed, amongst other strategies.
 - a. Develop performance measures that allow to develop measures for safety, equity, context, connectivity, etc.
 - b. Develop a list of quantifiable data that will allow for 3.a.
 - c. Develop list of available and non-available data 3.b
 - d. Develop a strategy for collection 3.c.
 - e. List performance measures to be used in the development of projects, programs, strategies and policies
- 4. Build within the community the concept of shared responsibility for safety, and outreach and engagement to all roadway users — especially those who are most vulnerable on the roadways.
 - a. Develop Public Service Announcements
 - b. With the City Departments of: Neighborhood Services and Development Services, develop programs that support the concept of safety and shared responsibility
- 5. Develop a process and sub-plan whose goal is to continuously improve the Plan as it would be a living document that includes a dynamic, iterative process to establish and implement strategies, evaluate progress, and make corrective actions as needed, all the while engaging community and prioritizing equity.

Key information table

Lead Applicant	City of Mesa, Arizona
If Multijurisdictional, additional eligible entities jointly applying	NA
Total jurisdiction population	508,918 people (per the 2020 census)
Count of motor-vehicle-involved roadway fatalities from 2016 to 2020	207 per Fatality Analysis Reporting System (FARS): 2006-2019 Final File and 2020 Annual Report File (ARF)
Fatality rate	40.68 per X100,000
Population in Underserved Communities	26% of census tracks identify disadvantaged populations within Mesa based on https://usdot.maps.arcgis.com/apps/dashboards/d6f90dfcc8b44525b04c7ce748a3674a
States(s) in which projects and strategies are located	Arizona
Costs by State (if project spans more than one State)	NA



300 E Sixth St
PO Box 1466
Mesa, Arizona 85211-1466

Additional Budget information

The City of Mesa (City) is committed to a culture of safety. Mesa embraces Vision Zero, which allows for the City to set the goal of zero traffic deaths or severe injuries. The Comprehensive Action Plan (Plan) will provide clear action steps, timelines, and priorities and include broader community and stakeholder input. At its best, the Plan has the potential to improve the City's design, construction, operation, and use of Mesa's transportation system and prioritize the equitable quality of human life. The guidelines presented in the Plan outline Mesa's commitment to Vision Zero and outline how safety is our priority.

The Plan is to be available upon request as a hard copy, and published electronically, and available to all the public at the official City of Mesa website. All the data will be sourced, and backup will be provided. The Plan will also allow for the public to leave comments and provide suggestions as the Plan is envisioned to be "a living document". The City's champion(s) will be responsible for answering and following up to those comments, as appropriate. Lastly, a public meeting will be held to share the progress and results of the Plan. All results will be data driven.

The basis for the development of the Plan is Mesa's understanding that traffic deaths are preventable. The Plan's process would go through:

Deliverables:

1. A prioritization list of proven safety strategies and projects that best serve the context of Mesa.
 - a. Prioritize projects based on equity index, crash data/rate and type of project
 - b. Develop cost estimates for each priority
 - c. Include community ranking
 - d. Develop SWAT – Strengths, Weaknesses, Actions, and a Timetable for each
 - e. Re-prioritize safety strategies and projects based on feasibility, sustainability, resilience, and positive impact to climate change performance measures (as set in 3.a.) and community input
2. Multi-departmental collaboration toward the shared goal of achieving zero fatalities and zero serious injuries
 - a. Develop a coordination and communication sub-action plans
 - b. Set quarterly meetings to monitor action plan development and continue through implementation and project set-up in the capital improvement program and transportation improvement plan (at Metropolitan Transportation Organization MPO)
 - c. Develop supporting activities (i.e., education, enforcement, planning, etc.) and work with other City departments to implement and commit to the Vision Zero goal.

