

FULL POLICY BOARD AGENDA

POLICY BOARD MEETING
WEDNESDAY, August 31, 2022 – 1:30 PM

RIO GRANDE VALLEY
METROPOLITAN PLANNING ORGANIZATION (RGVMPO)

Pursuant to Chapter 551, Title 5 of the Texas Government Code, the Texas Open Meeting Act, NOTICE IS HEREBY GIVEN that a meeting of the RGVMPO POLICY BOARD will be held In Person at the LRGVDC Main Campus, 301 W. Railroad Street, Building B, Ken Jones Executive Board Room in Weslaco, TX.

- I. Call To Order
- II. Roll Call
- III. Public Comments – May be submitted online or may be submitted in paper form specifying the matter you wish to address.
- IV. Consent Agenda - Pg.1

1. Approval of Minute(s) - Pg.7

for: June 29, 2022
July 27, 2022 (Meeting Canceled)

Action Possible Action Information

Presenter: Judge Eddie Trevino, Jr., ~~Chairman~~

Item Summary: Approval of the June 29, 2022, Regular Meeting minutes will be requested.

Background: N/A

2. Discussion and Possible Action for the Approval of Category #7 Funding Caps – Pg.16
Resolution 2022-15.

Action Possible Action Information

Présenter : Andrew A. Canon, Executive Director

Item Summary: RGVMPO staff are presenting for consideration and possible adoption an updated resolution supporting the long-adhered policy of Category 7 funding being capped at the amounts approved by the TPB upon adoption.

Background: Category 7 funds are limited and only updated at the annual Unified Transportation Plan (UTP) adoption. With the adoption of the FY 2023 UTP it seems apparent to update the Resolution for the RGVMPO stating and identifying that Category 7 funds are capped at the amount approved by the RGVMPO, TPB at the time the project is approved as part of the Long-Range Plan which is inclusive of the 4 year TIP and 10 year UTP.

3. Discussion and Possible Action to approve the Federal Functional Classification of International Drive CSJ: 0921-26-113 and South Parallel Corridor III CSJ: 0921-06-257 - Pg. 17 (Resolution 2022-16).

Action Possible Action Information

Presenter: Luis Diaz, Asst. Director

Item Summary: The RGVMPPO is presenting projects requesting Federal Functional Classification:
•International Drive CSJ: 0921-26-113
•South Parallel Corridor III CSJ: 0921-06-257

Background: Federal legislation continues to use functional classification in determining eligibility for funding under the Federal-aid program. Transportation agencies describe roadway system performance, benchmarks, and targets by functional classification. As agencies continue to move towards a more performance-based management approach, functional classification will be an increasingly important consideration in setting expectations and measuring outcomes for preservation, mobility, and safety (**Resolution 2022-16 to be presented to Policy Committee for Approval on August 31, 2022**).

4. Discussion on and Possible Action on the Updated CAT 7 Scoring and Evaluation Form - Pg. 33

Action Possible Action Information

Presenter: Luis Diaz, Assistant Director

Summary: The RGVMPPO is presenting amendments to the current Metropolitan Transportation Plan (MTP 25 Year Plan) Off System Project Evaluation Form with a recommendation for replacement by the Unified Transportation Program (UTP 10 Year Plan) CAT 7 Project Evaluation Form. Recommendations received from June RGVMPPO committee meetings have been applied.

Background: Through an iterative discussion, the RGVMPPO staff and TAC refined a scoring for Category 7 projects to both leverage the technical expertise embodied in the TAC and reference performance criteria and regional goals to provide a robust scoring process for vetting and promoting projects geared to contribute towards targets.

This scoring process likewise provides a platform to communicate with project sponsors and decision makers about project implications. The process also investigates what conditions a proposed project is improving and asks the sponsor to reflect on why they are submitting the project being reviewed.

The continuity of this process invariably will refine and improve the process by which projects are submitted for consideration as well as the projects themselves. The latest version of the RGVMPPO Off System Project Evaluation Form is reflective of 3 TAC workshops and TPB approval May 27, 2020.

**5. Discussion and Possible Action on the RGVMP Self – Certification Document: An - Pg.35
Administrative Modification**

Action **Possible Action** **Information**

Presenter: **Rudy Zamora Jr., Transportation Planner II**

Item Summary: TXDOT Planning & Programming reached out to MPO staff requesting modifications to our self-certification. This recommendation is regarding compliance with federal regulations and staff is requesting approval of modifications made. Signatures will be required from the TXDOT District Engineer and RGVMP Policy Board Chairman.

Background: For all Metropolitan Planning Agencies, concurrent with the submittal of the entire proposed TIP to FHWA and FTA as part of the Statewide TIP approval, the State and the MPO shall certify at least every 4 years that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements. TXDOT TP&P notified all MPO's that revisions within verbiage may need addressing. RGVMP staff has made the necessary corrections and presented the document within the meeting packet.

6. Discussion regarding Category 7 Funding Requests for Highway Projects - Pg.36

Action **Possible Action** **Information**

Presenter: **Rudy Zamora Jr., Transportation Planner II**

Item Summary: Prioritized projects are listed within tables combining current programming and proposed requests for Category 7 funding. The proposed programming combines annual allocation from the Unified Transportation Program (UTP) and carryover funds from FY 2022. RGVMP staff is seeking discussion on proposed priority project funding for the next amendment to the FY 2023-2026 Transportation Improvement Program (TIP) & Metropolitan Transportation Plan (MTP).

Background: RGVMP staff initially received numerous, ample requests for new & additional Category 7 funding for highway projects. The requests included funding for Construction, Construction Engineering, Right of Way Acquisition, and Preliminary Engineering. Our planning partners prioritized their projects and re-submitted requests for additional Category 7 funding. The tables included within the Policy Board packet list funding requests by fiscal year, current & proposed programming, and a financial comparison of proposed programming to funding availability. The annual allocation for RGVMP will be added to unobligated, carryover funds from FY 2022. Programmed projects within the ten-year horizon must be fiscally constrained.

7. Discussion and Possible Action on the Adoption of the RGVMP Public Participation Plan (PPP) – Resolution 2022-17) - Pg.48

Action Possible Action Information

Presenter: Chris Nelson, Transportation Planner

Item Summary: RGVMP Staff has updated its Public Participation Plan. Significant updates include the addition of Starr County, which is now part of the MPO's Metropolitan Area Boundary (MAB), the updating of the Title VI Complaint form, which is now in English and Spanish, and the inclusion of language solidifying the RGVMP's commitment to Virtual Public Involvement (VPI) as an additional method to receive public comments. For the public involvement process for the PPP, a link to the document and a comment card were sent out via email to all TAC members and a notice was posted on the RGVMP's social media platforms on July 14th. RGVMP Staff also contacted ten homeowner's associations, six apartment complexes, and three manufactured housing parks by July 15th for notification.

Background: Per the Public Participation Plan, adopted on September 25, 2022, the plan is to be reviewed and amended, if necessary, every three years. The document itself is also required to undergo a 45-day public involvement period. In order to meet this deadline, RGVMP Staff has updated the plan and it can be considered for adoption by the RGVMP's Policy Board at the August 31st, 2022, Regular Meeting. The Public Participation Plan guides the mandatory public involvement process that the MPO must undergo for the approval of certain documents, including the MTP and TIP (**Resolution 2022-17 to be presented to Policy Committee for Approval on August 31, 2022**).

8. Discussion on the RGVMP Requests for Proposal (RFP's) for FY 2022-2023 - Pg.52

Action Possible Action Information

Presenter: Chris Nelson, Transportation Planner

Item Summary: RGVMP Staff has drafted Requests for Proposal (RFP's) for three projects: The FY 2022-2023 Corridor Study of FM509, the Performance Management Framework Development and Implementation Study, and the Comprehensive Sustainability and Resilience Analyses for MPO's. Items for the Corridor Study shall include Traffic Data and Projections, Safety Analysis, Traffic and Operational Analysis and Evaluation of Constraints and Feasibility of Implementation. For the Performance Management study, the consultant should be prepared to perform the following tasks: assessment of current scoring process and program policies, review and synthesis report of regional, state, and federal performance goals and targets, assessment of tools, data, and capacity needed for performance target development and reporting, and assessment of eligible funding categories and projects that can be submitted to the RGVMP. For the Comprehensive Sustainability and Resilience Analyses for MPO's, the consultant should be prepared to create a resulting report that will outline the methodology used to develop a scalable framework within the MTP update process that allows the MPO to leverage existing processes to analyze sustainability and resilience moving forward.

Background: The release date for these RFP's is scheduled for Sunday, September 4th, 2022. The anticipated award date is Thursday, December 15th, 2022. The projects are intended to be completed by the end of FY 2023. If a project extends beyond this period, it will require that the obligated funds from the FY 2022-2023 UPWP be carried over into the FY 2024-2025 UPWP.

9. Discussion and Update on the RGV Traffic Safety Initiative Activities - Pg.56

Action Possible Action Information

Presenter: Chris Nelson, Transportation Planner I

Item Summary: RGVMPPO Staff would like to advise the Policy Board Members that bike lights and helmets are being distributed in their communities and will continue to be distributed until September 30, 2022. Currently RGVMPPO Staff is accepting registrations for:

- RGV Law Enforcement Traffic Safety Trainings
- RGV Project Manager Traffic Safety Trainings

Background: The RGV Traffic Safety Initiative is funded through TxDOT Traffic Safety funds. As part of the grant award, the RGVMPPO shall: 1) distribute 1,505 bike helmets throughout the RGVMPPO jurisdiction; 2) distribute 5,000 BikeTexas bike lights throughout the RGVMPPO jurisdiction; 3) to administer hybrid trainings for 100 law enforcement officers from the RGV on traffic safety problems/goals; and 4) administer hybrid trainings for 50 project managers on safety strategies and project development.

10. Discussion and Possible Action on IJJA Infrastructure BIL, specifically on the Safe Streets for All Grant Program - Pg.57

Action Possible Action Information

Presenter: Javier Dominguez Jr., Transportation Planner I

Item Summary: Presentation is based on updates on the notice of funding opportunities for the Infrastructure BIL and the upcoming application opportunity for Safe Streets for All Grant that is due on September 15th, 2022.

Background: The US Department of Transportation has released a schedule of when the Notice of Funding Opportunities can be expected to be opened for the various program grants under the IJJA Infrastructure BIL. The RGVMPPO Staff will go over updates on these programs and discuss the Safe Street for All Grant application which has an application deadline of September 15th, 2022.

11. Discussion on the Texas Electric Vehicle Infrastructure Plan - Pg.136

Action Possible Action Information

Presenter: Javier Dominguez Jr., Transportation Planner I

Item Summary: Presentation of TxDOT Electric Vehicle Infrastructure Plan that is going through its approval process with the Federal Highway Administration.

Background: In partnership with the Texas Commission on Environmental Quality and the State Energy Conservation Office, TxDOT is developing an Electric Vehicle Infrastructure Plan which lays out the next several years of EV charging station infrastructure deployment that will provide charging stations across the state. The RGVMPPO will present on a preliminary plan that includes a partnership with TxDOT and the MPO's across the state.

V. RGVMPPO EXECUTIVE DIRECTORS' REPORT AND UPDATES - Pg.158

Action Possible Action Information

Presenter: **Andrew A. Canon, RGVMPPO**

Item Summary: Financial Update

Item Summary: **Policy Meetings November and December 2022 -**
Staff is recommending to the Policy Board to combine the Policy meetings for (November and December) and that it be held on December 14, 2022.

Item Summary: **2023 TxDOT UTP Public Comment –** Letter was mail out on behalf of Chairman – Judge Trevino to Mr. Bugg, Chairman of Tx Department of Transportation on July 25, 2022, regarding the Development of the 2023 TxDOT UTP (**See Attachment**).

Item Summary: **Donna Project - TASA Update:** The RGVMPPO and TxDOT have been formally notified of the City of Donna's decision to terminate their TASA Project, the Donna Sidewalks - South International Boulevard Project (**See Attachment**).

Item Summary: **2022 Thoroughfare Plan Amendment Process -** Staff will be updating the 2022 Annual Thoroughfare Plan Amendment. Staff will be requesting from LG's to submit any updated Thoroughfare/ROW Amendments by December 21, 2022. Kick-off meeting was held virtually on August 25, 2022.

VI. STATUS REPORTS

A. TxDOT Project Status Report - Pg.162

Action Possible Action Information

Presenter: **TxDOT**

B. Cameron County RMA - Pg.189

Action Possible Action Information

Presenter: **Pete Sepulveda**

C. Hidalgo County RMA - Pg.213

Action Possible Action Information

Presenter: **Ramon Navarro**

D. Regional Transit Metro - Pg.243

Action Possible Action Information

Presenter: **Simon Ortiz**

VII. Other Business (Old or New): This item provides an opportunity for members to bring items of interest before the group.

VIII. Next Meeting: The next RGVMPPO Policy Meeting is scheduled in Person **September 28, 2022 at 1:30 PM at Ken Jones Boardroom.**

Meeting of the Rio Grande Valley Metropolitan Planning Organization (RGV MPO) Policy Board

Wednesday, June 29, 2022, At 1:30 pm

MINUTES

Presiding: Chairman - Judge Eddie Treviño, Jr. (Cameron County)

I. Call to Order

Vice Chairman (Comm.) David L. Fuentes called the meeting to order at 1:30 PM, a quorum was established. The Rio Grande Valley MPO Policy Board Meeting was held at the Ken Jones Boardroom located at 301 West Railroad, Weslaco, Texas with members present.

II. Roll Call

Roll call was taken, and present were representatives from each respective entity:

Members Present:	
Entity	Individual
Cameron County	Judge Eddie Treviño, Jr. (Chairman) Com. David Garza (Alternate)
Hidalgo County	Comm. David L. Fuentes (Vice-Chairman) Comm. Ellie Torres (Alternate)
Starr County	Judge Eloy Vera (Designee) (ABSENT) Comm. Raul Pena, III (Alternate)
City of Brownsville	Mayor Trey Mendez (Designee) Nurith Galonsky-Pinana (Alternate)
City of Edinburg	Mayor Ramiro Garza (Designee) Comm. Daniel “Dan” Diaz (Alternate)
City of Harlingen	Mayor Chris Boswell (Designee) Gabriel Gonzalez (Alternate)
City of McAllen	Mayor Javier Villalobos (Designee) CM Roy Rodriguez (Alternate)
City of Mission	Mayor Armando O’Caña (Designee) Comm. Jessica Ortega- Ochoa (Alternate)
City of Pharr	Mayor Ambrosio “Amos” Hernandez (Designee) (ABSENT) Comm. Daniel Chavez (Alternate)
City of San Benito	Mayor Ricardo “Rick” Guerra (Designee) Manuel De La Rosa (Alternate)
Cameron County RMA	Frank Parker, Jr. (Designee) Arturo A. Nelson (Alternate)
Hidalgo County RMA	S. David Deanda Jr. (Designee) Ramon Navarro, V. (Proxy)
Valley Metro	Maribel Contreras (Designee) Jose Luis Silva (Alternate)
TxDOT Pharr District	Pedro “Pete” Alvarez (Designee) Rex A. Costley (Alternate)
EX-OFFICIO	
RGV Partnership	Sergio Contreras (No Longer with RGV Partnership)
LRGVDC	Manuel Cruz
GUEST	
Others Present:	
RGVMPO	Andrew Canon
RGVMPO	Staff

III. PUBLIC COMMENT

None

IV. CONSENT AGENDA

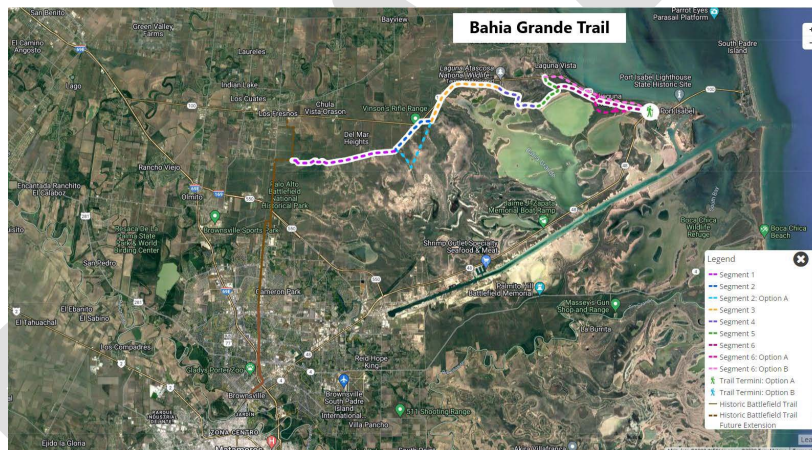
**1. Consideration and Action to Approve the Minutes From:
May 25, 2022**

Vice Chairman Fuentes asked if there were any corrections to the minutes of May 25, 2022. No corrections were noted to the minutes of May 25, 2022, Mr. Alvarez (TxDOT) made a motion to approve the minutes of May 25, 2022, as presented by staff. The motion was seconded by Commissioner Garza (City of Brownsville); and upon a vote, the motion passed unanimously.

2. Discussion and Possible Action to Support the Submittal of a Texas Federal Lands Access Program (TX FLAP) Proposal for the Design and Partial Construction of the Bahia Grande Trail and Approval of Resolution 2022-12

Eva provided an update on the Design and Partial Construction of the Bahia Grande Trail, to include the Approval of Resolution 2022-12. The U.S. Fish & Wildlife Service has offered to provide \$1.5 million to use as match for the full design (all 20 miles) and partial construction (3-5 miles) of the Bahia Grande Trail. RGVMPPO Staff politely requests the support of the Policy Committee to submit a TX FLAP Application.

The Bahia Grande Trail is approximately 20-miles long and will connect the Palo Alto Battlefield National Historical Park (National Park Service) and the Bahia Grande Unit of the Laguna Atascosa National Wildlife Refuge (U.S. Fish & Wildlife Service) to the South Texas Eco-Tourism Center and communities of Brownsville, Los Fresnos, Laguna Vista, and Port Isabel. The Project will connect people to the South Texas Eco-Tourism Center, public parks, and green space, expands outdoor education opportunities for health and well-being and improves access to close-to-home recreation.



Staff concluded its presentation by letting Policy members present know that, by improving access to two federal land management agencies, the Bahia Grande Trail is eligible to receive funding from the Texas Federal Lands Access Program (TX FLAP). The TX FLAP recently opened their 2022 Call for Projects. Completed submissions are due August 1, 2022.

No further discussion took place on this item, a motion was made by Commissioner Garza (City of Brownsville) to approve the Submittal of a Texas Federal Land Access Program (TXFLAP) Proposal for the Design and Partial Construction of the Bahia Grande Trail and Approval of Resolution 2022-12 as recommended by the TAC Committee and presented by staff. The motion was seconded by Mayor Hernandez (City of Pharr), and upon a vote; the motion passed unanimously.

3. Discussion and Possible Action on SS4A Infrastructure BIL, Specifically on Safe Streets for All Grant Program and Vision Zero and Approval of Resolution 2022-13

Javier provided a brief presentation on the release of the schedule of notice of funding opportunities for the Infrastructure BIL and the upcoming application opportunity for Safe Streets for All Grant that is due on September 15th, 2022. Vision Zero is a strategy to eliminate all traffic fatalities and serious injuring among all road users while increasing safe, healthy, and equitable mobility for all and how the RGVMPPO needs to commit to a Vision Zero goal.

The US Department of Transportation has released a schedule of when the Notice of Funding Opportunities can be expected to be opened for the various program grants under the SS4A Infrastructure BIL. The RGVMPPO Staff will go over the schedule as well as dive deeper into the Bridge Investment Program and the Safe Street for All Grant opportunity which has an application deadline of September 15th, 2022; with further guidance from FHWA. Staff noted that the US Department of Transportation has released a schedule of when the Notice of Funding Opportunities can be expected to be opened for the various program grants under the IIJA Infrastructure BIL. For more information, visit the Safe Streets and Roads website at www.transportation.gov/SS4A. - [Subscribe to email updates to receive program updates.](#)

Getting Ready to Apply: Joint Application

- Applications covering several agencies are strongly encouraged!
- Joint applications can involve many entities and take multiple forms. Examples:
 - MPO creating a single Action Plan for all or some member jurisdictions.
 - MPO or transit agency applying for and distributing funds and/or assistance to members for individual plans.
 - High-capacity jurisdiction jointly applying with one or more lower-capacity jurisdiction(s).
- Joint applications:
 - Better support regional approaches to roadway safety.
 - Help applicants meet federal funding requirements and lower administrative costs and delays.

USDOT NOFO SCHEDULE

SAFE STREETS FOR ALL PROGRAM

ELIGIBLE ACTIVITIES

- Develop or update a comprehensive safety action plan
- Conduct planning, design, and development activities in support of an action plan
- Carry out projects and strategies identified in an action plan

Action Plan Before Implementation Plan

Is there an existing plan? **NONE/SOME** **MOST/ALL**

Supplemental Planning: **YES** **NO**

Apply for an Action Plan | Apply for an Implementation Plan

Action Plan Grant Example Activities

- Leadership commitment and goal setting
- Planning structure
- Safety analysis
- Engagement and collaboration
- Equity
- Policy and process changes
- Strategy and project selections
- Progress and transparency methods

UPCOMING NOTICE OF FUNDING OPPORTUNITY ANNOUNCEMENTS 2022

- June**
 - Bridge Investment Program
 - Railroad Crossing Elimination Program
 - Nationally Significant Federal Lands and Tribal Project Program
 - Ferry Programs
- July**
 - All Stations Accessibility Program
 - Rail Vehicle Replacement Program
- Summer**
 - National Culvert Removal, Replacement, and Restoration Grant Program
 - Thriving Communities
- August**
 - Consolidated Rail Infrastructure & Safety Improvements Grant Program
- September**
 - Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program

Staff concluded by stressing to Policy members present, to take advantage of BIL new Safe Streets and Roads for All (SS4A) discretionary program that will provide \$5-6 billion in grants over the next 5 years. Funding

supports regional, local, and Tribal initiative through grants to prevent roadway deaths and serious injuries. The SS4A program supports the Department’s National Roadway Safety Strategy and a goal of zero death and serious injuries on our nation’s roadway. Staff is presenting the “Vision Zero Goal” Resolution 2022-13, which will strongly encourage decision makers to consider the implementation of Vision Zero Goals within their respective jurisdictions for approval.

After some discussion on this item, Mr. Alvarez (TxDOT) made a motion to approve the SS4A Infrastructure BIL, Specifically on Safe Streets for All Grant Program and Vision Zero and Approval of Resolution 2022-13 as recommended by TAC and presented by Staff. The motion was seconded by Mayor Garza (City of Edinburg), and upon a vote; the motion passed unanimously.

4. Discussion and Possible Action of Section 5310 Applications

Javier noted that only (2) two recipients submitted their 5310 applications (Valley Metro and the City of Weslaco). Staff gave a brief synopsis of what Section 5310 Program is: 5310 Program aims to assist operators of public transportation, local government authorities, and private nonprofit organizations support transportation services and expand transportation mobility options for seniors and individuals with disabilities in all areas.

Two applications were scored and ranked by staff which were: 1) Valley Metro submitted a Traditional Application and 2) City of Weslaco submitted a Non-Traditional application as shown below:

Two Applicants Grant Opportunity- \$ 1,100,524.00

Valley Metro | Traditional
Request - \$1,100,524.00
Total Project Cost - \$1,892,761.00

The Valley Metro Regional Call Center and Fleet Replacement Project is designed to serve individuals with disabilities, the elderly, and the public to provide information on transportation needs and services throughout the Rio Grande Valley region.

City of Weslaco | Non-traditional
Request - \$ 500,000.00
Total Project Cost - \$500,000.00

The Weslaco Pedestrian 2022 Project is Phase 2 of the previously approved MPO funding from 2017. The project will continue to provide people with mobility issues more accessibility in public areas.

SECTION 5310 ENHANCED MOBILITY FOR SENIORS AND PEOPLE WITH DISABILITIES

Program Purpose
The program is intended to improve mobility for seniors and individuals with disabilities by providing funds for capital and operating expenses that expand transportation mobility options.

Traditional- At least 85% of Program Funds
Buses and vans; wheelchairs lifts, ramps, and securement devices; translated information technology systems including scheduling/routing/onecall systems; and mobility management programs

Non-traditional- Remaining 45%
Under Map-21, the program was modified to include projects eligible under the former 5317 program. Including travel training, volunteer driver programs; building an accessible path to a bus stop including curb-cuts, sidewalks, accessible pedestrian signals and features.

5310 - \$1,100,524

	Valley Metro	City of Weslaco
Project Type	Bus Fleet Replacement/ Purchase & Regional Call Center	Sidewalk, ADA Compliance/ Pedestrian Connectivity
Score	79/100	81/100

<https://www.txdot.gov/funding/grants/enhanced-mobility-services/individuals-disabilities-section-5310/>
rgvmpo.org
ramora@rgvmpo.org

Staff noted that Valley Metro is requesting \$1,100,524.00, total project cost is \$1,892,761.00. City of Weslaco is requesting \$500,000.00 and their total project cost is \$500,000.00.

TAC members and Staff are recommending, as per the scoring process the following – Valley Metro be awarded 55% - \$605,288.20 and City of Weslaco be awarded 45% - \$495,235.80 of the total amount of 5310 Grant which consist of \$1,100,524.00.

After some discussion on this item, Mayor Hernandez (City of Pharr) made a motion to approve as per the scoring process the following: Valley Metro be awarded 55% - \$605,288.20 and City of Weslaco be awarded 45% - \$495,235.80 of the total amount of 5310 Grant of \$1,100,524.00; as recommended by TAC and presented by staff. The motion was seconded by Mayor Mendez (City of Brownsville); and upon a vote, the motion carried unanimously.

5. Discussion and Possible Action for Staff to Attend the Access Management Fundamental Principles, Application and Computation Conference in Columbus, Ohio

Fernando noted that in compliance with the requirements of TxDOT and TPB, staff is seeking approval for staff to attend the Access Management – Fundamental Principals, Applications and Computation, scheduled at Columbus, Ohio on September 19 thru 23, 2022.

This is a three-day course that's provides more in-depth content targeted for technical professionals. This course is intended to attract participants beyond traditional state and local agency technical staff, including planners, engineers, permit specialists, legal counsel, and project managers associated with transportation planning, operations, design, maintenance, and development review. The third day of this three-day class is designed to provide additional and more advanced instruction to participants than the FHWA-NHI133078 (two-day) course and is for those who desire to deepen their understanding of access management through more computationally driven applications of the course materials.

Staff concluded in letting Policy members know that the total estimated cost to include Airfare, Hotel, Registration and Per diem is \$2,000.00 per employee (2) attendees.

No discussion took place on this item, Mayor Hernandez (City of Pharr) made a motion to approve for Staff to Attend the Access Management Fundamental Principles, Application and Computation Conference in Columbus, Ohio (September 19-23, 2022) as presented by staff. The motion was seconded by Commissioner Garza (Cameron County); and upon a vote, the motion passed.

6 Discussion and Possible Action for Staff to Attend the Annual AMPO Conference in Minneapolis, MN

Andrew noted that in compliance to the requirements of TxDOT and the TPB, staff is seeking approval for staff to attend the Annual AMPO Conference (Estimated Cost per person \$2,180.00) in Minneapolis, MN – October 24-28, 2022. The TPB had approved this trip as part of the 2022-2023 UPWP and is funded under Task 1.0. This Annual Conference allows staff an opportunity to coordinate with other Planners and GIS Specialist across the nation on best practices, and innovative initiatives on the horizon.

The AMPO Annual Conference is the premier event for MPOs to learn and network with over 350 MPO directors, transportation planners, and elected officials from across the country. The conference is structured into two and one-half days of sessions, with networking events every evening. During the conference, attendees can choose from general sessions, workshops, and mobile tours. A concurrent exhibition is held onsite during the conference, allowing opportunities to visit with industry partners and learn about new products and services.

No discussion took place on this item, Mayor Hernandez (City of Pharr) made a motion to approve for Staff to Attend the Annual AMPO Conference (Estimated Cost per person \$2,180.00) in Minneapolis, MN – October 24-28, 2022, as presented by staff. The motion was seconded by Mr. Navarro (HCRMA); and upon a vote, the motion passed.

7. Discussion and Possible Action on Category 7 Funding Requests for Highway Projects

Rudy provided to Policy members present a list of Category 7 funding requests from various local governments which was included within the meeting packet. Results and feedback from meetings held were also shared. Shall there be any pending meetings, they will be conducted as soon as possible. A plan for moving forward will be shared during upcoming TAC & TPB meetings. This is an informational item therefore no action is required at this time. RGVMPO staff received numerous requests for new and additional Category 7 funding for highway projects. Category 7 is federal funding for MPOs with populations of 200,000 or greater — known as transportation management areas (TMAs). This funding can be used on any roadway with a functional classification greater than a local road or rural minor collector. Common project types include roadway widening (both freeway and non-freeway), new-location roadways, and interchange improvements. The requests included additional funding for Construction, Construction Engineering, Right of Way Acquisition, and Preliminary engineering. A table displaying totals of these requests was presented during the Project Update workshop, with the Technical Advisory Committee and Transportation Policy Board meetings. RGVMPO staff will continue meeting with our region's entities to prioritize projects and requests for additional funding.

Mayor Hernandez reminded Policy members present that several discussions have taken place and the rules of engagement, since he was Chairman of the Policy Board, on what the priorities are when it comes to Category 7 funding: 1) Start from the top for both counties; 2) these projects must be "Shovel Ready"; and 3) make sure projects are let on a timely manner.

Mr. Alvarez (TxDOT) noted recognizes and rewards the entities that have demonstrated a commitment to get the projects shovel ready.

But at the same time Policy Members need to take into consideration the following:

- Issues with inflation 30 -50 percent increase in the last few years
- Concern with those projects.
- What the Priorities are for each County.
- The progress /what has been done for these projects
- Ranking priority projects.

In my opinion, we as policy board members, have an obligation to prioritize the projects for letting. With fiscal constraint, we cannot continue to just add projects. If projects are to be added, then a very hard decision as to which projects should be delay needs to be made. Project score is one of many considerations to help us make that decision. Of course, we will rely on the TAC for their recommendations.

In the meantime, let's take advantage of the funding available, continue to develop and deliver the highest priority projects in our region.

Mayor Garza (City of Edinburg) noted that he has not been active in submitting projects/ partnering with county but will be considering that option in the very near future.

No further discussion took place on this item and no action was required; Vice Chairman Fuentes moved on to the next item on the agenda.

8. Discussion and Possible Action on the RGVMPPO Regional Complete Streets Policy Update

Chris Nelson, Transportation Planner RGVMPPO noted staff continue to engage regional stakeholders to discuss the strengths and weaknesses of existing and potential Complete Streets Policies. Staff has begun planning outreach events to engage Stakeholders and discuss the potential benefits of implementing Complete Streets Policies, to ascertain the necessary buy-in to ensure the efficacy of the policy. RGVMPPO Staff intends to complete an inventory of existing Complete Streets Policies adopted by Municipalities in the Region.

Since the authorization to begin work on a Regional Complete Streets Policy was approved by the Transportation Policy Board on February 23, 2022, Staff has continued to research the Complete Streets Policies of agencies both inside and outside of the region. UPWP Amendment #2, which included an added Complete Streets subtask, allotted a total of \$120,000 in PL funds over the remainder of the two-year period towards Complete Streets planning activities, as mandated by the BIL. UPWP Amendment #2 was adopted by the Transportation Policy Board during the May 25, 2022, Regular Meeting, and is pending approval by TxDOT and FHWA.

Staff will provide another update at the next Policy meeting on the status and completion of the Regional Complete Street Policy.

No further discussion took place on this item and no action was required; Vice Chairman Fuentes moved on to the next item on the agenda.

9. Discussion on and Possible Action on the Updated CAT 7 Scoring and Evaluation Form

Luis Diaz, Assistant Director presented amendments to the current Metropolitan Transportation Plan (MTP 25 Year Plan) Off System Project Evaluation Form with a recommendation for replacement by the Unified Transportation Program (UTP 10 Year Plan) CAT 7 Project Evaluation Form. Through an iterative discussion, the RGVMPPO staff and TAC refined a scoring for Category 7 projects to both leverage the technical expertise embodied in the TAC and reference performance criteria and regional goals to provide a robust scoring process for vetting and promoting projects geared to contribute towards targets. This scoring process likewise provides a platform to communicate with project sponsors and decision makers about project implications. The process also investigates what conditions a proposed project is improving and asks the sponsor to reflect on why they are submitting the project being reviewed. The continuity of this process invariably will refine and improve the process by which projects are submitted for consideration as well as the projects themselves. The latest version of the RGVMPPO Off System Project Evaluation Form is reflective of 3 TAC workshops and TPB approval May 27, 2020.

Policy members present recommended and provided the following feedback to the CAT 7 Scoring/Evaluation Form:

- Scores for Schematic Status, Environmental Status, ROW Status and Utility Status have been adjusted from 5 points max to now be 10 points max per each item.
- Points were adjusted from each of the following from 10 points max to now 5 points max to keep the overall project total as 100 points.
- Access to Transit Facility in Miles
- Access to Existing Pedestrian Facility in Miles (Bicycle/Trail)
- Regionally Significant
- Congestion Reduction
- Access to Pedestrian Facility in Miles (Bicycle/Trail)
- Was modified to now Read Access to Existing Pedestrian Facility in Miles (Bicycle/Trail)
- Contact Name and Email were added to the bottom of the form.

Staff noted that changes will be updated accordingly as recommended by Policy Board and sent out for final review to both the TAC and Policy members prior to the next monthly meeting.

No further discussion took place on this item and no action was required; Vice Chairman Fuentes moved on to the next item on the agenda.

V. RGVMPPO EXECUTIVE DIRECTORS' REPORT AND UPDATES

- A. Andrew provided the financial update and noted that the current budget continues with a positive trend. Report filed with the June 29, 2022, Policy Packet.

The following updates were part of the Policy Packet for informational purposes only:

Item Summary: RGVMPPO Policy Board Retreat – Friday, June 3, 2022, Cameron County Amphitheater and Event Center - 53550 Dolphin Cove – SPI -Update
The RGVMPPO Policy Board Retreat was held on Friday, June 3rd at the Cameron County Amphitheater and Event Center. A big “Thank You” to Cameron County for providing this facility to RGVM

Item Summary: **Postpone Policy Meeting for July 27, 2022** – Staff noted that RGVMPPO usually follow suit with LRGVDC Board meetings and no LRGVDC meeting is scheduled for the month of July 2022. Staff is recommending to Postponing the Policy Meeting for July 27, 2022. Policy Board members in attendance agreed to Postpose Policy Meetings for July as recommended by staff.

VI. STATUS REPORT

A. TxDOT Project Status Report (Action Taken as Required)

Representative from Hidalgo / Cameron Counties with (TxDOT) provided an updated presentation on current projects and activities within the Hidalgo and Cameron Counties. All projects are continuing to move forward as scheduled. *(Report filed with RGVTPB Packet)*

Pharr, TxDOT continues to work with neighboring cities to make sure that plenty of information is shared within social media on how traffic will continue to be interrupted with the new construction currently in progress.

B. Cameron County RMA

Mr. Sepulveda (Cameron County RMA) provided an updated presentation on projects that are currently within the Cameron County RMA. *(Report filed with RGVTPB Packet)*

C. Hidalgo County RMA

Mr. Navarro provided an updated presentation on projects that are currently within the Hidalgo County RMA. All projects are continuing to move forward. *(Report filed with RGVTPB Packet)*

D. Regional Transit (Metro)

Antonio Zubieta provided an updated report for all (3) Three Transit Providers that are currently within the Hidalgo/Cameron Regions. Ridership's continue to increase throughout the valley. Details values on ridership could be found within the RGVTPB Packet. *(Report filed with RGVTPB Packet)*

VII. OTHER BUSINESS (OLD OR NEW)
NONE

VIII. Next Meeting:

The next meeting of the RGVMPPO Transportation Policy Board Meeting is scheduled “In Person” for August 31, 2022, at 1:30 pm at the Ken Jones Boardroom.

No further discussion took place, Vice Chairman Fuentes ask for a motion to adjourn. Mr. Navarro (HCRMA) made a motion to adjourn the Policy Meeting at 3:07 PM. The motion was seconded by Mayor Garza (City of Edinburg); and upon a vote, the motion carried unanimously.

ATTEST:

**RGVMPO POLICY COMMITTEE
(TPB) VICE CHAIRMAN**

DRAFT

RESOLUTION #2022-15

SUBJECT: Approval of Category #7 Funding Caps

WHEREAS, the Rio Grande Valley Metropolitan Planning Organization (RGVMPO), is the designated agency for the Transportation Planning in the Transportation Management Area; and

WHEREAS the RGVMPO is responsible for the project selection process for the Transportation Improvement Program (TIP) and the Long-Range Plan (MTP) and

WHEREAS the project selection process was approved by both the Technical Advisory Committee and Transportation Policy Board as well as the public by following the RGVMPO's public participation process and 30 days of public involvement: and

WHEREAS the RGVMPO is the recipient of Category 7, Metropolitan Mobility (S T B G) funding for the selection of regionally significant off-system projects in consultation with TxDOT.

NOW THEREFORE, BE IT RESOLVED, that the Rio Grande Valley Metropolitan Planning Organization, Transportation Policy Board agreed by a majority vote that:

1. Category 7 funding for each project as authorized for each phase of Right of Way (ROW), Preliminary Engineering (PE) and construction in the long-range plan (MTP) is capped at the amount shown under the Category 7 funding, as approved by the Transportation Policy Board, and
2. Category 7 funding as identified in the MTP, not fully expended upon completion of the project will be utilized to fund additional projects as approved by the RGVMPO Transportation Policy Board.

PASSED AND APPROVED THIS 31st day of August 2022

The Honorable Eddie Treviño
Cameron County Judge
Chairman of the RGVMPO Policy Board

Pedro Pete Alvarez
District Engineer
TxDOT – Pharr District

Andrew A. Canon
Executive Director
RGVMPO

Functional Classification Requests

Entitiy	CSJ	Highway Name	Limits		Length	Classification Requested	STIP Construction
			From	To	Miles		
Rio Grande City	0921-26-113	Internantional Drive	US Hwy 83	Bridge Road	0.30	Minor Collector	2024
Cameron County	0921-06-257	South Parallel Corridor (Phase III)	FM 2520	FM 1577	2.15	Major Collector	2023



RIO GRANDE CITY

Hill Country of the Valley

Mayor Joel Villarreal
Mayor Pro-Tem Rey Ramirez
Commissioner Ben de Leon
Commissioner Rogerio "Roger" Olivarez
Commissioner Alberto Escobedo
Deputy City Manager Noe Castillo

Andrew Canon
Executive Director
RGVMPO
617 W. University Dr.
Edinburg, Texas 78539

July 12, 2022

RE: International Dr. Project
From US Hwy 83 to Bridge Road (approximately .30 Miles)
Starr County, Texas
CSJ: 0921-26-113

Dear Mr. Canon:

The City of Rio Grande City would like to formally request the Functional Classification (FC) of the subject project as a major collector from the RGVMPO and subsequently the Federal Highway Administration (FHWA).

The scope of the project is to install a four-lane rural roadway with a shared use path on existing right-of-way (ROW). The completed project shall connect a minor arterial (Texas FM 755) to Bridge Road, a privately owned road and extend mobility south of US Highway 83 to the Rio Grande City International Port of Entry. The new roadway shall tie into planned improvements by Starr Camargo Bridge Company and is being upgraded by the owner to match the proposed composition for International Drive. The proposed speed limit for the new road will be 30-miles-per hour. While the project seeks to expand access to and from the Rio Grande City Port of Entry, it will also ease traffic, connectivity and mobility within the city. The estimated open to traffic date is 2025.

The City of Rio Grande City has completed the traffic analysis, started developing the preliminary engineering and environmental documents; however, to proceed with the project development, the project must be functionally classified. The project is listed in RGVMPO Transportation Improvement Plan (TIP) in fiscal year (FY) 2024.

The City of Rio Grande City would like to coordinate with the RGVMPO to review the enclosed material and make recommendation for functional classification.

- Attachment A – Location Map
- Attachment B – Traffic Data
- Attachment C – Proposed FC Map

If you need additional information or you have any questions, please contact our Economic Development Office at (956) 487-3476.

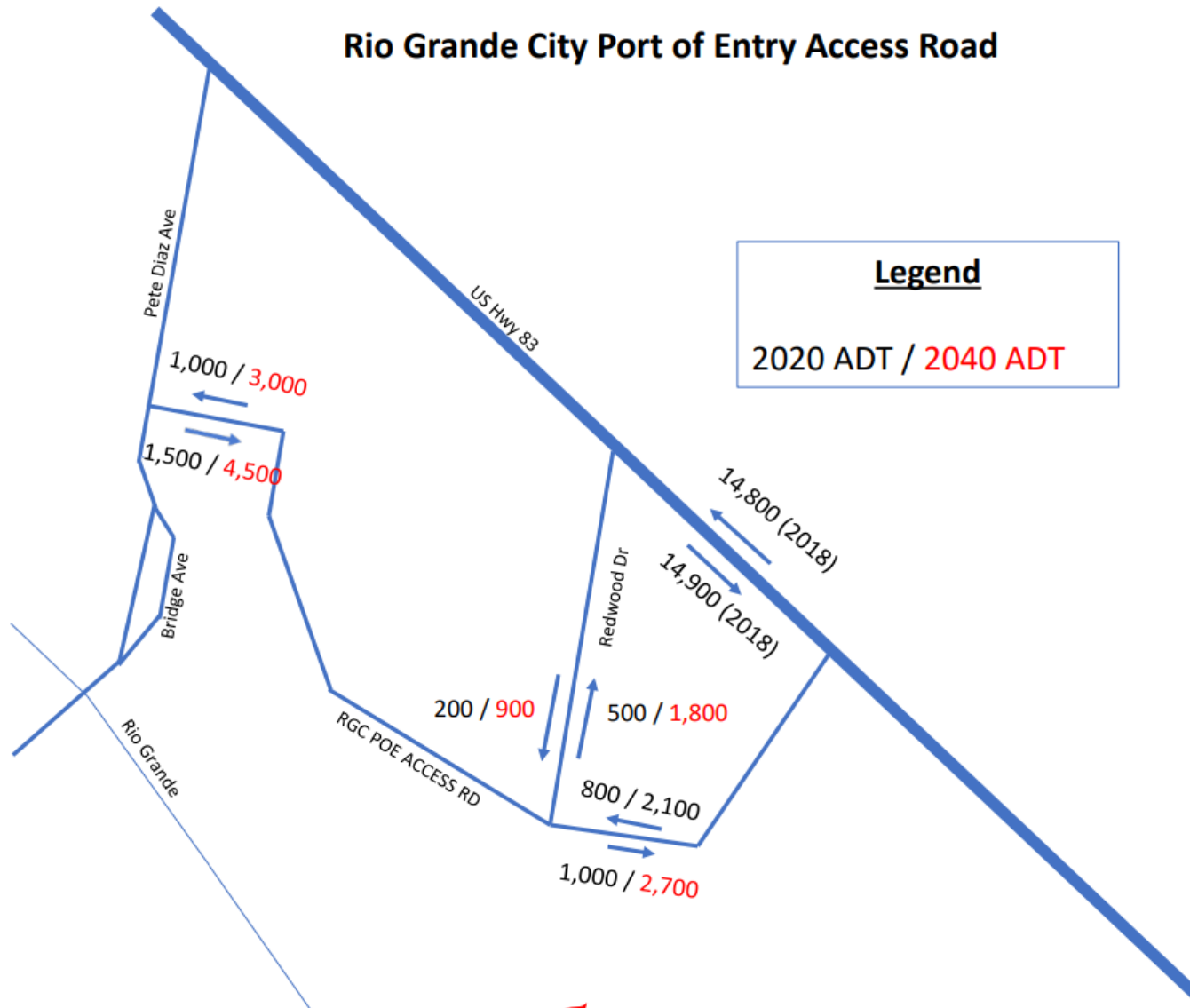
Sincerely,

Noe Castillo
Deputy City Manager
City of Rio Grande City

Attachment A – Location Rio Grande City, Texas (Starr County)



CSJ: 0921-26-113



Legend
2020 ADT / 2040 ADT

Aldana Engineering & Traffic Design

Attachment C – Proposed Functional Classification Map





CAMERON COUNTY

DEPARTMENT OF TRANSPORTATION

Benjamin L. Worsham, P.E. ★ County Engineer

July 06, 2022

Mr. Andrew A. Canon
Executive Director
Rio Grande Valley MPO
617 W. University Dr.
Edinburg, Texas 78539

RE: US 77/83 South Parallel Corridor - Segment 3
From FM 2520 to FM 1577 (2.2 miles)
Cameron County, Texas
CSJ: 0921-06-257

Dear Mr. Canon,

Cameron County would like to formally request the Functional Classification (FC) of the subject project as a major collector from the RGVMPPO and subsequently the Federal Highway Administration (FHWA).

Justification

The US 77/83 South Parallel Corridor project has been under development by the county since the early 2000s. As denoted by its name, the US 77/83 (I-69E) South Parallel Corridor was conceptualized to provide connectivity in southern Cameron County between the I-2/I-69E interchange, the Los Indios International Bridge, and southeastern San Benito. This new location roadway serves to provide safety, mobility, and connectivity in this quickly developing area to traffic seeking an alternate route. A continuous corridor connecting the areas between I-2/I-69E and US 281 (Military Highway) does not currently exist. Prior to the development of the subject project, there was a lack of connectivity and mobility for the residents of this area.

The scope of the project is to initially provide a two-lane rural roadway with shoulders, with sufficient Right-of-Way (ROW) to provide future expansion to a five-lane urban roadway, when warranted by traffic counts. The project is composed of four distinct segments (**Attachment A**):

- Dixieland Road Extension - Garret Road to FM 1479 (1.6 mi)
 - Completed and opened to the public in 2011.
- Segment 1 – FM 1479 to FM 509 (2.1 mi.)
 - Completed and opened to the public 2016.
- Segment 2 – FM 509 to FM 2520 (3.0 mi.)
 - ROW is in place, and it is currently under construction.
 - Anticipated to be complete in mid/late 2023.
- **Segment 3 – FM 2520 to FM 1577 (2.2 miles) – Subject Project**
 - **Under development and on track for a FY 2024 ready-to-let status.**

The entire U.S. 77/83 South Parallel Corridor project received NEPA environmental clearance in 2014 and a reevaluation approval in 2017. The Dixieland Road Extension previously obtained approval for FC as a minor arterial in 2020 and Segments 1 and 2 obtained approval for FC as major collectors in 2021; however, Segment 3 was not included due to lack of funding for construction in the TIP/MTP. Since the original request, state funds have been coordinated with TxDOT and the RGVMPPO and construction funds will be listed in the TIP.

The completion of this third segment would complete this much needed corridor, connect several major collectors (FM 1479, FM 509, FM 2520, FM 732, and FM 1577), and serve as the only continuous Major collector serving the project vicinity south of the I-2/I-69E interchange and north of US 281 (Military Highway) (**Attachment B**).

The project is anticipated to be posted with a 45 mile per hour speed limit and serve as an inter-county travel corridor connecting rural Cameron County with the commercial district located on the western end of the corridor and rural communities along the proposed roadway. Segment 3 is listed for construction in the 2023-2026 State Transportation Improvement Plan (STIP) as a locally funded project.

Cameron County respectfully requests that Segment 3 of the U.S. 77/83 South Parallel Corridor project be functionally classified as a major collector roadway.

The County has provided the following exhibits to support the FC of the subject roadway:

- Attachment A – Corridor Map
- Attachment B – Location Map
- Attachment C – Traffic Data
- Attachment D – Proposed FC Map

If you need any additional information or have any questions, please contact me at (956) 247-3500.

Sincerely,



Benjamin L. Worsham, P.E., P.T.O.E.

