

AGENDA

TECHNICAL ADVISORY COMMITTEE MEETING
THURSDAY, June 9, 2022 – 10:00 AM
RIO GRANDE VALLEY
METROPOLITAN PLANNING ORGANIZATION (RGVMPO)

IN - PERSON MEETING

- 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

- 1. **Approval of Minute(s) for:**
May 12, 2022

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

Presenter: **JP Terrazas, TAC Chairman**

Item Summary: Approval of the May 12, 2022, Regular Meeting minutes contained in Electronic Item "A" will be requested.

Background: N/A

- 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.**

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

Presenter: **Eva Garcia, Planner III**

Item Summary: 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. RGVMPO Staff politely requests the support of the RGVMPO Technical Advisory Committee to submit a TX FLAP Application.

Background: 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. 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.

3. Discussion and Possible Action on Updates on the IJIA Infrastructure BIL, Specifically on Safe Streets for All Grant Program

Action Possible Action Information

Presenter: **Javier Dominguez Jr., Transportation Planner I**

Item Summary: 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.

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 IJIA Infrastructure BIL. The RGVMP staff will go over the schedule as well as dive deeper into the Safe Street for All Grant opportunity which has an application deadline of September 15th, 2022.

4. Discussion and Possible Action of Section 5310 Applications

Action Possible Action Information

Presenter: **Javier Dominguez Jr., Transportation Planner I**

Item Summary: Presentation of FTA Section 5310 program and recommended applications scored and ranked by RGVMP staff.

Background: The FTA Section 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.

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

Action Possible Action Information

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

Item Summary: A list of CAT 7 funding requests from various local governments have been included within the meeting packet. Results from the suggested meeting times & dates poll will also be shared. This is an informational item therefore no action is required at this time.

Background: RGVMP staff received numerous requests for additional Category 7 funding for highway projects. 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, Technical Advisory Committee Meeting, and Transportation Policy Board meeting. RGVMP staff will be meeting with our region's entities to prioritize projects and requests for additional funding.

6. Discussion on and Possible Action on the RGVMP Regional Complete Streets Policy Update

Action Possible Action Information

Presenter: Chris Nelson, Transportation Planner

Item Summary: RGVMP Staff has continued 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. RGVMP Staff intends to complete an inventory of existing Complete Streets Policies adopted by Municipalities in the Region.

Background: Since the authorization to begin work on a Regional Complete Streets Policy by the Transportation Policy Board on February 23, 2022, RGVMP 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.

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

Action Possible Action Information

Presenter: Luis Diaz, Assistant Director

Summary: The RGVMP 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.

Background: Through an iterative discussion, the RGVMP 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 RGVMP Off System Project Evaluation Form is reflective of 3 TAC workshops and TPB approval May 27, 2020.

V. RGVMPO EXECUTIVE DIRECTORS' REPORT AND UPDATES

Action Possible Action Information

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

Item Summary: Financial Update

Item Summary **RGVMPO Policy Board Retreat – Friday, June 3, 2022, Cameron County Amphitheater and Event Center - 53550 Dolphin Cove – SPI -Update**

The RGVMPO 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 RGVMPO.

VI. STATUS REPORTS

A. TxDOT Project Status Report

Action Possible Action Information

Presenter: **TxDOT**

B. Cameron County RMA

Action Possible Action Information

Presenter: **Pete Sepulveda**

C. Hidalgo County RMA

Action Possible Action Information

Presenter: **Eric Davila**

D. McAllen Metro

Action Possible Action Information

Presenter: **Jon Bocanegra**

E. Brownsville Metro

Action Possible Action Information

Presenter: **Antonio Zubieta**

F. Valley Metro

Action Possible Action Information

Presenter: **Nancy Sanchez**

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 RGVMPO Technical Advisory Committee is scheduled “VIRTUAL” at **10:00 am on July 14, 2022.**

**RIO GRANDE VALLEY METROPOLITAN PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE
VIRTUAL MEETING
MAY 12, 2022**

I) CALL TO ORDER

JP Terrazas (City of Mission) Chairman called the TAC Meeting to order at 10:00 AM. The TAC Meeting was held “Virtual”.

II) ROLL CALL

RGVTAC Representatives in attendance were as follows:

MEMBERS PRESENT	
ENTITY	VOTING MEMBERS
City of Mission	JP Terrazas, Chairman
Cameron County	Benjamin Worsham, Vice Chairman
City of Brownsville	Joel Garza
City of Edinburg	Tom Reyna
City of Harlingen	Craig Cook
City of McAllen	Rene Gonzalez
City of Pharr	Daniel Chavez
City of San Benito	Manny De La Rosa
Hidalgo County	Armando Garza, Jr.
TxDOT Pharr District	Melba Schaus
Valley Metro	Nancy Sanchez
Cameron County RMA	Pete Sepulveda
Hidalgo County RMA	Eric Davila
Brownsville Metro	Antonio Zubieta
McAllen Metro	Jon Bocanegra/ Robert De Leon
Port of Brownsville	ABSENT
Port of Harlingen	ABSENT
Port Isabel-San Benito Navigation District	ABSENT
Cameron County Spaceport Dev. Corp.	Mark Yates
GUEST	
LRGVDC	Manuel Cruz
STAFF	
RGVMPO	Andrew A. Canon
RGVMPO	Luis Diaz
RGVMPO	Staff

III) PUBLIC COMMENTS

None

IV) CONSENT AGENDA

1. Approval of Minutes

Consideration and Action to Approve the Minutes of:

- **March 10, 2022**

Mr. Terrazas, Chairman (City Mission) asked if there were any corrections to the minutes of March 10, 2022.

No other corrections were noted to the minutes of March 10, 2022, City of Brownsville made a motion to approve the Minutes of March 10, 2022, as presented by staff. The motion was seconded by the Cameron County RMA; and upon a vote, the motion carried unanimously.

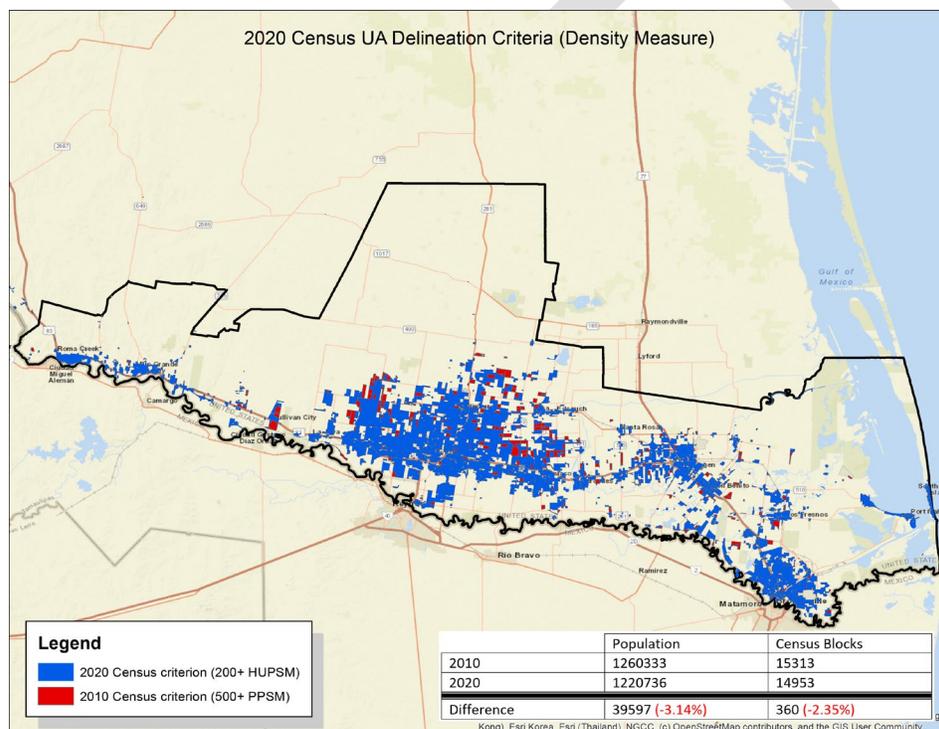
2. Discussion and Action to approve the FY2022-2023 UPWP Amendment #2

Fernando provided updated information on the FY2022-2023 UPWP Amendment #2. RGVMP staff has made administrative changes to the FY2022-2023 UPWP and staff is asking to move over funds from our carry over, into Task 1,3,5 in the amount of \$998,948.33 for Subtask 1.3 to be utilized for Policy Board Workshop to be conducted by an outside consultant to cover subject matter such as but not limited to, update and prioritized policy board objectives for the executive director and staff. Identify highest priority projects, discuss project rankings, and project development; and to discuss successes since the merger of the RVMPO and other factors. The budget shall include funds for meeting space if needed and food for the policy board during the workshop. As well as Subtask 3.2 Planning Assistance (City of Brownsville and McAllen Transit Plans); Subtask 3.4 Complete Streets Planning; Subtask 3.5 Resiliency Planning; Subtask 3.6 Performance Based Planning and Subtask 5.4 Corridor Study

After some discussion on this item, City of Harlingen made a motion to recommend approval of the FY2022-2023 UPWP Amendment #2 to the Policy Board as presented by staff. The motion was seconded by City of Brownsville; and upon a vote, the motion carried unanimously.

3. Discussion on the Final 2020 Census Urban Area Criteria

Fernando provided an updated map which contained information on the Urban Area Criteria for the 2020 Final Census-Final.



RGVMPO staff worked on a map, with the help from UTSA - IDSER/Texas Demographic Center, showing the potential loss of population by 3.14% and loss of census blocks by 2.35%, under the new 2020 Census Criterion.

Andrew informed TAC members present, that Chairman Judge Trevino (Policy) had written a letter to the Census Bureau requesting clarification on what constitutes a "Urbanized Area". There's a deadline of November 2022, to hear back from the Census Bureau. Staff will keep TAC members up to date on this issue as it develops.

This item was for discussion only, no action taken.

4 Discussion and Request for Travel Demand Model from Municipalities

Luis noted that staff is in coordination of a refresh of the 2014 – 2045 TDM, with a new base year of 2019 and a forecast year of 2050, alongside the Texas Department of Transportation, and the Transportation Planning and Programming Division; to assure that a true reflection of Demographics throughout the valley region is collected. Staff is requesting from all municipalities within the RGVMPPO MAB to please provide a listing or map of new or planned subdivisions, apartment complexes and commercial developments. (Preferably in GIS format).

In 2016, Regional MPO Staff began work on the Regional Transportation Model (TDM) with a base year of 2014 model for the RG. Staff in coordination with TxDOT previously contracted a consultant to aide in the development of the overall Rio Grande Valley Regional Travel Demand Model (TDM) which produced a 2045 Forecasted TDM. Staff concluded by asking TAC members, that any updates be submitted to staff prior to May 27, 2022; and moving forward to be consistence; that they be submitted on a regular basis.

This item was for discussion only, not action taken.

5. Discussion and Possible Action on Updates for the FY2023-2026 TIP Tables & 2045 MTP Amendment # 6: Public Involvement and Prioritization of Additional Funding Requests

Rudy noted that the FY 2023-2026 Highway & Transit TIP tables are undergoing public involvement prior to submitting to TXDOT TP&P for review. All project updates submitted have been reviewed and incorporated, and a draft Summary Sheet has been provided within the TAC meeting packet.

The MTP, Highway, & Transit TIP tables have been included within this packet for members’ review and possible action. Approval is contingent upon any minor corrections needed. Requests for additional CAT 7 funding will be addressed during individual meetings between now and approval of the 2023 Unified Transportation Plan (UTP). A list of these requests has been provided for consideration of highest priorities.

The deadline to submit the new FY 2023-2026 Comprehensive TIP is June 10, 2022. A 30-day Public Involvement period will have taken place from May 6 – June 6, 2022. Public involvement dates, locations, and materials were shared by announcement via email, social media, and the RGVMPPO website. A list of locations for in-person public outreach has been shared and included within this packet.



A graphic with a dark blue background and white text listing public involvement events. The events are: Tuesday May 10th at McAllen Transit Center (2PM - 5PM), Wednesday May 11th at Edinburg City Hall (9AM - 12PM), Friday May 13th at San Benito City Hall (9AM - 12PM), and Saturday May 14th at Brownsville Farmers Market (9AM - 12PM).

Tuesday May 10th	McAllen Transit Center	2PM - 5PM
Wednesday May 11th	Edinburg City Hall	9AM - 12PM
Friday May 13th	San Benito City Hall	9AM - 12PM
Saturday May 14th	Brownsville Farmers Market	9AM - 12PM

Rudy concluded by noting that the Transportation Policy Board will approve MTP & TIP tables during the May 25th board meeting. In preparation for future funding opportunities, RGVMPPO staff is seeking a priority of projects. Whether by utilizing federal grants or UTP allocation, the highest priority of projects should be considered for funding. RGVMPPO staff is available for guidance as necessary.

After much discussion on this item, TxDOT made a motion to recommend approval to the Policy Board on the updates of the FY 2023-2026 TIP Tables & 2045 MTP Amendment # 6: Public Involvement and Prioritization of Additional Funding Requests as presented by staff. The motion was seconded by City of Pharr; and upon a vote, the motion passed. Cameron County RMA, Cameron County and Cameron County Spaceport Dev. Corp; voted against approval due to the agenda item not clearly stating that it was an “Action Item”.

6. Discussion and Possible Action of Transportation Alternatives Set-Aside (TASA) Project Update and

Potential Advanced Funding Agreement (AFA) Amendment

Eva presented to TAC members present on recent project updates, including project challenges and proposed changes for a potential Advanced Funding Agreement (AFA) Amendment regarding CSJ 0921-06-325. The City of Los Fresnos in coordination with the RGVMPPO and TxDOT Pharr District, request an Advanced Funding Agreement (AFA) Amendment to reflect changes to the project. The City of Los Fresnos agrees to maintain the intent of the project and ensure the timely obligation of TASA Funds (Spreadsheet part of TAC Packet).

In 2019 the BMPO merged with the Hidalgo County Metropolitan Planning Organization (HCMPO) and Harlingen-San Benito Metropolitan Planning Organization (HSBMPO) to form the Rio Grande Valley Metropolitan Planning Organization (RGVMPO), the current designated agency for Transportation Planning in the Transportation Management Area and responsible agency for selecting projects to receive TASA funding.

The Brownsville Metropolitan Planning Organization (BMPO) received an apportionment of federal TASA funds for FY2019-2020 and awarded \$308,810 of these funds to the City of Los Fresnos for the construction of the North High School Park Connection (CSJ 0921-06-325).

RGVMPO Staff continues to review and monitor projects to ensure regional Category 9/Transportation Alternatives set aside (TASA) funds are obligated within the required three years of authorization.

After much discussion on this item, Cameron County made a motion to recommend approval to the Policy Board of the Transportation Alternative Set-Aside (TASA) Project Update and Potential Advanced Funding Agreement (AFA) Amendment. The motion was seconded by TxDOT; and upon a vote, the motion carried unanimously.

7. Discussion and Update on the RGVMPPO BikePed Program

Eva presentation include information regarding the RGV Transportation Alternatives Facility Inventory and RGV Traffic Safety Initiative. To ensure transparency with regional transportation professionals, RGVMPPO Staff continues to report on the status and upcoming activities of various BikePed Projects and Programs listed/posted on the RGVMPPO website.

Staff also noted that RGVMPPO received a TxDOT Traffic Safety grant to improve bicycle and pedestrian safety through the distribution of safety materials (helmets and lights), in addition to administering two traffic safety trainings for law enforcement, and two traffic safety trainings for planners and engineers to be held once grant is received. Staff will also be recommending approval to procure 1,505 bike helmets for \$27,742.25. The cost of these helmets will be reimbursed through the TxDOT Traffic Safety grant and will be presented for approval to the Policy Board at their next meeting.

This item was for discussion only, not action taken.

Financial Update

Andrew provided the financial update and noted that the current budget continues with a positive trend. Report filed with the May 12, 2022, RGV TAC Packet.

Item Summary: **2022 TxDOT Transportation Planning Forum
May 2-5, 2022 - Omni Hotel – Houston - Update**
Staff attended the 2022 TxDOT Transportation Planning Conference in Houston. Conference covered “**Texas planning: sharing knowledge and experience**” and provide other updated information about planning and programming processes, procedures, and tools used to coordinate the development of transportation projects. Transportation workshops and presentations showcase various topics such as environmental affairs, federal and state legislation, sustainability, public involvement, freight, and multi-modal planning.

Item Summary: **2022 AMPO Planning Tools & Training Symposium
May 16-19 – Riverside Hotel – Fort Lauderdale, FL**
Several Staff members, including Andrew will be attending “The 2022 AMPO Planning Tools & Training Symposium in Fort Lauderdale, FL. This conference takes place over the course of two and a half days and consists of multiple roundtable workshops. The workshops are divided into two tracks: Core Functions and Hot Topics. The Core Functions track is developed with junior staff in mind and seeks to provide practical training by topic area (i.e., MPO process and products, public involvement/environmental justice/Title XI, performance management, etc.). The Hot Topics track is developed with senior-level staff in mind and provides peer-to-peer exchange and training opportunities to discuss the state of the practice, innovation, and identify efficiencies.

Item Summary **RGVMPO Policy Board Retreat – Friday, June 3, 2022 Cameron County Amphitheater and Event Center - 53550 Dolphin Cove – SPI -Update**
The RGVMPO Policy Board Retreat is scheduled for Friday, June 3rd at the Cameron County Amphitheater and Event Center. A big “Thank You” to Cameron County for providing this facility to us. Emails were sent out to TAC Members that are currently appointed as Proxy to the TAC Committee. If you are planning to attend, please RSVP to Gloria before May 20, 2022. A second email will also be sent out for your lunch meal selection on May 23, 2022; with a deadline of May 27, 2022; please look out for that email as well. I look forward to this, we have wanted to do this since the merger and Covid got in our way. I know nothing but positive paths forward will come from this Board Retreat.

Item Summary: **Safety Taskforce**
The TxDOT Commission, led by Commissioner Laura Ryan, has established the TxDOT/MPO Safety Taskforce. Your Executive Director has been asked to serve as one of 7 MPO’s in representing MPOs across Texas. The Taskforce is identifying opportunities to address safety concerns and collectively develop ideas that may work regions, or statewide. As these opportunities are identified, they will be brought back to the RGVMPO for discussion, consideration, and possible implementation. This is an exciting opportunity to identify items such as distracted driving and examine opportunities to address this growing problem.

A. TxDOT Project Status Report

Melba Schaus, (TxDOT) provided an updated TxDOT Project Status Report within the RGVMPO area, Via Microsoft Teams. The Monthly Letting Projects provided did indicate that Projects have been extended to FY2023. Project to be Re-Lett are (April 2022 – Anzaldua’s Int’l Bridge); and (PSJA Tri-City Ped Safety, from May to June. Reminder to for LG’s to continue moving forward projects with TxDOT. *TxDOT Project Status Report is filed with the May 12, 2022, RGVTAC Packet. (Report only, no action taken at this time).*

B. Cameron County RMA

Pete Sepulveda (Cameron County RMA) provided an updated presentation Via Microsoft Teams on projects that are currently within the Cameron County RMA. All projects are moving forward as scheduled. Cameron County RMA report is filed with the May 12, 2022, RGVTAC Packet. **(Report only, no action taken at this time).**

C. Hidalgo County RMA

Eric Davila, PE, (Hidalgo County RMA) provided an updated presentation Via Microsoft Teams on projects that are currently within the Hidalgo County RMA. IBTC & 365 Projects. Soon to announce the 365 Tollway Groundbreaking Ceremony, more information to follow in the coming days, along with invites. The Hidalgo County RMA monthly report is filed with the May 12, 2022, RGVTAC Packet. **(Report only, no action taken at this time).**

D. McAllen Metro

Robert De Leon provided an updated report Via Microsoft Teams for McAllen Metro. This report includes ongoing ridership. The report is filed with the May 12, 2022, RGVTAC Packet. **(Report only, no action taken at this time).**

E. Brownsville / Island Metros

Antonio Zubieta provided an updated report Via Microsoft Teams which included the Brownsville Metro and Island Metro. These reports include on-going connecting community projects and combined ridership. The reports are filed with May 12, 2022, RGVTAC Packet. **(Report only, no action taken at this time).**

F. Valley Metro

Nancy Sanchez provided an update report Via Microsoft Team, for both the Rural and Urban areas for the Year-To-Date Report. The Valley Metro Report was provided and is filed with the May 12, 2022, RGVTAC Packet. **(Report on, no action taken at this time).**

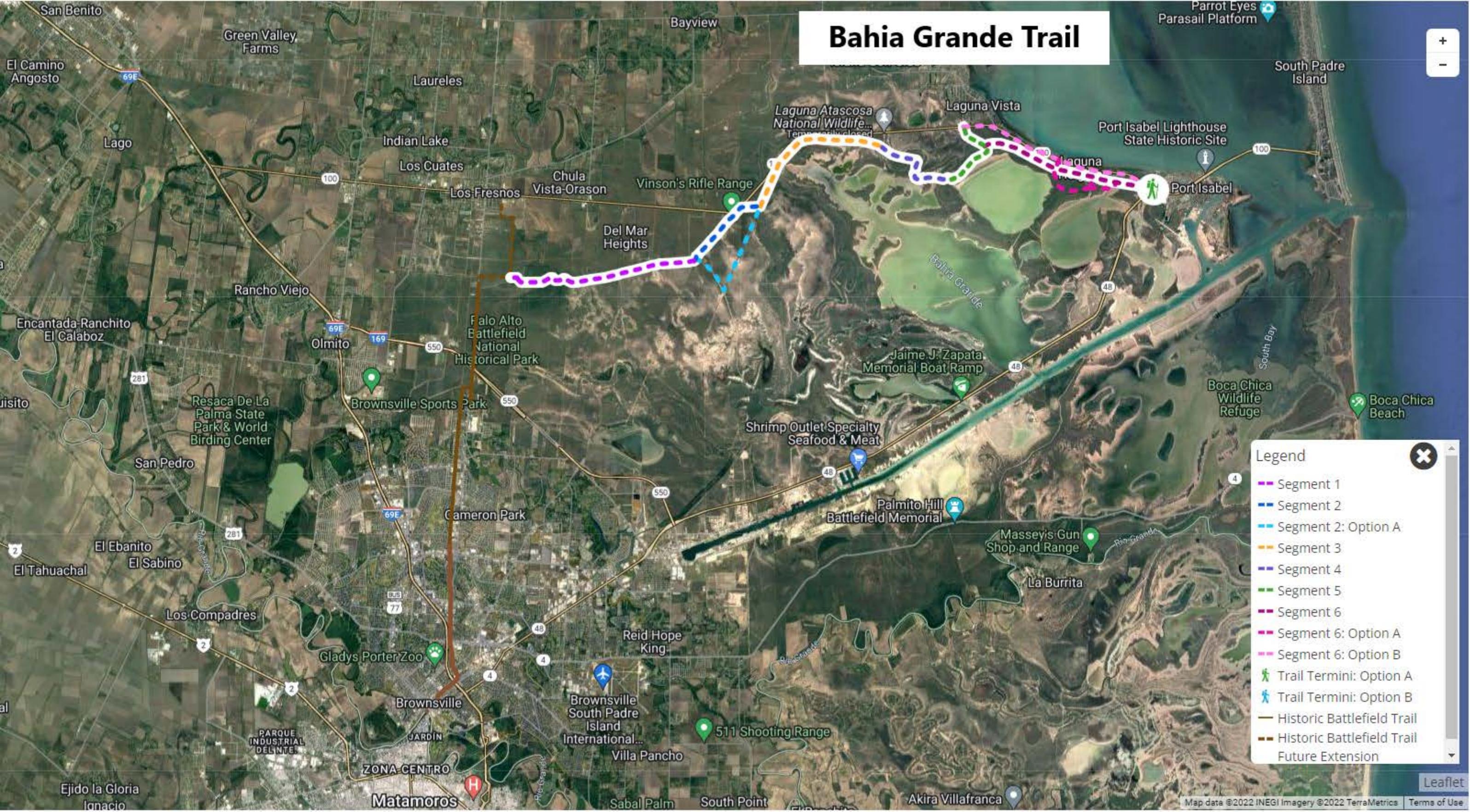
VII) NEW OR UNFINISHED BUSINESS

NONE

VIII) ADJOURNMENT:

There being no further business to come before the RGVTAC Members, Chairman Terrazas called for a motion to adjourn. HCRMA made a motion to adjourn the meeting at 11:07 AM. The motion was seconded by Hidalgo County; and upon a vote, the motion carried unanimously.

