

**Office of the Secretary of Transportation
Safe Streets and Roads for All (SS4A)**

Due 9/15/22 via grants.gov

Required Attachments

- Application for Federal Assistance (SF-424)
- Budget Information for Non-Construction Programs (SF-424A)
- Assurances for Non-Construction Programs (SF-424-B)
- Disclosure of Lobbying Activities (SF-LLL)

KEY INFORMATION

Applicant	City of Pueblo, Office of the Mayor 1 City Hall Place, Pueblo, CO 81003
If multijurisdictional, additional eligible entities jointly applying	Pueblo Area Council of Governments (PACOG), the regional MPO
Total jurisdiction population from 2019 U.S. Census ACS data and includes the total population of all Census tracts where the applicant operates or performs their safety responsibilities	City: 112,368 County: 55,044
Count of motor vehicle involved roadway fatalities 2017-2021	153
Fatality rate per 100,000 persons calculated using a 5-year annual average from the total count of fatalities from 2016 to 2020 based on FARS data	31
Population in underserved communities	51.8% of residents live in a census tract that meets the definition of Areas of Persistent Poverty, which are predominantly BIPOC. City: 51.8% of the city's population is 58,207 County: 51.8 % of the county's population is 28,513
State(s) in which projects and strategies are located	Colorado

Calendar Year	City of Pueblo, PPD Records Management System		Pueblo County, FARS https://www.codot.gov/safety/traffic-safety/data-analysis/fatal-crash-data	
	Traffic accidents (motor vehicle)	Fatalities	Traffic accidents (all reported)	Fatalities
2016	3927	5		20
2017	3837	15		34
2018	3812	19		36
2019	3888	13		24
2020	3147	13		25
2021	3566	19		34
TOTAL	22,177	79		153
AVERAGE		16		31

Type of Funding Request:

- Action Plan
- Action Plan Completion
- Supplemental Action Plan Activities

NARRATIVE (300-word limit)

While traffic accidents have declined compared to 2017, the fatality rate has increased to 31 per 100K people. The City's Record Management System shows alarming increases in multi-vehicle crash fatalities; pedestrian fatalities; motorcyclist fatalities; bicyclist fatalities; speeding related fatalities; alcohol-related fatalities.

The Mayor has started a Vision Zero campaign for Pueblo. This phase of addressing safe streets for all in Pueblo requires particular expertise to help refine and advance its strategy. The City seeks funding to hire assistance to develop a comprehensive action plan for this phase of its strategic planning.

Accidents that can be predicted can be prevented. The consultant will be tasked with creating an evidence-based Action Plan with life-saving redesigns that significantly reduce or eliminate roadway fatalities and serious injuries. Identified actions must be for all roadway users, including pedestrians; bicyclists; public transportation, personal conveyance, and micromobility users; motorists; and commercial vehicle operators. The consultant will be directed to employ the Safe System Approach, a Complete Streets model, and the American with Disabilities Act, and identify low-cost, high-impact strategies and projects that can improve safety throughout region's Metropolitan Planning Organization's jurisdiction – not just within the city limits.

The consultant will collaborate with the City's Office of Diversity, Equity, and Inclusion to ensure equitable attention in census tracts designated as underserved communities, and for ongoing engagement and collaboration with the public and relevant stakeholders including people that are historically the hardest ones to access.

Ultimately, the goal of the Action Plan is to establish basic, evidence-based roadway safety infrastructure features that will enable the City to be competitive in applying for surface road, bridge, and other infrastructure grants. The Action Plan will be used in concert with a study of local public transportation serving areas of persistent poverty, recently funded by FTA 20.505.

ADDITIONAL CONSIDERATIONS: Funds to Underserved Communities

The U.S. Census Bureau released official data that detail Pueblo households' economic well-being and hardship in 2020, showing the poverty rate to be 24.4% despite expanded federal aid in response to the COVID-19-induced recession. It is notable that, consistent with OMB's Interim Guidance for the Justice Initiative, Pueblo meets the definition of a Historically Disadvantaged Community. Of the 54 census tracts in Pueblo County, 28 are Areas of Persistent Poverty.

