



TRANSPORTATION POLICY BOARD MEETING

The Junior League of Austin Community Impact Center
5330 Bluffstone Lane
Austin, TX 78759
Monday, September 12, 2022
2:00 p.m.

Livestream at www.campotexas.org

All individuals attending the CAMPO Transportation Policy Board Meeting are required by the meeting facility to follow the Center for Disease Control (CDC), state, and local guidance.

REVISED AGENDA

1. Certification of Quorum – Quorum requirement is 12 members
.....Commissioner Cynthia Long, Chair
2. Public Comments
The public is invited to comment on transportation-related topics in the CAMPO geographic area. Up to 10 individuals may sign up to speak and must adhere to the three (3) minute time limit. Written comments may be emailed to TPBcomments@campotexas.org by 5:00 p.m., Thursday, September 8, 2022.

This is an opportunity for the public to address the Transportation Policy Board concerning an issue of community interest that is not on the agenda. Comments on a specific agenda item must be made when the agenda item comes before the Board. The Chair may place a time limit on all comments. Any deliberation of an issue raised during Public Comments is limited to a statement of fact regarding the item; a statement concerning the policy regarding the item or a proposal to place the item on a future agenda.

EXECUTIVE SESSION:

Under Chapter 551 of the Texas Government Code, the Board may recess into a closed meeting (an executive session) to deliberate any item on this agenda if the Chairman announces the item will be deliberated in executive session and identifies the section or sections of Chapter 551 that authorize meeting in executive session. A final action, decision, or vote on a matter deliberated in executive session will be made only after the Board reconvenes in an open meeting.

3. Executive SessionCommissioner Cynthia Long, Chair
The Transportation Policy Board will recess to an Executive Session, if needed.
4. [Report from the Technical Advisory Committee \(TAC\) Chair](#)Ms. Laurie Moyer, P.E.
Ms. Moyer will provide an overview of TAC discussion items and recommendations to the Transportation Policy Board.

ACTION:

THE PUBLIC IS INVITED TO COMMENT ON ITEMS 5-7 IN THE SECTION BELOW. SPEAKERS MUST ADHERE TO THE THREE (3) MINUTE TIME LIMIT. WRITTEN COMMENTS MAY BE EMAILED TO TPBCOMMENTS@CAMPOTEXAS.ORG BY 5:00 P.M., THURSDAY, SEPTEMBER 8, 2022.

5. [Discussion and Take Appropriate Action on June 13, 2022 Meeting Minutes](#)
..... Commissioner Cynthia Long, Chair
Chair Long will request Transportation Policy Board approval of the June 13, 2022 meeting minutes.
6. [Discussion and Take Appropriate Action to Authorize CAMPO Executive Director to Begin Negotiation on Austin Avenue Corridor Study Contract](#)..... Mr. Will Lisska, CAMPO
Mr. Lisska will request Transportation Policy Board authorization for the CAMPO Executive Director to begin negotiations with the top-ranked firm for the Austin Avenue Corridor Study contract.
7. [Discussion and Take Appropriate Action on Austin Avenue Corridor Study Interlocal Agreement \(ILA\)](#)..... Mr. Will Lisska, CAMPO
Mr. Lisska will request Transportation Policy Board authorization for CAMPO to enter into an ILA with the City of Georgetown with accompanying Resolution 2022-9-7.
8. [Discussion and Take Appropriate Action on Local Match for Regional Safety Action Plan Grant Application for Safe Streets for All \(SS4A\) Program](#)
..... Mr. Will Lisska, CAMPO
Mr. Lisska will discuss options for local match for the CAMPO-led application for a regional safety action plan and request the Transportation Policy Board take appropriate action.

INFORMATION:

9. [Discussion on 10-Year Transportation Plan](#)..... Mr. Ryan Collins, CAMPO
Mr. Collins will discuss the development of the 10-Year Transportation Plan.
10. Executive Director's Report on Transportation Planning Activities
 - a. TxDOT Safety Working Group
 - b. TxDOT Revenue Forecasting Workgroup
 - c. [Project Progress Reports](#)
11. Announcements
 - a. Transportation Policy Board Chair Announcements
 - b. Ad hoc Committees to the Technical Advisory Committee
 - c. Next Technical Advisory Committee Meeting, September 26, 2022 – 2:00 p.m.
 - d. Next Transportation Policy Board Meeting, October 3, 2022 – 2:00 p.m.
12. Adjournment

Persons with Disabilities:

Upon request, reasonable accommodations are provided. Please call 512-215-8225 at least three (3) business days prior to the meeting to arrange for assistance.

Transportation from Transit Stops:

Upon request, transportation vouchers from adjacent transit stops are available. Please call 512-215-8225 at least three (3) business days prior to the meeting to arrange for a voucher.



Capital Area Metropolitan Planning Organization Technical Advisory Committee Meeting

Livestream at: www.campotexas.org

Meeting Minutes
August 22, 2022
2:00 p.m.

1. Certification of QuorumMs. Laurie Moyer, P.E., Chair

The CAMPO Technical Advisory Committee was called to order by the Chair at 2:00 p.m.

A quorum was announced present.

Present:

	Member	Representing	Member Attending	Alternate Attending
1.	Stevie Greathouse	City of Austin	Y	
2.	Cole Kitten	City of Austin	Y	
3.	Richard Mendoza, P.E.	City of Austin	N	Eric Bollich
4.	Tom Gdala	City of Cedar Park	Y	
5.	Nick Woolery	City of Georgetown	Y	
6.	Jeff Prato	City of Kyle	Y	
7.	Ross Blackketter	City of Leander	N	
8.	Emily Barron	City of Pflugerville	Y	
9.	Gary Hudder, Vice Chair	City of Round Rock	Y	
10.	Laurie Moyer, P.E., Chair	City of San Marcos	Y	
11.	Aimee Robertson	Bastrop County	Y	

12.	David Harrell	Bastrop County (Smaller Cities)	N	
13.	Greg Haley	Burnet County	Y	
14.	Mike Hodge, P.E.	Burnet County (Smaller Cities)	Y	
15.	Will Conley	Caldwell County	Y	
16.	David Fowler, AICP	Caldwell County (Smaller Cities)	Y	
17.	Jerry Borcharding	Hays County	N	Winton Porterfield
18.	John Nett	Hays County (Smaller Cities)	Y	
19.	Charlie Watts	Travis County	Y	
20.	Cathy Stephens	Travis County (Smaller Cities)	Y	
21.	Bob Daigh	Williamson County	Y	
22.	Tom Yantis	Williamson County (Smaller Cities)	Y	
23.	David Marsh	CARTS	N	Ed Collins
24.	Mike Sexton	CTRMA	Y	
25.	Sharmila Mukherjee	Capital Metro	N	Nadia Barrera-Ramirez
26.	Heather Ashley-Nguyen	TxDOT	Y	

2. Approval of June 27, 2022 and July 25, 2022 Meeting Summaries

..... Ms. Laurie Moyer, P.E., Chair

The Chair entertained a motion for approval of the June 27, 2022 meeting summary.

Mr. Gary Hudder moved for approval of the June 27, 2022 meeting summary.

Mr. Mike Hodge, P.E. seconded the motion.

The motion prevailed unanimously.

The Chair entertained a motion for approval of the July 25, 2022 meeting summary.

Mr. Mike Hodge, P.E. moved for approval of the July 25, 2022 meeting summary.

Mr. Bob Daigh seconded the motion.

The motion prevailed unanimously.

3. Update on Safe Streets and Roads for All (SS4A) Grant Program

..... Mr. Will Lisska, CAMPO

The Chair recognized Mr. Will Lisska, Regional Planning Manager who reminded the Committee of open and upcoming U.S. DOT Notice of Funding Opportunities (NOFOs) for discretionary grants and provided a link to the U.S. DOT website for additional information.

Mr. Lisska informed the Committee that several Joint Applicant Working Group meetings were held regarding the SS4A Grant application and noted that the Joint Applicant Working Group consists of jurisdictions within the region that have agreed to be included in CAMPO's regional SS4A Grant application. The Committee was also informed that the Joint Applicant Working Group met on August 2, 2022 to review the draft grant application materials for the CAMPO's regional SS4A Grant application. Mr. Lisska reported that comments were provided to CAMPO by August 12, 2022 and staff has been making revisions based on those comments. Mr. Lisska also reported that another Joint Applicant Working Group meeting will be held on August 23, 2022 to review the revised grant application and set the next course of action in the application process.

Mr. Lisska later reported that Transportation Development Credits (TDCs) will be used to satisfy the local match requirement. Mr. Lisska added that CAMPO has developed the TDC application which will be considered by the Transportation Policy Board (TPB) for approval at its next meeting. Mr. Lisska reported that the total budget for the project is \$2,900,000 (580,000 TDC local match + \$2,320,000 U.S. DOT) and the Secondary Project is the ongoing Project Readiness for Regional Corridor Improvements which was provided by concession funding.

The next steps in the SS4A Grant application process were identified as follows:

1. Request TPB approval of TDCs
2. Coordinate and finalize grant application materials with joint applicants
3. Submit application by September 15 deadline

The update was concluded by question and answer with comments.

As a partner agency and representing Capital Metro on the TAC, Ms. Nadia Barrera-Ramirez, offered to provide a letter of support for the SS4A Grant application on behalf of Capital Metro.

Mr. Lisska informed the Committee that additional letters of support are welcomed and that a template will be provided to other interested partnering agencies.

The Chair entertained a motion for approval of TAC recommendation for a letter of support for the use of TDCs as match for the SS4A Grant.

Mr. Mike Hodge moved for approval of TAC recommendation for a letter of support for the use of TDCs as match for the SS4A Grant.

Mr. Bob Daigh seconded the motion.

The motion prevailed unanimously.

4. Update on Project Readiness for Regional Corridor Improvement

..... Mr. Chad McKeown, CAMPO

The Chair recognized Mr. Chad McKeown, Deputy Executive Director who informed the Committee that staff will request that the TPB form a subcommittee at its September meeting for further discussion and coordination on Project Readiness for Regional Corridor Improvement. Mr. McKeown introduced Mr. Eric Busker of BGE, Inc. and CAMPO's General Engineering Consultant (GEC) as presenter for the update on Project Readiness for Regional Corridor Improvement.

Mr. Busker introduced Wes Jasek, Sam Higgins (BGE) and Kevin Hoffman (RPS) as other representatives in attendance for the GEC. The Committee received a recap of the segmentation exercise which consisted of nine (9) corridors and 35 segments across those corridors. Mr. Busker noted that the corridors are very long and present a lot of varying challenges and characteristics. Mr. Busker also noted that some segments may be combined if the results of the prioritization indicate similarities and benefits to combining segments for further study.

Mr. Busker reported that the draft evaluation criteria was presented to the TAC for review in July 2022 and summarized the feedback received. The Committee was informed that the TAC will receive a formal comment response matrix for review and concurrence. Revisions to the evaluation criteria were also highlighted and discussed.

Mr. Kevin Hoffman continued the presentation with a high-level summary of the evaluation criteria and discussed similarities in characteristics and scoring to the evaluation criteria for the Transportation Improvement Program (TIP).

Mr. Busker later provided a brief overview of the program process and timeline for next steps. A brief question and answer with comments followed.

5. Discussion on 10-Year Transportation Plan

..... Mr. Ryan Collins, CAMPO

The Chair recognized Mr. Ryan Collins, Short-Range Planning Manager who informed the Committee that a 10-Year Transportation Plan is part of a state requirement as a result of HB 20. Mr. Collins reported that the purpose of the 10-Year Transportation Plan is to provide support for regional projects selected for the Unified Transportation Program (UTP). Mr. Collins also informed the Committee that projects are selected by TxDOT in collaboration with CAMPO and reflect a combination of state and regional priorities. Mr. Collins noted that the 10-Year Transportation Plan will only include individually listed projects in the UTP and will be updated annually.

The Committee received a brief overview of CAMPO's development of the 10-Year Transportation Plan and its relationship to the TIP, RTP, and UTP. Mr. Collins reported that a draft 10-Year Transportation Plan will be presented to the TAC upon adoption of the UTP on August 30, 2022 by the Texas Transportation Commission. The schedule for approval and adoption of the 10-Year Transportation Plan was also highlighted. A brief question and answer with comments followed.

6. Discussion on Carbon Reduction Program (CRP)

.....Mr. Ryan Collins, CAMPO

Mr. Collins continued with a presentation and high-level summary of the CRP. The Committee was informed that the CRP is a new formula program that provides funding to reduce transportation emissions from mobile emissions sources. Mr. Collins reported that CAMPO will receive approximately \$22 million for distribution within the Transportation Management Area (TMA). Mr. Collins also discussed planning requirements and eligible activities for the CRP and noted that staff will submit a request for CRP funding for the development of a regional carbon reduction plan. Question & answer with comments concluded the presentation.

7. Update on Regional Transportation Demand Management (TDM) Subcommittee

.....Mr. Gary Hudder, Vice Chair

The Chair recognized Mr. Gary Hudder, TAC Vice Chair who reported that the TDM Subcommittee held an in-person meeting on August 15, 2022. The consultant led the subcommittee in a prioritization exercise with five (5) focus areas which included the following:

1. Support/Expand existing programs
2. Targeting congested corridors
3. Supporting essential workers
4. Implement rural TDM services
5. Increase regional coordination

A brief summary of the results from the exercise was highlighted. Mr. Hudder informed the Committee that the next meeting of the TDM Subcommittee will be held in October 2022 and identified the topics for discussion for that meeting. The update concluded without questions or comments.

8. Report on Transportation Planning Activities

a. Project Progress Reports

Mr. Todd Gibson, CAMPO Short-Range Planner presented and discussed the second quarterly project progress report for 2022. The Committee was informed that progress reports were due at the end of July 2022. Mr. Gibson briefly discussed the milestones for specific projects included in the report and noted that all of the Category 9 projects from the 2018 project call have been obligated in the federal system. Mr. Gibson also noted that no projects are risking a funding lapse. The report was concluded by a brief question and answer.

b. Regular Amendment Cycle for Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP)

Mr. Ryan Collins reported that the deadline for TIP and RTP amendment requests was August 19, 2022. Mr. Collins also reported that staff will be reviewing submissions received from Williamson County and TxDOT. Contingent upon the results of the submissions received, the public involvement process will begin and a public hearing will be held at the October TPB meeting.

Mr. Collins informed the Committee that staff very recently received official notification that the STIP is now open and staff will begin adding the TIP that was adopted in May into the E-STIP system this week.

c. Model Update

Mr. Chad McKeown introduced Mr. Greg Lancaster, Travel Demand Modeling Manager to provide a Model Update. Mr. Lancaster reported that several meetings were held with cities and counties and the second Technical Working Group meeting was also held since the last update. Mr. Lancaster informed the Committee that all of the meetings were productive.

Mr. Lancaster also reported on the following:

1. Staff is nearing completion of the 2020 Highway and Transit networks and will begin base year model runs by the end of August 2022. A validated 2020 base year is anticipated for early January 2023, if all goes well.
2. Staff will begin work on the 2025, 2030 and 2050 forecast runs with an estimated model completion in May 2023. The forecast demographics and networks will need to be in place by the end of 2022 in order to meet the May 2023 deadline and stay within TxDOT's scope.
 - a. The networks are progressing well and should meet the targeted date. The final data set needed is the fiscally constrained 2050 project list, however since that will not be available until development of the 2050 RTP, the fiscally constrained project list from the 2045 RTP will be used.
 - b. The demographics are progressing well and all requested input has been received. September 2022 will be the deadline to receive comments and data in order to stay within the demographic timeline.
3. Staff is currently starting to run the Urban Sims Model with the data staff currently has to debug the process. Following internal review, staff will send out the initial run to the stakeholders for comment in October 2022. Status updates will be provided to the TAC as the model progresses.

A brief question and answer concluded the update.

9. TAC Chair Announcements

The Chair announced that the next Transportation Policy Board Meeting will be held on September 12, 2022 and the next TAC meeting will be held on September 26, 2022.

10. Adjournment

The Chair entertained a motion to adjourn the August 22, 2022 meeting of the Technical Advisory Committee.

Mr. Gary Hudder moved to adjourn the August 22, 2022 meeting of the Technical Advisory Committee.

The Chair seconded the motion.

The August 22, 2022 meeting of the Technical Advisory Committee was adjourned at 3:16 p.m. by unanimous consent.



Capital Area Metropolitan Planning Organization
Transportation Policy Board Meeting
 The Junior League of Austin Community Impact Center
 5330 Bluffstone Lane Austin, TX 78759
 Monday, June 13, 2022 – 2:00 p.m.
 Livestream at: www.campotexas.org

1. Certification of Quorum – Quorum requirement is 12 members

.....Commissioner Cynthia Long, Chair

The CAMPO Transportation Policy Board was called to order by the Chair at 2:01 p.m.

The roll was taken and a quorum was announced present.

	Member	Representing	Member Attending	Alternate Attending
1	Cynthia Long, Chair	Commissioner, Williamson County	Y	
2	Ann Kitchen, Vice-Chair	City of Austin, District 5	Y	
3	Alison Alter	Mayor Pro Tem, City of Austin, District 10	Y	
4	Clara Beckett	Commissioner, Bastrop County	Y	
5	Andy Brown	Judge, Travis County	N	Ms. Amy Pattillo
6	Christine DeLisle	Mayor City of Leander	Y	
7	Paige Ellis	City of Austin, District 8	Y	
8	Tucker Ferguson, P.E.	TxDOT-Austin District	Y	
9	Natasha Harper-Madison	City of Austin, District 1	N	Council Member Paige Ellis
10	Ann Howard	Commissioner, Travis County	Y	
11	Jane Hughson	Mayor, City of San Marcos	Y	
12	Mark Jones	Commissioner, Hays County	Y	
13	Rudy Metayer	City of Pflugerville, Place 4	Y	
14	Terry Mitchell	Capital Metro Board Member	Y	

15	Travis Mitchell	Mayor, City of Kyle	Y	
16	Craig Morgan	Mayor, City of Round Rock	Y	
17	James Oakley	Judge, Burnet County	Y	
18	Amy Pattillo	Travis County	Y	
19	Jim Penniman-Morin	Mayor, City of Cedar Park	Y	
20	Josh Schroeder	Mayor, City of Georgetown	N	Commissioner Cynthia Long
21	Edward Theriot	Commissioner, Caldwell County	Y	
22	Jeffrey Travillion	Commissioner, Travis County	N	Commissioner Ann Howard

2. Public Comments

There were no public comments.