3. Develop a process that allows for data-driven decision-making and identify actionable strategies of prioritizing safe roadway design and managing speed, amongst other strategies.
 - a. Develop performance measures that allow to develop measures for safety, equity, context, connectivity, etc.
 - b. Develop a list of quantifiable data that will allow for 3.a.
 - c. Develop list of available and non-available data 3.b
 - d. Develop a strategy for collection 3.c.
 - e. List performance measures to be used in the development of projects, programs, strategies and policies
4. Build within the community the concept of shared responsibility for safety, and outreach and engagement to all roadway users — especially those who are most vulnerable on the roadways.
 - a. Develop PSAs
 - b. With the City of Mesa Departments of: Neighborhood Outreach and Development Services, develop programs that support the concept of safety and shared responsibility
5. Develop a process and sub-plan whose goal is to continuously improve the Plan as it would be a living document that includes a dynamic, iterative process to establish and implement strategies, evaluate progress, and make corrective actions as needed, all the while engaging the community and prioritizing equity.

Budget Proposal

The budget period for this proposed City of Mesa, Arizona Comprehensive Safety Action Plan development is for an 18-month period, from March 2023 to August 2024.

Twenty percent of the total project costs will be funded by the City of Mesa. These funds will come from the City's existing budget for the Transportation Department.

A. Personnel \$72,830.00

The development of the Comprehensive Safety Action Plan will include the Transportation Projects Coordinator working on the management of the consultant contract, leading monthly progress meetings with City staff, coordinating data gathering and analysis, and leading the public outreach efforts.

During the 18 months, in average, the coordination would require 15 hours a month, therefore 270 hours x \$55 dollars/hour=\$14,850.

Once the data is gathered, the performance measurements identified, and the project/strategies and programs are listed, key City staff will need to review. And it is estimated their contribution will be, as follows:

These City of Mesa staff will assist the Transportation Champion (Transportation Projects Coordinator) in the development of the new program, advertise and implement the new program. The identified budget will pay for the hours worked directly on the development of the Plan, and that are recorded in the City's financial (FIN) and payroll (Kronos) systems.

Estimated costs of personnel wages:

Title	Number of staff	Hours	\$/hr.	Total
Transportation Projects Coordinator	1	270	\$55.00	\$14,850.00
Deputy Director of Transportation –Traffic Engineering (1)	1	90	\$60.00	\$5,400.00
City Traffic Engineer (1)	1	90	\$58.00	\$5,220.00
Transportation Engineers (2)	2	88	\$50.00	\$8,800.00
ITS Engineers (2)	2	70	\$50.00	\$7,000.00
Civil Engineers (1)	1	50	\$48.00	\$2,400.00
Police and Fire Fighters (2)	2	90	\$48.00	\$8,640.00
Public Relations (3)	3	45	\$44.00	\$5,940.00
Development Services- Civil Plan review (2)	2	90	\$45.00	\$8,100.00
Purchase and Contract Specialists (1)	1	180	\$36.00	\$6,480.00
TOTAL				\$72,830.00

Total: \$72,830.00

Total Federal Request: \$52,581.88

Match: **\$20,248.12**

B. Fringe Benefits \$21,848.93

City fringes are currently 30% of the personnel costs. These item covers: Fica, Medical & Dental, etc.

fringe benefits are based on the estimated staff time (salary/wages identified in A (approx. 30% of A = B))

*See table below

Estimate of Fringes:

Title	Total	MED3P	DEN1P	BLADP	VIS1P	TFICP	TMEDP	ASRSF	ASLTR	457FR	WCFRP	EAPP
Transportation Projects Coordinator	\$ 14,850.00	\$ 33.65	\$ 293.09	\$ 451.92	\$ 389.15	\$ 84.66	\$ 322.13	\$ 36.47	\$ 338.08	\$ 179.40	\$ 352.73	\$ 1,980.00
Deputy Director of Transportation –Traffic Engineering (1)	\$ 5,400.00	\$ 12.24	\$ 106.58	\$ 164.33	\$ 141.51	\$ 30.79	\$ 117.14	\$ 13.26	\$ 122.84	\$ 65.24	\$ 128.27	\$ 720.00
City Traffic Engineer (1)	\$ 5,220.00	\$ 11.83	\$ 103.03	\$ 158.86	\$ 136.79	\$ 29.76	\$ 113.23	\$ 12.82	\$ 118.84	\$ 63.06	\$ 123.99	\$ 690.00
Transportation Engineers (2)	\$ 8,800.00	\$ 18.14	\$ 173.68	\$ 267.80	\$ 230.61	\$ 50.17	\$ 190.89	\$ 21.61	\$ 200.34	\$ 106.31	\$ 209.03	\$ 1,173.00
ITS Engineers (2)	\$ 7,000.00	\$ 15.86	\$ 138.16	\$ 213.02	\$ 183.44	\$ 39.91	\$ 151.84	\$ 17.19	\$ 159.36	\$ 84.57	\$ 166.27	\$ 930.00
Civil Engineers (1)	\$ 2,400.00	\$ 5.44	\$ 47.37	\$ 73.04	\$ 62.89	\$ 13.68	\$ 52.06	\$ 5.89	\$ 54.64	\$ 28.99	\$ 57.01	\$ 320.00
Police and Fire Fighters (2)	\$ 8,640.00	\$ 17.78	\$ 170.53	\$ 262.93	\$ 226.42	\$ 49.26	\$ 187.42	\$ 21.22	\$ 196.70	\$ 104.38	\$ 205.23	\$ 1,150.00
Public Relations (3)	\$ 5,940.00	\$ 13.46	\$ 117.24	\$ 180.77	\$ 155.66	\$ 33.87	\$ 128.85	\$ 14.59	\$ 135.23	\$ 71.76	\$ 141.00	\$ 792.00
Development Services- Civil Plan review (2)	\$ 8,100.00	\$ 16.55	\$ 159.87	\$ 246.50	\$ 212.26	\$ 46.18	\$ 175.70	\$ 19.89	\$ 184.41	\$ 97.86	\$ 192.40	\$ 1,080.00
Purchase and Contract Specialists (1)	\$ 6,480.00	\$ 14.68	\$ 127.89	\$ 197.67	\$ 169.81	\$ 36.94	\$ 140.56	\$ 15.92	\$ 147.52	\$ 78.28	\$ 153.92	\$ 850.00
TOTAL	\$72,830.00	\$ 159.62	\$ 1,437.43	\$ 2,216.84	\$ 1,908.54	\$ 415.22	\$ 1,579.83	\$ 178.87	\$1,657.96	\$ 879.86	\$1,729.84	\$ 9,685.00

Total: \$21,848.93

Total Federal Request: \$15,774.55

Match: \$6,074.44

C. Travel \$5,838.55

Use for City of Mesa personnel to travel to site to verify or conduct site visits, coordinate outreach efforts, or attend community events. All travel will be quantified based on the latest federal milage reimbursement rate.

Estimated mileage: 9342

x Current Federal rate \$0.625/mile

Total Federal Request: \$0

Match: \$5,838.55

D. Equipment \$0

E. Supplies \$38,985.23

Supplies will be needed to ensure proper distribution of information to the community. The anticipated cost for these is listed in the table below. These are for:

Supplies	Cost
Printing and mailing the letters to all of our HOAs and apartments in Mesa	\$18,000.00
Printing handouts, maps, etc. for workshops	\$6,000.00
Graphics in Mesa utilities bill	\$5,000.00
Video and office supplies as necessary	\$9,985.23

Total Federal Request: \$0

Match: **\$38,985.23**

F. Other \$103,124.70

Rental equipment will be used to develop public and safety advertisements and for hosting outreach events. The estimated cost of these is in the table below.