County Engineer

cc. Eddie Trevino, RGVMPPO Chairman, Cameron County Judge
David A. Garza, Cameron County Commissioner Pct. 3
Pete Sepulveda, Jr., Cameron County Administrator
Pete Alvarez, P.E., TxDOT Pharr District Engineer
Melba Schaus, P.E., TxDOT Planning Director

US 77/83 SOUTH PARALLEL CORRIDOR



12/2/2021, 3:24:13 PM

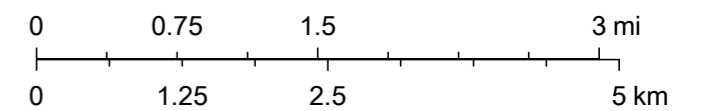
Corridor Map

1:72,224

LEGEND

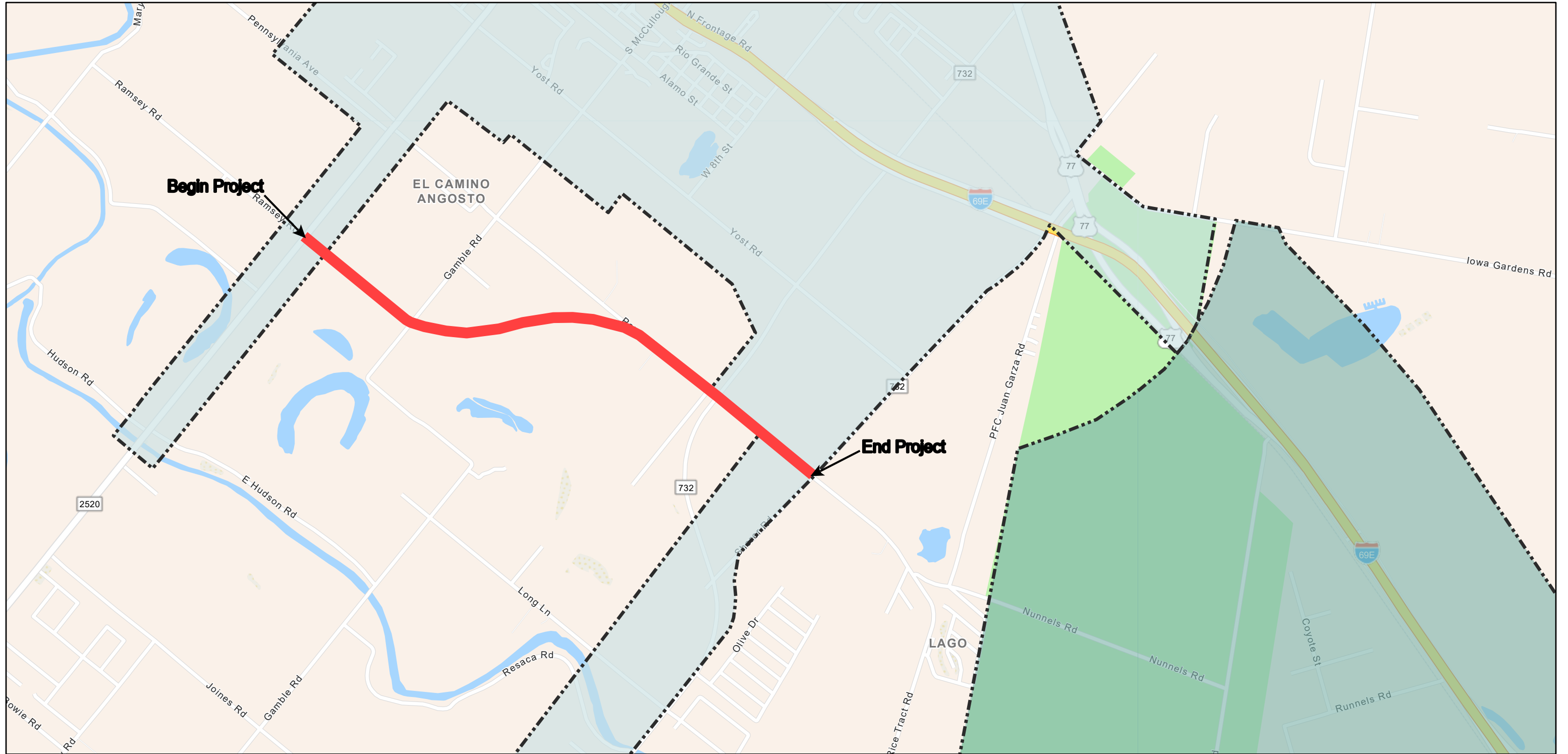
- Rangerville City Limits
- Harlingen & San Benito City Limits
- Brownsville City Limits



- Construction Complete
- Segment 2 (3.0 mi)
(Under Construction)
- Segment 3 (2.2 mi)
(Under Development)



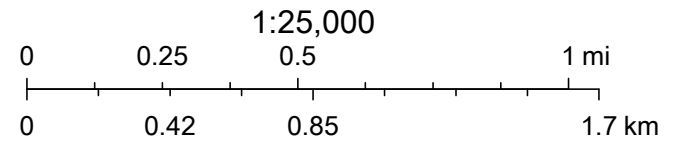
Texas Parks & Wildlife, CONANP, Esri, HERE, Garmin, SafeGraph, METI/NASA, USGS, EPA, NPS, USDA

Attachment B - Project Location Map



- City Limits**
-  City of Brownsville
 -  City of San Benito

 US 77/83 South Parallel Corridor - Segment 3

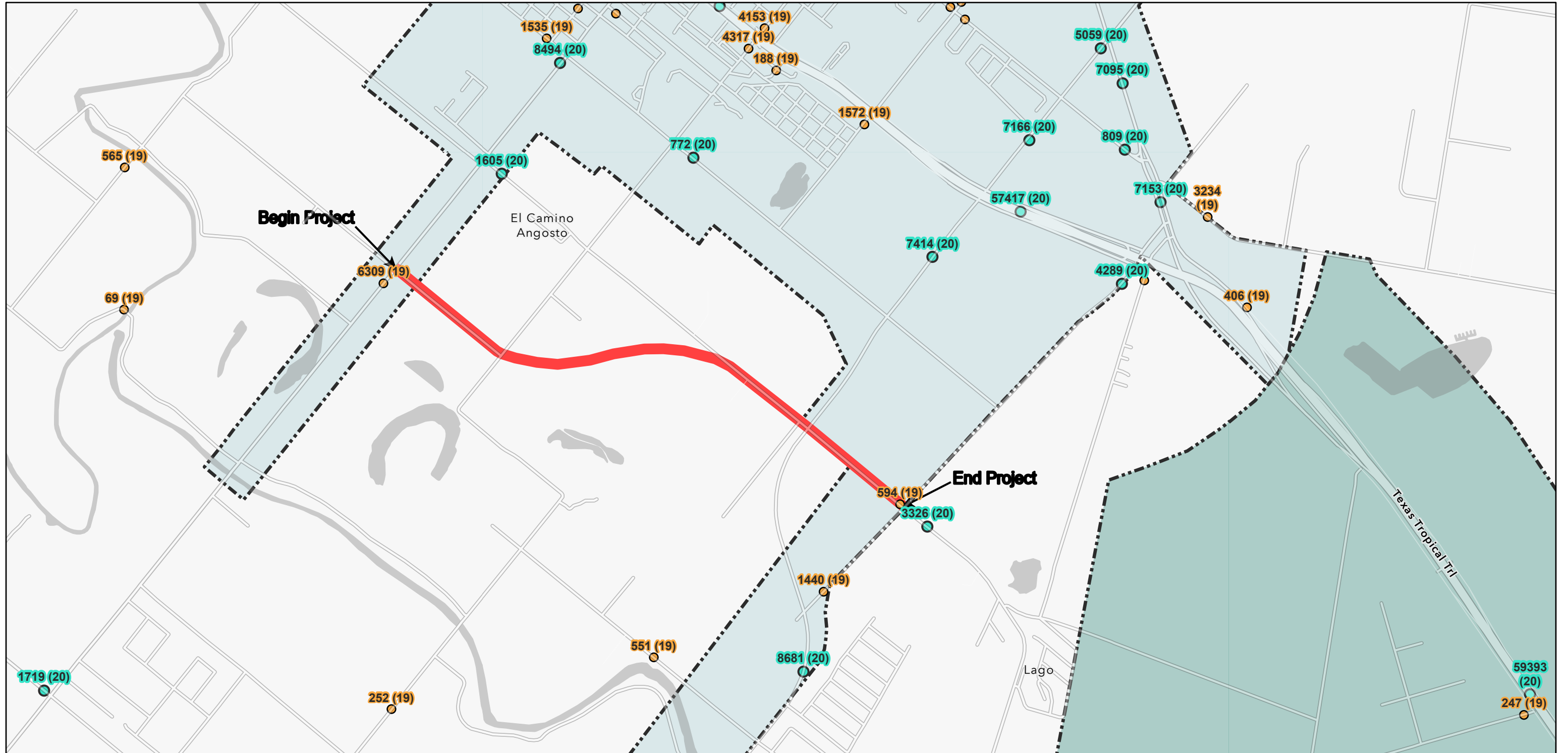



CAMERON COUNTY
DEPARTMENT OF TRANSPORTATION

Texas Parks & Wildlife, CONANP, Esri, HERE, Garmin, SafeGraph, INCREMENT P, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA

1390 East Expressway 83 ★ San Benito, TX 78586 ★ (956) 247-3500

Attachment C - Traffic Data Map

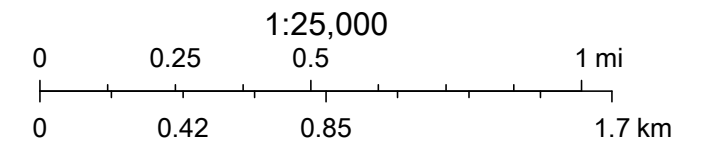


- 2020 ADT
- 2019 AADT

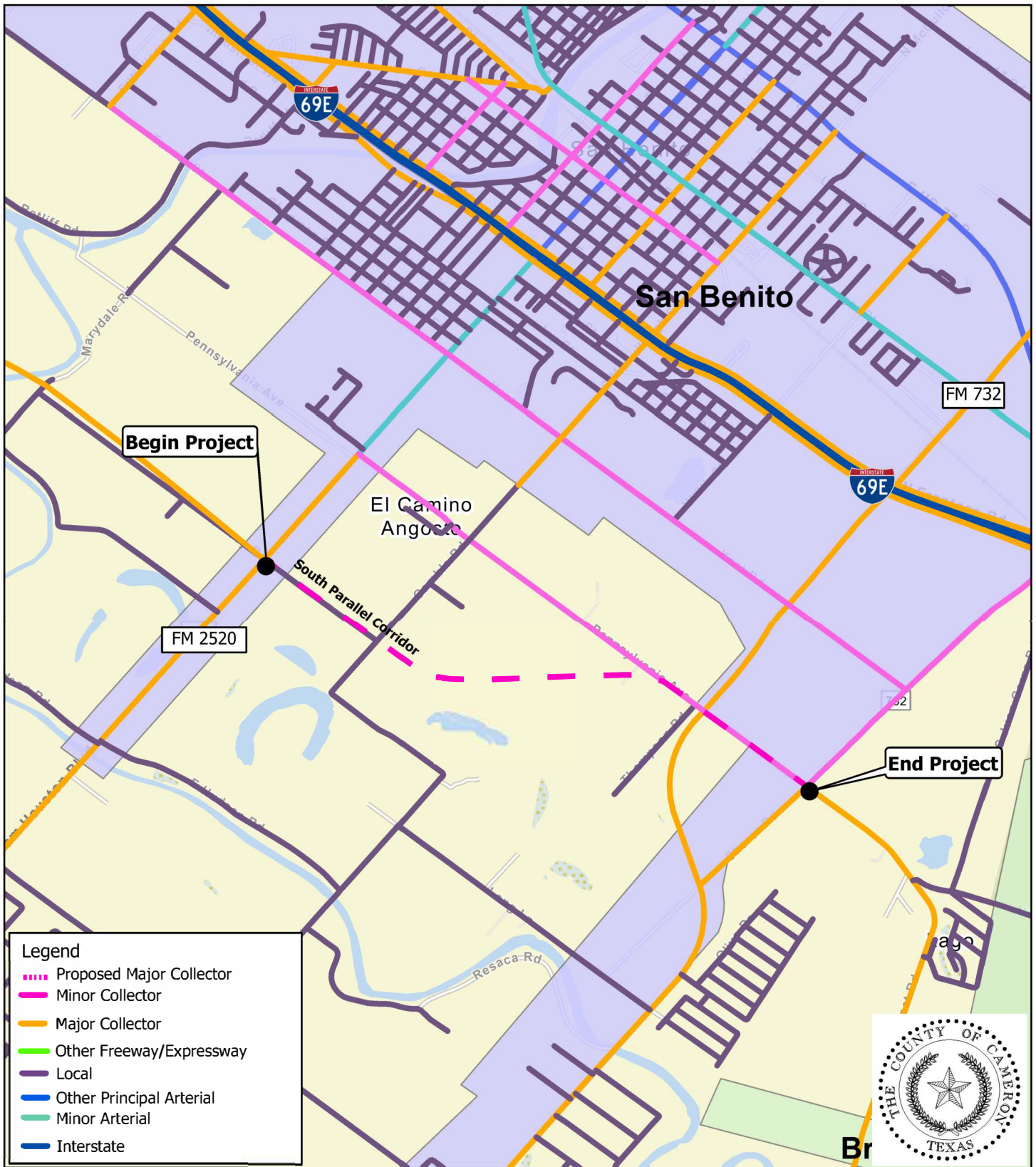
- City Limits
- City of Brownsville
 - City of San Benito



1390 East Expressway 83 ★ San Benito, TX 78586 ★ (956) 247-3500

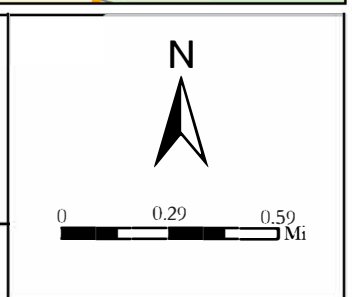


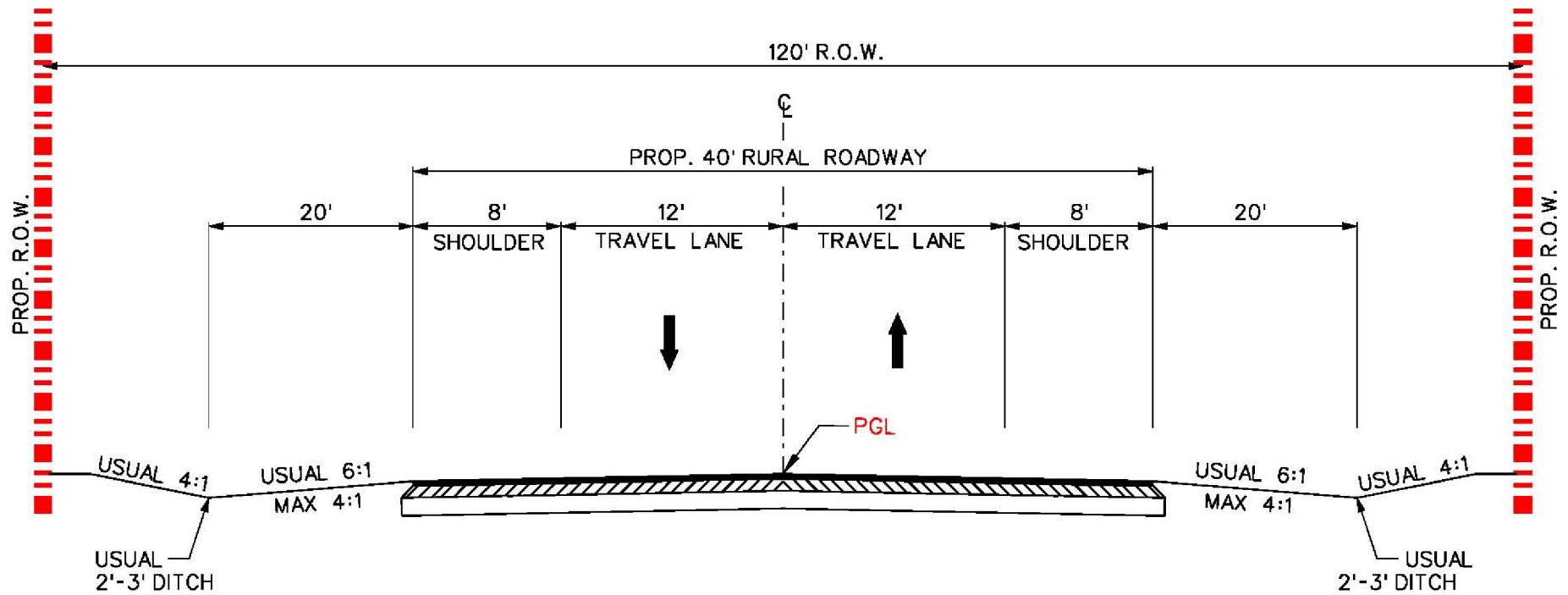
Texas Parks & Wildlife, CONANP, Esri, HERE, Garmin, SafeGraph, INCREMENT P, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA



South Parallel Corridor Proposed Functional Classification Map

From FM 2520 to FM 1577 (2.2 mi)



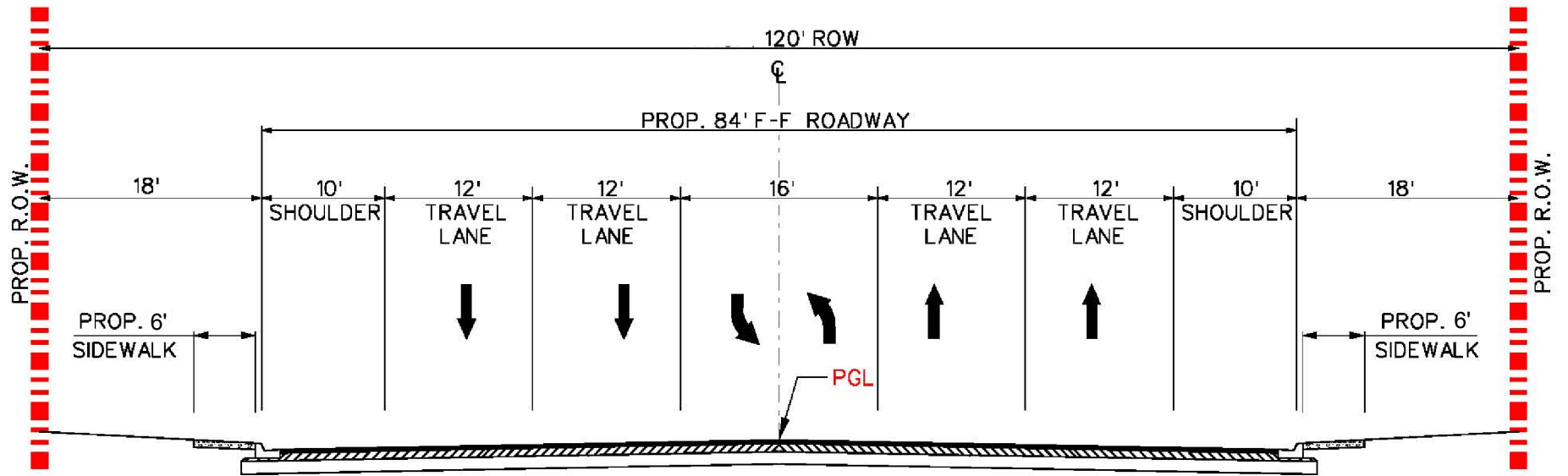


**INTERIM
US 77/83 SOUTH PARALLEL CORRIDOR**



PROPOSED TYPICAL

1 inch = NTS



**ULTIMATE
US 77/83 SOUTH PARALLEL CORRIDOR**



PROPOSED TYPICAL

1 inch = NTS



U.S. Department
of Transportation
**Federal Highway
Administration**

Texas Division

March 26, 2021

300 E. 8th Street, Rm 826
Austin TX 78701
512-536-5900
512-536-5990
Texas.fhwa@dot.gov

In Reply Refer To:
HDA-TX

Jessica Butler, P.E., Director
Transportation Planning and Programming
125 East 11th Street,
Austin, TX 78701-2483

Dear Ms. Butler:

Thank you for the request to establish the functional classification (FC) for the new South Parallel Corridor Segments 1 & 2 and 365 Tollway Segments 1& 2 (Phase II) proposed within the Rio Grande Valley MPO area. The submittal packet, along with additional information to support the revised request from the Pharr District, Hidalgo County RMA and Cameron County has assisted FHWA in completing a review to determine the appropriate functional classification. Below is a summary of the updated request and the FHWA action taken.

FHWA Determination	Facility	From	To	Requested FC
Approved	South Parallel Corridor Seg. 1	FM 1479	FM 509	3/1/2021 – PHR District revised request of FC for South Parallel Corridor (segment 1 & 2) from minor arterial to a major collector
Approved	South Parallel Corridor Seg. II	FM 509	FM 2520	3/1/2021 – PHR District revised request of FC for South Parallel Corridor (segment 1 & 2) from minor arterial to a major collector
Approved	365 Tollway Seg1 & 2 (Phase II)	FM 396 (Anzalduas Highway)	US 281 (Military Highway)	3/1/2021 - PHR District revised request of FC from principal arterial to a major collector

If you have any questions, please do not hesitate to contact me at Genevieve.Bales@dot.gov or 512-536-5941.

Sincerely yours,

Genevieve E. Bales

Genevieve E. Bales,
Statewide Planner

RESOLUTION 2022-16

SUBJECT: APPROVAL OF Functional Classification Requests of International Drive and South Parallel Corridor Phase III

WHEREAS, the Rio Grande Valley Metropolitan Planning Organization (RGVMPO), is the designated agency for Transportation Planning in the Transportation Management Area; and

WHEREAS, the RGVMPO is required to have a systematic way to gather citizen input on transportation issues; and

WHEREAS, these procedures have been duly discussed and gone through the required public comment period; and

NOW THEREFORE, BE IT RESOLVED, that the Rio Grande Valley Metropolitan Planning Organization Transportation Policy Board agreed by a majority vote to approve the Functional Classification Requests for International Drive and South Parallel Corridor III.

Functional Classification Requests							
Entity	CSJ	Highway Name	Limits		Length	Classification Requested	STIP Construction
			From	To	Miles		
Rio Grande City	0921-26-113	International Drive	US Hwy 83	Bridge Road	0.30	Minor Collector	2024
Cameron County	0921-06-257	South Parallel Corridor (Phase III)	FM 2520	FM 1577	2.15	Major Collector	2023

PASSED AND APPROVED on this 31st day of August 2022.

The Honorable Eddie Trevino
Cameron County Judge
Chairman of the RGVMPO Policy Board

Pedro R. Alvarez, P.E.
District Engineer
TxDOT – Pharr District

Andrew A. Canon
RGV MPO Executive Director

**Rio Grande Valley Metropolitan Planning Organization
2020 - 2045 Metropolitan Transportation Plan
Off System Project Evaluation Form**

Entity Name

Roadway / Facility Name CSJ# MPO MTP# New Roadway

Project Limits

From To Length Planned Letting Date

ROW Use Environmental Status PI Local Match Amount Local Match Available

Complete = ROW Allocation Done

Federally Functionally Classified Yes No

Access to Transit Facility in Miles

Greater than .75, 0 Points
.5 to .75, 2 Points
.25 to .5, 5 Points
0 to .25, 10 Points

Access to Pedestrian Facility in Miles (Bicycle / Trail)

Greater than .75, 0 Points
.5 to .75, 2 Points
.25 to .5, 5 Points
0 to .25, 10 Points

Adds Sidewalks

None, 0 Points
One Side, 5 Points
Both Sides, 10 Points

Increased Safety 10 Points

Please provide explanation of Safety improvements and attach available supportive documentation

Fills gaps in current roadway network 10 points

Please provide explanation of Roadway Network Gaps Filled and attach available supportive documentation.

Increases economic development opportunities 10 points

Please provide explanation of Economic Development Opportunities and attach available supportive documentation.

Corridor completes or aides International Trade / Port Connectivity 10 points

Please provide explanation of corridor relation to international trade / port connectivity and and attach available supportive documentation.

Total Points

Date Scored: (Max 170):

<p>For Internal Use (Based on TDM)</p> <p><u>Congestion Reduction</u></p> <p>0-25%, 1 Points 25-50%, 5 Points 50-75%, 10 Points 75-100%, 20 Points</p> <p><u>Improves Travel Time</u></p> <p>Less than 10%, 0 Points 10% - 20%, 5 Points Greater than 20%, 10 Points</p>
--

Rio Grande Valley Metropolitan Planning Organization Unified Transportation Program CAT 7 Project Evaluation Form

YES NO
 New Roadway:

Entity Name: _____ Roadway / Facility Name: _____ CSJ: _____
 Project Limits: _____

From: _____ To: _____ Length:(mi) _____ Anticipated Letting Date: _____

Status of Schematic: _____ Environmental Status: _____ ROW Status: _____ Utility Status: _____

Functionally Classified: YES NO

Access to Transit Facility in Miles

- Greater than .75, 0 Pts
- .5 to .75, 2 Pts
- .25 to .5, 3 Pts
- 0 to .25, 5 Pts

Access to Existing Pedestrian Facility in miles (Bicycle/Trail)

- Greater than .75, 0 Pts
- .5 to .75, 2 Pts
- .25 to .5, 3 Pts
- 0 to .25, 5 Pts

Regionally Significant

- Within Local Gov, 0 Pts
- Connects 2 Local Gov, 3 Pts
- Connects 3 Local Gov, 5 Pts

Safety Improvements (Check all that Apply)

- Adding Shoulders, 2 Pts
- Continuous left turn lane, 5 Pts
- Raised Median, 10 Pts

International Trade / Port Connectivity

- POE, 3 Pts
- Freight network, 3 Pts
- Trade Zone, 3 Pts
- Overweight Corridor, 3 Pts

Filling in Road Network Gap (attach required supportive doc)

- Adding Capacity for Traffic Generator, 5 Pts
(School, Hospitals, Big box Shop, etc.)
- Filling roadway gap, 5 Pts

Provide Explanation of Economic Development Opportunities and attach required supportive doc 5 Pts

Provide Explanation of Flood prone area improvement and attach required supportive doc 5 Pts

6/30/2022

For Internal Use (Based on TDM)		Complete Streets Bonus Points:	
ADT Count	Congestion Reduction	Adding Sidewalks	Adding Bike Lane
<input type="radio"/> 0-1000, 0 Pts	<input type="radio"/> 1-10%, 0 Pts	<input type="radio"/> None, 0 Pts	<input type="radio"/> Sharrow, 2 Pts
<input type="radio"/> 1000-5000, 2 Pts	<input type="radio"/> 11-20%, 1 Pts	<input type="radio"/> One Side, 5 Pts	<input type="radio"/> Striped, 4 Pts
<input type="radio"/> 5000-10000, 3 Pts	<input type="radio"/> 21-30%, 2 Pts	<input type="radio"/> Both Sides, 10 Pts	<input type="radio"/> Buffered, 8 Pts
<input type="radio"/> 10000-15000, 4 Pts	<input type="radio"/> 31-40%, 3 Pts		<input type="radio"/> Protected, 10 Pts
<input type="radio"/> 15000-40000, 5 Pts	<input type="radio"/> 41-50%, 4 Pts		
	<input type="radio"/> 51-100%, 5 Pts	Date Scored:	Total Points out of 100:

Contact Name: _____

Email: _____

**METROPOLITAN PLANNING ORGANIZATION AND TEXAS DEPARTMENT OF TRANSPORTATION
SELF-CERTIFICATION**

In accordance with 23 CFR Part 450.336, the Texas Department of Transportation and the Rio Grande Valley Metropolitan Planning Organization for the Brownsville-Harlingen-McAllen Urban Area(s), hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR 450 subpart C;
- (2) In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of Disadvantaged Business Enterprises in US DOT-funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and (49 CFR Parts 27, 37, and 38);
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Texas Department of
Transportation District Engineer

RGV Metropolitan Planning
Organization Policy Board
Chairperson

Date

Date



RIO GRANDE VALLEY METROPOLITAN PLANNING ORGANIZATION

617 WEST UNIVERSITY DRIVE
EDINBURG, TX 78539
(956) 682-3481

PLANNING PARTNERS:

Judge Eddie Treviño, Jr.
Chairman
Cameron County

Commissioner David L Fuentes
Vice Chairman
Hidalgo County

City of Brownsville

City of Edinburg

City of Harlingen

City of McAllen

City of Mission

City of Pharr

City of San Benito

Cameron County

Hidalgo County

Starr County

Cameron County RMA

Hidalgo County RMA

TxDOT (Pharr District)

Valley Metro

Brownsville Metro

McAllen Metro

Port of Brownsville

Port of Harlingen

Port Isabel – San Benito Nav. Dist.

Cameron Co Spaceport Dev Corp

STAFF

Andrew A. Canon
Executive Director

Luis M. Diaz
Assistant Director

EX-OFFICIO:

Rio Grande Valley Partnership
LRGVDC

RE: TPB Agenda Item #7 – CAT 7 Funding Requests

Greetings Policy Board Members,

RGVMPO staff would like to thank our planning partners for collaborating with both TXDOT & MPO staff while prioritizing Category 7 project funding. MPO staff received funding requests and held meetings with our planning partners to establish prioritized projects. MPO staff recognizes and concurs with proposed subregion allocation for both Cameron and Hidalgo Counties, as per the draft 2023 Unified Transportation Program. However, MPO staff strongly recommends considering the amount of allocation over 10 years (FY 2023-2032). This amount of funding is not a lump sum but rather an allocation of funds annually. Staff also strongly recommends considering the amount of CAT 7 already programmed into years 2023-2032. In addition to allocated funding, there are unobligated funds identified by TXDOT's Transportation Planning & Programming Division to consider as well. As a result of our planning efforts, staff is proposing the highest of priorities for additional CAT 7 funding, including the priority #1 projects, and in some cases a priority #2 & 3. Unfortunately, due to some project's Functional Classification (FC) status, programming into Transportation Improvement Program (TIP) years will be delayed. Proposed funding may be approved for years outside of the TIP until FC is established. Project scores, Initial Statewide TIP approval dates (for identifying lifespan of projects), FC status, and funding request information have been identified within the tables included. New projects will need to go through the required planning & development process before consideration of programming federal funds. After proposing the highest priority projects, MPO staff received additional input and recommendations from TXDOT Pharr District staff, incorporating those comments into proposed programming. In addition to the requests received, MPO staff is proposing two of the highest scoring and regionally significant projects: East Loop and the International Bridge Trade Corridor (IBTC). MPO staff is kindly requesting TPB members' analysis and discussion before finalizing programming and seeking approval in October 2022.

Thank you for your time and consideration. MPO staff is available for further discussion.

Respectfully,

Rudy Zamora Jr.
RGVMPO Transportation Planner II

This table was presented at the project selection workshop on **March 17th** as well as TAC on **June 9th** and Policy **June 29th**.

This table was also presented at each individual meeting with **Edinburg, Mission, McAllen, Pharr** and the **County** representatives.

	RGVMPO		Delta in \$	Brownville (19.02%) Delta	HSB (15.69%) *Delta	Hidalgo (65.29%) Delta	Total of Delta in \$
	2022 UTP	2023 UTP					
FY 2022	\$37,101,859						
2023	\$28,191,480	\$32,097,775.00	\$3,906,295	\$742,977.31	\$612,897.69	\$2,550,420.01	\$3,906,295.00
2024	\$27,958,924	\$32,739,773.00	\$4,780,849	\$909,317.48	\$750,115.21	\$3,121,416.31	\$4,780,849.00
2025	\$28,275,109	\$33,394,773.00	\$5,119,664	\$973,760.09	\$803,275.28	\$3,342,628.63	\$5,119,664.00
2026	\$28,556,354	\$34,062,546.00	\$5,506,192	\$1,047,277.72	\$863,921.52	\$3,594,992.76	\$5,506,192.00
2027	\$27,165,023	\$32,752,614.00	\$5,587,591	\$1,062,759.81	\$876,693.03	\$3,648,138.16	\$5,587,591.00
2028	\$27,315,097	\$32,752,614.00	\$5,437,517	\$1,034,215.73	\$853,146.42	\$3,550,154.85	\$5,437,517.00
2029	\$27,614,671	\$32,752,614.00	\$5,137,943	\$977,236.76	\$806,143.26	\$3,354,562.98	\$5,137,943.00
2030	\$27,971,525	\$32,752,614.00	\$4,781,089	\$909,363.13	\$750,152.86	\$3,121,573.01	\$4,781,089.00
2031	\$28,435,493	\$32,752,614.00	\$4,317,121	\$821,116.41	\$677,356.28	\$2,818,648.30	\$4,317,121.00
2032		\$32,752,614.00		\$6,229,547.18	\$5,138,885.14	\$21,384,181.68	\$32,752,614.00
Total	\$288,585,537	\$328,810,387.00	\$40,224,850	\$7,650,766.47	\$6,311,278.97	\$26,262,804.57	\$40,224,850.00

FY 2032 is allocated a total of \$32,752,614

The Total Delta for UTP years 2023-2032: \$40,224,850

The Delta for 2032 was not listed due to over-programming of UTP years 2022-2031.

*It is imperative to consider current programming before calculating the available amount of additional CAT 7 funding.

	2022 UTP	2023 UTP	Delta in \$	Brownsville (19.02%) Delta	HSB (15.69%) *Delta	Hidalgo (65.29%) Delta	Total of Delta
FY 2022	\$37,101,859						
2023	\$28,191,480	\$32,097,775	\$3,906,295	\$742,977	\$612,898	\$2,550,420	\$3,906,295
2024	\$27,958,924	\$32,739,773	\$4,780,849	\$909,317	\$750,115	\$3,121,416	\$4,780,849
2025	\$28,275,109	\$33,394,611	\$5,119,502	\$973,760	\$803,275	\$3,342,629	\$5,119,664
2026	\$28,556,354	\$34,062,546	\$5,506,192	\$1,047,278	\$863,922	\$3,594,993	\$5,506,192
2027	\$27,165,023	\$32,752,614	\$5,587,591	\$1,062,760	\$876,693	\$3,648,138	\$5,587,591
2028	\$27,315,097	\$32,752,614	\$5,437,517	\$1,034,216	\$853,146	\$3,550,155	\$5,437,517
2029	\$27,614,671	\$32,752,614	\$5,137,943	\$977,237	\$806,143	\$3,354,563	\$5,137,943
2030	\$27,971,525	\$32,752,614	\$4,781,089	\$909,363	\$750,153	\$3,121,573	\$4,781,089
2031	\$28,435,493	\$32,752,614	\$4,317,121	\$821,116	\$677,356	\$2,818,648	\$4,317,121
2032		\$32,752,614	\$32,752,614	\$6,229,547	\$5,138,885	\$21,384,182	\$32,752,614
Total	\$288,585,537	\$328,810,387	\$77,326,875	\$14,707,572	\$12,132,587	\$50,486,717	\$77,326,875

Currently Programmed from FY 2023-2032:	\$346,903,212	2023 UTP Total Allocation:	\$328,810,387
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Balance:	-\$18,092,825	Carryover (Unobligated funds from FY 2022):	\$75,120,000	Available for additional programming:	\$57,027,175
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Programmed as of MAY 2022
FY 2023-2032: \$346.90
FY 2023-2032 UTP Allocation: \$328.81
Carryover: \$75.12
Total Amount Available: \$403.93

***Fiscal years 2022-2031, under the previous 2022 UTP, were over programmed by \$12.57 Million.**

[2022 UTP Allocation: \$288.59 + \$62.64 (carryover from FY 2021) - \$363.80 (programmed)]

Programming Category 7 Funding Requests - Summary

*Amount in
Millions \$

2023 UTP Allocation:	\$328.81
FY 2022 Carryover Funds:	\$75.12
Total Amount Available:	\$403.93
Currently Programmed: FY 2023-2032	\$346.90
Balance:	\$57.03
CAT 7 Proposed Priority Project Totals	
IBTC	\$20.00
East Loop	\$20.00
Cameron County	\$9.39
Hidalgo County	\$28.04
Total	\$77.43
Balance	-\$20.40
Harlingen-San Benito 2023 UTP Total Delta Allocation	\$12.13
Final Balance	-\$32.53

*The Final Balance was calculated by adding Proposed Priority Project Request totals, to the amount of currently programmed projects, and the Delta Allocation for the HSB area.

The - \$32.53 Million is where RGVMPO will stand in terms of programming FY's 2023-2032, if the TPB approves proposed priority projects.

The negative balance will not allow for further programming of projects. The 2024 UTP allocation will be the first opportunity to identify additional CAT 7 funding.

Category 7 Funding Requests and Proposed Programming

PROPOSED PRIORITY REQUESTS

<u>Area</u>	<u>Project Name</u>	<u>FY 2023</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2030</u>	<u>2031</u>	<u>2032</u>	<u>Initial STIP Approval Date</u>	<u>Project Score</u>	<u>Scoring Percentage</u>	<u>Functional Classification</u>
<i>(Sponsor)</i>															
Brownsville Area															
<i>CCRMA</i>	SH 550	\$1,420,000										12/2/2015	125/170	73.53%	Principal Arterial
<i>Cameron County</i>	S. Parallel Corridor					\$6,765,000						8/19/2016	Pending		Pending
<i>CCRMA</i>	Old Alice Rd.							\$1,200,000				3/31/2015	105/170	61.77%	Major Collector
<i>CCRMA</i>	East Loop					\$20,000,000						3/31/2015	110/170	64.71%	Pending

Totals (Millions):	\$1.42					\$26.77		\$1.20							\$29.39
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Hidalgo County Area															
<i>City of Mission</i>	Taylor Rd., Sec. 2		\$2,500,000									6/11/2015	90/170	52.94%	Major Collector
<i>City of Mission</i>	Inspiration/Military Pkwy				\$500,000							9/18/2018	105/170	61.77%	Major Collector
<i>City of McAllen</i>	Bentsen Rd.			\$2,160,840								N/A	60/170	35.29%	Major Collector
<i>City of McAllen</i>	Russell Rd.					\$1,650,000						N/A	Pending		Pending
<i>City of McAllen</i>	Taylor Rd., Sec. 2		\$2,500,000									6/11/2015	90/170	52.94%	Major Collector
<i>Pct. 2</i>	Nolana Loop			\$2,633,301								6/10/2016	105/170	61.77%	Minor Collector
<i>Pct. 1</i>	Mile 10 N.				\$1,000,000			\$3,800,000				9/18/2018	95/170	55.88%	Major Collector
<i>Pct. 4</i>	Russell Rd.					\$3,300,000						11/22/2021	Pending		Pending
<i>Pct. 3</i>	Liberty Blvd.						\$1,700,000					3/31/2015	110/170	64.71%	Major Collector
<i>HCRMA</i>	IBTC					\$20,000,000						9/18/2018	135/170	79.41%	Pending
<i>City of Pharr</i>	I Rd.		\$4,524,926									3/2/2021	92/170	54.12%	Major Collector
<i>City of Pharr</i>	I Rd. (Dicker to US 281)				\$1,778,500							N/A	82/170	48.24%	Major Collector

Totals (Millions):		\$9.52	\$4.79	\$3.28	\$24.95	\$1.70	\$3.80								\$48.04
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Harlingen-SanBenito Area												12.13			\$12.13
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Amount in Millions \$

CURRENTLY PROGRAMMED

Brownsville Area	\$21.89		\$0.94	\$5.29	\$3.77		\$23.57	\$16.18	\$0.00	Pending	\$71.64	\$346.90
Hidalgo County Area	\$40.12	\$34.17	\$31.31	\$36.81	\$50.45	\$23.90	\$34.04	\$24.46	\$0.00	Pending	\$275.26	

CURRENTLY PROGRAMMED & REQUESTS COMBINED

Brownsville Area	\$23.31		\$0.94	\$5.29	\$30.54		\$24.77	\$16.18	\$0.00	Pending	\$101.03
Hidalgo County Area	\$40.12	\$43.69	\$36.10	\$40.09	\$75.40	\$25.60	\$37.84	\$24.46	\$0.00	Pending	\$323.30

Harlingen-San Benito Area										12.13	\$12.13
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TOTAL:	\$63.43	\$43.69	\$37.04	\$45.38	\$105.94	\$25.60	\$62.61	\$40.64		12.13	\$436.46
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ALLOCATION, CARRYOVER, & AVAILABLE FUNDING FOR PLANNED PROGRAMMING

FY	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	(Carryover)		
Allocation:	\$32.10	\$32.74	\$33.40	\$34.06	\$32.75	\$32.75	\$32.75	\$32.75	\$32.75	\$32.75	\$328.81	\$75.12	\$403.93
Carryover:	\$75.12	\$31.33	\$10.95	\$3.64	\$11.32	\$17.88	\$0.00	\$0.00	\$0.00	\$0.00	0		
Available:	\$63.43	\$43.69	\$37.04	\$45.38	\$50.63	\$32.75	\$32.75	\$32.75	\$32.75	\$32.75			
Planned Programming:	\$63.43	\$43.69	\$37.04	\$45.38	\$105.94	\$25.60	\$62.61	\$40.64	\$0.00	\$12.13	\$436.46		
Difference	\$0.00	\$0.00	\$0.00	\$0.00	-\$55.31	\$7.15	-\$29.86	-\$7.89	\$32.75	\$20.62	Overprogrammed:	\$32.53	

***NOTE: FY 2022**

Allocation: \$27.70 + \$62.64 (carryover from un-obligated funds)	\$90.34 - \$15.18 =	\$75.12 Remaining as of August 2022
(\$15.22 = Obligated in 2022)		

This table displays available funding after allocation, carryover, and programming differences are calculated. Planned Programming includes current CAT 7 totals (approved May 2022) and priority requests for additional CAT 7.

Category 7 Requests on Priority Projects - Programming UTP Years 2023-2032 (Highlighted projects are listed within the previous tables as proposed)

CAMERON COUNTY & CCRMA						
<u>Project Name</u>	<u>Phase</u>	<u>Increase</u>	<u>Project Score</u>	<u>Priority</u>	<u>FY/Current \$</u>	<u>Notes</u>
Old Alice Rd. - (0921-06-290)	CONST	\$1,200,000	105/170	1	2029/\$19.3M	Major Collector
South Parallel Corridor Ph. 3 - (0921-06-257)	CONST & CE	\$6,765,000	Pending	2	2026/Local \$	Pending FC - In Progress, Proposing CAT 7 in '27 until FC is acquired
	ROW/UTILITY	\$1,000,000			2023	
SH 550 Gap II - (0684-01-068)	CONST	\$1,420,000	125/170	3	2023/\$19.35M	Principal Arterial
TOTAL:		\$10,385,000	Cameron County/CCRMA			

CITY OF MISSION						
<u>Project Name</u>	<u>Phase</u>	<u>Increase</u>	<u>Project Score</u>	<u>Priority</u>	<u>FY/Current \$</u>	<u>Notes</u>
Taylor Rd., Sec. 2 – (0921-02-328)	CONST & CE	\$2,500,000	90/170	1	2024/\$8.49M	Major Collector, Partnering w/ McAllen - can submit combined request for project: Current AFA w/ Mission as sponsor
Inspiration/Military Pkwy – (0921-02-395)	ROW	\$500,000	105/170	2	2023/\$3M	Major Collector, Move to 2026
Los Ebanos - (from IH 2 to FM 1016/Military HWY)	ROW & CONST	\$3,310,840	Pending	3	2032	New Location - Pending FC and Project Development - Cannot execute AFA at this time
TOTAL:		\$6,310,840	City of Mission			

Category 7 Requests on Priority Projects - Programming UTP Years 2023-2032 (Highlighted projects are listed within the previous tables as proposed)

CITY OF MCALLEN						
<u>Project Name</u>	<u>Phase</u>	<u>Increase</u>	<u>Project Score</u>	<u>Priority</u>	<u>FY/Current \$</u>	
Taylor Rd. Sec. II - (0921-02-328)	CONST & CE	\$2,500,000	90/170	1	2024/\$8.49M	Major Collector, Partnering w/ Mission - can submit one, combined request for project: Current AFA w/ Mission as sponsor
Russell Rd. - (0921-02-362)	CONST, ROW, & CE	\$1,650,000	Pending	2	Move to 2027 (Local \$)	Pending FC - In Progress, Partnering w/ Pct. 4 - can submit one, combined request
Bentsen Rd. - (0921-02-512)	CONST	\$2,160,840	60/170	3	2025/\$1.9M	Major Collector
TOTAL:		\$6,310,840	City of McAllen			

CITY OF PHARR						
<u>Project Name</u>	<u>Phase</u>	<u>Increase</u>	<u>Project Score</u>	<u>Priority</u>	<u>FY/Current \$</u>	
I Rd. - (0921-02-363)	CONST & CE	\$4,524,926	92/170	1	2024/\$3.89M	90% PS&E, ROW/Utility - Anticipated LET date: Spring/Summer 2023
I Rd. - (0921-02-499)	CONST & CE	\$1,778,500	82/170	2	2026/\$6.84M	
TOTAL:		\$6,303,426	City of Pharr			

CITY OF EDINBURG						
<u>Project Name</u>	<u>Phase</u>	<u>Increase</u>	<u>Project Score</u>	<u>Priority</u>	<u>FY/Current \$</u>	
Sugar Rd. - (Chapin Rd. to FM 1925)	CONST & CE	\$6,310,480	N/A	1	2030	New Project - Minor Arterial - Pending Project Development for PE & ROW
Jackson Rd. - (Chapin to FM 1925)	CONST & CE	\$7,000,000.00	N/A	2	2030	New Project - Minor Arterial - Pending Project Development for PE & ROW
Chapin Rd. - (I-69 to Mon Mack Rd.)	ROW, CONST & CE	\$13,000,000.00	N/A	3	2036	New Project - Pending FC and Project Development - Cannot execute AFA at this time

Category 7 Requests on Priority Projects - Programming UTP Years 2023-2032 (Highlighted projects are listed within the previous tables as proposed)

Sprague Ave. - (0921-02-466)	ROW, CONST & CE	\$7,000,000.00	N/A	4	2036	Major Collector - CONST phase currently in 2030 - Need Project Development Update
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TOTAL:	\$33,310,480	City of Edinburg
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HIDALGO COUNTY							
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<u>Project Name</u>	<u>Phase</u>	<u>Increase</u>	<u>Project Score</u>	<u>Priority</u>	<u>FY/Current \$</u>		
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Mile 10 N. - (0921-02-360)	ROW, CONST, & CE	ROW: \$1,000,000 - C&CE: \$3,800,000	95/170	1	ROW: 2023, C & CE: 2029/\$17.32M	Move ROW to 2026	Move C & CE to 2029
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Mile 1 E. - (0921-02-254)	ROW	\$510,840	90/170	2	2025	Need to discuss AFA, LET Date (CRRSAA Funds) & Project Sponsor	
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Mile 6 W. - (0921-02-448)	ROW	\$1,000,000	100/170	3	2026	PS&E and ROW: 0%, ENV. is Complete - CONST phase currently in 2029	
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TOTAL:	\$6,310,840	(Pct. 1)
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Nolana Loop - (0921-02-361)	CONST & CE	\$2,633,301	105/170	1	2025/\$14.84M	PS&E: 90%, ROW: 60%	
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Eldora Rd. - (0921-02-403)	CONST & CE	\$1,121,355	105/170	2	2028	PS&E: 90%, ROW: 60% - Overprogrammed in 2028	
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Cesar Chavez - (0921-02-399)	CONST & CE	\$1,256,184	95/170	3	2027	PS&E: 30%, ROW: 30%	
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Cesar Chavez - (0921-02-405)	CONST	\$1,300,000	100/170	4	2027	PS&E: 30%, ROW: 30%	
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TOTAL:	\$6,310,840	(Pct. 2)
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Category 7 Requests on Priority Projects - Programming UTP Years 2023-2032 (Highlighted projects are listed within the previous tables as proposed)

Liberty Blvd. Ph. II - (0921-02-322)	CONST	\$1,700,000	110/170	1	2028/\$10.18M	PS&E: 90%, ROW: 30%
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Mile 3 N. - (0921-02-332)	ROW, CONST & CE	2,110,840	80/170	2	2025	PS&E: 60%, ROW: 0%
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Los Ebanos - (from IH 2 to FM 1016)	ROW & CONST	2,500,000	Pending	3	2032	New Location - Pending FC and Project Development - Cannot execute AFA at this time
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TOTAL:	\$6,310,840	(Pct. 3)
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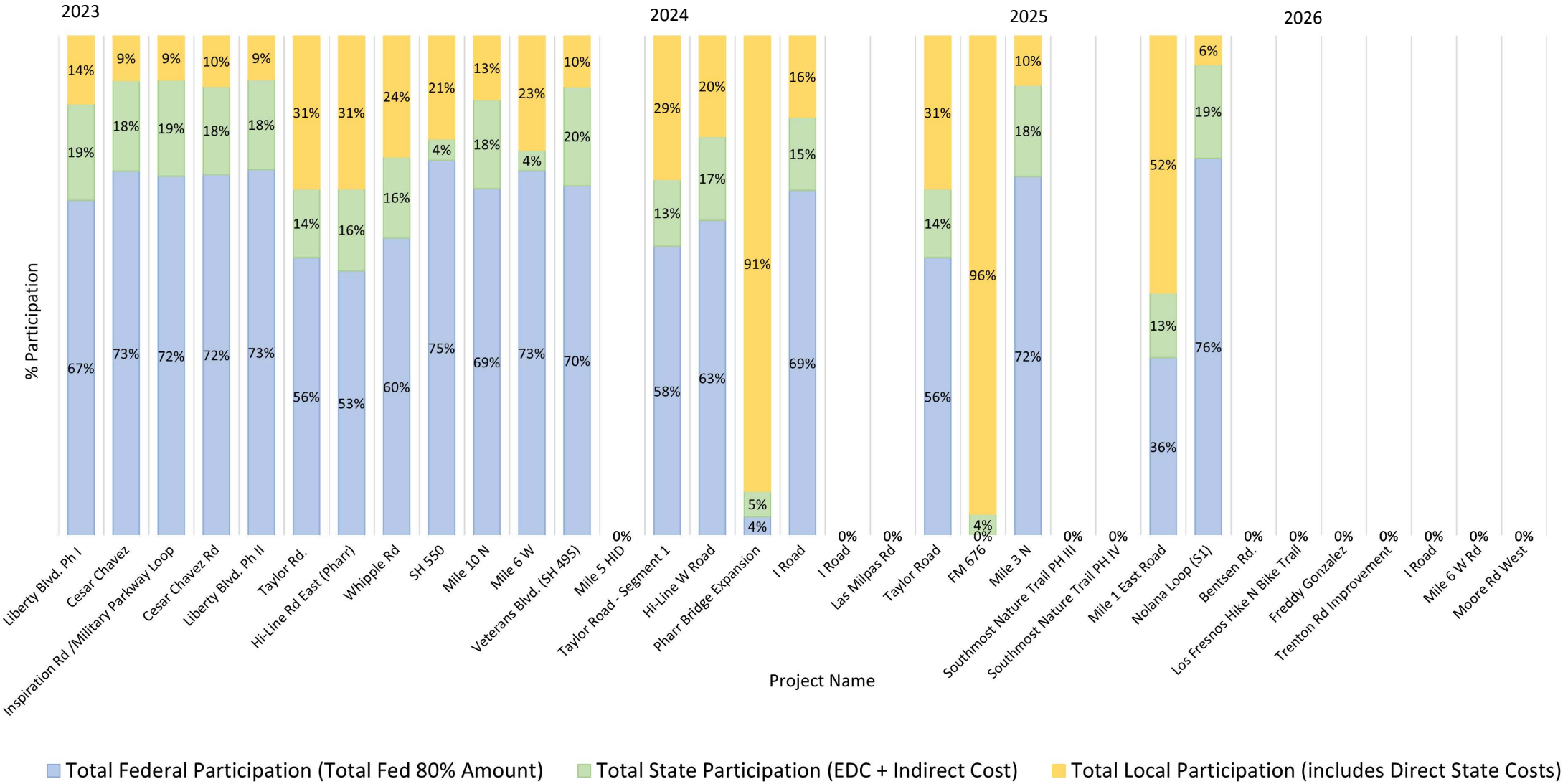
Russell Rd. - (0921-02-362)	ROW, CONST & CE	\$3,300,000	Pending	1	Move to 2027 (Local \$)	Pending FC - In Progress, Partnering w/ McAllen - can submit one, combined request
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Canton Rd. - (from US 281 E. to Cesar Chavez)	CONST & CE	\$3,010,840	Pending	2	2028	Major Collector - PS&E & ROW: 0%
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TOTAL:	\$6,310,840	(Pct. 4)
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TOTAL:	\$25,243,360	HIDALGO COUNTY
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FY 23-26 TIP Category 7 Project Participation %



***Disclaimer:** This Bar graph is intended for a visual representation of the RGVMPPO (Rio Grande Valley Metropolitan Planning Organization) executed AFA's (Advance Funding Agreements) for the Category 7 projects currently on the 2023-2026 TIP (4-year Transportation Improvement Plan). The RGVMPPO assumes AFAs have not yet been fully executed for projects not reflecting funding data.

This table was presented at the project selection workshop on **March 17th** as well as TAC on **June 9th** and Policy **June 29th**.

This table was also presented at each individual meeting with **Edinburg, Mission, McAllen, Pharr** and the County representatives.

	RGVMPO		Delta in \$	Brownville (19.02%) Delta	HSB (15.69%) *Delta	Hidalgo (65.29%) Delta	Total of Delta in \$
	2022 UTP	2023 UTP					
FY 2022	\$37,101,859						
2023	\$28,191,480	\$32,097,775.00	\$3,906,295	\$742,977.31	\$612,897.69	\$2,550,420.01	\$3,906,295.00
2024	\$27,958,924	\$32,739,773.00	\$4,780,849	\$909,317.48	\$750,115.21	\$3,121,416.31	\$4,780,849.00
2025	\$28,275,109	\$33,394,773.00	\$5,119,664	\$973,760.09	\$803,275.28	\$3,342,628.63	\$5,119,664.00
2026	\$28,556,354	\$34,062,546.00	\$5,506,192	\$1,047,277.72	\$863,921.52	\$3,594,992.76	\$5,506,192.00
2027	\$27,165,023	\$32,752,614.00	\$5,587,591	\$1,062,759.81	\$876,693.03	\$3,648,138.16	\$5,587,591.00
2028	\$27,315,097	\$32,752,614.00	\$5,437,517	\$1,034,215.73	\$853,146.42	\$3,550,154.85	\$5,437,517.00
2029	\$27,614,671	\$32,752,614.00	\$5,137,943	\$977,236.76	\$806,143.26	\$3,354,562.98	\$5,137,943.00
2030	\$27,971,525	\$32,752,614.00	\$4,781,089	\$909,363.13	\$750,152.86	\$3,121,573.01	\$4,781,089.00
2031	\$28,435,493	\$32,752,614.00	\$4,317,121	\$821,116.41	\$677,356.28	\$2,818,648.30	\$4,317,121.00
2032		\$32,752,614.00		\$6,229,547.18	\$5,138,885.14	\$21,384,181.68	\$32,752,614.00
Total	\$288,585,537	\$328,810,387.00	\$40,224,850	\$7,650,766.47	\$6,311,278.97	\$26,262,804.57	\$40,224,850.00

The letter circulated amongst local governments within the Hidalgo County area listed \$50,486,717 as available CAT 7 funding.

RGVMPO's UTP years of 2023-2032 are currently over-programmed but carryover funds allow for the total available amount of CAT 7: \$57,027,175 (Regionally)

RGVMPO Staff was not consulted prior to the circulation of the above mentioned letter. Staff was unable to fully explain calculations during the August 2022 TAC meeting, but has extended their efforts through the information shared within this packet.

Staff yields to TPB members' discussion and it is ultimately the Board's decision on how to proceed with requests for additional Category 7 funding.

RGVMPO Public Participation Plan



Public Participation Plan Background

- Per the RGVMPO's Public Participation Plan (PPP), adopted on September 25th, 2019, the PPP is to be reviewed and amended, if necessary, every three years. Per the PPP, it must also undergo a 45-day public involvement period for each revision. In accordance with these stipulations, RGVMPO staff has reviewed and amended the document.
- In order to meet the deadline, the public involvement period for the PPP began on July 15th and is scheduled to run through August 31st, when the plan can be considered for adoption by the Policy Board.
- For the public involvement process for the PPP, a link to the document and a comment card were sent out via email to all TAC members and a notice was posted on all RGVMPO social media platforms on July 14th. RGVMPO staff also contacted representatives from HOA's, apartment complexes, and manufactured housing parks to notify them of the amendments and provide the link to these documents.



Public Participation Plan Amendments

RGVMPO staff updated the PPP to include the following significant changes:

- A portion of Starr County is now part of the MPO's Metropolitan Area Boundary (MAB). Language and data for Starr County have been added to the plan to reflect this.
- The Title VI Complaint Form has been updated to be in English and Spanish.
- Language has been incorporated strengthening the RGVMPO's commitment to Virtual Public Involvement (VPI) as additional method to be used for receiving public comments.