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/175647>. Start Video at 00:00:17

3. Executive Session

An Executive Session was not convened.

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/175647>. Start Video at 00:00:21

4. Discussion and Take Appropriate Action on May 9, 2022 Meeting Minutes

The Chair entertained a motion for approval of the May 9, 2022 meeting minutes, as presented.

Council Member Rudy Metayer moved for approval of the May 9, 2022 meeting minutes, as presented.

Judge James Oakley seconded the motion.

The motion prevailed unanimously.

Ayes: Commissioner Cynthia Long (Proxy for Mayor Josh Schroeder), Council Member Ann Kitchen, Mayor Pro Tem Alison Alter, Commissioner Clara Beckett, Mayor Christine DeLisle, Mr. Tucker Ferguson, P.E., Commissioner Ann Howard (Proxy for Jeffrey Travillion), Mayor Jane Hughson, Commissioner Mark Jones, Council Member Rudy Metayer, Mr. Terry Mitchell, Mayor Craig Morgan, Judge James Oakley, Ms. Amy Pattillo (Proxy for Judge Andy Brown), Mayor Jim Penniman-Morin, and Commissioner Edward Theriot

Nays: None

Abstain: None

Absent and Not Voting: Council Member Paige Ellis (Council Member Natasha Harper-Madison) and Mayor Travis Mitchell

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/175647>. Start Video at 00:00:25

Mayor Travis Mitchell joined the meeting following the vote on Agenda Item 4-Discussion and Take Appropriate Action on May 9, 2022 Meeting Minutes.

5. Discussion and Take Appropriate Action on CAMPO Appointments to Capital Metro Board

The Chair provided a brief overview of the process for CAMPO appointments to the Capital Metro Board and announced Mr. Matt Harriss as the CAMPO Financial Appointee to the Capital Metro Board by unanimous recommendation of the Nominating Committee.

The Chair noted that the qualifications for each candidate interviewed by the Nominating Committee were included in the meeting materials.

The Chair thanked each member of the Nominating Committee which included herself, Commissioner Ann Howard (Travis County), Mr. Terry Mitchell (CAMPO Financial Appointee to Capital Metro), and Ms. Sandy Guzman (Executive Director of Austin Area Research Organization).

Judge James Oakley moved for approval of the recommendation for Mr. Matt Harriss as the CAMPO Financial Appointee to the Capital Metro Board.

Mayor Craig Morgan seconded the motion.

The motion prevailed unanimously.

Ayes: Commissioner Cynthia Long (Proxy for Mayor Josh Schroeder), Council Member Ann Kitchen, Mayor Pro Tem Alison Alter, Commissioner Clara Beckett, Mayor Christine DeLisle, Mr. Tucker Ferguson, P.E., Commissioner Ann Howard (Proxy for Jeffrey Travillion), Mayor Jane Hughson, Commissioner Mark Jones, Council Member Rudy Metayer, Mr. Terry Mitchell, Mayor Travis Mitchell, Mayor Craig Morgan, Judge James Oakley, Ms. Amy Pattillo (Proxy for Judge Andy Brown), Mayor Jim Penniman-Morin, and Commissioner Edward Theriot

Nays: None

Abstain: None

Absent and Not Voting: Council Member Paige Ellis (Council Member Natasha Harper-Madison)

The Chair also reminded the Board that CAMPO has three (3) appointments to the Capital Metro Board which include a Financial Appointee, Business Appointee, and a member of the Austin City Council. The Chair noted that the term for the Austin City Council Member position currently held by Council Member Ann Kitchen expires at the end of June.

The Chair recommended reappointing Council Member Ann Kitchen as the Austin City Council Member Appointee to the Capital Metro Board for the remainder of her term on the Austin City Council.

Judge James Oakley moved for approval of the recommendation to reappoint Council Member Ann Kitchen as the Austin City Council Member Appointee to the Capital Metro Board for the remainder of her term on the Austin City Council.

Mayor Craig Morgan seconded the motion.

The motion prevailed unanimously.

Ayes: Commissioner Cynthia Long (Proxy for Mayor Josh Schroeder), Council Member Ann Kitchen, Mayor Pro Tem Alison Alter, Commissioner Clara Beckett, Mayor Christine DeLisle, Mr. Tucker Ferguson, P.E., Commissioner Ann Howard (Proxy for Jeffrey Travillion), Mayor Jane Hughson, Commissioner Mark Jones, Council Member Rudy Metayer, Mr. Terry Mitchell, Mayor Travis Mitchell, Mayor Craig Morgan, Judge James Oakley, Ms. Amy Pattillo (Proxy for Judge Andy Brown), Mayor Jim Penniman-Morin, and Commissioner Edward Theriot

Nays: None

Abstain: None

Absent and Not Voting: Council Member Paige Ellis (Council Member Natasha Harper-Madison)

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/175647>. Start Video at 00:00:46

Council Member Paige Ellis joined the meeting following the final vote on Agenda Item 5-Discussion and Take Appropriate Action on CAMPO Appointments to Capital Metro Board.

6. Discussion and Take Appropriate Action to Authorize CAMPO Executive Director to Begin Negotiation on Interchange Bottleneck Study Contract

The Chair recognized Mr. Will Lisska, CAMPO Regional Planning Director who provided a brief overview of the scope of work for the Interchange Bottleneck Study and summarized the procurement process for the Interchange Bottleneck Study contract. Mr. Lisska identified HDR, Inc. as the top ranked firm and requested approval to authorize the CAMPO Executive Director to begin negotiations with the top ranked firm on the Interchange Bottleneck Study contract.

The Chair entertained a motion for approval to authorize the CAMPO Executive Director to begin negotiations with the top ranked firm on the Interchange Bottleneck Study contract.

Mayor Christine DeLisle moved for approval to authorize the CAMPO Executive Director to begin negotiations with the top ranked firm on the Interchange Bottleneck Study contract.

Commissioner Mark Jones seconded the motion.

The motion prevailed unanimously.

Ayes: Commissioner Cynthia Long (Proxy for Mayor Josh Schroeder), Council Member Ann Kitchen, Mayor Pro Tem Alison Alter, Commissioner Clara Beckett, Mayor Christine DeLisle, Council Member Paige Ellis (Proxy for Council Member Natasha Harper-Madison), Mr. Tucker Ferguson, P.E., Commissioner Ann Howard (Proxy for Jeffrey Travillion), Mayor Jane Hughson, Commissioner Mark Jones, Council Member Rudy Metayer, Mr. Terry Mitchell, Mayor Travis Mitchell, Mayor Craig Morgan, Judge James Oakley, Ms. Amy Pattillo (Proxy for Judge Andy Brown), Mayor Jim Penniman-Morin, and Commissioner Edward Theriot

Nays: None

Abstain: None

Absent and Not Voting: None

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/175647>. Start Video at 00:06:40

7. Annual Briefing on CAMPO Financial Audit

The Chair recognized Ms. Theresa Hernandez, Finance and Administration Manager who introduced Mr. Archie Montemayor of CAMPO's audit firm, Montemayor Britton Bender PC to brief the Board on the completed audit. Mr. Montemayor summarized the audit of CAMPO's financial statements and informed the Board that CAMPO received a clean audit finding. Mr. Montemayor also confirmed that CAMPO's financial statements are in accordance with all accounting principles.

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/175647>. Start Video at 00:08:58

8. Discussion on CAMPO Code of Conduct for Transportation Policy Board Members

The Chair recognized Mr. Timm Tuggey, CAMPO Legal Counsel who summarized the contents of the Code of Conduct for Transportation Policy Board members which was adopted on December 10, 2018. Mr. Tuggey also highlighted the Joint Powers Agreement which is a constitution and formation document between the governor and the founding entities that formed CAMPO. Mr. Tuggey encouraged the Board to review both documents.

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/175647>. Start Video at 00:16:56

9. Update on I-35 Capital Express Projects

The Chair recognized Ms. Heather Ashley-Nguyen who provided an update on the I-35 Capital Express Program.

Ms. Ashley-Nguyen informed the Board that the I-35 Capital Express Program is comprised of the following three (3) projects:

1. I-35 Capital Express North Project (SH 45 North to US 290 East)
2. I-35 Capital Express South Project (SH 71/Ben White Blvd. to SH 45 Southeast)
3. I-35 Capital Express Central Project (US 290 East to SH 71/ Ben White Blvd.)

Ms. Ashley-Nguyen provided a summary of the project details, progress, public outreach, and public involvement process for each project.

The Board also received a brief overview of proposed enhancements, Alternative 2 and Modified Alternative 3 as developed with community input for Manor Road and Cesar Chavez.

Mr. Tucker Ferguson, TxDOT-Austin District Engineer offered remarks regarding Alternative 2 and Modified Alternative 3.

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/175647>. Start Video at 00:19:56

10. Executive Director's Report on Transportation Planning Activities

a. Fall Planning Activities

Mr. Ashby Johnson provided a summary of the discussions from the last TRB Equity Committee meeting.

Mr. Johnson reported that CAMPO received notification from the U.S. DOT regarding the Safe Streets and Roads for All (SS4A) Discretionary Grant planning and implementation. Mr. Johnson also reported that CAMPO anticipates applying for SS4A Grant implementation funding next year and will assist local governments in the 6-county region with the application process. Mr. Johnson noted that the deadline for applications is September 15, 2022 and a memo will be forthcoming to the TAC and local governments to discuss the requirements. The Board was informed that an information item on the SS4A Grant will be presented to the TAC at its next meeting.

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/175647>. Start Video at 00:35:44

11. Announcements

a. Transportation Policy Board Chair Announcements

- b. The next Technical Advisory Committee Meeting will be held on June 27, 2022 at 2:00 p.m.
- c. The July 11, 2022 Transportation Policy Board Meeting has been canceled.
The next Transportation Policy Board Meeting will be held on August 8, 2022 at 2:00 p.m.

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/175647>. Start Video at 00:41:41

12. Adjournment

The June 13, 2022 meeting of the Transportation Policy Board was adjourned at 2:43 p.m. by unanimous consent.

Video of this item can be viewed at <https://austintx.new.swagit.com/videos/175647>. Start Video at 00:42:11



Date: September 12, 2022
Continued From: N/A
Action Requested: Approval

To: Transportation Policy Board
From: Mr. William Lisska, Regional Planning Manager
Agenda Item: 6
Subject: Discussion and Take Appropriate Action on CAMPO Executive Director to Begin Negotiation on Austin Avenue Corridor Study Contract

RECOMMENDATION

Staff requests the Transportation Policy Board authorize the CAMPO Executive Director to negotiate and execute a contract with the top ranked consultant firm to develop the Austin Avenue Corridor Study in partnership with the City of Georgetown.

PURPOSE AND EXECUTIVE SUMMARY

On July 19, 2022, CAMPO issued a Request for Proposals (RFP) to solicit planning services to develop the Austin Avenue Corridor Study, with proposals due on August 12, 2022. This study will be conducted in partnership with the City of Georgetown. The purpose of the study is to assist the City of Georgetown with a multimodal improvements study for the Austin Avenue corridor from Southeast Inner Loop to Northeast Inner Loop. The study will identify needs and develop a context-sensitive transportation vision for several different subareas along the corridor, including through Downtown Georgetown.

CAMPO received three qualifying responses to the RFP. These proposals were ranked and scored by the evaluation committee, using the criteria defined in the RFP (Attachment A). The top-ranked firm following this review process has been selected as the preferred contract recipient. A summary of the ranks is provided in the table below:

Rank	Firm Name	Proposal Score (100 max.)
1	HDR Engineering, Inc.	85
2	Nelson\Nygaard Consulting Associates, Inc.	73
3	Page Southerland Page, Inc.	70

FINANCIAL IMPACT

This contract will use up to \$200,000 in Metropolitan Planning (PL) funds, as amended into the Unified Planning Work Program on February 14, 2022. The City of Georgetown will provide an additional \$60,000 in local contributions for a total project budget amount not to exceed \$260,000.

BACKGROUND AND DISCUSSION

This study will be led by CAMPO in partnership with the City of Georgetown (City). The purpose of this study is to develop a multimodal corridor study for Austin Avenue from Southeast Inner Loop to Northeast Inner Loop. The study will identify needs and develop a context-sensitive transportation vision for several different subareas along the corridor, including through Downtown Georgetown. Additionally, the study will identify catalytic land use and placemaking opportunities within key nodes of activity. The study will build upon previous local and regional plans and will guide recommendations for CAMPO's

long-range Regional Transportation Plan (RTP), the City's Downtown Master Plan update, and other local planning efforts.

SUPPORTING DOCUMENTS

Attachment A – *Request for Proposals (RFP)* – WL-001



MEMORANDUM

July 19, 2022

To: Consultants

From: Theresa Hernandez, Finance & Administration Manager

Subject: Request for Proposals

The Capital Area Metropolitan Planning Organization (CAMPO) is seeking the professional services of a consultant to perform the activities outlined in the attached Request for Proposals (RFP) for **Austin Avenue Corridor Study**.

Electronic proposals are due to CAMPO by 5:00 PM (CT), Friday, August 12, 2022.

Please submit any questions you may have in writing to the attention of Will Lisska by e-mail to campo.procurement@campotexas.org, no later than 5:00 PM (CT), Monday, August 1, 2022. Responses will be posted on CAMPO's website at www.campotexas.org no later than 5:00 PM (CT), Wednesday, August 3, 2022.

It is the proposers' responsibility to visit CAMPO's website for any updated information on this RFP.

Due to the ongoing COVID-19 pandemic, effective immediately, the Capital Area Metropolitan Planning Organization is no longer receiving physical hardcopies of proposals. The Capital Area Metropolitan Planning Organization will only solicit submissions of proposals via electronic means.



Request for Proposals (RFP)

Solicitation No. WL-001

Service Description: Professional Services – Austin Avenue Corridor Study

Request for Proposals Issued: Tuesday, July 19, 2022

Proposers are responsible for periodically visiting the Capital Area Metropolitan Planning Organization's website www.campotexas.org for updated information on this RFP.

Pre-Proposal Meeting via WebEx or in person: 11:00 AM (CT), Friday, July 29, 2022

WebEx Meeting link: <https://campo.webex.com/campo/j.php?MTID=m0e1889e70a479d1094787b200b1b82ce>
Meeting number: 2488 971 9107
Password: PemDKzud528

Join by phone: (844) 992-4726 United States Toll Free
Access code: 248 897 19107

In-Person

Williamson County Georgetown Annex
100 Wilco Way, HR Training Room
Georgetown, Texas 78626

Deadline for Questions: 5:00 PM (CT), Monday, August 1, 2022

Questions will only be accepted in writing by email to **Will Lisska** at campo.procurement@campotexas.org. Responses will be posted to the CAMPO website at www.campotexas.org by 5:00 PM (CT), Wednesday, August 3, 2022.

Electronic Proposal Due: 5:00 PM (CT), Friday, August 12, 2022

Number of Copies: One electronic document (pdf) less than 10 MB, 40 page maximum (inclusive of everything), 8.5x11 paper, no smaller than 11-point font emailed to campo.procurement@campotexas.org

Interview Date(s): Tentative Dates – Week of August 29, 2022

OFFER SUBMITTED BY

By the signature below, I certify that I have submitted a binding offer:

Name: _____

Company Name: _____

Address: _____

City, State, Zip Code: _____

Phone No.: (_____) _____

Signature of Person Authorized to Sign Offer

Date

Email address: _____

*****SIGNATURE FOR SUBMITTAL REQUIRED*****

RFP SUBMITTAL

Each proposer of this RFP is requested to present a proposal discussing the Scope of Services as described in Section III. CAMPO reserves the right to reject any or all proposals or portions of proposals, if it is deemed to be in the best interest of CAMPO. This RFP document is organized as follows:

I. Proposal Contents and Specifications

This section contains the specific and general description of the information to be provided within the proposal. Federal requirements and specifications are noted. Due to the nature of this contract, all the contents and specifications may not apply to this contract.

II. Evaluation of Proposals

This section describes the methodology by which the proposals will be evaluated, and consultants selected for oral presentations, if required.

III. Scope of Services

This section describes the services to be performed in the study and tasks to be executed.

RFP PROCESS INFORMATION

This RFP will be sent to all consultants in CAMPO's consultant database, which satisfies the search criteria of consultants with experience in regional and transportation planning. All requests for this RFP packet will be welcomed. This RFP will be available on CAMPO's website at

<https://www.campotexas.org/requests-proposals-qualifications/>.

After the proposals are received, CAMPO's evaluation committee will score the submissions then select the top ranked consultant(s). Following approval by the Transportation Policy Board, CAMPO staff will begin negotiations with the top ranked provider.

CAMPO retains the right to select from the consultants responding to this RFP. Any or all submissions may be rejected if they do not meet the Evaluation Committee's criteria or fail to comply with RFP specifications. CAMPO also retains the right to withdraw this RFP at any time.

At any point in the procurement process, any dispute, protest, or claim may be filed. The dispute, protest, or claim should be directed to the CAMPO Executive Director within seven (7) days after the aggrieved party knows or should have known of the facts or events giving rise to the complaint.

CAMPO is responsible for this contracted consultant. Further inquiries should be directed to Theresa Hernandez, Finance & Administration Manager at theresa.hernandez@campotexas.org.

SECTION I PROPOSAL CONTENTS AND SPECIFICATIONS

Submissions must include the following:

A. Executive Summary

An executive summary of two pages or less to include a summary of the important aspects of the proposal including project objectives, a brief description of each section of the proposal, and any special considerations. The letter must include the primary contact name, telephone number, and email address for the submitting firm.

B. Project Work Program

The consultant should detail their approach to undertaking the tasks listed in this RFP including a recommended methodology for each task and demonstration of their ability to meet specified deadlines as assigned.

C. Project Management and Team

The project manager and other key staff members must be specified, and the consultant must describe how their management and team structure will deliver a successful project. Brief resumes of staff members should be included. The successful respondent will provide qualified personnel to accomplish each portion of the work in the scope outlined. Substitutions for essential personnel involved in the tasks will not be allowed without CAMPO's prior approval and resulting delays will be the responsibility of the consultant. CAMPO retains the right to request the removal of any personnel found, in CAMPO's assessment, to be unqualified to perform the work.