Equipment Rental for	Cost
Video Equipment for PSAs, presentation of Plan and its summary	\$72,500 .00
Sound Equipment for conducting outreach events	\$9,000.00
Presentation Equipment – virtual and one-on-one	\$15,000.00
Rental of location throughout Mesa for outreach	\$6,252.40
Rental of space of conducting advertisements and award events	\$372.30

Total Federal Request: \$82,499.70

Match: \$20,624.94

G. Contractual \$694,872.59

This will be for direct consultant expenses which include the tasks needed to complete the items listed above in the deliverables section. The calculated amount is based on current contractual services provided and estimated hours to complete the plan. All services contract work under this project will conform to 2 CFR 200.

Total Federal Request: \$599,143.87

Match: \$95,728.72

H. Indirect Costs – N/A

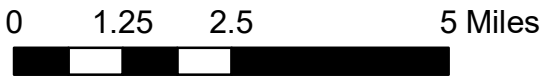
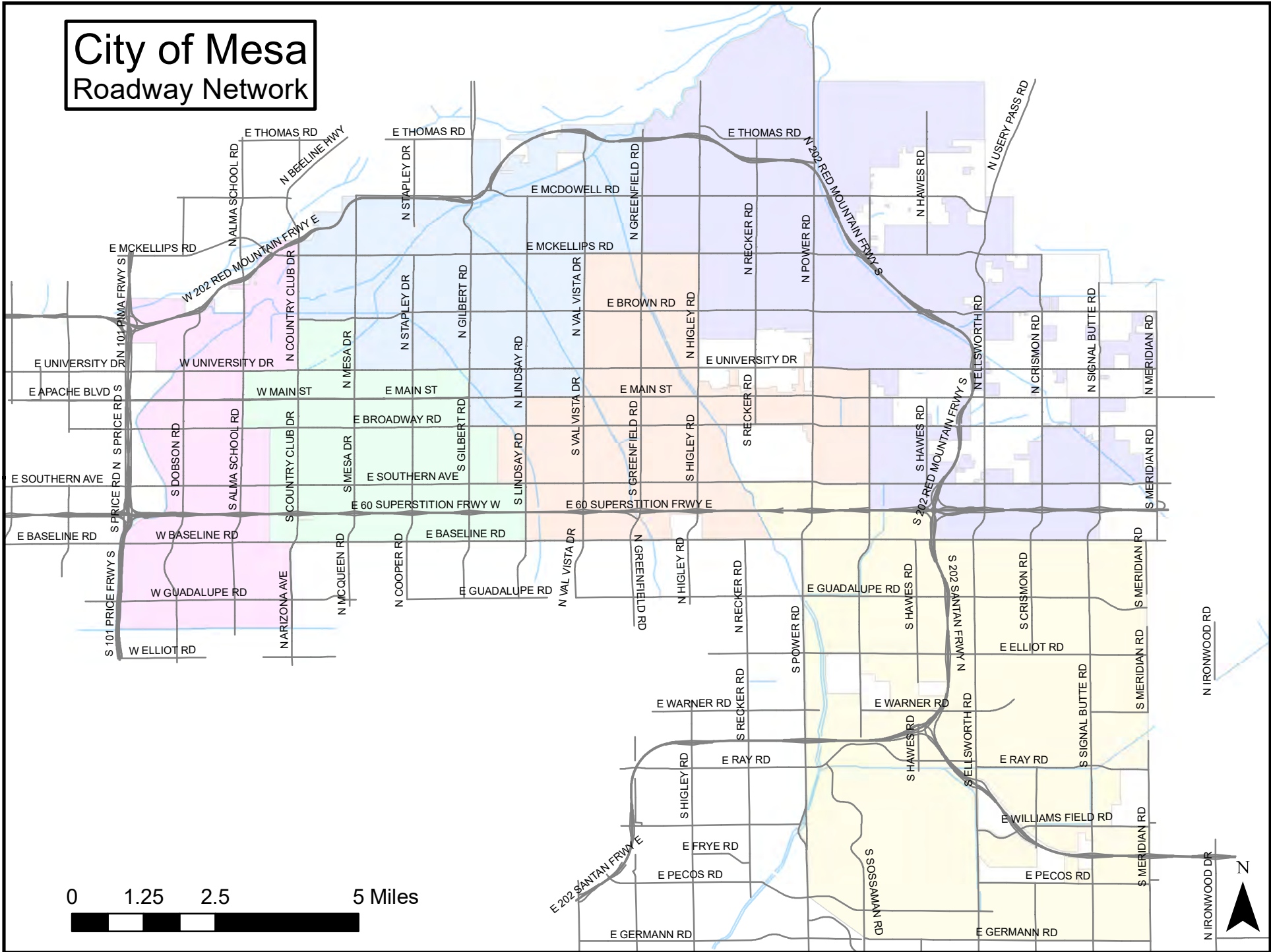
Total Project cost \$937,500