Bahia Grande Trail



Legend

- Segment 1
- Segment 2
- Segment 2: Option A
- Segment 3
- Segment 4
- Segment 5
- Segment 6
- Segment 6: Option A
- Segment 6: Option B
- Trail Termini: Option A
- Trail Termini: Option B
- Historic Battlefield Trail
- Historic Battlefield Trail Future Extension

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

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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
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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

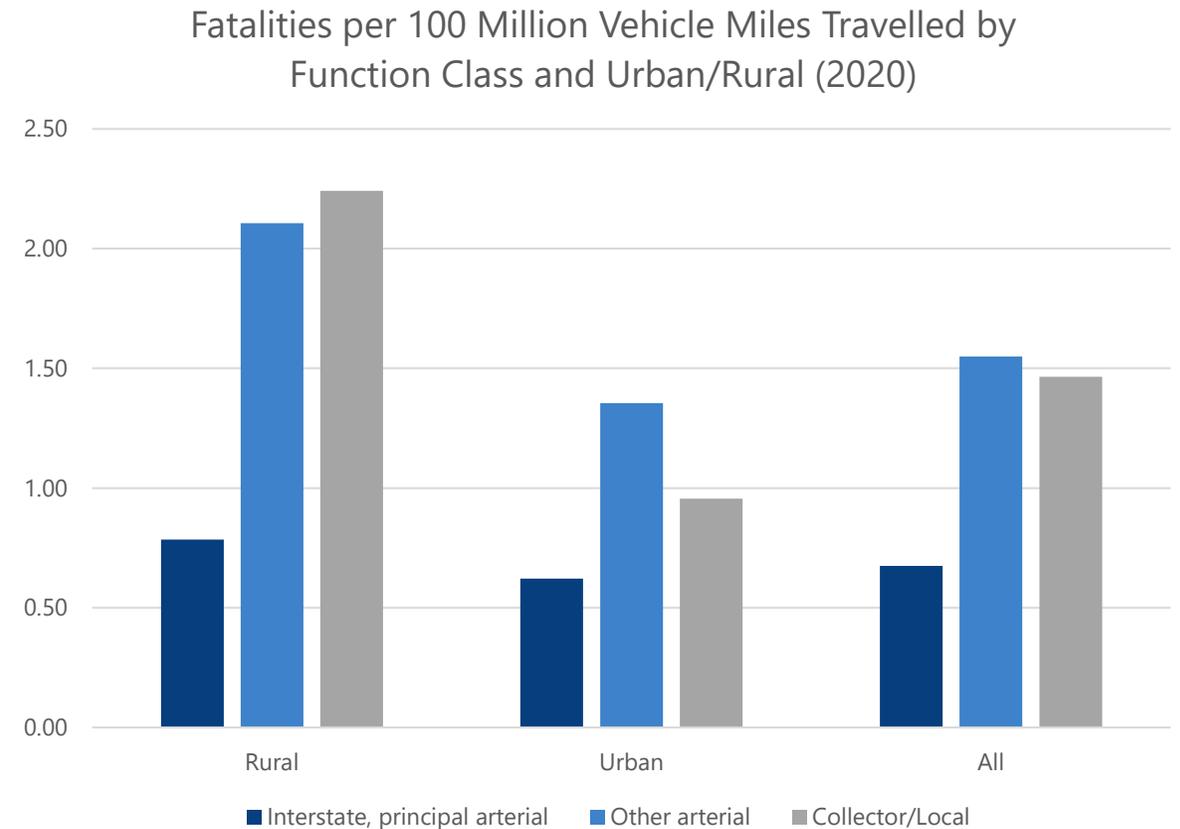
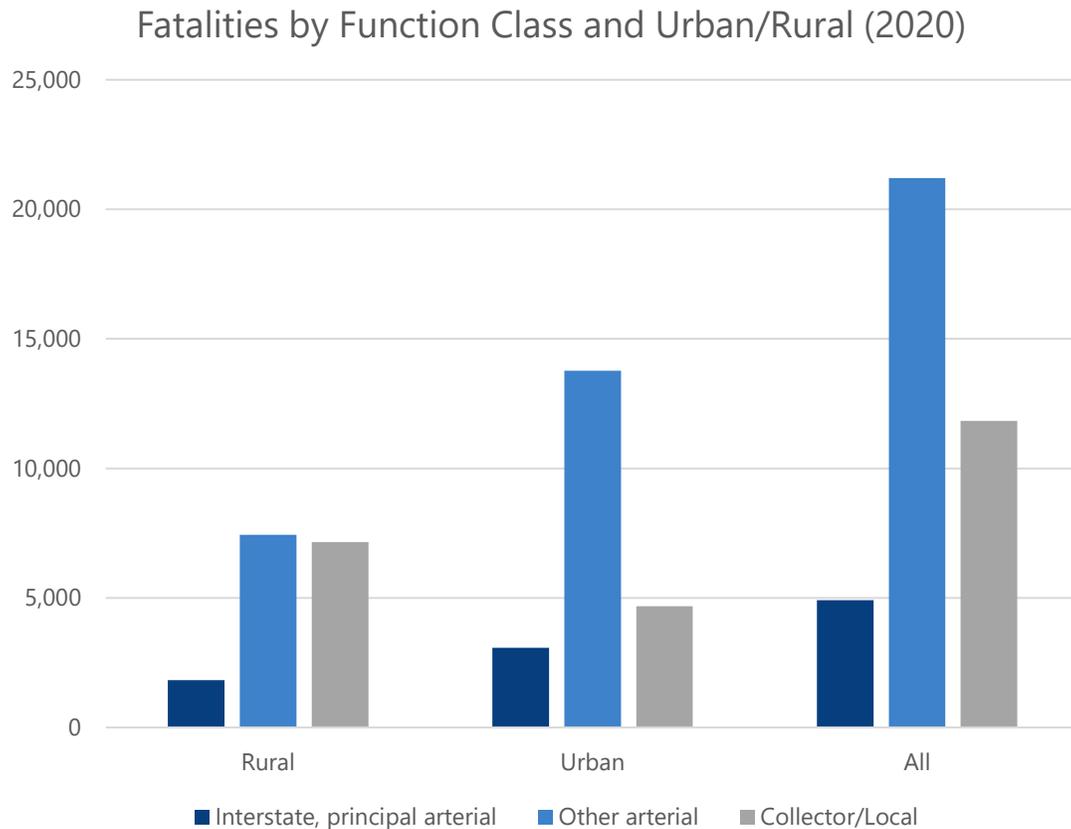
Pedestrians killed in U.S. traffic crashes in 2020

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.



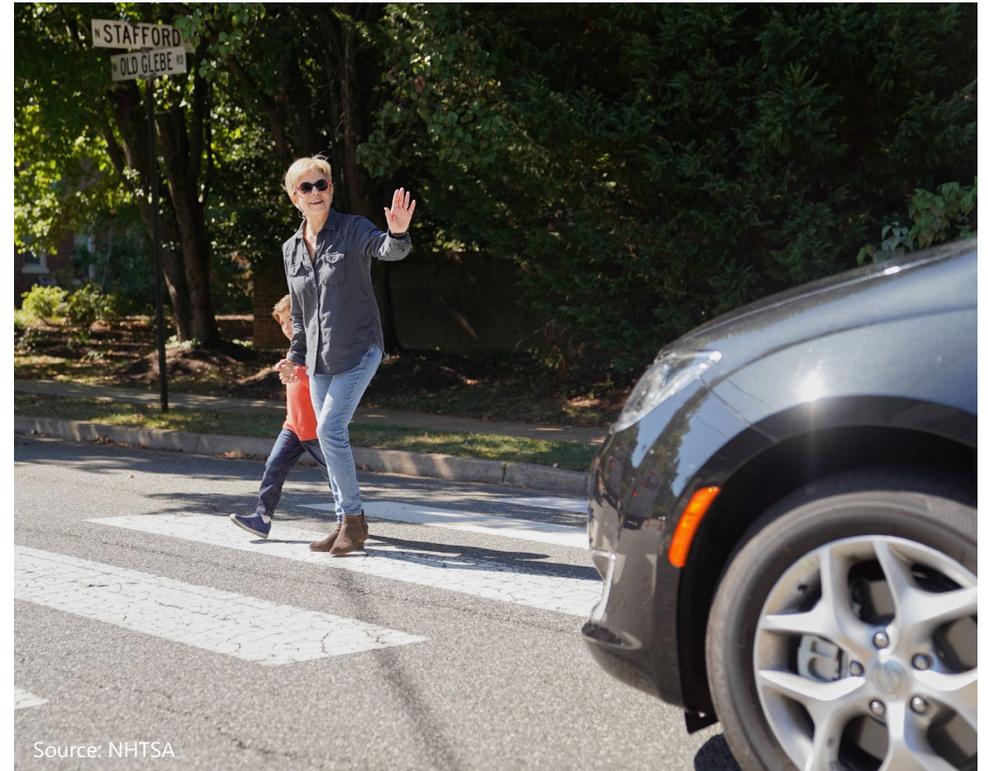
Sources: FARS 2020 Annual Report File; U.S. Department of Transportation, Federal Highway Administration, [Highway Statistics](#) (Washington, D.C.: Annual Issues), Table VM-202.



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

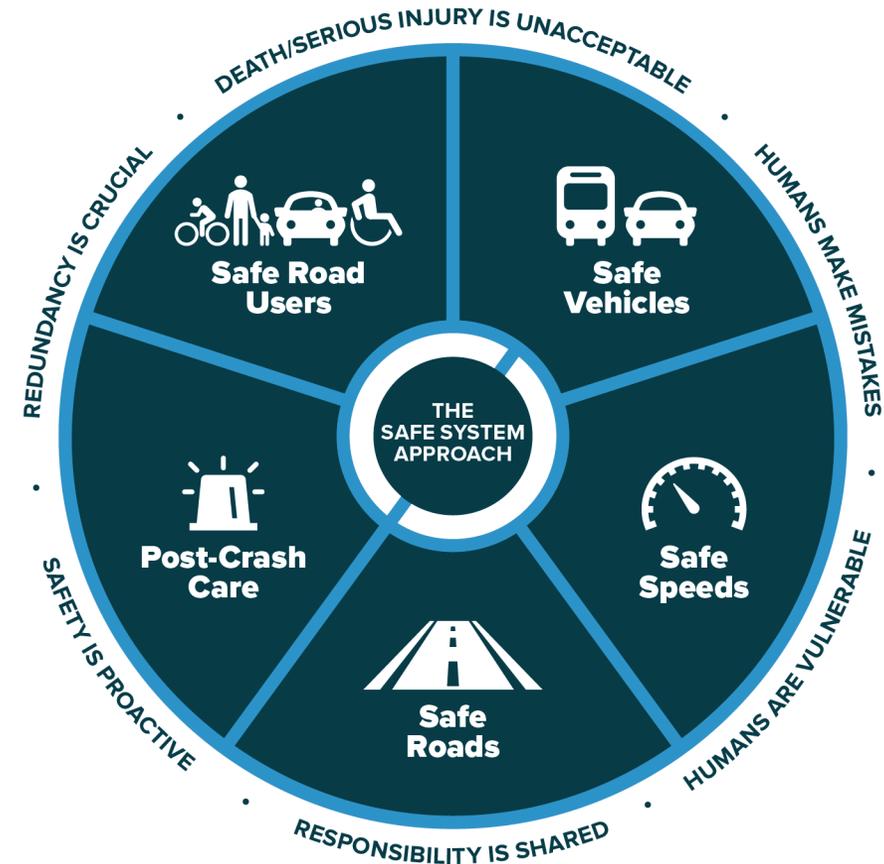
Effective roadway safety practices and strategies:

- 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

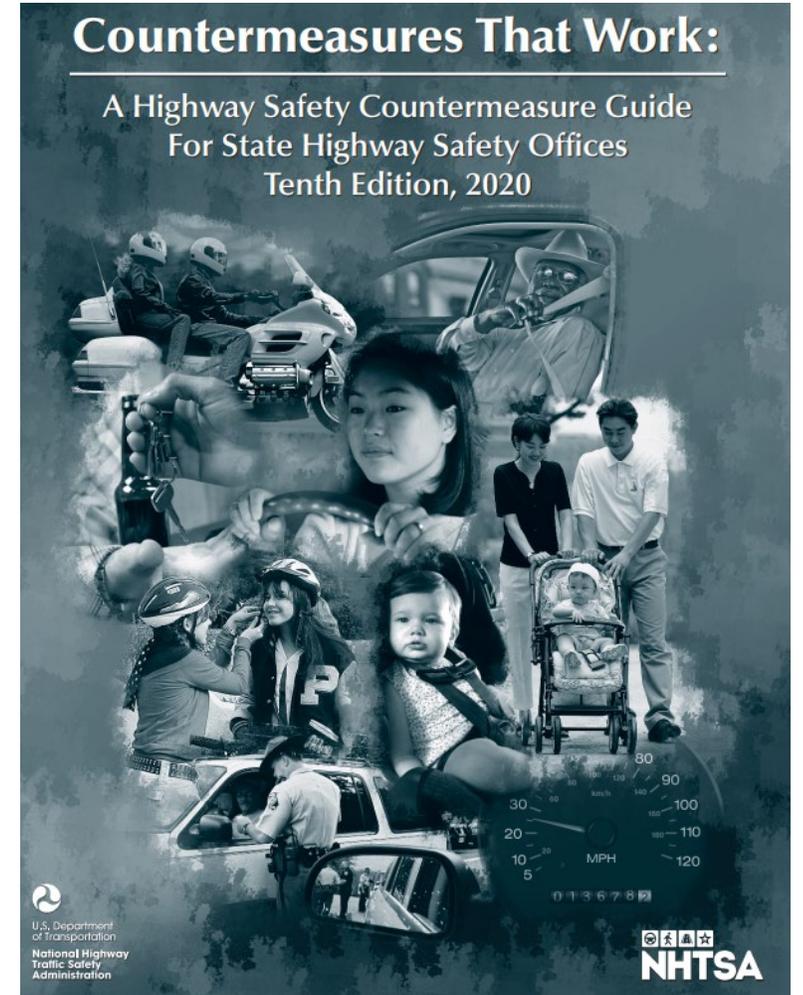


Lighting



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



Gorodenkoff - stock.adobe.com

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

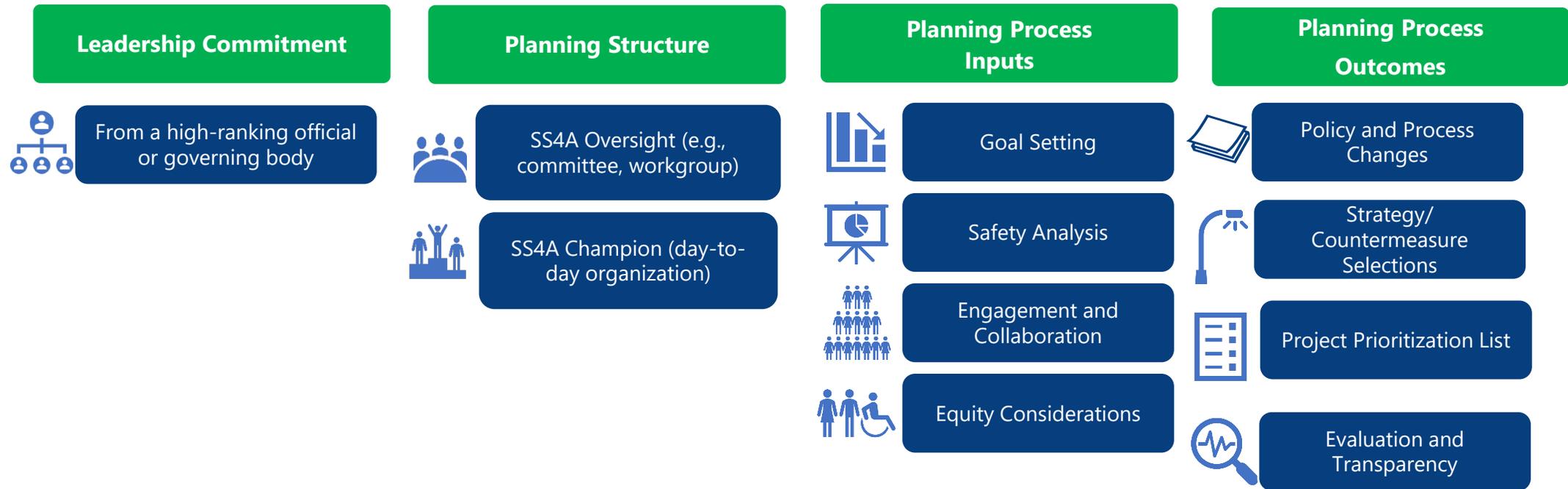
The term “comprehensive safety action plan” means a plan aimed at preventing transportation-related fatalities and serious injuries in a locality, commonly referred to as a “Vision Zero” or “Toward Zero Deaths” plan, that may include—

- (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.

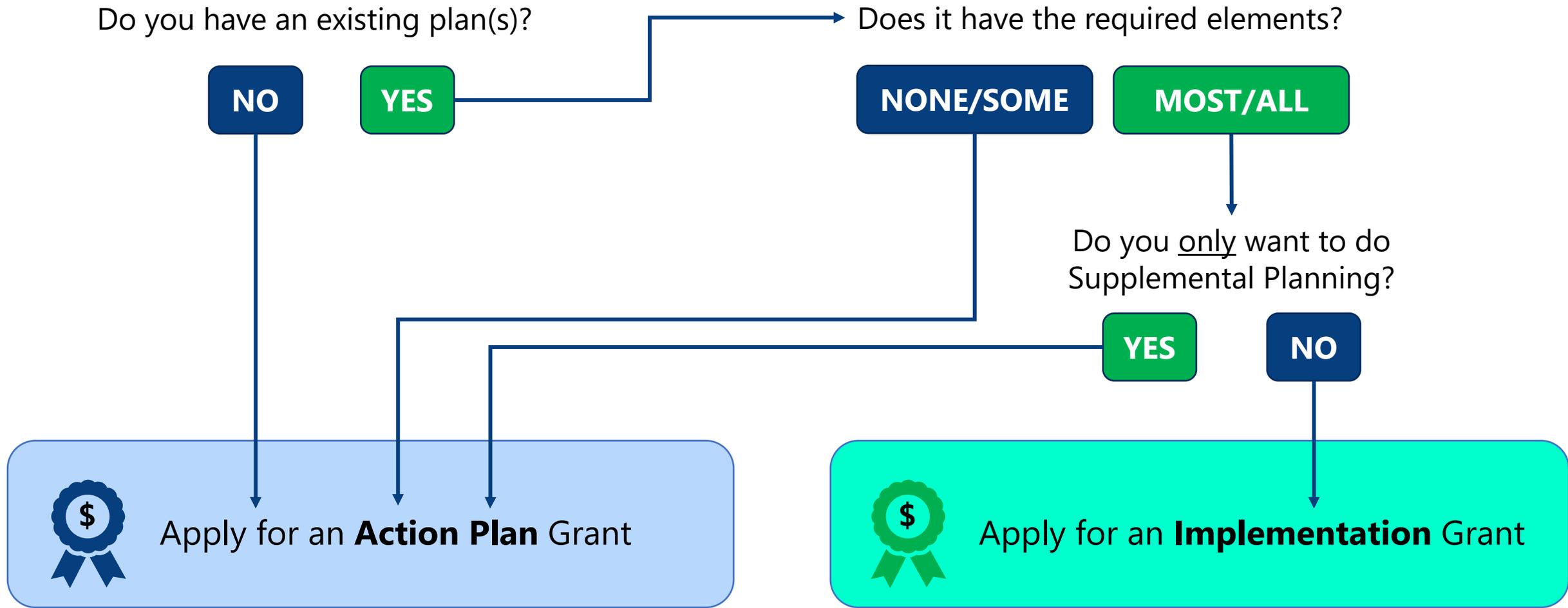
(From [H.R.3684 - Infrastructure Investment and Jobs Act](#), Sec. 24112)



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.



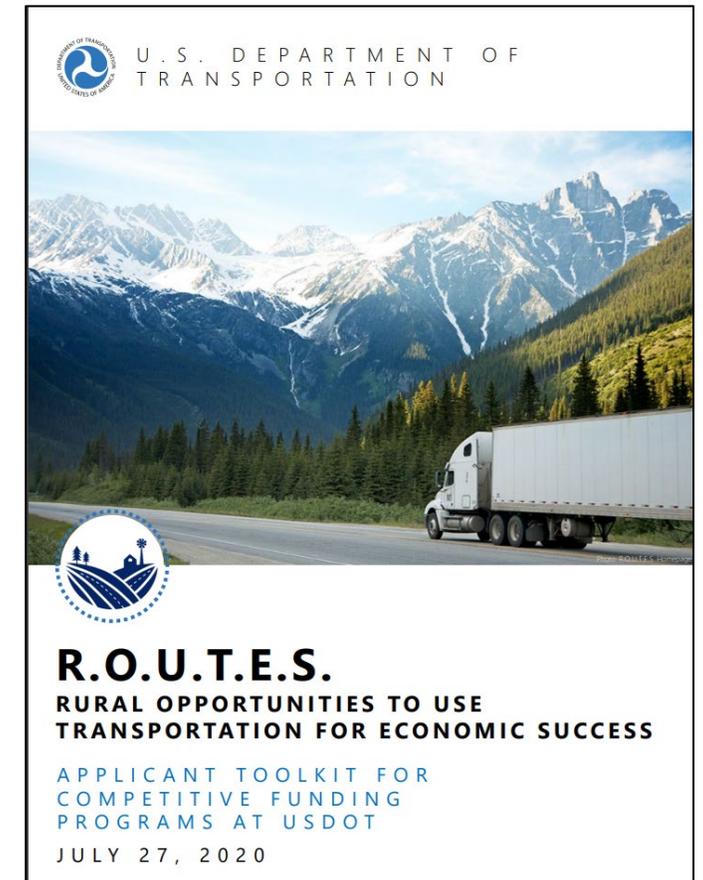
Getting Ready to Apply: Safety Data Resources

- 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



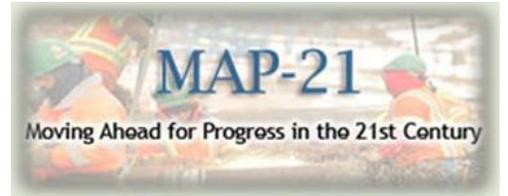
Thank you for participating

- 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.





U.S. Department of Transportation
Federal Transit Administration



FACT SHEET
ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES
SECTION 5310

	FY 2013 (in millions)	FY 2014 (in millions)	FY 2015 (in millions)
Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities	\$254.8	\$258.3	\$257

Purpose

To improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. This program supports transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities in all areas – large urbanized (over 200,000), small urbanized (50,000-200,000), and rural (under 50,000). Eligible projects include both traditional capital investment and nontraditional investment beyond the Americans with Disabilities Act (ADA) complementary paratransit services.

Statutory References

49 U.S.C. Section 5310 / MAP-21 Section 20009

What's New since MAP-21 (2012)

- The New Freedom Program (5317) and Elderly and Disabled Program (5310) were consolidated.
- Locally developed coordinated plans must be developed and approved by community stakeholders including individuals with disabilities and seniors.

Eligible Recipients

- Funds are Apportioned to direct recipients:
 - States for rural and small urban areas (small UZAs)
 - Designated recipients chosen by the Governor of the State for large urban areas (large UZAs)
- Direct recipients have flexibility in how they select subrecipient projects for funding, but their decision process must be clearly noted in a state/program management plan.
- The selection process may be: Formula-based, Competitive, or Discretionary and subrecipients can include: States or local government authorities, private non-profit organizations, or operators of public transportation.



Eligible Activities

- At least 55% of program funds must be used on capital or “traditional” 5310 projects. Examples include:
 - Buses and vans; wheelchair lifts, ramps, and securement devices; transit-related information technology systems including scheduling/routing/one-call systems; and mobility management programs.
 - Acquisition of transportation services under a contract, lease, or other arrangement. Both capital and operating costs associated with contracted service are eligible capital expenses. User-side subsidies are considered one form of eligible arrangement. Funds may be requested for contracted services covering a time period of more than one year. The capital eligibility of acquisition of services as authorized in 49 U.S.C. 5310(b)(4) is limited to the Section 5310 program.
- The remaining 45% is for other “nontraditional” projects. Under MAP-21, the program was modified to include projects eligible under the former 5317 program, described as: Capital and operating expenses for new public transportation services and alternatives beyond those required by the ADA, designed to assist individuals with disabilities and seniors. Examples include:
 - Travel training; volunteer driver programs; building an accessible path to a bus stop including curb-cuts, sidewalks, accessible pedestrian signals or other accessible features; improving signage, or way-finding technology; incremental cost of providing same day service or door-to-door service; purchasing vehicles to support new accessible taxi, rides sharing and/or vanpooling programs; and mobility management programs.
- Mobility management is eligible for 100% of 5310 funding.

Funding

- Based on Census data, the formula funds are apportioned to each State based on the number of older adults and individuals with disabilities and allocated by area:
 - Large UZAs: 60%
 - Small UZAs: 20%
 - Rural: 20%
 - States can transfer small or rural allocations to large UZA’s but not the other way around.
- Local match requirements:
 - 20% for capital expenses
 - 50% for operating expenses
- Match can come from other Federal (non-DOT) funds. This can allow local communities to implement programs with 100% federal funding. One example is Older Americans Act (OAA) Title IIIB Supportive Services Funds: http://www.aoa.gov/AOA_programs/OAA/resources/faqs.aspx#Transportation



Additional Information

- 5310 program recipients may partner with meal delivery programs such as the OAA-funded meal programs (to find local programs, visit: www.Eldercare.gov) and the USDA Summer Food Service Program <http://www.fns.usda.gov/sfsp/summer-food-service-program-sfsp>. Transit service providers receiving 5310 funds may coordinate and assist in providing meal delivery services on a regular basis if they do not conflict with the provision of transit services.
- FTA requires its formula grantees to provide half fare service for fixed route service supported with FTA funds to older adults and individuals with disabilities who present a Medicare card: http://www.fta.dot.gov/documents/14_Half_Fare_TriennialGuidance_FY2011.pdf



FUNDING APPLICATION

FY 2022

5310 Program – Enhanced Mobility of Seniors and Individuals with Disabilities

INTRODUCTION

This application is made available under a call for projects to those eligible entities who seek to apply for 5310 program funding. The 5310 program is intended to improve mobility for seniors and individuals with disabilities by providing funds for capital and operating expenses that support the following activities:

1. Public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable;
2. Public transportation projects that exceed the requirements of the Americans with Disabilities Act (ADA) of 1990 (42 U.S.C. 12101 et. seq.);
3. Public transportation projects that improve access to fixed-route service and decrease reliance on complementary paratransit; and
4. Alternatives to public transportation projects that assist seniors and individuals with disabilities transportation.

The application process is derived from and is dependent upon the 5310 Program Management Plan.

To be eligible for funding from the 5310 program, proposed projects must be located in or either have an origin or a destination within the McAllen Urbanized Area. In addition, all projects must be derived from the adopted Lower Rio Grande Valley Regional Human Service-Public Transit Coordination Plan. The plan outlines a vision for improving mobility options for the disabled, aging, and low-income population groups living in the region. To view the entire plan visit www.lrgvdc.org/valleymetro.

The McAllen Urbanized Area has **\$1,100,524.00** in federal funding available for either traditional or other 5310 projects under this program. This funding is of fiscal year 2020 and 2021 and may be used for either capital or operating expenses. The Lower Rio Grande Valley Development, as the designated recipient of 5310 funds, and has set aside 10% of the program funds for program administration. The available amounts above already reflect the subtraction of program administration funds. More information about the 5310 program may be found in FTA Circular 9070.1G.



Eligible Use of Program Funds:

Section 5310 funds are available for capital and operating expenses to support the provision of transportation services that meet the specific needs of seniors and individuals with disabilities. A complete list of eligible projects can be found in Circular 9070.1G.

Traditional Projects: At least 55 percent of funds shall be available for capital projects planned, designed, and carried out to meet the needs of seniors and people with disabilities when public transportation is insufficient, unavailable or inappropriate. 55 percent is a floor, not a ceiling; more than 55 percent of apportionments can be used for these types of projects.

Eligible Recipients:

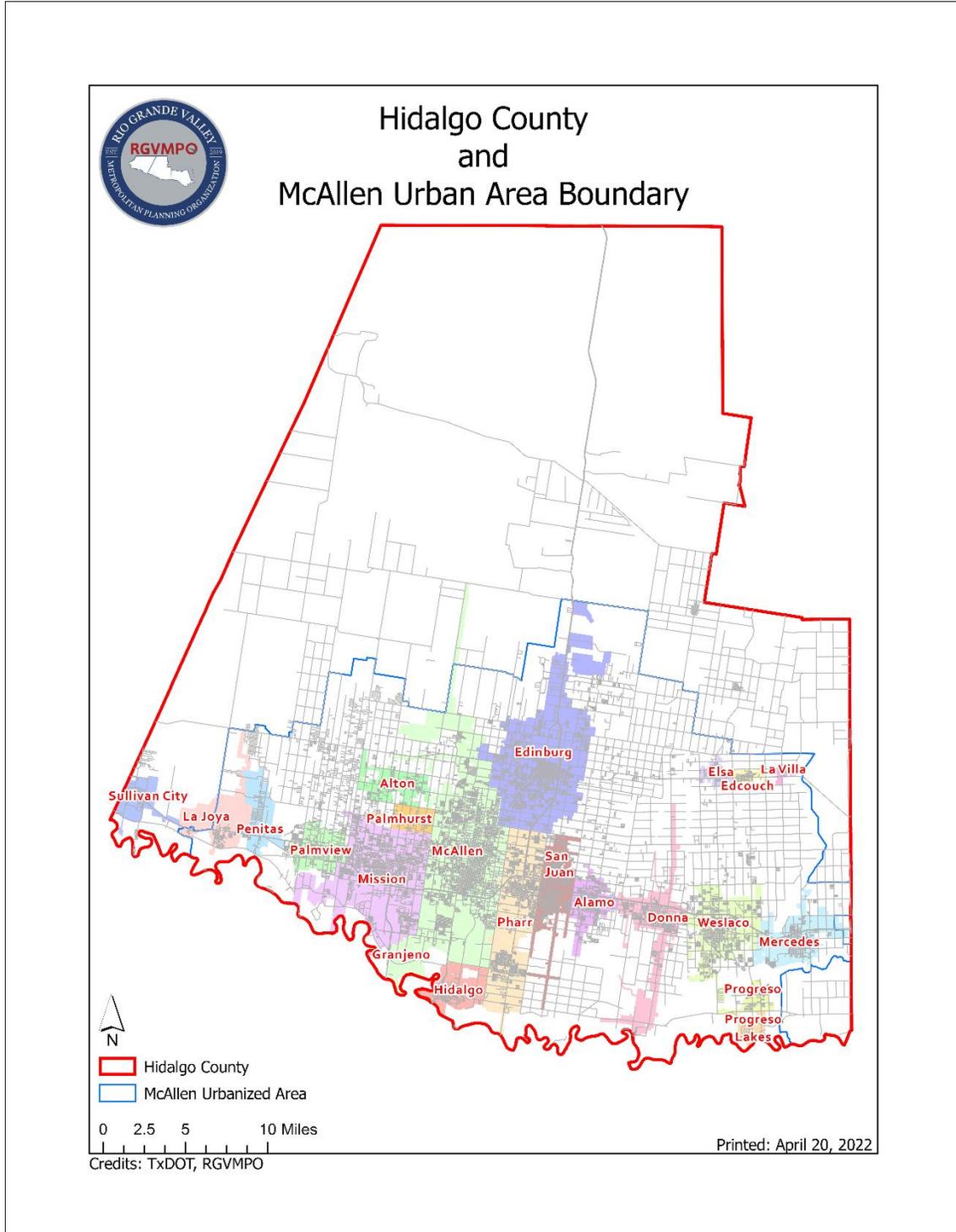
- a. A private nonprofit organization; or
- b. A state or local governmental authority that:
 - i. is approved by a state to coordinate services for seniors and individuals with disabilities; or
 - ii. certifies that there are no nonprofit organizations readily available in the area to provide the service.