D. Schedule

The schedule will demonstrate how the consultant intends to complete work within the timeframe specified by this RFP. At a minimum, the schedule should include a breakdown by tasks, milestones, major deliverables, and critical events.

E. Availability of Consultant

The consultant will indicate the availability of the project manager and other key staff members to complete the work described in this RFP. For all staff defined in Section C (Project Management and Team), the consultant will provide all other projects being worked on by key staff, percentage of involvement, role, and estimated completion dates of those projects. The consultant will also specify the ability of key staff members to attend in-person meetings within the six-county CAMPO region and to work at the CAMPO office.

F. Prior Experience

Describe relevant individual experience for personnel proposed for the project. Do not include experience 10 years prior to the issuance of the RFP. Provide the project title,

year, and reference name, title, agency, email, and phone number of principal person for whom the prior projects were accomplished.

G. Past Performance

Please provide three references from Governmental agencies that have contracted with the submitting consultant for similar services. References should include contact name, title, agency, email, and phone number. Strong proposals will include references from the projects detailed in Section F: Prior Experience.

H. Other Requirements and Disclosures

a. Disadvantaged Business Enterprise (DBE) Goal

In connection with receiving grants from the U. S. Department of Transportation (DOT), CAMPO has established a goal of 25% Disadvantaged Business Enterprise (DBE) participation in its total annual third-party consulting opportunities. Each proposer is encouraged to take affirmative action and make every effort possible to use DBE consultants in the performance of work under this contract. Nothing in this provision shall be construed to require the utilization of any DBE consultant, which is either unqualified or unavailable.

b. Title VI Requirements

Successful consultants will be required to comply with all requirements imposed by Title VI of the Civil Rights Acts of 1964 (49 U.S.C. Section 2000d), the Regulations of DOT issued there-under (49 C.F.R. part 21), and the assurances by CAMPO thereto.

c. Conflict of Interests/Debarment

Proposals shall state whether there is a potential conflict of interest and offerors must be cognizant of the requirement for executing a Debarment Certification stating that the consultant has not been barred from doing work involving federal funds. A signed Debarment Certification will be required of the successful proposer for each of the consultant's team members.

While the above items provide a general description of what sections and information are expected in the proposal, they are not meant to limit or exclude other information from being included. For example, Sections II and III in this RFP contain requirements for information that may not be specifically mentioned in this section. Proposers should include such information in their proposal.

Also, the Texas House Bill 914, codified as Chapter 176 of the Local Government Code, requires vendors and consultants contracting or seeking to do business with CAMPO to file a conflict of interest questionnaire (CIQ). The required

questionnaire is located at the Texas Ethics Commission website
<https://www.ethics.state.tx.us/forms/conflict/>.

The CIQ forms must be completed and included with the proposal for both the primary consultant and any subconsultants/vendors. Consultants that omit required CIQ forms will have their proposal disqualified from consideration by CAMPO.

d. Special Provisions relating to Local Government Officers*

At the time a proposal is submitted, a prospective consultant must disclose whether an owner (in whole or part), officer, or employee of the prospective consultant is a local government officer of a political subdivision that (a) conducts business with CAMPO and (b) is located within CAMPO's geographic boundaries.

e. Specific Disclosure, related Certification & Policy Board Review*

If a solicitation indicates that the resulting product of the solicitation shall be presented by CAMPO for the concurrence or approval of a governing body of a political subdivision on which the prospective consultant (or an owner, in whole or in part, officer, or employee) serves, any finding of a perceived conflict of interest by the Executive Director of CAMPO may be remedied by the local government officer's certified disclosure of the relationship with the prospective consultant and abstention from the local governing body's participation, consideration, or concurrence with the product. Any such certification shall be made in writing and submitted to the Executive Director at the time any response to the solicitation is submitted. The Executive Director shall then transmit the same to the Chair of the Transportation Policy Board. The Chair of the Transportation Policy Board shall present the related solicitation and certification to the Executive Committee of the Transportation Policy Board. The Executive Committee shall review the solicitation and certification and may (1) take no action or (2) submit the same to the Transportation Policy Board for any action it deems appropriate, in its reasonable discretion, under CAMPO's procurement policies and applicable law. Such action by the Transportation Policy Board may include a finding of a perceived conflict of interest, notwithstanding the consultant's disclosure and certification described above. In the event that the Transportation Policy Board determines that a perceived conflict of interest exists, the Board will notify the prospective consultant in writing of the basis for the conclusion that a perceived conflict of interest exists, without any implied or actual limitation on any legal rights or defenses that might thereafter be asserted.

*For purposes of this provision, "local government officer" has the definition established by Section 176.001{4} of the Local Government Code.

SECTION II EVALUATION OF PROPOSALS

Procedures have been established for the evaluation and selection of a consultant that provides for a consistent approach to carry out CAMPO's regional and transportation planning needs. To accomplish this objective, the CAMPO Evaluation Committee will review each submission based on the following criteria:

- Executive Summary, Proposal Clarity, and Format – Submissions will be evaluated based on the clarity and format of the summarized project proposal (executive summary), as well as the proposal as a whole. (15 points)
- Project Work Program – The responding consultant team must present their team's approach through a clear, detailed narrative that displays an in-depth understanding of all tasks involved in this study and the project. Any work on similar type projects may be listed to validate this understanding. (20 points)
- Project Management and Team – The responding consultant team should include individuals that have relevant and effective project management experience. This includes an experienced project manager, deputy project manager if applicable, and strong subconsultants. Proposals must demonstrate how each team member, including any subconsultants, will be utilized in relevant tasks. (20 points)
- Schedule – Submissions must include a detailed schedule and include tasks, deliverables, and milestones. The schedule must demonstrate how the project team intends to complete all tasks in the Project Work Program within the allotted timeframe. (10 points)
- Availability of Consultant – This project involves many simultaneous tasks; the consultant team must demonstrate its ability to meet the project schedule and indicate all other projects being worked on by key staff, percentage of involvement and role in those projects, and probable completion dates. (10 points)
- Prior Experience - Submissions will be assessed on prior experience of the proposed personnel in the subject areas covered in Section III of this RFP. (15 points)
- Past Performance – The consultant must have a demonstrated track record of timely performance, quality, and integrity, as evidenced by a list of client references. (10 points)

- Additional services, ideas, innovation, or products, such as graphic design, cost-saving measures, safety measures, outreach methods, products, DBE/WBE/MBE/HUB usage, etc., will be considered in the evaluation with additional points being awarded in the categories above for the use of these strategies.

The Evaluation Committee members will individually evaluate all submissions according to the criteria described. Based on proposal scoring results, CAMPO reserves the right to invite top ranked teams to participate in oral presentations. The oral presentation can carry a score of up to 25 points that will factor into the final overall scores (written proposal plus oral presentation). Following approval by the Transportation Policy Board, CAMPO staff will begin negotiations with the top ranked consultant. If a contract cannot be negotiated with the top ranked consultant, CAMPO may choose to proceed to negotiate with the next ranked consultant, and so on, until a contract has been successfully negotiated.

CAMPO retains the right to select from the consultants responding to this RFP. Any or all submissions may be rejected if they do not meet the Evaluation Committee's criteria or fail to comply with RFP specifications. CAMPO also retains the right to withdraw this RFP at any time.

SECTION III SCOPE OF SERVICES

Description: Austin Avenue Corridor Study

1. **PURPOSE**

The Capital Area Metropolitan Planning Organization (CAMPO) seeks offers in response to this Solicitation from firms qualified and experienced in the development of multimodal corridor studies. Qualified firms must demonstrate an understanding of transportation planning practices and requirements in the Central Texas region; urban street design and its relationship to mobility, safety, and placemaking; land use and economic development concepts; traffic operational analysis methods for multimodal streets; and effective and inclusive public outreach.

The purpose of this initiative is to assist CAMPO and the City of Georgetown (City) with a multimodal corridor study for Austin Avenue from Southeast (SE) Inner Loop to Northeast (NE) Inner Loop. The study will identify needs and develop a context-sensitive transportation vision for several different subareas along the corridor. Additionally, the study will identify catalytic land use and placemaking opportunities within key focus areas. The study will build upon previous local and regional plans and will guide recommendations for CAMPO's long-range Regional Transportation Plan (RTP), the City's Downtown Master Plan update, and other planning efforts.

2. **BACKGROUND**

Austin Avenue is the primary spine of traffic moving north and south on the eastern side of IH 35. It is the primary connector to Downtown Georgetown, which is a major regional activity center and a key part of the City's identity. The Austin Avenue corridor functions within several different land use contexts between SE Inner Loop and NE Inner Loop. The City uses major arterial, minor arterial, and collector classification to describe the function of various segments of Austin Avenue. Within Downtown, the corridor is classified as a collector and is designed as a four-lane, undivided roadway with on-street parking.

Total Corridor Length	5 miles (20 lane miles)
Speed Limit	30-55 mph
Maintained by	City of Georgetown / TxDOT
# of Intersections	31
# of Signalized Intersections	11
2015 AADT Volume	15,300

The Corridor consists of approximately 20 lane miles over the course of five (5) centerline miles. Within five (5) miles, the corridor serves several different functions, including urban thoroughfare, commercial corridor, residential street, and Texas Department of Transportation (TxDOT) Spur route. The corridor transects distinct areas with strong histories, different needs, and priorities, yet the sections must also function together as a system.

Completing the Austin Avenue Corridor Study (“Study”) will greatly aid the City in the pursuit of the goals of the Downtown Master Plan. Austin Avenue bisects Downtown and the roadway is not designed to support the pedestrian and bicycle traffic that is desired in a historic downtown environment. Outside of the downtown, San Gabriel Park and Georgetown High School generate significant vehicle and pedestrian traffic and have significant frontage on along N. Austin Avenue.

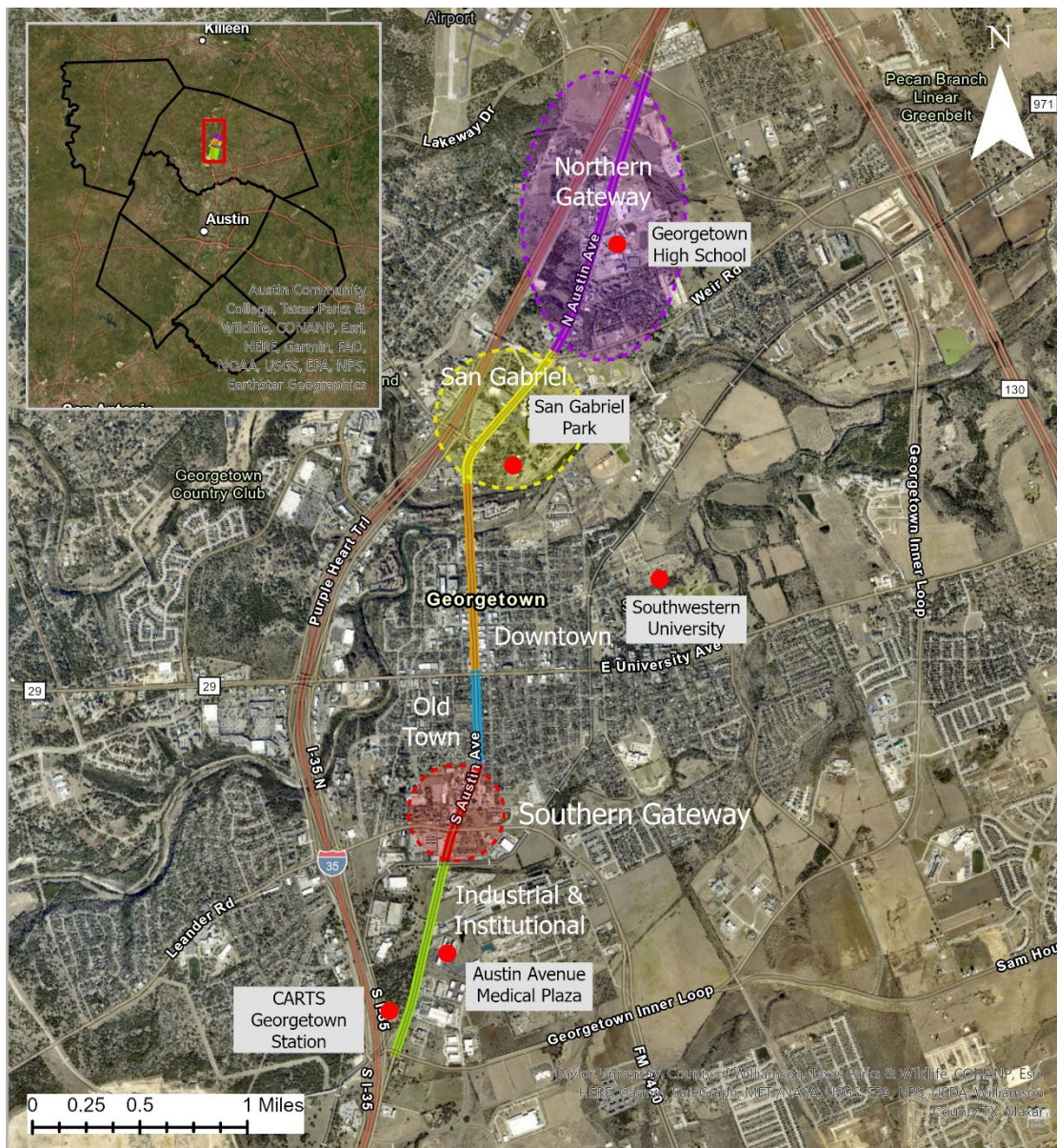
The City of Georgetown and TxDOT have identified projects and committed funding within the corridor before 2025, including a diverging diamond interchange (DDI) at Williams Drive and IH 35 and the Austin Avenue bridges, which will impact development and mobility patterns. TxDOT recently completed operational and signal improvements at the Williams Drive and Austin Avenue intersection. The City is also completing projects in the area as a result of the 2015 and 2021 Mobility Bonds, including:

- Improvements to the IH-35 northbound service road from Williams Drive to Lakeway Drive
- Northwest Boulevard bridge over IH-35
- Realignment of Weir Road (FM 971) and Austin Avenue intersection
- Maintenance of the Austin Avenue bridges between 2nd Street and Morrow Street and construction of a new, standalone bridge for bicyclists and pedestrians

3. PROJECT BOUNDARIES/OUTCOMES

Project Boundaries: The Study will cover the entirety of Austin Avenue, from the intersection of SE Inner Loop to the intersection with NE Inner Loop. As shown in the map below, the project will feature at least six (6) different subareas for the purpose of transportation and land use analysis, streetscape design, and community outreach.

- Industrial & Institutional – SE Inner Loop to Georgetown Railroad crossing
- Southern Gateway – Georgetown Railroad crossing to E 18th Street
- Old Town – E 18th Street to University Avenue (SH 29)
- Downtown – University Avenue (SH 29) to South Fork San Gabriel River
- San Gabriel Area – South Fork San Gabriel River to Weir Road (FM 971)
- Northern Gateway – Weir Road (FM 971) to NE Inner Loop



Project Outcomes: The Study will identify multi-modal transportation and streetscape design options and programmatic strategies to improve the corridor within the identified subareas, with a particular focus on how transportation and streetscape strategies impact placemaking and the operational feasibility of various design concepts. Additionally, the Study will:

- further goals and priorities of the City's 2030 Comprehensive Plan;
- analyze and promote the land use patterns sought in the Future Land Use Plan and 2014 Downtown Master Plan;
- apply concepts within the Overall Transportation Plan (OTP) to address the immediate and future mobility issues; and
- inform the upcoming Downtown Master Plan update and Downtown Parking Study.

4. SCOPE OF SERVICES

Task 1 – PROGRAM ADMINISTRATION AND MANAGEMENT

This task shall include management of all project activities and work. This task will involve continuous project coordination and administration; preparation of monthly progress reports, invoices, and billings; meetings and coordination activities; preparation of meeting summaries; quality assurance/quality control (QA/QC); and other project management activities specified by CAMPO.

Project Management Plan

Outlines project team organization, roles, and responsibilities; program schedule; coordination and communication procedures; document and graphics formatting protocols; QA/QC plan; filing protocols; contract close-out procedures, and other operational information.

Quality Assurance/Quality Control Plan

Documents the quality control program to be implemented by the consultant team. It will outline review processes for all work to assure that the work is conducted and completed in accordance with CAMPO requirements and applicable standards. The Quality Assurance/Quality Control (QA/QC) plan will acknowledge that thorough QA/QC is the responsibility of the consultant and not CAMPO staff.

Management of Work Activities

Management of all project activities and work to assure they are conducted and completed in accordance with applicable CAMPO requirements and applicable Federal and State statutes, regulations, rules, and guidelines.

Program Schedule

A study schedule will be developed, maintained, and actively monitored for major work programs or tasks. Progress will be reviewed during coordination meetings. The Austin Avenue Corridor Study is anticipated to take between 12 and 18 months from the work authorization approval.

Invoice Preparation and Submittal

Monthly invoices prepared in accordance with current CAMPO invoicing procedures.

Progress Report Preparation and Submittal

Unless otherwise directed in the work authorization, progress reports shall be submitted no later than the tenth day of the month following the month to which they apply. Each invoice shall include a copy of the progress report or reports for the period covered by the invoice. Each progress report shall specify, for each type of work that has been assigned under a work authorization, any deliverables that were completed during that month or other backup documentation as requested; physical and financial percent complete for that work; the precise nature of work that was done that did not result in a deliverable; whether the work is on schedule or not; any issues that may delay the work in the future; any actions by CAMPO or other remedial actions that are required; and, for the following month, the anticipated work to be performed and the deliverables that will be submitted.

Kick-off and Coordination Meetings

A kick-off meeting is to be held immediately after the work authorization is approved. Coordination meetings are to be held at regular intervals as established in the work authorization.

Action Tracking Log

The Consultant shall develop and maintain a log of action items. The log shall identify the action item, its status, responsible party, date assigned, and date completed. The log shall be a tool for managing assignments and shall be reviewed with CAMPO staff during coordination meetings.

Document Control

The Consultant shall develop, implement, and maintain an electronic document control and filing system that shall govern the distribution and file copies of all program-related correspondence, reports, plans and technical data.

Project Files

Project files (electronic and hard copy) shall be assembled, maintained, and delivered to CAMPO with a complete index at project closeout or as directed by CAMPO.