RESOLUTION #2022-17

SUBJECT: ADOPTION OF THE RGVMPPO'S AMENDED PUBLIC PARTICIPATION PLAN (PPP)

WHEREAS, the Rio Grande Valley Metropolitan Planning Organization (RGVMPO) is tasked with the responsibility of multi-modal transportation planning and the allocation of federal transportation funds to cities within the region; and

WHEREAS, the RGVMPO's Public Participation Plan (herein referred to as "Plan") was adopted on September 25th, 2019; and

WHEREAS, the Plan is intended to be reviewed and amended if necessary, every three years, per the adopted Plan;

WHEREAS, a portion of Starr County has been added to the RGVMPO's Metropolitan Area Boundary (MAB) since the adoption of the Plan; and

WHEREAS, an estimated 70.3% of Cameron County residents, 81.6% of Hidalgo County residents, and 94.0% of Starr County residents speak Spanish, per the 2016-2020 American Community Survey 5-Year Estimates; and

WHEREAS, Virtual Public Involvement (VPI) has become a highly demanded and often utilized method of receiving public comments for an increasing number of local, state, and federal initiatives; and

WHEREAS, the Plan has been amended to address the above concerns by adding language and demographic data reflecting the inclusion of Starr County, converting the Title VI Complaint form into an English and Spanish document, and adding language bolstering the RGVMPO's commitment to using Virtual Public Involvement as an additional tool to solicit public feedback.

NOW THEREFORE, BE IT RESOLVED, that the Rio Grande Valley Metropolitan Planning Organization's Transportation Policy Board, commits to adopt the amended Public Participation Plan.

PASSED AND APPROVED THIS 31st day of August 2022

The Honorable Eddie Treviño
Cameron County Judge
Chairman of the RGVMPO Policy Board

Pedro Pete Alvarez
District Engineer
TxDOT – Pharr District

Andrew A. Canon
Executive Director
RGVMPO

RGVMPO Requests for Proposal (RFP's)



RGVMPO staff has drafted three Requests for Proposal. All three RFP's are scheduled for release on Sunday, September 4th and are anticipated to be awarded on Thursday, December 15th.

FY 2022-2023 Corridor Study of FM 509

The RGV MPO is responsible for gathering the corridor study data on its own. The scope of this project is providing preliminary engineering services for data collection analysis, preliminary drainage analysis, traffic projections, and traffic engineering and operations for FM 509 from US 281 to I-69E in Harlingen, Texas. Items shall include Traffic Data and Projections, Safety Analysis, Traffic and Operational Analysis and Evaluation of Constraints and Feasibility of Implementation.



Performance Management Framework Development and Implementation Study

The RGVMPPO is responsible for developing and establishing a Performance Management framework for its planning region. The consultant should be prepared to perform the following tasks: assessment of current scoring process and program policies, review and synthesis report of regional, state, and federal performance goals and targets, assessment of tools, data, and capacity needed for performance target development and reporting, assessment of eligible funding categories and projects that can be submitted to the RGVMPPO, develop a report on indicators of expected performance to be used in the development of assessment criteria in support of established goals expertise, develop proposed scoring categories applying to all projects, synthesizing high level goals and data-driven and technical expertise driven inputs – including BIL requirements, and develop recommendations and implementation scheme/toolkit.



Comprehensive Sustainability and Resilience Analyses for MPO's

The RGV MPO is responsible for developing and establishing Comprehensive Sustainability and Resilience Analyses for the region. The consultant should be prepared to create a resulting report that will outline the methodology used to develop a scalable framework within the MTP update process that allows the MPO to leverage existing processes to analyze sustainability and resilience moving forward. The selected consultant(s) should be prepared to review existing plans to determine how planning and policy driven mechanisms affect the sustainability and resilience of a community, perform a multimodal needs analysis, review recently completed analysis to identify stressors, perform analysis of site conditions to identify external stressors (land use, demographics, floods, hurricanes, earthquakes, fires, soil conditions, heat), and host a series of workshops with the general public, stakeholders, and MPO staff to review identified resources, assets, and stressors and solicit input.





RGV Traffic Safety Initiative



➤ Law Enforcement Trainings

- LRGVDC Ken Jones Boardroom (Weslaco) Tuesday, September 6th from 2:30pm to 4:30pm
- Harlingen Cultural Arts Center on Wednesday, September 7th from 2:30pm to 4:30pm

➤ Project Manager Trainings

- Harlingen Cultural Arts Center on Friday, September 9th from 9:30am to 11:30am
- LRGVDC Ken Jones Boardroom (Weslaco) Wednesday, September 14th from 9:30am to 11:30am

South Texas Health System Back-to-School Block Party



RIO GRANDE VALLEY METROPOLITAN PLANNING ORGANIZATION (RGV MPO)
 National Night Out Event (8/2/22)
 1217 Fair Park Boulevard in Harlingen, TX.
PLEASE PRINT

	NAME	ZIP CODE	Bike Lights	Bike Helmets
1.	Konstanza Najera	78550	✓	✓
2.	Dannielle Najera	78550	✓	✓
3.	Johnathan Chavez	78550	✓	✓
4.	Hennesy Barrantos	78886	✓	✓
5.	Joel Barrantos	78586	✓	✓
6.	Ethan Garcia	San Benito	✓	✓
7.	Matthew Garcia	Harlingen	✓	✓
8.	Marion Garcia	Harlingen	✓	✓
9.	Pat Castro	Harlingen	✓	✓
10.	Cindy Alvarez	Asyn	✓	✓
11.				



Harlingen's National Night Out

S | S SAFE STREETS AND ROADS FOR ALL 4 | A (SS4A) FACT SHEET

What is this program and its goal?

The Bipartisan Infrastructure Law (BIL) establishes the new Safe Streets and Roads for All (SS4A) discretionary program that will provide \$5-6 billion in grants over the next 5 years. Funding supports regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. The SS4A program supports the Department's [National Roadway Safety Strategy](#) and a goal of zero deaths and serious injuries on our nation's roadways.

Who is eligible to apply?

- Metropolitan planning organizations;
- Counties, cities, towns, and other special districts that are subdivisions of a State;
- Federally recognized Tribal governments; and
- Partnerships comprised of the entities above.

What kind of activities are eligible?

- Develop or update a "Comprehensive Safety Action Plan" or Action Plan (e.g., Vision Zero plans).
- Conduct planning, design, and development activities in support of an Action Plan.
- Carry out projects and strategies identified in an Action Plan. Illustrative examples of projects and strategies could include but are not limited to:
 - **Implementing improvements** along an expanded multimodal network of reconfigured roads with separated bicycle lanes and improved safety features for pedestrian crossings.
 - **Applying low-cost safety treatments** such as rumble strips, wider edge lines, flashing beacons, and better signage along high-crash rural corridors.
 - **Conducting speed management projects** such as implementing traffic calming road design changes and setting appropriate speed limits for all road users.
 - **Installing safety enhancements** such as safer pedestrian crossings, sidewalks, and additional lighting for people walking, rolling, or using mobility assistive devices.
 - **Addressing alcohol-impaired driving** along key corridors through education, outreach, and publicized sobriety checkpoints on weekends and holidays.
 - **Making street design changes** informed by culturally competent education and community outreach.
 - **Creating safe routes to school and public transit services** through multiple activities that lead to people safely walking, biking, and rolling in underserved communities.

When can I apply for funding?

A Notice of Funding Opportunity (NOFO) is anticipated to be released in the **spring of 2022, likely in May**. Award announcements are expected to be made by the end of 2022 or early 2023.

What should I be preparing for in the meantime?

The development and establishment of an Action Plan is a key component of this program. If you are interested in applying for funds to develop a new Action Plan, start identifying who your partners will be, such as government stakeholders (e.g., in transportation, planning, health, law enforcement), private-sector entities, and community groups. Consider how to engage community members, specifically those historically underrepresented in transportation decision-making. Applicants seeking funding for projects and strategies identified in an established Action Plan could begin considering which specific activities and projects would address their most pressing roadway safety issues. For potential projects, consider the extent to which additional planning and design is needed, and assess the applicability of laws such as the National Environmental Protection Act or the National Historic Preservation Act.

[Subscribe to email updates](#) to receive program announcements and get notified when the NOFO is released.

Office of the Secretary of Transportation

Notice of Funding Opportunity for the Safe Streets and Roads for All (SS4A) Discretionary Grant Opportunity

AGENCY: Office of the Secretary of Transportation, U.S. Department of Transportation (DOT or the Department)

ACTION: Notice of Funding Opportunity (NOFO), Assistance Listing # 20.939

SUMMARY: The purpose of this notice is to solicit applications for Safe Streets and Roads for All (SS4A) grants. Funds for the fiscal year (FY) 2022 SS4A grant program are to be awarded on a competitive basis to support 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 micromobility users; motorists; and commercial vehicle operators.¹

DATES: Applications must be submitted by 5:00 PM EDT on Thursday, September 15, 2022. Late applications will not be accepted.

ADDRESSES: Applications must be submitted through <https://www.grants.gov/>.

FOR FURTHER CONTACT INFORMATION: Please contact the SS4A grant program staff via email at SS4A@dot.gov, or call Paul Teicher at 202-366-4114. A telecommunications device for the deaf (TDD) is available at 202-366-3993. In addition, DOT will regularly post answers to questions and requests for clarifications, as well as schedule information regarding webinars providing additional guidance, on DOT’s website at <https://www.transportation.gov/SS4A>. The deadline to submit technical questions is August 15, 2022.

SUPPLEMENTARY INFORMATION: Each section of this notice contains information and instructions relevant to the application process for SS4A grants, and all applicants should read this notice in its entirety so that they have the information they need to submit eligible and competitive applications.

N/A	SUMMARY INFORMATION
A	PROGRAM DESCRIPTION
B	FEDERAL AWARD INFORMATION
C	ELIGIBILITY INFORMATION
D	APPLICATION AND SUBMISSION INFORMATION
E	APPLICATION REVIEW INFORMATION
F	FEDERAL AWARD ADMINISTRATION INFORMATION
G	FEDERAL AWARDED AGENCY CONTACTS
H	OTHER INFORMATION

Section A (Program Description) describes the Department’s goals and purpose in making awards, and Section E (Application Review Information) describes how the Department will select from eligible

¹The term “pedestrians” is inclusive of all users of the pedestrian infrastructure, including persons with disabilities.

applications. To support applicants through the process, the Department will provide technical assistance and resources at <https://www.transportation.gov/SS4A>.

DEFINITIONS

Term	Definition
Applicant’s Jurisdiction(s)	The U.S. Census tracts where the applicant operates or performs their safety responsibilities. If an applicant is seeking funding for multiple jurisdictions, all of the relevant Census tracts for the jurisdictions covered by the application should be included.
Complete Streets	Standards or policies that ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, personal conveyance and micromobility users, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles. ²
Comprehensive Safety Action Plan	A comprehensive safety action plan (referred to as Action Plan) is aimed at preventing roadway fatalities and serious injuries in a locality, Tribe, or region. This can either be a plan developed with an Action Plan Grant, or a previously developed plan that is substantially similar and meets the eligibility requirements (e.g., a Vision Zero plan or similar plan).
Equity	The consistent and systematic fair, just, and impartial treatment of all individuals, including individuals who belong to underserved communities that have been denied such treatment, such as Black, Latino, Indigenous and Native Americans, Asian Americans and Pacific Islanders, and other persons of color; members of religious minorities; lesbian, gay, bisexual, transgender, and queer (LGBTQ+) persons; persons with disabilities; persons who live in rural areas; and persons otherwise adversely affected by persistent poverty or inequality.
High Injury Network	Identifies the highest concentrations of traffic crashes resulting in serious injuries and fatalities within a given roadway network or jurisdiction.
Micromobility	Any small, low-speed, human- or electric-powered transportation device, including bicycles, scooters, electric-assist bicycles, electric scooters (e-scooters), and other small, lightweight, wheeled conveyances. ³
Personal Conveyance	A personal conveyance is a device, other than a transport device, used by a pedestrian for personal mobility assistance or recreation. These devices can be motorized or human powered, but not propelled by pedaling. ⁴

² The definition is based on the “Moving to a Complete Streets Design Model: A Report to Congress on Opportunities and Challenges,” <https://highways.dot.gov/newsroom/federal-highway-administration-details-efforts-advance-complete-streets-design-model>

³ Source: FHWA, Public Roads Magazine Spring 2021 “Micromobility: a Travel Innovation.” Publication Number: FHWA-HRT-21-003

⁴ <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813251>, see page 127 for the full definition as defined in the 2020 FARS/CRSS Coding and Validation Manual.

Term	Definition
Political Subdivision of a State	A unit of government created under the authority of State law. This includes cities, towns, counties, special districts, certain transit agencies, and similar units of local government. A transit district, authority, or public benefit corporation is eligible if it was created under State law, including transit authorities operated by political subdivisions of a State.
Rural	For the purposes of this NOFO, jurisdictions outside an Urbanized Area (UA) or located within Urbanized Areas with populations fewer than 200,000 will be considered rural. Lists of UAs are available on the U.S. Census Bureau website at http://www2.census.gov/geo/maps/dc10map/UAUC_RefMap/ua/ .
Safe System Approach	A guiding principle to address the safety of all road users. It involves a paradigm shift to improve safety culture, increase collaboration across all safety stakeholders, and refocus transportation system design and operation on anticipating human mistakes and lessening impact forces to reduce crash severity and save lives. ^{5, 6}
Underserved Community	An underserved community as defined for this NOFO is consistent with the Office of Management and Budget’s Interim Guidance for the Justice40 Initiative and the Historically Disadvantaged Community designation, which includes: <ul style="list-style-type: none"> • U.S. Census tracts identified in this table: https://datahub.transportation.gov/stories/s/tsyd-k6ij; • Any Tribal land; or • Any territory or possession of the United States.

A. Program Description

1. Overview

Section 24112 of the Infrastructure Investment and Jobs Act (Pub. L. 117–58, November 15, 2021; also referred to as the “Bipartisan Infrastructure Law” or “BIL”) authorized and appropriated \$1 billion to be awarded by the Department of Transportation for FY 2022 for the SS4A grant program. This NOFO solicits applications for activities to be funded under the SS4A grant program. The FY22 funding will be implemented, as appropriate and consistent with law, in alignment with the priorities in Executive Order 14052, Implementation of the Infrastructure Investment and Jobs Act (86 FR 64355).⁷

The purpose of SS4A grants is to improve roadway safety by significantly reducing or eliminating roadway fatalities and serious injuries through safety action plan development and implementation focused on all users, including pedestrians, bicyclists, public transportation users, motorists, personal conveyance and micromobility users, and commercial vehicle operators. The program provides funding

⁵ See: <https://www.transportation.gov/NRSS/SafeSystem>

⁶ Safety culture can be defined as the shared values, actions, and behaviors that demonstrate a commitment to safety over competing goals and demands.

⁷ The priorities of Executive Order 14052, Implementation of the Infrastructure Investments and Jobs Act are: to invest efficiently and equitably, promote the competitiveness of the U.S. economy, improve job opportunities by focusing on high labor standards and equal employment opportunity, strengthen infrastructure resilience to hazards including climate change, and to effectively coordinate with State, local, Tribal, and territorial government partners.

to develop the tools to help strengthen a community’s approach to roadway safety and save lives and is designed to meet the needs of diverse local, Tribal, and regional communities that differ dramatically in size, location, and experience administering Federal funding.

2. Grant Types and Deliverables

The SS4A program provides funding for two types of grants: Action Plan Grants (for comprehensive safety action plans) and Implementation Grants. Action Plan Grants are used to develop, complete, or supplement a comprehensive safety action plan. To apply for an Implementation Grant, an eligible applicant must have a qualifying Action Plan. Implementation Grants are available to implement strategies or projects that are consistent with an existing Action Plan. Applicants for Implementation Grants can self-certify that they have in place one or more plans that together are substantially similar to and meet the eligibility requirements for an Action Plan.

i. Action Plan Grants

An Action Plan is the foundation of the SS4A grant program. Action Plan Grants provide Federal funds to eligible applicants to develop or complete an Action Plan. Action Plan Grants may also fund supplemental Action Plan activities. The goal of an Action Plan is to develop a holistic, well-defined strategy to prevent roadway fatalities and serious injuries in a locality, Tribe, or region. Further information on eligibility requirements is in Section C.

The primary deliverable for an Action Plan Grant is a publicly available Action Plan. For the purposes of the SS4A grant program, an Action Plan includes the components in Table 1. DOT considers the process of developing an Action Plan to be critical for success, and the components reflect a process-oriented set of activities.

Table 1: Action Plan Components

Component	Description
Leadership Commitment and Goal Setting	An official public commitment (e.g., resolution, policy, ordinance, etc.) by a high-ranking official and/or governing body (e.g., Mayor, City Council, Tribal Council, MPO Policy Board, etc.) to an eventual goal of zero roadway fatalities and serious injuries. The commitment must include a goal and timeline for eliminating roadway fatalities and serious injuries achieved through one, or both, of the following: (1) the target date for achieving zero roadway fatalities and serious injuries, OR (2) an ambitious percentage reduction of roadway fatalities and serious injuries by a specific date with an eventual goal of eliminating roadway fatalities and serious injuries.
Planning Structure	A committee, task force, implementation group, or similar body charged with oversight of the Action Plan development, implementation, and monitoring.

Component	Description
Safety Analysis	Analysis of existing conditions and historical trends that provides a baseline level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region. 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.). Analysis of systemic and specific safety needs is also performed, as needed (e.g., high-risk road features, specific safety needs of relevant road users, public health approaches, analysis of the built environment, demographic, and structural issues, etc.). To the extent practical, the analysis should include all roadways within the jurisdiction, without regard for ownership. Based on the analysis performed, a geospatial identification of higher-risk locations is developed (a High-Injury Network or equivalent).
Engagement and Collaboration	Robust engagement with the public and relevant stakeholders, including the private sector and community groups, that allows for both community representation and feedback. Information received from engagement and collaboration is analyzed and incorporated into the Action Plan. Overlapping jurisdictions are included in the process. Plans and processes are coordinated and aligned with other governmental plans and planning processes to the extent practical.
Equity Considerations	Plan development using inclusive and representative processes. Underserved communities are identified through data and other analyses in collaboration with appropriate partners. ⁸ Analysis includes both population characteristics and initial equity impact assessments of the proposed projects and strategies.
Policy and Process Changes	Assessment of current policies, plans, guidelines, and/or standards (e.g., manuals) to identify opportunities to improve how processes prioritize transportation safety. The Action Plan discusses implementation through the adoption of revised or new policies, guidelines, and/or standards, as appropriate.
Strategy and Project Selections	<p>Identification of a comprehensive 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 Action 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 mitigated.</p> <p>Once identified, the list of projects and strategies is prioritized in a list that provides time ranges for when the strategies and countermeasures will be deployed (e.g., short-, mid-, and long-term timeframes). The list should include specific projects and strategies, or descriptions of programs of projects and strategies, and explains prioritization criteria used. The list should contain interventions focused on infrastructure, behavioral, and/or operational safety.</p>

⁸ An underserved community as defined for this NOFO is consistent with the Office of Management and Budget's Interim Guidance for the Justice40 Initiative (<https://www.whitehouse.gov/wp-content/uploads/2021/07/M-21-28.pdf>) and the Historically Disadvantaged Community designation, which includes U.S. Census tracts identified in this table <https://datahub.transportation.gov/stories/s/tsyd-k6ij>; any Tribal land; or any territory or possession of the United States.

Component	Description
Progress and Transparency	Method to measure progress over time after an Action Plan is developed or updated, including outcome data. Means to ensure ongoing transparency is established with residents and other relevant stakeholders. Must include, at a minimum, annual public and accessible reporting on progress toward reducing roadway fatalities and serious injuries, and public posting of the Action Plan online.

a) Supplemental Action Plan Activities:

Supplemental action plan activities support or enhance an existing Action Plan. To fund supplemental Action Plan activities through the SS4A program, an applicant must have an existing Action Plan, or a plan that is substantially similar and meets the eligibility requirements for having an existing plan. The plan components may be contained within several documents. Table 2 in Section C is a Self-Certification Eligibility Worksheet with instructions to determine whether an existing plan meets the eligibility requirements. Supplemental action plan activities could include, but are not limited to: a second round of analysis; expanded data collection and evaluation using integrated data; testing action plan concepts before project and strategy implementation; feasibility studies using quick-build strategies that inform permanent projects in the future (e.g., paint, plastic bollards, etc.); follow-up stakeholder engagement and collaboration; targeted equity assessments; progress report development; and complementary planning efforts such as speed management plans, accessibility and transition plans, racial and health equity plans, and lighting management plans. Additional information on supplemental action plan activities is located at <https://www.transportation.gov/SS4A>.

Applicants that have an existing plan that is substantially similar to and meets the eligibility requirements of an Action Plan may alternatively choose to fund supplemental Action Plan activities through an application for an Implementation Grant rather than an Action Plan Grant. See Section A.2.ii below.

ii. Implementation Grants

Implementation Grants fund projects and strategies identified in an Action Plan that address roadway safety problems. Implementation Grants may also fund associated planning and design and supplemental Action Plan activities in support of an existing Action Plan. DOT encourages Implementation Grant applicants to include supplemental Action Plan activities in their application to further improve and update existing plans. Applicants must have an existing Action Plan to apply for Implementation Grants or have an existing plan that is substantially similar and meets the eligibility requirements of an Action Plan. If applicants do not have an existing Action Plan, they should apply for Action Plan Grants and **NOT** Implementation Grants. The plan components may be contained within several documents. Table 2 in Section C is a Self-Certification Eligibility Worksheet with instructions to determine eligibility to apply for an Implementation Grant. Additional information on eligibility requirements and eligible activities is in Section C below.

3. SS4A Grant Priorities

This section discusses priorities specific to SS4A and those related to the Department’s overall mission, which are reflected in the selection criteria and NOFO requirements. Successful grant applications will demonstrate engagement with a variety of public and private stakeholders and seek to adopt innovative technologies and strategies to:

- Promote safety;
- Employ low-cost, high-impact strategies that can improve safety over a wider geographic area;
- Ensure equitable investment in the safety needs of underserved communities, which includes both underserved urban and rural communities;
- Incorporate evidence-based projects and strategies; and
- Align with the Department’s mission and with priorities such as equity, climate and sustainability, quality job creation, and economic strength and global competitiveness.

The Department seeks to award Action Plan Grants based on safety impact, equity, and other safety considerations. For Implementation Grants, DOT seeks to make awards to projects and strategies that save lives and reduce roadway fatalities and serious injuries; incorporate equity, engagement, and collaboration into how projects and strategies are executed; use effective practices and strategies; consider climate change, sustainability, and economic competitiveness in project and strategy implementation; and will be able to complete the full scope of funded projects and strategies within five years after the establishment of a grant agreement. Section D provides more information on the specific measures an application should demonstrate to support these goals.

The SS4A grant program aligns with both Departmental and Biden-Harris Administration activities and priorities. The National Roadway Safety Strategy (NRSS, issued January 27, 2022) commits the Department to respond to the current crisis in roadway fatalities by “taking substantial, comprehensive action to significantly reduce serious and fatal injuries on the Nation’s roadways,” in pursuit of the goal of achieving zero roadway deaths.⁹ DOT recognizes that zero is the only acceptable number of deaths on our roads, and achieving that is our long-term safety goal. The outcomes that are anticipated from the SS4A program also support the FY 2022-2026 DOT Strategic Plan and the accompanying safety performance goals such as a medium-term goal of a two-thirds reduction in roadway fatalities by 2040.¹⁰

As part of the NRSS, the Department adopted the Safe System Approach as a guiding principle to advance roadway safety. The Safe System Approach addresses the safety of all road users. It involves a paradigm shift to improve safety culture, increase collaboration across all safety stakeholders, and refocus transportation system design and operation on anticipating human mistakes and lessening impact forces to reduce crash severity and save lives. For more information on the Safe System Approach, see the NRSS.

DOT encourages communities to adopt and implement Complete Streets policies that prioritize the safety of all users in transportation network planning, design, construction, and operations.¹¹ A full transition to a Complete Streets design model requires leadership, identification and elimination of barriers, and development of new policies, rules, and procedures to prioritize safety. A Complete Street includes, but is not limited to: sidewalks, curb ramps, bike lanes (or wide paved shoulders), special bus lanes, accessible public transportation stops, safe and accommodating crossing options, median islands, pedestrian signals, curb extensions, narrower travel lanes, and roundabouts.¹² Recipients of Federal financial assistance are required to ensure the accessibility of pedestrian facilities in the public right-of-way. See Section F.2 of this NOFO for program requirements.

⁹ <https://www.transportation.gov/NRSS>

¹⁰ <https://www.transportation.gov/dot-strategic-plan>

¹¹ Complete Streets are defined in the Definitions table at the beginning of the document.

¹² More information on Complete Streets can be found at <https://highways.dot.gov/complete-streets>

The NOFO aligns with and considers Departmental policy priorities that have a nexus to roadway safety and grant funding. As part of the Department’s implementation of Executive Order 14008, Tackling the Climate Crisis at Home and Abroad (86 FR 7619), the Department seeks to fund applications that, to the extent possible, target at least 40 percent of benefits towards low-income and underserved communities. DOT also seeks to award funds under the SS4A grant program that proactively address equity and barriers to opportunity, or redress prior inequities and barriers to opportunity. DOT supports the policies in Executive Order 13985, Advancing Racial Equity and Support for Underserved Communities Through the Federal Government (86 FR 7009), to pursue a comprehensive approach to advancing equity for all, including people of color, rural communities, and others who have been historically underserved, marginalized, and adversely affected by persistent poverty and inequality. An important area for DOT’s focus is the disproportionate, adverse safety impacts that affect certain groups on our roadways, particularly people walking and biking in underserved communities. See Section F.2.i of this NOFO for equity-related program requirements.

As part of the United States’ commitment to a whole-of-government approach to reaching net-zero emissions economy-wide by 2050 and a 50–52 percent reduction in emissions from 2005 levels by 2030, BIL and its associated transportation funding programs permit historic investments to improve the resilience of transportation infrastructure, helping States and communities prepare for hazards such as wildfires, floods, storms, and droughts exacerbated by climate change. DOT’s goal is to encourage the advancement of projects and strategies that address climate change and sustainability. To enable this, the Department encourages applicants to consider climate change and sustainability throughout the planning and project development process, including the extent to which projects and strategies under the SS4A grant program align with the President’s greenhouse gas reduction, climate resilience, and environmental justice commitments.

The Department intends to use the SS4A grant program to support the creation of good-paying jobs with the free and fair choice to join a union, and the incorporation of strong labor standards and workforce programs, in particular registered apprenticeships, joint labor-management programs, or other high-quality workforce training programs, including high-quality pre-apprenticeships tied to registered apprenticeships, in project planning stages and program delivery. Grant applications that incorporate such considerations support a strong economy and labor market.

Consistent with the Department’s Rural Opportunities to Use Transportation for Economic Success (ROUTES) initiative, the Department seeks to award funding to rural applications that address disproportionately high fatality rates in rural communities. For applicants seeking to use innovative technologies and strategies, the Department’s Innovation Principles serve as a guide to ensure innovations reduce deaths and serious injuries while committing to the highest standards of safety across technologies.¹³

B. Federal Award Information

1. Total Funding Available

The BIL established the SS4A program with \$5,000,000,000 in advanced appropriations in Division J, including \$1,000,000,000 for FY 2022. Therefore, this Notice makes available up to \$1 billion for FY 2022 grants under the SS4A program. Refer to Section D for greater detail on additional funding considerations and Section D.5 for funding restrictions.

¹³ <https://www.transportation.gov/priorities/innovation/us-dot-innovation-principles>. Released January 6, 2022.

2. Availability of Funds

Grant funding obligation occurs when a selected applicant and DOT enter into a written grant agreement after the applicant has satisfied applicable administrative requirements. Unless authorized by DOT in writing after DOT's announcement of FY 2022 SS4A grant awards, any costs incurred prior to DOT's obligation of funds for activities ("pre-award costs") are ineligible for reimbursement. All FY 2022 SS4A funds must be expended within five years after the grant agreement is executed and DOT obligates the funds.

3. Award Size and Anticipated Quantity

In FY 2022, DOT expects to award hundreds of Action Plan Grants, and up to one hundred Implementation Grants. The Department reserves the right to make more, or fewer, awards. DOT reserves the discretion to alter minimum and maximum award sizes upon receiving the full pool of applications and assessing the needs of the program in relation to the SS4A grant priorities in Section A.3.

i. Action Plan Grants

For Action Plan Grants, award amounts will be based on estimated costs, with an expected minimum of \$200,000 for all applicants, an expected maximum of \$1,000,000 for a political subdivision of a State or a federally recognized Tribal government, and an expected maximum of \$5,000,000 for a metropolitan planning organization (MPO) or a joint application comprised of a multijurisdictional group of entities that is regional in scope (e.g., a multijurisdictional group of counties, a council of governments and cities within the same region, etc.). The Department will consider applications with funding requests under the expected minimum award amount. DOT reserves the right to make Action Grant awards less than the total amount requested by the applicant.

Joint applications that engage multiple jurisdictions in the same region are encouraged, in order to ensure collaboration across multiple jurisdictions and leverage the expertise of agencies with established financial relationships with DOT and knowledge of Federal grant administration requirements. Applicants may propose development of a single Action Plan covering all jurisdictions, or several plans for individual jurisdictions, administered by the leading agency.

ii. Implementation Plan Grants

For Implementation Grants, DOT expects the minimum award will be \$5,000,000 and the maximum award will be \$30,000,000 for political subdivisions of a State. For applicants who are federally recognized Tribal governments or applicants in rural areas, DOT expects the minimum award will be \$3,000,000 and the maximum award will be \$30,000,000. For an MPO or a joint application comprised of a multijurisdictional group of entities that is regional in scope, the expected maximum award will be \$50,000,000. For the purposes of the SS4A grant program award size minimum, rural is defined as an area outside an Urbanized Area (UA) or located within a UA with a population of fewer than 200,000.¹⁴ DOT reserves the right to make Implementation Grant awards less than the total amount requested by the applicant.

¹⁴ Current lists of Urbanized Areas are available on the U.S. Census Bureau website at http://www2.census.gov/geo/maps/dc10map/uau_refmap/ua/. For the purposes of the SS4A program, Urbanized Areas with populations fewer than 200,000 will be considered rural.

4. Start Dates and Period of Performance

DOT expects to obligate SS4A award funding via a signed grant agreement between the Department and the recipient, as flexibly and expeditiously as possible, within 12 months after awards have been announced. Applicants who have never received Federal funding from DOT before are encouraged to partner with eligible applicants within the same region, such as an MPO, that have established financial relationships with DOT and knowledge of Federal grant administration requirements. While States are not eligible applicants and cannot be a co-applicant, eligible applicants are encouraged to separately partner with States and other entities experienced with administering Federal grants, outside of the SS4A grant award process, to ensure effective administration of a grant award. The expected period of performance for Action Plan Grant agreements is between 12 and 24 months. The period of performance for Implementation Grant agreements may not exceed five years.

Because award recipients under this program may be first-time recipients of Federal funding, DOT is committed to implementing the program as flexibly as permitted by statute and to providing assistance to help award recipients through the process of securing a grant agreement and delivering both Action Plan activities and Implementation Grant projects and strategies.

5. Data Collection Requirements

Under the BIL, the Department shall post on a publicly available website best practices and lessons learned for preventing roadway fatalities and serious injuries pursuant to strategies or interventions implemented under SS4A. Additionally, DOT shall evaluate and incorporate, as appropriate, the effectiveness of strategies and interventions implemented under the SS4A grant program.¹⁵ The Department intends to measure safety outcomes through a combination of grant agreement activities and data collections, DOT data collections already underway, and program evaluations separate from the individual grant agreements in accordance with Section F.3.iii. The grant data-collection requirements reflect the need to build evidence of noteworthy strategies and what works. The Department expects to use the data and outcome information collected as part of the SS4A in evaluations focused on before and after studies.

All award recipients shall submit a report that describes:

- The costs of each eligible project and strategy carried out using the grant;
- The roadway safety outcomes and any additional benefits (e.g., increased walking, biking, or transit use without a commensurate increase in crashes, etc.) that each such project and strategy has generated, as—
 - Identified in the grant application; and
 - Measured by data, to the maximum extent practicable; and
- The lessons learned and any recommendations relating to future projects or strategies to prevent death and serious injury on roads and streets.

All recipients must provide aggregated annual crash data on serious injuries and fatalities for the duration of the period of performance for the jurisdiction or jurisdictions for which funds were awarded. These data will provide the information for metrics on changes in serious injuries and fatalities over time.

¹⁵ BIL specifically cites *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, Ninth Edition* or any successor document, but DOT also is to consider applied research focused on infrastructure and operational projects and strategies.

Implementation Grant recipients must also provide crash data on serious injury and fatalities in the locations where projects and strategies are implemented, which are expected to include crash characteristics and contributing factor information associated with the safety problems being addressed. Data that measure outcomes for the specific safety problems addressed are required and could include, but are not limited to, aggregated information by road user, safety issue, and demographic characteristics such as race and gender. For Implementation Grants that undertake projects and strategies to foster applied research and experimentation to inform project and strategy effectiveness, additional data collection requirements will be negotiated with the applicant before a grant agreement is established. Federally recognized Tribal governments receiving grants may request alternative data collection requirements during grant agreement formulation, as appropriate. This information will be gathered on a quarterly basis in a Performance Progress Report (SF-PPR).¹⁶

To fulfill the data collection requirements and in accordance with the U.S. DOT Public Access Plan, award recipients must consider, budget for, and implement appropriate data management, for data and information outputs acquired or generated during the course of the grant.^{17, 18} Applicants are expected to account for data and performance reporting in their budget submission.

C. Eligibility Information

1. Eligible Applicants

Eligible applicants for SS4A grants are (1) a metropolitan planning organization (MPO); (2) a political subdivision of a State or territory; (3) a federally recognized Tribal government; and (4) a multijurisdictional group of entities described in any of the aforementioned three types of entities. A multijurisdictional group of entities described in (4) should identify a lead applicant as the primary point of contact. For the purposes of this NOFO, a political subdivision of a State under (2), above, is defined as a unit of government under the authority of State law. This includes cities, towns, counties, special districts, and similar units of local government. A transit district, authority, or public benefit corporation is eligible if it was created under State law, including transit authorities operated by political subdivisions of a State. States are not eligible applicants, but DOT encourages applicants to coordinate with State entities, as appropriate.

Eligible MPOs, transit agencies, and multijurisdictional groups of entities with a regional scope are encouraged to support subdivisions of a State such as cities, towns, and counties with smaller populations within their region. The Department strongly encourages such joint applications for Action Plan Grants, and for applicants who have never received Federal funding and can jointly apply with entities experienced executing DOT grants.

An eligible applicant for Implementation Grants must also meet at least one of these conditions: (1) have ownership and/or maintenance responsibilities over a roadway network; (2) have safety responsibilities that affect roadways; or (3) have agreement from the agency that has ownership and/or maintenance responsibilities for the roadway within the applicant's jurisdiction. For the purposes of this NOFO, an applicant's jurisdiction is defined as the U.S. Census tracts where the applicant operates or performs their safety responsibilities.

¹⁶ <https://www.sbir.gov/sites/default/files/SF%20PPR.pdf>

¹⁷ <https://doi.org/10.21949/1520559>

¹⁸ United States. Department of Transportation. (2022) *DOT Public Access* [Home page]. <https://doi.org/10.21949/1503647>

2. Cost Sharing or Matching

The Federal share of a SS4A grant may not exceed 80 percent of total eligible activity costs. Recipients are required to contribute a local matching share of no less than 20 percent of eligible activity costs. All matching funds must be from non-Federal sources. In accordance with 2 CFR § 200.306, grant recipients may use in-kind or cash contributions toward local match requirements so long as those contributions meet the requirements under 2 CFR § 200.306(b). Matching funds may include funding from the applicant, or other SS4A-eligible non-Federal sources partnering with the applicant, which could include, but is not limited to, funds from the State. Any in-kind contributions used to fulfill the cost-share requirement for Action Plan and Implementation Grants must: be in accordance with the cost principles in 2 CFR § 200 Subpart E; include documented evidence of completion within the period of performance; and support the execution of the eligible activities in Section C.4.

SS4A funds will reimburse recipients only after a grant agreement has been executed, allowable expenses are incurred, and valid requests for reimbursement are submitted. Grant agreements are expected to be administered on a reimbursement basis, and at the Department's discretion alternative funding arrangements may be established on a case-by-case basis.

3. Grant Eligibility Requirements

If an applicant is eligible for both an Action Plan Grant and an Implementation Grant, the applicant may only apply for an Action Plan Grant **or** an Implementation Grant, not both. An eligible applicant may only submit one application to the funding opportunity. Action Plan Grant funding recipients are not precluded from applying for Implementation Grants in future funding rounds.

i. Action Plan Grant Eligibility Requirements

The Action Plan Grant eligibility requirements are contingent on whether an applicant is requesting funds to develop or complete an Action Plan, or if the applicant is requesting funds for supplemental action plan activities. Applicants may not apply to develop or complete an Action Plan **and** fund supplemental action plan activities in the current round of funding.

a) Eligibility Requirements to Develop or Complete an Action Plan

Any applicant that meets the eligibility requirements may apply for an Action Plan Grant to develop or complete an Action Plan. Applicants with an existing Action Plan may also apply to develop a new Action Plan.

b) Eligibility Requirements for Supplemental Action Plan Activities

Applicants for Action Plan Grants to fund supplemental action plan activities must either have an established Action Plan with all components described in Table 1 in Section A, or an existing plan that is substantially similar and meets the eligibility requirements. Table 2 below provides instructions to determine eligibility for applicants that have a substantially similar plan. The components required for an established plan to be substantially similar to an Action Plan may be found in multiple plans. State-level action plans (e.g., a Strategic Highway Safety Plan required in 23 U.S. Code (U.S.C.) § 148, State Highway Safety Plans required in 23 U.S.C. § 402, etc.) or Public Transportation Agency Safety Plans in 49 U.S.C. § 5329 cannot be used as an established plan. It is recommended that applicants include this eligibility worksheet as part of their narrative submission. If this Self-Certification Eligibility Worksheet

is not used, applicants must describe how their established plan is substantially similar to an Action Plan as part of the Narrative, based on the criteria in Table 2 below.

Table 2: Self-Certification Eligibility Worksheet

<p>Worksheet instructions: The purpose of the worksheet is to determine whether an applicant’s existing plan is substantially similar to an Action Plan, or not. For each question below, answer yes or no. For each yes, cite the specific page in your existing Action Plan or other plan/plans that corroborate your response, provide supporting documentation, or provide other evidence. Refer to Table 1 for further details on each component. <i>Note:</i> The term Action Plan is used in this worksheet; it covers either a stand-alone Action Plan or components of other plans that combined comprise an Action Plan.</p> <p>Instructions to affirm eligibility: Based on the questions in this eligibility worksheet, an applicant is eligible to apply for an Action Plan Grant that funds supplemental action plan activities, or an Implementation Grant, if the following two conditions are met:</p> <ul style="list-style-type: none"> • Questions 3, 7, and 9 are answered “yes.” If Question 3, 7, or 9 is answered “no,” the plan is not substantially similar and ineligible to apply for Action Plan funds specifically for a supplemental action plan activity, nor an Implementation Grant. • At least four of the six remaining Questions are answered “yes” (Questions 1, 2, 4, 5, 6, or 8). <p>If both conditions are met, an applicant has a substantially similar plan.</p>	
Question	Response, Document and Page Number
<p>1. Are both of the following true:</p> <ul style="list-style-type: none"> • Did a high-ranking official and/or governing body in the jurisdiction publicly commit to an eventual goal of zero roadway fatalities and serious injuries? • Did the commitment include either setting a target date to reach zero, OR setting one or more targets to achieve significant declines in roadway fatalities and serious injuries by a specific date? 	
<p>2. To develop the Action Plan, was a committee, task force, implementation group, or similar body established and charged with the plan’s development, implementation, and monitoring?</p>	
<p>3. Does the Action Plan include all of the following?</p> <ul style="list-style-type: none"> • Analysis of existing conditions and historical trends to baseline the level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region; • Analysis of the location(s) where there are crashes, the severity, as well as contributing factors and crash types; 	

<ul style="list-style-type: none"> • Analysis of systemic and specific safety needs is also performed, as needed (e.g., high risk road features, specific safety needs of relevant road users; and • A geospatial identification (geographic or locational data using maps) of higher risk locations. 	
<p>4. Did the Action Plan development include all of the following activities?</p> <ul style="list-style-type: none"> • Engagement with the public and relevant stakeholders, including the private sector and community groups; • Incorporation of information received from the engagement and collaboration into the plan; and • Coordination that included inter- and intra-governmental cooperation and collaboration, as appropriate. 	
<p>5. Did the Action Plan development include all of the following?</p> <ul style="list-style-type: none"> • Considerations of equity using inclusive and representative processes; • The identification of underserved communities through data; and • Equity analysis, in collaboration with appropriate partners, focused on initial equity impact assessments of the proposed projects and strategies, and population characteristics. 	
<p>6. Are both of the following true?</p> <ul style="list-style-type: none"> • The plan development included an assessment of current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize safety; and • The plan discusses implementation through the adoption of revised or new policies, guidelines, and/or standards. 	
<p>7. Does the plan identify a comprehensive set of projects and strategies to address the safety problems identified in the Action Plan, time ranges when the strategies and projects will be deployed, and explain project prioritization criteria?</p>	

8. Does the plan include all of the following? <ul style="list-style-type: none"> • A description of how progress will be measured over time that includes, at a minimum, outcome data • The plan is posted publicly online. 	
9. Was the plan finalized and/or last updated between 2017 and 2022?	

ii. Implementation Grant Eligibility Requirements

To apply for an Implementation Grant, the applicant must certify that they have an existing plan which is substantially similar to an Action Plan. The plan or plans should be uploaded as an attachment to your application. Use Table 2, Self-Certification Eligibility Worksheet, from the previous section to determine eligibility. The existing plan must be focused, at least in part, on the roadway network within the applicant’s jurisdiction. The components required for an existing plan to be substantially similar to an Action Plan may be found in multiple plans. State-level action plans (e.g., a Strategic Highway Safety Plan required in 23 U.S.C. § 148, State Highway Safety Plans required in 23 U.S.C. § 402, Commercial Vehicle Safety Plans required in 49 U.S.C. § 31102, etc.) as well as Public Transportation Agency Safety Plans in 49 U.S.C. § 5329 cannot be used as an established plan to apply for an Implementation Grant.

4. Eligible Activities and Costs

i. Eligible Activities

Broadly, eligible activity costs must comply with the cost principles set forth in with 2 CFR, Subpart E (i.e., 2 CFR § 200.403 and § 200.405). DOT reserves the right to make cost eligibility determinations on a case-by-case basis. Eligible activities for grant funding include the following three elements:

- (A) developing a comprehensive safety action plan or Action Plan (i.e., the activities outlined in Section A.2.i in Table 1 and the list of supplemental Action Plan activities);
- (B) conducting planning, design, and development activities for projects and strategies identified in an Action Plan; and
- (C) carrying out projects and strategies identified in an Action Plan.

For Action Plan Grants, eligible activities and costs only include those that directly assist in the development of the Action Plan, element (A), and/or supplemental action plan activities in support of an existing Action Plan or plans.

For Implementation Grants, activities *must* include element (C) “carrying out projects and strategies identified in an Action Plan,” and *may* include element (B) “conducting planning, design, and development activities for projects and strategies identified in an Action Plan” and/or element (A) “supplemental action plan activities in support of an existing Action Plan.” Projects and strategies identified in element (C) must be either infrastructure, behavioral, or operational activities identified in the Action Plan, and must be directly related to addressing the safety problem(s) identified in the application and Action Plan. Examples of eligible Implementation Grant activities are listed on the SS4A website located at www.transportation.gov/SS4A. The following activities are **not** eligible for element (C) “projects and strategies” funding:

- Projects and strategies whose primary purpose is not roadway safety.
- Projects and strategies exclusively focused on non-roadway modes of transportation, including air, rail, marine, and pipeline. Roadway intersections with other modes of transportation (e.g., at-grade highway rail crossings, etc.) are eligible activities.
- Capital projects to construct new roadways used for motor vehicles. New roadways exclusively for non-motorists is an eligible activity if the primary purpose is safety-related.
- Infrastructure projects primarily intended to expand capacity to improve Levels of Service for motorists on an existing roadway, such as the creation of additional lanes.
- Maintenance activities for an existing roadway primarily to maintain a state of good repair. However, roadway modifications on an existing roadway in support of specific safety-related projects identified in an Action Plan are eligible activities.
- Development or implementation of a public transportation agency safety plan (PTASP) required by 49 U.S.C. § 5329. However, a PTASP that identifies and addresses risks to pedestrians, bicyclists, personal conveyance and micromobility users, transit riders, and others may inform Action Plan development.

All projects and strategies must have equity—the consistent, fair, just, and impartial treatment of all people—at their foundation. This includes traffic enforcement strategies. As part of the Safe System Approach adopted in the USDOT’s National Roadway Safety Strategy, any activities related to compliance or enforcement efforts to make our roads safer should affirmatively improve equity outcomes as part of a comprehensive approach to achieve zero roadway fatalities and serious injuries. The SS4A program can be used to support safety projects and strategies that address serious safety violations of drivers (e.g., speeding, alcohol and drug-impaired driving, etc.), so long as the proposed strategies are data-driven and demonstrate a process in alignment with goals around community policing and in accordance with Federal civil rights laws and regulations.¹⁹

Funds may not be used, either directly or indirectly, to support or oppose union organizing.

ii. Project and Strategy Location

For Implementation Grants, applications must identify the problems to be addressed, the relevant geographic locations, and the projects and strategies they plan to implement, based on their Action Plan or established plan. This should include specific intervention types to the extent practicable. To provide flexibility in the implementation of projects and strategies that involve systemic safety strategies or bundling of similar countermeasures, an applicant may wait to specify specific site locations and designs for the projects and strategies as part of executing the grant agreement, if necessary, upon approval of the Department and so long as the identified site locations and designs remain consistent with the intent of the award.

¹⁹ For one such example see <https://cops.usdoj.gov/RIC/Publications/cops-p157-pub.pdf>.

D. Application and Submission Information

1. Address to Request Application Package

All grant application materials can be accessed at [grants.gov](https://www.grants.gov). Applicants must submit their applications via [grants.gov](https://www.grants.gov) under the Notice of Funding Opportunity Number cited herein. Potential applicants may also request paper copies of materials at:

Telephone: (202)-366-4114
Mail: U.S. Department of Transportation
1200 New Jersey Avenue SE
W84-322
Washington, DC 20590

2. Content and Form of Application Submission

The Action Plan Grant and Implementation Grant have different application submission and supporting document requirements.

i. Action Plan Grant Application Submissions

All Action Plan Grant applications must submit the following Standard Forms (SFs):

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

In addition to the SFs above, the applicant must provide: a) Key Information; b) Narrative; c) Self-Certification Eligibility Worksheet, if applying for action plan supplemental activities; d) Map; and e) Budget. While it is not required to conform to the recommended templates below, it is strongly encouraged to provide the information using the specific structure provided in this NOFO.

a) Key Information Table

Lead Applicant	
If Multijurisdictional, additional eligible entities jointly applying	
Total jurisdiction population	
Count of motor-vehicle-involved roadway fatalities from 2016 to 2020	
Fatality rate	
Population in Underserved Communities	
States(s) in which projects and strategies are located	
Costs by State (if project spans more than one State)	

Instructions for a):

- The lead applicant is the primary jurisdiction, and the lead eligible entity applying for the grant.

- If the application is multijurisdictional, list additional eligible entities within the multijurisdictional group of entities. If a single applicant, mark as not applicable.
- Total jurisdiction population is based on 2020 U.S. Census data and includes the total population of all Census tracts where the applicant operates or performs their safety responsibilities.
- The count of roadway fatalities from 2016 to 2020 in the jurisdiction based on DOT’s Fatality Analysis Reporting System (FARS) data, an alternative traffic fatality dataset, or a comparable data set with roadway fatality information.²⁰ This should be a number. Cite the source, if using a dataset different from FARS, with a link to the data if publicly available.
- The fatality rate, calculated using the average from the total count of fatalities from 2016 to 2020 based on FARS data, an alternative traffic fatality dataset, or a comparable data set with roadway fatality information, which is divided by the population of the applicant’s jurisdiction based on 2020 U.S. Census population data. This should be a number. Cite the source, if using a dataset different from FARS.
- Check one of the three available boxes to the right of the column with the three Action Plan types: new Action Plan; Action Plan completion; or supplemental action plan activities.
- The population in underserved communities should be a percentage obtained by dividing the population living in Census tracts with an Underserved Community designation divided by the total population living in the jurisdiction.²¹ For multi-jurisdictional groups, provide this information for each jurisdiction in the group.
- Note the State(s) of the applicants. If a federally recognized Tribal government, mark as not applicable.
- Allocate funding request amounts by State based on where the funds are expected to be spent. If the projects and strategies are located in only one State, put the full funding request amount.

c) Narrative

In narrative form, the applicant should respond to the Action Plan Grant selection criteria described in Section E.1.i to affirm whether the applicant has considered certain activities that will enhance the implementation of an Action Plan once developed or updated. The narrative must be no longer than 300 words.

d) Self-Certification Eligibility Worksheet

If applying for Action Plan Grant funding supplemental action plan activities, attach the filled out Table 2 Self-Certification Eligibility Worksheet. If applying to develop or complete an Action Plan, do not include Table 2.

²⁰ <https://www.nhtsa.gov/research-data/fatality-analysis-reporting-system-fars>. To query the FARS data see <https://cdan.dot.gov/query>. To query the FARS data see <https://cdan.dot.gov/query>. For the Census data visit <https://www.census.gov/programs-surveys/decennial-census/about/rdo/summary-files.html>

²¹ <https://datahub.transportation.gov/stories/s/tsyd-k6ij>

e) Map

The applicant must submit a map that shows the location of the jurisdiction and highlights the roadway network under the applicant’s jurisdiction. The permissible formats include: map web link (e.g., Google, Bing, etc.), PDF, image file, vector file, or shapefile.

f) Budget

Applicants are required to provide a brief budget summary and a high-level overview of estimated activity costs, as organized by all major cost elements. The budget only includes costs associated with the eligible activity (A) developing a comprehensive safety action plan and may include supplemental action plan activities. Funding sources should be grouped into two categories: SS4A Funding Federal share, and non-Federal share funds. The costs or value of in-kind matches should also be provided. This budget should not include any previously incurred expenses, or costs to be incurred before the time of award. DOT requires applicants use SF-424A to provide this information.

ii. Implementation Grant Application Submissions

Implementation Grant applications must submit the following Standard Forms (SFs):

- Application for Federal Assistance (SF-424)
- Budget Information for Construction Programs (SF-424C)
- Assurances for Construction Programs (SF-424D)
- Disclosure of Lobbying Activities (SF-LLL)

In addition to the SFs above, the applicant must provide: a) Key Information; b) Narrative; c) Self-Certification Eligibility Worksheet; and d) Budget. While it is not required to conform to the recommended template in the Key Information Table below, it is strongly encouraged to provide the information using the specific structure provided in this NOFO.

a) Key Information Table

Application Name	
Lead Applicant	
If Multijurisdictional, additional eligible entities jointly applying	
Roadway safety responsibility	Ownership and/or maintenance responsibilities over a roadway network
	Safety responsibilities that affect roadways
	Have an agreement from the agency that has ownership and/or maintenance responsibilities for the roadway within the applicant’s jurisdiction
Population in Underserved Communities	
States(s) in which activities are located	
Costs by State	
Funds to Underserved Communities	

Cost total for eligible activity (A) supplemental action plan activities in support of an existing Action Plan	
Cost total for eligible activity (B) conducting planning, design, and development activities for projects and strategies identified in an Action Plan	
Cost total for eligible activity (C) carrying out projects and strategies identified in an Action Plan	
Action Plan or Established Plan Link	

Instructions for a)

- Provide a grant application name to accompany the grant application.
- The lead applicant is the primary jurisdiction, and the lead eligible entity applying for the grant.
- If the application is multijurisdictional, list additional eligible entities within the multijurisdictional group of entities. If a single applicant, leave blank.
- The roadway safety responsibility response should check one of the three answers to meet eligibility conditions.
- The population in Underserved Community Census Tracts should be a percentage number obtained by dividing the population living in Underserved Community Census tracts within the jurisdiction divided by the total population living in the jurisdiction.
- Identify State(s) in which the applicant is located in. If a federally recognized Tribal government, leave blank.
- The total amount of funds to underserved communities is the amount of spent in, and provide safety benefits to, locations in census tracts designated as underserved communities.
- For each State, allocate funding request amounts divided up by State based on where the funds are expected to be spent. If the applicant is located in only one State, put the full funding request amount only.
- Provide a weblink to the plan that serves as the Action Plan or established plan that is substantially similar. This may be attached as a supporting PDF document instead; if so please write “See Supporting Documents.”

b) Narrative

The Department recommends that the narrative follows the outline below to address the program requirements and assist evaluators in locating relevant information. The narrative may not exceed 10 pages in length, excluding cover pages and the table of contents. Key information, the Self-Certification Eligibility Worksheet, and Budget sections do not count towards the 10-page limit. Appendices may include documents supporting assertions or conclusions made in the 10-page narrative and also do not count towards the 10-page limit. If possible, website links to supporting documentation should be provided rather than copies of these supporting materials. If supporting documents are submitted, applicants should clearly identify within the narrative the relevance of each supporting document.