Eligible projects for the required 55 percent of traditional projects include the capital cost of contracting for the provision of transit services for seniors and individuals with disabilities and other specialized shared-ride transportation services. The purchase of rolling stock for or the acquisition of ADA complementary paratransit service are eligible capital expenses that may also qualify under the 5310 program as public transportation capital projects planned, designed, and carried out to meet the specific needs of seniors and individuals with disabilities when fixed-route public transportation is insufficient, unavailable or inappropriate, provided the projects are carried out by eligible subrecipients and the projects are included in the regional plan.

Other Projects: No more than 45 percent of 5310 funds may be used for projects that provide transportation services that exceed the requirements of the ADA or improve access to fixed route services and decrease reliance by individuals with disabilities on ADA complementary paratransit service. In addition, funds may be used to provide alternatives to public transportation that assist seniors and individuals with disabilities transportation.

Eligible Recipients:

- c. A private nonprofit organization; or
- d. A state or local governmental authority; or
- e. An operator of public transportation that receives a 5310 grant indirectly through a recipient.





APPLICATION SUBMISSION

If your organization has a project that it would like considered for funding please complete the following application and submit it to the address below no later than **5:00 pm on Friday, May 27, 2022**. Applications received after this date and time will not be considered. The Hidalgo County MPO will accept printed, faxed or electronic applications. The Hidalgo County MPO will review and score the applications and will select projects for funding. Applications should be submitted to:

Rudy Zamora, Transportation Planner II
Rio Grande Valley Metropolitan Planning Organization
617 W. University Dr. Edinburg, TX 78539
Phone: 956-682-3481 EXT: 317
Email: rzamora@rgvmopo.org

Public Record

The information in this application is a public record. Applicants should not include information that may be regarded as confidential. The applicant must comply with all necessary Certifications and Assurances if funding is awarded.

Applicants should use this checklist to ensure that all applicable parts of the application and attachments are completed and submitted.

Part A.

Application – 3 parts, 4 pages (at the end of this document)

Part B.

Required Attachments (please include the following documents)

- (1) Map of applicant service area and proposed service
- (2) Documentation of eligibility
- (3) Letters of support for the project
- (4) Any other documentation to support project selection



APPLICATION PROCESS

This 5310 program application is for funds to be used within the McAllen Urbanized Area. The initial project application consists of the program-specific requirements detailed in this package of forms and instructions. After a project application has been selected for funding, the applicant will be required to submit appropriate background Certifications and Assurances, and other documentation necessary to meet FTA requirements. The Lower Rio Grande Valley Development Council oversees the 5310 program and will coordinate with awardees to ensure that all requirements are met.

Application and Project Selection Schedule

April 20, 2022	5310 Program Workshop (virtual) is held at 10 a.m. for all interested applicants
April 25, 2022	Application Period Closes
May 27, 2022	MPO scores and ranks applications
May 31- June 1, 2022	Recommended projects presented to the TAC
June 9, 2022	Recommended projects presented to the Policy Committee
June 29, 2022	Applicants are notified of results
June 30, 2022	Subrecipient orientation meeting
July 6, 2022	LRGVDC works with project sponsors to sign interlocals & develop FTA grant applications. Note: Projects are listed in FY 2022 TIP.
After July 6, 2022	Application period is officially announced



PROJECT EVALUATION

Project Requirements

The Scoring Committee must find that the answer to each of the five following questions is affirmative for a project to be considered eligible for grant funding.

- Is the applicant an eligible entity? _____
- Is the project supported by the regional coordination plan? On what page? _____
- Are eligible matching funds identified and available? _____
- Is the primary focus of the proposed service or program serving target populations? _____
- Does the project provide benefits to the urbanized area? _____

Each proposal will receive a score according to the following criteria:

- Project Planning & Coordination – 25 points
- Demonstration of Need – 15 points
- Benefits – 25 points
- Service/Sustainability – 25 points
- Budget – 10 points
- BONUS – Added Information/Innovation – 5 points maximum Total
Points = 100

Based on the project scoring criteria, the projects will be ranked, with the top scoring application receiving all funding requested, followed by the second-ranked project, and so on until all funding is exhausted.

SCORING CRITERIA

The following information and scoring criteria will be used to score and rate project applications for funding.

- a. Planning and Coordination (25 points):** Proposed projects will be evaluated based on their ability to coordinate with other public transportation, community transportation and / or social service resources. Project sponsors should clearly identify project stakeholders, and how they will keep stakeholders involved and informed throughout the project. Project sponsors should also describe how they will promote public awareness of the project. Letters of support from key stakeholders and / or customers should be attached to the grant application.
- b. Demonstration of Need (15 points):** The project should directly address priority transportation needs identified through the locally developed LRGV Regional Public Transportation Coordination Plan. The project will be scored based on the project sponsor’s ability to demonstrate that the proposed project is the most appropriate match of service delivery to the need, and is a cost



effective approach. Project sponsors must also identify clear, measurable outcome-based performance measures to track effectiveness of the service in meeting the identified goals.

- c. **Benefits (25 points):** Project application should clearly state the overall program goals and objectives, and demonstrate how the project is consistent with the objectives of the 5310 program. The project application should indicate the number of persons expected to be served, and the number of trips (or other units of service) expected to be provided. A plan should be provided for on-going monitoring and evaluation of the service, and steps to be taken if original goals are not achieved. Sponsor should describe their steps to measure the effectiveness and magnitude of the impact that the project will have on target markets.
- d. **Service / Sustainability (25 points):** For all projects, applicants must provide a well-defined service operations plan and / or capital procurement plan, and describe implementation steps and timelines for carrying out the plan. The implementation plan should identify key personnel assigned to this project and their qualifications. Project sponsors should demonstrate their institutional capability to carry out the service deliver aspect of the project as described. Be able to meet FTA Certification and Assurances as required. See attachment # 1 for details.
- e. **Budget (10 points):** Applicants must submit a clearly defined project budget indicating anticipated project expenditures and revenues, including a letter of commitment for matching funds. Proposals should address long-term efforts and identify potential funding sources for sustaining the service beyond the grant period.
- f. **Innovation (5 points):** The project will be examined to see if it contains new or innovative service concepts or facilities that have the potential for improving access and mobility for the target populations and may have future application elsewhere in the region.

Planning and Coordination (25 pts)

Point Value	Criterion	Yes	No
3 pts	Does the project implement the Regional Plan? (reference page numbers and section)		
2 pts	Is the project prepared and ready for implementation if funded?		
3 pts	Does the project coordinate? If yes,		
1 pt	- with Human Services and Workforce?		
1 pt	- with existing transportation service providers?		
1 pt	- with other stake holders?		
2 pts	Did the project allow opportunities for public participation in the planning process?		



2 pts	Does the project eliminate gaps or overlaps in public transportation service? If yes,		
1 pt	- Does the project maximize the use of existing transportation services?		
1 pt	- Does the project complement or expand the currently available services?		
2 pts	Does the project increase geographic coverage of the current transportation system?		
2 pts	Does the project facilitate connections among different modes of transportation?		
2 pts	Is there a planned schedule for the project?		
2 pts	Is the project divided in phases that are logical, consistent, and follow industry standard process for that type of project?		
(25 pts)	Total Points awarded for Planning and Coordination:		

Demonstration of Need (15 pts)

Point Value	Criterion	Yes	No
3 pts	Is there a need for transportation to areas of interest to seniors and persons with disabilities?		
2 pts	Does the project show destinations and services not currently accessible by transit?		
2 pts	Does the project reduce the need?		
2 pts	Does the project identify regional growth?		
2 pts	Does the project remove a barrier in the transit service?		
2 pts	Does the project provide an essential link in the transit service?		
2 pts	Does the project fill the gaps to seniors/persons with disabilities-related destinations?		
(15 pts)	Total Points awarded for Demonstration of Need:		

Benefits (25 pts)

Point Value	Criterion	Yes	No
3 pts	Does the project improve transit efficiency?		
1 pt	Does the project increase ridership?		
3 pts	Does the project improve mobility for seniors and persons with disabilities?		
3 pts	Does the project improve access to locations that seniors and persons with disabilities want to access?		



2 pts	Will the project promote the development of senior/disabled transportation services?		
1 pt	Will the project support local economic development?		
3 pts	Will the project expand mobility and access for seniors and persons with disabilities?		
2 pts	Can the project integrate the 5310 program with other federal and state programs?		
2 pts	Will the project improve efficiency and effectiveness of transportation opportunities?		
3 pts	Does the project provide access to new growth areas or low-income areas currently not served by transit?		
1 pt	Does the project improve the ability of pedestrians and bicyclists to access transit service?		
1 pt	Does the project provide improvement in travel time and/or reliability for transit users?		
(25 pts)	Total Points awarded for Benefits:		

Service/Sustainability (25 pts)

Point Value	Criterion	Yes	No
10 pts	Program Measures: how does the project address the following targets? Traditional projects: fill gaps in service; or add ridership Other projects: increase/enhance geographic coverage, service quality, and/or service times; add or change physical infrastructure, technology, and vehicles; or add ridership. FTA Certification and Assurances		

Metropolitan Planning Organization

1 pts	In the future will the applicant be able to expand services of the project to meet market needs?		
2 pts	In the future will the applicant maintain and improve financial performance?		
4 pts	Does the project engage the local community in service design and delivery?		
4 pts	Does the project help achieve a “seamless” system in the Lower Rio Grande Valley?		
2 pts	If awarded will these funds complete a phase of a project?		
2 pts	If awarded will these funds complete the entire project?		
(25 pts)	Total Points awarded for Service/ Sustainability:		



Budget (10 pts)

Point Value	Criterion	Yes	No
1 pt	Does the applicant provide detailed, itemized specific and correct project information?		
1 pt	Is the project information broken down by year and phase?		
1 pt	Is the required match included in the project budget by year and phase?		
2 pts	Is the project fiscally feasible?		
1 pts	Does the project have the ability to leverage dollars over the local match?		
2 pts	Does the project have a long term commitment to funding beyond the requested grant resource?		
1 pt	Does the project have a letter of commitment for matching funds		
1pt	Is there a use of innovative financing to support project?		
(10 pts)	Total Points awarded for Budget:		

APPLICATION REVIEW FORM

Organization Information

Name: _____ Date: _____

Applicant Manager: _____

Type of Project: _____

Review Period: _____ to _____

Rating

	POOR	FAIR	SATISFACTORY	GOOD	EXCELLENT
--	------	------	--------------	------	-----------



	SCORE:	1-5	6-10	11-15	16-20	21-25
Project Planning and Coordination		<input type="checkbox"/>				
Comments:						
	SCORE:	1-3	4-6	7-9	10-12	13-15
Demonstration of Need		<input type="checkbox"/>				
Comments:						
	SCORE:	1-5	6-10	11-15	16-20	21-25
Benefits		<input type="checkbox"/>				
Comments:						
	SCORE:	1-5	6-10	11-15	16-20	21-25
Service / Sustainability		<input type="checkbox"/>				
Comments:						
	SCORE:	1-2	3-4	5-6	7-8	9-10
Budget		<input type="checkbox"/>				
Comments:						
	SCORE:	1	2	3	4	5
Added Information		<input type="checkbox"/>				
Comments:						
OVERALL RATING (average the rating numbers above)						

Additional Comments

Verification of Review

By signing this form, you confirm that you have discussed this review in detail with MPO management. Signing this form does not necessarily indicate that you agree with this evaluation.

Rio Grande Valley MPO Signature _____ Date _____

Applicant Signature _____ Date _____



5310 APPLICATION - 2022

PART 1 – FUNDING REQUEST

Applicant Data

Legal Name: _____

Contact Person: _____

Address: _____

City, State, Zip: _____

Telephone: _____

Fax: _____

E-mail: _____

Website: _____

Project Description

Title: _____

Brief Description: _____

Project Type: _____ Traditional _____ Other

Service days/hours (if applicable): _____

Estimated Cost Per One-Way Trip (if applicable): _____

Estimated Daily Riders Per Weekday/Weekend (if applicable): _____



PART II – PROJECT NARRATIVE

The project narrative should provide a simple, easy-to-follow description of the project and support. The applicant should use the scoring criteria as a guide and should answer the questions below.

Planning and Coordination

1. Describe the project and how the project will be coordinated with public and/or private transportation and social service agencies serving low-income populations and individuals with disabilities.
2. Describe efforts to market the project and ways to promote public awareness of the program. Letters of support should be obtained from key stakeholders and attached to the grant application.

Demonstration of Need

1. Describe the unmet transportation need that the proposed project seeks to address and the relevant planning effort that documents the need. Does it cover an area targeted by the LRGV Regional Public Transportation Coordination Plan? Describe how the project will alleviate the transportation need. Estimate the number of people served and/or the number of service units that will be provided. Describe the specific community this project will serve and provide pertinent demographic data and/or maps.
2. Project application should demonstrate that the proposed project is the most appropriate match of service delivery to the need. Identify performance measures to track the effectiveness of the service in meeting the identified goals. For capital-related projects, project sponsor is responsible to establish milestones and report on the status of project delivery.

Benefits

1. What are the project's goals and objectives?

Service / Sustainability

1. Describe key personnel assigned to this project and your agency's ability to manage the project.
2. Provide an operational plan for delivering service. Include route or service area map, if applicable, or provide an implementation plan for completing a capital project including key milestones and estimated completion date.
3. Explain how this project relates to other services or facilities provided by your agency or firm and demonstrate how it can be achieved within your technical capacity.
4. Describe a plan for monitoring and evaluating the service and steps to be taken if original goals are not achieved.



Budget

1. Project sponsor should provide a complete budget indicating project revenues and expenditures in the format provided in Part III and describe efforts to ensure its cost effectiveness.

Innovation

1. Describe any proposed use of innovative approaches that will be employed for this project. Discuss what is innovative about the approach and how it could be applied to other services in the region.



PART III – PROPOSED PROJECT BUDGET

Project Funding

Local matching funds will be required for all application submittals. For projects requiring operating funds the required match is 50%+ from non-federal transportation funds. For capital projects the required match is 20%+ from non-federal transportation funds.

Total Annual Project Budget	\$ _____	
Capital Federal Share	\$ _____	_____ %
Capital Local Match	\$ _____	_____ %
Operating Federal Share	\$ _____	_____ %
Operating Local Match	\$ _____	_____ %

Local Matching Fund Source: _____

Note: The applicant is required to demonstrate a commitment to providing local match funds. This can be in the form of a letter and/or a copy of an existing grant agreement or supporting documentation where funds will be drawn from.

Will there be a commitment of funds beyond the grant period? Yes No

Describe: _____

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: _____ Local Match Available: _____
 5 Points

Functionally Classified: YES NO

**Access to Transit Facility
in Miles**

- Greater than .75, 0 Pts
- .5 to .75, 2 Pts
- .25 to .5, 6 Pts
- 0 to .25, 10 Pts

**Access to Pedestrian Facility
In miles (Bicycle/Trail)**

- Greater than .75, 0 Pts
- .5 to .75, 2 Pts
- .25 to .5, 6 Pts
- 0 to .25, 10 Pts

Regionally Significant

- Within Local Gov, 2 Pts
- Connects 2 Local Gov, 5 Pts
- Connects 3 Local Gov, 10 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

For Internal Use (Based on TDM)

- | | |
|--|---------------------------------------|
| <u>ADT Count</u> | <u>Congestion Reduction</u> |
| <input type="radio"/> 0-1000, 0 Pts | <input type="radio"/> 1-10%, 1 Pts |
| <input type="radio"/> 1000-5000, 2 Pts | <input type="radio"/> 11-20%, 2 Pts |
| <input type="radio"/> 5000-10000, 3 Pts | <input type="radio"/> 21-30%, 4 Pts |
| <input type="radio"/> 10000-15000, 4 Pts | <input type="radio"/> 31-40%, 6 Pts |
| <input type="radio"/> 15000-40000, 5 Pts | <input type="radio"/> 41-50%, 8 Pts |
| | <input type="radio"/> 51-100%, 10 Pts |

Complete Streets Bonus Points:

- | | |
|--|---|
| <u>Adding Sidewalks</u> | <u>Adding Bike Lane</u> |
| <input type="radio"/> None, 0 Pts | <input type="radio"/> Sharrow, 2 Pts |
| <input type="radio"/> One Side, 5 Pts | <input type="radio"/> Striped, 4 Pts |
| <input type="radio"/> Both Sides, 10 Pts | <input type="radio"/> Buffered, 8 Pts |
| | <input type="radio"/> Protected, 10 Pts |

Date Scored: _____ Total Points out of 100: _____

6/2/2022

**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 D

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):

For Internal Use (Based on TDM)

Congestion Reduction

- 0-25%, 1 Points
- 25-50%, 5 Points
- 50-75%, 10 Points
- 75-100%, 20 Points

Improves Travel Time

- Less than 10%, 0 Points
- 10% - 20%, 5 Points
- Greater than 20%, 10 Points

RGVMPO Regional Complete Streets Policy



Regional Complete Streets Policy Review

Per the Bipartisan Infrastructure Law (BIL), Section 11206, the MPO must spend at least 2.5% of PL funds to carry out Complete Streets planning activities intended to ensure that constructed roads are safe and equitable for all users.

SEC. 11206. INCREASING SAFE AND ACCESSIBLE TRANSPORTATION OPTIONS.

(a) **DEFINITION OF COMPLETE STREETS STANDARDS OR POLICIES.**—In this section, the term “Complete Streets standards or policies” means standards or policies that ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles.

(b) **FUNDING REQUIREMENT.**—Notwithstanding any other provision of law, each State and metropolitan planning organization shall use to carry out 1 or more activities described in subsection (c)—

(1) in the case of a State, not less than 2.5 percent of the amounts made available to the State to carry out section 505 of title 23, United States Code; and

(2) in the case of a metropolitan planning organization, not less than 2.5 percent of the amounts made available to the metropolitan planning organization under section 104(d) of title 23, United States Code.

(c) **ACTIVITIES DESCRIBED.**—An activity referred to in subsection (b) is an activity to increase safe and accessible options for multiple travel modes for people of all ages and abilities, which, if permissible under applicable State and local laws, may include—

- (1) adoption of Complete Streets standards or policies;
- (2) development of a Complete Streets prioritization plan that identifies a specific list of Complete Streets projects to improve the safety, mobility, or accessibility of a street;
- (3) development of transportation plans—

H. R. 3684—97

(A) to create a network of active transportation facilities, including sidewalks, bikeways, or pedestrian and bicycle trails, to connect neighborhoods with destinations such as workplaces, schools, residences, businesses, recreation areas, healthcare and child care services, or other community activity centers;

(B) to integrate active transportation facilities with public transportation service or improve access to public transportation;

(C) to create multiuse active transportation infrastructure facilities, including bikeways or pedestrian and bicycle trails, that make connections within or between communities;

(D) to increase public transportation ridership; and

(E) to improve the safety of bicyclists and pedestrians;

(4) regional and megaregional planning to address travel demand and capacity constraints through alternatives to new highway capacity, including through intercity passenger rail, and

(5) development of transportation plans and policies that support transit-oriented development.

(d) **FEDERAL SHARE.**—The Federal share of the cost of an activity carried out under this section shall be 80 percent, unless the Secretary determines that the interests of the Federal-aid highway program would be best served by decreasing or eliminating the non-Federal share.

(e) **STATE FLEXIBILITY.**—A State or metropolitan planning organization, with the approval of the Secretary, may opt out of the requirements of this section if the State or metropolitan planning organization demonstrates to the Secretary, by not later than 30 days before the Secretary apportions funds for a fiscal year under section 104, that the State or metropolitan planning organization—

- (1) has Complete Streets standards and policies in place; and
- (2) has developed an up-to-date Complete Streets prioritization plan as described in subsection (c)(2).



On February 23, 2022, the RGVMPO Policy Board authorized work on a Regional Complete Streets Policy. On May 25, 2022, the Policy Board adopted UPWP Amendment #2, allocating \$120,000 in PL funds to Complete Streets planning activities over the remainder of the two-year budget period.

Regional Complete Streets Policy Update

- RGVMPPO Staff has engaged regional stakeholders regarding existing and future Complete Streets policies in the region and discussed strengths and weaknesses.
- Staff is planning Complete Streets outreach to gather feedback on the regional policy and discuss policy implementation.
- Staff intends to complete an inventory of existing Complete Streets Policies adopted by municipalities in the region.





RGVMPO – FY 2023-2026 TIP & 2045 MTP
Priority of CAT 7 Funding Requests

RGVMPO staff will schedule individual meetings with our local governments and planning partners. The purpose of these meetings is to prioritize projects needing additional/new Category 7 funding. Meetings will be held collaboratively with TXDOT Pharr District staff and other federal funding opportunities may be discussed. The “Priority” listed under the subject projects is meant for ranking the submitted requests. An example of ranking by priority is assigning each request a number within the total of requests submitted:

For a total of 5 requests: 1 would be the highest priority while 5 would be the lowest priority.

Hidalgo County Pct. 1

Meeting Date & Time:

Pending

Contact:

Jorge Pena, RPIC

jorge.pena@co.hidalgo.tx.us

956-968-8733

Pct. 1 – Mile 6 W – 0921-02-286 – FY 2023

Increase CAT 7 (\$3,000,000) for ROW

Project Score:

Priority (1-5):

Pct. 1 – Mile 6 W – 0921-02-448 – FY 2029 – Move to FY 2026

Increase CAT 7 (\$2,672,000) for C & CE

Project Score: 100

Priority (1-5):

Pct. 1 – Mile 10 N – 0921-02-360 – FY 2029 – Move to FY 2026

Increase CAT 7 (\$10,490,412) for Const. & (\$931,024) for CE

Increase CAT 7 (\$1,000,000) for ROW in FY 2023

Project Score: 95

Priority (1-5):

Pct. 1 – 0921-02-254 – Mile 1 E – FY 2025
Increase CAT 7 (\$3,193,000) for Construction & (\$668,000) for ROW
Project Score: 90
Priority (1-5):

Pct. 1 – Nolana Loop (S2-S4) – 0921-02-169 – FY 2029 – Move into TIP Yrs.
Increase CAT 7: (\$1,800,000) for ROW
Increase CAT 7 (\$7,410,000) for PE
Increase CAT 7 (\$55,328,000) for Construction
Project Score: 125
Priority (1-5):

Hidalgo County Pct. 2

Meeting Date & Time:

Pending

Contact:

Armando Garza Jr.

Armando.garzajr@co.hidalgo.tx.us

956-787-1891

Pct. 2 - Cesar Chavez – 0921-02-399 – FY 2027
Increase CAT 7 (\$1,656,184) for Construction & CE
Project Score:
Priority (1-4):

Pct. 2 - Cesar Chavez – 0921-02-405 – FY 2027 – Move to FY 2025
Increase CAT 7 (\$1,700,000) for Construction
Project Score: 70
Priority (1-4):

Pct. 2 - Eldora Rd. – 0921-02-403 – FY 2028 – Move to 2023
Increase CAT 7 (\$1,581,958) for Construction & CE
Project Score: 105
Priority (1-4):

Pct. 2 - Nolana Loop (S1) – 0921-02-361 – FY 2025 – Move to 2024
Increase CAT 7 (\$3,087,716) for Construction & CE
Project Score: 105
Priority (1-4):

Hidalgo County Pct. 3

Meeting Date & Time:

Pending

Contact:

Norma Ceballos

norma.cebалlos@co.hidalgo.tx.us

956-585-4509

Pct. 3 – 0865-01-108 – Veteran’s Blvd. – FY 2023

Increase CAT 7 (\$2,500,640) for ROW

Project Score:

Priority (1-4):

Pct. 3 – 0921-02-194 – Liberty Blvd. Ph. I – FY 2023

Increase CAT 7 (\$1,485,352) for Const.

Project Score: 105

Priority (1-4):

Pct. 3 – 0921-02-322 – Liberty Blvd. Phase 2 – FY 2028 - Move to 2024

Increase CAT 7 for Construction: (\$871,258)

Project Score: 110

Priority (1-4):

Pct. 3 – 0921-02-332 – Mile 3 N – FY 2025

Increase CAT 7 for C & CE: (\$1,533,876)

Increase CAT 7 (\$500,000) for ROW

Project Score: 80

Priority (1-4):

Hidalgo County Pct. 4

Meeting Date & Time:

Pending

Contact :

Velinda Reyes

velinda.reyes@co.hidalgo.tx.us

956-383-3112

Pct. 4 - Canton Rd. – New Project

Allocate CAT 7 for C & CE (FY 2028): (\$14,700,000)

Project Score:

City of Mission

Meeting Date & Time:

Pending

Contact:

Juan Pablo Terrazas, P.E.

ipterrazas@missiontexas.us

956-580-8662

**Inspiration/Military Pkwy – 0921-02-395 – FY 2027 - Move to 2024
Increase in CAT 7 for Const. (\$5,342,199)**

Project Score: 105

Priority (1-7):

Taylor Rd., Sec. 2 – 0921-02-328 – FY 2023

Increase in CAT 7 for C & CE (\$2,133,561)

Project Score: 100

Priority (1-7):

Trinity Rd. – New Project

Allocate CAT 7 for Const. (FY 2030): \$6,034,580

CE (2024): \$724,150

Project Score:

Priority (1-7):

Los Ebanos Rd. – New Project

Allocate CAT 7 for C & CE (FY 2030): \$7,393,802

Allocate CAT 7 for ROW (2023): \$816,000

Project Score:

Priority (1-7):

Glasscock Rd. – New Project

Allocate CAT 7 for C & CE (FY 2030): \$10,647,101

Allocate CAT 7 for ROW (2024): \$1,400,000

Project Score:

Priority (1-7):

Holland Rd. – New Project

Allocate CAT 7 for C & CE (FY 2030): \$7,393,820

Allocate CAT 7 for ROW (2023): \$620,400

Project Score:

Priority (1-7):

Los Ebanos Rd. – New Project

Allocate CAT 7 C & CE (FY 2030): \$16,266,404

Allocate CAT 7 ROW (2023): \$1,255,000

Project Score:

Priority (1-7):

City of McAllen

Meeting Date & Time: Pending

Contact:

Rene Gonzalez

rgonzalez@mcallen.net

956-681-1151

Chapin – New Project – FY 2028

Allocate CAT 7: \$4,172,000 for Construction

Project Score:

Priority (1-8):

Freddy Gonzalez – New Project – FY 2028

Allocate CAT 7: \$5,802,800 for Construction

Project Score:

Priority (1-8):

Freddy Gonzalez – New Project – FY 2026

Allocate CAT 7: \$5,217,400 for Construction

Project Score: 85

Priority (1-8):

Freddy Gonzalez – New Project – FY 2030

Allocate CAT 7: \$3,920,000 for Construction

Project Score:

Priority (1-8):

Kennedy Ave – New Project – FY 2028

Allocate CAT 7: \$3,280,000 for Construction

Project Score:

Priority (1-8):

Shary Rd – New Project – FY 2028

Allocate CAT 7: \$5,220,000 for Construction

Project Score:

Priority (1-8):

Auburn Ave – New Project – FY 2024

Allocate CAT 7: \$615,000 for Construction

Project Score: 75

Priority (1-8):

McColl Rd – New Project – FY 2026

Allocate CAT 7: \$3,456,000 for Construction

Project Score: 55

Priority (1-8):

Cameron County

Meeting Date & Time:

Pending

Contact:

Pete Sepulveda Jr.

psepulveda@ccrma.org

(956) 621-5571

Old Alice Rd.