Budget Items	Total	Federal	Non Federal
Personnel	\$ 72,830.00	\$ 52,581.88	\$ 20,248.12
Fringe Benefits	\$ 21,848.93	\$ 15,774.55	\$ 6,074.44
Travel	\$ 5,838.55		\$ 5,838.55
Equipment	\$ -		
Supplies	\$ 38,985.23		\$ 38,985.23
Contractual	\$ 694,872.59	\$ 599,143.87	\$ 95,728.72
Construction	\$ -		
Other	\$ 103,124.70	\$ 82,499.70	\$ 20,624.94
TOTAL	\$ 937,500.00	\$ 750,000.00	\$ 187,500.00

Federal Request \$750,000

Nonfederal Amount \$187,500 (20%)

City of Mesa Roadway Network



August 29th, 2022

RJ Zeder
City of Mesa Transportation Department
300 East 6th Street
Mesa, AZ 85211

Dear Mr. Zeder,

Our agency strongly supports the City of Mesa Transportation Department's application for the Safe Streets for All ("SS4A") grant funding from the U.S. Department of Transportation ("USDOT") to develop a Comprehensive Safety Action Plan ("Plan").

We understand that the City of Mesa ("City"), Arizona, with a population of 538,146, is the 34th largest city in the United States, needs a Plan. Situated in the East Valley of the Phoenix Metropolitan Area, the City covers 138 square miles. Based on 2020 data, the City had 35 fatal vehicular crashes with a total of 36 fatalities on its public streets which is a yearly total that increased from the prior year. Additionally, the number of fatalities per 100,000 population increased by 26.8%. Over the past five years, fatal crashes in the City have had a general upward trend.

This funding would support the City in developing a critically needed Plan to assist in guiding the future of its transportation system development, particularly as the City works toward the year 2050, its targeted buildout. We fully support the use of the Federal Highway Administration's Safe System Approach, which aims to reduce serious injury and fatal crashes by designing and operating roadways in a manner that anticipates human error and accommodates human injury tolerances. The approach is solid and is compatible with the City's intention to focus on equity, as well as ensuring a safe transportation system for its fast growing, rapidly diversifying community.

We believe that the City's goals of developing a Plan focused on equity and creating a culture of safety and reducing crash related fatalities and severe injury is exactly what the community needs.

We are highly in favor of this application and Plan development and ask that the USDOT give full and fair consideration to the City's SS4A grant application.

Sincerely,



Brent A. Cain, PE
Division Director
Transportation Systems Management and Operations Division



101 N. 1st Ave. Suite 1400
Phoenix, AZ 85003
valleymetro.org
602.253.5000

August 12, 2022

RJ Zeder
City of Mesa Transportation Department
300 East 6th Street
Mesa, AZ 85211

RE: Letter of Support for City of Mesa's Safe Streets Grant Application

Dear Mr. Zeder:

Valley Metro strongly believes in providing safe transportation solutions and safe access to our regional transit system. As such, we support and appreciate the City of Mesa Transportation Department's application for the Safe Streets for All (SS4A) grant funding from the U.S. Department of Transportation (USDOT) to develop a Comprehensive Safety Action Plan.