I. Overview	See D.2.ii.b.I
II. Location	See D.2.ii.b.II
III. Response to Selection Criteria	See D.2.ii.b.III and Section E.1.ii
IV. Project Readiness	See D.2.ii.b.IV

I. Overview

This section should provide an introduction, describe the safety context, jurisdiction, and any high-level background information that would be useful to understand the rest of the application.

II. Location

This section of the application should describe the jurisdiction’s location, the jurisdiction’s High-Injury Network or equivalent geospatial identification (geographic or locational data using maps) of higher risk locations, and potential locations and corridors of the projects and strategies. Note that the applicant is not required to provide exact locations for each project or strategy; rather, the application should identify which geographic locations are under consideration for projects and strategies to be implemented and what analysis will be used in a final determination.

III. Response to Selection Criteria

This section should respond to the criteria for evaluation and selection in Section E.1.ii of this Notice and include compelling narrative to highlight how the application aligns with criteria #1 Safety Impact; #2 Equity, Engagement, and Collaboration; #3 Effective Practices and Strategies; and #4 Climate Change and Sustainability, and Economic Competitiveness. Note, criterion #1 Safety Impact assesses “implementation cost” information, which will be described in SF-424C and the d) Budget of the narrative and does not need to be duplicated in this portion of the narrative.

The applicant must respond to each of the four criteria. Applicants are not required to follow a specific format, but the organization provided, which addresses each criterion separately, promotes a clear discussion that assists evaluators. To minimize redundant information in the application, the Department encourages applicants to cross-reference from this section of their application to relevant substantive information in other sections of the application. To the extent practical, DOT encourages applicants to use and reference existing content from their Action Plan/established plan(s) to demonstrate their comprehensive, evidence-based approach to improving safety.

IV. Project Readiness

The applicant must provide information to demonstrate the applicant’s ability to substantially execute and complete the full scope of work in the application proposal within five years of when the grant is executed, with a particular focus on design and construction, as well as environmental, permitting, and approval processes. Applicants should indicate if they will be seeking permission to use roadway design standards that are different from those generally applied by the State in which the project is located. As part of this portion of the narrative, the applicant must include a detailed activity schedule that identifies all major project and strategy milestones. Examples of such milestones include: State and local planning approvals; start and completion of National Environmental Policy Act and other Federal environmental

reviews and approvals including permitting; design completion; right of way acquisition; approval of plans, specifications, and estimates; procurement; State and local approvals; public involvement; partnership and implementation agreements; and construction. Environmental review documentation should describe in detail known project impacts, and possible mitigation for those impacts. When a project results in impacts, it is expected an award recipient will take steps to engage the public. For additional guidance and resources, visit www.transportation.gov/SS4A.

c) Self-Certification Eligibility Worksheet

Attach a completed Table 2: Self-Certification Eligibility Worksheet.

d) Budget

This section of the application should describe the budget for the SS4A proposal. Applicants are required to provide a brief budget summary and provide a high-level overview of estimated activity costs, as organized by all major cost elements. The budget should provide itemized estimates of the costs of the proposed projects and strategies at the individual component level. This includes capital costs for infrastructure safety improvements and costs associated with behavioral and operational safety projects and strategies. The section should also distinguish between the three eligible activity areas: (A) supplementing action plan activities in support of an existing Action Plan; (B) conducting planning, design, and development activities for projects and strategies identified in an Action Plan; and (C) carrying out projects and strategies identified in an Action Plan.

Funding sources should be grouped into two categories: SS4A funding Federal share, and non-Federal share funds. Estimated costs or value of in-kind matches should also be provided. The budget should show how each source of funds will be spent. This budget should not include any previously incurred expenses, or costs to be incurred before the time of award and obligation because these expenses are not eligible for reimbursement or cost-sharing. If non-Federal share funds or in-kind contributions are from entities who are not the applicant, include commitment letters or evidence of allocated cost share as a supporting document. DOT requires applicants use form SF-424C, and the applicant must also provide the information in Table 3 below.

Table 3: Supplemental Estimated Budget

Subtotal Budget for (A) supplemental action plan activities;	\$0.00
Itemized Estimated Costs of the (A) supplemental action plan activities	
Item #1	\$0.00
Item #2	\$0.00
Subtotal Budget for (B) conducting planning, design, and development activities	\$0.00
Itemized Estimated Costs of the (B) planning, design, and development activities	
Item #1	\$0.00
Item #2	\$0.00

Item #3	\$0.00
Subtotal Budget for (C) carrying out projects and strategies	\$0.00
Itemized Estimated Costs of the (C) proposed projects and strategies	
Item #1	\$0.00
Item #2	\$0.00
Item #3	\$0.00
Item #4	\$0.00
Subtotal Funds to Underserved Communities	\$0.00

3. Unique Entity Identifier and System for Award Management (SAM)

Each applicant is required to: (i) be registered in SAM (<https://sam.gov/content/home>) before submitting its application; (ii) provide a valid unique entity identifier in its application; and (iii) continue to maintain an active SAM registration with current information at all times during which it has an active Federal award or an application or plan under consideration by a Federal awarding agency. DOT may not make a Federal award to an applicant until the applicant has complied with all applicable unique entity identifier and SAM requirements and, if an applicant has not fully complied with the requirements by the time DOT is ready to make an award, DOT may determine that the applicant is not qualified to receive an award and use that determination as a basis for making an award to another applicant.

4. Submission Dates and Times

Applications must be submitted by 5:00 PM EDT on Thursday, September 15, 2022.

5. Funding Restrictions

Per BIL requirements, not more than 15 percent of the funds made available to carry out the SS4A program in FY22 may be awarded to eligible applicants in a single State.²² In addition, 40 percent of the total FY22 funds made available must be for developing and updating a comprehensive safety action plan, or supplemental action plan activities.

6. Other Submission Requirements

The format of the Section D.2 application submission should be in PDF format, with font size no less than 12-point Times New Roman, margins a minimum of 1 inch on all sides, and include page numbers.

The complete application must be submitted via grants.gov. In the event of system problems or the applicant experiences technical difficulties, contact grants.gov technical support via telephone at 1-800-518-4726 or email at support@grants.gov.

²² Funding for Tribal lands will be treated as their own State and will not count toward a State's 15% limit.

E. Application Review Information

1. Selection Criteria

This section specifies the criteria DOT will use to evaluate and select applications for SS4A grant awards. The Department will review merit criteria for all applications. Each of the two grant types to be made available through the SS4A grant program, Action Plan Grant and Implementation Grant, will have its own set of application review and selection criteria.

i. Action Plan Grant Selection Criteria

For Action Plan Grants, the Department will use three evaluation criteria. The Department will evaluate quantitative data in two selection criteria areas: #1 Safety Impact; and #2 Equity. The Department will also assess the narrative for #3 Additional Safety Considerations. Costs will also be considered.

Selection Criterion #1: Safety Impact. The activities are in jurisdictions that will likely support a significant reduction or elimination of roadway fatalities and serious injuries involving various road users, including pedestrians, bicyclists, public transportation users, personal conveyance and micromobility users, motorists, and commercial operators, within the timeframe proposed by the applicant. The Department will assess safety impact using two quantitative ratings:

- The count of roadway fatalities from 2016 to 2020 based on DOT's FARS data, an alternative traffic crash dataset, or a comparable data set with roadway fatality information.²³
- The fatality rate, which is calculating using the average from the total count of fatalities from 2016 to 2020 (based on FARS data or an alternative traffic crash dataset) divided by the 2020 population of the applicant's jurisdiction based on 2020 U.S. Census population data.

Selection Criterion #2: Equity. The activities will ensure equitable investment in the safety needs of underserved communities in preventing roadway fatalities and injuries, including rural communities. The Department will assess the equity criterion using one quantitative rating:

- The percentage of the population in the applicant's jurisdiction that resides in an Underserved Community Census tract.²⁴ Population of a Census tract, either a tract that is Underserved Community or not, must be based on 2020 U.S. Census population data.

Selection Criterion #3: Additional Safety Considerations. The Department will assess whether the applicant has considered any of the following in the development of the Action Plan:

- Employ low-cost, high-impact strategies that can improve safety over a wider geographical area;
- Engage with a variety of public and private stakeholders (e.g., inclusive community engagement, community benefit agreements, etc.);
- Seek to adopt innovative technologies or strategies to promote safety and equity; and
- Include evidence-based projects or strategies.

²³ <https://cdan.dot.gov/query>

²⁴ <https://usdot.maps.arcgis.com/apps/dashboards/d6f90dfcc8b44525b04c7ce748a3674a>

The applicant must address these considerations in narrative form.

Additional Consideration: Budget Costs

The Department will assess the extent to which the budget and costs to perform the activities required to execute the Action Plan Grant are reasonable based on 2 CFR § 200.404.

ii. Implementation Grant Selection Criteria

Implementation Grants have four merit criteria: #1 Safety Impact; #2 Equity, Engagement, and Collaboration; #3 Effective Practices and Strategies; and #4 Climate Change and Economic Competitiveness. Two additional considerations will also be used in the selection process: Project Readiness, and Funds to Underserved Communities. The response to each criterion, to the extent practicable, should be aligned with the applicant's Action Plan. Below describes the specific content the applicant should respond to for each of these criteria.

Selection Criterion #1: Safety Impact. DOT will assess whether the proposal is likely to: significantly reduce or eliminate roadway fatalities and serious injuries; employ low-cost, high-impact strategies over a wide geographic area; and include evidence-based projects and strategies. Safety impact is the most important criterion and will be weighed more heavily in the review and selection process. The Department will assess the applicant's description of the safety problem, safety impact assessment, and costs as part of the Safety Impact criterion:

- Description of the safety problem. DOT will assess the extent to which:
 - The safety problem is described, including historical trends, fatal and serious injury crash locations, contributing factors, and crash types by category of road user.
 - Crashes and/or crash risk are displayed in a High-Injury Network, hot spot analysis, or similar geospatial risk visualization.
 - Safety risk is summarized from risk models, hazard analysis, the identification of high-risk roadway features, road safety audits/assessments, and/or other proactive safety analyses.
- Safety impact assessment. DOT will assess the extent to which projects and strategies:
 - Align with and address the identified safety problems.
 - Are supported by evidence to significantly reduce or eliminate roadway fatalities and serious injuries involving various road users, including pedestrians, bicyclists, public transportation users, personal conveyance and micromobility users, motorists, and commercial vehicle operators.
 - Use low-cost, high-impact strategies and projects that can improve safety over a wider geographical area.
 - Measure safety impact through models, studies, reports, proven noteworthy practices, Crash Modification Factors (CMF), and other information on project and strategy effectiveness.
 - Include a multi-disciplinary, systemic approach that relies on redundancies to reduce safety risks.
 - Will have safety benefits that persist over time.

- **Implementation Costs.** DOT will assess the extent to which projects and strategies are itemized and summarized, including capital costs for infrastructure, behavioral, and operational safety improvements.

Selection Criterion #2: Equity, Engagement, and Collaboration. This criterion supports the legislative requirements to assess the extent to which the application ensures the equitable investment in the safety needs of underserved communities, and demonstrates engagement with a variety of public and private stakeholders. The response to this criterion should focus on equity, engagement, and collaboration in relation to the implementation of the projects and strategies. DOT will assess the extent to which projects and strategies:

- Ensure equitable investment in underserved communities in preventing roadway fatalities and serious injuries, including rural communities.
- Are designed to decrease existing disparities identified through equity analysis.
- Consider key population groups (e.g., people in underserved communities, children, seniors, Black, Latino, Indigenous and Native Americans, Asian Americans and Pacific Islanders, other persons of color, persons with disabilities, persons who live in rural areas, and persons otherwise adversely affected by persistent poverty or inequality) to ensure the impact to these groups is understood and addressed.
- Include equity analysis, both quantitative and qualitative, and stakeholder engagement in underserved communities as part of the development and implementation process.
- Include meaningful engagement with the public, including public involvement for underserved communities, community benefit agreements, and relevant stakeholders such as private sector and community groups, as part of implementation.
- Leverage partnerships within their jurisdiction, with other government entities, non-governmental organizations, the private sector, academic institutions, and/or other relevant stakeholders to achieve safety benefits while preventing unintended consequences for persons living in the jurisdiction.
- Inform representatives from areas impacted on implementation progress and meaningfully engage over time to evaluate the impact of projects and strategies on persons living in the jurisdiction.
- Align with the equity analysis performed as part of the development of an existing Action Plan.

Selection Criterion #3: Effective Practices and Strategies. DOT will assess the extent to which the application employs low-cost, high-impact strategies that can improve safety over a wide geographical area, includes evidence-based projects or strategies that improve safety, and seeks to adopt innovative technologies or strategies to promote safety and equity. The response to this criterion needs to address, at a minimum, one of the four effective practices and strategies from the list below, which includes: create a safer community; Safe System Approach; Complete Streets; and innovative practices and technologies. If the applicant responds to more than one of the four options, the option that is rated highest in the review process will be used for the rating of this criterion.

- **Create a safer community.** DOT will assess the extent to which the projects and strategies:
 - Establish basic, evidence-based roadway safety infrastructure features, including but not limited to sidewalks and separated bicycle lanes.

- Improve safety for all road users along a roadway network using proposed Public-Rights-of-Way Accessibility Guidelines (PROWAG).²⁵
 - Use evidence-based, proven, and effective safety countermeasures to significantly improve existing roadways.²⁶
 - Use evidence-based Countermeasures that Work with four or five stars to address persistent behavioral safety issues and consider equity in their implementation.²⁷
 - Apply systemic safety practices that involve widely implemented improvements based on high-risk roadway features correlated with particular severe crash types.
- Safe System Approach. DOT will assess the extent to which the projects and strategies:
 - Encompass at least two of the five safety elements in the National Roadway Safety Strategy (Safer People, Safer Roads, Safer Speeds, Safer Vehicles, and Post-Crash Care). This may include a mix of infrastructure, behavioral, and operational safety projects and strategies.
 - Create a transportation system that accounts for and mitigates human mistakes.
 - Incorporate data-driven design features that are human-centric, limit kinetic energy, and are selected based on the physical limits of people’s crash tolerances before injury or death occurs.
 - Support actions and activities identified in the Department’s National Roadway Safety Strategy that are evidence-based.
- Complete Streets. DOT will assess the extent to which the projects and strategies:
 - Account for the safety of all road users in their implementation through evidence-based activities.
 - Are supported by an existing Complete Streets Policy that prioritizes safety in standard agency procedures and guidance or other roadway safety policies that have eliminated barriers to prioritizing the safety of all users, or includes supplemental planning activities to achieve this. Consider the management of the right of way using a data-driven approach (e.g., delivery access, features that promote biking and micromobility, electric vehicle charging infrastructure, etc.).
 - Improve accessibility and multimodal networks for people outside of a motor vehicle, including people who are walking, biking, rolling, public transit users, and have disabilities.
 - Incorporate the proposed PROWAG, and any actions in an established the American with Disabilities Act Transition Plan to correct barriers to individuals with disabilities.
- Innovative practices and technologies. DOT will assess the extent to which the projects and strategies:
 - Incorporate practices that promote efficiency within the planning and road management lifecycle (e.g., dig once, etc.).
 - Integrate additional data beyond roadway and crash information to inform implementation and location, such as data on the built environment.

²⁵ <https://www.access-board.gov/prowag/>

²⁶ <https://safety.fhwa.dot.gov/provencountermeasures/>

²⁷ https://www.nhtsa.gov/sites/nhtsa.gov/files/2021-09/Countermeasures-10th_080621_v5_tag.pdf

- Foster applied, data-driven research and experimentation to inform project and strategy effectiveness, including but not limited to participation in a sanctioned Manual on Uniform Traffic Control Devices experimentation, research to inform Proven Safety Countermeasures or Countermeasures that Work, and/or research that measures the effectiveness of multidisciplinary activities.
- Adopt innovative technologies or practices to promote safety and equity. These could include infrastructure, behavioral, operational, or vehicular safety-focused approaches.

Selection Criterion #4: Climate Change and Sustainability, and Economic Competitiveness. This program's focus on equity and safety are also advanced by considerations of how applications address climate and sustainability considerations, as well as whether applications support economic competitiveness. DOT will assess the extent to which the projects and strategies use safety strategies to support the Departmental strategic goals of climate change and sustainability, and economic strength and global competitiveness, and the extent to which the proposal is expected to:

- Reduce motor vehicle-related pollution such as air pollution and greenhouse gas emissions.
- Increase safety of lower-carbon travel modes such as transit and active transportation.
- Incorporate lower-carbon pavement and construction materials.
- Support fiscally responsible land use and transportation efficient design that reduces greenhouse gas emissions.
- Includes storm water management practices and incorporates other climate resilience measures or feature, including but not limited to nature-based solutions that improve built and/or natural environment while enhancing resilience.
- Lead to increased economic or business activity due to enhanced safety features for all road users.
- Increase mobility and expand connectivity for all road users to jobs and business opportunities, including people in underserved communities.
- Improve multimodal transportation systems that incorporate affordable transportation options such as public transit and micromobility.
- Demonstrate a plan or credible planning activities and project delivery actions to advance quality jobs, workforce programs, including partnerships with labor unions, training providers, education institutions, and hiring policies that promote workforce inclusion.
- Result in high-quality job creation by supporting good-paying jobs with a free and fair choice to join a union, incorporate strong labor standards (e.g., wages and benefits at or above prevailing; use of project labor agreements, registered apprenticeship programs, pre-apprenticeships tied to registered apprenticeships, etc.), and/or provide workforce opportunities for historically underrepresented groups (e.g., workforce development program, etc.).

Additional Consideration: Project Readiness

Applications rated as “Highly Recommended” or “Recommended” based on the selection Criteria 1 through 4 will be reviewed for Project Readiness, which will be a consideration for application selection. Project Readiness focuses on the extent to which the applicant will be able to substantially execute and complete the full scope of work in the Implementation Grant application within five (5) years of when the grant is executed. This includes information related to required design and construction standards, as well

as environmental, permitting, and approval processes. DOT will evaluate the extent to which the application:

- Documents all applicable local, State, and Federal requirements.
- Includes information on activity schedule, required permits and approvals, the National Environmental Policy Act (NEPA) class of action and status, State Transportation Improvement Program (STIP) and Transportation Improvement Program (TIP) status, public involvement, right-of-way acquisition plans, procurement schedules, multi-party agreements, utility relocation plans and risk and mitigation strategies, as appropriate.
- Is reasonably expected to begin any construction-related projects in a timely manner consistent with all applicable local, State, and Federal requirements.

Additional Consideration: Funds to Underserved Communities.

The percentage of Implementation Grant funds that will be spent in, and provide safety benefits to, locations in census tracts designated as underserved communities as defined by this NOFO will be considered as part of application selection.²⁸ DOT will use this information in support of the legislative requirement to ensure equitable investment in the safety needs of underserved communities in preventing roadway fatalities and injuries. Higher percentages of funding to underserved communities will be generally viewed favorably by DOT, and the Department encourages applicants to leverage project and strategy activities to the extent practical and in alignment with the safety problems identified in an Action Plan.

2. Review and Selection Process

This section addresses the BIL requirement to describe the methodology for evaluation in the NOFO, including how applications will be rated according to selection criteria and considerations, and how those criteria and considerations will be used to assign an overall rating. The SS4A grant program review and selection process consists of eligibility reviews, merit criteria review, and Senior Review. The Secretary makes the final selections.

i. Action Plan Grant Review and Selection Process

The process for the application plan review is described below:

- Teams of Department and contractor support staff review all applications to determine eligibility based on the eligibility information in Section C.
- Eligible Action Plan applications received by the deadline will be reviewed for their merit based on the selection criteria in Section E.1.i.
- Applications are scored numerically based on Merit Criteria #1 Safety Impact and #2 Equity Criteria.

²⁸ An underserved community as defined for this NOFO is consistent with the Office of Management and Budget’s Interim Guidance for the Justice40 Initiative and the Historically Disadvantaged Community designation, which includes: U.S. Census tracts identified in this table <https://datahub.transportation.gov/stories/s/tsyd-k6ij>; any Tribal land; or any territory or possession of the United States.

- The #3 Additional Safety Considerations criterion narrative will be reviewed and assessed as either “qualified,” meaning the application addresses the criterion at least in part, or “not qualified,” meaning the application does not address the criterion. Applications that do not address the #3 Additional Safety Considerations and are deemed “not qualified” will not be considered.
- Action Plan Grant applications to develop or complete a new Action Plan will be noted and prioritized for funding.
- In order to ensure that final selections will meet the statutory requirement that no more than 15 percent of program funds may be awarded to eligible applicants in one State, applications will have their State location denoted. Tribal awards are not counted towards this 15 percent maximum.
- The Teams will examine the locations of the applicants to identify if multiple applicants requested funding for the same jurisdiction. DOT reserves the right to request applicants with duplicative funding requests consolidate their efforts as one multijurisdictional group prior to receiving an award, and may decline to fund duplicative applications irrespective of their individual merits.

ii. Implementation Grant Review and Selection Process

a) Overall Selection Process and Ratings

Teams of Department and contractor support staff review all applications to determine whether they are eligible applicants based on the eligibility information in Section C. All eligible Implementation Grant applications received by the deadline will be reviewed and receive ratings for each of these criteria: #1 Safety Impact; #2 Equity, Engagement, and Collaboration; #3 Effective Practices and Strategies; #4 Climate Change and Sustainability, and Economic Competitiveness. Based on the criteria ratings, an overall application rating of “Highly Recommended,” “Recommended,” “Acceptable,” or “Not Recommended” will be assigned. Criterion #1, Safety Impact, will be weighted most heavily.

Overall “Highly Recommended” Application Rating Scenarios

Selection Criteria	Scenario (a) Criteria Rating	Scenario (b) Criteria Rating
#1 Safety Impact	High	Medium
#2 Equity, Engagement, and Collaboration	Medium or High	High
#3 Effective Practices and Strategies	Medium or High	High
#4 Climate Change Sustainability, and Economic Competitiveness	Low, Medium, or High	High
Overall Rating	Highly Recommended	Highly Recommended

Overall “Recommended” Rating Scenarios

Selection Criteria	Scenario (c) Criteria Rating	Scenario (d) Criteria Rating
#1 Safety Impact	High	Medium
#2 Equity, Engagement, and Collaboration	At least one Low	One Medium and One High or Two Medium
#3 Effective Practices and Strategies		
#4 Climate Change and Sustainability, and Economic Competitiveness	Low, Medium, or High	Low, Medium, or High
Overall Rating	Recommended	Recommended

Overall “Acceptable” and “Not Recommended” Rating Scenarios

Selection Criteria	Scenario (e) Criteria Rating	Scenario (f) Criteria Rating
#1 Safety Impact	Low	Any are determined Non-Responsive
#2 Equity, Engagement, and Collaboration	Low, Medium, or High	
#3 Effective Practices and Strategies		
#4 Climate Change and Sustainability, and Economic Competitiveness	Low, Medium, or High	
Overall Rating	Acceptable	Not Recommended

b) Safety Impact Criterion Rating Methodology

For the #1 Safety Impact criterion, the Department will assess three subcomponents to determine a result in an overall rating of “high,” “medium,” and “low,” or “non-responsive.” The three subcomponents are: the description of the safety problem; the safety impact assessment; and the implementation costs.

The description of the safety problem sub-rating will use the guidelines below:

	High	Medium	Low	Non-responsive
Rating Scale	The narrative and supporting information demonstrate the proposal is addressing a substantial safety problem. The narrative is well-articulated and is strongly supported by data and analysis.	The narrative and supporting information demonstrate the proposal is addressing an existing safety problem. Narrative articulates the description, is generally supporting by data and analysis.	The narrative and supporting information demonstrate the proposal is addressing a safety problem more minor in scope. The narrative is not well-articulated, and the supporting data and analysis are limited.	The narrative and supporting information do not address a safety problem.

The safety impact assessment sub-rating will use the guidelines below:

	High	Medium	Low	Non-responsive
Rating Scale	The projects and strategies have strong potential to address the safety problem. The projects and strategies proposed are highly effective, based on evidence, use a systemic approach, and have benefits that persist over time.	The projects and strategies address the safety problem. Most of the projects and strategies proposed are effective measures, based on evidence, use a systemic approach, and have benefits that persist over time.	The projects and strategies address the safety problem to a limited degree. Some or none of the projects and strategies proposed are effective measures, based on evidence, use a systemic approach, or have benefits that persist over time.	The projects and strategies do not address the safety problem.

The implementation costs sub-rating will use the guidelines below:

	High	Medium	Low	Non-responsive
Rating Scale	The costs for the implementation of the projects and strategies are clearly articulated and summarized. Future costs are well-described. The quantity and quality of the projects and strategies in relation to the cost amounts strongly indicate the costs are reasonable.	The costs for the implementation of the projects and strategies are summarized. Future costs are described. The quantity and quality of the projects and strategies in relation to the cost amounts seem to indicate the costs are reasonable.	The costs for the implementation of the projects and strategies are not well-articulated or missing key details. Future costs are minimally or not described. Based on the limited quantity and/or quality of the projects and strategies in relation to the cost amounts, the cost reasonableness is uncertain.	Cost information is not provided.

The three sub-ratings for the #1 Safety Criterion (the description of the safety problem; the safety impact assessment; and the implementation costs) will be combined and scored using the following rating system to determine if the overall rating for the Safety Criterion is “High,” “Medium,” “Low,” or “Non-Responsive.”

Safety Criterion Sub-Rating Scores	Overall Safety Criterion Rating
At least two “high”, no “low”, no “non-responsive”	High
No “low”, no “non-responsive,” or does not meet the High criterion	Medium
No “high”, at least one “low”, no “non-responsive,” or does not meet the Medium criterion	Low
Any “non-responsive”	Non-Responsive

c) Other Criteria Rating Methodology

For the merit criteria #2 Equity, Engagement, and Collaboration, #3 Effective Practices and Strategies, and #4 Climate Change and Economic Competitiveness, the Department will consider whether the application narrative is clear, direct, responsive to the selection criterion focus areas, and logical, which will result in a rating of “high,” “medium,” “low,” or “non-responsive.”

	High	Medium	Low	Non-Responsive
Rating Scale	The application is substantively responsive to the criteria, with clear, direct, and logical narrative.	The application is moderately responsive to the criteria, with mostly clear, direct, and logical narrative.	The application is minimally responsive to the criteria and is somewhat addressed in the narrative.	The narrative indicates the proposal is counter to the criteria, or does not contain sufficient information

“Highly Recommended” and “Recommended” applications will receive a Project Readiness evaluation, as described below. The reviewers will use the application materials outlined in Section D to assess the applicant’s Project Readiness and will provide a rating of either “Very Likely,” “Likely,” or “Unlikely.”

	Very Likely	Likely	Unlikely
Rating Scale	Based on the information provided in the application and the proposed scope of the projects and strategies, it is very likely the applicant can complete all projects and strategies within a five-year time horizon.	Based on the information provided in the application and the proposed scope of the projects and strategies, it is probable the applicant can complete all projects and strategies within a five-year time horizon.	Based on the information provided in the application and the proposed scope of the projects and strategies, it is uncertain whether the applicant can complete all projects and strategies within a five-year time horizon.

iii. Senior Review Team Phase

a) Action Plan Grant Senior Review Team Phase

For the Action Plan Grants, the Secretary will set thresholds for each of the three quantitative criteria ratings based on their distribution, the number of applicants, and the availability of funds. Eligible applicants who meet or exceed the threshold in any of the three criteria will be offered Action Plan Grant award funding. A composite rating of the three criteria will not be made, and each criterion will be considered separately. Based on the overall application pool, available funding, and legislative requirements, the Secretary reserves the discretion to set the threshold(s) most advantageous to the U.S. Government’s interest. The Secretary will consult with a Senior Review Team (SRT) to make the threshold determinations. Additionally, the Secretary may choose to prioritize Action Plan Grants that are developing or completing an Action Plan over Action Plan Grant applications focused on supplemental action plan activities because an Action Plan is a prerequisite to applying for Implementation Grants in future NOFOs.

b) Implementation Grant Senior Review Team Phase

Once every Implementation Grant application has been assigned an overall rating based on the methodology above, all “Highly Recommended” applications will be included in a list of Applications for Consideration. The SRT will review whether the list of “Highly Recommended” applications is sufficient to ensure that no more than 15 percent of the FY 2022 funds made available are awarded to eligible applicants in a single State. “Recommended” applications may be added to the proposed list of Applications for Consideration until a sufficient number of applications are on the list to ensure that all the legislative requirements can be met and funding would be fully awarded. “Recommended” applications with a “High” Safety Impact Criterion rating will be prioritized and considered first. If that produces an insufficient list, “Recommended” applications with a “Medium” Safety Impact Criterion rating and a “High” rating for the Equity, Engagement, and Collaboration Criterion will also be considered. The SRT will also review all “Highly Recommended” applications that received an “Unlikely” project readiness rating, and either remove those applicants from the Applications for Consideration, OR recommend a reduced scope to minimize the risk the applicant will not complete the scope of work within five years of the grant agreement execution.

Additionally, to ensure the funding awards align to the extent practicable to the program goal of equitable investment in the safety needs of underserved communities, the SRT may review “Recommended” applications and set a threshold based on the percentage of funds that will be spent in, and provide safety benefits to, locations within underserved communities. Any “Recommended” applications at or above that threshold will be included in the proposed list of Applications for Consideration.

For each grant type, the SRT will present the list of Applications for Consideration to the Secretary, either collectively or through a representative of the SRT. The SRT may advise the Secretary on any application on the list of Applications for Consideration, including options for reduced awards, and the Secretary makes final selections. The Secretary’s selections identify the applications that best address program requirements and are most worthy of funding.

3. Additional Information

Prior to entering into a grant agreement, each selected applicant will be subject to a risk assessment as required by 2 CFR § 200.206. The Department must review and consider any information about the applicant that is in the designated integrity and performance system accessible through SAM (currently the Federal Awardee Performance and Integrity Information System (FAPIIS)). An applicant may review information in FAPIIS and comment on any information about itself that a Federal awarding agency previously entered. The Department will consider comments by the applicant, in addition to the other information in FAPIIS, in making a judgment about the applicant's integrity, business ethics, and record of performance under Federal awards when completing the review of risk posed by applicants.

Because award recipients under this program may be first-time recipients of Federal funding, DOT is committed to implementing the program as flexibly as permitted by statute and to providing assistance to help award recipients through the process of securing a grant agreement and delivering both Action Plan activities and Implementation Grant projects and strategies. Award recipients are encouraged to identify any needs for assistance in delivering the Implementation Grant projects and strategies so that DOT can provide directly, or through a third party, sufficient support and technical assistance to mitigate potential execution risks.

F. Federal Award Administration Information

1. Federal Award Notices

Following the evaluation outlined in Section E, the Secretary will announce awarded applications by posting a list of selected recipients at www.transportation.gov/SS4A. The posting of the list of selected award recipients will not constitute an authorization to begin performance. Following the announcement, the Department will contact the point of contact listed in the SF-424 to initiate negotiation of a grant agreement.

2. Administrative and National Policy Requirements

i. Equity and Barriers to Opportunity

Each applicant selected for SS4A grant funding must demonstrate effort to improve equity and reduce barriers to opportunity as described in Section A. Award recipients that have not sufficiently addressed equity and barriers to opportunity in their planning, as determined by the Department, will be required to do so before receiving funds, consistent with Executive Order 13985, Advancing Racial Equity and Support for Underserved Communities Through the Federal Government (86 FR 7009).²⁹

ii. Labor and Workforce

Each applicant selected for SS4A grant funding must demonstrate, to the full extent possible consistent with the law, an effort to create good-paying jobs with the free and fair choice to join a union and incorporation of high labor standards as described in Section A. To the extent that applicants have not sufficiently considered job quality and labor rights in their planning, as determined by the Department of Labor, the applicants will be required to do so before receiving funds, consistent with Executive Order 14025, Worker Organizing and Empowerment (86 FR 22829), and Executive Order 14052, Implementation of the Infrastructure Investment and Jobs Act (86 FR 64335).

As expressed in section A, equal employment opportunity is an important priority. The Department wants to ensure that sponsors have the support they need to meet requirements under EO 11246, Equal Employment Opportunity (30 FR 12319, and as amended). All Federally assisted contractors are required to make good faith efforts to meet the goals of 6.9 percent of construction project hours being performed by women and goals that vary based on geography for construction work hours and for work being performed by people of color.³⁰ Projects over \$35 million shall meet the requirements in Executive Order 14063, Use of Project Labor Agreements for Federal Construction Projects (87 FR 7363).

The U.S. Department of Labor's Office of Federal Contract Compliance Programs (OFCCP) has a Mega Construction Project Program through which it engages with project sponsors as early as the design phase to help promote compliance with non-discrimination and affirmative action obligations. Through the program, OFCCP offers contractors and subcontractors extensive compliance assistance, conducts compliance evaluations, and helps to build partnerships between the project sponsor, prime contractor, subcontractors, and relevant stakeholders. OFCCP will identify projects that receive an award under this notice and are required to participate in OFCCP's Mega Construction Project Program from a wide range of federally assisted projects over which OFCCP has jurisdiction and that have a project cost above

²⁹ An illustrative example of how these requirements are applied to recipients can be found here:

<https://cms.buildamerica.dot.gov/buildamerica/financing/infra-grants/infra-fy21-fhwa-general-terms-and-conditions>

³⁰ <https://www.dol.gov/sites/dolgov/files/ofccp/ParticipationGoals.pdf>

\$35 million. DOT will require project sponsors with costs above \$35 million that receive awards under this funding opportunity to partner with OFCCP, if selected by OFCCP, as a condition of their DOT award. Under that partnership, OFCCP will ask these project sponsors to make clear to prime contractors in the pre-bid phase that project sponsor's award terms will require their participation in the Mega Construction Project Program. Additional information on how OFCCP makes their selections for participation in the Mega Construction Project Program is outlined under "Scheduling" on the Department of Labor website: <https://www.dol.gov/agencies/ofccp/faqs/construction-compliance>.

iii. Critical Infrastructure Security and Resilience

It is the policy of the United States to strengthen the security and resilience of its critical infrastructure against both physical and cyber threats. Each applicant selected for SS4A grant funding must demonstrate, prior to the signing of the grant agreement, effort to consider and address physical and cyber security risks relevant to the transportation mode and type and scale of the activities. Award recipients that have not appropriately considered and addressed physical and cyber security and resilience in their planning, design, and oversight, as determined by the Department and the Department of Homeland Security, will be required to do so before receiving Implementation Grant funds for construction, consistent with Presidential Policy Directive 21, Critical Infrastructure Security and Resilience and the National Security Presidential Memorandum on Improving Cybersecurity for Critical Infrastructure Control Systems. Additionally, funding recipients must be in compliance with 2 CFR § 200.216 and the prohibition on certain telecommunications and video surveillance services or equipment.

Award recipients shall also consider whether projects in floodplains are upgraded consistent with the Federal Flood Risk Management Standard, to the extent consistent with current law, in Executive Order 14030, Climate-Related Financial Risk (86 FR 27967), and Executive Order 13690, Establishing a Federal Flood Risk Management Standard and a Process for Further Soliciting and Considering Stakeholder Input (80 FR 6425).

iv. National Environmental Policy Act of 1969 (NEPA)

Funding recipients must comply with NEPA under 42 U.S.C. § 4321 et seq. and the Council on Environmental Quality's NEPA implementing regulations at 40 CFR §§ 1500-1508, where applicable.

v. Other Administrative and Policy Requirements

All awards will be administered pursuant to the Uniform Administrative Requirements, Cost Principles and Audit Requirements for Federal Awards found in 2 CFR § 200, Subpart F, as adopted by the Department at 2 CFR § 1201. Additionally, as permitted under the requirements described above, applicable Federal laws, rules, and regulations of the relevant operating administration (e.g., the Federal Highway Administration, etc.) administering the activities will apply to the activities that receive SS4A grants, including planning requirements, Stakeholder Agreements, and other requirements under the Department's other highway and transit grant programs. DOT anticipates grant recipients to have varying levels of experience administering Federal funding agreements and complying with Federal requirements, and DOT will take a risk-based approach to SS4A program grant agreement administration to ensure compliance with all applicable laws and regulations.

The Department will also provide additional technical assistance and support resources to first-time DOT funding recipients and those who request additional support, as appropriate. With respect to highway projects, except as otherwise noted in this NOFO, please note that these grants are not required

to be administered under Title 23 of the U.S.C., which establishes requirements that are generally applicable to funding that is provided by formula to State departments of transportation³¹. Therefore, the administration and implementation of SS4A grants should be more streamlined for the entities that are eligible for SS4A awards.

As expressed in Executive Order 14005, Ensuring the Future Is Made in All of America by All of America's Workers (86 FR 7475), it is the policy of the executive branch to maximize, consistent with law, the use of goods, products, and materials produced in, and services offered in, the United States. Infrastructure projects are subject to the Build America, Buy America Act (Pub. L. No 117–58, div. G §§ 70901–70927) as clarified in OMB Memorandum M-22-11.³² The Department expects all recipients to be able to complete their projects without needing a waiver. However, to obtain a waiver, a recipient must be prepared to demonstrate how they will maximize the use of domestic goods, products, and materials in constructing their project. Projects under this notice will be subject to the domestic preference requirements at § 70914 of the Build America, Buy America Act, as implemented by OMB, and any awards will contain the award terms specific in M-22-11.

SS4A award recipients should demonstrate compliance with civil rights obligations and nondiscrimination laws, including Titles VI of the Civil Rights Act of 1964, the Americans with Disabilities Act (ADA), and Section 504 of the Rehabilitation Act, and accompanying regulations. Recipients of Federal transportation funding will also be required to comply fully with regulations and guidance for the ADA, Title VI of the Civil Rights Act of 1964, Section 504 of the Rehabilitation Act of 1973, and all other civil rights requirements. Additionally, to the extent practicable, Implementation Grants must adhere to the proposed Public Rights-of-Way Accessibility Guidelines.³³ The Department's and the applicable Operating Administrations' Office of Civil Rights may work with awarded grant recipients to ensure full compliance with Federal civil rights requirements.

In connection with any program or activity conducted with or benefiting from funds awarded under this notice, recipients of funds must comply with all applicable requirements of Federal law, including, without limitation, the Constitution of the United States; the conditions of performance, nondiscrimination requirements, and other assurances made applicable to the award of funds in accordance with regulations of the Department of Transportation; and applicable Federal financial assistance and contracting principles promulgated by the Office of Management and Budget. In complying with these requirements, recipients, in particular, must ensure that no concession agreements are denied or other contracting decisions made on the basis of speech or other activities protected by the First Amendment. If the Department determines that a recipient has failed to comply with applicable Federal requirements, the Department may terminate the award of funds and disallow previously incurred costs, requiring the recipient to reimburse any expended award funds.

³¹ Please note that some title 23 requirements apply regardless of funding source. In particular, projects involving routes on the National Highway System must meet the applicable design standards at 23 CFR part 625.

³² Pub. L. No. 117-58, division. G, Title IX, Subtitle A, 135 Stat. 429, 1298 (2021). For additional information on § 70914, see OMB-22-11. <https://www.whitehouse.gov/wp-content/uploads/2022/04/M-22-11.pdf>

³³ <https://www.access-board.gov/prowag/>

3. Reporting

i. Progress Reporting on Grant Activity

Reporting responsibilities include quarterly program performance reports using the Performance Progress Report (SF-PPR) and quarterly financial status using the SF-425 (also known as the Federal Financial Report or SF-FFR).³⁴

ii. Post Award Reporting Requirements/Reporting of Matters Related to Integrity and Performance

If the total value of a selected applicant's currently active grants, cooperative agreements, and procurement contracts from all Federal awarding agencies exceeds \$10,000,000 for any period of time during the period of performance of this Federal award, then the applicant during that period of time must maintain the currency of information reported in SAM that is made available in the designated integrity and performance system (currently the Federal Awardee Performance and Integrity Information System (FAPIIS)) about civil, criminal, or administrative proceedings described in paragraph 2 of this award term and condition. This is a statutory requirement under section 872 of Pub. L. No. 110–417, as amended (41 U.S.C. § 2313). As required by section 3010 of Pub. L. No. 111–212, all information posted in the designated integrity and performance system on or after April 15, 2011, except past performance reviews required for Federal procurement contracts, will be publicly available. Additionally, if applicable funding recipients must be in compliance with the audit requirements in 2 CFR § 200, Subpart F.

iii. Program Evaluation

As a condition of grant award, SS4A grant recipients may be required to participate in an evaluation undertaken by DOT, or another agency or partner. The evaluation may take different forms such as an implementation assessment across grant recipients, an impact and/or outcomes analysis of all or selected sites within or across grant recipients, or a benefit/cost analysis or assessment of return on investment. The Department may require applicants to collect data elements to aid the evaluation. As a part of the evaluation, as a condition of award, grant recipients must agree to: (1) make records available to the evaluation contractor; (2) provide access to program records, and any other relevant documents to calculate costs and benefits; (3) in the case of an impact analysis, facilitate the access to relevant information as requested; and (4) follow evaluation procedures as specified by the evaluation contractor or DOT staff.

Recipients and sub-recipients are also encouraged to incorporate program evaluation including associated data collection activities from the outset of their program design and implementation to meaningfully document and measure the effectiveness of their projects and strategies. Title I of the Foundations for Evidence-Based Policymaking Act of 2018 (Evidence Act), Pub. L. No. 115–435 (2019) urges Federal awarding agencies and Federal assistance recipients and sub-recipients to use program evaluation as a critical tool to learn, to improve equitable delivery, and to elevate program service and delivery across the program lifecycle. Evaluation means “an assessment using systematic data collection and analysis of one or more programs, policies, and organizations intended to assess their effectiveness and efficiency” (codified at 5 U.S.C. § 311). For grant recipients, evaluation expenses are allowable costs (either as direct or indirect), unless prohibited by statute or regulation, and such expenses may include the personnel and equipment needed for data infrastructure and expertise in data analysis, performance, and evaluation (2 CFR §200).

³⁴ <https://www.grants.gov/forms/post-award-reporting-forms.html>

G. Federal Awarding Agency Contacts

For further information concerning this notice, please contact the Office of the Secretary via email at SS4A@dot.gov. In addition, up to the application deadline, the Department will post answers to common questions and requests for clarifications on the Department's website at www.transportation.gov/SS4A. To ensure applicants receive accurate information about eligibility or the program, the applicant is encouraged to contact the Department directly, rather than through intermediaries or third parties, with questions. Department staff may also conduct briefings on the SS4A grant selection and award process upon request.

H. Other Information

1. Publication of Application Information

Following the completion of the selection process and announcement of awards, the Department intends to publish a list of all applications received along with the names of the applicant organizations. The Department may share application information within the Department or with other Federal agencies if the Department determines that sharing is relevant to the respective program's objectives.

2. Department Feedback on Applications

The Department will not review applications in advance, but Department staff are available for technical questions and assistance. The deadline to submit technical questions is August 15, 2022. The Department strives to provide as much information as possible to assist applicants with the application process. Unsuccessful applicants may request a debrief up to 90 days after the selected funding recipients are publicly announced on transportation.gov/SS4A. Program staff will address questions to SS4A@dot.gov throughout the application period.

3. Rural Applicants

User-friendly information and resources regarding DOT's discretionary grant programs relevant to rural applicants can be found on the Rural Opportunities to Use Transportation for Economic Success (ROUTES) website at www.transportation.gov/rural.



U.S. Department of Transportation

Getting Ready for Safe Streets and Roads for All (SS4A) Pre-Application Information Webinar



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NHTSA

NHTSA

Welcome to Safe Streets and Roads for All (SS4A): Pre-Application Information Webinar

Audio

- To listen via computer: Select "Computer Audio"
- To listen via phone:
 - Call 669-254-5252
 - Webinar ID: 161 143 1522
 - Passcode: 234534
- All participants automatically join on mute, with cameras off

Technical Support

- Email Webconference@dot.gov

Questions for Presenters

- Please type your questions in the Q&A box

More Information

- www.transportation.gov/SS4A





Disclaimer

Content in this presentation is predecisional and is subject to change.

Webinar Audience

USDOT is hosting three pre-application webinar sessions for SS4A tailored to different applicants:

- Webinar #1: Thursday, April 28, 1:00-3:00 p.m. (ET): Tribal Governments
- Webinar #2: Monday, May 2, 1:00-3:00 p.m. (ET): Counties, Cities, Towns, Other Special Districts That Are Subdivisions of a State, and Transit Agencies
- Webinar #3: Tuesday, May 3, 1:00-3:00 p.m. (ET): Metropolitan Planning Organizations (MPOs)



Presenters



Emily Schweninger
Office of the Secretary
U.S. Department of Transportation



Becky Crowe
Federal Highway Administration
U.S. Department of Transportation



Bill Keyrouze
Executive Director
Association of Metropolitan Planning Organizations





Safe Streets and Roads for All (SS4A)

Departmental Priorities – 2022-2026 DOT Strategic Plan



Introductory Remarks



Source: FHWA





Roadway Safety Overview

Our Current Reality

Traffic fatalities are a public health crisis affecting all road users.

1.25M

Lives lost globally each year from traffic crashes

Source: World Resources Institute

39,824

Lives lost on U.S. roads in 2020

Source: NHTSA

6,516

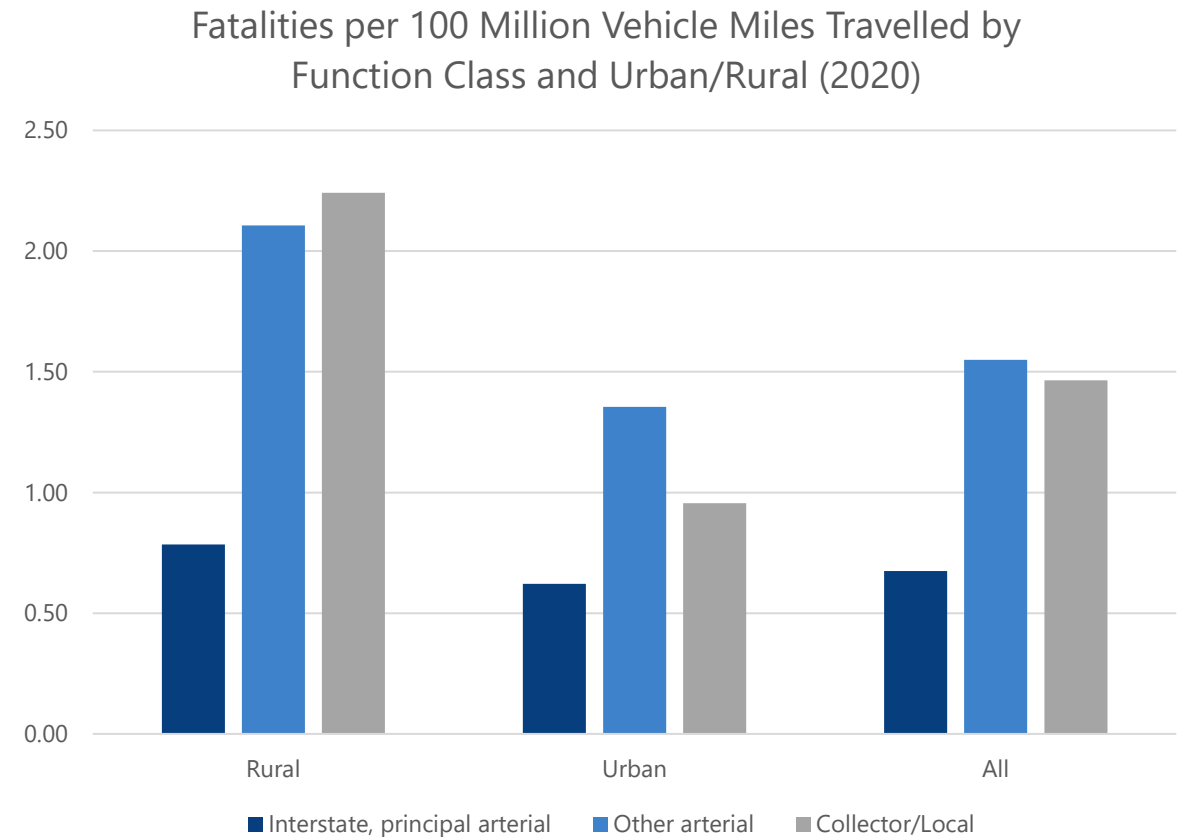
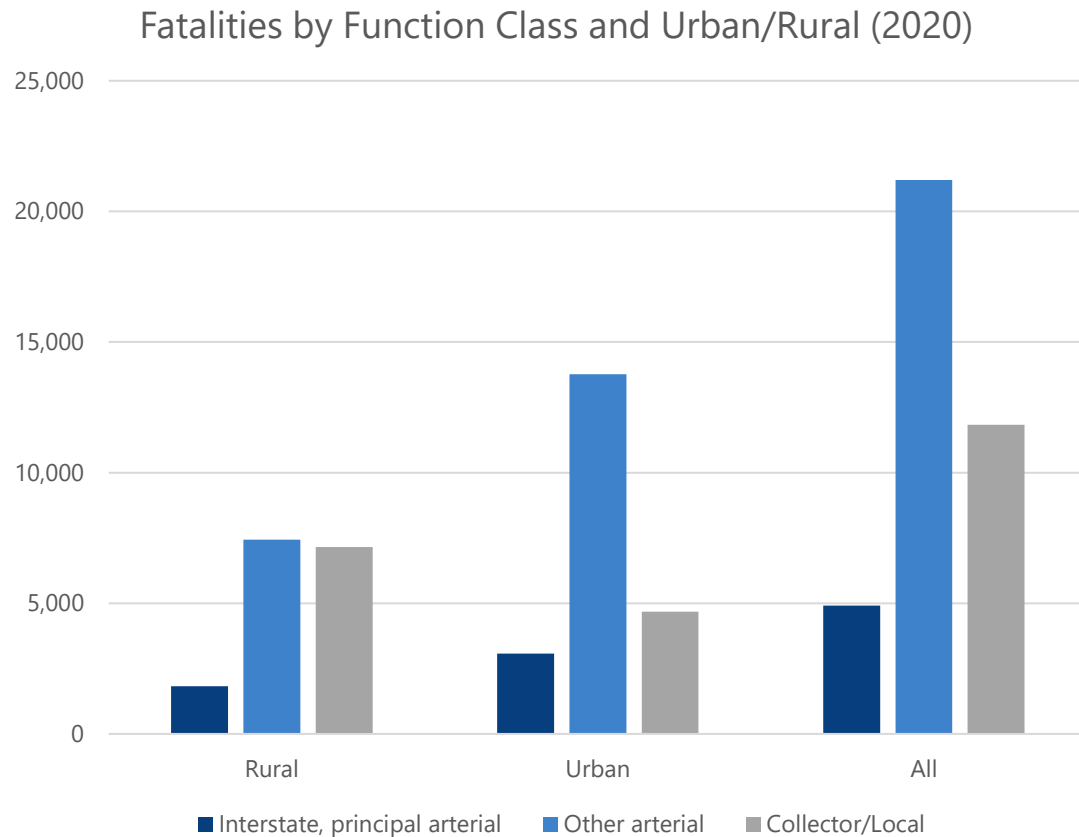
Pedestrians killed in U.S. traffic crashes in 2020

Source: NHTSA



Local Roadway Fatalities

Fatalities are most common—overall and as a function of vehicle travel—on non-Interstate arterials, collectors, and local roads. This disparity is particularly significant on rural roads.



Sources: FARS 2020 Annual Report File; U.S. Department of Transportation, Federal Highway Administration, [Highway Statistics](#) (Washington, D.C.: Annual Issues), Table VM-202.



National Roadway Safety Strategy

USDOT's comprehensive approach to significantly reducing serious injuries and deaths on our Nation's highways, roads, and streets.