Information Technology

Establishment and/or maintenance of an online electronic management tool (EMT) for internal and external transfer of program and planning data, document management, scheduling, and coordination.

Deliverables

The consultant shall produce all materials related to the project management. Materials to be produced include, but are not limited to, the following:

- Project management plan (draft and final)
- Quality assurance and quality control plan (draft and final)
- Program schedule
- Monthly invoices
- Monthly progress reports
- Meeting summaries
- Action tracking log
- Indexed project file (electronic and hard copy)

Task 2 – OUTREACH AND ENGAGEMENT

The consultant will work with CAMPO staff and coordinate with the City to develop and execute a comprehensive and inclusive public involvement strategy that will lead to thorough and meaningful participation of various stakeholders in the visioning and evaluation of the study corridor.

Steering Committee

The consultant, in coordination with CAMPO and City staff, will develop a steering committee to help guide the study, review the study's recommendations, and provide a forum for interagency coordination. Members of the steering committee shall include staff from CAMPO, the City, TxDOT, CARTS, and other agencies, as needed. The consultant will provide updates on the planning and design processes and incorporate feedback from the steering committee. With input from the steering committee, the consultant shall develop and confirm a set of principles/goals to guide the development of the Study concept plan and recommendations.

Stakeholder Identification and Outreach

The consultant shall be responsible for researching, identifying, and conducting outreach to all relevant stakeholders. This targeted outreach will concentrate on stakeholders, through focus groups and interviews, including but not limited to:

- business leaders,
- community leaders,
- key homeowner associations and property owners,
- staff from other City departments (e.g., Parks & Recreation, Fire Department)
- Georgetown Independent School District,
- officials from Southwestern University,
- and other entities or specific groups recommended by the Steering Committee.

The consultant will engage and solicit feedback from stakeholders throughout the process and specifically during development of the existing conditions, concept plan, and the recommendations/prioritization analyses. At least one round of stakeholder interviews and one public meeting shall be held as part of each task (3-5) in the planning process

Public Meetings/Open Houses (Virtual and In-Person)

The consultant shall hold public meetings/open houses both online and in-person in the project vicinity at milestone points during the study to gain the perspective of residents, advocacy groups, homeowner associations, business and community leaders, school boards, as well as other stakeholders. At least one public meeting shall be held as part of each task (3-5) in the planning process. To the extent possible, virtual and in-person public meetings/open houses shall be coordinated and held in conjunction with those for related City planning processes.

Environmental Justice Outreach

The consultant shall provide a robust and coordinated effort to engage individuals and populations that are traditionally underserved and under-represented in the planning process.

Online Engagement

The consultant shall coordinate with CAMPO on the development of online engagement tools, including but not limited to a project website, social media, and public preference surveys to be administered at key points during the process. The consultant shall be responsible for producing all outreach materials and online engagement tools to be utilized throughout the study.

Outreach Database

The consultant shall develop an outreach stakeholder database that includes all relevant information such as a list of all outreach participants, contact information, method of engagement, and engagement results.

Additional Engagement

The consultant shall coordinate and execute any additional outreach and engagement as deemed necessary by the study process, including with local governments, transportation authorities, TxDOT, and other state and federal agencies.

Deliverables

The consultant shall produce all materials related to the development and execution of the public involvement strategy. Materials to be produced include, but are not limited to, the following:

- Public engagement plan (draft and final)
- Stakeholder outreach database
- Public involvement summary report (draft and final)
- Public meeting coordination and materials
- Stakeholder outreach meeting coordination and materials
- Environmental Justice meeting coordination and materials
- Online outreach materials
- Additional outreach materials

Task 3 –EXISTING AND FUTURE CONDITIONS ASSESSMENT

The consultant shall develop an existing and future conditions assessment within the Austin Avenue study limits that includes review of previous plans and studies; data compilation and summary; and identification of issues and needs. The results of this assessment will inform the development of the concept plan and recommendations list.

Comprehension Review of Existing Studies, Plans, and Reports

Recently completed land use, transportation and economic development studies and plans should guide and inform the Austin Avenue Corridor Study. The consultant shall review, evaluate, and summarize current local, state, and regional documents and policies relevant to transportation and supportive land use planning, particularly in the vicinity of the Austin Avenue study area. At a minimum, the Study will analyze:

- 2030 Comprehensive Plan Elements
 - The Overall Transportation Plan (2014)
 - The Land Use Plan (2020)
 - The Parks and Recreation Master Plan (2022)
 - The Bicycle Master Plan (2019)
- Capital Improvement Program (City, Williamson County, TxDOT)
- The Downtown Master Plan (2014) and recommendations to promote and improve concepts within the DTMP specific to:
 - Chapter 4: Streetscape
 - Chapter 5: Auto Circulation
 - Chapter 6: Gateways, Wayfinding, & Public Signs
- The 2014 Sidewalk Master Plan

- Community Vision for University and Austin Avenue Downtown Corridors (Georgetown Neighborhood Alliance, 2021)
- Georgetown Historic District Design Guidelines (2021), including guidance for Downtown and Old Town

Data Compilation and Summary

The consultant will collect and analyze relevant available data to characterize existing and potential future conditions along the Austin Avenue corridor. The data collection will pay particular attention to the use of various multimodal transportation related items such as pedestrian and bicycle facilities, streetscapes, and street sections; branding and wayfinding/signage traffic operations, parking, safety; land use related items such as market trends, existing built form and building types, infill development, adaptive reuse, public spaces and the opportunities for economic development, and housing. Specific data items that shall be examined as part of components of this study include, but shall not be limited to:

- Existing and planned multimodal network connectivity (walk, bike, transit, freight, and auto)
- Street cross-sections
- Daily traffic volumes (existing and future estimated)
- Peak hour turning movements at key intersections
- Existing and no build traffic operations
- Traffic speeds
- Vehicle, pedestrian, and bicycle safety analysis
- Active transportation activity levels, as available
- Driveways and other access management considerations
- On-street parking and freight loading locations
- Available right of way
- Origin-destination activity
- Existing and future land use, land suitability analysis, and land use susceptibility to change analysis

Upon review of the data, the consultant will work with CAMPO and City staff to determine if additional, independent data collection is warranted. In order to communicate data findings to CAMPO and City staff, stakeholders, and the public, the consultant will develop a series of maps, exhibits, and/or tables illustrating the key takeaways from each data item included in the process.

Needs Assessment

The data collected and analyzed by the consultant, combined with input from stakeholders as described in Task 2, will be used to inform a needs assessment for the Austin Avenue Study area. The needs assessment will identify issues within the various Austin Avenue subareas related to multimodal safety, roadway operations/capacity, network connectivity, infrastructure design deficiencies, quality of life, placemaking, design barriers, land use compatibility, and any other goals/priorities established during the outreach and engagement process. The consultant will prepare a comprehensive list of identified issues with accompanying location maps and figures.

Deliverables

The consultant shall produce the following materials related to the existing and future conditions assessment:

- Compendium of maps, exhibits, and/or tables illustrating the key takeaways from each data item included in the Data Compilation and Summary process
- Issues list and maps
- Existing and Future Conditions Assessment Memorandum (draft and final) summarizing analysis and findings from the Review of Existing Studies, Plans, and Reports; Data Compilation and Summary; and Needs Assessment

TASK 4 – CONCEPT PLAN DEVELOPMENT

The Consultant will develop a draft conceptual plan based on the Study guiding principles/goals, public and stakeholder input (Task 2), and the needs assessment (Task 3). This concept plan shall identify relevant projects and policies to improve the transportation network and supportive land uses that, if implemented, will enhance mobility, connectivity, safety, and various multimodal travel options; support economic development with catalytic land use opportunities; and enhance a sense of place.

Subarea Concepts

The consultant shall prepare graphics and narrative descriptions of the proposed improvements, potential urban character and placemaking elements, and strategies that are specific to each of the six subareas. The subarea concepts are expected to require, at minimum, the following elements:

- **Industrial & Institutional** – *SE Inner Loop to Georgetown Railroad crossing* – multimodal connectivity and safety improvements; proposed cross-sections
- **Southern Gateway** – *Georgetown Railroad crossing to E 18th Street* – multimodal connectivity and safety improvements; proposed cross-sections; catalytic land use and placemaking opportunities
- **Old Town** – *E 18th Street to University Avenue (SH 29)* – multimodal connectivity and safety improvements; proposed cross-sections
- **Downtown** – *University Avenue (SH 29) to South Fork San Gabriel River* – multimodal connectivity and safety improvements; recommendations for the Downtown Master Plan Update
- **San Gabriel Area** – *South Fork San Gabriel River to Weir Road (FM 971)* – multimodal connectivity and safety improvements; proposed cross-sections; catalytic land use and placemaking opportunities
- **Northern Gateway** – *Weir Road (FM 971) to NE Inner Loop* – multimodal connectivity and safety improvements; proposed cross-sections; catalytic land use and placemaking opportunities

Due to the limited right-of-way and competing modal and public space demands within the Old Town and Downtown subareas, the consultant shall consider not only how north-south multimodal travel could be accommodated on Austin Avenue but also how modal needs could be balanced on two or more parallel streets.

Traffic Operations Analysis

The consultant shall develop and apply a traffic operations and simulation model to analyze improvements for the sections of Austin Avenue between W 18th Street and Second Street within the Old Town and Downtown subareas. The purpose of this effort will be to determine the ability of proposed multimodal improvements to accommodate expected traffic flow, particularly at signalized intersections. Additionally, the model will be used as a visual communications tool to illustrate the overall functionality of the corridor for staff, decision-makers, and the public.

The consultant shall work with City staff to determine the two weekday peak periods with the highest traffic demand (e.g., midday and PM) and shall develop peak period models for existing, no-build, and up to two (2) build alternatives. Future year traffic demand shall be determined using available data and tools such as historical counts and the CAMPO 2045 Transportation Plan Travel Demand Model. The consultant shall develop operational performance measures to compare the analysis scenarios including but not limited to level of service (LOS), travel time, and network delay. Based on model results and input from City staff and stakeholders, the consultant shall update the model and summarize results for the recommended concept (Task 5).

Deliverables

The consultant shall produce the following materials related to the concept plan:

- Concept Plan Memorandum (draft and final) including a narrative describing the concept development process; descriptive catalog/toolbox of treatments and strategies considered; visualizations of potential urban character and placemaking elements; and maps, cross-sections, and planning-level concept layouts for each of the six (6) subareas
- Traffic Operations Analysis Memorandum (draft and final) summarizing the development and results of the operational model scenario analysis
- Video of the peak period traffic simulation for existing, no-build, build alternative, and recommended conditions that can be used for stakeholder communication

TASK 5 – DRAFT RECOMMENDATIONS AND PROJECT PRIORITIZATION

From the concept plan, the consultant shall create near, short, medium, and long-term projects and policy recommendations that are tailored to the needs of the stakeholder/implementing entities in the study area. Timeframes for the recommendations and implementation strategies are defined as:

- Quick Win: 1 Year or Less
- Near-Term: 2–4 years
- Medium-Term: 5–10 years
- Long-Term: 11 years or more

Evaluation Categories and Criteria

The consultant shall develop a set of qualitative and quantitative criteria to assist in evaluating each improvement concept. The broad categories of multimodal mobility, access, safety, urban design and placemaking, land use/environmental compatibility, cost effectiveness, and other project guiding principles/goals (Task 2) will be further defined into evaluation criteria. If desired by the City, these criteria could be developed to reflect the current CAMPO Transportation Improvement Program and Regional Transportation Plan project selection criteria.

Cost Estimates and Cost-Effectiveness

The consultant shall develop planning-level cost estimates for each of the recommended transportation improvements. Additionally, the consultant shall evaluate cost-effectiveness for the combined package of improvements within each subarea to determine if the improvements result in sufficient user benefits to justify the cost. Monetary benefits associated with the improvements could include reduction in travel delay, reduction in crash events/severity, increase in land values, economic development potential, and other factors.

Prioritization

The consultant shall create a matrix tool for scoring and prioritizing the individual project recommendations as well as determining preferred implementation timeframes (Quick Win, Near-Term, Medium-Term, or Long-Term). The matrix tool shall score projects based on the evaluation criteria and stakeholder input. Potential criteria for prioritization include cost effectiveness, connectivity, congestion relief, safety, and multi-modal enhancements. The consultant shall develop a methodology for calculating composite prioritization scores using the established criteria and category weights, if needed. Based on the outcomes of the evaluation, the consultant shall develop a prioritized list of projects and policies by timeframe.

Preliminary Turnback Assessment

Two roadway segments within the Austin Avenue study are currently owned and operated by TxDOT – one mile signed as Spur 26 between SE Inner Loop and Leander Road and 2.2 miles signed as Spur 158 between Williams Drive and NE Inner Loop. Based on the draft recommendations, the consultant shall prepare a preliminary assessment of Spur 26 and Spur 158 as potential candidates for the TxDOT Turnback Program. The assessment shall include a list of pros and cons related to participation and a planning-level financial impact analysis

Deliverables

The consultant shall produce the following materials related to the recommendations and prioritization analysis:

- Scoring/prioritization matrix (draft and final)
- Recommendations and Prioritization Memorandum (draft and final) including sections describing and summarizing the evaluation criteria, cost estimates, cost-effectiveness analysis, project prioritization, and preliminary turnback assessment

TASK 6 – FINAL REPORT WITH IMPLEMENTATION PLAN

The consultant shall document and summarize the component tasks described in this scope into a final Austin Avenue Corridor Study Report. This document will serve as a synthesis of the component memoranda and include an executive summary, chapters, appendices, and section summaries as needed. The document should use narrative, non-technical language where possible so that it is accessible to multiple potential readers including City staff, local decision-makers, and the general public.

The Report will include the development of three strategic implementation frameworks (Regulatory, Decision, and Plans/Programs/Partnerships) to organize the use of the Implementation Plan as a tool for development decisions, partnerships, and capital investment strategies. The development of the Report will include interviews with City staff to determine use

of the Study and integration into the City's planning processes including annual budgeting, capital improvement planning, annual reporting, and related efforts such as the Downtown Master Plan update.

The consultant shall develop materials and present Study results at a minimum of two (2) Georgetown City Council meetings, including as an action agenda item. As needed, the consultant shall also develop materials and present Study results at a up to three (3) CAMPO Technical Advisory Committee (TAC) meetings and at up to two (2) Georgetown Transportation Advisory Board (GTAB) meetings. It is anticipated that presentations for the TAC will be for information-only agenda items.

Deliverables

The consultant shall produce a final report (draft and final) including the following elements:

- Executive summary
- Outreach and engagement summary
- Existing and future conditions assessment
- Concept plan
- Recommendations and prioritization
- Implementation plan
- Appendices, as needed

The consultant shall develop presentation materials (slide decks, scripts, etc.) for at least two (2) Georgetown City Council meetings and up to three (3) TAC meetings.

PROJECT TIMELINE AND BUDGET

The Austin Avenue Corridor Study is anticipated to take between 12 and 18 months from the work authorization approval. The budget for this work shall not exceed **\$260,000**.



Date: September 12, 2022
Continued From: N/A
Action Requested: Approval

To: Transportation Policy Board
From: Mr. William Lisska, Regional Planning Manager
Agenda Item: 7
Subject: Discussion and Approval of Austin Avenue Corridor Study Interlocal Agreement (ILA)

RECOMMENDATION

Staff requests the Transportation Policy Board authorize the Chair to execute an interlocal agreement (Attachment A) with the City of Georgetown for the Austin Avenue Corridor Study.

PURPOSE AND EXECUTIVE SUMMARY

CAMPO seeks to assist Georgetown with the development of a multimodal corridor study for Austin Avenue from Southeast Inner Loop to Northeast Inner Loop.

FINANCIAL IMPACT

This contract will use up to \$200,000 in Metropolitan Planning (PL) funds, as amended in the Unified Planning Work Program on February 14, 2022. The City of Georgetown will provide an additional \$60,000 in local contributions for a total project budget amount not to exceed \$260,000.

BACKGROUND AND DISCUSSION

This study will be led by CAMPO in partnership with the City of Georgetown (City). The purpose of this study is to develop a multimodal corridor study for Austin Avenue from Southeast Inner Loop to Northeast Inner Loop. The study will identify needs and develop a context-sensitive transportation vision for several different subareas along the corridor. Additionally, the study will identify catalytic land use and placemaking opportunities within key nodes of activity. The study will build upon previous local and regional plans and will guide recommendations for CAMPO's long-range Regional Transportation Plan (RTP), the City's Downtown Master Plan update, and other local planning efforts.

SUPPORTING DOCUMENTS

Attachment A – *Austin Avenue Corridor Study Interlocal Agreement*

Attachment B – *Draft Resolution #2022-9-7*

**INTERLOCAL AGREEMENT BETWEEN
CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION (CAMPO)
AND
CITY OF GEORGETOWN
FOR
AUSTIN AVENUE CORRIDOR STUDY**

THIS INTERLOCAL AGREEMENT (“Agreement”) is made by and between the CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION, a **metropolitan planning organization**, (“CAMPO”) and the CITY OF GEORGETOWN, a **Texas Home Rule Municipal Corporation in Williamson County**, (“the City”) pursuant to the authority granted and in compliance with the provisions of the Interlocal Cooperation Act, Chapter 791, *Texas Government Code*.

WHEREAS, the Texas Interlocal Cooperation Act, Texas Government Code Chapter 791 (the “Act”), provides that any one or more public agencies may contract with each other for the performance of governmental functions or services for the promotion and protection of the health and welfare of the inhabitants of this State and for the mutual benefit of the parties; and

WHEREAS, the Governor of the State of Texas has designated CAMPO (formerly the Austin Transportation Study), acting through its Transportation Policy Board, to be the Metropolitan Planning Organization (MPO) for the Austin urbanized area(s), and the lead agency for the region’s Metropolitan Planning process; and

WHEREAS, the Metropolitan Planning process addresses requirements under state and Federal law that promote efficient system management and operation; and

WHEREAS, CAMPO’s planning process is a multimodal approach to addressing congestion and transportation needs; and uses comprehensive planning to ensure the regional nature of their planning work is locally driven; and

WHEREAS, CAMPO’s planning process translates federal and state transportation guidelines into actions that are consistent and appropriate for our region’s and local communities’ context; and

WHEREAS, Austin Avenue is the primary spine of traffic moving north and south on the eastern side of IH 35, with more than 15,000 vehicles accessing it daily, a figure which is expected to grow with the City’s expanding population, the growth of downtown Georgetown, and mobility issues that impede the potential growth and further development of this corridor as planned in the City’s 2030 Comprehensive Plan and Downtown Master Plan; and

WHEREAS, the City wishes to partner with CAMPO to complete a study of Austin Avenue, to address the historic and emerging mobility and economic development issues along this corridor, and recommend projects and implementation plans that enhance multi-modal transportation, safety, mobility and connectivity, enhance economic development potential, and

establishes the area as a premier gateway into Georgetown and the Region (“Austin Avenue Corridor Study”).