Increase CAT 7 (\$1.2 Million) for Construction

Project Score:

Priority (1-3):

South Parallel Corridor Ph. 3

Increase \$6 Million for Construction and \$765,000 for CE

Increase \$1 Million for Utility Adjustment

CCRMA

Meeting Date & Time:

Pending

Contact:

Pete Sepulveda Jr.

psepulveda@ccrma.org

(956) 621-5571

SH 550 Gap II

Increase CAT 7 (\$1.42 Million) for Construction

Project Score:

Priority (1-4):

FM 509 Extension

Increase (\$2 Million) for Construction and (\$765,000) for CE

Project Score:

Priority (1-4):

Morrison Rd. Segment 1

Increase (\$7.1 Million) for Construction and (\$605,000) for CE

Project Score:

Priority (1-4):

Whipple Rd.

Increase (\$2.4 Million) for Construction

Project Score:

Priority (1-4):

HIDALGO COUNTY	
ROW & PE	CONST & CE
\$3,000,000	\$2,672,000
\$1,000,000	\$10,490,412
\$668,000	\$3,193,000
\$1,800,000	
\$7,410,000	
	\$55,328,000
	\$1,656,184
	\$1,700,000
	\$1,581,958
	\$3,087,716
\$2,500,640	
	\$1,485,352
	\$871,258
	\$1,533,876
\$500,000	
	\$14,700,000
	\$5,342,199
	\$2,133,561
	\$6,034,580
	\$724,150
	\$7,393,802
\$816,000	
	\$10,647,101
\$620,400	
	\$16,266,404
\$1,255,000	
	\$4,172,000
	\$5,802,800
	\$5,217,400
	\$3,920,000
	\$3,280,000
	\$5,220,000
	\$615,000
	\$3,456,000
\$19,570,040	\$178,524,753

Grand Total:

\$198,094,793

CAMERON COUNTY

ROW & PE	CONST & CE
	\$1,200,000
	\$765,000
\$1,000,000	\$1,420,000
	\$2,765,000
	\$7,705,000
	\$2,400,000
\$1,000,000	\$16,255,000

Grand Total:

\$17,255,000

Unified Transportation Plan CAT 7 Allocation for RGVMP

	2022 Allocation	2023 Allocation	Delta in \$	Brownville (19.02%) Delta	HSB (15.69%) *Delta	Hidalgo (65.29%) Delta	Total of Delta in \$
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	\$33,394,773	\$5,119,664	\$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		\$6,229,547	\$5,138,885	\$21,384,182	\$32,752,614
Total	\$288,585,537	\$328,810,387	\$40,224,850	\$7,650,766	\$6,311,279	\$26,262,805	\$40,224,850

RIO GRANDE VALLEY MPO FY 2022-2023 UPWP

TASK NAME	UPWP	FY 2022	Adjusted	FY 2022 ADJUSTED	October	November	December 2021	January	February	March	April	May	June	July	August	September	FY 2022	FY 2022
	TASK	UPWP Budget		Budget	BUDGET	2021	2021	2021	2022	2022	2022	2022	2022	2022	2022	2022	2022	TOTAL
MPO Administration	1.1	\$1,387,085.50	\$693,542.75	\$693,542.75	\$27,797.47	\$61,556.82	\$115,726.24	\$45,963.19	\$58,880.29	\$73,428.53	\$57,211.60						\$440,564.14	\$252,978.61
Public Participation Plan	1.2	\$168,638.32	\$84,319.16	\$84,319.16	\$572.20	\$890.10	\$1,494.10	\$254.58	\$1,384.54	\$2,097.78	\$2,491.12						\$9,184.42	\$75,134.74
Training for TAC & TPC	1.3	\$4,289.66	\$2,144.83	\$2,144.83	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$78.63	\$1,113.82						\$1,192.45	\$952.38
Computer Purchases	1.4	\$130,924.70	\$65,462.35	\$65,462.35	\$1,500.00	\$260.75	\$4,084.05	\$1,500.00	\$835.00	\$13,350.00	\$7,679.80						\$29,209.60	\$36,252.75
Staff Development	1.5	\$103,393.32	\$51,696.66	\$51,696.66	\$8,151.79	\$295.00	\$199.68	\$5,191.32	\$15,431.68	\$8,224.04	\$18,846.59						\$56,340.10	\$4,643.44
Demographic Data	2.1	\$132,638.32	\$66,319.16	\$66,319.16	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,544.37						\$1,544.37	\$64,774.79
Title VI Civil Rights Evaluation	2.2	\$75,793.32	\$37,896.66	\$37,896.66	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00						\$0.00	\$37,896.66
Model Work	2.3	\$227,379.96	\$113,689.98	\$63,689.98	\$0.00	\$38.13	\$304.97	\$2,538.04	\$8,110.80	\$6,598.64	\$2,866.93						\$20,457.51	\$43,232.47
Land Use Map	2.4	\$113,689.98	\$56,844.99	\$56,844.99	\$11,016.29	\$21,515.67	\$3,084.04	\$6,158.87	\$15,818.87	\$10,630.42	\$13,078.93						\$81,303.09	\$24,458.10
Service Coordination	3.1	\$77,093.32	\$38,546.66	\$38,546.66	\$3,650.85	\$5,086.21	\$3,942.36	\$78.16	\$1,912.66	\$686.31	\$0.00						\$15,356.55	\$23,190.11
Planning Assistance	3.2	\$171,684.98	\$85,842.49	\$85,842.49	\$9,709.83	\$15,983.16	\$25,744.22	\$14,959.38	\$10,138.61	\$1,022.10	\$3,627.44						\$81,184.74	\$4,657.75
Project Selection Criteria	4.1	\$37,896.66	\$18,948.33	\$18,948.33	\$0.00	\$0.00	\$0.00	\$0.00	\$482.97	\$1,931.86	\$0.00						\$2,414.83	\$16,533.50
Bike And Pedestrian	4.2	\$304,773.28	\$152,386.64	\$152,386.64	\$1,416.08	\$4,905.40	\$7,997.15	\$3,897.50	\$6,563.51	\$9,936.35	\$8,903.09						\$43,619.08	\$108,767.56
Truck Route & Freight Planning	4.3	\$37,896.66	\$18,948.33	\$18,948.33	\$156.13	\$228.73	\$0.00	\$0.00	\$322.03	\$157.24	\$78.63						\$942.76	\$18,005.57
County Thoroughfare Plan	4.4	\$38,146.66	\$19,073.33	\$19,073.33	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$623.83	\$0.00						\$623.83	\$18,449.50
Metropolitan Transportation Plan	4.5	\$193,133.30	\$96,566.65	\$96,566.65	\$708.04	\$0.00	\$702.59	\$194.46	\$3,132.14	\$8,604.04	\$6,817.01						\$20,158.28	\$76,408.37
Regional Transit Plan	5.1	\$37,896.66	\$18,948.33	\$18,948.33	\$0.00	\$38.13	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00						\$38.12	\$18,910.21
Incident Management & Safety Study	5.2	\$18,948.34	\$9,474.17	\$9,474.17	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00						\$0.00	\$9,474.17
Congestion Data Collection	5.3	\$289,796.66	\$144,898.33	\$244,898.33	\$0.00	\$0.00	\$961.88	\$0.00	\$0.00	\$0.00	\$39,910.71						\$40,872.59	\$204,025.74
Corridor Study	5.4	\$175,000.00	\$156,051.67	\$156,051.67	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00						\$0.00	\$156,051.67
Traffic Counts	5.5	\$18,948.34	\$9,474.17	\$9,474.17	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$692.74						\$692.74	\$8,781.43
Totals		\$3,745,047.94	\$1,941,075.64	\$1,991,075.64	\$64,678.68	\$110,798.10	\$164,241.28	\$80,735.50	\$123,013.09	\$137,369.77	\$164,862.78	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$845,699.20	\$1,145,376.44

TASK NAME	UPWP	FY 2023	Adjusted	FY 2023 ADJUSTED	October	November	December 2022	January	February	March	April	May	June	July	August	September	FY 2023	FY 2023
	TASK	UPWP Budget		Budget	BUDGET	2022	2022	2022	2023	2023	2023	2023	2023	2023	2023	2023	2023	TOTAL
MPO Administration	1.1	\$1,387,085.50	\$693,542.75	\$693,542.75														
Public Participation Plan	1.2	\$168,638.32	\$84,319.16	\$84,319.16														
Training for TAC & TPC	1.3	\$4,289.66	\$2,144.83	\$2,144.83														
Computer Purchases	1.4	\$130,924.70	\$65,462.35	\$65,462.35														
Staff Development	1.5	\$103,393.32	\$51,696.66	\$51,696.66														
Demographic Data	2.1	\$132,638.32	\$66,319.16	\$66,319.16														
Title VI Civil Rights Evaluation	2.2	\$75,793.32	\$37,896.66	\$37,896.66														
Model Work	2.3	\$227,379.96	\$113,689.98	\$63,689.98														
Land Use Map	2.4	\$113,689.98	\$56,844.99	\$56,844.99														
Service Coordination	3.1	\$77,093.32	\$38,546.66	\$38,546.66														
Planning Assistance	3.2	\$171,684.98	\$85,842.49	\$85,842.49														
Project Selection Criteria	4.1	\$37,896.66	\$18,948.33	\$18,948.33														
Bike And Pedestrian	4.2	\$304,773.28	\$152,386.64	\$152,386.64														
Truck Route & Freight Planning	4.3	\$37,896.66	\$18,948.33	\$18,948.33														
County Thoroughfare Plan	4.4	\$38,146.66	\$19,073.33	\$19,073.33														
Metropolitan Transportation Plan	4.5	\$193,133.30	\$96,566.65	\$96,566.65														
Regional Transit Plan	5.1	\$37,896.66	\$18,948.33	\$18,948.33														
Incident Management & Safety Study	5.2	\$18,948.34	\$9,474.17	\$9,474.17														
Congestion Data Collection	5.3	\$289,796.66	\$144,898.33	\$144,898.33														
Corridor Study	5.4	\$175,000.00	\$18,948.33	\$18,948.33														
Traffic Counts	5.5	\$18,948.34	\$9,474.17	\$9,474.17														
Totals		\$3,745,047.94	\$1,803,972.30	\$1,753,972.30	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00

FY 2022	Task	Adjusted upwp	Total Spent	% of adjust. Budget spent	Amount we should've spent	Difference	FY 2023	Adjusted upwp	Total Spent	% of adjust. Budget spent	Amount we should've spent	Difference
1		\$897,165.75	\$536,490.71	59.80%	\$523,347	(\$13,144)	1	\$897,165.75	\$0.00	0.00%	\$0	\$0
2		\$224,750.79	\$103,304.97	45.96%	\$131,105	\$27,800	2	\$224,750.79	\$0.00	0.00%	\$0	\$0
3		\$124,389.15	\$96,541.29	77.61%	\$72,560	(\$23,981)	3	\$124,389.15	\$0.00	0.00%	\$0	\$0
4		\$305,923.28	\$67,758.78	22.15%	\$178,455	\$110,696	4	\$305,923.28	\$0.00	0.00%	\$0	\$0
5		\$438,846.67	\$41,603.45	9.48%	\$255,994	\$214,390	5	\$201,743.33	\$0.00	0.00%	\$0	\$0
Totals		\$1,991,075.64	\$845,699.20	42.47%	\$1,161,460.79	\$315,761.59	Totals	\$1,753,972.30	\$0.00	0.00%	\$0.00	\$0.00

FY 22-23	Task	Adjusted UPWP	Total Spent	% of adjust. Budget spent	Amount we should've spent	Difference
1		\$1,794,331.50	\$536,490.71	29.90%	\$523,347	(\$13,144)
2		\$449,501.58	\$103,304.97	22.98%	\$131,105	\$27,800
3		\$248,778.30	\$96,541.29	38.81%	\$72,560	(\$23,981)
4		\$611,846.56	\$67,758.78	11.07%	\$178,455	\$110,696
5		\$640,590.00	\$41,603.45	6.49%	\$186,839	\$145,235
Totals		\$3,745,047.94	\$845,699.20	22.58%	\$1,092,305.65	\$246,606.45

June 9, 2022

TxDOT Monthly Letting Update (Projects within Rio Grande Valley MPO Area)

NO PROJECTS LET IN January & February 2022

PROJECTS LET IN March 2022

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
LL – FM 1926 <i>1804-01-071</i>	HID	@ FM 1926 (23 rd St) to Ebony Ave	Addition of North & South Bound Center Turn Lanes	\$141,220 / \$0.00	CAT 7 & 3
LL-FM 1926 <i>1804-01-068</i>	HID	@ FM 1926 (23 rd ST) & Hackberry AVE	Addition of North and South Bound Center Turn Lanes	\$86,265 / \$0.00	CAT 7 & 3
LL-FM 1926 <i>1804-01-069</i>	HID	@ FM 1926 (23 rd St) & Kendlewood Ave	Addition of North & South Bound Center Turn Lanes	\$94,785 / \$0.00	CAT 9 & 3

PROJECTS LET IN April 2022

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
LL-Anzalduas Int'l Bridge <i>0921-02-303</i>	HID	At Anzalduas International Bridge Port of Entry – South Bound	Construct South Bound Inspection Station	\$12,008,326 / \$0.00	CAT 10, 7, 11 & 3
LL-Anzalduas Int'l Bridge <i>0921-02-379, etc</i>	HID	Port of Entry North Bound	Inbound Commercial Inspection Preprimary Inspection Pre-Cleared Cargo Traffic	\$38,769,158 / \$0.00	CAT 10 & 3
LL-Veterans Int'l Crossing <i>0921-06-313</i>	HID	@ Veterans Int'l Bridge	Expansion of Primary Lanes for Passenger Vehicles	\$13,754,010 / \$0.00	CAT 7 & 3

PROJECTS LET IN May 2022

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
Stuart Place Rd – Sidewalks <i>0921-06-311</i>	CAM	.18 Mi N of Primera Rd to FM 2992/Wilson Rd	Construction of 5 to 6 Ft Wide Sidewalks	\$824,105 / \$939,379	CAT 3 & 9
LL – Cano St Hike & Bike <i>0921-02-392</i>	HID	Cano St to Freddy Gonzalez St	Installation of Solar Powered Lighting	\$534,400 / \$483,750	CAT 3 & 9

Disclaimer: Work in Progress and Subject to Change (FY 2023 might have projects moving around as we continue moving forward)

June 9, 2022

PROJECTS TO BE LET IN June 2022

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
LL – PSJA Tri-City Ped Safety Improvements <i>0921-02-391</i>	HID	Within City Limits of Alamo, Pharr & San Juan	Construct Safety Ped Improvements	\$2,014,506 / \$0.00	CAT 3 & 9

PROJECTS TO BE LET IN July 2022

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
FM 491 <i>0861-01-068</i>	HID	FM 1425 to CR 1390	Reconstruct and Widen Roadway with 4ft shoulders	\$4,284,358 / \$0.00	CAT 8
LL – FM 1926 <i>1804-01-072</i>	HID	@SS 115 (23 rd St) & Jackson Ave	Addition of North & South Bound Center Turn Lanes	\$116,619 / \$0.00	CAT 7
LL – SH 336 <i>0621-01-106</i>	HID	Intersection of Bus 83 to 135 Ft S of Intersection of Bus 83	Addition of North & South Bound Center Turn Lanes	\$77,958 / \$0.00	CAT 7

PROJECTS TO BE LET IN August 2022

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
LL – Donna Sidewalk Project <i>0921-02-393</i>	HID	South International Blvd	Rehabilitation of Deteriorated Sidewalks	\$396,640 / \$0.00	CAT 3 & 9
LL – Loop 499 – Sidewalks <i>0921-06-312</i>	CAM	Rio Hondo Rd to FM 106 (Harrison Rd)	Construction of ADA Accessible 6 Ft wide Sidewalks	\$574,484, / \$0.00	CAT 3 & 9
LL-Port Rd <i>0921-06-352</i>	CAM	SH 100 to Industrial Drive	Rehabilitate Port Road	\$2,468,608 / \$0.00	Rider 37

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June 9, 2022

PROJECTS TO BE LET IN December 2022

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
LL – Liberty Blvd <i>0921-02-194</i>	HID	US 83 to Mile 3	Construct Liberty Blvd, in Peñitas, 4 Lane with Left Turn Lane	\$10,953,888 / \$0.00	CAT 3, 7 & 12
Rio Hondo City Limits <i>0921-06-348</i>	CAM	Rio Hondo (Various Locations)	Construct Sidewalks	\$1,100,995 / \$0.00	CAT 9
LL – Brownsville/Los Fresnos Hike & Bike <i>0921-06-322</i>	CAM	2.0 M N of FM511 / FM1847 Intersection Along Canal, .7 Mi E, .38 Mi N, .3 Mi W	Construct 10' Hike & Bike Trail between Brownsville and Los Fresnos	\$806,213 / \$0.00	CAT 9 & 3
LL – Brownsville/Los Fresnos Hike & Bike – Phase II <i>0921-06-324</i>	CAM	Phase I Terminus, 1 Mi N, .38 Mi W, .1 Mi N	Construct 10' Hike & Bike Trail	\$662,370 / \$0.00	CAT 9 & 3

PROJECTS TO BE LET IN January 2023

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
LL-Bicentennial Hike & Bike & Wisconsin Rd <i>0921-02-431</i>	HID	Canton Rd & Jackson Rd to Bicentennial H&B & Wisconsin Rd	Jackson Hike & Bike (Phase II)	\$2,253,485 / \$0.00	CAT 9 & 3

PROJECTS TO BE LET IN February 2023

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
LL-UTRGV Bike/Ped <i>0921-02-480</i>	HID	@ UTRGV Campus	Bicycle and Pedestrian Improvements	\$378,000 / \$0.00	CAT 9 & 3
IH-69E <i>0039-07-257</i>	CAM	Industrial Blvd to Loop 499 (Primera Rd)	North Bound & South Bound Ramp Reversal	\$2,813,726 / \$0.00	CAT 2
FM 676 (5 Mile) <i>1064-01-032</i>	HID	SH 364 (La Homa) East to SH 107	Widen to 4 Lane Divided	\$16,149,113 / \$0.00	CAT 2

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June 9, 2022

PROJECTS TO BE LET IN March 2023

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
LL-SH 550 0684-01-068	CAM	.203 Mi S of FM 1847 to 1.13 Mi S of UPRR Overpass @ FM 3248	Construct 4 Lane Toll Facility	\$20,474,607 / \$0.00	CAT 7 & 3

PROJECTS TO BE LET IN May 2023

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
LL-Los Fresnos – North High School Park Connection 0921-06-325	CAM	Henderson Rd to 1 st St	Construct Sidewalk on West Side of FM 1847	\$401,452 / \$0.00	CAT 9 & 3
LL-Olmito Sidewalk Improvement 0921-06-326	CAM	Interior Rds at Olmito Townsite to FM 1732	Construct 5' Wide Concrete Sidewalks	\$731,928 / \$0.00	CAT 9 & 3

PROJECTS TO BE LET IN August 2023

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
Los Indios Int'l Bridge BSIF 0921-06-359	CAM	@ Los Indios Int'l Bridge GSA Facility	Construct Border Safety Inspection Facility (BSIF)	\$3,465,955 / \$0.00	CAT 10
LL-Hi-Line East Rd 0921-02-375	HID	Cage Blvd to Veterans Rd	Widen to 2 Lane with Continuous Left Turn Lane and Shoulders	\$7,386,161 / \$0.00	CAT 7 & 3

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PHARR DISTRICT MASTER LETTING PLAN - FY 2020 + <<FOR INTERNAL TxDOT PHARR DISTRICT USE ONLY>> (JS Revised 5-27-2022)

Let Date	Co	Highway	CSJ	Description	Limits	DISTRICT FUND 6			STATEWIDE FUND 6				CAT 10 (RIDER 37)	Cat 11 (RIDER 11B)/(Rider 45)	Overall Total	
						Cat 1 Rehab	Cat 1 PM	DISTRICT Cat 1 TOTALS	Cat 6/RGS	CAT 8	Cat 3 Local	STATEWIDE FUND 6 TOTALS				Cat 3 Overweight Corridor
Construction Lettings																
Jan-22		NO PROJECTS						\$ -				\$ -		\$ -		\$ -
Feb-22		NO PROJECTS						\$ -				\$ -		\$ -		\$ -
Mar-22		NO PROJECTS						\$ -				\$ -		\$ -		\$ -
Apr-22	HID	IH 69C	0255-08-108, etc.	Overlay	Nolan Ave. to Sprague St.		\$ 7,849,453	\$ 7,849,453								\$ 7,849,453
May-22	HID	Various (Hidalgo County)	0921-02-483	Install Warning/Guide Signs, Install Pavement	Various Locations in Hidalgo County		\$ 7,849,453	\$ 7,849,453		\$ 1,653,329		\$ 1,653,329				\$ 1,653,329
Jun-22	HID	FM 907	1586-01-079	Rehabilitation	FM 3072 to US 281	\$ 4,935,728	\$ 4,935,728									\$ 4,935,728
	HID	>Bus 83	0039-04-130, etc.	Improve Traffic Signal	@ Victoria Rd.	\$ -	\$ -	\$ -	\$ -	\$ 154,057		\$ 154,057		\$ -		\$ 154,057
	CAM	>BUS 77	0039-12-264	Improve Traffic Signal	@ FM 1846 / SS 486	\$ -	\$ -	\$ -	\$ -	\$ 188,102		\$ 188,102				\$ 188,102
	CAM	>BUS 77	0039-12-265	Install Intersection Flashing Beacon	@ Iowa Gardens Road	\$ -	\$ -	\$ -	\$ -	\$ 188,102		\$ 188,102				\$ 188,102
	CAM	>BUS 77	0039-12-266	Install Intersection Flashing Beacon	@ Camino Real Blvd/Yoakum St	\$ -	\$ -	\$ -	\$ -	\$ 54,652		\$ 54,652				\$ 54,652
	CAM	>BUS 77	0039-10-087	Improve Traffic Signal	@ US 281/SH48	\$ -	\$ -	\$ -	\$ -	\$ 154,057		\$ 154,057				\$ 154,057
	HID	>FM 492	0862-01-065	Improve Traffic Signal	@ SH 495	\$ -	\$ -	\$ -	\$ -	\$ 154,057		\$ 154,057				\$ 154,057
	HID	>FM 493	0863-03-039	Improve Traffic Signal	@ FM 1925	\$ -	\$ -	\$ -	\$ -	\$ 154,057		\$ 154,057				\$ 154,057
	CAM	>FM 509	2369-01-031	Improve Traffic Signal	@ Russell Ln / Haine Dr	\$ -	\$ -	\$ -	\$ -	\$ 154,057		\$ 154,057				\$ 154,057
	HID	>FM 907	1586-01-086	Improve Traffic Signal	@ Mile 17 N Rd	\$ -	\$ -	\$ -	\$ -	\$ 154,057		\$ 154,057				\$ 154,057
	HID	>FM 907	1586-01-087	Improve Traffic Signal	@ Wisconsin Rd	\$ -	\$ -	\$ -	\$ -	\$ 154,057		\$ 154,057				\$ 154,057
	HID	>FM 1423	1427-01-046	Improve Traffic Signal	@ SH 495	\$ -	\$ -	\$ -	\$ -	\$ 154,057		\$ 154,057				\$ 154,057
	HID	>FM 2812	2831-01-015	Install Intersection Flashing Beacon	@ Cesar Chavez Rd	\$ -	\$ -	\$ -	\$ -	\$ 51,867		\$ 51,867				\$ 51,867
	HID	>IH 2	0039-18-125	Improve Traffic Signal	@ SHS 433	\$ -	\$ -	\$ -	\$ -	\$ 188,103		\$ 188,103				\$ 188,103
	HID	>IH 69C	0255-07-147	Improve Traffic Signal	@ SH 107	\$ -	\$ -	\$ -	\$ -	\$ 188,103		\$ 188,103				\$ 188,103
	CAM	>IH 69E	0039-16-071	Install Pedestrian Signal	@ E. 14th St.	\$ -	\$ -	\$ -	\$ -	\$ 188,103		\$ 188,103				\$ 188,103
	HID	>Various (Hidalgo County)	0921-02-482	Improve Traffic Signal	Various Locations in Hidalgo County	\$ -	\$ -	\$ -	\$ -	\$ 563,149		\$ 563,149				\$ 563,149
	HID	>UP 281	0255-09-104	Improve Traffic Signal	@ SS115	\$ -	\$ -	\$ -	\$ -	\$ 188,103		\$ 188,103				\$ 188,103
	STR	US 83	0039-01-100	Improve Traffic Signal	@ San Antonio St	\$ -	\$ -	\$ -	\$ -	\$ 188,103		\$ 188,103				\$ 188,103
	STR	US 83	0039-01-101	Install Intersection Flashing Beacon	@ Hidalgo Ave	\$ -	\$ -	\$ -	\$ -	\$ 51,867		\$ 51,867				\$ 51,867
Jul-22	HID	FM 491	0861-01-068	Reconstruct and Widen Roadway with 4-ft Shoulders	FM 1425 to CR 1390	\$ 4,935,728	\$ -	\$ 4,935,728	\$ -	\$ 3,270,710	\$ -	\$ 3,270,710	\$ -	\$ -	\$ -	\$ 8,206,438
Aug-22	STR	US 83	0038-07-081	Improve Traffic Signals	0.1 Miles West of FM 3167 to 0.1 Miles East of FM 3	\$ -	\$ -	\$ -	\$ -	\$ 230,179		\$ 230,179				\$ 230,179
	HID	Nittler Rd. - West Bridge	0921-02-445, etc.	Reconstruct Bridge	1.25 Miles West of FM 88 (NBI: 21-109-0-AA03-41-004)	\$ -	\$ -	\$ -	\$ 758,808	\$ -		\$ 758,808				\$ 758,808
	CAM	Port Rd	0921-06-352	Rehabilitate Port Road	SH 100 to Industrial Drive	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ 2,468,608		\$ 2,468,608
	CAM	FM 3069	3093-01-002	Rehabilitate to Add Shoulders	FM 510 to FM 2489				\$ 4,830,356			\$ 4,830,356				\$ 4,830,356

PHARR DISTRICT MASTER LETTING PLAN - FY 2020 + <<FOR INTERNAL TxDOT PHARR DISTRICT USE ONLY>> (JS Revised 5-27-2022)