- **Sets a vision and goal** for the safety of the Nation's roadways.
- **Adopts the Safe System Approach** principles to guide our safety actions.
- **Identifies new priority actions and notable changes to existing practices** and approaches that target our most significant and urgent problems and are, therefore, expected to have the most substantial impact.
- www.transportation.gov/NRSS



Basics of Roadway Safety

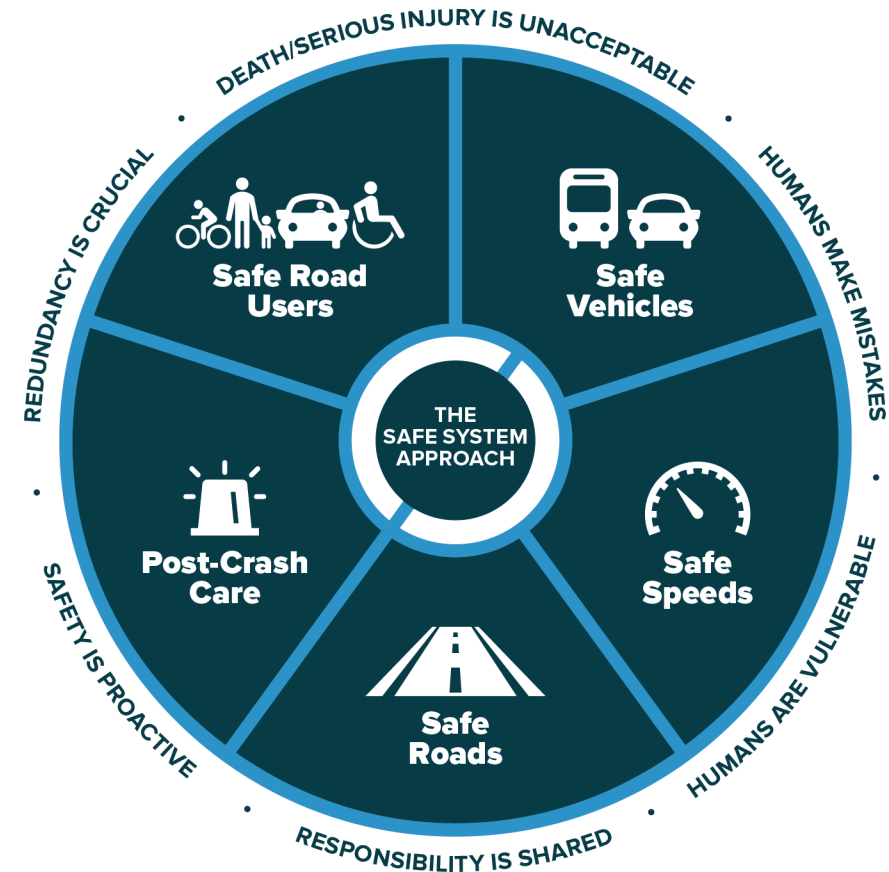
Effective roadway safety practices and strategies:

- Vision Zero
- Towards Zero Deaths
- Complete Streets
- Proven Safety Strategies
- Countermeasures That Work
- Innovative practices and technologies



The Safe System Approach (SSA): Principles

- Death/serious injury is unacceptable.
- Humans make mistakes.
- Humans are vulnerable.
- Responsibility is shared.
- Safety is proactive.
- Redundancy is crucial.



Complete Streets

- “A complete street is safe, and feels safe, for everyone using the street.”
 - *FHWA Deputy Administrator Stephanie Pollack*
- Complete Streets create a *safe, connected, and equitable* transportation network for travelers of all ages and abilities, particularly those from underserved communities facing historic disinvestment.
- <https://highways.dot.gov/complete-streets>



Proven Roadway Safety Strategies: Infrastructure

- FHWA's Proven Safety Countermeasures initiative (PSCi) is a collection of countermeasures and strategies effective in reducing roadway fatalities and serious injuries on our Nation's highways.
- To learn more about Proven Safety Countermeasures, visit safety.fhwa.dot.gov/provencountermeasures/.

Examples of Countermeasures

PEDESTRIAN/BICYCLIST



Crosswalk Visibility Enhancements



Bicycle Lanes



Leading Pedestrian Interval



Medians and Pedestrian Refuge Islands in Urban and Suburban Areas



Road Diets (Roadway Reconfiguration)



Walkways

CROSSCUTTING



Pavement Friction Management

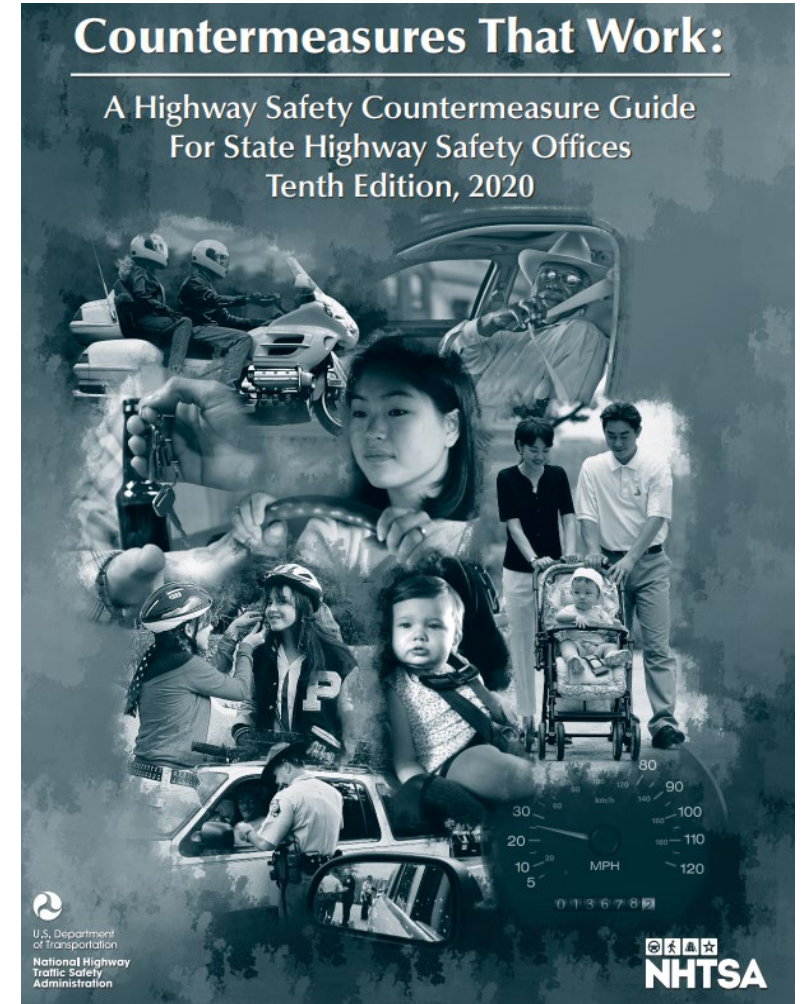


Lighting



Countermeasures That Work

- NHTSA's *Countermeasures That Work* is a basic reference guide to help users select effective, evidence-based behavioral countermeasures for traffic safety problem areas.
- To learn more about *Countermeasures That Work*, visit https://www.nhtsa.gov/sites/nhtsa.gov/files/2021-09/Countermeasures-10th_080621_v5_tag.pdf.



Innovative Practices and Technologies

- Leveraging different data gathering platforms to increase analysis capabilities
- Connected intersection-based safety solutions, including pedestrian-sensing technology and connected-intersection capability
- Connected work zone safety solutions
- Vehicle technologies on city vehicle fleets
- Policies prioritizing vulnerable road users





About SS4A Grants

Safe Streets and Roads for All Grants

Key program that supports the National Roadway Safety Strategy



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Funding supports local initiatives to prevent death and serious injury on roads and streets, commonly referred to as “Vision Zero” or “Toward Zero Deaths” Initiatives.

\$1 billion in annual funding, FY22-26



SS4A Overview: Eligibility

Eligible Recipients

- Metropolitan planning organization (MPOs)
- Political subdivision of a State
- Federally recognized Tribal government
- Multijurisdictional groups comprised of the entities above

Eligible Activities

- Develop a Comprehensive Safety Action Plan
- Conduct planning, design, and development activities
- Carry out projects and strategies identified in an Action Plan



SS4A Overview: Funding

Funding

- \$1B annually, FY22-26
- At least 40% of annual funding will be awarded for Action Plan Grants and supplemental action plan activities
- Balance of funding available for Implementation Grants

Cost share/match

- 80% Federal | 20% local match cost share
- Not more than 15% of funds can be awarded to projects in a single State in a given fiscal year
- *Note: Tribal projects are not considered part of the State cap*

Recipient Types

- Single recipients
- Joint applications
 - Multijurisdictional groups could have varied structures to support local needs



“Comprehensive Safety Action Plan” Defined

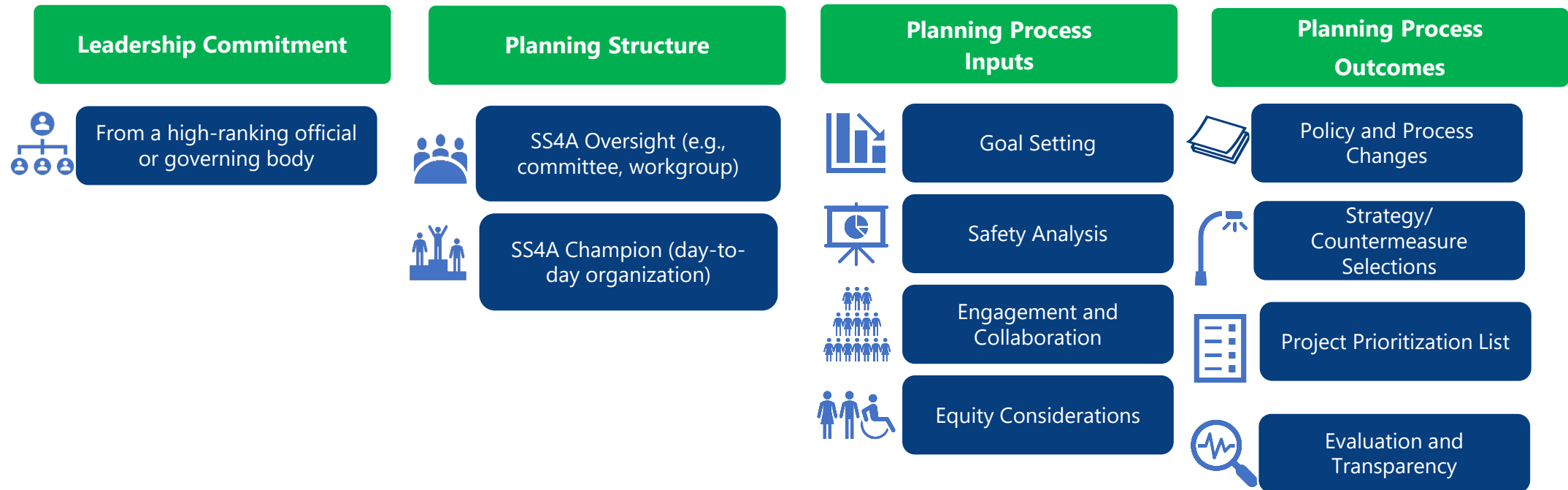
The term “comprehensive safety action plan” means a plan aimed at preventing transportation-related fatalities and serious injuries in a locality, commonly referred to as a “Vision Zero” or “Toward Zero Deaths” plan, that may include—

- (A) a goal and timeline for eliminating fatalities and serious injuries;
- (B) an analysis of the location and severity of vehicle-involved crashes in a locality;
- (C) an analysis of community input, gathered through public outreach and education;
- (D) a data-driven approach to identify projects or strategies to prevent fatalities and serious injuries in a locality, such as those involving—
 - (i) education and community outreach;
 - (ii) effective methods to enforce traffic laws and regulations;
 - (iii) new vehicle or other transportation-related technologies; and
 - (iv) roadway planning and design; and
- (E) mechanisms for evaluating the outcomes and effectiveness of the comprehensive safety action plan, including the means by which that effectiveness will be reported to residents in a locality.

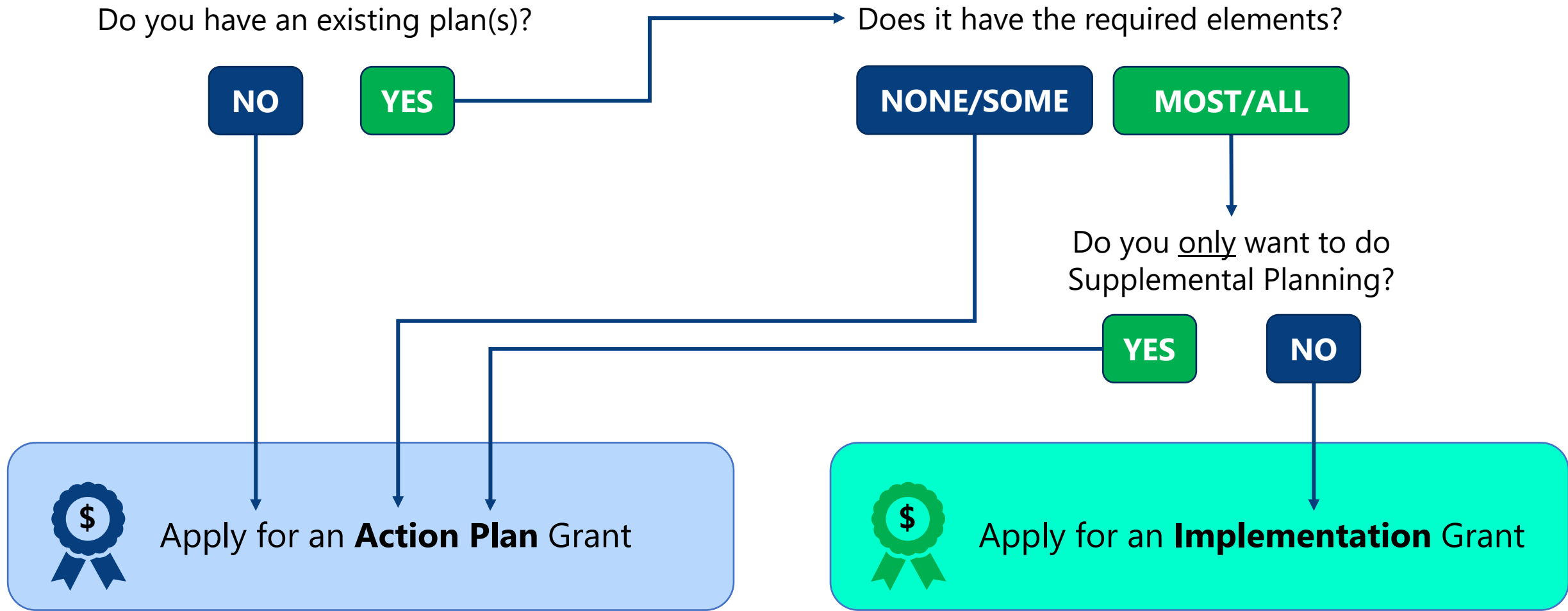
(From [H.R.3684 - Infrastructure Investment and Jobs Act](#), Sec. 24112)



Comprehensive Safety Action Plan Process



Choose Application Pathway



Examples of Supplemental Action Plan Activities

- Additional or updated analysis;
- Expanded data collection and evaluation using integrated data;
- Feasibility studies using quick build strategies;
- Follow-up stakeholder engagement and collaboration;
- Targeted equity assessments;
- Progress report development; and
- Complementary planning efforts such as speed management plans, accessibility and transition plans, racial and health equity plans, and lighting management plans.



Implementation Grants

- Implementation Grants fund projects and strategies identified in an Action Plan that address a roadway safety problem.
- Applicants **must** have an established Action Plan to apply for Implementation Grants.



Legislative Selection Considerations

In awarding a grant under the program, the Secretary shall take into consideration the extent to which an eligible entity, and each eligible project proposed to be carried out by the eligible entity, as applicable—

- A. is likely to significantly reduce or eliminate transportation-related fatalities and serious injuries involving various road users, including pedestrians, bicyclists, public transportation users, motorists, and commercial operators, within the timeframe proposed by the eligible entity;
- B. demonstrates engagement with a variety of public and private stakeholders;
- C. seeks to adopt innovative technologies or strategies to promote safety;
- D. employs low-cost, high-impact strategies that can improve safety over a wider geographical area;
- E. ensures, or will ensure, equitable investment in the safety needs of underserved communities in preventing transportation-related fatalities and injuries;
- F. includes evidence-based projects or strategies; and
- G. achieves such other conditions as the Secretary considers to be necessary.



Poll Questions

1. Have you previously applied for a Federal grant from USDOT?

- a. Yes
- b. No

2. What is the approximate population of your community?

- a. Under 25,000
- b. 25,000-100,000
- c. 100,001-200,000
- d. 200,001-400,000
- e. 400,001+

3. What type of grant are you interested in applying for?

- a. Action Plan Grant
- b. Implementation Grant
- c. Unsure

4. Are there areas where you anticipate needing technical assistance? (Select all that apply.)

- a. Grant application process
- b. Project selection and development
- c. Grant administration
- d. Best practices and proven strategies in roadway safety (e.g., Equity, Engagement, and Collaboration; Safe System Approach; Complete Streets; Climate and Economic Competitiveness)
- e. Data collection and reporting requirements





Getting Ready to Apply

Getting Ready to Apply: Joint Applications

- Applications covering several agencies are strongly encouraged!
- Joint applications can involve many entities and take multiple forms.
Examples:
 - MPO creating a single Action Plan for all or some member jurisdictions.
 - MPO or transit agency applying for and distributing funds and/or assistance to members for individual plans.
 - High-capacity jurisdiction jointly applying with one or more lower-capacity jurisdiction(s).
- Joint applications:
 - Better support regional approaches to roadway safety.
 - Help applicants meet federal funding requirements and lower administrative costs and delays.



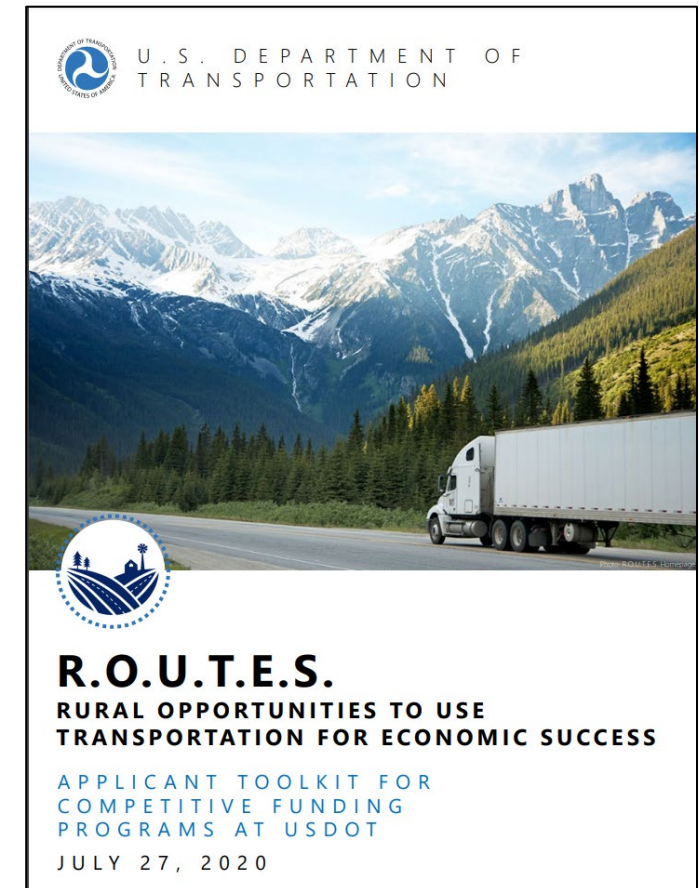
Getting Ready to Apply: Safety Data Resources

- FHWA Safety: <https://safety.fhwa.dot.gov/>
- FARS queries via FIRST: <https://cdan.dot.gov/query>
- EPA EJ Screen: <https://www.epa.gov/ejscreen>
- STSI: <https://cdan.nhtsa.gov/stsi.htm>
- NEMESIS: <https://nemsis.org/view-reports/>
- Census: <https://www.census.gov/programs-surveys/popest/technical-documentation/research/evaluation-estimates/2020-evaluation-estimates.html>
- CDC Health Equity: <http://www.cdc.gov/nccdphp/dch/pdf/healthequityguide.pdf>



Getting Ready to Apply: Federal Grants

- The R.O.U.T.E.S. grant applicant toolkit provides applicants with a roadmap and an overview of USDOT funding programs and opportunities.
- The toolkit includes specific tips on applying as a smaller applicant entity.
- The R.O.U.T.E.S. website hosts videos describing the toolkit and a PDF of the toolkit.
- www.transportation.gov/rural/grants/toolkit



Getting Ready to Apply: Unique Entity Identifiers

- All applicants will need to obtain a Unique Entity Identifier (UEI) through GSA to apply for grant opportunities in grants.gov.
- On April 4, the federal government stopped using Dun & Bradstreet's proprietary Data Universal Numbering System (DUNS) to identify contractors and grantees and began exclusively using the Unique Entity Identifier (UEI).
- **The process of obtaining a UEI can take up to a month, so applicants are encouraged to apply for the UEI now. If you previously had a DUNS number, your UEI has already been created and is available to view in SAM.gov.**
- For more information, see <https://sam.gov>.



Getting Ready to Apply: Grants.gov

- Grants.gov also provides resources for applicants, including:
 - Grants 101 related materials on the overall discretionary funding process
 - Applicant training for using the Grants.gov application process



Next Steps

- Expected release of the Notice of Funding Opportunity (NOFO) in **May 2022** for Round One of funding.
- When the NOFO is available, **you can apply** at www.grants.gov.
- More information is available on the SS4A website, www.transportation.gov/SS4A.
 - There, you can [subscribe to email updates](#) to receive program updates.



Source: PBIC



Other DOT Funding Resources for Safety Initiatives

- [Upcoming Notice of Funding Opportunity Announcements in 2022](#)
- [Highway Safety Improvement Program \(HSIP\)](#)
- [Nationally Significant Multimodal Freight and Highway Projects \(INFRA\)](#)
- [Multimodal Projects Discretionary Grant \(MPDG\)](#)
- [Rebuilding American Infrastructure with Sustainability and Equity \(RAISE\)](#)
- [Rural Surface Transportation Grant](#)
- [Transportation Alternatives \(TA\) Set-Aside from the Surface](#)
- [Transportation Block Grant Program \(STBG\)](#)
- [High Priority \(HP\) Grant](#)



Questions and Answers

- Please type your questions in the Q&A box
- Technical support:
Webconference@dot.gov
- Answers to frequently asked questions will be posted on
www.transportation.gov/SS4A



Source: FHWA



Thank you for participating

- For more information, visit the Safe Streets and Roads for All website at www.transportation.gov/SS4A.
 - [Subscribe to email updates](#) to receive program updates.
- Presentation slides, recording, and answers to FAQs will be posted on the SS4A site.





Texas Electric Vehicle Infrastructure Plan

Version 0.62 - July 8, 2022

Introduction

The Texas Electric Vehicle (EV) Charging plan is a comprehensive framework to enable passenger EV travel across the state and spur economic development. The network will give Electric Vehicle drivers confidence and flexibility when traveling for work, recreation, or exploration regardless of distance traveled or weather conditions. In accordance with guidance, the plan will focus on interstate routes then transition to off interstate routes and urban areas. The plan was developed in cooperation with the Texas Commission on Environmental Quality, State Energy Conservation Office, Texas Parks and Wildlife, Texas Department of Transportation, the Electric Reliability Council of Texas, Public Utility Commission, Councils of Government, Counties, Metropolitan Planning Organizations (MPOs), utilities, energy service providers, and advocacy groups in Texas. The EV Plan supports the goals of Optimizing System Performance (economic development, connectivity, mobility, reliability) and Fostering Stewardship of the state's natural, historic, and cultural resources as outlined in the Texas Transportation Plan 2050.

TxDOT participated in numerous listening sessions with utilities, grid operators, consultants, fueling station providers, non-profits, and think tanks to better understand the needs, landscape, and trajectory of charging infrastructure in the state.

Recurring themes during listening sessions:

- Adequate power, emphasis to reach 350kW charging as soon as possible
- Competitive bidding process based on merit of proposals / How to submit proposals
- Amenities at charging locations
- Standardized ports (CCS)
- Identifying profitable locations
- Contracting methods
- EV adoption rates
- Placement of stations in rural / urban areas
- User payment methods
- Data collection and reporting frequency
- Operations and Maintenance / Demand Charges

Initial planning for the network began with the passage of the Infrastructure Investment and Jobs Act (IIJA), Public Law 117-58 (Nov. 15, 2021). In late 2021, TxDOT began internal discussions with planning and legislative staff to understand the law and potential impacts/opportunities. Various scenarios were developed to conceptualize the network and begin the familiarization process on the topic. Early in 2022, existing EV charging stations and corridors from the US Department of Energy Alternative Fuel Data Center were published on the department's [Statewide Planning Map](#) to provide a single source of truth for planning, analysis, and education. An [EV Dashboard](#) was created to visualize and quantify types of EV charging and track changes over time. In mid-March 2022, TxDOT published EV study areas on the [Statewide Planning Map](#) to begin the review and analysis process for industry and interested parties. EV study areas were included in public involvement materials developed by TxDOT and posted to the department's website.

Critical to the Texas EV Charging plan are the Alternative Fuel Corridors. Starting in 2015 and working with planning partners across the state, TxDOT nominated sections of interstate highways to the Electric Alternative Fuel Corridors. In the latest round of nominations (round 6 opened on Feb. 10, 2022), TxDOT took the opportunity to nominate almost all remaining non-business interstate highways as Corridor Pending segments. Detailed descriptions of the nomination process and results can be found in the Alternative Fuel Corridor section of this document.

FHWA Round 6 - Electric Alternative Fuel Corridor Definitions

Corridor Ready	Corridor Pending
<p>Public DC Fast Charging:</p> <ul style="list-style-type: none"> • No greater than 50 miles between one station/site and the next on corridor. • No more than 1 mile from Interstate exits or highway intersections along the corridor. • Stations should include four Combined Charging System (CCS) connectors - Type 1 ports (simultaneously charging four electric vehicles). • Site power capability should be no less than 600 kW (supporting at least 150 kW per port simultaneously across 4 ports). • Maximum charge power per DC port should not be below 150 kW. 	<p>A strategy/plan and timeline for public DC Fast Charging stations separated by more than 50 miles.</p> <p>Location of station/site- no more than 1 mile from Interstate exits or highway intersections along the corridor.</p>

Dates of State Plan for Electric Vehicle Infrastructure Deployment Development and Adoption

The Texas EV Plan was developed in the spring of 2022, following the initial National Electric Vehicle Infrastructure (NEVI) Formula Program Guidance from FHWA. Upon completion of the plan and submittal to FHWA for review, TxDOT will transition to drafting the solicitation for EV charging stations. The goal is to have the solicitation published by October 1, 2022 (one day after FHWA plan approval deadline).

February - July 2022

- Draft EV Plan
- Public Involvement
- Nominate additional non-business Interstate Highway segments to the Electric Alternative Fuel Corridors
- Texas Electric Vehicle Plan signed by Texas Commission on Environmental Quality (TCEQ), State Energy Conservation Office (SECO), Texas Department of Transportation (TxDOT)

August 1, 2022

- Submit Texas Electric Vehicle Plan to Federal Highway Administration

Fall 2022

- Publish Solicitation

Winter 2022/2023

- Evaluate Proposals

Spring 2023

- Award Contract(s) for Stations on Electric Alternative Fuel Corridors

Contracting

TxDOT will contract with private sector entities on a competitive basis to develop EV charging stations across the state. A solicitation with standards and expectations will be developed to collect, evaluate, and award contracts. Contracting language will include all federal requirements and guidelines.

Each selected vendor will work to identify specific installation sites within TxDOT identified EV Study Areas and work with property owners, utilities, and municipalities to complete the installation. The vendor will be responsible for all federal requirements and guidelines and working with TxDOT on environmental clearance. It is anticipated that EV Study Areas could shift/expand during the siting process to better meet FHWA requirements.

Language will be added to the contract to outline 5 years of operations and maintenance as needed per location. Language will also be added to handle situations where the owner/operator chooses not to continue station operation after the 5-year operation and maintenance assistance ends. This will ensure another operator can be located/contracted to keep the station open and accessible to the public.

Solicitation will have two creation/approval tracks for charging stations depending on whether the location is inside or outside an MPO.

- Alternative Fuel Corridor or Non-Alternative Fuel Corridor Outside an MPO
 - TxDOT determines charging station types and general locations
 - TxDOT drafts solicitation
 - TxDOT scores responses
 - TxDOT awards
 - Vendor(s) begin siting, permits, environmental clearance, installation, and operation
 - TxDOT manages until completion
 - TxDOT monitors usage over time
- Inside MPOs
 - TxDOT/MPO propose charging station types and general locations
 - TxDOT/MPO draft solicitation
 - TxDOT/MPO scores responses
 - TxDOT awards
 - MPO updates TIP (group projects to avoid tip updates for individual stations)
 - Vendor(s) begin siting, permits, environmental clearance, installation, and operation
 - TxDOT manages until completion
 - TxDOT monitors usage over time

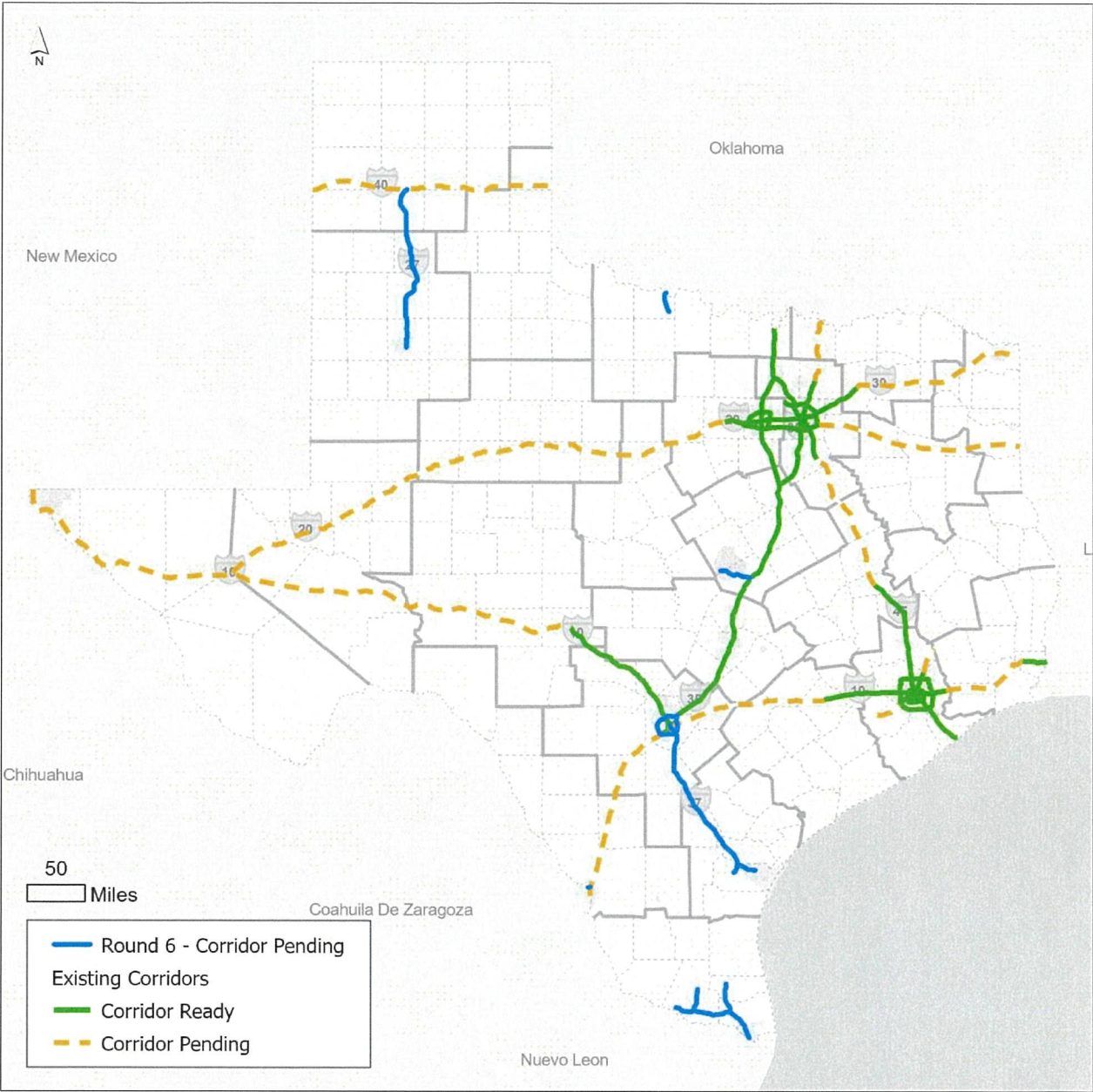
Alternative Fuel Corridor - Corridor Networks

TxDOT nominated segments in the table below to the Electric Alternative Fuel Corridors as Corridor Pending (nominations were accepted by FHWA in July of 2022). Each segment lacks sufficient infrastructure to be considered Ready. However, as part of the NEVI grant and formula programs, we believe the corridors will rapidly develop to meet Corridor Ready requirements. The Texas EV Plan prioritizes the Electric Alternative Fuel Corridors, and the corridors will form the backbone of the EV charging network.

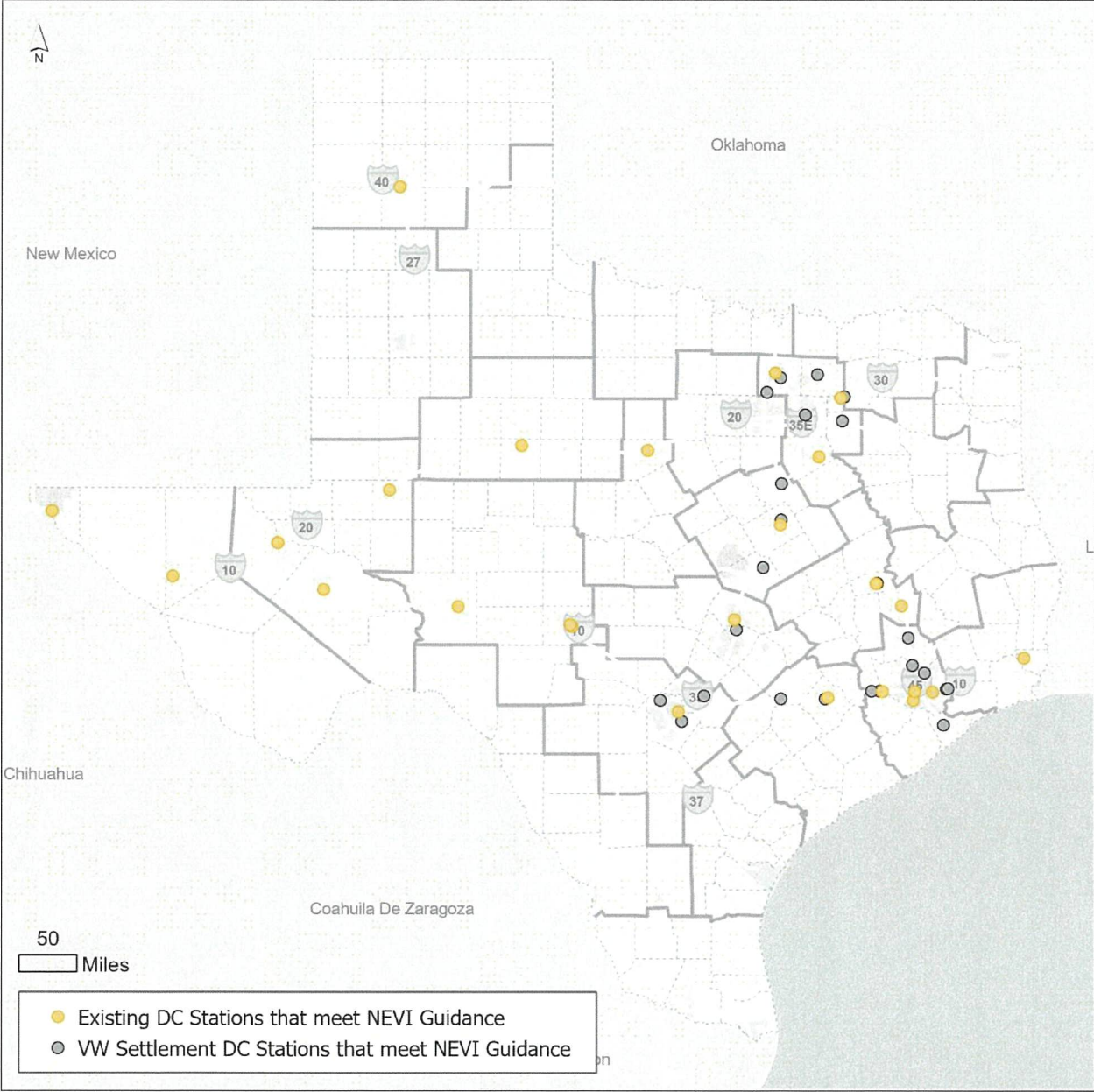
Round 6 additions bring all non-business interstate routes to Corridor Pending status for the electric fuel type. Consideration for activities in adjoining states are included in anticipation of and complimentary to EV plans for interstate travel. Finally, round 6 additions provide connectivity for almost all MPOs in Texas. Connectivity to remaining MPOs (San Angelo, Bryan-College Station, and Victoria) will be evaluated during the next round of nominations or after the Electric Alt Fuel Corridors are built out.

ID	State	Fuel	Corridor Pending – Round 6 Additions
1	Texas	Electric	IH0002 - Entirety of Route IH0014 - Entirety of Route IH0027 - Entirety of Route IH0037 - Entirety of Route IH0044 - Entirety of Route IH0069W - From River Bank Rd. to .352 miles west of IH0035 IH0069C - From IH0002 to FM0490 IH0069E - From SS0425 near Mexican border to US0077W/Conley Rd. IH0069E - From IH0037 to .419 miles west of FM0892 IH0410 - Entirety of Route

Electric Alternative Fuel Corridors in Texas



Existing DC Fast Charge and VW Settlement locations that meet NEVI requirements:



Known Risks and Challenges

TxDOT began tracking the development of DC Fast Charge stations in Texas on February 10, 2022. Existing stations that met FHWA guidance were combined with planned stations from the VW Settlement funds administered by the Texas Commission on Environmental Quality. Gaps were identified and candidate locations were proposed that meet FHWA guidance. It is anticipated that TxDOT will be able to meet or exceed requirements for DC Fast Charge station spacing and power ratings in most locations.

Two sections of IH 10 in far west Texas will be dependent on a small number of private sector businesses hosting stations due to the sparsely populated nature of the region. If during site selection these locations are found unviable TxDOT will update the Discretionary section of the plan.

Any additional deficiencies identified along the corridors during site selection will be documented in the Discretionary section of the plan in the annual update. TxDOT will rapidly re-evaluate the network to assess impacts of private sector non-NEVI stations added to highways that meet FHWA guidance and refine candidate locations accordingly. This will allow TxDOT to better fund other areas and increase the overall density of the charging network.

The ongoing equipment, labor, precious metals, and microchip shortages have the potential to lengthen timelines and limit private sector capabilities. TxDOT acknowledges the difficulties brought on by these situations and will do our best to work with vendors and planning partners to complete the network as soon as possible.

TxDOT acknowledges the risk posed to charging infrastructure from natural and man-made disasters and will rely on our experience working with planning partners, fellow state and federal agencies, and the private sector to mitigate issues. As with the adoption of any new technology, acceptance of infrastructure for electric vehicle charging comes with risks of vandalism and general acceptance that could impact serviceability and user experience of EV charging locations. Methods to mitigate these risks and recover from issues will be evaluated in vendor proposals.

EV Charging Infrastructure Deployment

TxDOT will partner with the private sector to develop the EV Charging Network. Per FHWA guidance the plan will start with the Electric Alternative Fuel Corridors then work with rural/small urban areas and MPOs across the state. Non-Alternative Fuel Corridors will be ranked by VMT and developed in succession. County Seats will be the primary focus in rural areas with DC Fast Charge stations and MPOs will install a combination of DC and Level II stations determined by the MPOs.

Typical specifications for Electric Alternative Fuel Corridor and Rural County Seat locations:

- CCS Connector (industry standard)
- 150-350kW Max Power (higher power acceptable assuming costs are not prohibitive)
 - 400-800 volts, 150-600 amps, 3 phase
- Any shared circuits provide 150kW or more per connector
 - Example: 1 port powering 2 connectors should be capable of providing 150kW or more to each connector at the same time
- Idle fee after charging complete
- Minimum 4 DC Fast Charge connectors per location
- Maximum 8 DC Fast Charge connectors per location (due to funding not technical limits)
- At least 1 pull through space for light duty vehicles with trailers when the host location will support it
- Open 24/7 and Publicly Available (without requirements to purchase goods or services from businesses hosting the EV stations)
- Adequate lighting, restrooms, ADA compliant
- Plug to Charge Preferred (payment handled by vehicle when plugging in) payments by phone/app/card will also be acceptable
- Spaces Marked EV Only
- Signs recommending charging to 80%
- Station location, operational status, and cost/fees published online
- Vendor required to make usage data per plug available to TxDOT quarterly
- Signage directing users to charging locations

After Electric Alternative Fuel Corridors are built out TxDOT will balance the rollout of the network between urban and rural areas splitting funds per year on a 50/50 basis.

Typical specifications for Level II charging (useful inside MPOs for retail/workplace charging)

- J1772 Connector (industry standard)
- 6-10 kW Max Power (higher power acceptable assuming costs are not prohibitive)
 - 240 volts, 15-50 amps, single phase
- Same requirements for signage, markings, and plug to charge capability as DC Fast Charging

Funding Sources

TxDOT will develop a program where third parties fund the non-federal share of the NEVI Formula Program. Operations and Maintenance funds will be available for the first five years of station operations for select locations (typically rural). Third parties will collect fees from station operation and be responsible for maintenance going forward.

Estimated cost to develop an EV Charging Network in Texas:

Description	Locations	DC Fast*	Level II	Federal	Private Sector	5 YR Operations & Maintenance (Fed)
Alt Fuel Corridors	55	308	0	\$36.96M	\$9.24M	\$11.55M
County Seats	190	1,014	0	\$121.68M	\$30.42M	\$38.02M
Inside MPOs**	TBD	1,274	25,150	\$151.56M	\$37.89M	\$47.36M
Totals		2,596	25,150	\$310.2M	\$77.55M	\$96.93M

* 150kW minimum on Alt Fuel Corridors and County Seats, could vary based on situation, estimated at \$150K per connector.

**MPOs will propose the quantity of DC or Level II locations in their areas up to the target dollar amount, estimate for DC stations inside MPOs is 50K per connector at 50kW max power, Level II is estimated at 5K per connector at 10kW max power.

2022 Infrastructure Deployments/Upgrades

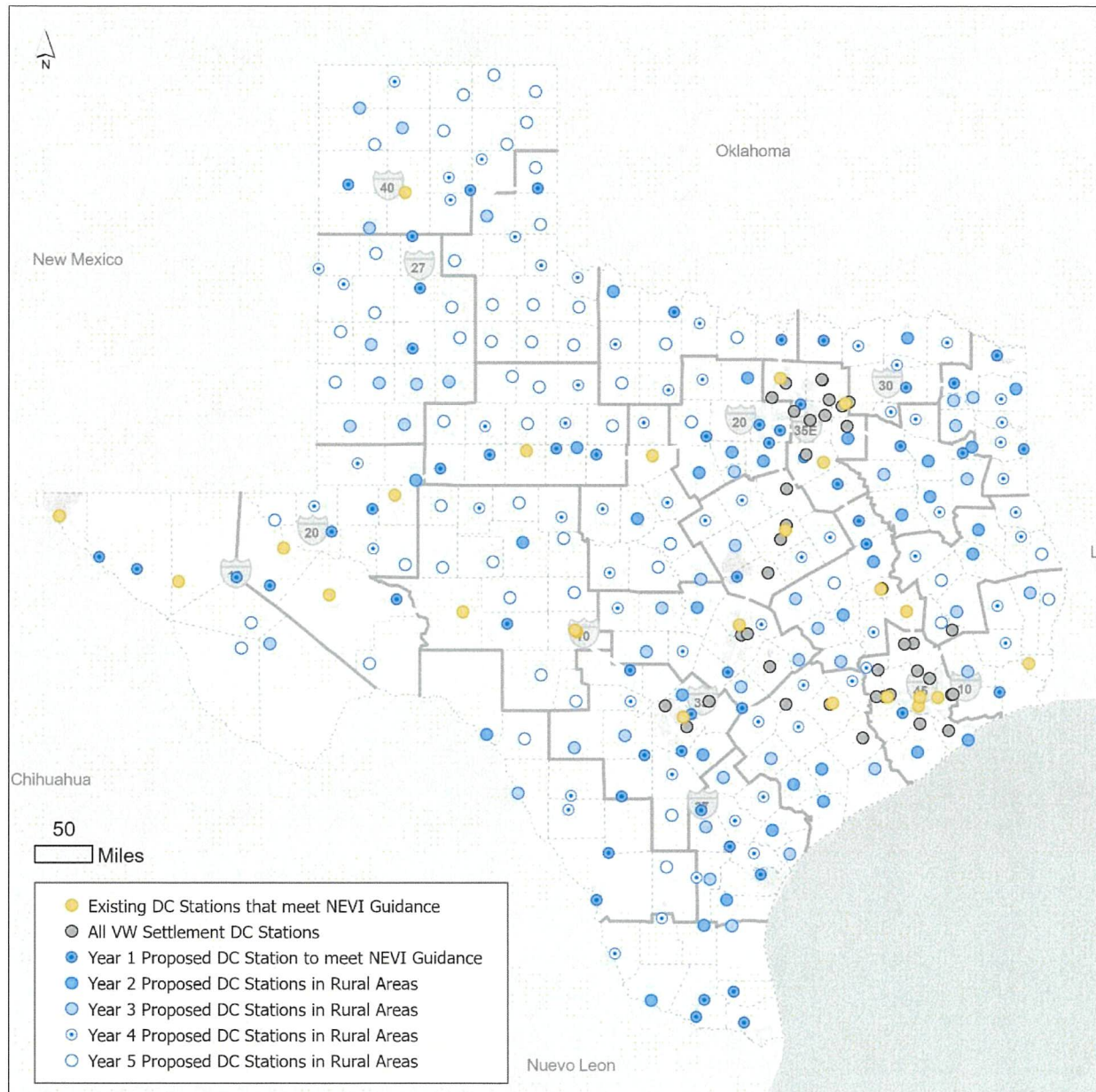
For Electric Alternative Fuel Corridors, TxDOT examined existing charging locations using the Alternative Fuel Data Center and applied round 6 requirements to identify stations that met requirements. TCEQ planned locations were examined and filtered by round 6 requirements as well. Resulting coverage gaps greater than 50 miles were examined for suitable electrical supply and candidate locations were placed near communities or incorporated cities.

After Alternative Fuel Corridors are complete the focus will shift to rural areas and MPOs. County seats will be the location of choice for DC Fast Charge stations in rural areas due to their central location in the region. County seats along the gulf coast will have more ports per location to assist with peak demand during evacuation scenarios. Larger cities and MPOs without interstate access will also have more ports per location.

List of Stations

The following DC Fast Charge stations deployment map depicts general locations along Alternative Fuel Corridors and County Seats. Orange dots represent existing DC Fast Charge stations that meet round 6 requirements. Dark Blue circles with dots represent proposed charging locations that meet round 6 requirements on the Electric Alternative Fuel Corridors. Dark Gray dots represent planned charging locations from the VW settlement funds administered by TCEQ. Light Blue and White dots represent proposed DC Fast Charge locations at County Seats. Stations inside MPOs will be determined after Electric Alternative Fuel Corridors are built out.

*See appendix for full list of stations



Estimates for EV Charging inside MPOs – Activities inside MPOs begin after building out Electric Alternative Fuel Corridors (preference will be toward maximizing resources for installation).

ID	MPO Name	Allocation (Fed + Private)	5 YR Operations & Maintenance
1	Abilene MPO	\$765,303	\$191,326
2	Alamo Area MPO	\$18,672,318	\$4,668,079
3	Amarillo MPO	\$1,452,407	\$363,102
4	Bryan-College Station MPO	\$1,200,824	\$300,206
5	CAMPO	\$18,342,083	\$4,585,521
6	Corpus Christi MPO	\$1,775,402	\$443,850
7	El Paso MPO	\$5,941,734	\$1,485,434
8	Grayson County MPO	\$1,224,867	\$306,217
9	HGAC	\$53,588,122	\$13,397,030
10	Killeen-Temple MPO	\$2,324,076	\$581,019
11	Laredo Webb County Area MPO	\$1,063,244	\$265,811
12	Longview MPO	\$794,230	\$198,557
13	Lubbock MPO	\$1,486,663	\$371,666
14	North Central Texas COG	\$64,497,274	\$16,124,319
15	Permian Basin MPO	\$1,915,692	\$478,923
16	Rio Grande Valley MPO	\$6,325,223	\$1,588,056
17	San Angelo MPO	\$548,860	\$137,215
18	South East Texas RPC	\$2,502,701	\$625,675
19	Texarkana MPO	\$389,114	\$97,279
20	Tyler MPO	\$1,453,176	\$363,294
21	Victoria MPO	\$719,299	\$179,825
22	Waco MPO	\$1,846,634	\$461,658
23	Wichita Falls MPO	\$593,756	\$148,439

Estimates are based on a modified Category 2 formula from TxDOT’s Unified Transportation Program. Allocation estimates include 20% of private sector funds. Each attribute percentage is calculated based on the sum (inside MPOs) of each attribute. The attributes are 2020 Population, 2020 Vehicle Miles Traveled, Lane Miles, EV Ownership and Non-Attainment status.

Formula (each attribute divided by sum (inside MPOs) and converted to percent, then averaged):

$$((\text{MPO POP}/\text{POP}) * 100 + (\text{MPO VMT}/\text{VMT}) * 100 + (\text{MPO LM}/\text{LM}) + (\text{MPO EV}/\text{EV}) * 100) + \text{Non-Attainment Factor}) / 5 = \text{MPO \%}$$

Abilene Example:

$$((133449/25617630) * 100 + (2775942/555360389) * 100 + (2547/309446) * 100 + (84/47807) * 100 + 0) / 5 = .00403$$

$$.00403 * \$189.45\text{M} = \$756,303 (\$756,303 * .25 = \$191,326 \text{ for 5 years of O\&M})$$

Energy Usage Estimates

Estimating energy usage is difficult since owners do not charge their cars at the same time and vehicles do not charge at the same rate throughout a battery charging cycle.

Realistically, electric vehicles cannot sustain a high charge rate over the entire session. Batteries with a low state of charge will accept the high rate for a few minutes then start tapering down as battery pack voltage increases. However, it is easy to estimate a theoretical max usage scenario for illustration purposes.

The following table displays estimates for theoretical max power consumption by area and type.

Area	Type	Max Power (KW)	Connectors	Est. Max Power (MW)
Alt Fuel Corridors (50%)	DC Fast	150	154	23.1
Alt Fuel Corridors (35%)	DC Fast	250	107	26.75
Alt Fuel Corridors (15%)	DC Fast	350	47	16.45
Near County Seats (80%)	DC Fast	150	811	121.65
Near County Seats (15%)	DC Fast	250	152	38
Near County Seats (5%)	DC Fast	350	50	17.5
Inside MPOs (50%)	DC Fast	50	637	31.85
Inside MPOs (25%)	DC Fast	150	318	47.7
Inside MPOs (15%)	DC Fast	250	191	47.75
Inside MPOs (10%)	DC Fast	350	127	44.45
Inside MPOs	Level II	10	25,150	251.5
Totals			27,744	666.7

In summary, if all DC and Level II charging stations in this plan were utilized at the same time at their max rate, they would consume 666.7 MW of electricity from the grid. The [Electric Reliability Council of Texas](#) hosts an assortment of dashboards displaying near real time grid conditions. On May 3rd Operating Reserves ranged from 3,751 MW to 6,066 MW. The potential impact on the overall statewide grid appears minimal for the type and quantity of EV Chargers outlined in this plan.