NOW, THEREFORE, in consideration of the mutual covenants and promises made by the parties, CAMPO and the City hereby agree as follows:

I. PAYMENT

CAMPO’s and the City’s payment obligations are payable only and solely from funds appropriated by the City Council of the City of Georgetown and the CAMPO Transportation Policy Board, respectively (“Appropriated funds”) and available for the purpose of this purchase. The absence of appropriated funds or other lawfully available funds shall render this Agreement null and void to the extent funds are not appropriated or available. Within 45 days of the adoption of the City’s annual budget or CAMPO’s Unified Planning Work Program, the applicable party shall provide the other party written notice of the failure of the party’s governing body to make adequate appropriation for any fiscal year to pay for the amounts due under this Agreement, or the reduction of any appropriation to an amount insufficient to permit the applicable party to pay its obligation under this Agreement.

II. OBLIGATIONS OF CAMPO

- A. CAMPO shall support the inclusion of the City’s 2030 Comprehensive Plan, including the Overall Transportation Plan, Future Land Use Map and Downtown Master Plan, as part of the Austin Avenue Corridor Study.
- B. CAMPO agrees to actively work with the City of Georgetown in the development of the Austin Avenue Corridor Study.
- C. CAMPO will form a steering committee that includes the City, TXDOT and other stakeholders to guide the planning process of the Austin Avenue Corridor Study.
- D. CAMPO will manage all phases of development and administration of a consultant contract, including, but not limited to, procurement, contract execution, review and approval of deliverables, enforcement of contract terms and conditions, payment of invoices, and contract close-out. CAMPO will actively engage and partner with the City throughout the process to ensure that the final plan meets the needs of the City and the goals of the City’s 2030 Comprehensive Plan.
- E. CAMPO will coordinate with the City of Georgetown on any proposed and/or necessary changes to the Project Schedule, Public Participation Plan, and other related documents, prior to approval.
- F. CAMPO will ensure significant community outreach is completed during the project and will ensure the City Council is presented information on the study during a minimum of two City Council Meetings.

- G. CAMPO will pay an amount not to exceed **\$200,000 or 77% of the total project costs of \$260,000** to cover planning services.

III. OBLIGATIONS OF THE CITY

- A. The City will actively work with CAMPO in the development of the Austin Avenue Corridor Study.
- B. The City will remit to CAMPO **\$60,000, or 23% of the \$260,000** total project cost as the local match for this study, within thirty (30) days of the effective date of this Agreement.
- C. The City will participate in the consultant selection process and the planning process of the Austin Avenue Corridor Study.
- D. Upon completion of the Austin Avenue Corridor Study, the City will track and report to CAMPO on plan implementation activity such as transportation investments, new development projects, public and private dollars invested, new policies established or amended, etc.
- E. The City will present the Austin Avenue Corridor Study to its local decision making bodies for review and possible adoption and implementation.

IV. TERM AND TERMINATION

- A. This Agreement is effective on the date of the last party to sign. The Agreement terminates on **April 30, 2024**, unless otherwise terminated pursuant to this Agreement.
- B. If either party defaults in the performance of any terms or conditions of this Agreement the defaulting party shall have 30 days after receipt of written notice of such default within which to cure such default. If such default is not cured within such period of time then the offended party shall have the right without further notice to terminate this Agreement.
- C. This Agreement may be terminated, in whole or in part, by either party whenever such termination is found to be in the best interest of either party. Either party shall provide written notification to the other party at least thirty (30) days in advance of the effective date of the termination. All notices pursuant to this Agreement shall be deemed given when either delivered in person or deposited in the United States mail, postage prepaid, certified mail, return receipt requested, addressed to the appropriate party at the following address:

If to CAMPO: Ashby Johnson
 Executive Director
 CAMPO
 3300 N. Interstate 35, Suite 630
 Austin, Texas 78705

with a copy to: Will Lisska, AICP
Regional Planning Manager
CAMPO
3300 N. Interstate 35, Suite 630
Austin, Texas 78705

If to the City: Nick Woolery
Assistant City Manager
City of Georgetown
808 Martin Luther King Jr. Street
Georgetown, Texas 78626

with a copy to: Wesley Wright
Systems Engineering Director
City of Georgetown
300-1 Industrial Ave
Georgetown, Texas 78626

V. RESTRICTION ON LOBBYING

In accordance with 31 USC Section 1352, CAMPO and the City hereby certify that no Federal appropriated funds have been or will be paid by or on behalf of CAMPO and/or the City to any person for influencing or attempting to influence an officer or employee of any agency, a member of Congress, an officer or employee of Congress in connection with the awarding of any Federal contract, the making of any Federal grant or loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of Federal contract, grant, loan or cooperative agreement. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a member of Congress, an officer or employee of Congress in connection with this federal contract, grant, loan, or cooperative agreement, CAMPO and/or the City shall complete and submit standard form-LLL, "Disclosure Form to Report Lobbying", in accordance with its instructions. CAMPO and/or the City shall require that the language of this certification be included in the award documents for all sub-awards at all tiers and that all subcontractors shall certify and disclose accordingly. CAMPO and its subcontractors shall require that the language of this certification be included in any subcontract exceeding \$100,000 by any tier in that any such subcontractor shall certify and disclose accordingly.

VI. INSPECTION OF WORK AND RETENTION OF DOCUMENTS

- A. CAMPO when federal funds are involved, shall grant the U.S. Department of Transportation, the Texas Department of Transportation and any authorized representative thereof, the right at all reasonable times to inspect or otherwise evaluate the work performed or being performed hereunder and the premises in which it is being performed.

- B. All records or materials required by or produced under this Agreement, including records produced by any subcontractor to CAMPO and/or the City, shall be maintained for at least four (4) years after CAMPO and/or the City payment under this Agreement or the termination or expiration of this Agreement.

VII. PROCUREMENT

In accordance with the Interlocal Cooperation Act, it is mutually agreed that all parties hereto shall conduct all procurements and award all contracts necessary to this Agreement in accordance with federal and state laws and regulations, including Federal Transit Administration Circular 4220.1D, if federal funds are used to execute procurement and award of services. No officer, employee, independent consultant, or elected official of either party who is involved in the development, evaluation, or decision-making process of the performance of any procurement related to this Agreement shall have a financial interest, direct or indirect, in the Agreement resulting from the procurement.

VIII. LEGAL CONSTRUCTION

If any of the provisions contained in this Agreement are for any reason held to be unconstitutional, void, or invalid, illegal or unenforceable in any respect, such unconstitutionality, invalidity, illegality or unenforceability shall not affect the remaining portions of the Agreement; and this Agreement shall be construed as if such unconstitutional, void, or invalid, illegal or unenforceable provision had never been contained herein.

IX. LAW AND VENUE

The laws of the State of Texas govern all matters arising out of this Agreement, and venue shall lie in the state courts of Travis County, Texas. The parties acknowledge and agree that each party shall be responsible for any attorney's fees incurred by that party relating to this Agreement

X. NON-DISCRIMINATION

It is mutually agreed that all parties hereto are bound by the provisions of Title 49, Code of Federal Regulations, Part 21, which was promulgated to effectuate Title VI of the Civil Rights Act of 1964, Title 23, Code of Federal Regulations, Part 710.405(b), and Executive Order 11246 titled "Equal Employment Opportunity" as amended by Executive Order 11375 and as supplemented in Department of Labor Regulations (41 CFR Part 60).

XI. INTERPRETATION OF LAWS AND AUTHORITIES

CAMPO is responsible for the settlement of all contractual and administrative issues arising out of procurement entered into in support of the contract work.

XII. ALTERATION, AMENDMENT, OR MODIFICATION

- A. This Agreement may not be altered, amended, or modified except in writing and any alterations, amendments, or modifications must be approved by both parties.
- B. This Agreement constitutes the entire Agreement between CAMPO and the City. No other agreement, statement or promise relating to the subject matter of this Agreement that is not contained in the Agreement is valid or binding

CITY OF GEORGETOWN

CAPITAL AREA METROPOLITAN
PLANNING ORGANIZATION

By: _____
Josh Schroeder,
Mayor

By: _____
Ashby Johnson,
Executive Director

Date: _____

Date: _____

ATTEST:

By: _____

By: _____

Title: _____

Title: _____

Approved as to form only:



RESOLUTION 2022-9-7

Authorizing the CAMPO Executive Director to Enter into an Interlocal Agreement with the City of Georgetown for the Receipt of Local Funds for the Austin Avenue Corridor Study

WHEREAS, the Capital Area Metropolitan Planning Organization (CAMPO) is the regional metropolitan planning organization encompassing Bastrop, Burnet, Caldwell, Hays, Travis, and Williamson Counties and is committed to improving mobility – and ultimately the quality of life – within the six-county region; and

WHEREAS, CAMPO frequently assists its member government and agencies with transportation plan coordination and development; and

WHEREAS, the City of Georgetown desires a partnership with CAMPO in the development of a multimodal complete street study called the Austin Avenue Corridor Study; and

WHEREAS, Section 11206 of the Infrastructure Investment and Jobs Act (IIJA) requires metropolitan planning organizations to use at least 2.5% of available Metropolitan Planning (PL) funding on planning activities related to complete streets that improve safe and accessible options for multiple travel modes and for people of all ages and abilities; and

WHEREAS, CAMPO will provide up to \$200,000 in Metropolitan Planning (PL) funding for the Austin Avenue Corridor Study and

WHEREAS, CAMPO and the City of Georgetown will partner in the execution of the Austin Avenue Corridor Study; and

WHEREAS, the City of Georgetown will transfer the committed funding for the match of no less than \$60,000 to CAMPO prior to issuing a Notice to Proceed with a contractor approved by the Transportation Policy Board; and

WHEREAS, the City of Georgetown and CAMPO will execute an Interlocal Agreement approving the transfer of funds; and

NOW, THEREFORE BE IT RESOLVED that the CAMPO Transportation Policy Board hereby votes to authorize the execution of an Interlocal Agreement with the City of Georgetown for the Austin Avenue Corridor Study; and

Hereby orders the recording of this resolution in the minutes of the Transportation Policy Board; and

BE IT FURTHER RESOLVED that the Board delegates the signing of necessary documents to the Board Chair.

Ayes:

Nays:

Abstain:

Absent and Not Voting:

SIGNED this 12th day of September, 2022.

Chair, CAMPO Board

Attest:

Executive Director, CAMPO



Date: September 12, 2022
Continued From: n/a
Action Requested: Approval

To: Transportation Policy Board
From: William Lisska, Regional Planning Manager
Agenda Item: 8
Subject: Discussion and Take Appropriate Action on Local Match for Regional Safety Action Plan Grant Application for Safe Streets for All (SS4A) Program

RECOMMENDATION

CAMPO staff requests the Transportation Policy Board to approve a method of local match for the regional safety action plan grant application for the Safe Streets for All (SS4A) program or to direct CAMPO staff to consider other methods of funding a regional safety action plan process outside of the SS4A grant program.

PURPOSE AND EXECUTIVE SUMMARY

CAMPO has developed an application for a regional safety action plan through the Safe Streets and Roads for All (SS4A) discretionary grant program. If awarded, this plan would allow for jurisdictions within the six-county CAMPO region to apply for SS4A implementation grants in future program cycles. Working with staff from agencies interested in applying jointly, CAMPO prepared the materials needed for the SS4A application and built the consensus to use Transportation Development Credits (TDCs) to satisfy the local match requirement. In late August, the SS4A website was updated to indicate that TDCs are not an acceptable method of local match for the program.

Due to the quickly approaching deadline and CAMPO's lack of sufficient non-federal monies, there are relatively few funding options that remain available for the CAMPO-led regional safety action plan application. However, CAMPO staff have identified two options that would allow CAMPO to submit the regional safety action plan grant application to the SS4A program and one option that would have CAMPO pursue funding options for the plan outside of the SS4A program.

FINANCIAL IMPACT

Applicants to the SS4A program are required to contribute 20% of the total project cost through non-federal funding sources (local or state monies) and provide proof of the contribution at the time of application. Applicants are not allowed to use federal money to satisfy the 20% local match requirement. The estimated total cost for CAMPO's proposed regional safety action plan grant application is \$2.9 million, so the required local match would be \$580,000 of that \$2.9 million total.

USDOT has recently announced that Transportation Development Credits (TDCs), also known as Toll Credits, are not an acceptable method of local match for the SS4A program. Due to the quickly approaching application deadline (September 15) and CAMPO's overall lack of non-federal monies, there are relatively few funding options that remain available for the CAMPO-led regional safety action plan application. However, CAMPO staff have identified two options that would allow CAMPO to submit the regional safety action plan grant application to the SS4A program and one option that would have CAMPO pursue funding options for the plan outside of the SS4A program:

1. **Option 1: In-Kind Services** – Cite the Project Readiness for Regional Corridor Improvement Program (Corridor Program) as an “in-kind” donation of services, totaling \$580,000. Safety analysis of regionally significant roadways is a component of both the Corridor Program and the proposed regional safety action plan.
2. **Option 2: Third Party Donation** – Donation of state or local funds totaling \$580,000 from a non-CAMPO entity. Proof of commitment of funds would need to be secured at least one day prior to the September 15 application deadline.
3. **Option 3: Explore Non-SS4A Funding** – Pursue funding options for the regional safety action plan outside of the SS4A program. This action would not preclude other agencies within the region from applying for SS4A safety action plan grants. If other agencies within the CAMPO region are ultimately awarded SS4A safety action plan grants, CAMPO would work with those agencies to integrate their local safety plans into the regional safety action plan.

BACKGROUND AND DISCUSSION

The Infrastructure Investment and Jobs Act of 2021 provided \$1 Billion for the SS4A grant program for FY 2022 and \$5 Billion throughout the life of the five-year program. The purpose of the program is to fund plans and projects that will contribute to significant reductions in roadway fatalities and serious injuries or that strive to eliminate them altogether. To do so the grant program provides two types of grants: (1) Action Plan Grants and (2) Implementation Grants. For each grant type the maximum award amounts increase for joint applications from multijurisdictional regions, such as an MPO.

At the June 27, 2022, Technical Advisory Committee Meeting, CAMPO and Travis County staff provided an overview of the SS4A discretionary grant program and introduced the idea of a CAMPO-led regional application for a safety action plan grant. If awarded, this plan would allow for jurisdictions within the six-county CAMPO region to apply for SS4A implementation grants in future program cycles.

Working with staff from agencies interested in applying jointly, CAMPO prepared the materials needed for the SS4A application, determined the total project cost (\$2.9 million), and decided to use Transportation Development Credits (TDCs) to satisfy the local match requirement. Agencies are not allowed to use federal money to satisfy local match requirements. Because nearly all of an MPO’s funding comes from federal sources, CAMPO does not have the ability to provide a monetary contribution for the SS4A local match and has previously used TDCs as a method of satisfying local match requirements. In late August, the SS4A website was updated to indicate that TDCs are not an acceptable method of local match for the program (<https://www.transportation.gov/grants/ss4a/faqs>).

SUPPORTING DOCUMENTS

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

Office of the Secretary of Transportation
Notice of Funding Opportunity for the Safe Streets and Roads for All (SS4A) Discretionary Grant Opportunity
Amendment 1

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.

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

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 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

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>

Term	Definition
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

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

Term	Definition
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
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}

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.

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.

Term	Definition
Underserved Community	<p>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:</p> <p>U.S. Census tracts identified in this <u>table</u> <u>and corresponding map tool that visualizes the table</u>:</p> <ul style="list-style-type: none"> • https://datahub.transportation.gov/stories/s/tsyd-k6ij and https://usdot.maps.arcgis.com/apps/dashboards/99f9268777ff4218867ceedfab58a3a • 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 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

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.

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.

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 **and mapping tool** <https://datahub.transportation.gov/stories/s/tsyd-k6ij> and <https://usdot.maps.arcgis.com/apps/dashboards/99f9268777ff4218867ceedfabe58a3a>; any Tribal land; or any territory or possession of the United States.

Component	Description
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>
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.

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

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>

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.

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

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

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.

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

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

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. 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

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.

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.

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

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>

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

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. *Note:* 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.

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:

- 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).

If both conditions are met, an applicant has a substantially similar plan.

Question	Response, Document and Page Number
1. Are both of the following true: <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?	
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?	

Question	Response, Document and Page Number
<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; • 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. 	

Question	Response, Document and Page Number
<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>	
<p>8. Does the plan include all of the following?</p> <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. 	
<p>9. Was the plan finalized and/or last updated between 2017 and 2022?</p>	

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.

D. Application and Submission Information

1. Address to Request Application Package

All grant application materials can be accessed at grants.gov. Applicants must submit their applications via 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)

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

- 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 <u>per 100,000 persons</u>	
<u>Action Plan Type</u>	<u>New Action Plan</u> <u>Complete Action Plan</u> <u>Supplemental Planning Activities</u>
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~~ **2019** U.S. Census **American Community Survey (ACS)** data and includes the total population of all Census tracts where the applicant operates or performs their safety responsibilities. ²⁰

²⁰ <https://www.census.gov/acs/www/data/data-tables-and-tools/data-profiles/2019/>

- 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.²¹ 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~~ **a 5-year annual** 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~~ **2019 U.S. Census ACS** population data. **The rate should be normalized to per 100,000 persons.**
- 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. For multi-jurisdictional groups, provide this information **in aggregate as well as** for each jurisdiction in the group. **The population must be based on 2019 ACS data.**
- 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.

b) 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.

b) 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.

c) 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.

d) Budget

²¹ <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>

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	

Key Information Table

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. **The population must be based on 2019 ACS data.**²²
- 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

²² Use <https://usdot.maps.arcgis.com/apps/dashboards/99f926877ff4218867ceedfab58a3a> to calculate the percentage of population in underserved community. Census data can be found at <https://www.census.gov/acs/www/data/data-tables-and-tools/data-profiles/2019/>

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.²³ 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.