Let Date	Co	Highway	CSJ	Description	Limits	DISTRICT FUND 6			STATEWIDE FUND 6				Cat 3 Overweight Corridor	DISTRICT NON-TRADITIONAL TOTALS	CAT 10 (RIDER 37)	Cat 11 (RIDER 11B)/(Rider 45)	Overall Total
						Cat 1 Rehab	Cat 1 PM	DISTRICT Cat 1 TOTALS	Cat 6/RGS	CAT 8	Cat 3 Local	STATEWIDE FUND 6 TOTALS					
	CAM	>SH 48	0220-07-067	Install Safety Lighting	6045 Ft. South of SH 100 to 4300 Ft. South of SH 100					\$ 122,376		\$ 122,376					\$ 122,376
	HID	FM 493	0863-01-078	Install Traffic Signal	0.1 Miles North of Murphy Ave. to 0.1 Miles South of Murphy Ave.	\$ -	\$ -	\$ -	\$ -	\$ 277,034		\$ 277,034					\$ 277,034
	HID	>FM 493	0863-03-040	Install Safety Lighting	FM 1925 to Rogers Rd.					\$ 138,830		\$ 138,830					\$ 138,830
	CAM	SH 4	0039-10-089	Improve Traffic Signals	0.1 Miles West of Central Ave. to 0.1 Miles East of Central Ave.					\$ 154,426		\$ 154,426					\$ 154,426
	CAM	SH 4	0039-10-088	Improve Traffic Signals	0.1 Miles West of FM 511 to 0.1 Miles East of FM 511					\$ 151,584		\$ 151,584					\$ 151,584
	HID	FM 907	1586-01-089	Install Traffic Signal	0.1 Miles north of Mile 17 1/2 North Rd. to 0.1 Miles South of Mile 17 1/2 North Rd.	\$ -	\$ -	\$ -	\$ -	\$ 226,530		\$ 226,530					\$ 226,530
	HID	>Nittler Rd. - East Bridge	0921-02-446	Reconstruct Bridge	.2 Miles West of FM 88 (NBI: 21-109-0-AA03-41-005)	\$ -	\$ -	\$ -	\$ 654,000	\$ -		\$ 654,000					\$ 654,000
						\$ -	\$ -	\$ -	\$ 1,412,808	\$ 6,131,315	\$ -	\$ 7,544,123	\$ -	\$ -	\$ 2,468,608	\$ -	\$ 10,012,731
Sep-22	CAM	FM 1421	0331-03-021, etc.	Seal Coat	SH 100 to FM 1732	\$ -	\$ 251,540	\$ 251,540	\$ -			\$ -		\$ -			\$ 251,540
	WIL	>FM 490	0860-02-013	Seal Coat	FM 88 to FM 1015 IH-69E	\$ -	\$ 355,149	\$ 355,149	\$ -			\$ -					\$ 355,149
	WIL	>FM 490	1430-01-028	Seal Coat	FM 1425 to Bus 77	\$ -	\$ 229,049	\$ 229,049	\$ -			\$ -					\$ 229,049
	CAM	>FM 3462	3477-01-005	Seal Coat	SH 345 to FM 510	\$ -	\$ 98,685	\$ 98,685	\$ -			\$ -					\$ 98,685
	WIL	>FM 491	0861-02-018	Seal Coat	Bus 77 FM 1425	\$ -	\$ 206,684	\$ 206,684	\$ -			\$ -					\$ 206,684
	CAM	>FM 507	0873-02-015	Seal Coat	Willacy/Cameron CL to FM 508	\$ -	\$ 189,568	\$ 189,568	\$ -			\$ -					\$ 189,568
	WIL	>FM 2629	2621-02-010	Seal Coat	FM 1425 to FM 506 .56 Miles East of FM 1425	\$ -	\$ 80,254	\$ 80,254	\$ -			\$ -					\$ 80,254
	WIL	>FM 2629	2621-03-011	Seal Coat	.56 Miles East of FM 1425 to FM 506	\$ -	\$ 64,017	\$ 64,017	\$ -			\$ -					\$ 64,017
	CAM	>FM 2556	2529-01-024	Seal Coat	FM 506 to SH 107	\$ -	\$ 16,531	\$ 16,531	\$ -			\$ -					\$ 16,531
	WIL	>FM 2099	1944-03-003	Seal Coat	FM 498 to FM 1018	\$ -	\$ 132,754	\$ 132,754	\$ -			\$ -					\$ 132,754
	CAM	>BUS 83	0039-06-047	Seal Coat	Hidalgo/Cameron County Line to White Ranch Rd.	\$ -	\$ 940,751	\$ 940,751	\$ -			\$ -					\$ 940,751
	CAM	>BUS 77	0327-08-106	Seal Coat	IH-69E N Combes to LP 499	\$ -	\$ 187,796	\$ 187,796	\$ -			\$ -					\$ 187,796
	WIL	>IH-69E	0327-10-066	Seal Coat	0.03 Miles South of SH 186 to Conley Rd.	\$ -	\$ 220,450	\$ 220,450	\$ -			\$ -					\$ 220,450
	WIL	>IH-69E	0327-10-067	Seal Coat	State Spur 56 to .03 Miles South of SH 186	\$ -	\$ 231,933	\$ 231,933	\$ -			\$ -					\$ 231,933
	BRK	>FM 3066	0696-02-002	Seal Coat	2.042 Mi West of US 281 to US 281	\$ -	\$ 84,421	\$ 84,421	\$ -			\$ -					\$ 84,421
	STR	>FM 490	1490-01-017	Seal Coat	FM 755 to Hidalgo CL	\$ -	\$ 544,441	\$ 544,441	\$ -			\$ -					\$ 544,441
	BRK	>FM 2191	1703-01-017	Seal Coat	SH 285 to FM 1418 to SH 285	\$ -	\$ 238,216	\$ 238,216	\$ -			\$ -					\$ 238,216
	HID	>FM 2993	3046-01-006	Seal Coat	FM 1925 to SH 107	\$ -	\$ 193,017	\$ 193,017	\$ -			\$ -					\$ 193,017
	STR	>FM 2294	2151-01-014	Seal Coat	FM 2844 to FM 755 to FM 2844	\$ -	\$ 206,205	\$ 206,205	\$ -			\$ -					\$ 206,205
	JH	>FM 649	0329-01-023	Seal Coat	SH 16 to FM 2687	\$ -	\$ 289,074	\$ 289,074	\$ -			\$ -					\$ 289,074
	HID	>FM 1924	1802-01-045	Seal Coat	SH 107 to FM 494	\$ -	\$ 371,599	\$ 371,599	\$ -			\$ -					\$ 371,599
	HID	>SH 107	0342-01-098	Seal Coat	FM 88 to FM 3071/FM 1015	\$ -	\$ 146,997	\$ 146,997	\$ -			\$ -					\$ 146,997
	HID	>SH 107	0342-02-055	Seal Coat	FM 3017 to FM 1015	\$ -	\$ 74,510	\$ 74,510	\$ -			\$ -					\$ 74,510
	JH	.FM 649	0329-04-009	Seal Coat	Webb CL to SH 16	\$ -	\$ 554,363	\$ 554,363	\$ -			\$ -					\$ 554,363
Sep-22	CAM	FM 506	0872-04-030, etc.	Rehabilitate Roadway	BUS 83 to FM 3067	\$ 10,063,946	\$ -	\$ 10,063,946	\$ -			\$ -					\$ 10,063,946
	CAM	>FM 800	1136-02-053	Rehabilitate Roadway	FM 1479 to FM 509	\$ 5,756,022	\$ -	\$ 5,756,022	\$ -			\$ -					\$ 5,756,022
	CAM	>FM 1479	1425-04-023	Rehabilitate Roadway	FM 800 to FM 675	\$ 4,696,138	\$ -	\$ 4,696,138	\$ -			\$ -					\$ 4,696,138

PHARR DISTRICT MASTER LETTING PLAN - FY 2020 + <<FOR INTERNAL TxDOT PHARR DISTRICT USE ONLY>> (JS Revised 5-27-2022)

Let Date	Co	Highway	CSJ	Description	Limits	DISTRICT FUND 6			STATEWIDE FUND 6				Cat 3 Overweight Corridor	DISTRICT NON-TRADITIONAL TOTALS	CAT 10 (RIDER 37)	Cat 11 (RIDER 11B)/(Rider 45)	Overall Total
						Cat 1 Rehab	Cat 1 PM	DISTRICT Cat 1 TOTALS	Cat 6/RGS	CAT 8	Cat 3 Local	STATEWIDE FUND 6 TOTALS					
						\$ 20,516,106	\$ 5,908,004	\$ 26,424,110	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 26,424,110
Oct-22		NO PROJECTS				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
						\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Nov-22	HID	SH 107	0528-01-121, etc.	Overlay	FM 2061 to 4th St.	\$ -	\$ 1,550,353	\$ 1,550,353	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,550,353
	HID	>SH 495	0865-01-113	Overlay	FM 1926 to FM 3362	\$ -	\$ 1,278,497	\$ 1,278,497	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,278,497
	CAM	>SH 48	0220-07-063	Overlay	FM 511 to SH 550	\$ -	\$ 520,072	\$ 520,072	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 520,072
	CAM	>IH-69E	0039-16-069	Overlay	FM 802 to 0.49 Mile S. of SH 4	\$ -	\$ 3,304,549	\$ 3,304,549	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,304,549
	CAM	SH 100	0331-01-048, etc.	Overlay	IH-69E to FM 803	\$ -	\$ 1,559,146	\$ 1,559,146	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,559,146
	CAM	>SH 100	0331-01-049	Overlay	FM 803 to FM 1575	\$ -	\$ 741,008	\$ 741,008	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 741,008
	CAM	>SS 206	1425-03-066	Overlay	Commerce St. to Bus 77	\$ -	\$ 749,236	\$ 749,236	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 749,236
	CAM	>SS 206	1425-03-067	Overlay	Bus 77 to SL 499	\$ -	\$ 876,936	\$ 876,936	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 876,936
	CAM	>SS 206	1425-03-072	Overlay	IH-69E to Commerce St.	\$ -	\$ 1,175,446	\$ 1,175,446	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,175,446
	HID	FM 492	0862-01-057, etc.	Replace Bridge & Reconstruct Approaches	.25 Mi N of BUS 83 @ Edinburg Main Canal	\$ -	\$ -	\$ -	\$ 1,233,063	\$ -	\$ -	\$ 1,233,063	\$ -	\$ -	\$ -	\$ -	\$ 1,233,063
	CAM	>FM 732	1057-02-031	Replace Bridge & Reconstruct Approaches	2.0 Mi NE of US 281 @ Drainage Ditch	\$ -	\$ -	\$ -	\$ 675,000	\$ -	\$ -	\$ 675,000	\$ -	\$ -	\$ -	\$ -	\$ 675,000
						\$ -	\$ 11,755,243	\$ 11,755,243	\$ 1,908,063	\$ -	\$ -	\$ 1,908,063	\$ -	\$ -	\$ -	\$ -	\$ 13,663,306
Dec-22	HID	CS - Charles Green	0921-02-331	Replace Bridge and Repair Approaches	CR 342 (Charles Green) to Over Irrigation Canal	\$ -	\$ -	\$ -	\$ 482,475	\$ -	\$ -	\$ 482,475	\$ -	\$ -	\$ -	\$ -	\$ 482,475
	CAM	>CS - Teege Rd.	0921-06-302, etc.	Replace Bridge & Reconstruct Approaches	On Teege Rd., 0.30 Mi W of JCT IH-69E	\$ -	\$ -	\$ -	\$ 516,938	\$ -	\$ -	\$ 516,938	\$ -	\$ -	\$ -	\$ -	\$ 516,938
	HID	>CS - Doolittle Rd.	0921-02-387	Replace Bridge & Reconstruct Approaches	1.71 Mi N of FM 1925 @ North Main Ditch, STR #:	\$ -	\$ -	\$ -	\$ 1,438,800	\$ -	\$ -	\$ 1,438,800	\$ -	\$ -	\$ -	\$ -	\$ 1,438,800
	CAM	SH 107	0342-03-037	Rehabilitate Existing Roadway	Louisiana St. to Hooks E. Hodges St.	\$ 4,369,645	\$ -	\$ 4,369,645	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,369,645
						\$ 4,369,645	\$ -	\$ 4,369,645	\$ 2,438,213	\$ -	\$ -	\$ 2,438,213	\$ -	\$ -	\$ -	\$ -	\$ 6,807,858
Jan-23	CAM	Bus 77	0039-12-259	Overlay	South LP 499 to IH-69E South	\$ -	\$ 4,144,736	\$ 4,144,736	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,144,736
						\$ -	\$ 4,144,736	\$ 4,144,736	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,144,736
Feb-23		NO PROJECTS				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
						\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Mar-23		NO PROJECTS				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
						\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Apr-23		NO PROJECTS				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
						\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
May-23		NO PROJECTS				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
						\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Jun-23		NO PROJECTS				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
						\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Jul-23	CAM	SH 4	1504-01-037	Rehabilitate Existing Roadway	IH-69E to SH 48	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,648,184	\$ 13,648,184	\$ -	\$ -	\$ 13,648,184
	HID	Cesar Chavez Rd.	0921-02-484, etc.	Install Intersection Flashing Beacon	At Ridge Rd	\$ -	\$ -	\$ -	\$ -	\$ 56,498	\$ -	\$ 56,498	\$ -	\$ -	\$ -	\$ -	\$ 56,498
	HID	>Mile 4 W. Rd.	0921-02-487	Install Intersection Flashing Beacon	At Mile 16 N. Rd	\$ -	\$ -	\$ -	\$ -	\$ 56,498	\$ -	\$ 56,498	\$ -	\$ -	\$ -	\$ -	\$ 56,498
	HID	>Mile 6 W. Rd.	0921-02-488	Install Intersection Flashing Beacon	At Mile 12 N Rd	\$ -	\$ -	\$ -	\$ -	\$ 56,498	\$ -	\$ 56,498	\$ -	\$ -	\$ -	\$ -	\$ 56,498
	HID	>M Rd.	0921-02-489	Install Intersection Flashing Beacon	At Mile 17 1/2 N Rd	\$ -	\$ -	\$ -	\$ -	\$ 56,498	\$ -	\$ 56,498	\$ -	\$ -	\$ -	\$ -	\$ 56,498
	CAM	>Nelson Rd.	0921-06-347	Install Intersection Flashing Beacon	At Lugo Rd	\$ -	\$ -	\$ -	\$ -	\$ 56,498	\$ -	\$ 56,498	\$ -	\$ -	\$ -	\$ -	\$ 56,498
	HID	>Ramseyer Rd.	0921-02-490	Install Intersection Flashing Beacon	At Kenyon Rd	\$ -	\$ -	\$ -	\$ -	\$ 56,498	\$ -	\$ 56,498	\$ -	\$ -	\$ -	\$ -	\$ 56,498

PHARR DISTRICT MASTER LETTING PLAN - FY 2020 + <<FOR INTERNAL TxDOT PHARR DISTRICT USE ONLY>> (JS Revised 5-27-2022)

Let Date	Co	Highway	CSJ	Description	Limits	DISTRICT FUND 6			STATEWIDE FUND 6				Cat 3 Overweight Corridor	DISTRICT NON-TRADITIONAL TOTALS	CAT 10 (RIDER 37)	Cat 11 (RIDER 11B)/(Rider 45)	Overall Total
						Cat 1 Rehab	Cat 1 PM	DISTRICT Cat 1 TOTALS	Cat 6/RGS	CAT 8	Cat 3 Local	STATEWIDE FUND 6 TOTALS					
	HID	>Texan Rd.	0921-02-486	Install Intersection Flashing Beacon	At 4 Mi Line Rd	\$ -	\$ -	\$ -	\$ -	\$ 56,498		\$ 56,498					\$ 56,498
	HID	>Texan Rd.	0921-02-485	Install Intersection Flashing Beacon	At 8 Mi Line Rd	\$ -	\$ -	\$ -	\$ -	\$ 56,498		\$ 56,498					\$ 56,498
	CAM	US 281	0220-04-059, etc.	Install Traffic Signal	At Calle Pluton / Capt. Basler	\$ -	\$ -	\$ -	\$ -	\$ 256,274		\$ 256,274					\$ 256,274
	CAM	>FM 1419	1426-01-057	Install Traffic Signal	@ FM 511	\$ -	\$ -	\$ -	\$ -	\$ 227,305		\$ 227,305					\$ 227,305
	CAM	>FM 1847	1801-01-059	Install Traffic Signal	@ Main St.	\$ -	\$ -	\$ -	\$ -	\$ 227,305		\$ 227,305					\$ 227,305
	HID	>FM 1925	1803-02-049	Install Traffic Signal	@ M Rd./Gwin Rd.	\$ -	\$ -	\$ -	\$ -	\$ 434,024		\$ 434,024					\$ 434,024
	HID	FM 490	1430-01-031, etc.	Construct Paved Shoulders (1-4 ft.)	FM 1015 to FM 1425	\$ -	\$ -	\$ -	\$ -	\$ 3,405,894		\$ 3,405,894					\$ 3,405,894
	HID	FM 1425	1428-01-027, etc.	Rehabilitate Roadway	SH 107 to IH-2	\$ 9,410,102	\$ -	\$ 9,410,102	\$ -			\$ -					\$ 9,410,102
	HID	>FM 1425	1428-01-028	Rehabilitate Roadway	IH-2 to Bus 83	\$ 944,742	\$ -	\$ 944,742	\$ -			\$ -					\$ 944,742
	HID	>FM 1425	1428-01-033	Widen Paved Shoulder (to 5 ft. or less)	SH 107 to Miles 12 N Rd.	\$ -	\$ -	\$ -	\$ -	\$ 4,606,316		\$ 4,606,316					\$ 4,606,316
						\$ 10,354,844	\$ -	\$ 10,354,844	\$ -	\$ 9,609,102	\$ -	\$ 9,609,102	\$ 13,648,184	\$ 13,648,184	\$ -	\$ -	\$ 33,612,130
Aug-23	CAM	SH 48	0220-07-068	Median Barrier Installation	2.56 Miles South of SH 100 to 1.76 Miles South of SH 100	\$ -	\$ -	\$ -	\$ -	\$ 276,948		\$ 276,948					\$ 276,948
	HID	IH-69C	0255-07-148	Median Barrier Installation	0.29 Miles South of FM 490 Overpass to FM 490 Overpass	\$ -	\$ -	\$ -	\$ -	\$ 106,760		\$ 106,760					\$ 106,760
	HID	<i>Freddy Gonzalez Dr.</i>	0921-02-500	<i>Install Traffic Signal</i>	<i>0.1 Miles West of Mon Mack Rd. to 0.1 Miles East of Mon Mack Rd.</i>	\$ -	\$ -	\$ -	\$ -	\$ 189,422		\$ 189,422					\$ 189,422
	CAM	<i>Dixieland Rd.</i>	0921-06-356	<i>Install Safety Lighting</i>	<i>Garret Rd. to FM 1479</i>	\$ -	\$ -	\$ -	\$ -	\$ 469,640		\$ 469,640					\$ 469,640
	HID	<i>Mile 2 Rd.</i>	0921-02-508	<i>Install Advanced Warning Signs & Safety Lig</i>	<i>0.1 Miles West of Minnesota Rd. to 0.1 Miles East of Minnesota Rd.</i>	\$ -	\$ -	\$ -	\$ -	\$ 136,457		\$ 136,457					\$ 136,457
	HID	<i>FM 1924</i>	1802-01-046	<i>Install Traffic Signal</i>	<i>0.1 Miles West of Schuerbach Rd. to 0.1 Miles East of Schuerbach Rd.</i>	\$ -	\$ -	\$ -	\$ -	\$ 370,836		\$ 370,836					\$ 370,836
	HID	<i>Mile 3 Rd</i>	0921-02-509	<i>Install Advanced Warning Signs & Safety Lig</i>	<i>0.1 Miles West of Western Rd. to 0.1 Miles East of Western Rd.</i>	\$ -	\$ -	\$ -	\$ -	\$ 136,457		\$ 136,457					\$ 136,457
	HID	<i>FM 2221</i>	0669-03-030	<i>Install Traffic Signal</i>	<i>0.1 Miles West of Abram Rd. to 0.1 Miles East of Abram Rd.</i>	\$ -	\$ -	\$ -	\$ -	\$ 180,869		\$ 180,869					\$ 180,869
	HID	<i>FM 2221</i>	0669-03-029	<i>Install Advanced Warning Signs & Safety Lig</i>	<i>0.1 Miles West of Queen Palm Dr. to 0.1 Miles East of Queen Palm Dr.</i>	\$ -	\$ -	\$ -	\$ -	\$ 82,238		\$ 82,238					\$ 82,238
	HID	<i>FM 492</i>	0862-01-066	<i>Install Traffic Signal</i>	<i>0.1 Miles West of Mile 6 Rd. to 0.1 Miles East of Mile 6 Rd.</i>	\$ -	\$ -	\$ -	\$ -	\$ 196,701		\$ 196,701					\$ 196,701
						\$ -	\$ -	\$ -	\$ -	\$ 2,146,328	\$ -	\$ 2,146,328	\$ -	\$ 27,296,368	\$ -	\$ -	\$ 29,442,696
						\$ 40,176,323	\$ 29,657,436	\$ 69,833,759	\$ 5,759,084	\$ 27,095,142	\$ -	\$ 32,854,226	\$ 13,648,184	\$ 40,944,552	\$ 2,468,608	\$ -	\$ 146,101,145

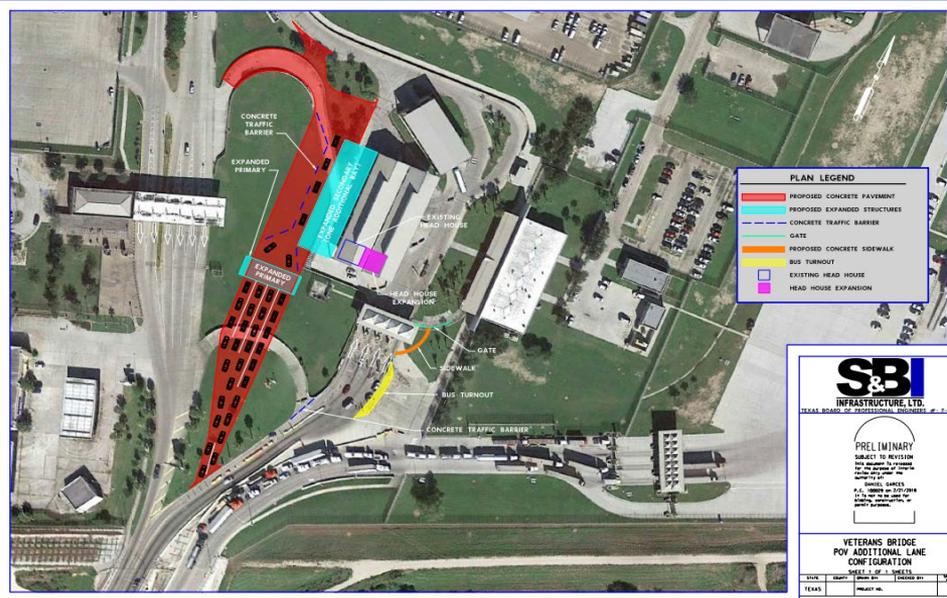
CCRMA
Project Status Presentation
RGVMPO Technical Advisory Committee

June 09, 2022



Veterans POV Expansion

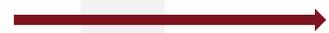
CSJ: 0921-06-313



Recent Activity:

- TIP Amendment for FY 2022 Letting Approved
- Project Letting April 29, 2022
- Bid Received and Conditionally awarded
- DBE Good Faith Effort submitted to TxDOT
- Pending TxDOT Concurrence

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



Bid Received
and
Conditionally
Awarded

SH 550 GAP 2 Project

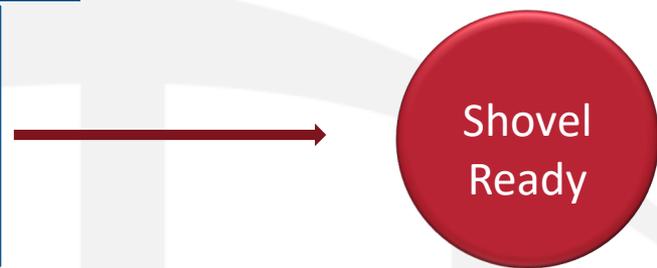
CSJ: 0684-01-068



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

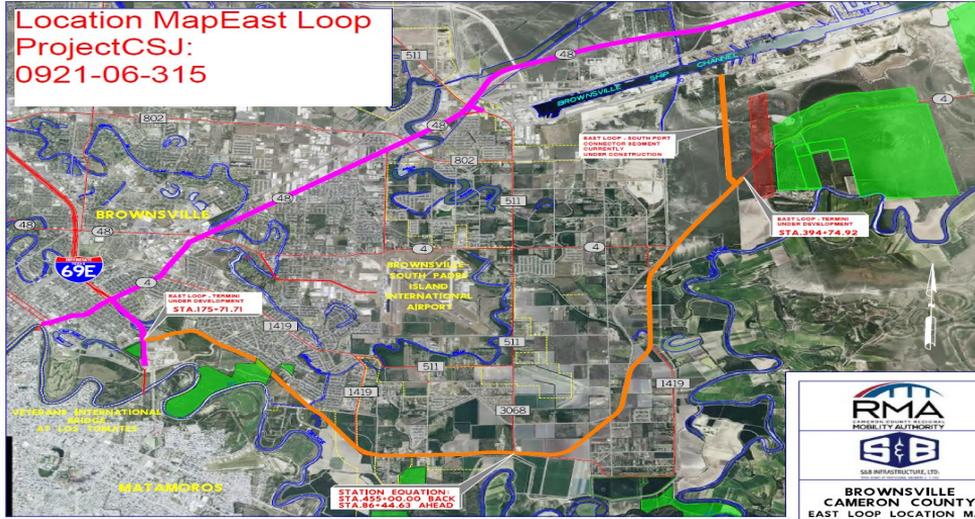
Recent Activity:

- 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



East Loop

CSJ: 0921-06-315



Recent Activity:

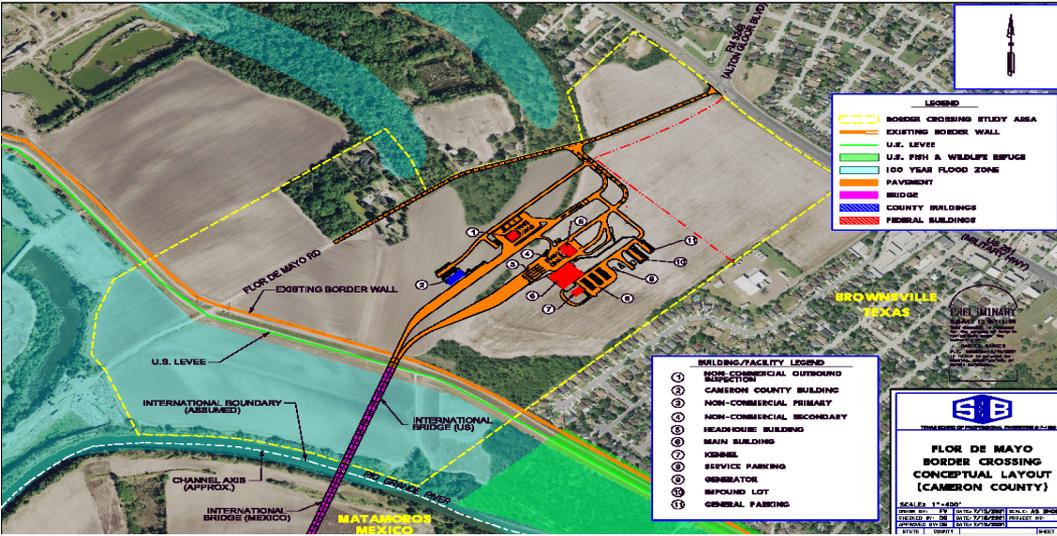
- Included in Border Master Plan- High Impact Project
- USFWS Land Swap Agreement FONSI Issued
- Environmental Documents are 80% complete
- USFWS and IBWC Addressing 90% schematic comments
- August/November 2021 TIP Amendment-Approved
- CCRMA is Proceeding with 100% Local Funding for PS&E to Expedite
- 30% PS&E 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	- 30%
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