Upgrades of Corridor Pending Designations to Corridor Ready Designations

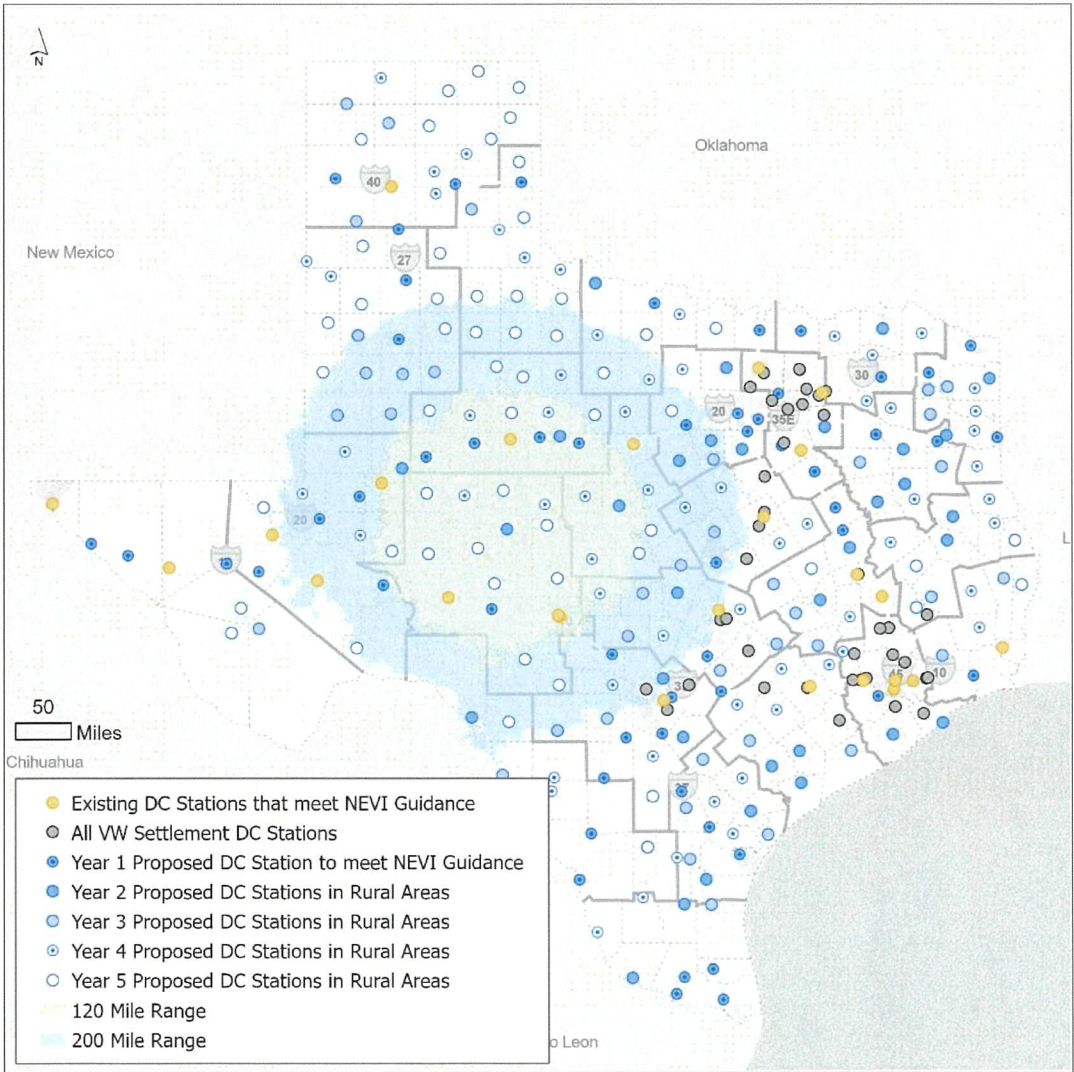
TxDOT elected to nominate missing non-business Interstate routes to the Electric Alternative Fuel Corridors as pending segments. This was done in anticipation of cities, counties, and other municipal entities pursuing grant funds as part of the \$2.5B program. Expanding the corridors to all Interstate routes also connected as many MPOs as possible across the state. It should be noted that San Angelo, Bryan-College Station, and Victoria MPOs are not on Interstate routes. TxDOT was careful not to nominate too many segments to the Electric Vehicle Corridors due to the FHWA requirement to finish the corridors before spending funds on other roadways.

Increases of Capacity/Redundancy along Existing AFC

TxDOT applied FHWA guidance for station spacing, power ratings and number of ports to the Alternative Fuel Corridors. We evaluated the estimated range of an 80% charge from a 30-minute charge session for low and mid-range electric vehicles.

On the low end, a 150-mile range electric vehicle would have an estimated 120-mile range after completing an 80% charge. A 250-mile mid-range electric vehicle would have an estimated 200-mile range after completing an 80% charge. Resulting range from a recommended 80% charge would provide EV drivers ample options to traverse the state when the network is fully built out.

The following map depicts an estimated range of 120 miles and 200 miles resulting from an 80% charge at a proposed DC Fast Charge station in San Angelo. It is clear from the estimated range map that users of the network would have numerous options for traveling across the state.



Minutes to Charge for 100 Miles of Range:

	Tesla Model 3	Nissan LEAF	Ford Mustang Mach-E	Ford F-150	Volvo XC40 Recharge	Rivian R1T
Level I	1,080	1,400	1,560	1,560	1,720	2,040
Level II	135	175	195	195	215	255
DC 50kW	35	42	47	47	52	61
DC 150kW	11	14	16	16	17	20
DC 350kW*	5	6	7	7	7	9

Source: Grid Integration of EV Charging Infrastructure: A Workshop to Share Knowledge between the Grid Industry and States (NASEO GridWise Alliance) 3/14/2022 (Ford F-150 added by TxDOT and charges at the same max rate as Mach-E).

*It should be noted that none of the vehicles in this list will support a charge rate of 350kW. At present one electric vehicle on the market can briefly reach a charge rate of 350kW before tapering down.

Electric Vehicle Freight Considerations

TxDOT will address freight following the release of FHWA guidance in the fall of 2022.

Public Transportation Considerations

Transit agencies in the metropolitan areas of Texas have already deployed electric buses through grants received through the FTA Low or No Emission Vehicle Program and plan to increase the number of electric buses in the future. Dallas Area Rapid Transit currently has seven transit buses and will purchase up to 10 more electric buses before the end of FY 2024. Trinity Metro, which serves Tarrant County in North Texas, has six transit buses and plans to add eight more electric buses in the future. STAR Transit, a smaller transit provider in the Dallas-Fort Worth area, will deploy eight electric transit vehicles in 2023-2024 with funds received through the Rebuilding American Infrastructure with Sustainability and Equity Grant program.

FY23-26 Infrastructure Deployments

TxDOT will concentrate on the Alternative Fuel Corridors first then move to County Seats and MPOs. The following table outlines approximate years for each region and charging type. This is an early estimate and subject to change going forward. Additional FY would be added until funds are expended.

Year	Description	Location	DC Fast Connectors	Level II Connectors
FY 2023	Alt Fuel Corridors	55	308	0
FY 2024	MPO	TBD	424	8,383
FY 2024	County Seats	63	338	0
FY 2025	MPO	TBD	424	8,383
FY 2025	County Seats	63	338	0
FY 2026	MPO	TBD	424	8,383
FY 2026	County Seats	63	338	0

State, Regional, and Local Policy

The EV Plan will rely on third party entities to coordinate with local property owners and municipalities on zoning and permitting. Discussions with equipment providers during the development of the EV Plan demonstrated third party providers were well equipped to handle these tasks as part of their normal business practices. TxDOT will monitor developments at the state and local level during the implementation of this plan and provide updates to state and local officials when requested.

Implementation

Strategies for EVSE Operations & Maintenance

Vendors receiving awards will follow agreed-upon requirements for operation and maintenance. Monitoring and service level agreements for station performance will be specified in the contract and TxDOT will monitor station up time through vendor reported usage data and general user satisfaction on publicly accessible third-party charging web sites. Operation and maintenance costs were estimated at 5% of installation cost and will be evaluated per location over time. Enforcement of idle fees will be the responsibility of the vendor/station operator.

Strategies for Identifying Electric Vehicle Charger Service Providers and Station Owners

TxDOT will use existing solicitation methods to advertise, select, and award contracts to electric vehicle charging equipment service providers/property owners. As part of the discovery process for EV plan development, it became clear charging equipment companies and private sector entities have the expertise and ability to locate suitable locations for charging stations within TxDOT's recommended EV study areas. TxDOT will monitor progress with regular meetings between the vendor and project team as spelled out in the contract.

Strategies for EVSE Data Collection & Sharing

Contracts with vendors will include requirements to provide anonymized quarterly usage for analysis. Data and trends from charging station usage will be published on the [Statewide Planning Map](#), and ArcGIS Online dashboards like the [EV Dashboard](#) published during EV Plan creation. Data will be reported to FHWA and be available on TxDOT's Open Data Portal for visualization or analysis by the public, researchers, or other interested parties.

Strategies to Address Resilience, Emergency Evacuation, Snow Removal/Seasonal Needs

As stated earlier, charging stations need to be reliable for continued travel, and ready to help the public evacuate from extreme conditions. We will include considerations to address extreme weather, infrastructure degradations, and cyber and physical security. We will explore and establish readiness capabilities to mitigate these risks. It starts with placing charging stations in suitable locations near interchanges and crossroads that are easily accessible, near commercial or public sites, and with adequate physical and cyber security, communications systems, and power aligned to priority grid capabilities. Beyond that, there are several developing capabilities which we will assess and implement when proven capable and needed.

There is a fledgling industry for mobile EV charging for these types of events. AAA currently offers this service to EV drivers in states such as Oregon and Colorado, where it has installed a large battery with Level II or DC Fast Charge capability on a truck. Similarly, Tesla installed superchargers on semi-truck trailers to provide surge capacity at high volume stations, a strategy that state DOTs could adopt in the future to assist motorists during emergency evacuation events.

There are also companies such as Ample that are pioneering modular, building-block-style EV battery technology that allows batteries to be changed in minutes and can accommodate any make, design, model, or driving profile. With a small footprint equivalent to two parking spots, they can be located at gas stations, grocery stores, or the side of the road on an evacuation route.

Strategies to Promote Strong Labor, Safety, Training, and Installation Standards

TxDOT expects vendors selected under this program to emphasize safety in all aspects of station development, installation, and maintenance. Various programs are available to ensure local contractors are knowledgeable and trained on the subject and the selected vendor is expected to take advantage of those resources. TxDOT will add training and certification criteria to the scoring matrix for vendor evaluation in the solicitation process.

Certification programs for EV Charging equipment

<https://evitp.org/>

Or other registered Electrical Apprenticeship program that includes EVSE-specific training.

Civil Rights

All proposed planned guidelines and recommendations for the deployment of Electric Vehicle (EV) charging stations will be created pursuant to all federal, state, and local laws, regulations, and statutes to ensure compliance with the Americans with Disabilities Act (ADA) and Title VI of the Civil Rights Act of 1964 (Title VI). The ADA prohibits discrimination against persons with qualified disabilities regarding the usability and/or participation of all programs, services, activities, or benefits offered by TxDOT. TxDOT ensures that no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any program or activity.

To support the assurances provided by the Executive Director of the agency, the following steps should be integral to the deployment and plan:

To comply with the ADA -

1. TxDOT will develop EV charging stations in accordance with ADA standards related to accessible parking spaces, including but not limited to Public Right-of-Way Accessibility Guidelines (PROWAG) and Texas Department of Licensing and Registration (TDLR) guidelines.
2. TxDOT will follow the procedures based on the swim lane outlined in the ADA Transition Plan.
3. Procedures require signature authorization outlined in the ADA Transition Plan.
4. Recommend that TxDOT's Design Division (DES) leads the ADA compliance effort as it has with the design of curb ramps, sidewalks, and other accessibility requirements.
5. Public outreach events must be held in accordance with Section 504 of the Rehabilitation Act of 1973 (as amended) to generate public feedback from the disability community.
6. Recommend that the EV charging stations be included in the State Transportation Planning Map and included in the ADA "living" Transition Plan (Web App Viewer Tool).

To comply with Title VI -

1. Develop and complete an environmental checklist to meet program requirements.
2. TxDOT provides training to districts/division personnel regarding EV charging stations.
3. Educate the public regarding the availability of EV charging stations.
4. Conduct necessary public outreach events providing translation and interpretation services as needed to generate public feedback.

Any construction using federal funds will require the utilization of Disadvantaged Business Enterprises .

Equity Considerations

Identification and Outreach to (DACs) in the State

TxDOT and the state are committed to addressing not only initial EV range anxiety, but to enabling EV growth across the state regardless of location, demographics or economic levels. Not surprisingly, initial EV growth in the state is largely in urban areas and related to areas with greater wealth, directly correlating with the high prices of initial EVs and the early needs to charge them at home or access limited charging sites. As the vehicle industry grows, and the models and prices decrease, we expect more overall affordability and access to passenger and light truck vehicles, either through direct ownership or shared vehicle services. As cities and metro regions commit local resources and are awarded grants, they will also be able to support transit fleets and local delivery freight.

Texas is aware some of its communities do not have sufficient resources or experience with EV and need both to improve their opportunities and access to their benefits. With the NEVI funding, we are equitably planning for EV charging capabilities between our rural and urban areas. Texas has extensive rural regions not only in the western half of the state, but also along the Texas-Mexico border, and areas along our borders with Oklahoma, Arkansas and Louisiana. In the rural areas, we understand the initial densities of EVs may be lower but must ensure that the infrastructure reliably enables the long-range travel common in those areas as well as provide assurance that initial charging infrastructure is sufficiently nearby to supplement charging for local needs. To address this, approximately half of the NEVI formula funding for Texas is for proposed locations in rural areas. In addition to the charging stations along our alternate fuel corridors, which are through many of our rural areas, we have proposed charging stations near every county seat in the state. Those locations are at the crossroads of every county and are strong opportunities to support those areas with initial capabilities. This also ensures an expected common level of capability in every county. After the Electric Alternative Fuel Corridors are complete, TxDOT will host public outreach for counties and the communities they represent to validate the county seat approach. We are following a similar approach in the urban areas. We will start by using formulas to plan allocations according to similar approaches used in our infrastructure planning and accepted by our MPOs. This will allocate approximately half of the NEVI formula funding for Texas. We are engaging the MPOs to collaborate with all their communities and develop local needs, that recognize already existing infrastructure and focus on where needs aren't addressed in underserved areas. In both our rural and urban areas, we will develop those plans with local leaders informed by their communities. Outreach to communities will occur through TxDOT Social Media channels and invitations to community leaders to attend statewide planning and coordination meetings with local governments during site selection and rollout. As we contract for capabilities, we will require the selected vendor to review, evaluate, and site locations within the TxDOT EV Study Area using federal requirements and guidelines made available by the Joint DOT/DOE office.

Process to Identify, Quantify, and Measure Benefits to DACs

TxDOT is experienced with measuring performance and reporting according to FHWA requirements. We recognize the value of performance-based planning and decision-making. As stated above, TxDOT and the state are committed to addressing not only initial EV range anxiety, but to enabling EV growth across the state regardless of location or economic levels. We anticipate the Joint DOE/DOT office or FHWA will establish national standards for measuring the benefits to the public such as air quality or job creation. In the meantime, there are examples from industry, other states, and current practices that we'll adapt to begin to internally track, measure and assess our performance through the lifecycle of managing the EV program. TxDOT will use resources made available on [DriveElectric.gov](https://driveelectric.gov) to identify disadvantaged areas across the state. This information will be made available to planning partners and vendors to assist in site planning and analysis.

Benefits to DACs through this Plan

TxDOT acknowledges there may be initial difficulties measuring direct or indirect benefits in this plan. As mentioned earlier, we anticipate the Joint DOE/DOT office or FHWA will establish national standards for measuring the benefits. For example, installing charging stations in disadvantaged communities in both rural and urban areas does little for households with low vehicle ownership rates. However, the presence of charging stations could increase access to locally owned businesses while travelers charge their vehicles, providing additional income to local economies that can translate to overall growth in prosperity and wealth. Further indirect benefits shared by the greater community would be improved air quality due to zero mobile emission rates of electric vehicles. Finally, as electric vehicles become more available to all, access to charging stations will present decreased cost of ownership and operation.

Using resources available from [DriveElectric.gov](https://driveelectric.gov), TxDOT compared disadvantaged census tracts with proposed EV Study Areas on Alternative Fuel Corridors and County Seats. At the time of this draft 161 of 245 (65.7%) EV Study Areas are in census tracts identified as disadvantaged. \$135M of \$198M (68.1%) of the estimated funds for Alternative Fuel Corridors and County Seats are in census tracts identified as disadvantaged.



RIO GRANDE VALLEY METROPOLITAN PLANNING ORGANIZATION

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PLANNING PARTNERS:

July 25, 2022

Judge Eddie Treviño, Jr.
Chairman
Cameron County

Commissioner David L Fuentes
Vice Chairman
Hidalgo County

City of Brownsville

City of Edinburg

City of Harlingen

City of McAllen

City of Mission

City of Pharr

City of San Benito

Cameron County

Hidalgo County

Starr County

Cameron County RMA

Hidalgo County RMA

TxDOT (Pharr District)

Valley Metro

Brownsville Metro

McAllen Metro

Port of Brownsville

Port of Harlingen

Port Isabel – San Benito Nav. Dist.

Cameron Co Spaceport Dev Corp

STAFF

Andrew A. Canon
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Rio Grande Valley Partnership
LRGVDC

Mr. J. Bruce Bugg, Jr., Chairman
Texas Department of Transportation
125 E. 11th Street
Austin, Texas 78701

RE: 2023 TxDOT UTP Public Comments

Dear Chairman Bugg:

On behalf of the Rio Grande Valley Metropolitan Planning Organization (RGVMPO), and all its partners, let me begin by expressing my appreciation for all you and the Texas Transportation Commission members do to enhance and improve our Texas infrastructure needs. As you are aware, the Rio Grande Valley recently merged the three (3) Rio Grande Valley MPO's. The unity and regional mindset we have adopted as the fifth largest MPO in Texas has brought many positive changes to our approach for regional project development.

For the development of the 2023 TxDOT UTP we request the following:

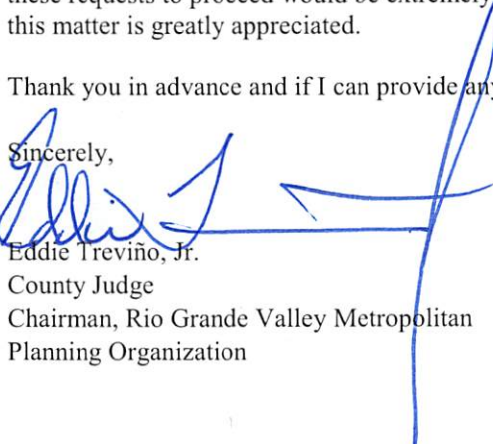
- US 77 / I-69E – As one of our most important trade corridors we support the addition of the remaining unfunded US 77 projects in Kenedy County to complete the I-69 E Corridor. The RGVMPO would like to request that the remaining projects (Segments 2A/C, 3, 4A/B, and 5) all be given statewide development authority. To complete the remaining I-69E projects, the Pharr District needs approximately \$340 million to fully fund the construction phase for all projects.
- East Loop – The RGVMPO supports the full funding of the East Loop project with state and federal funds. Currently the project needs \$105,059,490 in funding to complete the construction phase of the project. Local partners have already coordinated to fund PS&E with 100% local funds. In an effort to secure funding, the Cameron County Regional Mobility Authority (CCRMA) along with TxDOT as a co-applicant, submitted an application for funding under the INFRA/MEGA Grant Program and Rural Surface Transportation Grant Program utilizing local funds to prepare the application.
- South Padre Island 2nd Access – Every year millions of visitors can be seen visiting South Padre Island. With an increasing number of vehicles destined to travel to South Padre Island and only one access to and from the mainland, new infrastructure developments are needed to alleviate traffic congestion and improve safety. Local partners have already coordinated to fund the Preliminary Engineering (Schematic and Environmental) with 100% local funds. I would request the inclusion of this project into the 2023 UTP.

- International Bridge Trade Corridor (IBTC)-The RGVMPPO supports the full funding of this important trade corridor which will provide additional safety benefits to the region by removing international truck traffic from local streets, onto a grade separated arterial with direct connectors to I-2 from IBTC. This project connects two international bridges directly to the interstate system and provides additional safety and improved international commerce to the region. The RGVMPPO fully supports the full funding of this project and its needs of \$137,673,338.
- US 281 / I-69C - As one of our most important trade corridors we support the addition of the remaining unfunded US 281/I-69C projects in Brooks County. The RGVMPPO is requesting that the Pharr District receive the needed \$400 million needed to complete the segment from the Hidalgo/Brooks County line to FM 3066. This project will provide additional safety benefits for freight movement and expanded evacuation route, as well as promote continued growing commerce in the Rio Grande Valley and international trade with Mexico.

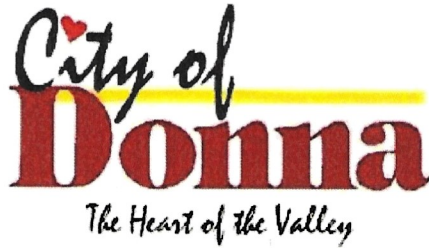
All these projects represent over 20 years of collaboration and a partnership with TxDOT to improve transportation infrastructure in South Texas. The RGVMPPO and its partners will continue to work with TxDOT in a regional approach to improve infrastructure and continue to serve as an economic engine for the Great State of Texas and the United States of America. Any consideration to allow these requests to proceed would be extremely meaningful to the safety and mobility of the public in our region. Your consideration on this matter is greatly appreciated.

Thank you in advance and if I can provide any additional information, please advise.

Sincerely,



Eddie Treviño, Jr.
County Judge
Chairman, Rio Grande Valley Metropolitan
Planning Organization



July 5, 2022

RGVMPO
Attention: Andrew Canon, Executive Director
617 W. University Drive
Edinburg, Tx 78539

**RE: Termination of Donna Sidewalks -South International Boulevard Project
(CSJ # 0921-02-393)**

Mr. Canon,

This letter serves as a formal notification of the termination of the Donna Sidewalks - South International Boulevard Project. This decision came after a comprehensive overview of the project's scope and cost estimate. Undoubtedly, neither party was prepared for the significant financial challenges local governments have encountered since the conception of the project in 2017. Concerns regarding economic inflation and the project's million-dollar overrun is what ultimately deemed the project unfeasible.

We would like to thank the RGVMPO, TXDOT, and SAMES for your immense contribution to the project. The latest industry trends demonstrate that the City of Donna will have a strong economic outlook in the foreseeable future and will be better prepared to handle a project of this magnitude. We will certainly do all we can to bring this project to fruition and hope to be considered for future funding.

Should you have any questions or concerns please contact my office at (956) 464-3314

Sincerely,

Jose Frank Perez, Interim City Manager

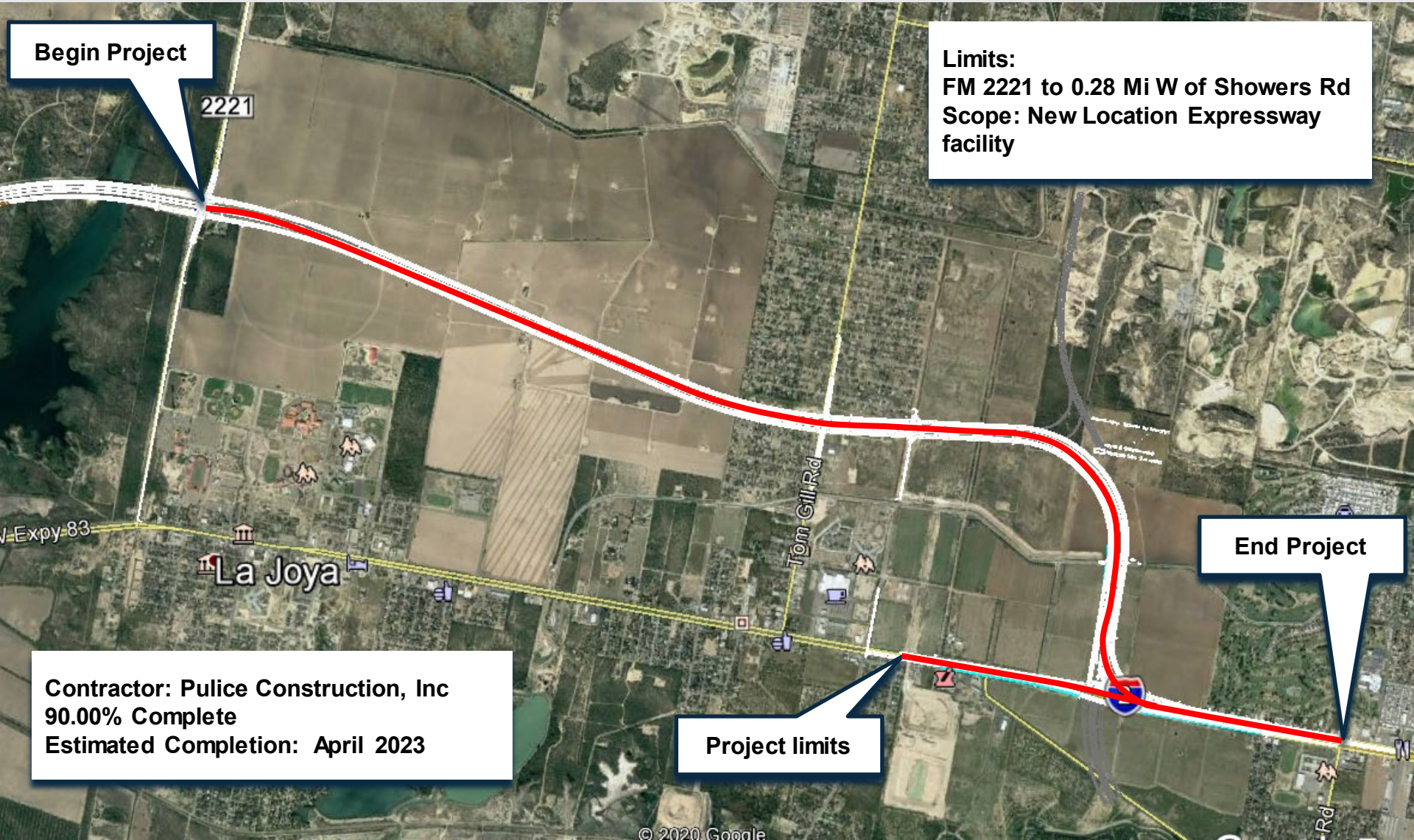


RGV MPO CONSTRUCTION UPDATE

August 2022



US 83 Relief Route Phase II



Begin Project

Limits:
FM 2221 to 0.28 Mi W of Showers Rd
Scope: New Location Expressway facility

Contractor: Pulice Construction, Inc
90.00% Complete
Estimated Completion: April 2023

Project limits

End Project

US 83 Relief Route Phase II



US 83 Relief Route Phase II



US 83 Relief Route Phase II



US 83 Relief Route Phase II



US 83 Relief Route Phase II



US 83 Relief Route Phase II



US 83 Relief Route Phase II



US 83 Relief Route Phase II



US 83 Relief Route Phase II



US 83 Relief Route Phase II



SH 100



SH 100: 0331-01-052

Limits:
S. MESQUITE ST. TO 567 FT EAST OF EBANO ST.

Scope: Rehabilitation of Existing Roadway.



Begin Project

End Project

Contractor: Earthwork Enterprise.
43.37% Complete
Estimated Completion: March 2023







S. Parallel Corridor



Limits:
S. Parallel Corridor, FM 509 (Paso Real)
to FM 2520 (Sam Houston Rd.)
Scope:
Rehabilitation of Existing Road

S. Parallel Corridor: 0921-06-252

Begin Project



End Project

Contractor: Foremost Paving, INC
27.61% Complete
Estimated Completion: March 2024

S. Parallel Corridor



S. Parallel Corridor





Rene Garza, P.E.
Area Engineer
Pharr Area Office
Rene.Garza@txdot.gov
956-702-6250



Andres A. Espinoza, P.E.
Area Engineer
San Benito Area Office
Andres.Espinoza@txdot.gov
956-399-5102

Francisco J. Cantu, P.E., PMP
Area Engineer
Roma Area Office
956-848-5006



MEMO

August 31, 2022

To: Rio Grande Valley M.P.O.

From: Andres Espinoza, P.E. / Rene Garza, P.E.
San Benito Area Engineer / Pharr Area Engineer

Subject: Project Status (Cameron County & Hidalgo County)

CAMERON COUNTY CONSTRUCTION

1. FM 1847 (1801-02-017) – FM 106 to FM 2893
Rehabilitation of existing roadway along FM 1847
Est. Cost: \$19,989,898 Contractor: Foremost Paving Inc.
98.67% Complete Estimated Completion Date: September 2022
2. PR 100 (0331-04-069) – Queen Isabella Causeway
Bridge Widening or Rehabilitation
Est. Cost: \$9,934,198 Contractor: Southern Road & Bridge, LLC
81.53% Complete Estimated Completion Date: July 2023
3. FM 1732 (0684-03-022) – U.S. 281 to IH-69E
Rehabilitation of a Non-Freeway Facility.
Est. Cost: \$6,603,453.60 Contractor: Foremost Paving, Inc.
95.16% Complete Estimated Completion Date: October 2022
4. FM 802 (1140-02-038) – FM 1847 to Old Port Isabel Rd.
Construction of Raised Concrete Medians, Roadway Widening & Overlay
Est. Cost: \$6,262,978.18 Contractor: Texas Cordia Construction, LLC
95% Complete Estimated Completion Date: September 2022
5. IH-69E (0039-07-256, etc.) – Whalen Rd. to FM 2994
Construct Concrete Sidewalks, Ramps, Curbs, Signage & Striping
Est. Cost: \$1,135,328 Contractor: Earthwork Enterprise
85.78% Complete Estimated Completion Date: December 2022
6. SH 100 (0331-01-052) – Mesquite St to 567 ft East of Ebanos St
Rehabilitation of existing roadway
Est. Cost: \$6,262,978.18 Contractor: Foremost Paving, Inc.
43.37% Complete Estimated Completion Date: March 2022

OUR GOALS

MAINTAIN A SAFE SYSTEM ▪ ADDRESS CONGESTION ▪ CONNECT TEXAS COMMUNITIES ▪ BEST IN CLASS STATE AGENCY

An Equal Opportunity Employer

7. FM 511 Bridge Replacement (0684-02-014) - .4 miles south of SH 4 to over the drain ditch
Construction of New Bridge and Approaches
Est. Cost: \$911,397 Contractor: TBD
98% Complete Estimated Completion Date: August 2022
8. FM 1846 (1065-02-039) – San Jose Ranch to Bus 77
Rehabilitate of Existing Roadway
Est. Cost: \$4,144,343 Contractor: IOC Company, Inc.
49.03% Complete Estimated Completion Date: November 2023
9. South Parallel Corridor (0921-06-252) – FM 509 to FM 2520
New Roadway Construction
Est. Cost: \$8,368,925 Contractor: Foremost Paving, Inc.
27.61% Complete Estimated Completion Date: March 2024
10. Stuart Place Rd – Sidewalks (0921-06-311) – Primera Rd to FM 2994/Wilson Rd.
Construction of 5 to 6 Ft Wide Sidewalks
Est. Cost: \$939,379 Contractor: TBA
Complete Estimated Completion Date: July 2023

HIDALGO COUNTY CONSTRUCTION

11. Border Safety Inspection Facility (BSIF) (0921-02-173) - US Customs to US 281
Construction of Border Safety Inspection Facility (BSIF)
Est. Cost: \$20,172,428 Contractor: Anderson Columbia Co., Inc.
80% Complete Estimated Completion Date: January 2023
12. US 83 Relief Route (0039-02-040) – FM 2221 to 0.85 Miles East of FM 886
New Location Expressway Facility
Est. Cost: \$97,457,423.00 Contractor: Anderson Columbia Co., Inc.
80% Complete Estimated Completion Date: April 2023
13. SH 107 (0342-01-074) - IH 69C to FM 493
Widen to 6 lane divided urban roadway
Est. Cost: \$21,387,479 Contractor: Foremost Paving, Inc
38% Complete Estimated Completion Date: August 2023
14. US 83 Relief Route Phase II (0039-02-063, etc) – FM 2221 to 0.28 Mi W of Showers Road
Construct new location expressway facility
Est. Cost: \$95,994,023 Contractor: Pulice Construction, Inc.
90% Complete Estimated Completion Date: April 2023
15. FM 2221 (0862-01-059) – FM 492 to FM 681
Rehabilitation of Existing Roadway
Est. Cost: \$3,118,300 Contractor: Texas Cordia Construction, LLC
92% Complete Estimated Completion Date: September 2022

16. Preventative Maintenance Project – Seal Coats – CSJ: 1801-01-051, etc,
14 Locations throughout Hidalgo, Cameron, Brooks and Starr Counties
Est. Cost: \$4,865,996 Contractor: Brennan Paving
Complete
17. FM 3072 (3098-01-016) – FM 2061 to Veterans Blvd
Rehabilitation of Existing Roadway
Est. Cost: \$6,468,134 Contractor: Texas Cordia Construction, LLC
33% Complete Estimated Completion Date: February 2023
18. Preventative Maintenance Project – Overlays – CSJ: 0255-08-108, etc.
2 locations (IH69C from Nolana to Sprague; IH69E from FM 1018 to SP112 in Willacy Co)
Est. Cost: \$9,148,470 Contractor: IOC Company
5% Complete Estimated Completion Date: May 2023
19. Safety Improvement Project – CSJ: 0921-02-483
Install Warning/Guide Signs, Install Pavement Markings
Limits: Various Locations throughout Hidalgo County
Est. Cost: \$1,287,240.20 Contractor: Austin Traffic Signal
Pending Pre-Con Estimated Completion Date: October 2023
20. FM 907 – CSJ: 1586-01-079
Rehabilitation of Existing Roadway
Limits: FM 3072 to US 281
Est. Cost: \$5,127,399 Contractor: Foremost Paving
Pending Pre-Con Estimated Completion Date: February 2024
21. Business 83 – CSJ: 0039-04-130, etc.
Hazard Elimination & Safety
Limits: 19 Locations – Districtwide
Est. Cost: \$2,470,981 Contractor: Austin Traffic Signal
Pending Pre-Con Estimated Completion Date: June 2024
22. FM 491 – CSJ: 0861-01-068
Reconstruct and Widen Roadway
Limits: CR 1390 to FM 1425
Est. Cost: \$4,284,358 Contractor: Asago, LLC
Pending Pre-Con Estimated Completion Date: November 2023

CAMERON COUNTY DESIGN

- A. FM 3069 – CSJ: 3093-01-002
Rehabilitate to Add Shoulders
Limits: FM 510 to FM 2480
Estimated Cost: \$4,830,356
Tentative Letting Date: August 2022

- B. FM 506 – CSJ: 0872-04-030, etc
 Rehabilitate Roadway
 Limits: 3 Locations throughout Cameron County (FM 506 from BUS 83 to FM 3067, FM 800 from FM 1479 to FM 509 & FM 1479 from FM 800 to FM 675)
 Estimated Cost: \$20,516,106
 Tentative Letting Date: September 2022

- C. Preventative Maintenance Project – Seal Coats – CSJ: 0331-03-021, etc.
 Limits: 14 locations throughout Cameron & Willacy Counties
 Estimated Cost: \$3,475,620
 Tentative Letting Date: September 2022

- D. Bridge Replacement Project – CSJ: 0921-06-302, etc
 Limits: 3 Locations in Cameron & Hidalgo County– (Teege Rd., 0.30 Mi W of JCT IH-69E & Doolittle Rd from 1.71 Mi N of FM 1925 & Charles Green from CR 342 (Charles Green) to Over Irrigation Canal)
 Estimated Cost: \$2,438,213
 Tentative Letting Date: December 2022

- E. Preventative Maintenance Project – Overlays – CSJ: 0039-12-259, etc
 Limits: 4 Locations (Bus 77 from South LP 499 to IH-69E South & SS 206 from IH-69E to SL 499)
 Estimated Cost: \$6,946,354
 Tentative Letting Date: January 2023

- F. Replace Bridge & Reconstruct Approaches – CSJ: 0921-06-306, etc
 Limits: 2 Locations in Cameron & Willacy County – (Owens at 0.10 Mi S of SH 4 @ Resaca De La Guerra & CR 180 at 0.6 Mi S of FM 176)
 Estimated Cost: \$1,171,726
 Tentative Letting Date: January 2023

- G. IH-69E – CSJ: 0039-07-257
 North Bound & South Bound Ramp Reversal
 Limits: Industrial Blvd. to Loop 499 (Primera Rd.)
 Estimated Cost: \$2,813,726
 Tentative Letting Date: February 2023

- H. SH 107 – CSJ: 0342-03-037
 Rehabilitate Existing Roadway
 Limits: from Louisiana St. to Hooks E. Hodges St.
 Estimated Cost: \$4,369,645
 Tentative Letting Date: April 2023

- I. SH 4 – CSJ: 1504-01-037
 Rehabilitate Existing Roadway
 Limits: IH-69E to SH 48
 Estimated Cost: \$13,648,184
 Tentative Letting Date: July 2023

- J. Install Traffic Signals – CSJ: 0220-04-059, etc
Limits: 3 Locations throughout Cameron County
Estimated Cost: \$710,884
Tentative Letting Date: July 2023

- K. Los Indios Int’l Bridge BSIF – CSJ: 0921-06-359
Construct Border Safety Inspection Facility (BSIF)
Limits: Los Indios Int’l Bridge GSA Facility
Estimated Cost: \$3,465,955
Tentative Letting Date: August 2023

- L. Median Barrier Installation – CSJ: 0220-07-068, etc
Limits: 2 Locations along SH 48 and IH-69C
Estimated Cost: \$383,708
Tentative Letting Date: August 2023

- M. Dixieland Rd – CSJ: 0921-06-356
Install Safety Lighting
Limits: Garret Rd to FM 1479
Estimated Cost: \$469,641
Tentative Letting Date: August 2023

- N. Preventative Maintenance Project – Seal Coats – CSJ: 0684-01-073, etc.
Limits: 15 Locations throughout Cameron & Willacy Counties
Estimated Cost: \$2,806,896
Tentative Letting Date: September 2023

- O. Texas Parks & Wildlife Project – Seal Coats – CSJ: 0921-06-269, etc.
Limits: 2 Locations within World Birding Center & Las Palomas WMA
Estimated Cost: \$313,500
Tentative Letting Date: September 2023

- P. FM 510 – CSJ: 1057-03-045
Rehabilitate Existing Roadway
Limits: FM 3462 to FM 1847
Estimated Cost: \$15,866,766
Tentative Letting Date: September 2023

HIDALGO COUNTY DESIGN

- Q. Bridge Replacement Project – CSJ: 0921-02-445, etc
Limits: 2 locations – (Nittler Road (W) – 1.25 Mile W of FM 88
Nittler Road (E) – 0.2 Mile W of FM 88)
Estimated Cost: \$1,412,808
Tentative Letting Date: August 2022

- R. FM 907 – CSJ: 1586-01-089, etc.
Install Traffic Signal
Limits: 7 Locations Districtwide
Estimated Cost: \$1,334,876
Tentative Letting Date: August 2022

- S. Preventative Maintenance Project – Overlays – CSJ: 0528-01-121, etc
Limits: 3 locations throughout Hidalgo and Cameron Counties
Estimated Cost: \$3,348,922
Tentative Letting Date: November 2022

- T. Bridge Replacement Project – CSJ: 0862-01-057, etc
Limits: 2 locations in Cameron & Hidalgo
Estimated Cost: \$1,908,063
Tentative Letting Date: November 2022

- U. FM 676 – CSJ: 1064-01-032
Widen to four lane divided
Limits: SH 364 to SH 107
Estimated Cost: \$16,149,113
Tentative Letting Date: February 2023

- V. Intersection Flashing Beacon Project – CSJ: 0921-02-484, etc.
Limits: 8 Locations throughout Hidalgo and Cameron Counties
Estimated Cost: \$467,805
Tentative Letting Date: July 2023

- W. FM 1925 – CSJ: 1803-02-049
Install Traffic Signal
Limits: @ M Rd / Gwin Rd
Estimated Cost: \$434,024
Tentative Letting Date: July 2023

- X. FM 1425 – CSJ: 1428-01-027, etc
Rehabilitate Roadway
Limits: 3 Locations (SH 107 to BUS 83 & SH 107 to Mile 12 N Rd)
Estimated Cost: \$14,961,160
Tentative Letting Date: July 2023

- Y. Freddy Gonzalez Dr – CSJ: 0921-02-500
Install Traffic Signal
Limits: 0.1 Miles West of Mon Mack Rd to 0.1 Miles East of Mon Mack Rd
Estimated Cost: \$189,423
Tentative Letting Date: August 2023

- Z. Safety Projects – CSJ: 0921-02-508, etc.
Install Advanced Warning Signs & Safety Lighting
Limits: 2 locations in Hidalgo County (Miles 2 Rd & Mile 3 Rd)
Estimated Cost: \$272,916
Tentative Letting Date: August 2023

- AA. Safety Projects– CSJ: 0669-03-029, etc
Install Advanced Warning Signs & Safety Lighting & Install Traffic Signal
Limits: 4 Locations in Hidalgo County
Estimated Cost: \$830,644
Tentative Letting Date: August 2023

- BB. FM 2812 – CSJ: 2831-01-016
Add Left Turn Lane
Limits: 0.1 Miles East of Jackpot Blvd.
Estimated Cost: \$472,173
Tentative Letting Date: August 2023

- CC. FM 1015 – CSJ: 1228-03-050, etc
Rehabilitate Roadway
Limits: 2 Locations (Mile 9 to IH-2 & IH-2 to 2.584 Miles South of IH-2)
Estimated Cost: \$11,875,000
Tentative Letting Date: September 2023

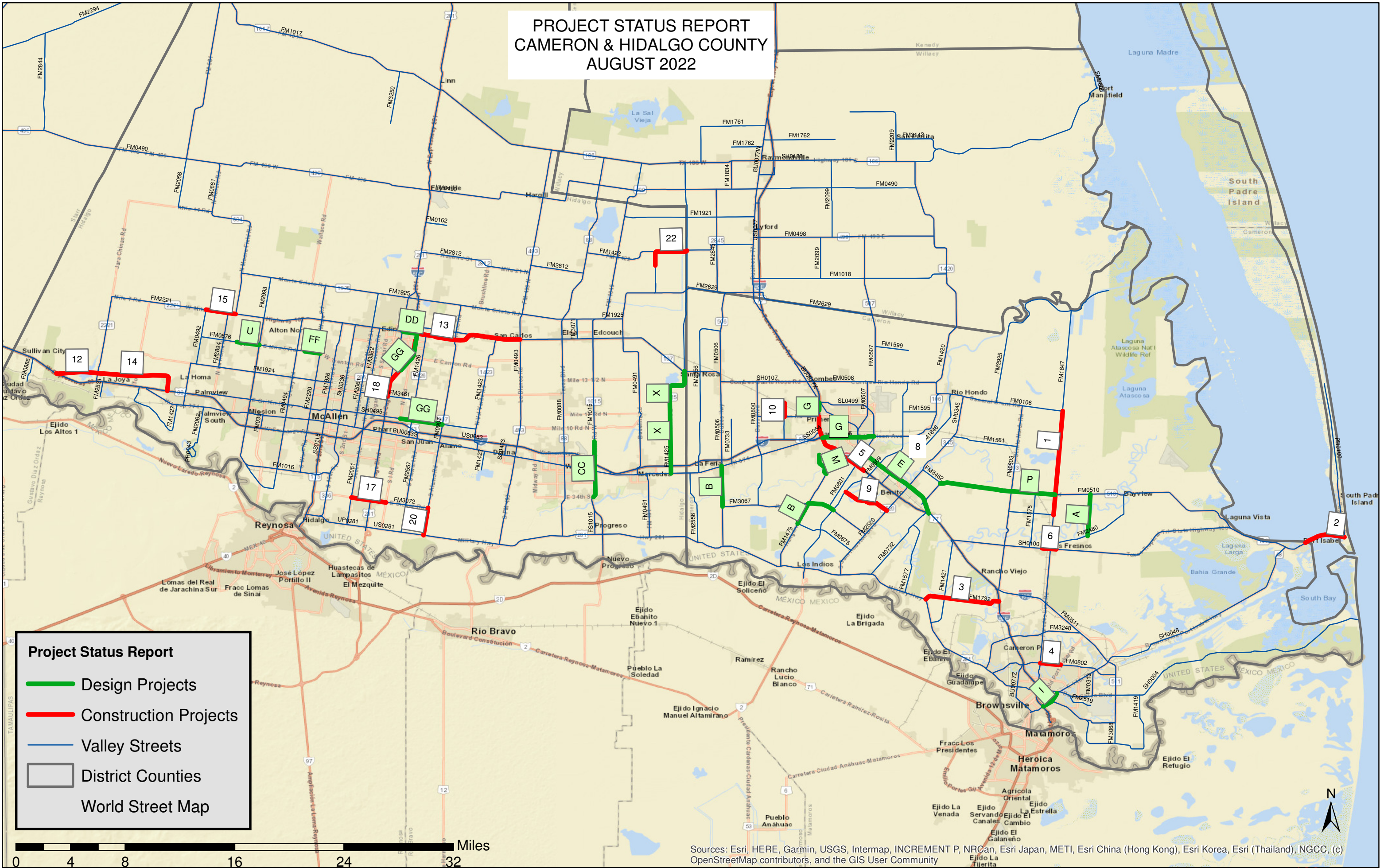
- DD. SH 107 – CSJ: 0342-01-093
Operational Improvements & Rehabilitation
Limits: BUS 281W to IH-69C
Estimated Cost: \$19,710,310
Tentative Letting Date: September 2023

- EE. Preventative Maintenance Project - Seal Coats – CSJ: 0039-18-123, etc
Limits: 13 Locations in Brooks, Hidalgo, Jim Hogg, Starr & Zapata Counties
Estimated Cost: \$4,673,902
Tentative Letting Date: September 2023

- FF. FM 676 – CSJ: 1064-01-043, etc
Widen from 2 to 4 Lane with Left Turn Lane & Replace Bridge on Mile 5
Limits: Taylor Rd to FM 2220
Estimated Cost: \$8,907,257
Tentative Letting Date: October 2023

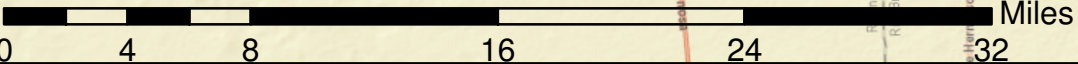
- GG. Overlays – CSJ: 0255-08-111, etc
Limits: 3 Locations (Willacy & Hidalgo County – on IH-69C from Trenton Rd to SH 107 &
SH 495 from FM 1426 to FM 907)
Estimated Cost: \$4,772,655
Tentative Letting Date: November 2023

PROJECT STATUS REPORT CAMERON & HIDALGO COUNTY AUGUST 2022



Project Status Report

- Design Projects
- Construction Projects
- Valley Streets
- District Counties
- World Street Map



Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

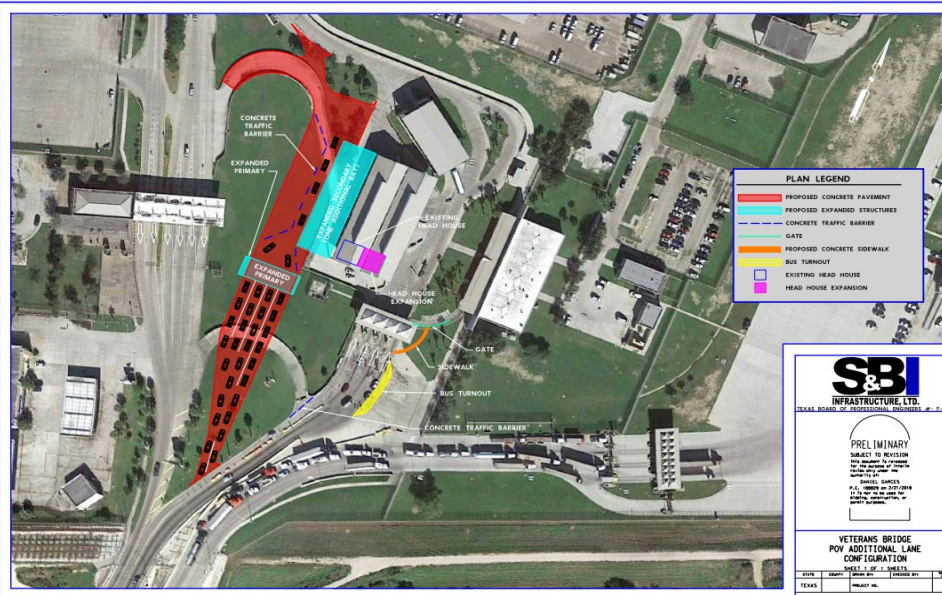
CCRMA
Project Status Presentation
RGVMPO Transportation Policy Board

August 31, 2022



Veterans POV Expansion

CSJ: 0921-06-313



Recent Activity:

- Under Construction

- 1 Environmental ✓
- 2 Preliminary Engineering ✓
- 3 ROW & Utilities: ✓
- 4 Design ✓
- 5 Funding ✓



Under
Construction

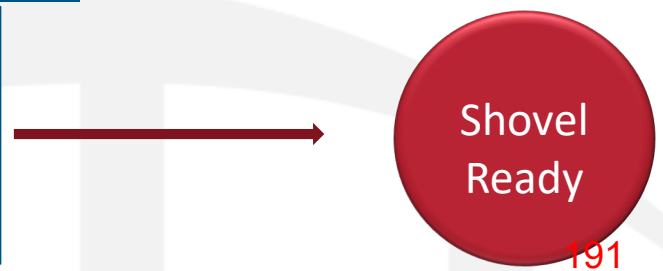
SH 550 GAP 2 Project

CSJ: 0684-01-068



- 1 Environmental ✓
- 2 Preliminary Engineering ✓
- 3 ROW & Utilities: ✓
- 4 Design - 90% PS&E Completed
- 5 Funding ✓

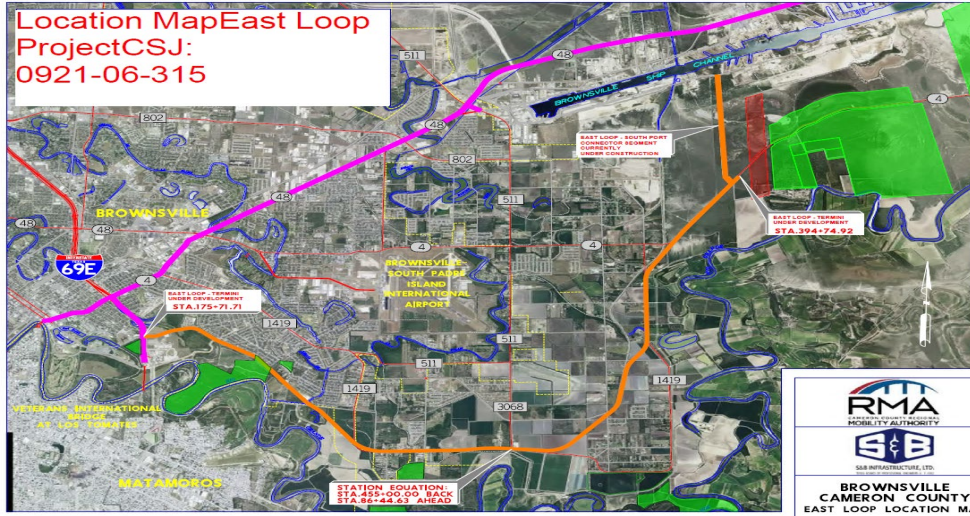
- Recent Activity:**
- Included in Border Master Plan- High Impact Project
 - ROW in Place / Utilities Adjusted
 - Environmental Re Evaluation Underway
 - PS&E-90% complete
 - TxDOT Commission Approved 2.5 Miles of Interstate Designation - March 2020
 - UPRR Structure Group reviewing Railroad Bridge Alternatives



191

East Loop

CSJ: 0921-06-315



Recent Activity:

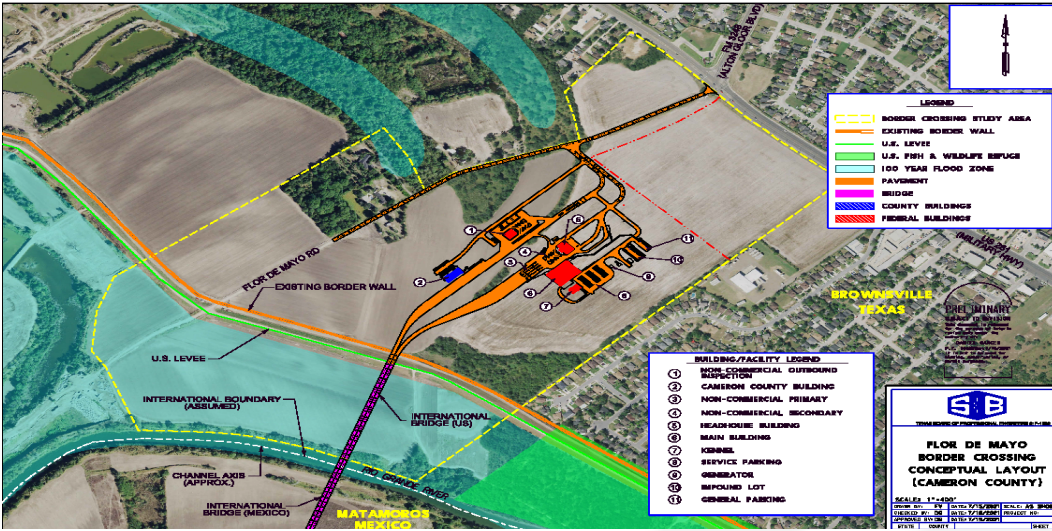
- Included in Border Master Plan- High Impact Project
- USFWS Land Swap Agreement FONSI Issued
- Environmental Documents are 80% complete
- USFWS and IBWC Addressing 90% schematic comments
- August/November 2021 TIP Amendment-Approved
- CCRMA is Proceeding with 100% Local Funding for PS&E to Expedite
- 60% PS&E under review and soon to be submitted to TxDOT
- Federal Grant Application under the Multimodal Projects Discretionary Grant opportunity submitted

1	Environmental	- 80% complete
2	Preliminary Engineering	✓
3	ROW & Utilities:	- In Process
4	Design	- 60%
5	Funding	- Partially Funded

Flor De Mayo Bridge

CSJ: TBD

- 1 **Environmental** - Underway
- 2 **Preliminary Engineering** - Underway
- 3 **ROW & Utilities:**
- 4 **Design** - Pending
- 5 **Funding** - Pending



Recent Activity:

- Included in Border Master Plan- High Impact Project
- Feasibility study Complete
- Submitted Presidential Permit Application to DOS

Free Trade Bridge



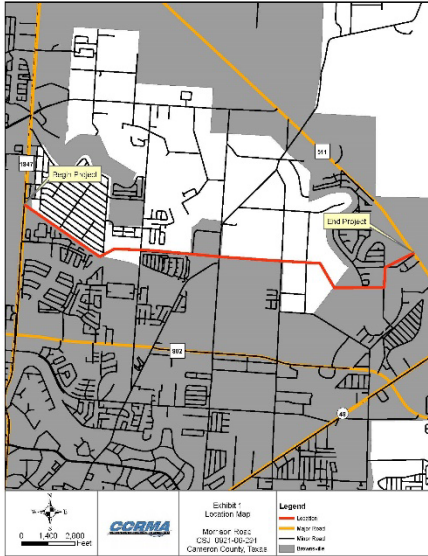
Recent Activity:

- CBP/GSA Final DAA Underway
- Design Underway
- Utilizing Local funds
- 60% Design Review held on May 05, 2022
- 90% design submitted June 30, 2022
- Letting Fall 2022

1	Environmental	-	✓
2	Preliminary Engineering	-	✓
3	ROW & Utilities:	✓	
4	Design	-	Under Design
5	Funding	✓	

Morrison Road

CSJ: 0921-06-291



1	Environmental	- Underway
2	Preliminary Engineering	- Underway
3	ROW & Utilities:	- Pending
4	Design	- Pending
5	Funding	✓

Recent Activity:

- Included in Border Master Plan- High Impact Project
- Consultant selected and environmental and schematic are under development
- Preliminary Coordination with City and Drainage / District Underway
- Functional Classification under review by FHWA

Old Alice Rd

CSJ: 0921-06-290



Recent Activity:

- Included in Border Master Plan- Medium Impact Project
- 100% PS&E complete.
- Virtual Public Meeting Held August 11, 2020
- ROW 100% in place.
- Will work with RGVMPPO/TxDOT to accelerate letting

1	Environmental	- 95% Complete
2	Preliminary Engineering	✓
3	ROW & Utilities:	✓
4	Design	✓
5	Funding	✓

FM 509

CSJ: 0921-06-254



- | | | |
|---|--------------------------------|------------|
| 1 | Environmental | - Pending |
| 2 | Preliminary Engineering | - Underway |
| 3 | ROW & Utilities: | - Pending |
| 4 | Design | - Pending |
| 5 | Funding | ✓ |

Recent Activity:

- Included in Border Master Plan- Medium Impact Project
- Transportation Commission Approved On-System Minute Order - May 2021
- TxDOT has funded the project fully in the 2021 UTP
- Functional Classification under review by FHWA
- CCRMA will utilize 100% Local Funds for Preliminary Engineering to expedite
- Consultant selected - Board approved PE July 2022

Dana Road

CSJ: 0921-06-330

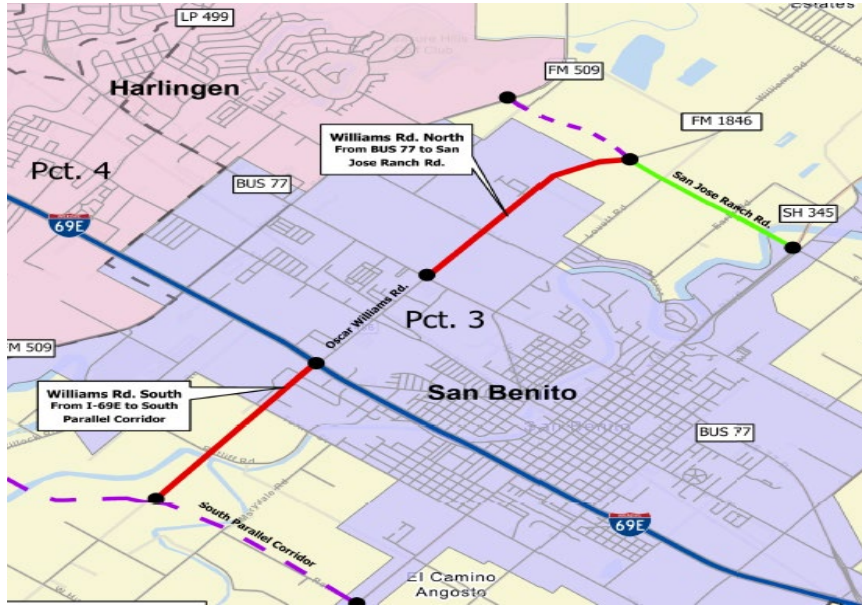


- 1 **Environmental** - Pending
- 2 **Preliminary Engineering** - Underway
- 3 **ROW & Utilities:** ✓
- 4 **Design** - Pending
- 5 **Funding** ✓

Recent Activity:

- Consultant selected
- ILA with City of Brownsville approved to add Dana Road Bridge Rehabilitation to project.
- EDC for Dana Road Bridge approved on 05.27.22
- Board approved PE July 2022

FM 1846-Williams Road



- | | | |
|---|--------------------------------|------------|
| 1 | Environmental | - Pending |
| 2 | Preliminary Engineering | - Underway |
| 3 | ROW & Utilities: | - Pending |
| 4 | Design | - Pending |
| 5 | Funding | - Pending |

Recent Activity:

- ILA with City of San Benito and Cameron County approved
- CCRMA will utilize 100% Local Funds for Preliminary Engineering to expedite
- Consultant selected for BUS 77 to San Jose Ranch Road (Phase I)
- Consultant selected for I-69E to South Parallel Corridor (Phase II) - Board approved PE July 2022

SPI 2nd Access

CSJ: TBD



Recent Activity:

- Included in Border Master Plan- Medium Impact Project
- Recently redesignated to a Non-Tolled project development strategy
- Using Local Funds to Complete Environmental Phase
- Using local funds to place project in STIP
- CCRMA Consultant selected for Advance Project Development
- Joint Evaluation Meeting held 08/02/2022 hosted by USACE w/ TxDOT, CCRMA, USFWS, TPWD, NOAA, and GLO.