²³ 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.²⁴
- The fatality rate, which is calculating using ~~the~~ **5-year annual** 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~~ **2019** population of the applicant's jurisdiction based on ~~2020~~ **2019 ACS data** ~~U.S. Census population data~~. **The rate should be normalized to per 100,000 persons.**

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.²⁵ Population of a Census tract, either a tract that is Underserved Community or not, must be based on ~~2020~~ **2019 ACS data** ~~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

²⁴ <https://cdan.dot.gov/query>

²⁵ <https://usdot.maps.arcgis.com/apps/dashboards/d6f90dfee8b44525b04e7ee748a3674a>
<https://usdot.maps.arcgis.com/apps/dashboards/99f9268777ff4218867ceedfabe58a3a>

- Include evidence-based projects or strategies.

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).²⁶
 - Use evidence-based, proven, and effective safety countermeasures to significantly improve existing roadways.²⁷
 - Use evidence-based Countermeasures that Work with four or five stars to address persistent behavioral safety issues and consider equity in their implementation.²⁸
 - 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.

²⁶ <https://www.access-board.gov/prowag/>

²⁷ <https://safety.fhwa.dot.gov/provencountermeasures/>

²⁸ 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.²⁹ 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.

²⁹ 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-k6jj>; 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
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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	At least one Low	One Medium and One High or Two Medium
#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	Any are determined Non-Responsive
#3 Effective Practices and Strategies	Low, Medium, or High	Any are determined Non-Responsive
#4 Climate Change and Sustainability, and Economic Competitiveness	Low, Medium, or High	Any are determined Non-Responsive
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).³⁰

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.³¹ 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

³⁰ An illustrative example of how these requirements are applied to recipients can be found here:

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

³¹ <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 transportation³². 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-22-11.³³ 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.~~³⁴ The Department's and the applicable Operating Administrations' Offices of Civil Rights ~~may~~ **will** work with awarded grant recipients **as appropriate** 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.

³² 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.

³³ 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>

³⁴ <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).³⁵

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).

³⁵ <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.



Date: September 12, 2022
Continued From: N/A
Action Requested: Information

To: Transportation Policy Board
From: Mr. Ryan Collins, Short-Range Planning Manager
Agenda Item: 9
Subject: Discussion on 10-Year Transportation Plan

RECOMMENDATION

None. This item is for information purpose only.

PURPOSE AND EXECUTIVE SUMMARY

The Capital Area Metropolitan Planning Organization (CAMPO) is developing the 10-Year Transportation Plan to address state requirements regarding performance-based planning and the allocation of federal and state highway fund revenue sources to roadway projects. CAMPO's 10-year Transportation Plan is being developed to specifically support the selection of projects for those funding sources which are distributed through the program categories in the Unified Transportation Program (UTP) and will directly reflect CAMPO's individually listed projects for Categories 2, 4, and 12. These projects are selected by the Austin District and Texas Transportation Commission in collaboration with CAMPO and reflect regional priorities for these specific highway funding sources. The 10-Year Transportation Plan will be updated annually in conjunction with the UTP.

FINANCIAL IMPACT

The development and adoption of the 10-Year Transportation Plan does not allocate funding to projects but will be used to support the Texas Department of Transportation's UTP which schedules future projects for development against the 10-Year revenue forecast. Projects individually listed in the 10-Year Transportation Plan and UTP are not obligated funding until they are submitted to the Transportation Improvement Program (TIP) and approved by the Transportation Policy Board.

BACKGROUND AND DISCUSSION

The state has implemented requirements pertaining to the transportation planning activities and expenditures carried out by the Texas Department of Transportation (TxDOT) as well as the planning organizations within the state with an emphasis on the development of a comprehensive performance-based planning and programming process related to the investment of state highway fund revenue sources.

SUPPORTING DOCUMENTS

None.

Project Progress Report

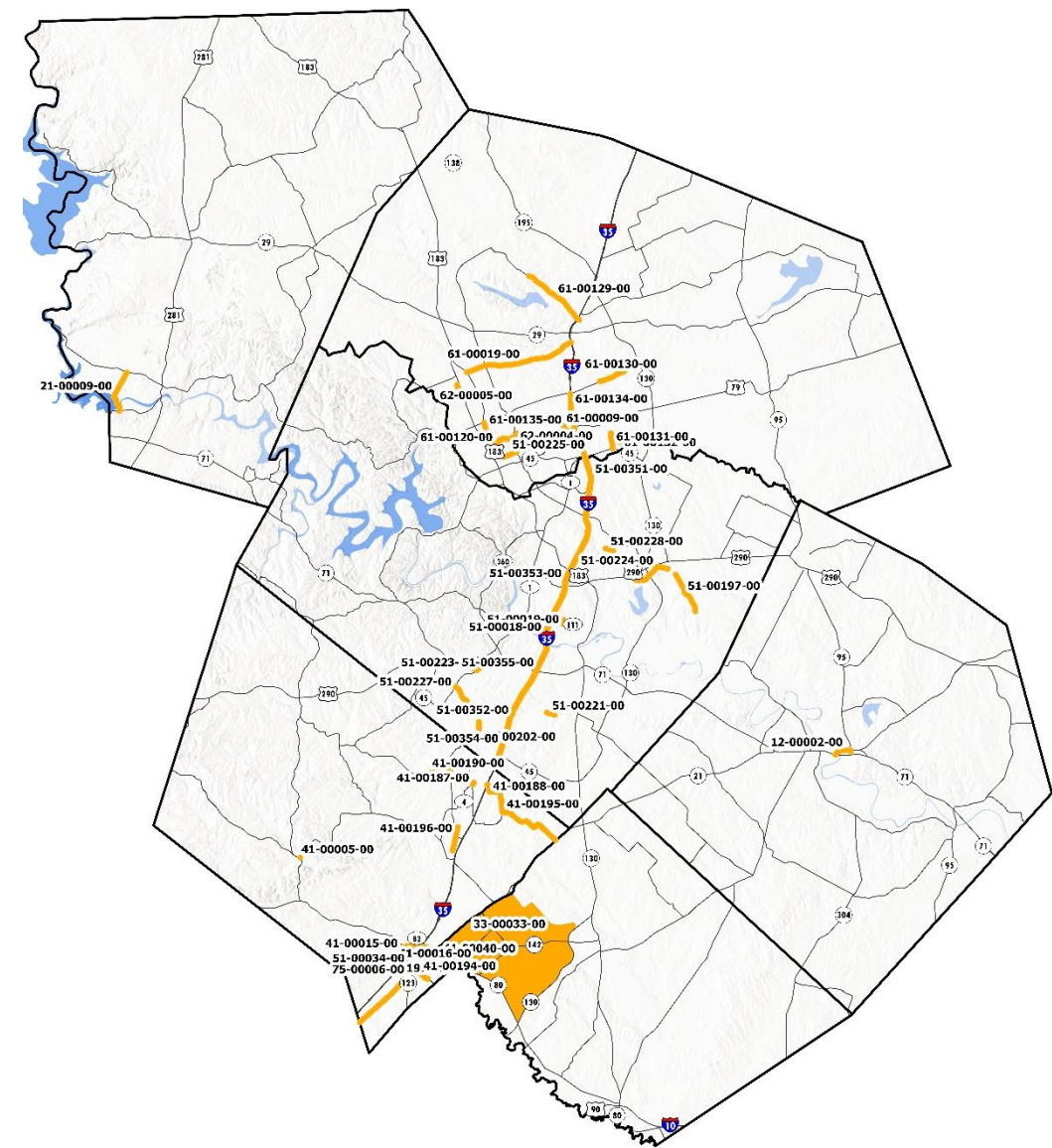
Second Quarter – 2022



Overview

Over the last 10 years, the Capital Area Metropolitan Planning Organization (CAMPO) has directly allocated over \$472 million dollars in federal funding to 122 projects and 30 sponsors through the Surface Transportation Block Grant (STBG) and the Transportation Alternatives Set-Aside (TASA) programs. Of those projects, nearly 55 projects totaling nearly \$116 million dollars have been completed, 38 projects are currently active totaling nearly \$356 million dollars.

Active Projects



Active Projects

MPO ID	CSJ	Sponsor	Project Name	Limits (From)	Limits (To)	Description
21-00009-00	0914-24-024	Burnet County	Wirtz Dam Road Bridge	RM 1431	RM 2147	Engineering and Design of Bridge and Approaches
31-00033-00	0914-22-072	CAMPO	Western Caldwell County Transportation Study	SH 21	SH 130	Corridor planning, preliminary engineering and schematic development for an east-west connection between SH-130 and SH-21.
71-00010-00	0914-00-423	CAMPO	Regional TDM Program	VA	VA	Implementing a transportation demand management program within the CAMPO region. The study area includes Bastrop, Burnet, Caldwell, Hays, Travis and Williamson counties
75-00006-00	0914-33-084	CAMPO	San Marcos Transportation Corridors Study	NA	NA	Land use, corridor and node analysis
75-00001-00	0914-33-081	CAMPO	FM 1626/RM 967 Intersection	NA	NA	Land use and transportation nodal analysis
75-00002-00	0914-33-082	CAMPO	Garlic Creek Parkway	NA	NA	Corridor and connectivity analysis
71-00009-00	0914-04-321	Capital Metro	North Lamar/Airport Blvd	N. Lamar	Airport Blvd	Grade separation of Metrorail Red Line and N. Lamar Blvd.
51-00227-00	0914-04-317	City of Austin	Slaughter Lane	N. Mopac Expressway	Brodie Lane	Convert existing four-lane to six-lane divided roadway with shared use path and intersection improvements
51-00221-00	0914-04-318	City of Austin	William Cannon	Running Water Drive	McKinney Falls Pkwy	Convert existing two-lane to four-lane divided roadway with shared use path and intersection improvements
51-00223-00	0914-04-311	City of Austin	Violet Crown Trail North	Home Depot Boulevard	MoPac/William Cannon Drive	1.2 mile 12-foot wide natural composite trail
51-00226-00	0914-04-319	City of Austin	Pedestrian Safety/ Transit Connections	VA	VA	Construct 10 pedestrian hybrid beacons
51-00224-00	0914-04-313	City of Austin	Austin to Manor Trail (Phase 2)	Decker and Lindell Lane	Ben E. Fisher Park	12-foot concrete trail from Lindell Ln to Manor, Texas (approximately 2.9 miles)
71-00011-00	0914-04-320	City of Austin	Smart Trips	VA	VA	Expand the Smart Trips program to four additional central Austin neighborhoods

51-00228-00	0914-04-315	City of Austin	Braker Lane	Dawes Place	Samsung Blvd.	Extend roadway as a four-lane divided roadway with bicycle and pedestrian facilities
51-00225-00	0914-05-194	City of Austin	Lakeline Blvd	Parmer Lane	Lyndhurst Blvd	Add two additional travel lanes and upgrade bicycle facilities and sidewalks
12-00002-00	0914-18-113	City of Bastrop	River Loop Shared Use Path	Old Austin Highway	Walnut Street	Complete 1.8 mile 'River Loop' shared-use path
41-00188-00	1776-02-020	City of Buda	FM 2001	Overpass Road/FM 2001	FM 119/Old Goforth Road	Construct a 10' wide multi-use path for pedestrian and bicycle traffic along the east side of FM 2001 and Overpass Road
62-00004-00	0914-05-198	City of Cedar Park	Brushy Creek North Fork Trail	Parmer Lane	Brush Creek Road	Construct 3-mile shared-use path along Brushy Creek North Fork
61-00129-00	0914-05-200	City of Georgetown	Williams Drive	Jim Hogg Dr.	Austin Avenue	Access Management
61-00130-00	0914-05-193	City of Round Rock	University Boulevard	A.W. Grimes (FM 1460)	Co. Rd. 110	Reconstruct two-lane facility with shoulders to four-lane divided roadway with left-turn lanes
61-00131-00	0914-05-195	City of Round Rock	Kenney Fort Blvd, Seg. 2. 3	Forest Creek Drive	SH 45 North	Construction of a limited access six-lane divided major arterial with shared use path
61-00132-00	0914-05-196	City of Round Rock	Gattis School Road, Seg. 6	Sonoma Trail	Red Bud Lane	Widen from four to six-lanes including intersection improvements, raised median and turn-lanes
41-00015-00	0914-33-074	City of San Marcos	Hopkins Street Reconstruction	Moore Street	Bishop Street	Reconstruct street, multi-use path and sidewalks
41-00016-00	0914-33-075	City of San Marcos	Hopkins Bike/Ped Facility	CM Allen Pkwy.	Thorpe Rd.	Construct multi-use bike/ped facility
41-00194-00	0987-03-012	Hays County	FM 621	De Zavala Drive	CR 266/ Old Bastrop Hwy	Widen roadway with center turn lane
41-00190-00	1776-01-037	Hays County	RM 967	FM 1626	Oak Forest Drive	Widen roadway with center turn lane
41-00005-00	0285-03-059 0805-04-030	Hays County	RM 12/FM 3237	NA	RM 12 at FM 3237	Intersection improvements including turn lanes and pedestrian crossings
41-00195-00	1776-02-018	Hays County	FM 2001	Graef Road	Existing FM 2001	Construct new location 2-lane roadway with shoulders
41-00196-00	0914-33-089	Hays County	FM 150	Burleson Street	Kohlers Crossing	Relocation of the UP Rail-Siding in downtown Kyle where it crosses FM 150 to north of FM 1626.

41-00040-00	0286-01-057	Hays County	SH 80	West of Old Bastrop Hwy (CR 266)	East of Old Bastrop Hwy (CR 266)	Construct center left-turn lanes
51-00197-00	0914-04-273	Travis County	Blake Manor Shared Use Path	Proposed Wildhorse Connector	Travis County East Metro Park	Construct multi-use path
51-00202-00	2689-01-023	Travis County	FM 2304 (Manchaca Road)	FM 1626	Ravenscroft Drive	Construct a four lane, divided arterial with bicycle lanes and sidewalks.
61-00135-00	0151-10-001	TxDOT	183A	RM 1431	Avery Ranch Blvd.	Construct 2-lane grade separated northbound and southbound frontage roads
51-00355-00	0015-13-388 0015-13-428 0914-04-341	TxDOT	IH 35	US 290E	US 290W/SH 71	IH-35 Capital Express Central
51-00034-00	0366-01-077	TxDOT	SH 123	DeZavalla Dr	IH 35	Construct sidewalks
51-00352-00	0015-13-077	TxDOT	IH 35	US 290W/SH 71	LP 275-Slaughter Lane	IH-35 Capital Express South
61-00134-00	0015-09-167	Williamson County	IH 35 Operational Analysis	SH 45	RM 1431	Operational Analysis for Improvements
61-00019-00	2103-01-038	Williamson County	RM 2243	183A	IH 35	New location roadway

Project Information		Sponsor Information		Financial Information	
MPO ID:	21-00009-00	Sponsor Agency:	Burnet County	Funding Call:	Project Call (2019-2022)
CSJ:	0914-24-024	Partner Agency:	NA	Award Date:	5/7/2018
Federal ID:	2B20090	Project Manager:	Greg Haley	Resolution:	2018-5-7
Project Name:	Wirtz Dam Road Bridge	Phone:	(830) 693-5635	Funding Type:	7
Limits (To):	RM 1431	Email:	greg.h@kcengineering.com	Awarded Phase:	Preliminary Engineering
Limits (From):	RM 2147	TxDOT Manager:	Joe Muck	Funding Award:	\$2,981,250.00
Description:	Engineering and Design of Bridge and Approaches	Phone:	(512) 715-5702	Appropriations Code:	L23E
		Email:	Joe.Muck@txdot.gov	Obligation Amount:	\$2,981,250.00
		Project Website:	NA	Fiscal Year (Original):	2019
				Fiscal Year (Current):	2019

Progress Information			
Milestone	Status	Completion Date	Status Detail
Advance Funding Agreement:	Complete	3/31/2020	
Federal Project Authorization:	Complete	4/28/2020	FPAA modified on 12/16/2020
Planning:	Complete	10/1/2020	
Preliminary Engineering:	In Progress		Expected completion date of 8/15/2022
Environmental:	In Progress		Expected completion date of 8/15/2022
Right-of-Way Acquisition:	Not Started		Expected completion date of 2/15/2023
Plans, Specifications and Estimate:	Not Started		Expected completion date of 6/30/2023
Let:	Not Started		Expected let date of 2/10/2024
Construction:	Not Started		Expected completion on 8/31/2025
Implementation (Non-Construction):	NA		
Close-Out:	Not Started		
Additional Information:			

Project Information		Sponsor Information		Financial Information	
MPO ID:	75-00001-00	Sponsor Agency:	CAMPO	Funding Call:	Special Funding Action– November 2021
CSJ:	0914-33-081	Partner Agency:	City of Buda	Award Date:	11/8/2021
Federal ID:		Project Manager:	Nick Samuel	Resolution:	2021-11-7
Project Name:	FM 1626/RM 967 Intersection	Phone:	(737) 224-3849	Funding Type:	7
Limits (To):	NA	Email:	nicholas.samuel@campotexas.org	Awarded Phase:	Study
Limits (From):	NA	TxDOT Manager:	Sara Garza	Funding Award:	\$160,000.00
Description:	Land use and transportation nodal analysis	Phone:	(956) 712-7780	Appropriations Code:	
		Email:	Sara.Garza@txdot.gov	Obligation Amount:	
		Project Website:	https://www.campotexas.org/local-plans-and-studies/	Fiscal Year (Original):	2021
				Fiscal Year (Current):	2022

Progress Information			
Milestone	Status	Completion Date	Status Detail
Advance Funding Agreement:	In Progress		
Federal Project Authorization:	In Progress		
Planning:	Not Started		
Preliminary Engineering:	NA		
Environmental:	NA		
Right-of-Way Acquisition:	NA		
Plans, Specifications and Estimate:	NA		
Let:	NA		
Construction:	NA		
Implementation (Non-Construction):	Not Started		
Close-Out:	Not Started		
Additional Information:	Refunded in November 2021		