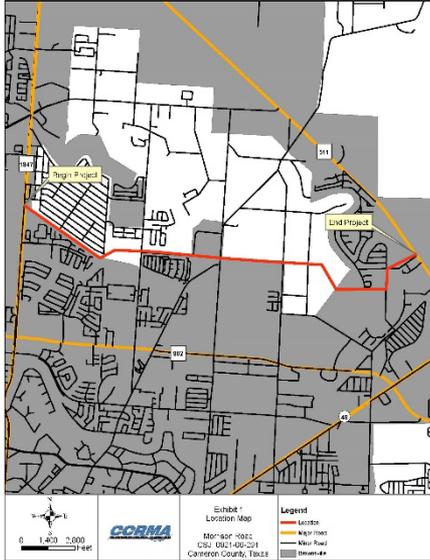
Recent Activity:

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



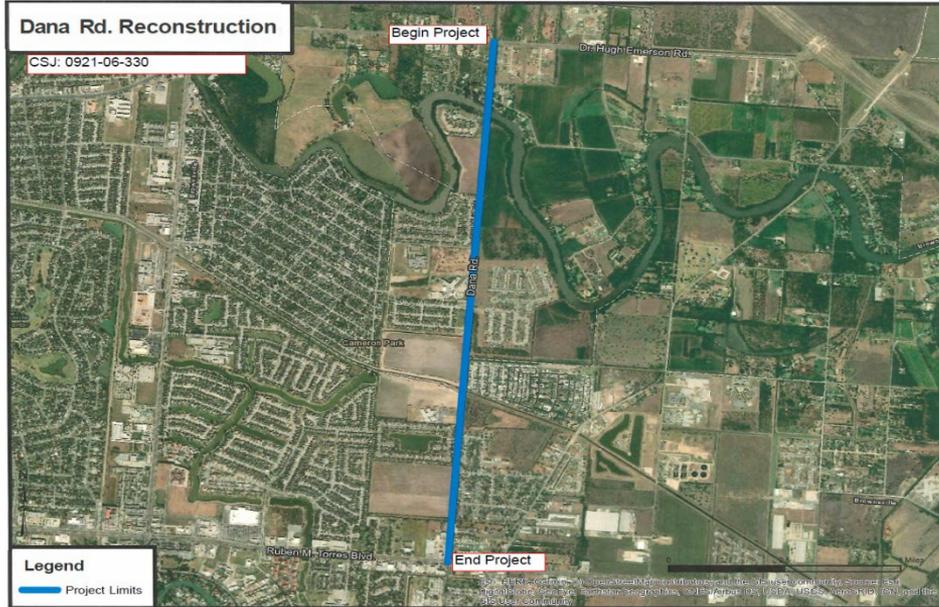
- | | | |
|---|--------------------------------|-----------|
| 1 | Environmental | - Pending |
| 2 | Preliminary Engineering | - Pending |
| 3 | ROW & Utilities: | - Pending |
| 4 | Design | - Pending |
| 5 | Funding | ✓ |

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

Dana Road

CSJ: 0921-06-330

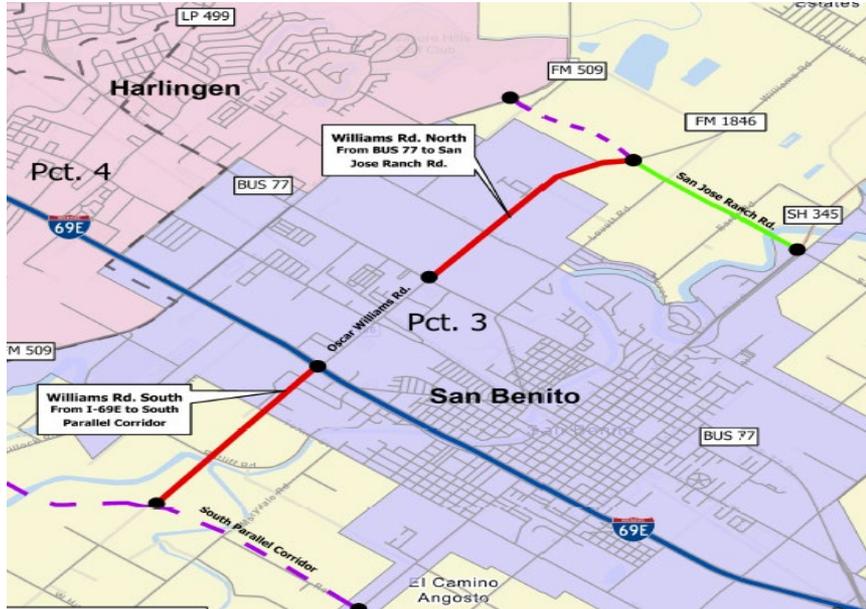


Recent Activity:

- 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

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

FM 1846-Williams Road



- 1** **Environmental** - Pending
- 2** **Preliminary Engineering** - Pending
- 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 selection underway for I-69E to South Parallel Corridor (Phase II)

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

1

Environmental - Underway

2

Preliminary Engineering - Underway

3

ROW & Utilities: - Pending

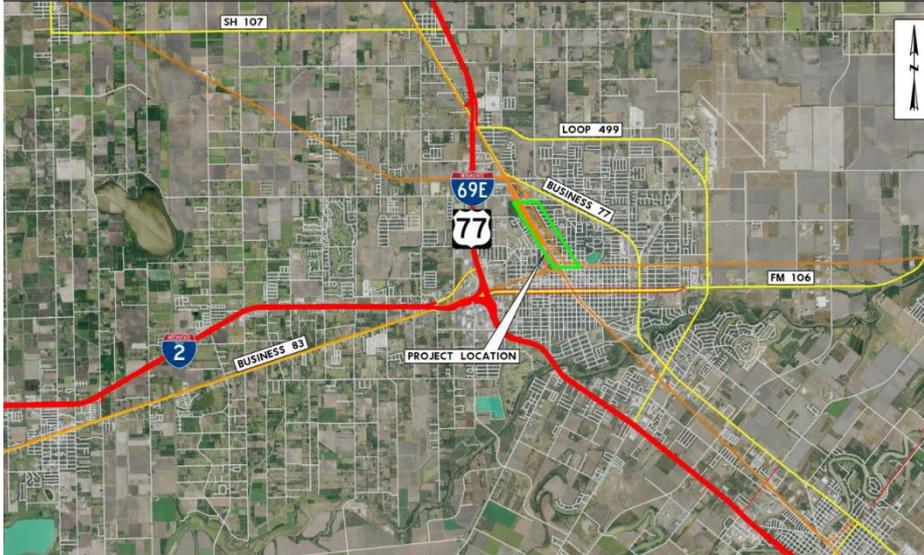
4

Design - Pending

5

Funding - Pending

Harlingen Rail Improvements Project- Commerce Street



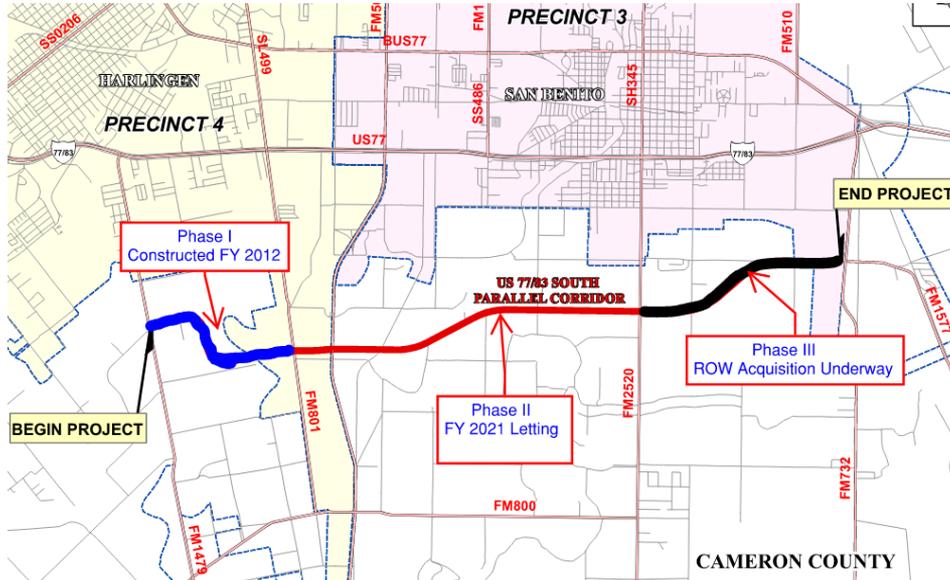
Recent Activity:

- Recently awarded \$5,570,566.00 for Consolidated Rail Infrastructure and Safety Improvements Grant (CRISI).
- Using Federal & Local funds to complete Environmental Phase.
- Using Federal & Local funds to complete Design.

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

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

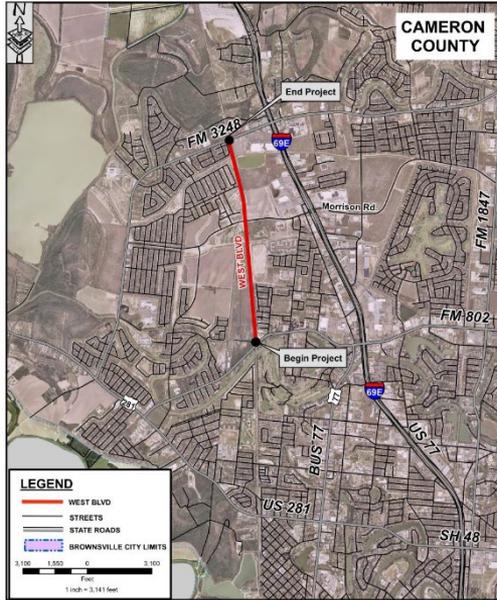


1	Environmental	- Pending
2	Preliminary Engineering	- Pending
3	ROW & Utilities:	- Pending
4	Design	- Pending
5	Funding	- Pending

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

West Blvd – Roadway CSJ:



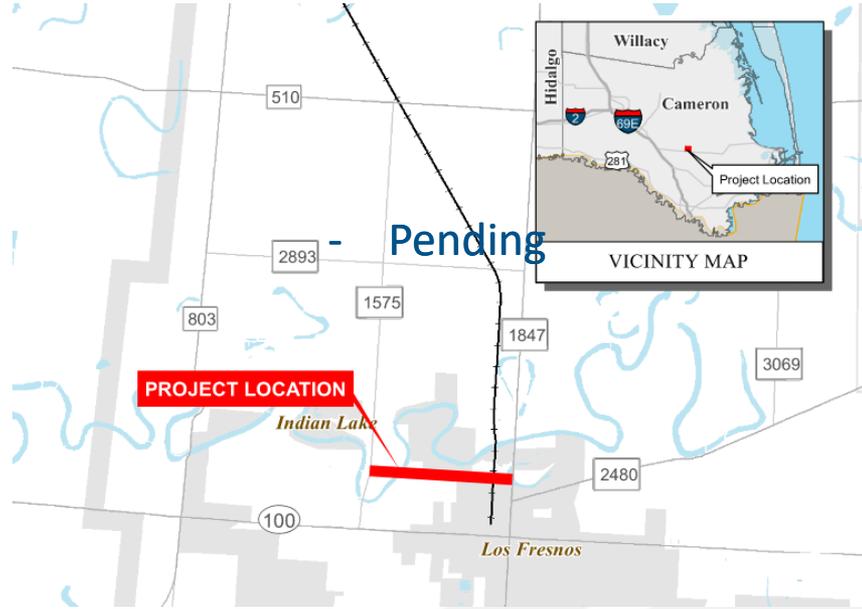
1	Environmental	- Underway
2	Preliminary Engineering	✓
3	ROW & Utilities:	✓
4	Design	- Underway
5	Funding	✓

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



- Pending

- | | | |
|---|--------------------------------|------------|
| 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 90%
- 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

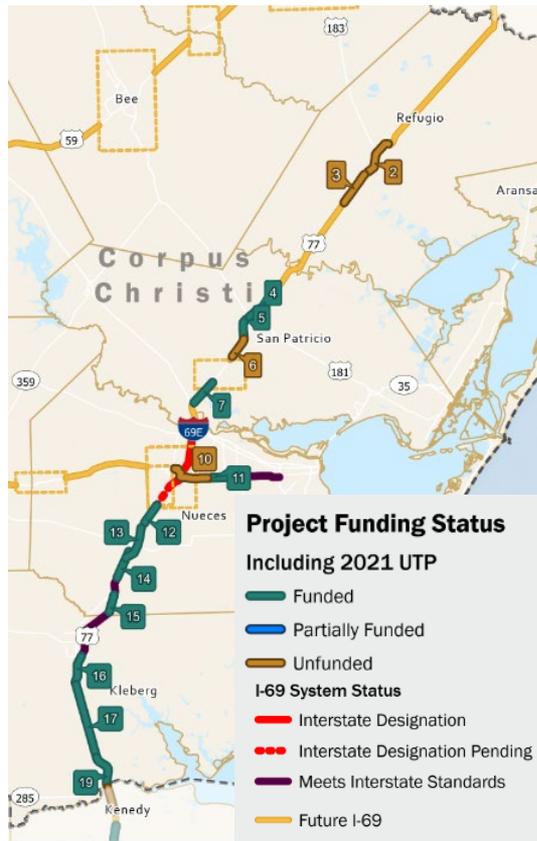


#	CSJ	HWY	Current XS ²	Limits	Description	EST. CONSTRUCTION COST (M)	EST. TOTAL COST ³	MILES	FUNDING STATUS ⁵	LET YEAR
1	0327-02-055	US 77	4D+	KENEDY/KLEBERG COUNTY LINE to 0.71 MILES N. OF LA PARRA AVE.	Interstate Designation	\$23.3	\$28.0	TBD	Unfunded	2025
2	0327-02-056	US 77	4D+	0.87 MILES S. OF LA 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+	CHILTIPIN 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 CHILTIPIN 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 – July 1, 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: \$.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: \$.3 Million

Mountain Bike Trail

- Enhancements to existing mountain bike trail at the Pedro “Pete” Benavides County Park, Cameron County Texas
- Estimated project cost: \$.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 MAY 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
Eric Davila, PE, PMP, CCM, Chief Dev. Eng.
Ramon Navarro IV, PE, CFM, Chief Constr. Eng.
Celia Gaona, CIA, Chief Auditor/Compliance Ofcr.
Jose Castillo, Chief Financial Ofcr.

General Engineering Consultant

HDR ENGINEERING, INC.

Report on HCRMA Program Management Activity
Chief Development Engineer – Eric Davila, PE, PMP, CCM

▶ OVERVIEW

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

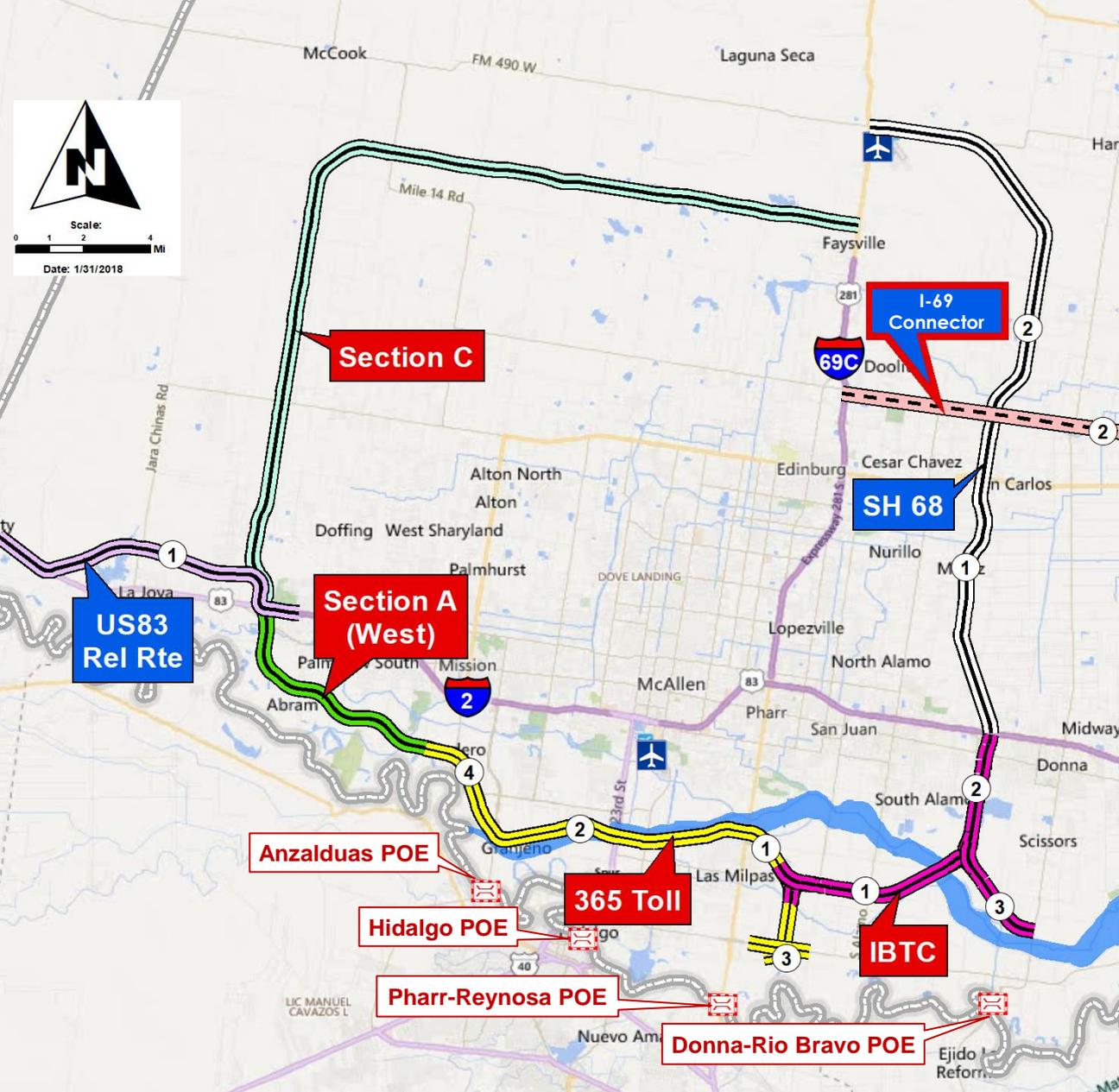
MISSION STATEMENT:

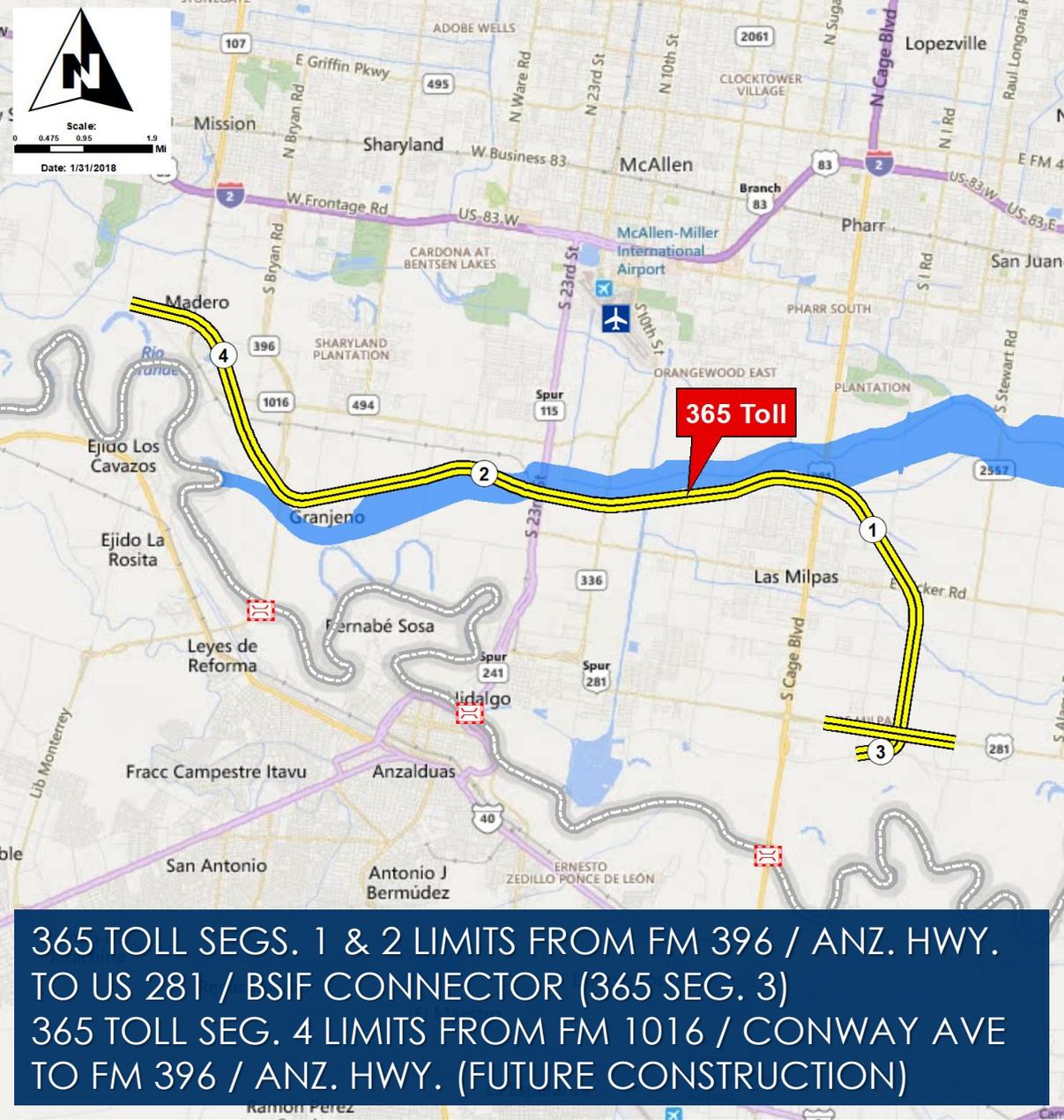
“To provide our customers with a rapid and reliable alternative for the safe and efficient movement of people, goods and services”



HCRMA STRATEGIC PLAN

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





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)



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

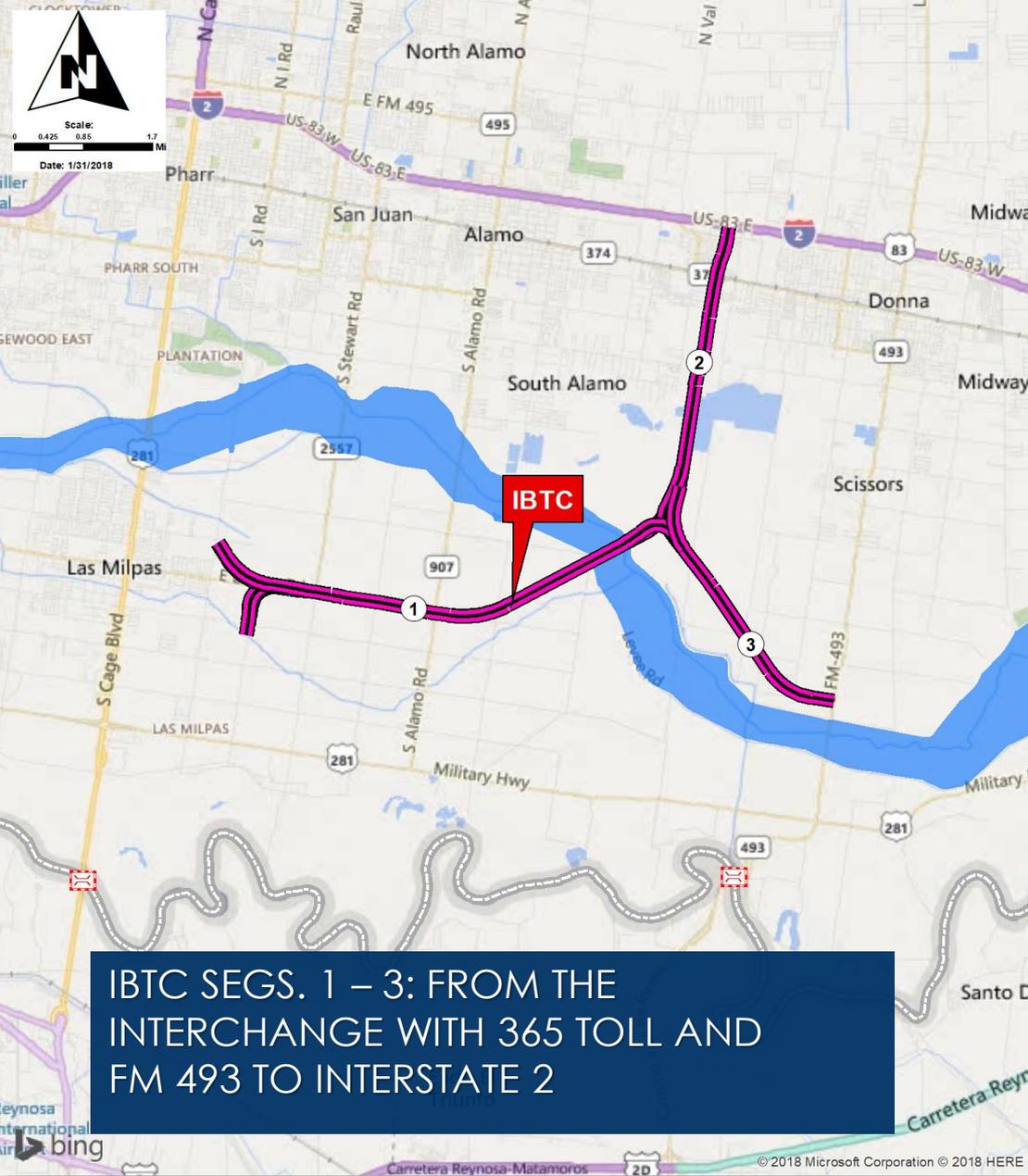


365 TOLL

▶ ONGOING ACTIVITY:

- ❑ Construction Underway w/ targeted operations starting 01/2026.
- ❑ Value Engineering Change Proposals (VECP) from CO#2:
 - Redesign underway: design submittal schedule made and allowing QA processes to get scheduled / initiated.
 - Environmental re-evaluation ongoing: first wave of clearance documents cleared by TxDOT ENV w/ subsequent waves underway for other design packages.
- ❑ Construction Management support:
 - Initiation of environmental inspections (e.g. wetland, archeological, and others)
 - Appia configuration support
 - Change order No. 3 processing support
 - RFI's / Submittals support
- ❑ Toll System Integrator (TSI) procurement documents nearly complete, soon to get published.