1	Environmental	- Underway
2	Preliminary Engineering	- Underway
3	ROW & Utilities:	- Pending
4	Design	- Pending
5	Funding	- Pending

Harlingen Rail Improvements Project FR-CRS-21-002



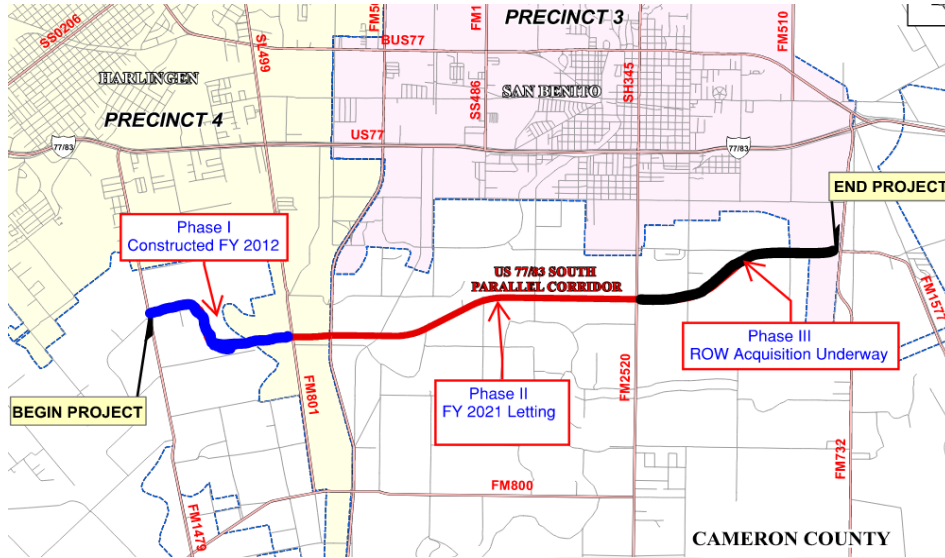
Recent Activity:

- Partnership between: CCRMA, Cameron County, and City of Harlingen
- Project Scope: Eliminate certain railroad-street crossings
- Limits: N. Commerce street S. of US 77 Sunshine to Adams Avenue
- US DOT / FRA Awarded grant in July 2022 under the FY21 Consolidated Rail Infrastructure and Safety Improvements (CRISI) Grant Program for \$5,570,566
- Using Federal & Local funds to complete Environmental Phase.
- Using Federal & Local funds to complete Design.

1	Environmental	- Pending
2	Preliminary Engineering	- Pending
3	ROW & Utilities:	✓
4	Design	- Pending
5	Funding	✓

S. Parallel Corridor Phase II

CSJ: 0921-06-252



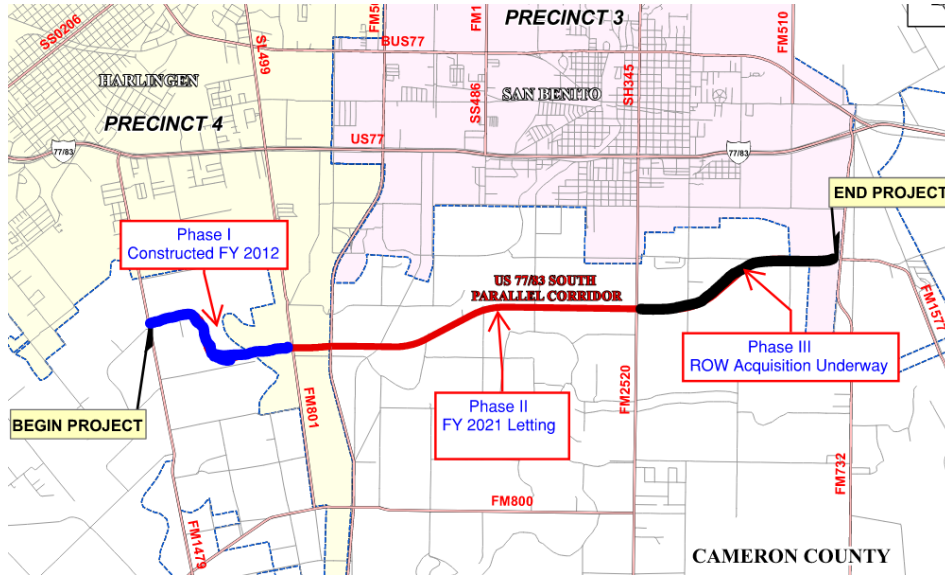
- 1 Environmental ✓
- 2 Preliminary Engineering ✓
- 3 ROW & Utilities: ✓
- 4 Design ✓
- 5 Funding ✓

Recent Activity:

- Under Construction – 30% Complete

S. Parallel Corridor Phase III

CSJ: 0921-06-257



1	Environmental	✓
2	Preliminary Engineering	✓
3	ROW & Utilities:	- Underway
4	Design	- Underway
5	Funding	- Pending

Recent Activity:

- Included in Border Master Plan- Medium Impact Project
- ROW Acquisition Underway using Local Funds
- Utility Coordination Underway using Local Funds
- Needs Funding to construct the entire 10-Mile Corridor to a 5-Lane Urban Section

US 281 Connector

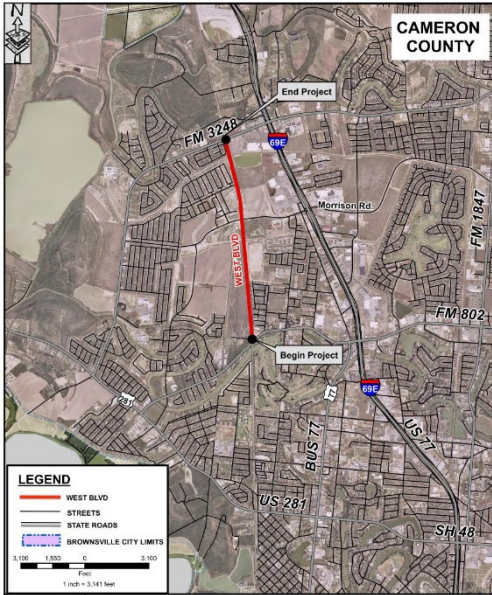


Recent Activity:

- Included in Border Master Plan- Medium Impact Project
- CCRMA Conceptual Project to provide a connection between US281 (Military Highway) and I69E. Ultimately connecting the International Bridges Directly with the Port of Brownsville Via SH 550

1	Environmental	- Pending
2	Preliminary Engineering	- Pending
3	ROW & Utilities:	- Pending
4	Design	- Pending
5	Funding	- Pending

West Blvd – Roadway CSJ:



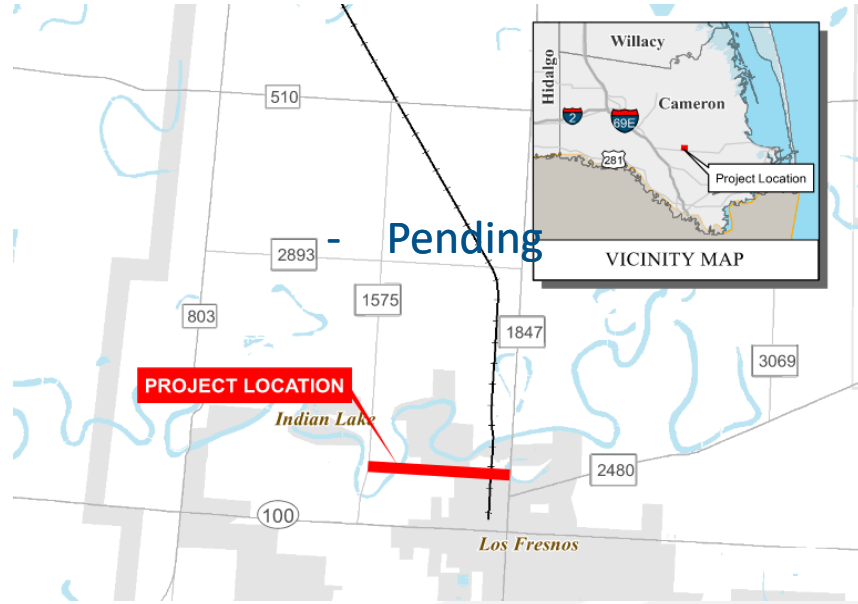
1	Environmental	- Underway
2	Preliminary Engineering	✓
3	ROW & Utilities:	✓
4	Design	- Underway
5	Funding	✓

Recent Activity:

- Preliminary Engineering is being completed with 100% Local Funds
- Functional Classification under development
- Roadway Construction Funding - FY 2024 of the TIP / MTP
- Environmental Documents Under Development In-House (CCRMA)
- ROW is in place
- 60% PS&E on July 31, 2022

Whipple Road

CSJ: 0921-06-292



- | | | |
|---|--------------------------------|------------|
| 1 | Environmental | - Underway |
| 2 | Preliminary Engineering | - Underway |
| 3 | ROW & Utilities: | ✓ |
| 4 | Design | - Pending |
| 5 | Funding | - Partial |

Recent Activity:

- Partially Funded in 2021 UTP
- DCC held on September 14, 2020
- Schematics at 60%
- Environmental at 75%

FM 1847

CSJ: 0921-06-325



Recent Activity:

- Revised limits: Resaca Retreat Dr. to First St.
- DCC held on September 14, 2020
- Schematics at 90%
- Environmental at 75%

1	Environmental	- Underway
2	Preliminary Engineering	- Underway
3	ROW & Utilities:	✓
4	Design	- Pending
5	Funding	✓



U.S. 77 – I69E Plan

Fully Funded by TxDOT - 2021 UTP

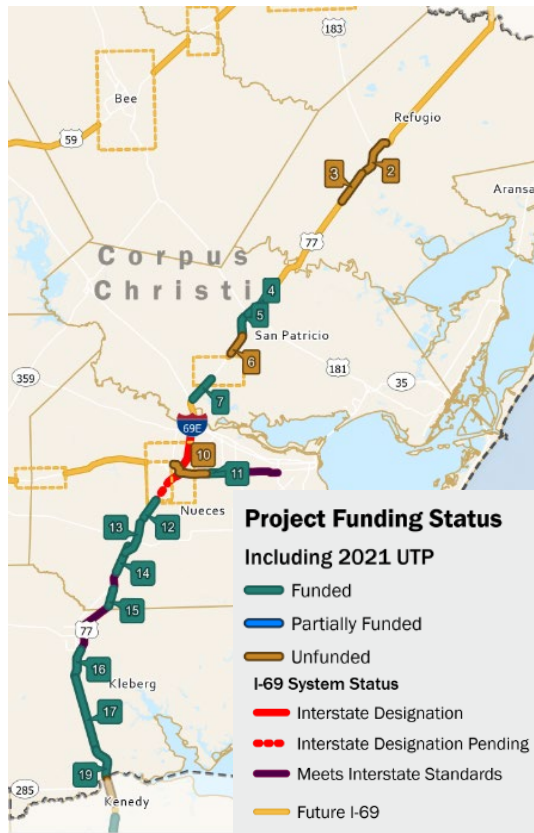


#	CSJ	HWY	Current XS ²	Limits	Description	EST. CONSTRUCTION COST (M)	EST. TOTAL COST ³	MILES	FUNDING STATUS ⁵	LET YEAR
1	0327-02-055	US 77	4D+	KENEDY/KLEBERG COUNTY LINE to 0.71 MILES N. OF LA PARRA AVE.	Interstate Designation	\$23.3	\$28.0	TBD	Unfunded	2025
2	0327-02-056	US 77	4D+	0.87 MILES S. OF LA PARRA AVE. to 8 MILES S. OF LA PARRA AVE.	Interstate Designation	\$66.9	\$80.3	7.1	Full	2026
4	0327-03-048	US 77	4D+	8 MILES S. OF LA PARRA AVE.. to 9.6 MILES N. OF NORIAS RD.	Interstate Designation	\$60.4	\$72.5	12.5	Full	2026
6	0327-04-037	US 77	4D+	9.6 MILES NORTH OF NORIAS RD to NORIAS RD.	Interstate Designation	\$84.6	\$101.5	9.6	Full	2024
8	0327-05-041	US 77	4D+	NORIAS RD to 1.34 MILES N OF WILLACY/KENEDY COUNTY LINE	Interstate Designation	\$108.3	\$130.0	11.6	Partial	2024
10	0327-05-043	US 77	4D+	1.34 MILES N OF WILLACY/KENEDY COUNTY LINE to 1.19 MILES S OF CRYSTAL GATE/NORIAS DI	Construct Main Lanes & Overpasses	\$24.5	\$29.4	3.5	Unfunded	2035
11	0327-05-042	US 77	4D+	1.34 MILES N OF WILLACY/KENEDY COUNTY LINE to WILLACY/KENEDY COUNTY LINE	Construct Main Lanes & Overpasses (Under Construction; Completion date Nov. 2020)	\$7.2	\$8.6	1.3	Full	2018
12	0327-10-062	US 77	4D+	WILLACY/KENEDY COUNTY LINE to 0.93 MILES S OF WILLACY/KENEDY C.L.	Construct Main Lanes & Overpasses (Under Construction; Completion date Nov. 2020)	\$8.2	\$9.9	0.9	Full	2018
13	0327-10-057	US 77	4D+	0.93 MILES S OF WILLACY/KENEDY COUNTY LINE to BUSINESS 77	Construct Main Lanes & Overpasses (Under Construction; Completion date Nov. 2020)	\$22.7	\$27.2	4.0	Full	2017
15	0684-01-068	SH 550	4D+	.203 MILES S OF FM 1847 to 1.13 MILES SE OF UPRR OVRPSS AT FM 3248	Construct New Toll Road	\$17.3	\$20.8	3.9	Full	2022
Total						\$1,085.2	\$1,302.3	103.8		

Included in Border Master Plan

U.S. 77 – I69E Plan

Fully Funded by TxDOT - 2021 UTP



#	CSJ	HWY	Current XS ²	Limits	Description	EST CONST COST (\$M)	EST TOTAL COST (\$M)	MILES	FUNDING STATUS ⁵	LET YEAR
2	0371-03-090	US 77	4CTL, 4D+	N OF REFUGIO TO S OF REFUGIO (RELIEF ROUTE)	Construct New Roadway Lanes	\$360.0	\$432.0	10.1	Unfunded	2029
3	0371-03-130	US 77	4D+	S OF REFUGIO RR TO S OF WOODSBORO	Convert Non-Freeway	\$70.0	\$84.0	4.1	Unfunded	2029
4	0371-04-062	US 77	4D+	CHILTIPI CREEK BR (CONTROL BREAK) to BUSINESS NORTH (SINTON)	Convert Non-Freeway	\$40.0	\$48.0	2.9	Full	2024
5	0372-01-101	US 77	4D+	BUSINESS SOUTH (SINTON) to CHILTIPI CREEK BR (CONTROL BREAK)	Convert Non-Freeway	\$40.0	\$48.0	2.9	Full	2024
6	0372-01-109	US 77	4D+	NORTH OF ODEM to BUSINESS SOUTH (SINTON)	Convert Non-Freeway	\$60.0	\$72.0	2.2	Unfunded	2029
7	0372-01-106	US 77	4D+	IH 37 AND INTERCHANGE to SOUTH OF ODEM	Convert Non-Freeway	\$127.5	\$153.0	4.3	Full	2028
12	0102-02-101	US 77	4D+	NORTH OF FM 2826 to SOUTH OF CR 28 (CONTROL BREAK)	Construct Main Lanes, Frontage Roads And Structures	\$12.7	\$15.2	2.4	Full	2018
13	0102-16-001	US 77	NA	CR 28 to CR 16	Construct New Roadway Lanes	\$82.4	\$98.9	5.1	Full	2018
14	0102-03-082	US 77	4D+	CR 16 to SOUTH OF FM 3354	Convert Non-Freeway	\$23.2	\$27.9	2.9	Full	2018
15	0102-03-087	US 77	4D+	CR 4 to FM 70	Construct Ramps	\$9.0	\$10.8	2.0	Full	2021
16	0102-04-099	US 77	4D+	FM 1356 to CR 2130	Convert Non-Freeway	\$55.2	\$66.3	3.4	Full	2020
17	0102-04-097	US 77	4D+	CR 2130 to 1.5 MILES N. OF SH 285	Convert Non-Freeway	\$115.0	\$138.0	8.6	Full	2022
19	0327-09-002	US 77	NA	1.5 MILES N. OF SH 285 INTERSECTION to KENEDY/KLEBERG COUNTY LINE	Construct New Roadway Lanes	\$110.0	\$132.0	4.0	Full	2024

Included in Border Master Plan



CCRMA TOLL SYSTEM PROJECTS

CCRMA Back Office Update

- FUEGO Tag live October 21, 2021
- Customer Tag Functionality
- Electronic Communications
- Customization of Accounts to accommodate Bridges & Parks
- Redesigned reporting for Interoperability
- Account migration to Prepaid accounts
- New interfaces with Neopost (print & mail), Interop Systems, and Collections

Vendors:
TollPlus, LLC

CC Intl Bridge Toll Collection System

- Estimated Go Live – Fall 2022
- New lane functionality with ETC Tags and RFID Cards
- Improved Lane processing logic
- Improved transaction accountability and Cash Management process
- Account migration from current system to CCRMA Back Office
- Improvements to increase electronic payment versus cash payment
- Improved system accountability with Digital Video Auditing System

Vendors:
TollPlus, LLC
A to Be, LLC
Etransit – (sub to A to Be, LLC)

CC Parks User Fee Collection System

- Estimated Go Live – Fall 2022
- Complete new system design leveraging ETC in the lanes
- Daily passes can now be offered to ETC customers
- CCRMA tag functionality to replace current monthly, annual, and RV passes
- Improved revenue enforcement using automatic license plate readers (ALPR)
- Improved system accountability with Digital Video Auditing System

Vendors:
TollPlus, LLC
A to Be, LLC
Etransit – (sub to A to Be, LLC)



CCRMA PARTNERSHIP PROJECTS WITH CAMERON COUNTY

Cameron County Parks Administration Building Project

- New construction with site work of the two-story 8,695 SF County Parks Administration Building, located within Isla Blanca Park.
- Estimated project cost: \$5 Million

Cameron County Parks

- Wi-Fi Connectivity
- Estimated project cost: \$.5 Million

Cameron County Parks Warehouse

- New construction with site work of the Cameron County Parks Warehouse
- Estimated project cost: \$2 Million

Isla Blanca Toll Booths

- Construction of toll booth for Cameron County Beach Access #1
- Estimated project cost: \$0.4 Million

Isla Blanca Park Parking Lot 10 Expansion

- Construction of the Isla Blanca Park Parking Lot 10 Expansion
- 220 Parking Spaces
- Construction Cost: \$574,800
- Substantially Complete as of 02.10.22

Beach Access 3

- Construction of toll booths for Cameron County Beach Access#3
- Estimated project cost: \$0.3 Million

Mountain Bike Trail

- Enhancements to existing mountain bike trail at the Pedro “Pete” Benavides County Park, Cameron County Texas
- Estimated project cost: \$0.5 Million

Pedro “Pete” Benavides Basketball Court Pavilion

- Construction of a basketball pavilion
- Construction Cost: \$645,000
- Notice to Proceed issued 02.07.22



CCRMA Project Executive Summary

\$45 Million in Projects Currently Under Construction
\$1.9 Billion CCRMA Overall Project Portfolio

Shovel Ready Projects

- SH 550 Gap II
 - \$21 M
- Old Alice Road
 - \$ 17.75 M
- Veterans Intl. Bridge Expansion
 - \$15 M- April 29, 2022 Letting

\$54 Million in Locally Developed Shovel Ready Projects.

Projects in Design

- East Loop
 - **\$100 M**
- FM 509 Extension
 - **\$9 M**
- Whipple Rd.
 - **\$6M**
- Morrison Road Project
 - **\$17M**
- South Parallel Corridor Ph. III
 - **\$10 M**
- South Parallel Corridor Ultimate 5 Lane
 - **\$30 M**
- West Boulevard Roadway
 - **\$6 M**
- Misc. Projects

\$185 Million in Locally Developed Shovel Ready Projects.

Projects In Development

- US 77 / I69E
 - **\$269M**
- SPI 2nd access
 - **\$500M**
- Outer Parkway
 - **\$200M**
- Flor de Mayo International Bridge
 - **\$40M**
- I69 Connector
 - **\$495M**
- US 281 Connector
 - **\$100M**

\$1.6 Billion Planning Phase

14 CCRMA Projects Currently included in the TxDOT Border Master Plan



HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

BOARD OF DIRECTORS MEETING FOR AUGUST 2022

HCRMA Board of Directors

S. David Deanda, Jr., Chairman
Forrest Runnels, Vice-Chairman
Ezequiel Reyna, Jr., Secretary/Treasurer
Alonzo Cantu, Director
Carlos Del Angel, Director
Francisco “Frank” Pardo, Director
Joaquin Spamer, Director

HCRMA Administrative Staff

Pilar Rodriguez, PE, Executive Director
Ramon Navarro IV, PE, CFM, Chief Constr. Eng.
Celia Gaona, CIA, Chief Auditor/Compliance Ofcr.
Ascencion Alonzo, Chief Financial Ofcr.

General Engineering Consultant

HDR ENGINEERING, INC.

www.hcrma.net

Report on HCRMA Program Management Activity
Chief Construction Engineer – Ramon Navarro IV, PE, CFM



▶ OVERVIEW

- ❑ 365 TOLL Project Overview
- ❑ IBTC Project Overview
- ❑ Overweight Permit Summary
- ❑ Construction Economics Update

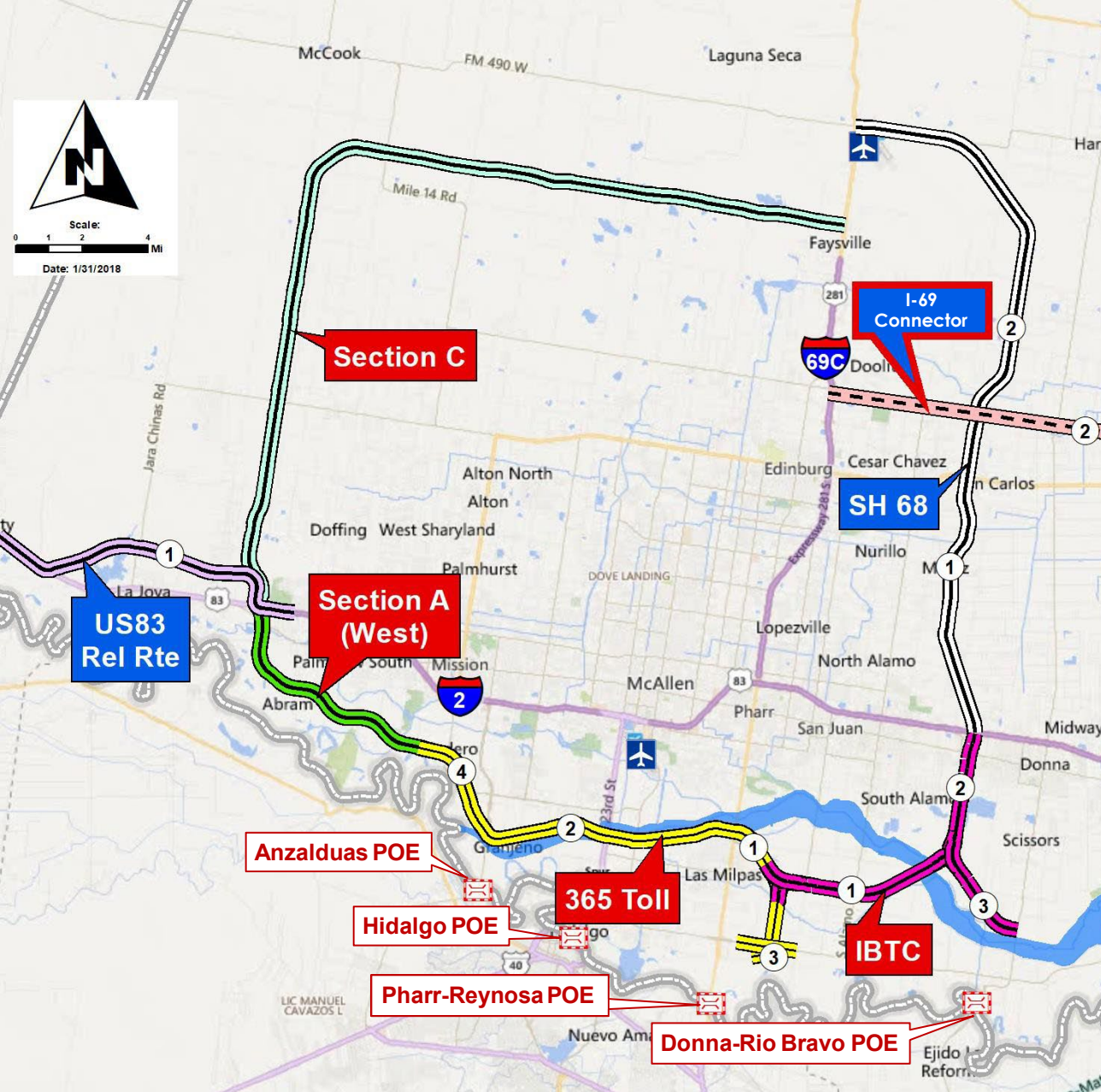
MISSION STATEMENT:

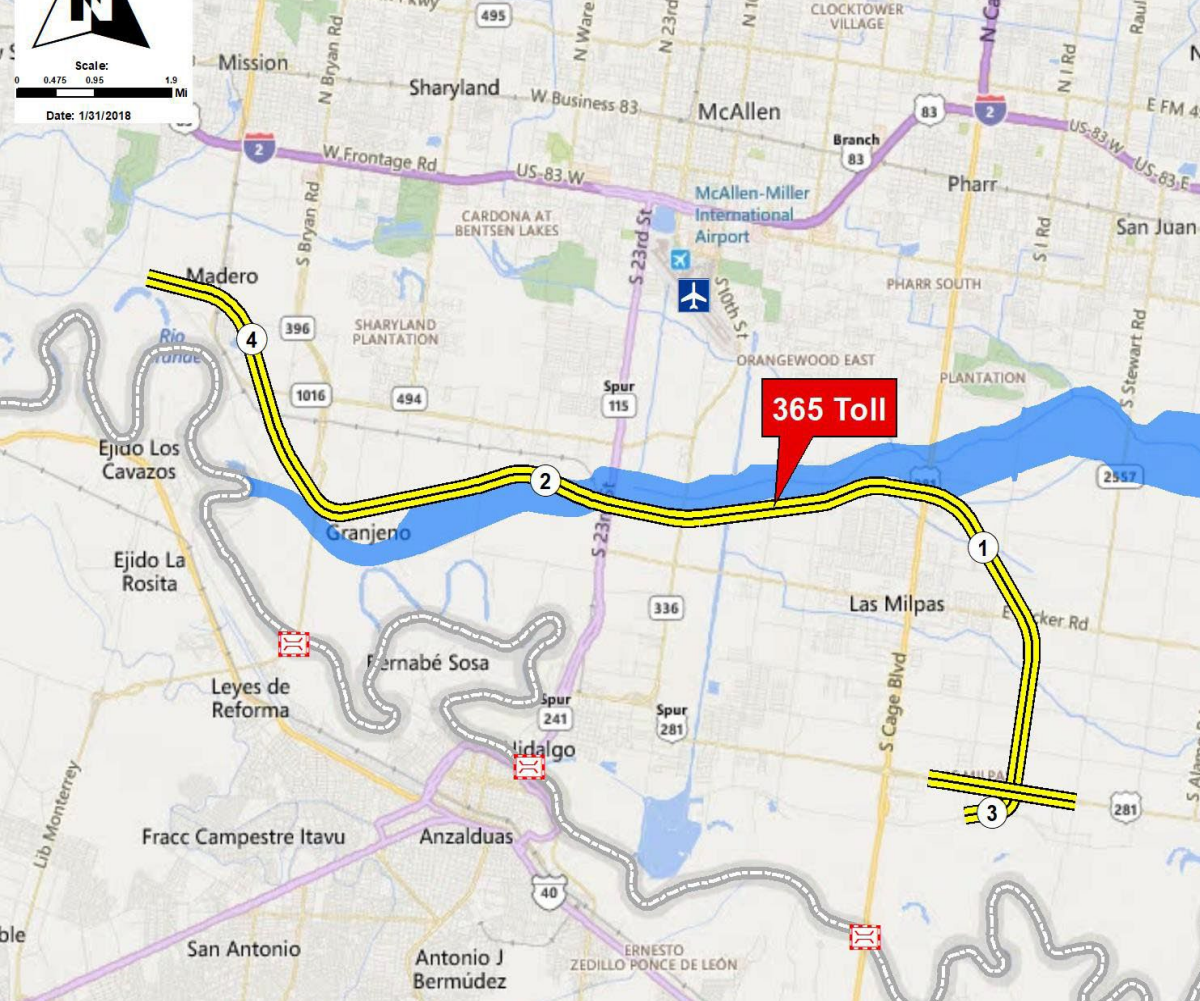
“ To provide our customers with a rapid and reliable alternative for the safe and efficient movement of people, goods and services”



HCRMA STRATEGIC PLAN

DEVELOP THE
INFRASTRUCTURE TO
SERVE A POPULATION
OF APPROXIMATELY
800,000 RESIDENTS
AND
5 INTERNATIONAL
PORTS OF ENTRY





MAJOR MILESTONES:

NEPA CLEARANCE
07/03/2015

100% ROW ACQUIRED

PH 1: 365 SEG. 3 –
LET: 08/2015
COMPLETED

PH 2: 365 TOLL
SEGS. 1 & 2 –
OPEN: 01/2026

365 TOLL SEGS. 1 & 2 LIMITS FROM FM 396 / ANZ. HWY.
TO US 281 / BSIF CONNECTOR (365 SEG. 3)
365 TOLL SEG. 4 LIMITS FROM FM 1016 / CONWAY AVE
TO FM 396 / ANZ. HWY. (FUTURE CONSTRUCTION)

ABOUT 365 Tollway

The HCRMA 365 Tollway will be a 12.2 mile tolled facility inclusive of thirteen (13) grade-separated interchanges and one (1) floodway bridge structure; US187W levee relocations; and roadway work. The Project will consist of grading, cement treated flexible base, lime treated subgrade, retaining walls, drainage, irrigation structures, traffic signals, illumination, signing, pavement markings, toll gantries & tolling equipment and electrical.



HCRMA 365 Tollway







Questions of Comments About the Project?

Contact Police
3010 W. Sam Houston Pkwy S
Houston, TX 77059
281-539-2693
www.Police.com

POLICE

PROJECT DATA

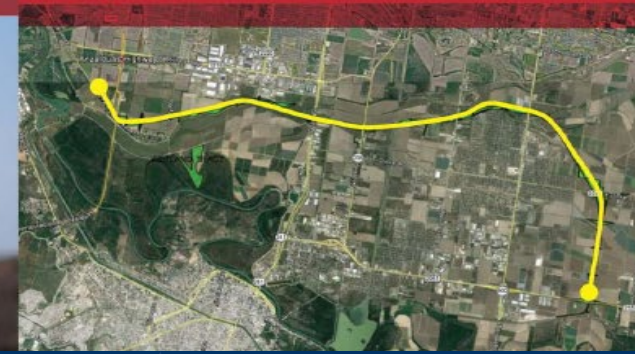


-  **Owner:** Hidalgo County Regional Mobility Authority (HCRMA)
-  **Location:** Hidalgo County, TX
-  **Contract Time:** 1,264 days
-  **Project Budget:** \$281,723,797.00

365 TOLLWAY: BY THE NUMBERS

Representative Items	Quantity
Excavation	336,770 CY
Embankment	3,584,211 CY
Line Treatment (Existing Material)	1,150,952 SY
Concrete Pavement	814,676 SY
Pre-Stressed Concrete Filings	9,668 LF
Shielded Shafts	31,881 LF
Reinforced Concrete Slabs	448,042 SF
Retaining (MSE) Wall	463,168 SF
Concrete Girders	52,124 LF
Concrete Rail	85,458 LF
Drainage (RCS & RCP)	49,217 LF

WEST LOOP



Major Project Components

Production and Performance

To meet scheduled deadlines, working days will be seven days a week, excluding all holidays (with the exception of New Year's Day, Independence Day, Labor Day, Thanksgiving Day (and following Friday), and Christmas Eve and Christmas Day), regardless of weather conditions, material availability, or other conditions out of the control of the team.

Community Key Issues/Concerns

Facilitating safety and efficiency for the public is the primary concern with Police. Maintenance and protection of public traffic will be discussed at staff prep meetings and any issues and concerns will be immediately addressed.

Environmental

Protecting the environment is a top responsibility with this team. Storm Water Pollution Prevention Plan (SWPPP) and cleaning and sweeping protocols are in place and will be followed and closely monitored.



EXECUTIVE SUMMARY

- ❑ The Notice to Proceed (NTP) was issued to Pulice Construction Inc. (PCI) on February 15, 2022, with time charges commencing on March 17, 2022.
- ❑ The work under this contract shall be substantially completed within **1,264 CALENDAR** days [September 22, 2025] After Substantial Completion, Pulice will be allowed up to an additional 60 calendar days for Final Acceptance. Therefore, all improvements must be final accepted by [November 21, 2025].
- ❑ Working days will be charged Sunday through Saturday, including all holidays [with exception of:

New Year's Day (January 1st)

Independence Day (July 4th)

Labor Day (1st Monday in the month of September)

Thanksgiving Day and day after (4th Thursday and Friday in the month of November);

Christmas Eve and Day (December 24th and 25th)

regardless of weather conditions, material availability, or other conditions not under the control of the Contractor, except as expressly provided for in the Contract. If Contractor fails to complete the work on or before the contract time, Pulice Construction Inc. agrees to pay the Authority \$ 9,300 per day as liquidated damages to cover losses, expenses and damages of the Authority for every Calendar Day which the Contractor fails to achieve Substantial Completion of the Project.

- ❑ The total construction cost submitted \$ 295,932,420.25.

SCHEDULE & CONSTRUCTION COSTS

Two (2) approved Changes Order(s): [38,010,382.63] +0 days

- ☐ CO#1 11/11/2021 entering VECP process +000 days \$000,000,000.00 .0%
- ☐ CO#2 12/21/2021 VECP Plan Revisions +000 days \$(38,010,382.63) (12.84%)
- ☐ CO#3 04/26/2022 VECP Contractor Risk +000 days \$000,000,000.00 (0%)

CHANGE ORDERS:

Change Order No.1 Summary: November 11,2021

- ☐ The Primary purpose of Change Order No. 1 is for the HCRMA and contractor to enter a defined VECP proves to reduce the overall cost of the project based on a 30% design furnished by the contractor.
- ☐ Cost to the Project include: 30% of 5% of the project savings to the project or direct costs to the contractor, whichever is less. These costs are intended to pay the contractor for design work achieve a 30% design.
- ☐ The HCRMA assumes ownership of all design work developed by the contractor, and cost savings are shared by the HCRMA and contractor by 40% and 60% respectively.

Change Order No. 2 Summary: December 21, 2021

- ☐ Change order No. 2 amended the contract price from \$295,932,420.25 to 281,723,797.95.
- ☐ By execution of Change Order No. 1, the contractor completed a 30% design to an effort to estimate cost savings for the project. Payment for the contractor's initial design work is \$613,285.06 in accordance with calculations presented in Change Order No. 1. This is the only cost due to the contractor based on the execution of Change Order No. 2, and is non-participating.
- ☐ Notice to proceed was issued 2/15/2022, the HCRMA reimburse the contractor for the remaining design costs to not exceed 5% of the total cost savings. Payments made will be based upon design milestones at 60%, 90% and 100% completion and acceptance.

VECP calculations for Contract Price of \$281,723,797.95			
VECP Gross Savings	\$38,010,382.63		
Less est. Total Design Cost	\$1,943,648.45	(Schematics + Final Design)	
Less Est. Owner's Fees	\$545,178.43	(GEC, Environmental, T&R Costs)	
VECP Net Savings	\$35,521,555.76		
60% Contractor Saving:	\$21,312,933.45	Paid as Progress Payments	
40% Owner Savings:	\$14,208,622.30	Reduced from original Project	

Change Order No. 3 Summary: April 26, 2022

- ☐ As provided for Contract Amendment #1 and Change Order No. 2, the Contractor's share of the net savings includes the "Contractor Risk" that the actual costs of implementing the approved VECP concepts in Change Order No. 2 may not result in the saving approved by the parties. To the extent total actual costs exceed the total amount approved, all overages due to errors, oversights, omissions, additions, or corrections to final units, final quantities, or final unit prices or costs increases shall be deducted from Contractor 60% portion of the net savings.
- ☐ To the extent actual costs exceed the amounts presented in Exhibit A, Contractor agrees that such overages due to errors, oversight, omission additions, or corrections to final units, quantities or unit pricing shall be deducted from contractor's 60% portion of the net savings (the "Contractor Risk").
- ☐ Contractor VECP Savings Payments.

Contractor's share of the savings shall be calculated and paid out as progress payments under the terms of the contract, as follows:

Construction Progress	Proposed Savings Payment	Construction Progress	Proposed Savings Payment
20% Completion	\$4,262,586.69	60% Completion	\$4,262,586.69
40% Completion	\$4,262,586.69	80% Completion	\$4,262,586.69
Final Acceptance	\$4,262,586.69		
	\$21,312,933.45		

The parties agrees that if the Savings are not apparent or justified during a designated progress period, all, or part of any such Savings Payment, on the recommendation of the General Engineering Consultant, may be (i)deferred to the next progress period or (iii) reduced to reflect the Contractor's Risk for unrealized Savings/overages.

PROJECT PRODUCTION

- ❑ CAPTURING VECP PACKETS
- ❑ FORMAL SUBMITTALS, REVIEW OF DOCUMENTS
- ❑ TESTING [Subcontracts/Material]
- ❑ ENVIRONMENTAL JUSTICES / PREP ROW
- ❑ BRIDGE DRILL SHAFTS [HIGHLINE \ FLOODWAY]



Under Construction

365 TOLL PROJECT CSJ:0921-02-368

GREENFIELD PROJECT, PRINCIPAL ARTERIAL, CONTROLLED ACCESS HIGHWAY, TOLL IM...

Payments

End Date	Status	Payment	To Date	% Complete	No.
08/16/2022	Pending	\$408,721.62	\$43,203,141.32	16.3%	5
07/19/2022	Paid	\$2,793,575.17	\$42,794,419.70	16.2%	4
06/20/2022	Paid	\$2,336,832.39	\$40,000,844.53	15.2%	3
05/31/2022	Paid	\$14,029,200.82	\$37,664,012.14	14.3%	2
04/30/2022	Paid	\$23,634,811.32	\$23,634,811.32	8.9%	1

Displaying all 5 payments



Overview

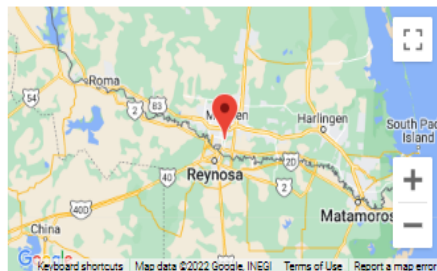
Edit

General Information

Project

Work Type
Heavy Highway

Location



Coordinates
26.14052384945899, -98.24062242016183

Location
FM-396 (ANZALDUAS HIGHWAY) TO US-281 MILITARY HIGHWAY

Management

Prime Contractor
PULICE CONSTRUCTION, INC.

Project Manager
Ramon Navarro, IV., P.E.

Managing Office
HCRMA Construction Department

Created By

Awarded Amount
\$295,932,420.25

Authorized Amount
\$257,922,037.62

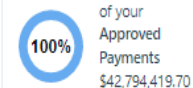
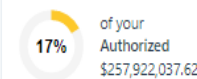
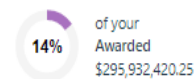
Approved Changes
-\$38,010,382.63

Description

GREENFIELD PROJECT, PRINCIPAL ARTERIAL, CONTROLLED ACCESS HIGHWAY, TOLL IMPROVEMENT, CSJ: 0921-02-368

Amount Paid

Amount paid so far
\$42,794,419.70

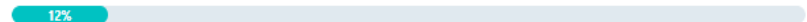


Important Dates

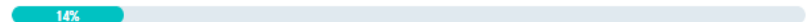
Date Created	Notice to Proceed	Construction Start	Work Completion
Apr 22, 2022	Feb 15, 2022	Mar 17, 2022	Sep 22, 2025

Progress

Time Complete: 154 Days Time Remaining: 1110 Days



Amount Posted: \$42,016,161.15 Awarded Amount: \$295,932,420.25



Amount Posted: \$42,016,161.15 Authorized Amount: \$257,922,037.62













RNTV









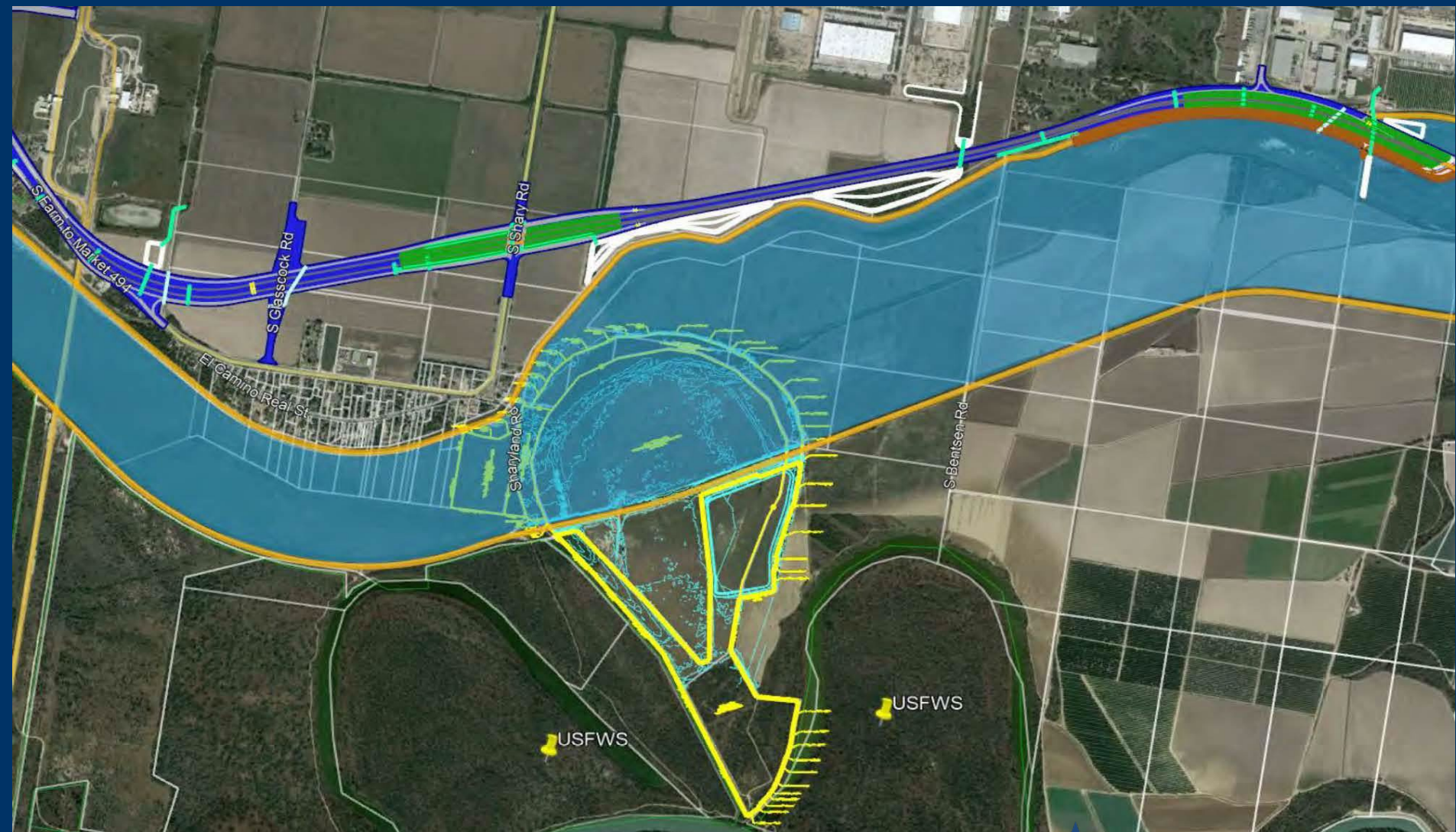
PRE-ADVERTISEMENT AND INVITATION TO BIDDERS

Request for sealed bids for Hidalgo County Regional Mobility Authority for the 365 Tollway Project
Segments 1 and 2 Toll Collection System Installation, Integration, and Maintenance

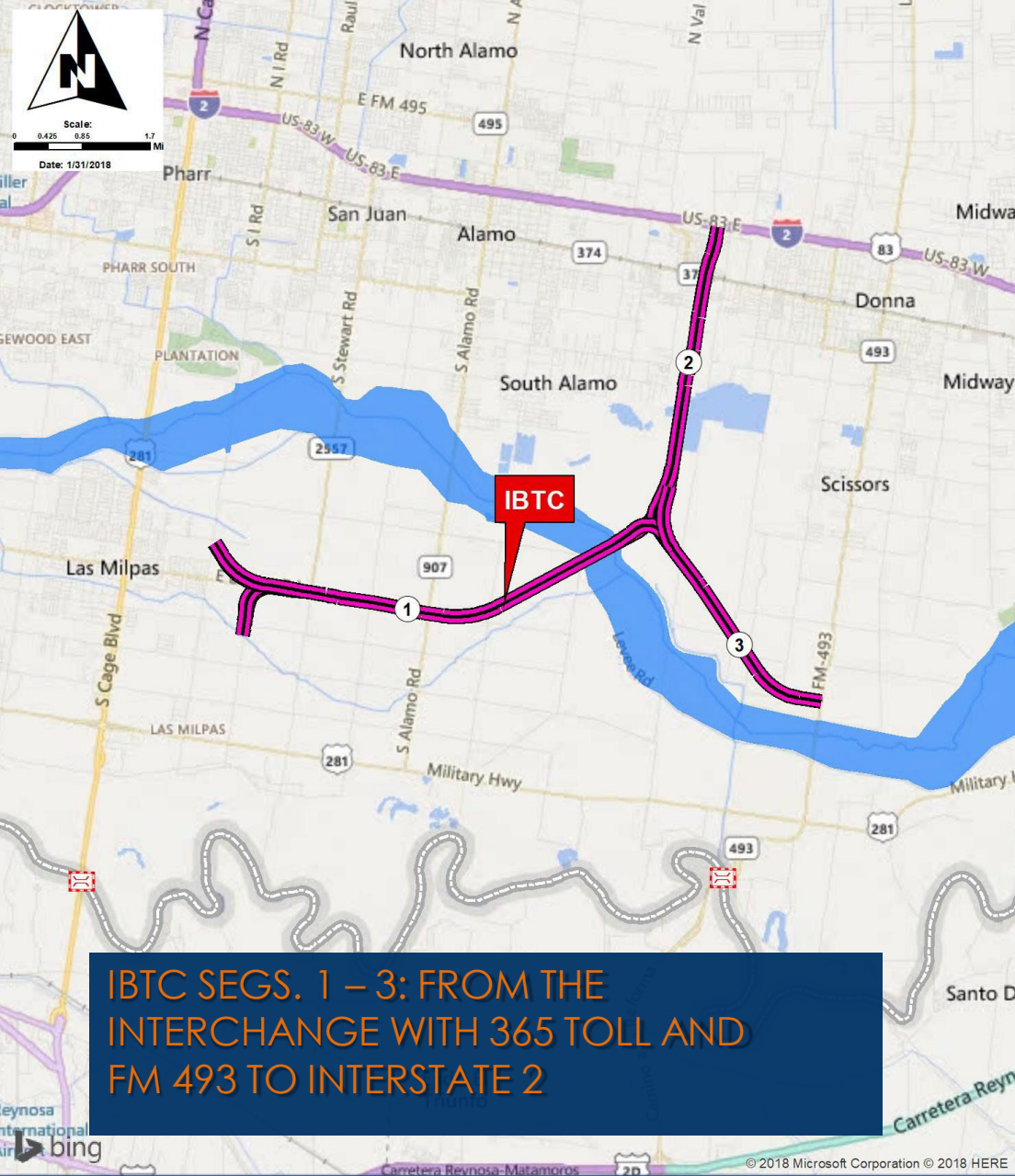
Anticipated Release in Early September 2022

HCRMA Pre-Advertisement Local Government Sponsor: Hidalgo County Regional Mobility Authority
(HCRMA) Pilar Rodriguez, PE, Executive Director 203 W. Newcombe Ave Pharr, Texas 78577
Telephone / Fax: (956) 402-4762 / (956) 475-3451

WETLAND MITIGATION SITE







IBTC SEGS. 1 – 3: FROM THE INTERCHANGE WITH 365 TOLL AND FM 493 TO INTERSTATE 2

IBTC

This 13.15-mile long project. The proposed project would construct a new location non-tolled facility beginning at 1) 365 Tollway (Dicker Road) and extends 5.43 miles in a west direction. The alignment splits just west of FM 1423 (Val Verde Road) and travels north, 2) the northern leg continues 4.21 miles to Interstate Highway 2. The east leg 3) travels 3.51 miles east to where it is proposed to connect to FM 493.