Project Information		Sponsor Information		Financial Information	
MPO ID:	75-00002-00	Sponsor Agency:	CAMPO	Funding Call:	Special Funding Action– November 2021
CSJ:	0914-33-082	Partner Agency:	City of Buda	Award Date:	11/8/2021
Federal ID:		Project Manager:	Nick Samuel	Resolution:	2021-11-7
Project Name:	Garlic Creek Parkway	Phone:	(737) 224-3849	Funding Type:	7
Limits (To):	NA	Email:	nicholas.samuel@campotexas.org	Awarded Phase:	Study
Limits (From):	NA	TxDOT Manager:	Sara Garza	Funding Award:	\$280,000.00
Description:	Corridor and connectivity analysis	Phone:	(956) 712-7780	Appropriations Code:	
		Email:	Sara.Garza@txdot.gov	Obligation Amount:	
		Project Website:	https://www.campotexas.org/local-plans-and-studies/	Fiscal Year (Original):	2021
				Fiscal Year (Current):	2022

Progress Information			
Milestone	Status	Completion Date	Status Detail
Advance Funding Agreement:	In Progress		
Federal Project Authorization:	In Progress		
Planning:	Not Started		
Preliminary Engineering:	NA		
Environmental:	NA		
Right-of-Way Acquisition:	NA		
Plans, Specifications and Estimate:	NA		
Let:	NA		
Construction:	NA		
Implementation (Non-Construction):	Not Started		
Close-Out:	Not Started		
Additional Information:	Refunded in November 2021		

Project Information		Sponsor Information		Financial Information	
MPO ID:	71-00010-00	Sponsor Agency:	CAMPO	Funding Call:	Special Funding Action– November 2019
CSJ:	0914-00-425	Partner Agency:	NA	Award Date:	11/4/2019
Federal ID:	2019813	Project Manager:	Nirav Ved	Resolution:	2019-11-9A
Project Name:	Regional TDM Program	Phone:	(737) 230-1591	Funding Type:	7
Limits (To):	VA	Email:	nirav.ved@campotexas.org	Awarded Phase:	Other
Limits (From):	VA	TxDOT Manager:	Sara Garza	Funding Award:	\$498,720.00
Description:	Implementing a transportation demand management program within the CAMPO region. The study area includes Bastrop, Burnet, Caldwell, Hays, Travis and Williamson counties	Phone:	(956) 712-7780	Appropriations Code:	L230, H230, Z240
		Email:	Sara.Garza@txdot.gov	Obligation Amount:	\$498,720.00
		Project Website:	www.commutesolutions.com	Fiscal Year (Original):	2019
				Fiscal Year (Current):	2019

Progress Information			
Milestone	Status	Completion Date	Status Detail
Advance Funding Agreement:	Complete	1/7/2019	
Federal Project Authorization:	Complete	2/5/2019	FPAA modified on 12/15/2020
Planning:	NA		
Preliminary Engineering:	NA		
Environmental:	NA		
Right-of-Way Acquisition:	NA		
Plans, Specifications and Estimate:	NA		
Let:	NA		
Construction:	NA		
Implementation (Non-Construction):	In Progress		
Close-Out:	Not Started		
Additional Information:			

Project Information		Sponsor Information		Financial Information	
MPO ID:	75-00006-00	Sponsor Agency:	CAMPO	Funding Call:	Project Call (2019-2022)
CSJ:	0914-33-084	Partner Agency:	City of San Marcos	Award Date:	5/7/2018
Federal ID:	2020670	Project Manager:	Doise Miers	Resolution:	2018-5-7
Project Name:	San Marcos Transportation Corridors Study	Phone:	(737) 226-4840	Funding Type:	7
Limits (To):	NA	Email:	doise.miers@campotexas.org	Awarded Phase:	Study
Limits (From):	NA	TxDOT Manager:	Willie Semora	Funding Award:	\$800,000.00
Description:	Land use, corridor and node analysis	Phone:	(512) 292-2401	Appropriations Code:	Z230
		Email:	William.Semora@txdot.gov	Obligation Amount:	\$824,000.00
		Project Website:	https://www.campotexas.org/local-plans-and-studies/san-marcos-platinum-planning-study/	Fiscal Year (Original):	2022
				Fiscal Year (Current):	2022

Progress Information			
Milestone	Status	Completion Date	Status Detail
Advance Funding Agreement:	Complete	9/17/2019	
Federal Project Authorization:	Complete	12/13/2019	FPAA modified on 12/1/2020 and 4/27/2021
Planning:	In Progress		Study is complete and reviewing final report document
Preliminary Engineering:	NA		
Environmental:	NA		
Right-of-Way Acquisition:	NA		
Plans, Specifications and Estimate:	NA		
Let:	NA		
Construction:	NA		
Implementation (Non-Construction):	NA		
Close-Out:	Not Started		
Additional Information:			

Project Information		Sponsor Information		Financial Information	
MPO ID:	31-00033-00	Sponsor Agency:	CAMPO	Funding Call:	Project Call (2019-2022)
CSJ:	0914-22-072	Partner Agency:	Caldwell County	Award Date:	5/7/2018
Federal ID:	1902256	Project Manager:	Ryan Collins	Resolution:	2018-5-7
Project Name:	Western Caldwell County Transportation Study	Phone:	(737) 217-8306	Funding Type:	7
Limits (To):	SH 21	Email:	ryan.collins@campotexas.org	Awarded Phase:	Preliminary Engineering
Limits (From):	SH 130	TxDOT Manager:	Diana Schulze	Funding Award:	\$1,725,000.00
Description:	Corridor planning, preliminary engineering and schematic development for an east-west connection between SH-130 and SH-21	Phone:	(512) 308-4468	Appropriations Code:	Z230
		Email:	Diana.Schulze@txdot.gov	Obligation Amount:	\$1,370,750.00
		Project Website:	https://www.campotexas.org/local-plans-and-studies/wccts/	Fiscal Year (Original):	2019
				Fiscal Year (Current):	2020

Progress Information			
Milestone	Status	Completion Date	Status Detail
Advance Funding Agreement:	Complete	2/11/2019	AFA amended on 7/19/2019
Federal Project Authorization:	Complete	5/19/2019	FPAA modified on 2/2/2021 and 6/2/2021
Planning:	In Progress		Expected completion date of 12/31/2022
Preliminary Engineering:	In Progress		Expected completion date of 12/31/2022
Environmental:	In Progress		Expected completion date of 12/31/2022
Right-of-Way Acquisition:	NA		
Plans, Specifications and Estimate:	NA		
Let:	NA		
Construction:	NA		
Implementation (Non-Construction):	NA		
Close-Out:	Not Started		
Additional Information:			

Project Information		Sponsor Information		Financial Information	
MPO ID:	71-00009-00	Sponsor Agency:	Capital Metro	Funding Call:	Special Funding Action– November 2021
CSJ:	0914-04-321	Partner Agency:	NA	Award Date:	11/8/2021
Federal ID:	2022461	Project Manager:	King Kaul	Resolution:	2021-11-7
Project Name:	North Lamar/Airport Blvd	Phone:	(512) 541-8428	Funding Type:	7
Limits (To):	Airport Blvd	Email:	king.kaul@capmetro.org	Awarded Phase:	Preliminary Engineering
Limits (From):	N. Lamar	TxDOT Manager:	Jason Cavness	Funding Award:	\$4,697,745.00
Description:	Grade separation of Metrorail Red Line and N. Lamar Blvd.	Phone:	(512) 997-2202	Appropriations Code:	L230, L23E, L23R, M230, M23E, Q230, Z23
		Email:	Jason.Cavness@txdot.gov	Obligation Amount:	\$4,697,744.00
		Project Website:	https://www.capmetro.org/project-connect/system-plan/austin-rail-system	Fiscal Year (Original):	2019
				Fiscal Year (Current):	2022

Progress Information			
Milestone	Status	Completion Date	Status Detail
Advance Funding Agreement:	Complete	12/20/2021	
Federal Project Authorization:	Complete	1/6/2022	
Planning:	NA		
Preliminary Engineering:	In Progress		Expected completion date of 8/31/2022
Environmental:	In Progress		Expected completion date of 8/31/2022
Right-of-Way Acquisition:	NA		
Plans, Specifications and Estimate:	NA		
Let:	Not Started		
Construction:	Not Started		
Implementation (Non-Construction):	NA		
Close-Out:	Not Started		
Additional Information:	Refunded in November 2021, 30% Preliminary Engineering and Design completed on 7/15/2022		

Project Information		Sponsor Information		Financial Information	
MPO ID:	51-00224-00	Sponsor Agency:	City of Austin	Funding Call:	Project Call (2019-2022)
CSJ:	0914-04-313	Partner Agency:	Travis County	Award Date:	5/7/2018
Federal ID:	2022913	Project Manager:	Shobana Angia	Resolution:	2018-5-7
Project Name:	Austin to Manor Trail (Phase 2)	Phone:	(512) 974-1581	Funding Type:	9
Limits (To):	Decker and Lindell Lane	Email:	shobana.angia@austintexas.gov	Awarded Phase:	Construction
Limits (From):	Ben E. Fisher Park	TxDOT Manager:	Susana Ceballos	Funding Award:	\$3,773,000.00
Description:	12-foot concrete trail from Lindell Ln to Manor, Texas (approximately 2.9 miles)	Phone:	(512) 997-2210	Appropriations Code:	Z301
		Email:	Susana.Ceballos@txdot.gov	Obligation Amount:	\$3,773,000.00
		Project Website:	http://austintexas.gov/page/austin-manor-trail	Fiscal Year (Original):	2019
				Fiscal Year (Current):	2022

Progress Information			
Milestone	Status	Completion Date	Status Detail
Advance Funding Agreement:	Complete	9/6/2019	
Federal Project Authorization:	Complete	6/3/2022	
Planning:	Complete	3/25/2022	
Preliminary Engineering:	Complete	3/25/2022	
Environmental:	Complete	3/25/2022	
Right-of-Way Acquisition:	Complete	3/25/2022	
Plans, Specifications and Estimate:	Complete	3/25/2022	
Let:	In Progress		Expected let date of 12/30/2022
Construction:	Not Started		Expected completion on 1/15/2024
Implementation (Non-Construction):	NA		
Close-Out:	Not Started		
Additional Information:			

Project Information		Sponsor Information		Financial Information	
MPO ID:	51-00228-00	Sponsor Agency:	City of Austin	Funding Call:	Project Call (2019-2022)
CSJ:	0914-04-315	Partner Agency:	NA	Award Date:	5/7/2018
Federal ID:		Project Manager:	Matt Harold	Resolution:	2018-5-7
Project Name:	Braker Lane	Phone:	(512) 974-2964	Funding Type:	7
Limits (To):	Dawes Place	Email:	Matt.Harold@austintexas.gov	Awarded Phase:	Construction
Limits (From):	Samsung Blvd	TxDOT Manager:	Sonia Mercado	Funding Award:	\$11,240,000.00
Description:	Extend roadway as a four-lane divided roadway with bicycle and pedestrian facilities	Phone:	(512) 997-2212	Appropriations Code:	
		Email:	Sonia.Mercado@txdot.gov	Obligation Amount:	
		Project Website:	https://capitalprojects.austintexas.gov/projects/7487.002?categoryId=Mobility%2520Infrastructure;Other:&tab=list	Fiscal Year (Original):	2020
				Fiscal Year (Current):	2022

Progress Information			
Milestone	Status	Completion Date	Status Detail
Advance Funding Agreement:	Complete	9/30/2019	
Federal Project Authorization:	Not Started		Expected FPAA date of 10/1/2022
Planning:	Complete	12/6/2019	
Preliminary Engineering:	Complete	2/6/2020	
Environmental:	In Progress		Expected completion date of 9/30/2022
Right-of-Way Acquisition:	In Progress		Expected completion date of 10/30/2022
Plans, Specifications and Estimate:	In Progress		90% design complete; expected completion date of 9/30/2022
Let:	Not Started		Expected let date of 2/7/2023
Construction:	Not Started		Expected completion on 8/6/2025
Implementation (Non-Construction):	NA		
Close-Out:	Not Started		
Additional Information:			

Project Information		Sponsor Information		Financial Information	
MPO ID:	51-00225-00	Sponsor Agency:	City of Austin	Funding Call:	Special Funding Action– November 2021
CSJ:	0914-05-194	Partner Agency:	NA	Award Date:	11/8/2021
Federal ID:	2020633	Project Manager:	Fernando Cantero	Resolution:	2021-11-7
Project Name:	Lakeline Blvd	Phone:	(956) 334-2295	Funding Type:	7
Limits (To):	Lyndhurst Blvd	Email:	fernando.cantero@austintexas.gov	Awarded Phase:	Preliminary Engineering,Construction
Limits (From):	Parmer Lane	TxDOT Manager:	John Peters	Funding Award:	\$2,160,000.00
Description:	Add two additional travel lanes and upgrade bicycle facilities and sidewalks	Phone:	(512) 930-6002	Appropriations Code:	Z230
		Email:	John.Peters@txdot.gov	Obligation Amount:	\$2,160,000.00
		Project Website:	NA	Fiscal Year (Original):	2019
				Fiscal Year (Current):	2022

Progress Information			
Milestone	Status	Completion Date	Status Detail
Advance Funding Agreement:	Complete		
Federal Project Authorization:	Complete	6/23/2022	
Planning:	NA		
Preliminary Engineering:	Not Started		Expected completion date of 3/1/2023
Environmental:	Not Started		Expected completion date of 6/1/2023
Right-of-Way Acquisition:	Not Started		Expected completion date of 6/1/2024
Plans, Specifications and Estimate:	Not Started		Expected completion date of 9/1/2023
Let:	Not Started		Expected let date of 4/1/2024
Construction:	Not Started		Expected completion on 1/1/2026
Implementation (Non-Construction):	NA		
Close-Out:	Not Started		
Additional Information:	Preliminary engineering refunded in November 2021; \$11,540,000 for construction will be refunded at a later date		

Project Information		Sponsor Information		Financial Information	
MPO ID:	51-00226-00	Sponsor Agency:	City of Austin	Funding Call:	Project Call (2019-2022)
CSJ:	0914-04-319	Partner Agency:	Capital Metro	Award Date:	5/7/2018
Federal ID:	2020554	Project Manager:	Renee Orr	Resolution:	2018-5-7
Project Name:	Pedestrian Safety and Transit Connections	Phone:	(512) 974-5607	Funding Type:	9
Limits (To):	VA	Email:	renee.orr@austintexas.gov	Awarded Phase:	Preliminary Engineering,Construction
Limits (From):	VA	TxDOT Manager:	Sonia Mercado	Funding Award:	\$1,167,600.00
Description:	Construct 10 pedestrian hybrid beacons	Phone:	(512) 997-2212	Appropriations Code:	Z301
		Email:	Sonia.Mercado@txdot.gov	Obligation Amount:	\$1,128,477.00
		Project Website:	https://capitalprojects.austintexas.gov/projects/12720.002?categoryId=Mobility%2520Infrastructure;Other:&tab=list	Fiscal Year (Original):	2019
				Fiscal Year (Current):	2021

Progress Information			
Milestone	Status	Completion Date	Status Detail
Advance Funding Agreement:	Complete	9/27/2019	
Federal Project Authorization:	Complete	10/29/2019	FPAA modified on 9/23/2020 and 9/25/2020
Planning:	Complete	4/30/2020	
Preliminary Engineering:	Complete	5/4/2020	
Environmental:	Complete	8/11/2020	
Right-of-Way Acquisition:	NA		
Plans, Specifications and Estimate:	Complete	8/23/2021	
Let:	In Progress		Expected let date of 10/6/2022
Construction:	Not Started		Expected completion on 2/19/2024
Implementation (Non-Construction):	NA		
Close-Out:	Not Started		
Additional Information:	Project to be rebid on; bidders were non-responsive		

Project Information		Sponsor Information		Financial Information	
MPO ID:	51-00227-00	Sponsor Agency:	City of Austin	Funding Call:	Project Call (2019-2022)
CSJ:	0914-04-317	Partner Agency:	NA	Award Date:	5/7/2018
Federal ID:	2020647	Project Manager:	Ismael Galvez	Resolution:	2018-5-7
Project Name:	Slaughter Lane	Phone:	(915) 730-1125	Funding Type:	7
Limits (To):	N. Mopac Expressway	Email:	ismael.galvez@austintexas.gov	Awarded Phase:	Preliminary Engineering,Construction
Limits (From):	Brodie Lane	TxDOT Manager:	Tommy Abrego	Funding Award:	\$12,581,000.00
Description:	Convert existing four-lane to six-lane divided roadway with shared use path and intersection improvements	Phone:	(512) 292-2405	Appropriations Code:	L230
		Email:	Tommy.Abrego@txdot.gov	Obligation Amount:	\$400,000.00
		Project Website:	https://data.austintexas.gov/stories/s/Slaughter-Lane-Corridor/35rd-kzw7	Fiscal Year (Original):	2019
				Fiscal Year (Current):	2022

Progress Information			
Milestone	Status	Completion Date	Status Detail
Advance Funding Agreement:	Complete	11/1/2019	
Federal Project Authorization:	Complete	12/4/2019	FPAA modified on 9/23/2020
Planning:	NA		
Preliminary Engineering:	Complete	6/3/2022	
Environmental:	In Progress		Expected completion date of 10/16/2022
Right-of-Way Acquisition:	In Progress		Expected completion date of 10/5/2022
Plans, Specifications and Estimate:	Complete	6/27/2022	
Let:	In Progress		Expected let date of 12/15/2022
Construction:	Not Started		Expected completion on 4/13/2023
Implementation (Non-Construction):	NA		
Close-Out:	Not Started		
Additional Information:	Obligation amount is currently for PE, Construction funding to be obligated at a later date		

Project Information		Sponsor Information		Financial Information	
MPO ID:	71-00011-00	Sponsor Agency:	City of Austin	Funding Call:	Project Call (2019-2022)
CSJ:	0914-04-320	Partner Agency:	Capital Metro	Award Date:	5/7/2018
Federal ID:	2020799	Project Manager:	Shelby Smith	Resolution:	2018-5-7
Project Name:	Smart Trips	Phone:	(512) 974-5609	Funding Type:	7
Limits (To):	VA	Email:	Shelby.Smith@austintexas.gov	Awarded Phase:	Other
Limits (From):	VA	TxDOT Manager:	Sara Garza	Funding Award:	\$180,000.00
Description:	Expand the Smart Trips program to four additional central Austin neighborhoods	Phone:	(956) 712-7780	Appropriations Code:	L230
		Email:	Sara.Garza@txdot.gov	Obligation Amount:	\$179,712.00
		Project Website:	https://smarttripsaustin.org/	Fiscal Year (Original):	2019
				Fiscal Year (Current):	2020