MAJOR MILESTONES:

OBTAINED EA ENV
CLASSIFICATION: 11/2017

SCHEMATIC APPROVED:
11/2021

NEPA CLEARANCE: MID 2022

EST. LETTING: LATE 2025

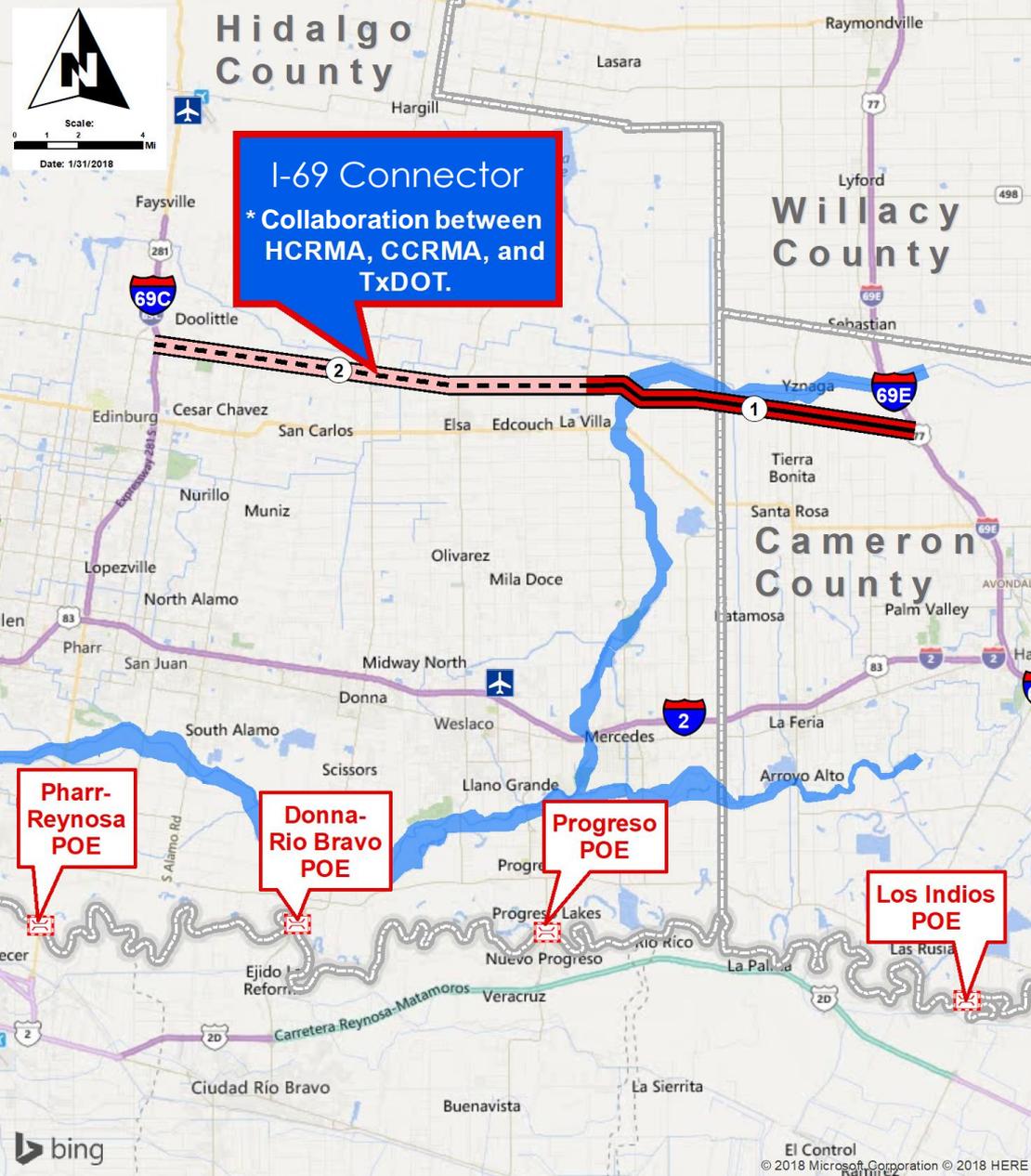
IBTC SEGS. 1 – 3: FROM THE
INTERCHANGE WITH 365 TOLL AND
FM 493 TO INTERSTATE 2

▶ ADVANCE PLANNING

Environmental

- ~~Classification Letter and Scoping Toolkit Submitted Aug 2017~~
- ~~Held IBTC Environmental Kick off with TxDOT PHR / ENV April 6, 2018.~~
- ~~Public Meeting took place at Donna High School March 29, 2019.~~
- ~~All major technical reports submitted and approved.~~
- ~~Submitted TIP revisions February 15, 2022 to program access to federal funds once project is functionally classified— pending plan STIP update.~~
- ~~Conducted public hearing on March 17, 2022.~~
- Conducted risk workshop with TxDOT TPP Portfolio Management on April 5, 2022.
- Coordinating with TxDOT (as lead) to submit an Infra (Mega) Grant for Phase 1 construction.





I-69 Connector

(COLLABORATION W/ TXDOT, CCRMA, AND HCRMA)

DESCRIPTION:

- ▶ PROJECT LENGTH ~27 MILES
- ▶ FROM I-69C IN HIDALGO COUNTY TO I-69-E IN CAMERON COUNTY
- ▶ KEY PARALLEL CORRIDOR TO I-2 WITH IMPORTANCE TO MOBILITY PROJECTS BY TXDOT, CCRMA AND HCRMA
- ▶ TXDOT COMMITTED SUPPLEMENTAL DEVELOPMENT AUTHORITY FUNDS FOR THE ENTIRE 27 MILE CORRIDOR AS AN EXPRESSWAY FACILITY.
- ▶ TXDOT HAS COMMITTED TO FUNDING THE DEVELOPMENT OF THE SCHEMATIC DESIGN AND ENVIRONMENTAL DOCUMENTS.
- ▶ FEASIBILITY STUDIES KICKED OFF WITH A STAKEHOLDER MEETING OCT 2019.
- ▶ PUBLIC MEETING ON FEASIBILITY STUDIES HELD 12/2019 AND 11/2021.



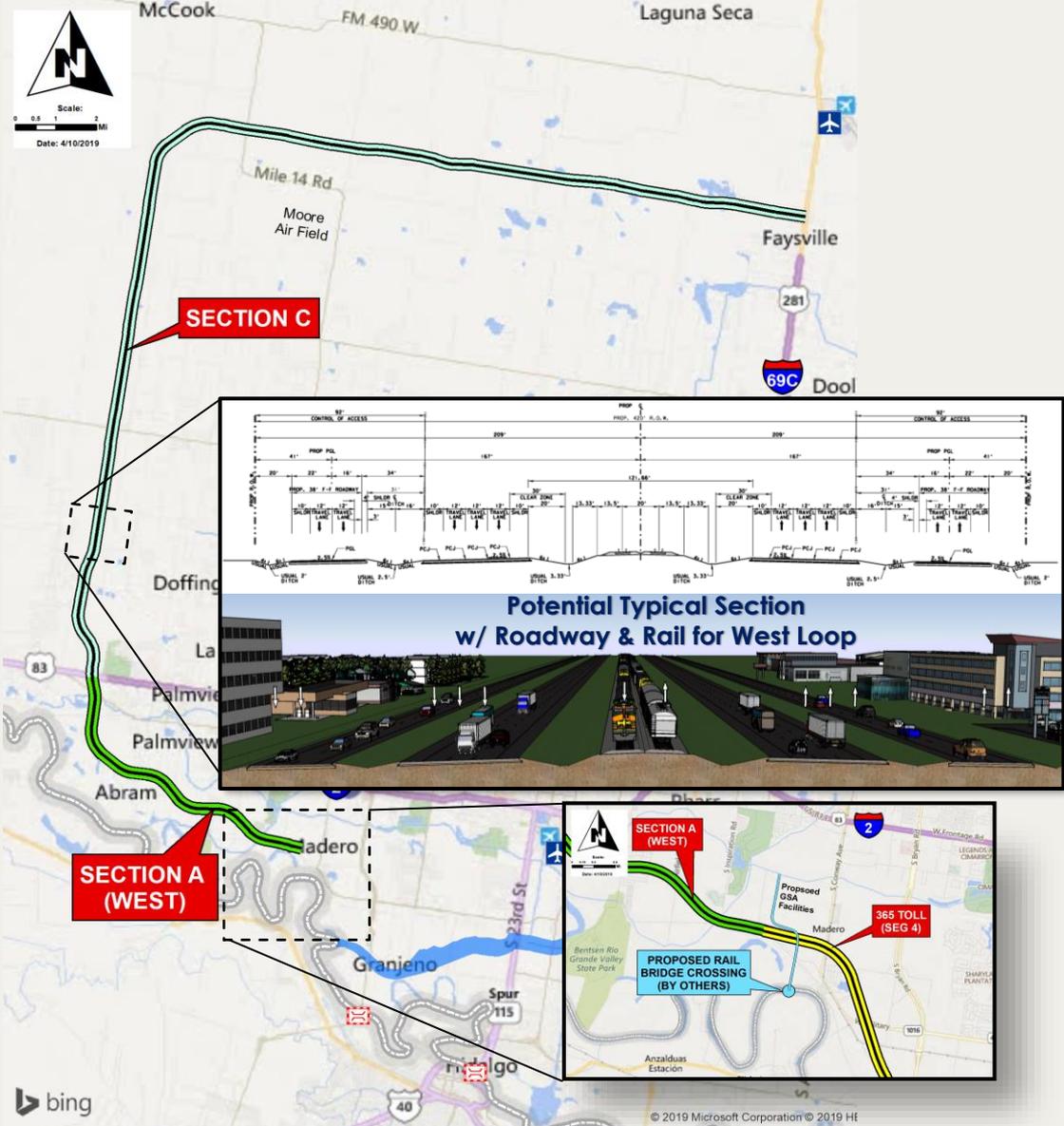
WEST LOOP

SECTION A(WEST) / SECTION C

*COMPLIMENTS PROPOSED MISSION/MADERO-REYNOSA INTERNATIONAL BORDER CROSSING (BY OTHERS)

DESCRIPTION:

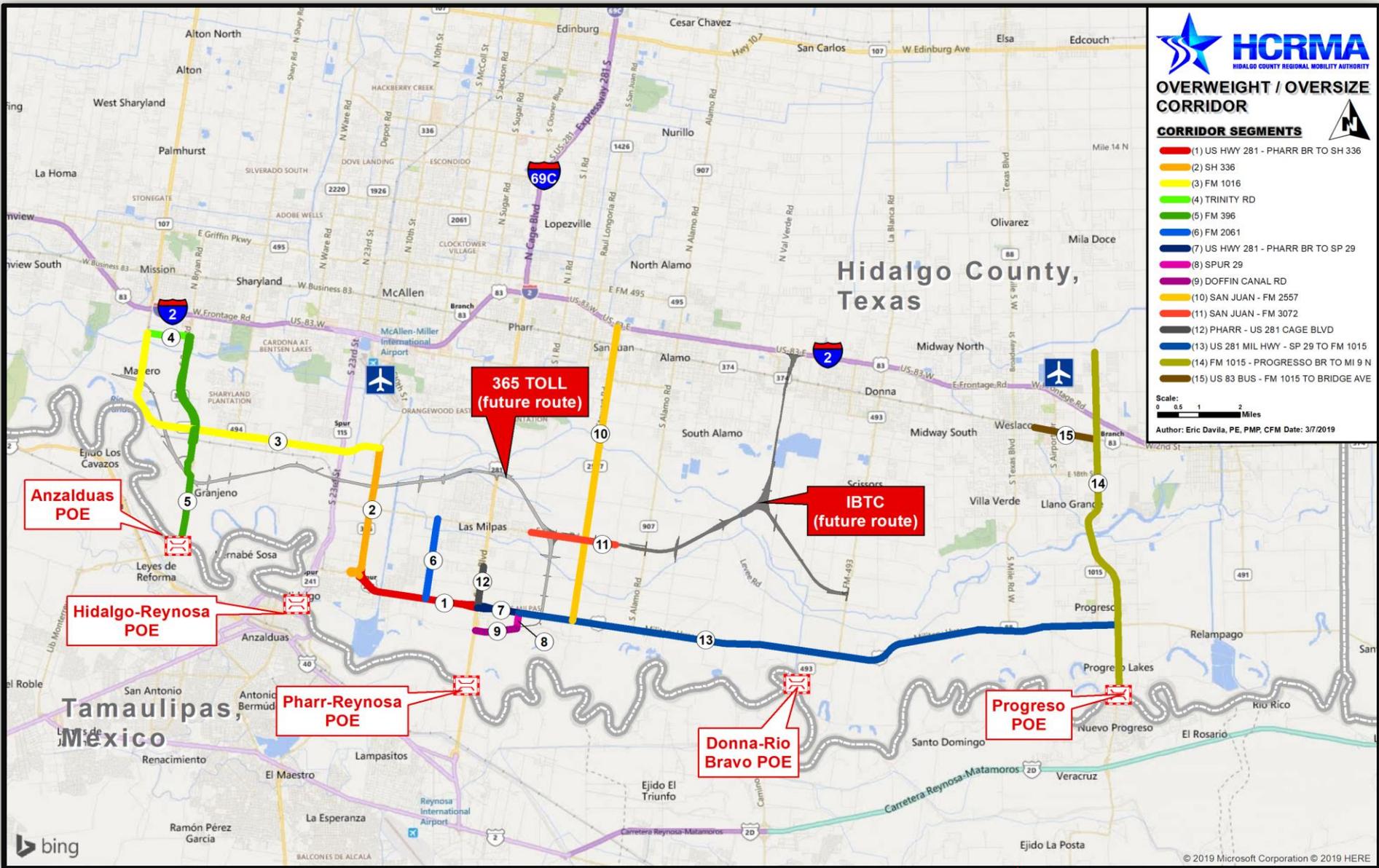
- ▶ COMBINED PROJECT LENGTH: 38 MILES FROM FM 1016 / CONWAY AVE (MISSION/MADERO) TO I-69C (NORTH EDINBURG)
- ▶ LIKELY TO BE CLASSIFIED AS AN ENVIRONMENTAL IMPACT STATEMENT (EIS) NEPA DOCUMENT (36 TO 48 MONTHS)—TO BE ENGAGED AFTER IBTC ENV.
- ▶ POTENTIAL FOR CLASS I RAIL WITHIN THE ROW PENDING DEVELOPMENTS FOR RAIL CROSSING IN MISSION AREA.
- ▶ INTERLOCAL AGREEMENT IN PLACE WITH CITY OF MISSION FOR HCRMA'S ASSISTANCE WITH ENVIRONMENTAL CLEARANCE EFFORTS.
- ▶ MARCH 2020 - HELD AN ILA KICK OFF MEETING WITH THE CITY OF MISSION TO BEGIN ALIGNING ENV. CLEARANCE EFFORTS WITH THE CITY'S INTENDED OVERALL PROJECT PLAN.
- ▶ MAY 2020 – HCRMA PROVIDED CITY OF MISSION W DRAFT SCOPES FOR ENV / TRAFFIC ENG. FOR THEIR PROPOSED ENV. CLEARANCE EFFORTS AT THE PROPOSED RAIL BRIDGE CROSSING.
- ▶ SEPTEMBER 2020 – TXDOT APPROVED CITY OF MISSION PROCUREMENT RULES TO ALIGN WITH THE "FEDERAL PROCESS"
- ▶ FEASIBILITY STUDIES ONGOING.



**OVERWEIGHT / OVERSIZE
CORRIDOR**

CORRIDOR SEGMENTS

- (1) US HWY 281 - PHARR BR TO SH 336
 - (2) SH 336
 - (3) FM 1016
 - (4) TRINITY RD
 - (5) FM 396
 - (6) FM 2061
 - (7) US HWY 281 - PHARR BR TO SP 29
 - (8) SPUR 29
 - (9) DOFFIN CANAL RD
 - (10) SAN JUAN - FM 2557
 - (11) SAN JUAN - FM 3072
 - (12) PHARR - US 281 CAGE BLVD
 - (13) US 281 MIL HWY - SP 29 TO FM 1015
 - (14) FM 1015 - PROGRESSO BR TO MI 9 N
 - (15) US 83 BUS - FM 1015 TO BRIDGE AVE
- Scale: 0 0.5 1 2 Miles
Author: Eric Davila, PE, PMP, CFM Date: 3/7/2019



▶ **OVERWEIGHT REPORT FOR APR 2022:**
JAN 1, 2014 – APR 30, 2022

OW

Total Permits Issued:	235,409
Total Amount Collected:	\$ 38,673,658
■ Convenience Fees:	\$ 755,658
■ Total Permit Fees:	\$ 37,918,000
– Pro Miles:	\$ 706,227
– TxDOT:	\$ 32,230,300
– HCRMA:	\$ 4,981,473



▶ **OVERWEIGHT REPORT FOR APR 2022:
JAN 1, 2022 – APR 30, 2022**

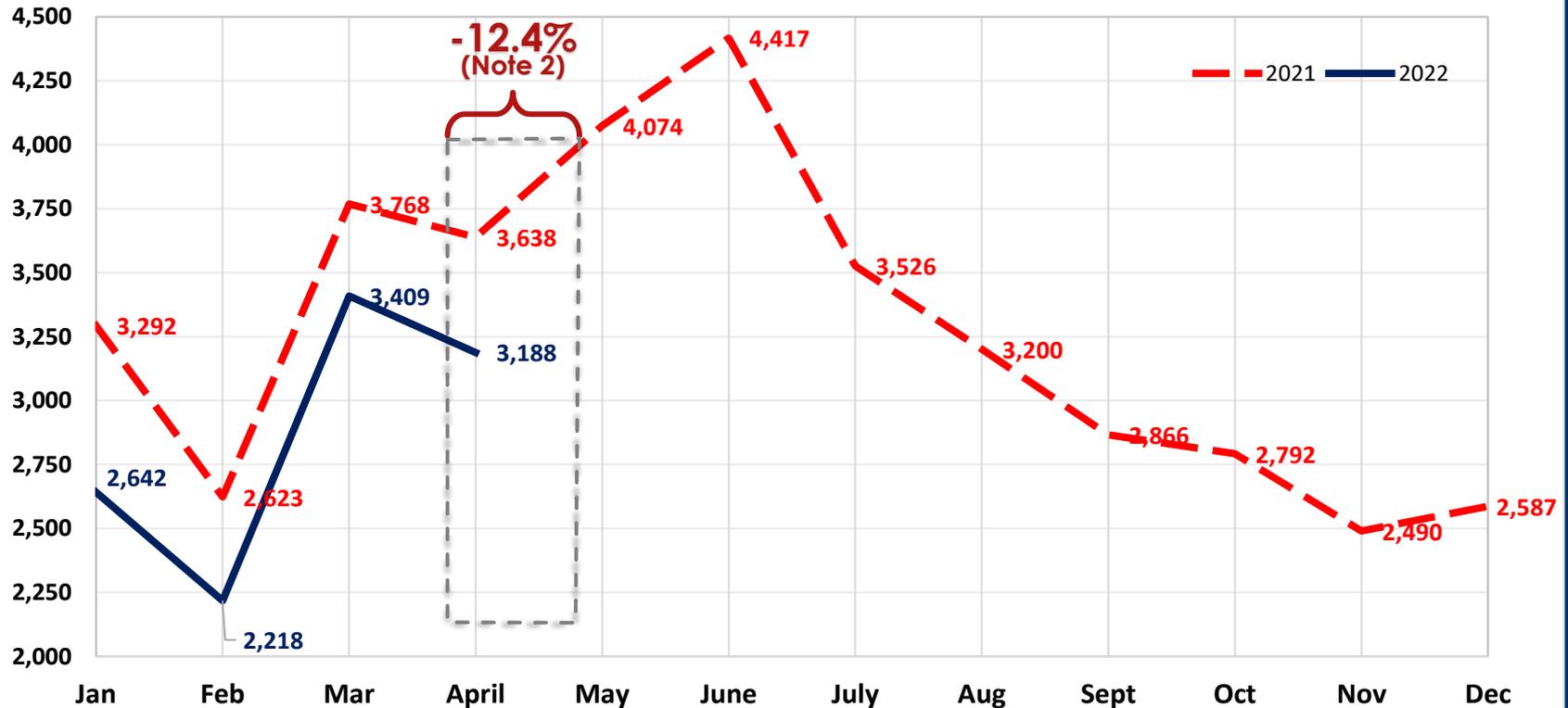
OW

Total Permits Issued:	11,457
Total Amount Collected:	\$ 2,321,082
■ Convenience Fees:	\$ 29,682
■ Total Permit Fees:	\$ 2,291,400
– Pro Miles:	\$ 34,371
– TxDOT:	\$ 1,947,690
– HCRMA:	\$ 309,339



▶ OVERWEIGHT REPORT FOR APR 2022: JAN 1, 2022 – APR 30, 2022

Overweight/Oversized Permit Count
2021 - 2022 Monthly Comparison

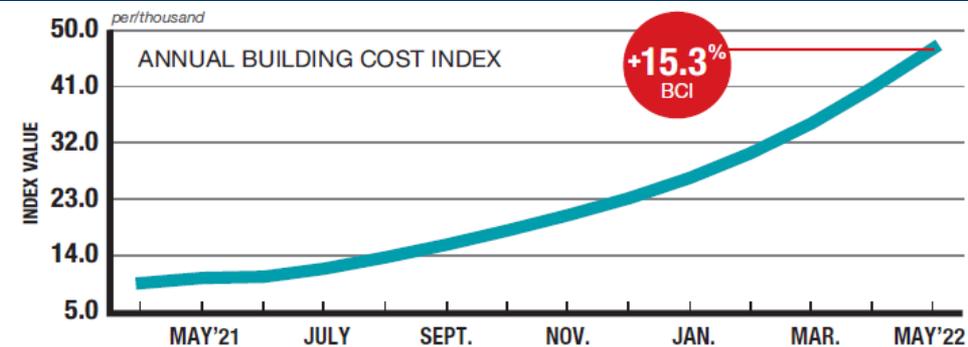
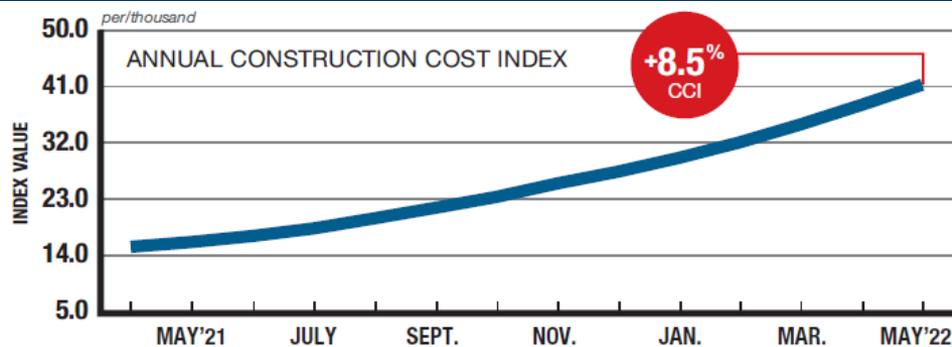
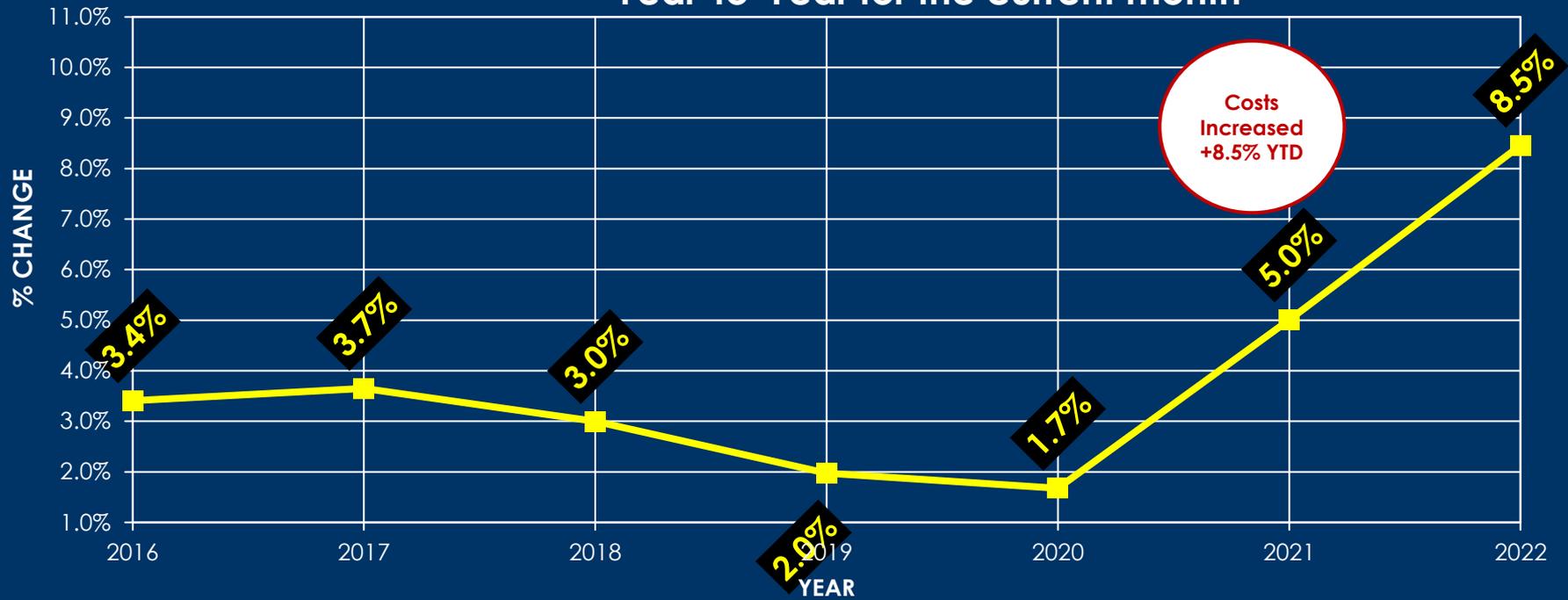


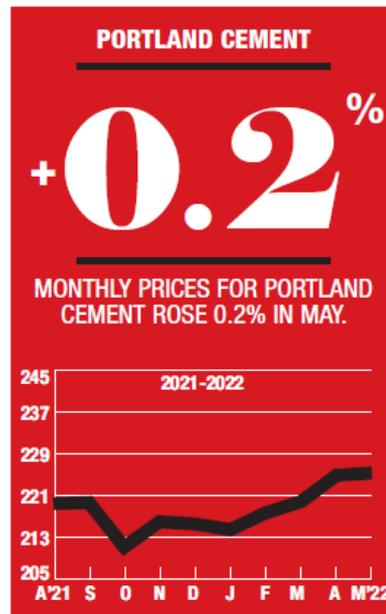
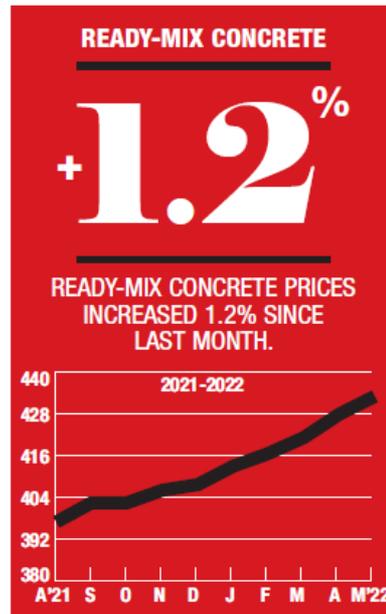
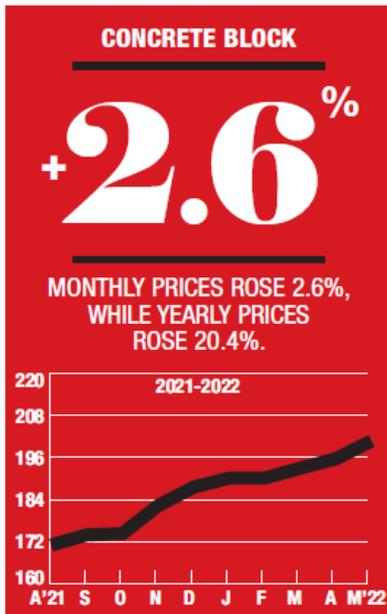
Notes:

1. The permit count for 2021 (39,273) ended with a +9.0% (increase) compared to 2020 (36,040).
2. Monthly permit count of 3,188 represents a -12.4% (decrease) compared to the same month in 2021.