As the regional public transportation provider in Maricopa County, we work closely with the City of Mesa to provide safe, efficient and multi-modal transit options to our residents, employers and visitors. Mesa, as the second largest city in metro Phoenix, is uniquely positioned to make an important impact with regard to street safety and collision reduction. The City has identified a growing trend related to vehicular accidents in their community and they seek to be proactive in their response. We share their concern for pedestrian and driver safety and highly encourage the development of this Plan.

The grant funding would assist in the development of this critical Plan and help guide the future of the City's transportation system, particularly as they work toward the year 2050, its targeted buildout. We believe the City has a strong, solid approach to this grant application. Their approach focuses on transportation system safety in a fast-growing community, but is also sensitive to equity and accessibility, which are key principles to Valley Metro.

We are highly in favor of this application and Plan development and ask that the USDOT give full and fair consideration to the City's SS4A grant application.

Sincerely,

A handwritten signature in black ink that reads 'Jessica Mefford-Miller'.

Jessica Mefford-Miller
Chief Executive Officer



Maricopa County
Department of Transportation

Director's Office
2901 W. Durango Street
Phoenix, AZ 85009
Phone: 602-506-4700
Fax: 602-506-4750
www.mcdot.maricopa.gov

August 8, 2022

R.J. Zeder
City of Mesa
Transportation Department
300 East 6th Street
Mesa, Arizona 85211

RE: U.S. DOT Safe Streets For All Grant Application

Dear Mr. Zeder:

I am pleased to offer our support for the City's Safe Streets for All grant application. I recognize the many regional benefits of the proposed planning study and the City's desire to enable the safe movement of people and goods throughout the community.

The City of Mesa is continuing to grow in population, and with that growth, more vehicles will be on your transportation system. We hope this study will become a guidance document aiding your staff in evaluating the community's needs. Hopefully, the results will transfer to other regional partners throughout Maricopa County and increase safety for the traveling public.

I urge your support of this application. If you have any questions or want to discuss this matter, don't hesitate to contact my office at (602) 506-4700.

Sincerely,

Jennifer Toth, P.E.
Director/County Engineer

July 29, 2022

R.J. Zeder
City of Mesa Transportation Department
300 East 6th Street,
Mesa, AZ 85211

RE: Letter of Support for City of Mesa Safe Streets for All

Dear Mr. Zeder:

The Maricopa Association of Governments (MAG) is pleased to support the City of Mesa's application for the Safe Streets for All ("SS4A") grant funding from the U.S. Department of Transportation ("USDOT") to develop a Comprehensive Safety Action Plan ("Plan"). Mesa, with a population of 538,146, is the 34th largest city in the United States, and would benefit greatly from a Plan. Based on 2020 data, the city had 35 fatal vehicular crashes resulting in 36 fatalities. This total was an increase from the prior year. In addition, the number of fatalities per 100,000 population increased by 26.8 percent. Over the past five years, fatal crashes in the city have had a general upward trend.

The funding would support the city in developing a critically needed Plan to assist in guiding the future of its transportation system development, particularly as it works towards a targeted build out in the year 2050. We support the city in their use of the Federal Highway Administration's Safe System Approach, which aims to reduce serious injury and fatal crashes by designing and operating roadways in a manner that anticipates human error and accommodates human injury tolerances.

We believe that the city's goals of developing a Plan focused on equity and creating a culture of safety and reducing crash related fatalities and severe injury is consistent with regional efforts and are supportive of their pursuit of this grant funding.

We ask that the USDOT give full and fair consideration to the city's SS4A grant application.

Sincerely,



Eric J. Anderson
Executive Director
Maricopa Association of Governments