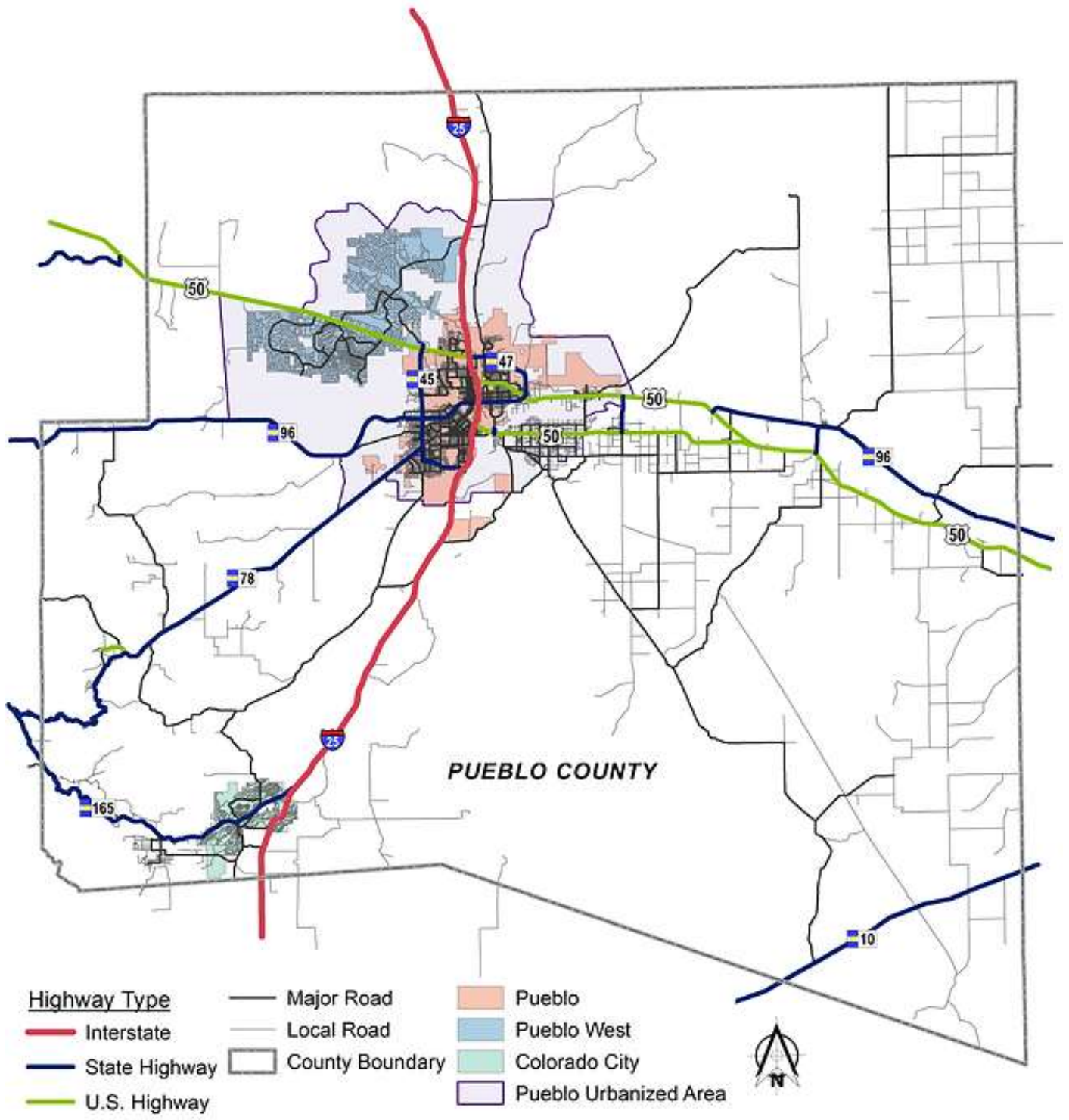
The City of Pueblo, Colorado has eight designated Opportunity Zones. In total these Opportunity Zones have a population of approximately 21,000, which represents 18% of the city's total population. The median household income for Pueblo Opportunity Zones ranges from approximately \$18,000 to \$55,000. This project is in Opportunity Zone number: 08101003500, type DESIGNATEDQOZ

SELF CERTIFICATION ELIGIBILITY

Mayor Nicholas Gradisar has publicly committed to an eventual goal of zero roadway fatalities and serious injuries and as set a target date of 2045. This coincides with the Pueblo Area Council of Governments, the regional MPO, long range plan to decrease the fatal crash rate and the serious injury rate to zero by 2045. A committee is established to begin the work of developing, implementing, and monitoring the work of Vision Zero.

MAP

Submit a map that shows the location of the jurisdiction and highlights the roadway network under the applicant's jurisdiction.



BUDGET

In estimating the cost of planning, the City has considered four categorical expenses that directly assist in the development of the Action Plan:

Capacity Building 1%	Identifying and securing the training and technical assistance for community members to assist in the creation of a comprehensive and feasible plan. Strengthening the capacity of partners to participate in decision-making and planning processes will be critical to develop cross-programmatic, place-based approaches. Specifically, the City will hire an expert presenter(s) for capacity-building trainings. People that are historically the hardest to reach in community engagement activities may require transportation to/from training/capacity building meetings, language/translation assistance, and/or childcare during such meetings.	\$8,000
Administration 5%	Organizational costs attributable to the planning grant and creation of the Plan. Specifically, costs incurred specifically for the Planning Grant, staff attorney costs related to planning, staff travel, printing and postage for materials, advertisement to support solicitations for (planning-related) bids, office space and utilities used exclusively for grant purposes, accounting, and auditing expenses.	\$40,000
Miscellaneous Expenses 0.05%	Costs attributable to robust resident and community engagement activities, surveys or meetings with residents to solicit opinions.	\$4,000
Professional Fees 93.5%	Consultant fees	\$800,000
TOTAL		\$852,000

The City of Pueblo requests \$681,600 to develop a comprehensive Safe Streets and Roads for All Action Plan; the City has not requested other Federal funding for this project. The Pueblo Area Council of Governments, the regional MPO, is prepared to contribute \$85,200 toward the required local matching share; the City will contribute \$85,200 from its general fund to cover the gap to goal of 20 percent of the total project value (\$852,000).