▶ CONSTR. ECONOMICS MAY 2022

Construction Cost Index (CCI) Change (%)
Year-to-Year for the current month





20-CITY AVERAGE

ITEM	UNIT	\$PRICE	%MONTH	%YEAR
ASPHALT PAVING				
PG 58	TON	541.30	+7.2	+27.9
Cutback, MC800	TON	399.53	+0.4	+3.9
Emulsion, RAPID SET	TON	372.50	+0.9	+3.5
Emulsion, SLOW SET	TON	385.73	+0.4	+4.1
PORTLAND CEMENT				
Type one	TON	162.04	+0.2	+6.0
MASONRY CEMENT				
70-lb bag	TON	12.06	+2.4	+8.2
CRUSHED STONE				
Base course	TON	15.94	+0.4	+25.7
Concrete course	TON	16.31	+0.9	+37.9
Asphalt course	TON	17.80	+1.3	+26.2
SAND				
Concrete	TON	14.88	+1.3	+40.8
Masonry	TON	16.44	+0.8	+30.1
READY-MIX CONCRETE				
3,000 psi	CY	142.23	+1.2	+11.6
4,000 psi	CY	151.32	+1.4	+6.7
5,000 psi	CY	186.63	+0.3	-0.3
CONCRETE BLOCK				
Normal weight: 8" x 8" x 16"	C	192.43	+2.6	+20.4
Lightweight: 8" x 8" x 16"	C	176.42	+1.5	+10.6
12" x 8" x 16"	C	270.30	+0.3	+36.0



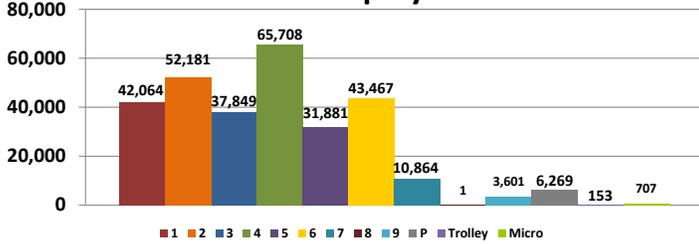
FY 2021-2022 METRO McALLEN

OCTOBER 1, 2021 thru APRIL 30, 2022 Ridership and Fares

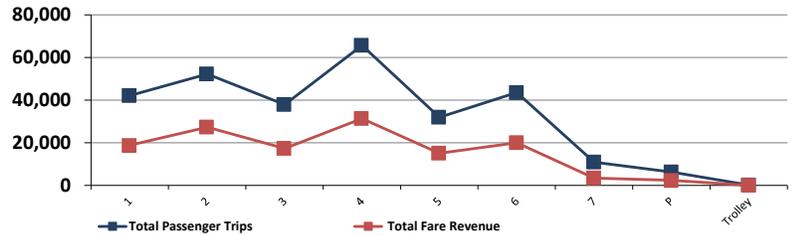
TOTAL RIDERSHIP= 294,745

TOTAL ANNUAL FARE REVENUE= \$119,843

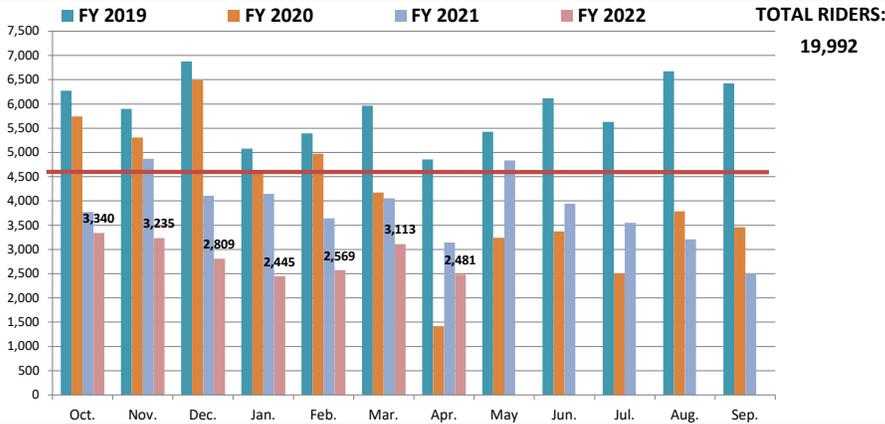
Ridership by Route



Route Summary



SERVICE EXTENSION - YTD Ridership



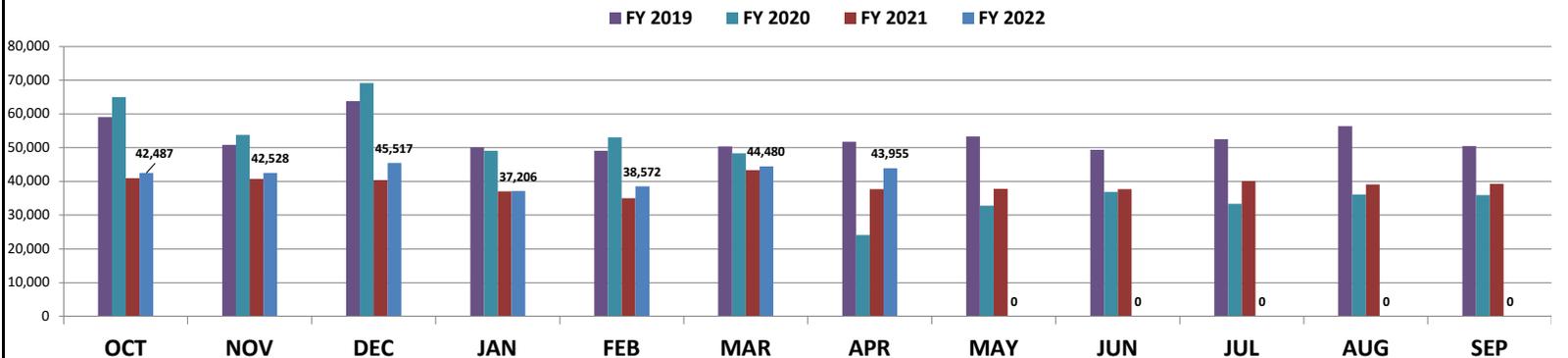
MONDAY-SATURDAY 6:00PM - 9:00PM
&
SUNDAY 8:00PM - 6:00PM
ROUTES



MONTHLY RIDERSHIP OF SERVICE EXPANSION

Fiscal Year	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	Jun.	Jul.	Aug.	Sep.	TOTAL
FY 2019	6,271	5,901	6,875	5,077	5,397	5,963	4,853	5,425	6,114	5,632	6,674	6,422	70,606
FY 2020	5,742	5,306	6,493	4,634	4,971	4,172	1,420	3,244	3,374	2,502	3,787	3,459	49,104
FY 2021	3,772	4,870	4,109	4,145	3,639	4,053	3,142	4,834	3,946	3,553	3,210	2,505	45,778
FY 2022	3,340	3,235	2,809	2,445	2,569	3,113	2,481						19,992
MONTHLY GOAL	3,750	3,750	3,750	3,750	3,750	3,750	3,750	3,750	3,750	3,750	3,750	3,750	45,000

FY 2019 - FY 2022 RIDERSHIP SUMMARY



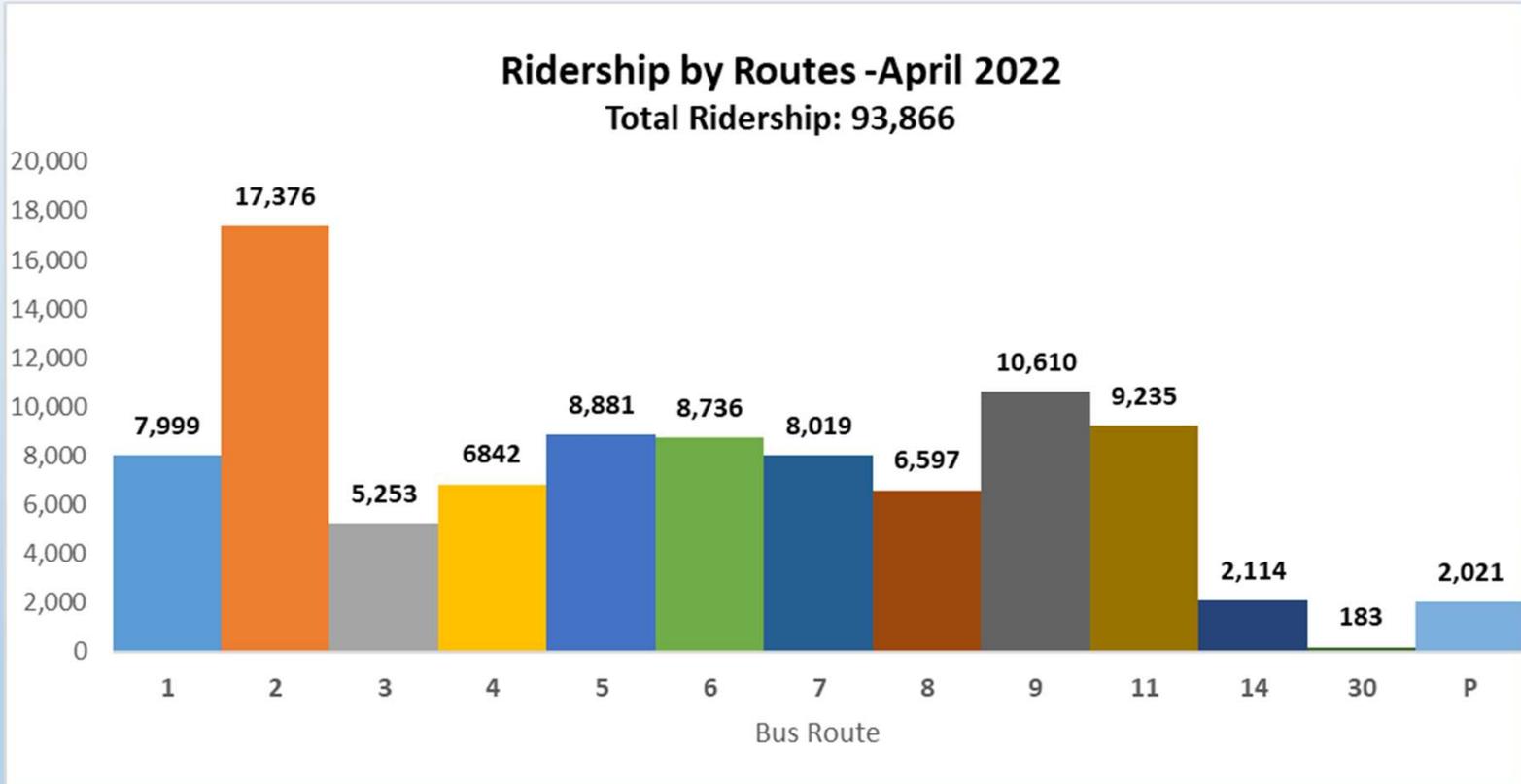
Fiscal Year	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	TOTAL	%Change
FY 2019	59,124	50,893	63,768	50,089	49,104	50,408	51,768	53,334	49,413	52,514	56,433	50,512	637,360	3%
FY 2020	64,986	53,801	69,133	49,137	53,039	48,364	24,095	32,856	36,896	33,340	36,130	35,922	537,699	-16%
FY 2021	40,960	40,791	40,394	37,029	35,065	43,382	37,751	37,829	37,755	40,081	39,124	39,275	469,436	-13%
FY 2022	42,487	42,528	45,517	37,206	38,572	44,480	43,955	0	0	0	0	0	294,745	-37%

Brownsville Metro & Island Metro Transit Reports





Brownsville Metro





Brownsville Metro

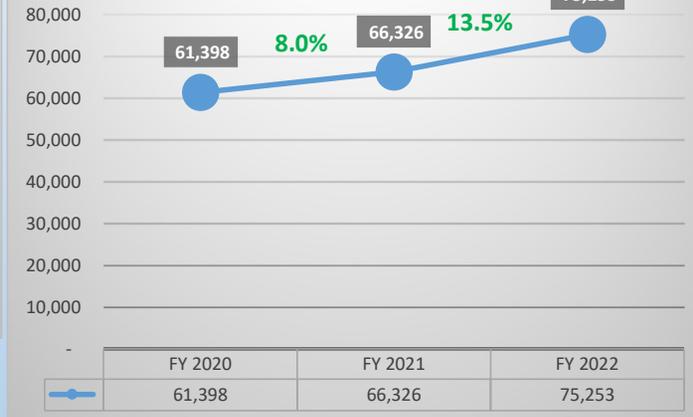
April 2022 Ridership



April 2022 Revenue Hours



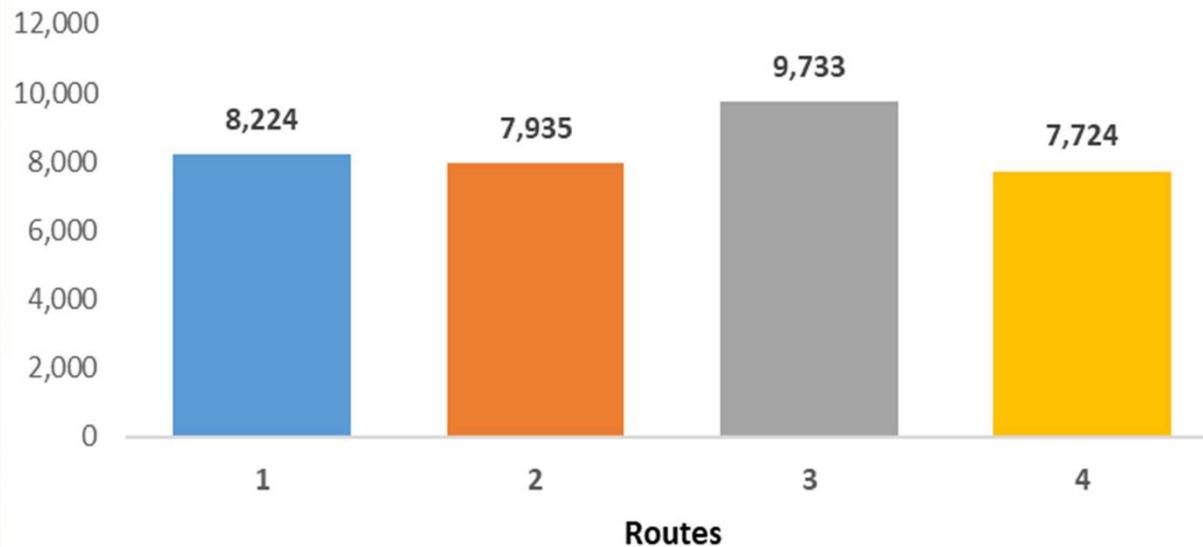
April 2022 Revenue Miles





Island Metro

Ridership by Routes -April 2022
Total Ridership: 33,616



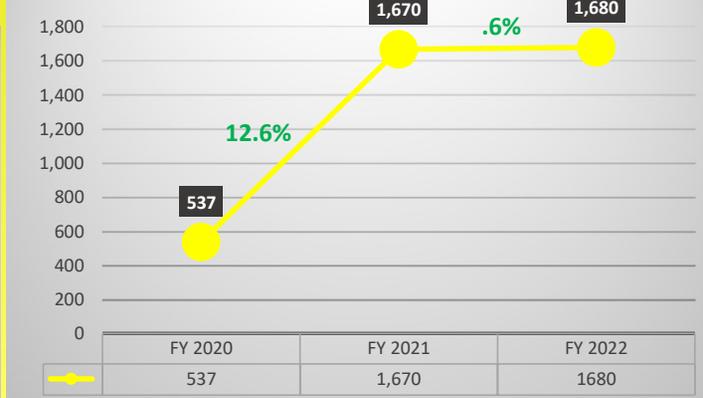


Island Metro

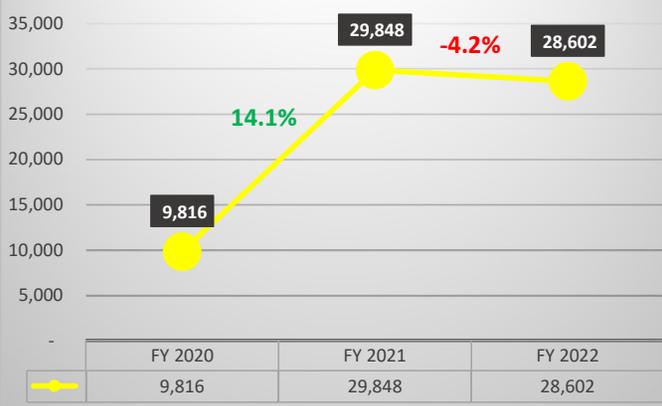
April 2022 Ridership



April 2022 Revenue Hours



April 2022 Revenue Miles

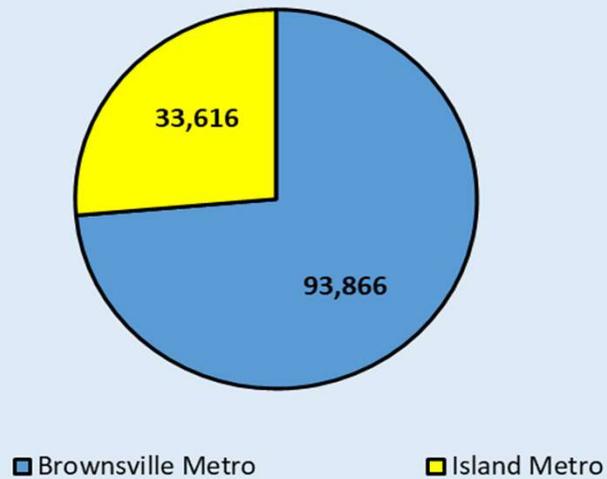




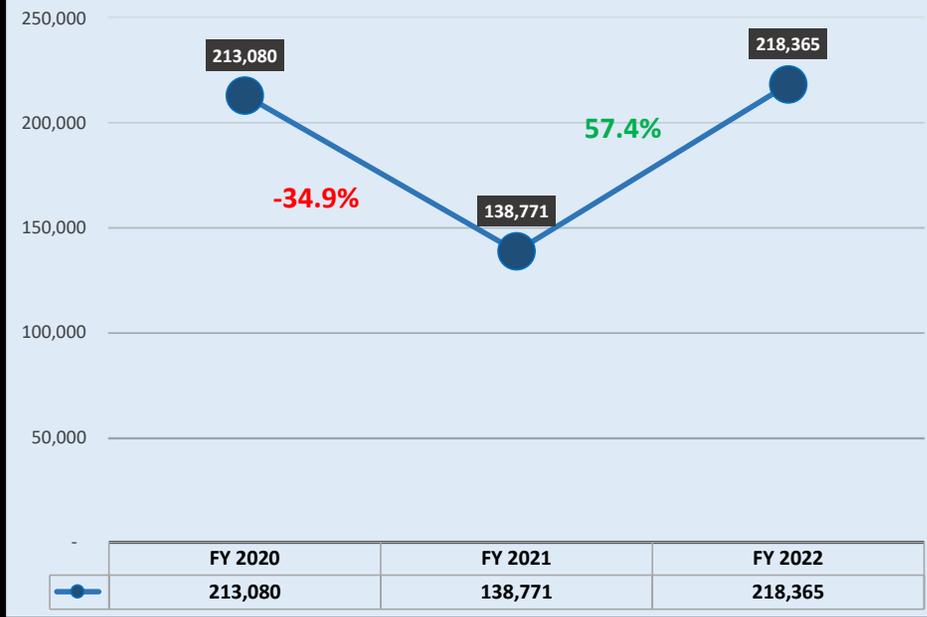
Combined Ridership



April 2022 Total Ridership
127,482



April Ridership

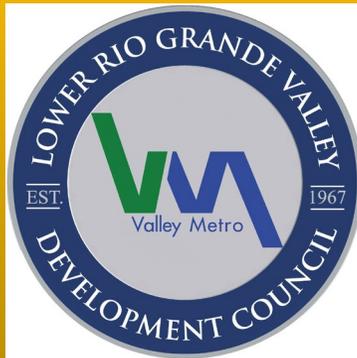


Thank You

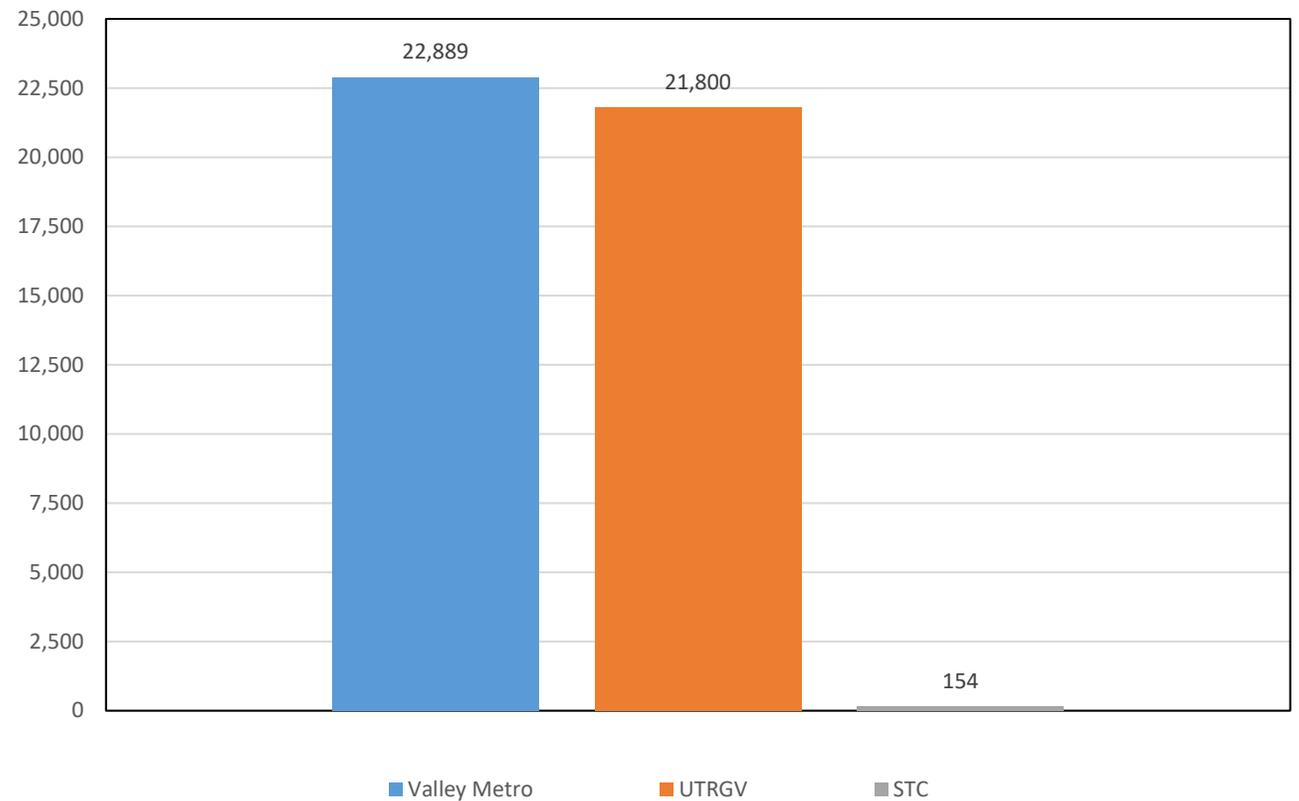
Valley Metro

Total Ridership
44,843

VM Routes	22,889
UTRGV	21,800
STC	154



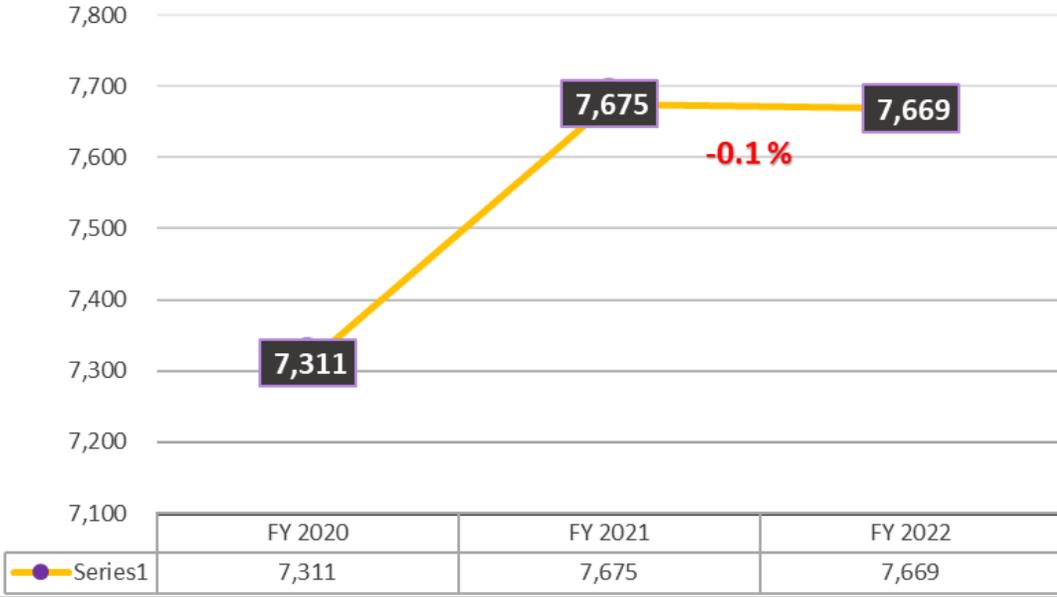
April 2022 Sytem Ridership



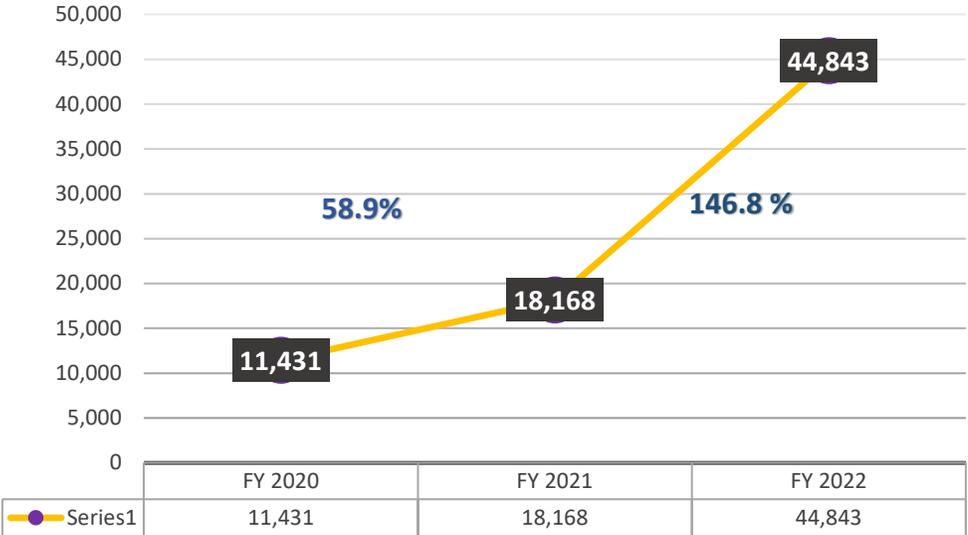
Valley Metro



April 2022 Revenue Hours



April 2022 Ridership



April 2022 Revenue Miles