MAJOR MILESTONES:

OBTAINED EA ENV CLASSIFICATION: 11/2017

SCHEMATIC APPROVED: 11/2021

NEPA CLEARANCE: MID 2022

EST. LETTING: LATE 2025

The IBTC project is broken down into two phases, Phase I (Interim Design) and Phase II (Ultimate Design). Phase I includes the construction of frontage roads on the West and East legs of the roadway and the mainlanes in the North leg and is the subject of this grant application. There are no frontage roads included in the North leg of the IBTC. Typical sections for the East, West, and North legs for Phase I of the IBTC can be found below.

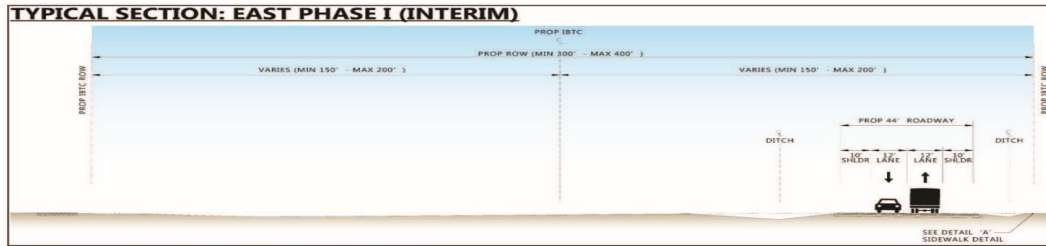


Figure 2: East Leg Phase I Typical Section

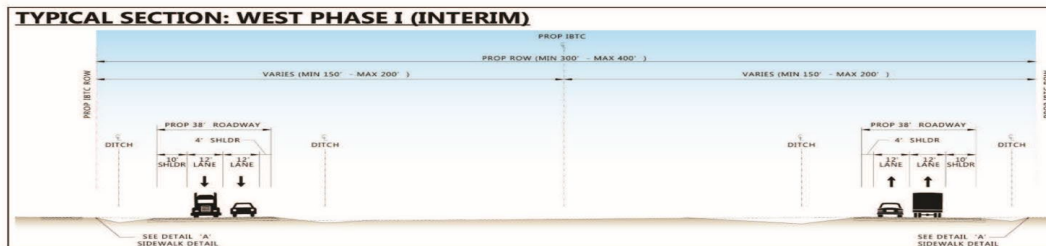


Figure 3: West Leg Phase I Typical Section

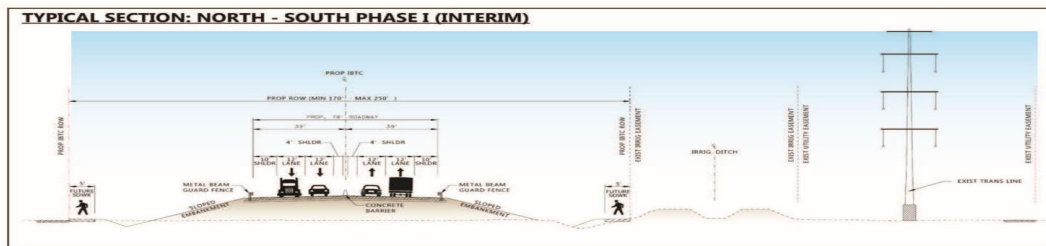


Figure 4: North Leg Phase I Typical Section

Additional details on the proposed conditions for the West, East, and North legs in the Phase I design can be found below:

- **East Leg:** The East Leg of the project consists of one frontage road with one 12-foot-wide lane in each direction (two lanes total), 10-foot-wide inside and outside shoulders, a 12-foot-wide inside ditch, and an 8 to 10 feet outside ditch.
- **West Leg:** The West Leg includes two frontage roads with one 12-foot-wide lane in each direction (four lanes total), a 10-foot-wide outside shoulder, and a 4-foot-wide inside shoulder separated by a variable width grassy median. Also included is a 20-foot-wide outside ditch and variable width inside ditch.
- **North Leg:** The North Leg of the project includes two 12-foot-wide mainlanes in each direction (four lanes total), a 10-foot-wide outside shoulder, and a 4-foot-wide inside shoulder separated by a concrete barrier.

Phase I of the IBTC includes several proposed structures to help facilitate traffic flow and mitigate potential flooding impacts to the roadway. An underpass at Border Road, a bridge over the International Boundary and Water Commission (IBWC) Main Floodway Channel, a bridge/culvert at the Donna Reservoir, and an overpass at Business Highway 83 are all proposed as part of the Phase I design. The maximum depth of impacts for the proposed project would be 3 feet in areas for the new pavement, a maximum depth of 10 feet for cross-culverts, and a maximum depth of 10 feet for drainage ditches. At bridge structures, the depth of impacts may extend to 25 feet deep for drilled shafts or pile foundations.

Phase I includes the construction of frontage roads on the West and East legs of the roadway and the mainlanes in the North leg and is the subject of this grant application.

While this MPDG application is for the Phase I (Interim) Design, the IBTC will eventually be built out to include the Phase II (Ultimate) Design. Typical sections for the Phase II Design can be found below for reference.

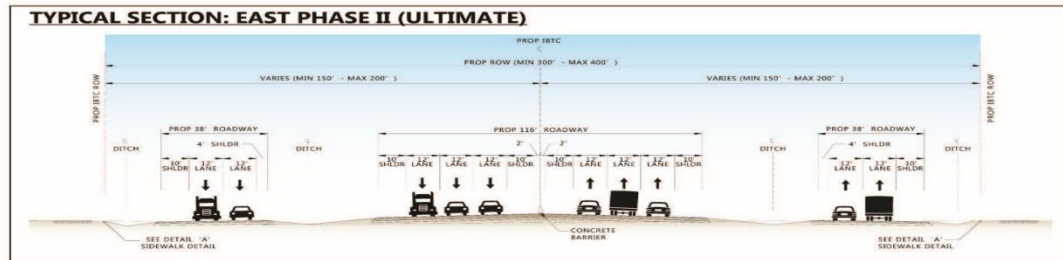


Figure 5: East Leg Phase II Typical Section

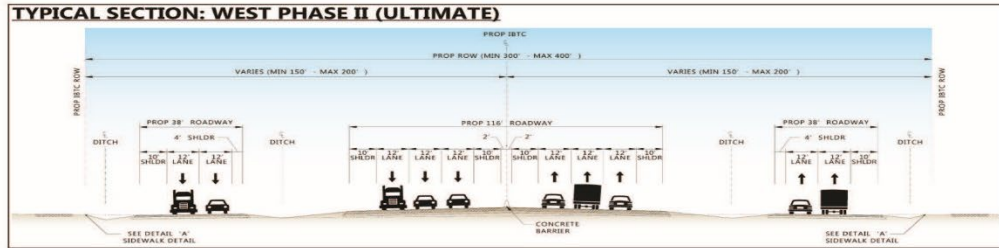


Figure 6: West Leg Phase II Typical Section

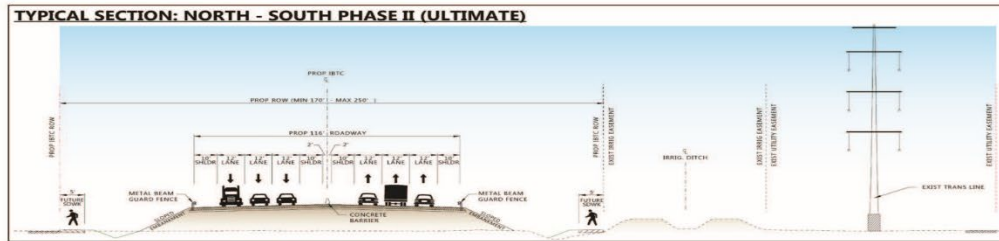


Figure 7: North Leg Phase II Typical Section

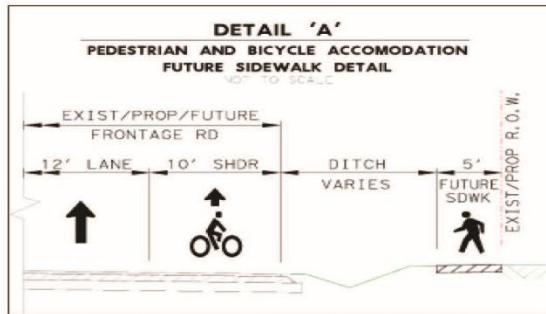


Figure 8: Pedestrian and Bicycle for Potential Future Accommodations Typical Section (East and West Legs)

While this MPDG application is for the Phase I (Interim) Design, the IBTC will eventually be built out to include the Phase II (Ultimate) Design.

▶ ADVANCE PLANNING

□ Environmental:

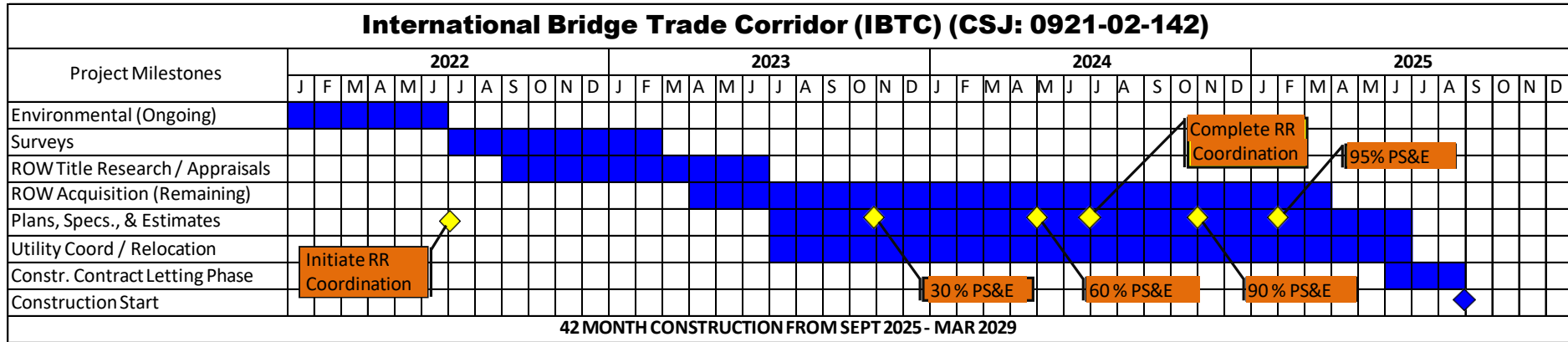
- Submitted Final Draft EA and Finding of No Significant Impact (FONSI) on June 1, 2022.

□ Funding / UTP / TIP Status:

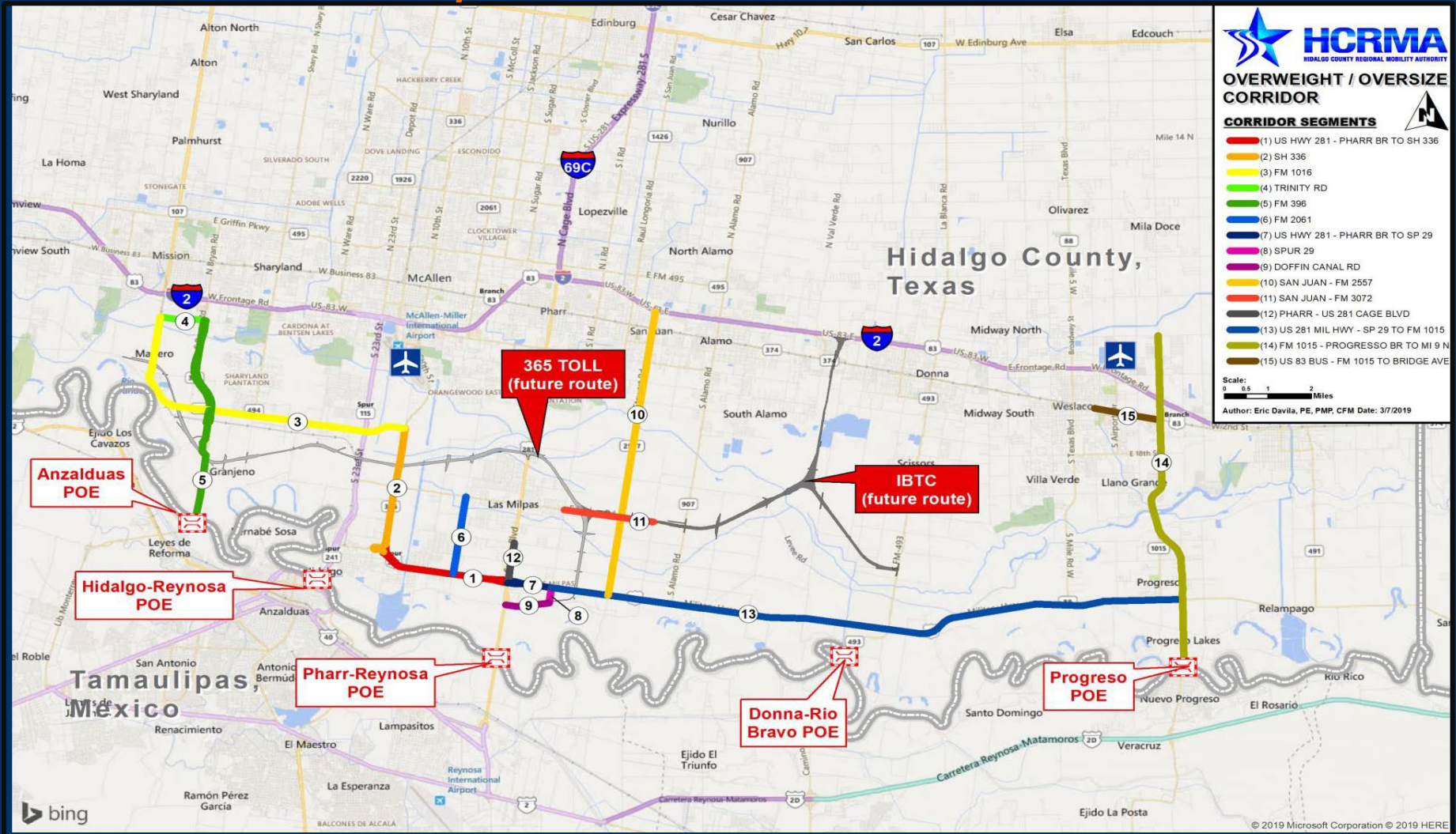
- Funding is non-toll and incorporates overweight corridor network fees to help finance project
- HCRMA requested via letter to TxDOT for On-System classification
- Submitted Infra (Mega) Grant for Phase 1 construction with TxDOT as supporting agency on May 23, 2022.



▶ IBTC SCHEDULE



OVERWEIGHT / OVERSIZE CORRIDOR SEGMENTS



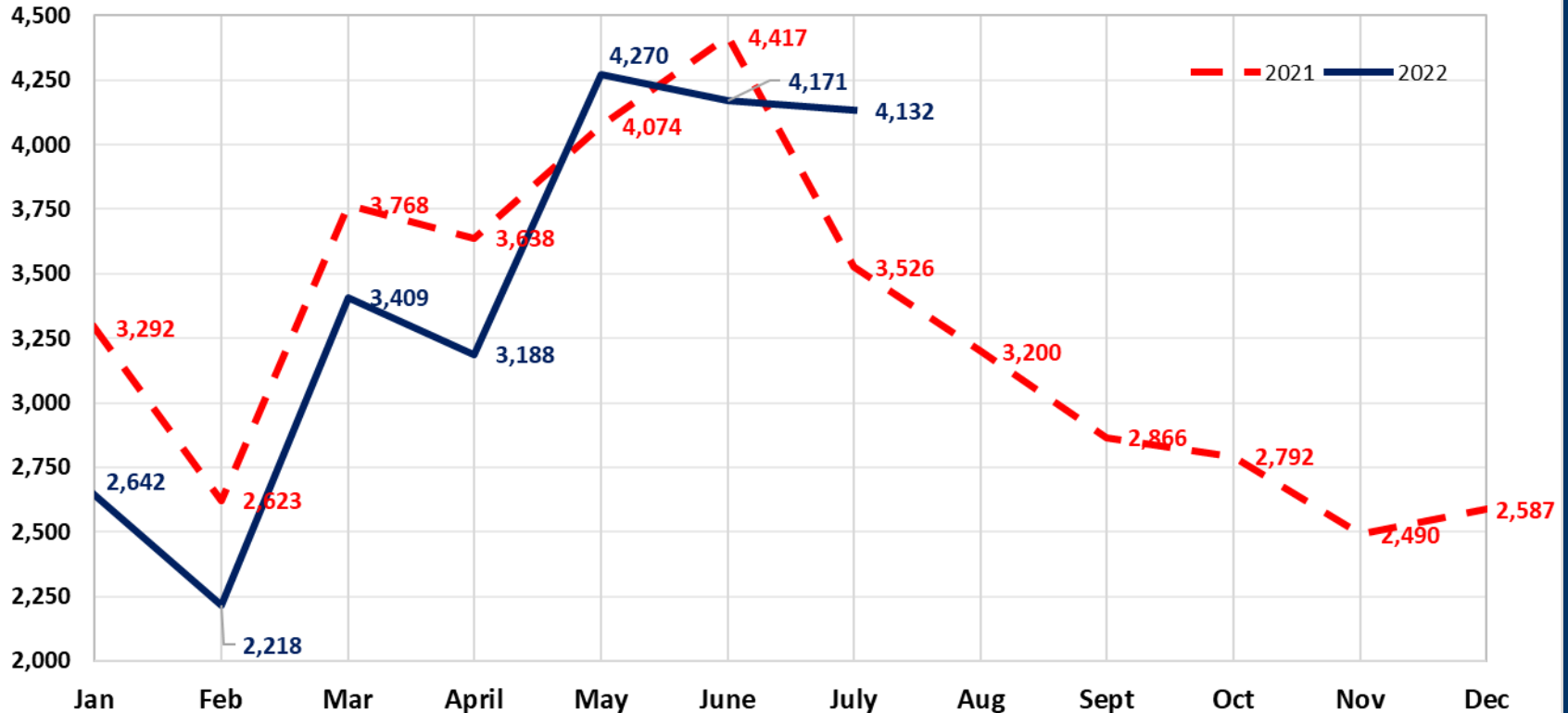
▶ **OVERWEIGHT REPORT FOR JULY 2022:**
January 1, 2022 – July 31, 2022

OW

Total Permits Issued:	24,030
Total Amount Collected:	\$ 4,871,070
■ Convenience Fees:	\$ 65,070
■ Total Permit Fees:	\$ 4,806,000
– Pro Miles:	\$ 72,090
– TxDOT:	\$4,085,100
– HCRMA:	\$ 648,810

▶ OVERWEIGHT REPORT FOR JUNE 2022: JANUARY 1, 2022 – July 31, 2022

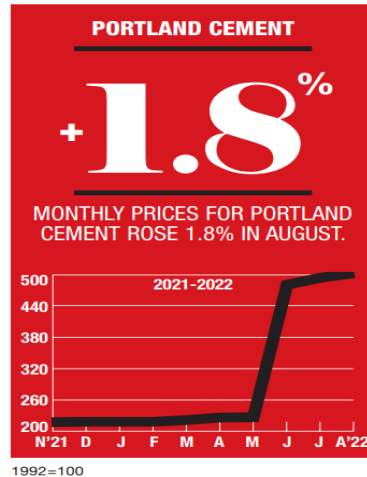
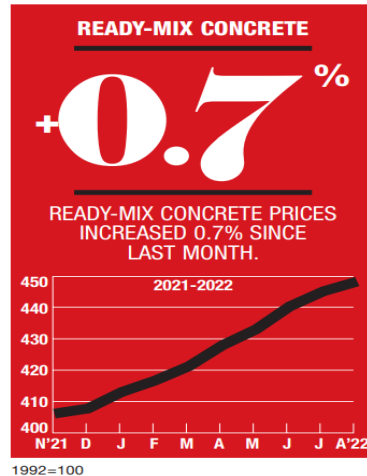
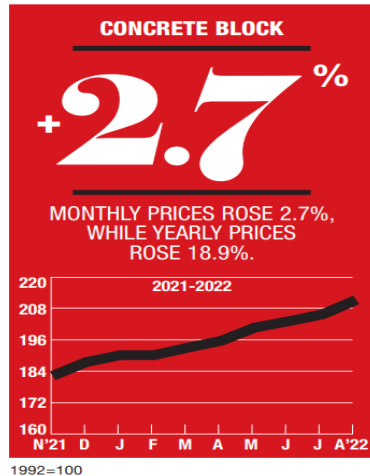
Overweight/Oversized Permit Count
2021 - 2022 Monthly Comparison



Notes:

1. The permit count for 2021 (39,273) ended with a +9.0% (increase) compared to 2020 (36,040).
2. Monthly permit count of 4,132- represents a +17.19% (increase, 606) compared to the same month in 2021.

ENR's Materials Prices For August 2022



20-CITY AVERAGE

ITEM	UNIT	\$PRICE	%MONTH	%YEAR
ASPHALT PAVING				
PG 58	TON	616.05	+3.1	+38.6
Cutback, MC800	TON	407.60	+0.1	+5.5
Emulsion, RAPID SET	TON	377.73	-0.3	+4.7
Emulsion, SLOW SET	TON	391.84	-0.2	+5.1
PORTLAND CEMENT				
Type one	TON	174.97	+1.8	+16.3
MASONRY CEMENT				
70-lb bag	TON	12.77	+2.8	+14.8
CRUSHED STONE				
Base course	TON	16.64	+0.2	+22.3
Concrete course	TON	16.82	+1.1	+25.6
Asphalt course	TON	18.23	+1.2	+27.6
SAND				
Concrete	TON	16.15	+2.0	+43.5
Masonry	TON	16.90	+0.6	+21.6
READY-MIX CONCRETE				
3,000 psi	CY	147.43	+0.7	+13.1
4,000 psi	CY	156.40	+0.9	+8.9
5,000 psi	CY	190.38	+0.6	+4.1
CONCRETE BLOCK				
Normal weight: 8" x 8" x 16"	C	202.60	+2.7	+18.9
Lightweight: 8" x 8" x 16"	C	182.38	+1.4	+12.7
12" x 8" x 16"	C	280.11	+2.1	+24.1

SOURCE: ENR

enr.com July 25/August 1, 2022 ■ ENR ■ 55



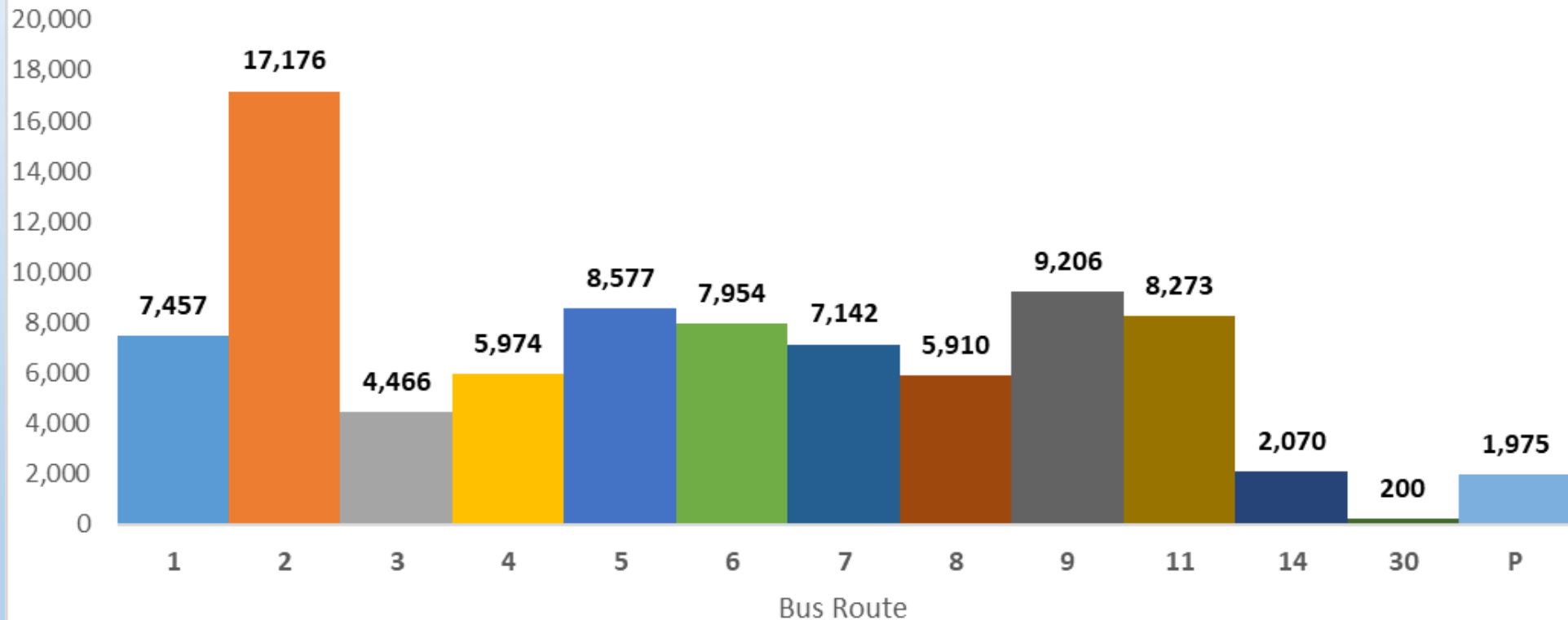
RGVMPO

Regional Transit Report



Brownsville Metro

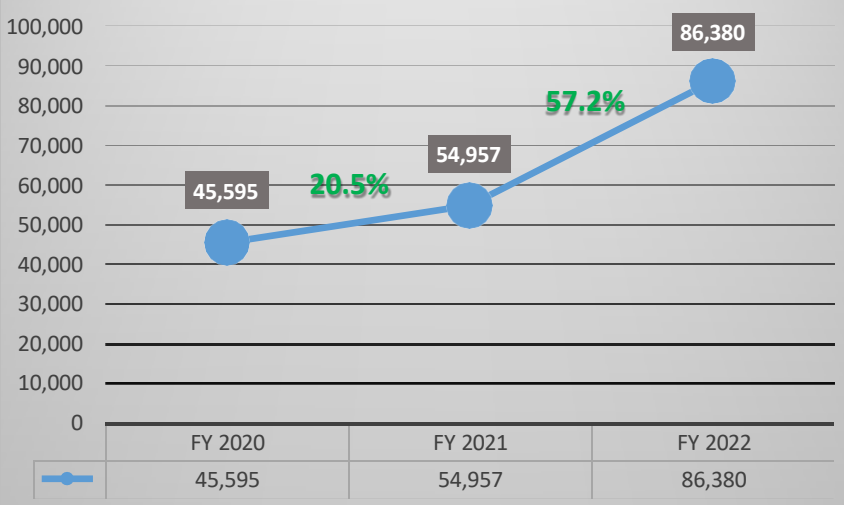
Ridership by Routes - June 2022
Total Ridership: 86,380



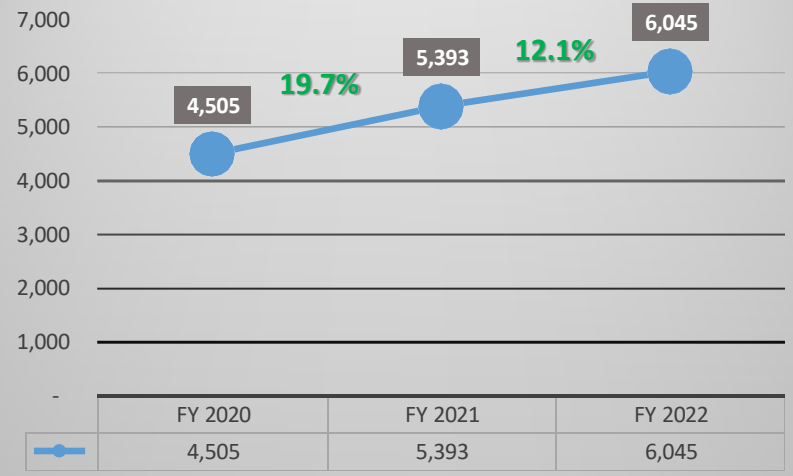


Brownsville Metro

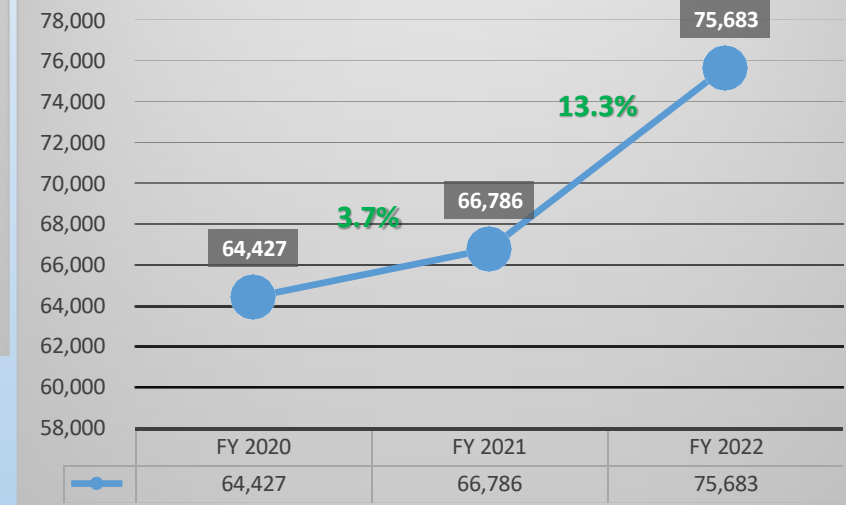
June 2022 Ridership



June 2022 Revenue Hours



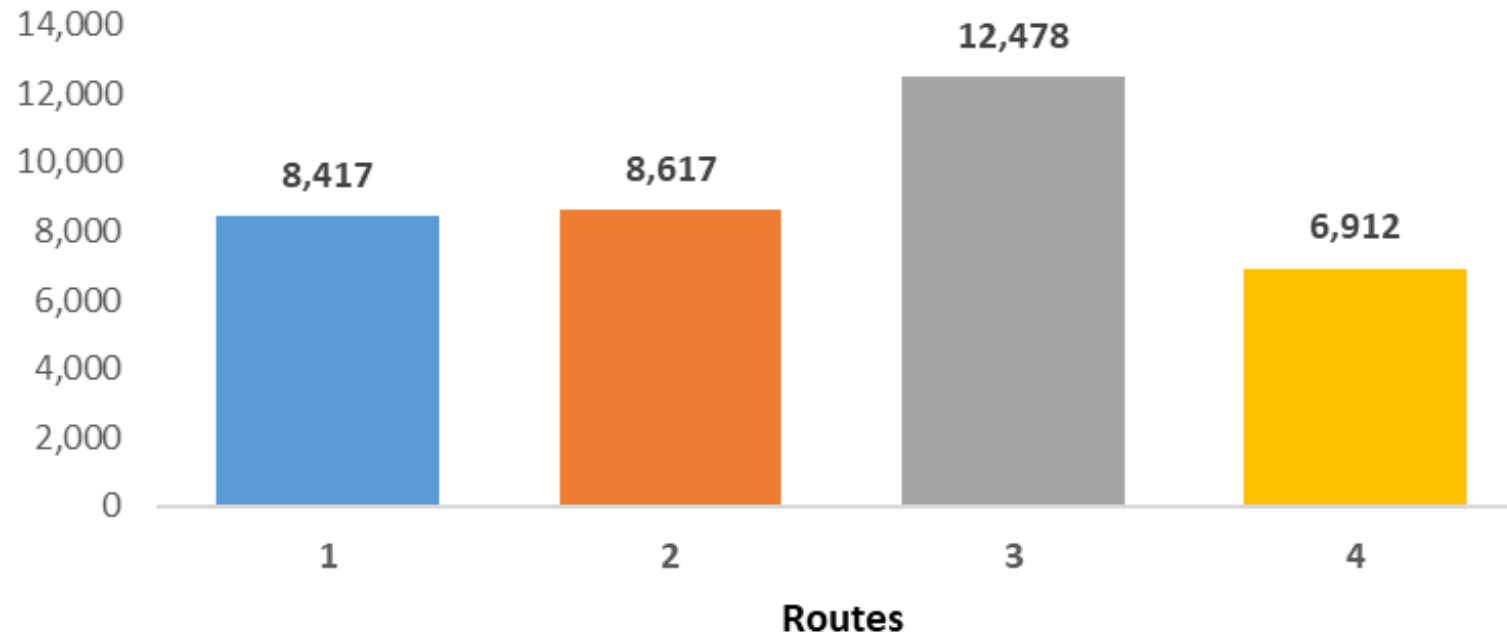
June 2022 Revenue Miles





Island Metro

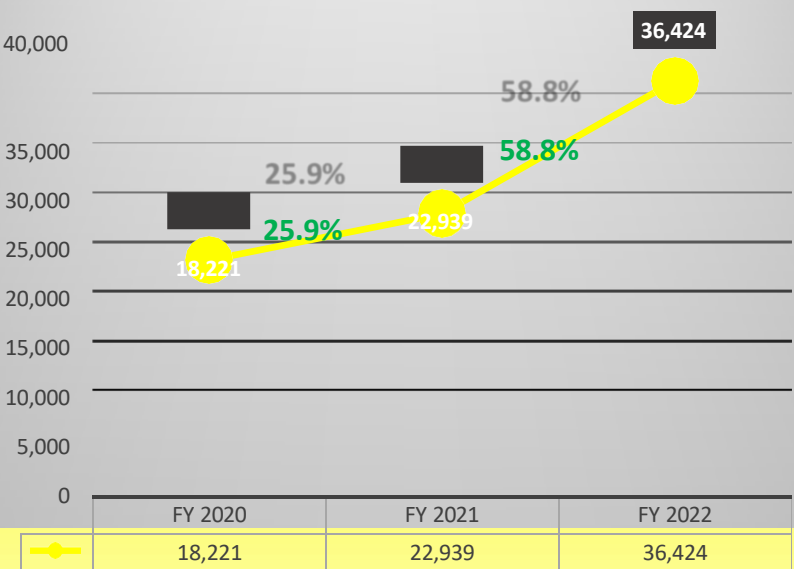
Ridership by Routes - June 2022
Total Ridership: 36,424



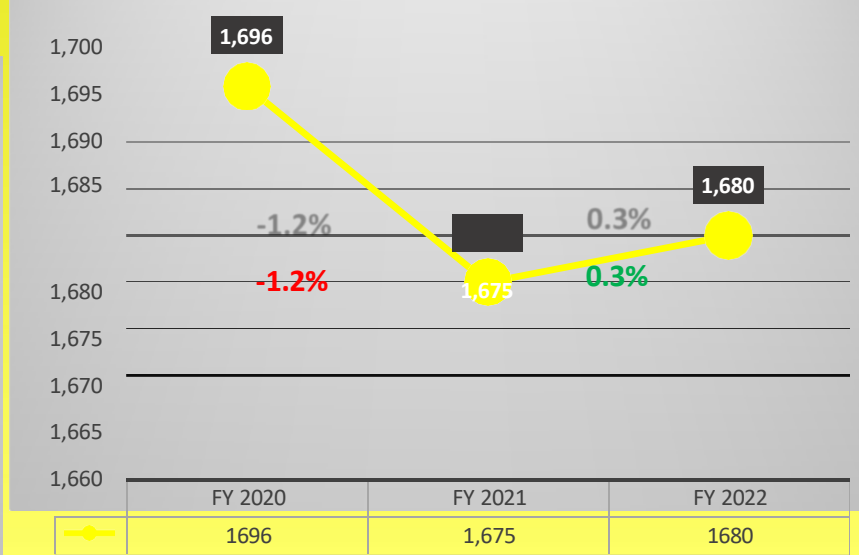


Island Metro

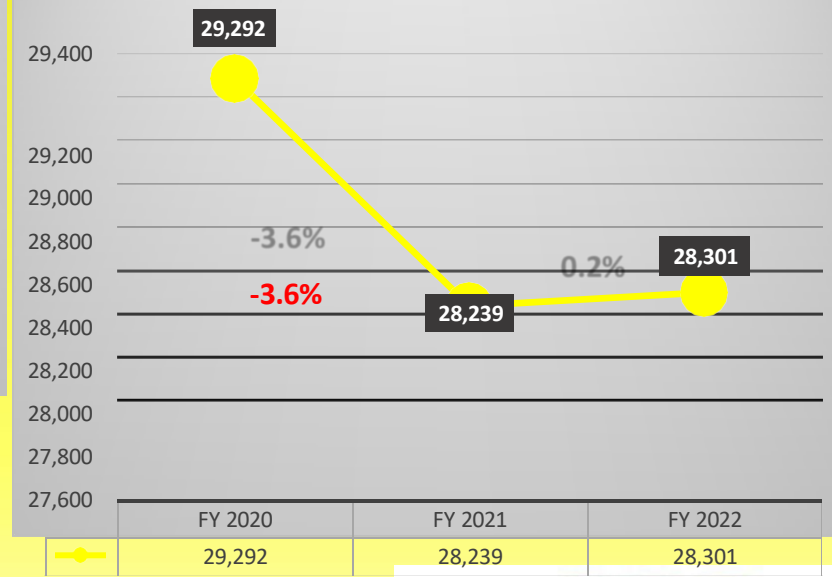
June 2022 Ridership



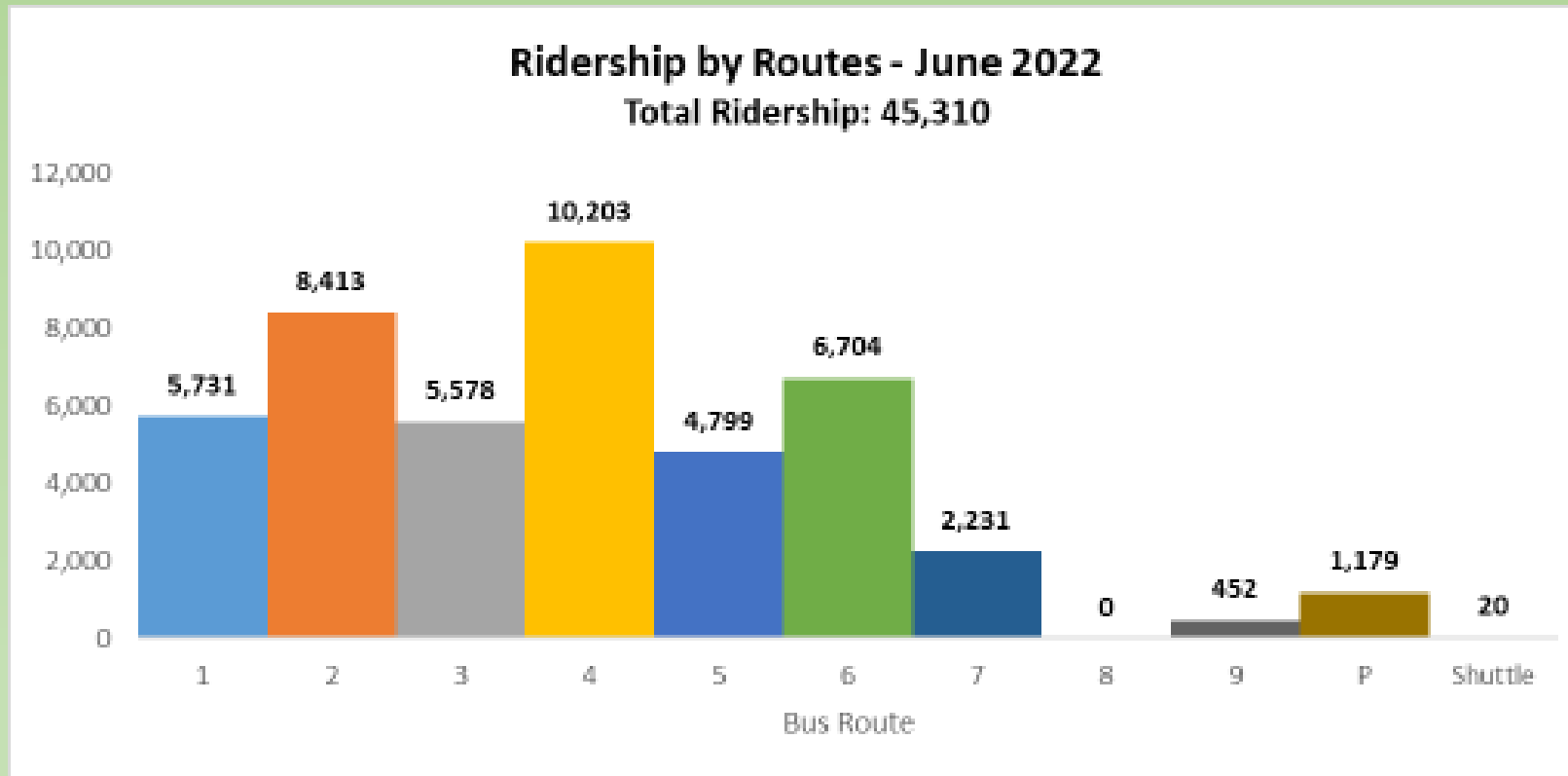
June 2022 Revenue Hours



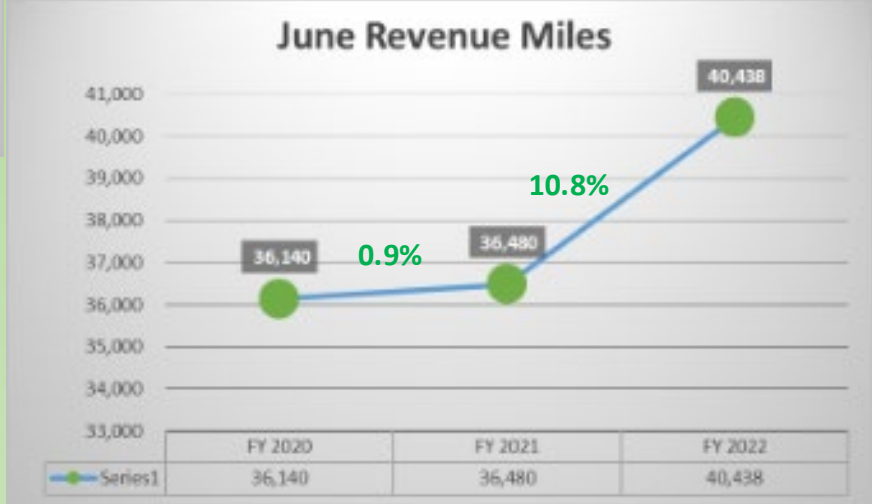
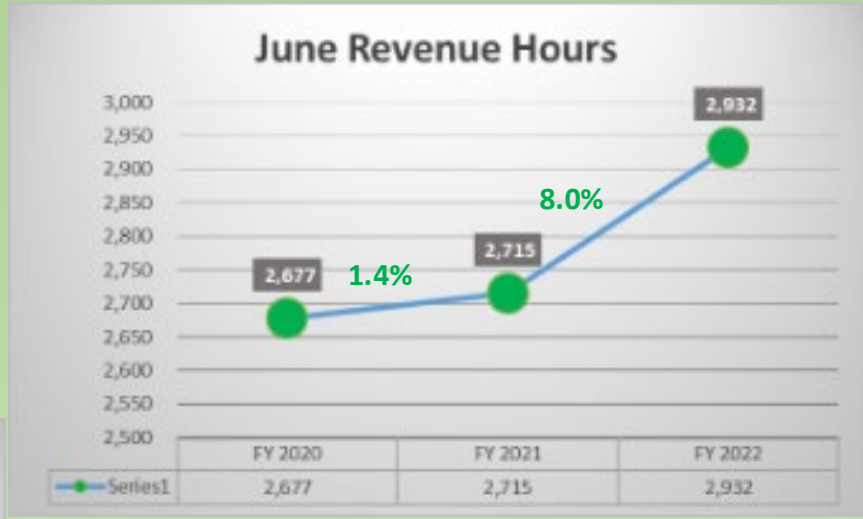
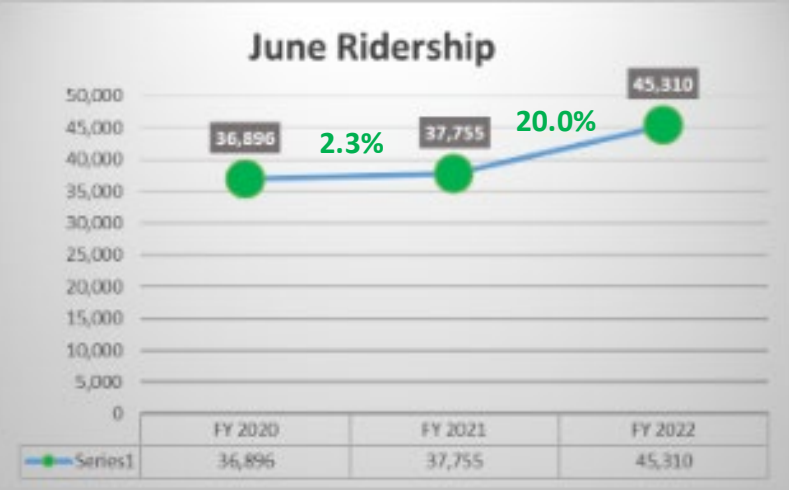
June 2022 Revenue Miles



Metro McAllen



Metro McAllen

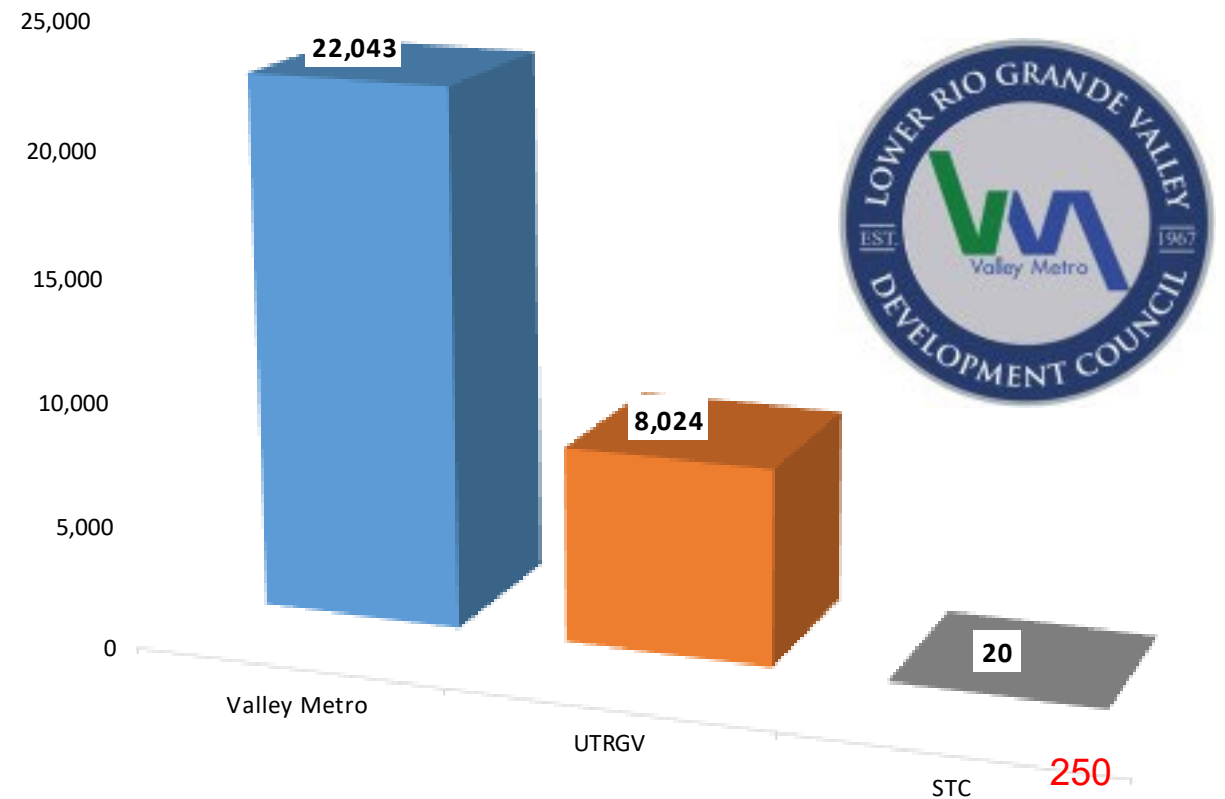


Valley Metro Ridership Report



June 2022 Ridership 30,087

Valley Metro 22,043
UTRGV 8,024
STC 20



Valley Metro Public Outreach Events

Date	Location	Event Name	Time
3/23/2022	McAllen	STX 2022 All Hazards Conference	8 am -4 pm
3/24/2022	McAllen	STX 2022 All Hazards Conference	8 am -4 pm
4/27/2022	Harlingen	Inform the public about the routes	10 am -2 pm
6/28/2022	Harlingen	Harlingen Transit Terminal Public Comment	6 pm -7:30pm
6/29/2022	Brownsville	Cano Health & Area of Agency	10 am -2 pm



VALLEY METRO 956-969-5761
PLANNING DEPARTMENT

Follow Valley Metro

VM Transit Website



Route Maps with locations



ValleyMetro Weslaco

Ride Systems



Track our buses in real time

VM Regional Call Center 1-800-574-8322

Thank You