Progress Information			
Milestone	Status	Completion Date	Status Detail
Advance Funding Agreement:	Complete	1/1/2020	
Federal Project Authorization:	Complete	1/28/2020	FPAA modified on 3/3/2020
Planning:	Complete	9/1/2020	
Preliminary Engineering:	NA		
Environmental:	NA		
Right-of-Way Acquisition:	NA		
Plans, Specifications and Estimate:	NA		
Let:	NA		
Construction:	NA		
Implementation (Non-Construction):	In Progress		Expected completion date of 12/31/2022
Close-Out:	Not Started		
Additional Information:	Consultant contract executed on 10/16/2020		

Project Information		Sponsor Information		Financial Information	
MPO ID:	51-00223-00	Sponsor Agency:	City of Austin	Funding Call:	Project Call (2019-2022)
CSJ:	0914-04-311	Partner Agency:	NA	Award Date:	5/7/2018
Federal ID:	2021803	Project Manager:	Javi Gonzalez	Resolution:	2018-5-7
Project Name:	Violet Crown Trail North	Phone:	(512) 974-5635	Funding Type:	9
Limits (To):	Home Depot Blvd	Email:	Javi.Gonzalez@austintexas.gov	Awarded Phase:	Construction
Limits (From):	MoPac Expressway and William Cannon Drive	TxDOT Manager:	Tommy Abrego	Funding Award:	\$1,177,000.00
Description:	1.2 mile 12-foot wide natural composite trail	Phone:	(512) 292-2405	Appropriations Code:	Z301
		Email:	Tommy.Abrego@txdot.gov	Obligation Amount:	\$882,474.00
		Project Website:	http://austintexas.gov/page/violet-crown-trail	Fiscal Year (Original):	2019
				Fiscal Year (Current):	2021

Progress Information			
Milestone	Status	Completion Date	Status Detail
Advance Funding Agreement:	Complete	9/14/2019	
Federal Project Authorization:	Complete	7/6/2021	
Planning:	Complete	5/14/2021	
Preliminary Engineering:	Complete	5/14/2021	
Environmental:	Complete	6/4/2021	
Right-of-Way Acquisition:	NA		
Plans, Specifications and Estimate:	Complete	7/26/2021	
Let:	Complete	8/26/2021	
Construction:	In Progress		Expected completion on 2/28/2023
Implementation (Non-Construction):	NA		
Close-Out:	Not Started		
Additional Information:			

Project Information		Sponsor Information		Financial Information	
MPO ID:	51-00221-00	Sponsor Agency:	City of Austin	Funding Call:	Project Call (2019-2022)
CSJ:	0914-04-318	Partner Agency:	NA	Award Date:	5/7/2018
Federal ID:	2020671	Project Manager:	Allen Crozier	Resolution:	2018-5-7
Project Name:	William Cannon	Phone:	(512) 461-5498	Funding Type:	7
Limits (To):	Running Water Drive	Email:	allen.crozier@austintexas.gov	Awarded Phase:	Preliminary Engineering,Construction
Limits (From):	McKinney Falls Pkwy	TxDOT Manager:	Tommy Abrego	Funding Award:	\$11,750,000.00
Description:	Convert existing two-lane to four-lane divided roadway with shared use path and intersection improvements	Phone:	(512) 292-2405	Appropriations Code:	L230
		Email:	Tommy.Abrego@txdot.gov	Obligation Amount:	\$11,550,000.00
		Project Website:	https://data.austintexas.gov/stories/s/William-Cannon-Corridor/njh3-ee8j/	Fiscal Year (Original):	2019
				Fiscal Year (Current):	2021

Progress Information			
Milestone	Status	Completion Date	Status Detail
Advance Funding Agreement:	Complete	10/31/2019	
Federal Project Authorization:	Complete	12/5/2019	FPAA modified on 9/23/2020
Planning:	NA		
Preliminary Engineering:	Complete	5/1/2019	
Environmental:	Complete	10/15/2021	
Right-of-Way Acquisition:	NA		
Plans, Specifications and Estimate:	Complete	5/13/2022	
Let:	Not Started		Expected let date of 8/25/2022
Construction:	Not Started		Expected completion on 8/8/2025
Implementation (Non-Construction):	NA		
Close-Out:	Not Started		
Additional Information:	Obligation amount is currently for PE, Construction funding to be obligated at a later date		

Project Information		Sponsor Information		Financial Information	
MPO ID:	12-00002-00	Sponsor Agency:	City of Bastrop	Funding Call:	Project Call (2019-2022)
CSJ:	0914-18-113	Partner Agency:	NA	Award Date:	5/7/2018
Federal ID:	2021285	Project Manager:	Tony Buonodono	Resolution:	2018-5-7
Project Name:	River Loop Shared Use Path	Phone:	(512) 332-8800	Funding Type:	7
Limits (To):	Old Austin Highway	Email:	tbuonodono@cityofbastrop.org	Awarded Phase:	Construction
Limits (From):	Walnut Street	TxDOT Manager:	Diana Schulze	Funding Award:	\$475,200.00
Description:	Complete 1.8 mile 'River Loop' shared-use path	Phone:	(512) 308-4468	Appropriations Code:	L230
		Email:	Diana.Schulze@txdot.gov	Obligation Amount:	\$268,481.00
		Project Website:	NA	Fiscal Year (Original):	2019
				Fiscal Year (Current):	2019

Progress Information			
Milestone	Status	Completion Date	Status Detail
Advance Funding Agreement:	Complete	2/17/2021	AFA amended on 10/1/2021
Federal Project Authorization:	Complete	5/5/2021	
Planning:	Complete	9/24/2020	
Preliminary Engineering:	Complete	2/14/2021	
Environmental:	Complete	3/12/2021	
Right-of-Way Acquisition:	NA		
Plans, Specifications and Estimate:	Complete	4/29/2021	
Let:	Complete	5/19/2021	
Construction:	In Progress		Expected completion on 7/29/2022
Implementation (Non-Construction):	NA		
Close-Out:	Not Started		
Additional Information:			

Project Information		Sponsor Information		Financial Information	
MPO ID:	41-00188-00	Sponsor Agency:	City of Buda	Funding Call:	Project Call (2019-2022)
CSJ:	1776-02-020	Partner Agency:	NA	Award Date:	5/7/2018
Federal ID:	2023032	Project Manager:	John Nett	Resolution:	2018-5-7
Project Name:	FM 2001	Phone:	(512) 523-1025	Funding Type:	9
Limits (To):	Overpass Road/FM 2001	Email:	jnett@ci.buda.tx.us	Awarded Phase:	Preliminary Engineering,Construction
Limits (From):	FM 119/Old Goforth Road	TxDOT Manager:	Jerry Boado	Funding Award:	\$400,000.00
Description:	Construct a 10’ wide multi-use path for pedestrian and bicycle traffic along the east side of FM 2001 and Overpass Road	Phone:	(512) 282-2113	Appropriations Code:	Z3E1
		Email:	Jerry.Boado@txdot.gov	Obligation Amount:	\$304,683.90
		Project Website:	https://www.ci.buda.tx.us/Blog.aspx?IID=104	Fiscal Year (Original):	2020
				Fiscal Year (Current):	2022

Progress Information			
Milestone	Status	Completion Date	Status Detail
Advance Funding Agreement:	Complete	4/15/2022	
Federal Project Authorization:	Complete	7/22/2022	
Planning:	Complete	1/20/2021	
Preliminary Engineering:	Complete	8/31/2021	
Environmental:	Complete	3/2/2022	
Right-of-Way Acquisition:	Complete	1/6/2022	
Plans, Specifications and Estimate:	Complete	6/30/2022	
Let:	Not Started		Expected let date of 9/7/2022
Construction:	Not Started		Expected completion on 3/2/2023
Implementation (Non-Construction):	NA		
Close-Out:	Not Started		
Additional Information:	90% design in process		

Project Information		Sponsor Information		Financial Information	
MPO ID:	62-00004-00	Sponsor Agency:	City of Cedar Park	Funding Call:	Project Call (2019-2022)
CSJ:	0914-05-198	Partner Agency:	NA	Award Date:	5/7/2018
Federal ID:	2022912	Project Manager:	Kimberly Reese	Resolution:	2018-5-7
Project Name:	Brushy Creek North Fork Trail	Phone:	(512) 401-5034	Funding Type:	9
Limits (To):	Parmer Lane	Email:	Kimberly.Reese@cedarparktexas.gov	Awarded Phase:	Construction
Limits (From):	Brush Creek Road	TxDOT Manager:	Kyle Russell	Funding Award:	\$2,672,408.00
Description:	Construct 3-mile shared-use path along Brushy Creek North Fork	Phone:	(512) 930-6003	Appropriations Code:	M301, Z301, Z3E1
		Email:	Kyle.Russell@txdot.gov	Obligation Amount:	\$2,672,408.00
		Project Website:	https://www.cedarparktexas.gov/departments/engineering/city-project-updates	Fiscal Year (Original):	2021
				Fiscal Year (Current):	2022

Progress Information			
Milestone	Status	Completion Date	Status Detail
Advance Funding Agreement:	Complete	6/27/2019	
Federal Project Authorization:	Complete	7/6/2022	
Planning:	In Progress		Expected completion date of 8/26/2022
Preliminary Engineering:	In Progress		Expected completion date of 8/26/2022
Environmental:	In Progress		Expected completion date of 8/26/2022
Right-of-Way Acquisition:	In Progress		Expected completion date of 1/31/2023
Plans, Specifications and Estimate:	In Progress		Expected completion date of 8/1/2022
Let:	Not Started		Expected let date of 8/26/2022
Construction:	Not Started		Expected completion on 12/1/2023
Implementation (Non-Construction):	NA		
Close-Out:	Not Started		
Additional Information:			

Project Information		Sponsor Information		Financial Information	
MPO ID:	61-00129-00	Sponsor Agency:	City of Georgetown	Funding Call:	Project Call (2019-2022)
CSJ:	0914-05-200	Partner Agency:	NA	Award Date:	5/7/2018
Federal ID:	2020567	Project Manager:	Nick Woolery	Resolution:	2018-5-7
Project Name:	Williams Drive	Phone:	(512) 930-6680	Funding Type:	7
Limits (To):	Jim Hogg Dr	Email:	Nick.Woolery@georgetown.org	Awarded Phase:	Preliminary Engineering,Construction
Limits (From):	Austin Avenue	TxDOT Manager:	John Peters	Funding Award:	\$1,380,000.00
Description:	Access Management	Phone:	(512) 930-6002	Appropriations Code:	Z230
		Email:	John.Peters@txdot.gov	Obligation Amount:	\$150,000.00
		Project Website:	https://transportation.georgetown.org/williams-drive/	Fiscal Year (Original):	2019
				Fiscal Year (Current):	2020

Progress Information			
Milestone	Status	Completion Date	Status Detail
Advance Funding Agreement:	Complete	7/17/2019	
Federal Project Authorization:	Complete	11/1/2019	FPAA modified on 11/24/2020
Planning:	In Progress		Expected completion date of 10/30/2022
Preliminary Engineering:	Not Started		Expected completion date of 10/30/2023
Environmental:	Not Started		Expected completion date of 10/30/2023
Right-of-Way Acquisition:	Not Started		Expected completion date of 10/30/2023
Plans, Specifications and Estimate:	Not Started		Expected completion date of 10/30/2023
Let:	Not Started		Expected let date 3/30/2024
Construction:	Not Started		Expected completion on 3/30/2025
Implementation (Non-Construction):	NA		
Close-Out:	Not Started		
Additional Information:	Split into three smaller projects; Extension project is under construction and Access Management set to begin at a later date		

Project Information		Sponsor Information		Financial Information	
MPO ID:	61-00132-00	Sponsor Agency:	City of Round Rock	Funding Call:	Project Call (2019-2022)
CSJ:	0914-05-196	Partner Agency:	NA	Award Date:	5/7/2018
Federal ID:	2021685	Project Manager:	Gerald Pohlmeier	Resolution:	2018-5-7
Project Name:	Gattis School Road, Seg. 6	Phone:	(512) 218-5589	Funding Type:	7
Limits (To):	Sonoma Trail	Email:	gpohlmeier@roundrocktexas.gov	Awarded Phase:	Construction
Limits (From):	Red Bud Lane	TxDOT Manager:	Kyle Russell	Funding Award:	\$9,100,000.00
Description:	Widen from four to six-lanes including intersection improvements, raised median and turn-lanes	Phone:	(512) 930-6003	Appropriations Code:	Z230
		Email:	Kyle.Russell@txdot.gov	Obligation Amount:	\$9,100,000.00
		Project Website:	https://www.roundrocktexas.gov/transport-projects/gattis-school-road-segment-6/	Fiscal Year (Original):	2020
				Fiscal Year (Current):	2020

Progress Information			
Milestone	Status	Completion Date	Status Detail
Advance Funding Agreement:	Complete	5/7/2019	
Federal Project Authorization:	Complete	7/1/2021	
Planning:	Complete	5/1/2019	
Preliminary Engineering:	Complete	8/1/2019	
Environmental:	Complete	10/10/2020	
Right-of-Way Acquisition:	Complete	7/1/2021	
Plans, Specifications and Estimate:	Complete	6/1/2021	
Let:	Complete	4/26/2022	
Construction:	Not Started		Expected completion on 11/1/2022
Implementation (Non-Construction):	NA		
Close-Out:	Not Started		
Additional Information:			

Project Information		Sponsor Information		Financial Information	
MPO ID:	61-00131-00	Sponsor Agency:	City of Round Rock	Funding Call:	Project Call (2019-2022)
CSJ:	0914-05-195	Partner Agency:	Williamson County	Award Date:	5/7/2018
Federal ID:	2021745	Project Manager:	Gerald Pohlmeier	Resolution:	2018-5-7
Project Name:	Kenney Fort Blvd, Seg. 2. 3	Phone:	(512) 218-5589	Funding Type:	7
Limits (To):	Forest Creek Drive	Email:	gpohlmeier@roundrocktexas.gov	Awarded Phase:	Construction
Limits (From):	SH 45 North	TxDOT Manager:	Kyle Russell	Funding Award:	\$12,250,000.00
Description:	Construction of a limited access six-lane divided major arterial with shared use path	Phone:	(512) 930-6003	Appropriations Code:	Z230, Z24E
		Email:	Kyle.Russell@txdot.gov	Obligation Amount:	\$12,250,000.00
		Project Website:	https://www.roundrocktexas.gov/transport-projects/kenney-fort-boulevard-segments-2-3/	Fiscal Year (Original):	2019
				Fiscal Year (Current):	2019

Progress Information			
Milestone	Status	Completion Date	Status Detail
Advance Funding Agreement:	Complete	5/7/2019	
Federal Project Authorization:	Complete	7/2/2021	
Planning:	Complete	4/1/2018	
Preliminary Engineering:	Complete	1/1/2020	
Environmental:	Complete	5/21/2021	
Right-of-Way Acquisition:	Complete	5/13/2021	
Plans, Specifications and Estimate:	Complete	5/25/2021	
Let:	Complete	7/27/2021	
Construction:	In Progress		Expected completion on 5/1/2023
Implementation (Non-Construction):	NA		
Close-Out:	Not Started		
Additional Information:			

Project Information		Sponsor Information		Financial Information	
MPO ID:	61-00130-00	Sponsor Agency:	City of Round Rock	Funding Call:	Project Call (2019-2022)
CSJ:	0914-05-193	Partner Agency:	Williamson County	Award Date:	5/7/2018
Federal ID:	2021278	Project Manager:	Gerald Pohlmeier	Resolution:	2018-5-7
Project Name:	University Boulevard	Phone:	(512) 218-5589	Funding Type:	7
Limits (To):	A.W. Grimes (FM 1460)	Email:	gpohlmeier@roundrocktexas.gov	Awarded Phase:	Construction
Limits (From):	Co. Rd. 110	TxDOT Manager:	Kyle Russell	Funding Award:	\$6,300,000.00
Description:	Reconstruct two-lane facility with shoulders to four-lane divided roadway with left-turn lanes	Phone:	(512) 930-6003	Appropriations Code:	Z230, Z240
		Email:	Kyle.Russell@txdot.gov	Obligation Amount:	\$6,300,000.00
		Project Website:	https://www.roundrocktexas.gov/transport-projects/university-boulevard-expansion-a-w-grimes-to-sh-130/	Fiscal Year (Original):	2019
				Fiscal Year (Current):	2021

Progress Information			
Milestone	Status	Completion Date	Status Detail
Advance Funding Agreement:	Complete	5/7/2019	
Federal Project Authorization:	Complete	9/25/2020	
Planning:	Complete	10/1/2019	
Preliminary Engineering:	Complete	1/1/2020	
Environmental:	Complete	6/1/2020	
Right-of-Way Acquisition:	Complete	1/1/2020	
Plans, Specifications and Estimate:	Complete	10/10/2020	
Let:	Complete	12/2/2020	
Construction:	In Progress		Expected completion on 11/30/2022
Implementation (Non-Construction):	NA		
Close-Out:	Not Started		
Additional Information:			

Project Information		Sponsor Information		Financial Information	
MPO ID:	41-00016-00	Sponsor Agency:	City of San Marcos	Funding Call:	2015-2019 Call for Projects
CSJ:	0914-33-075	Partner Agency:	NA	Award Date:	11/10/2014
Federal ID:	1802394	Project Manager:	Shaun Condor	Resolution:	2014-11-4
Project Name:	Hopkins Bike/Ped Facility	Phone:	(512) 393-8134	Funding Type:	7
Limits (To):	CM Allen Pkwy	Email:	scondor@sanmarcostx.gov	Awarded Phase:	Construction
Limits (From):	Thorpe Rd	TxDOT Manager:	Willie Semora	Funding Award:	\$2,500,000.00
Description:	Construct multi-use bike/ped facility	Phone:	(512) 292-2401	Appropriations Code:	M23E
		Email:	William.Semora@txdot.gov	Obligation Amount:	\$1,984,214.00
		Project Website:	http://www.sanmarcostx.gov/3293/About-the-Project	Fiscal Year (Original):	2019
				Fiscal Year (Current):	2020

Progress Information			
Milestone	Status	Completion Date	Status Detail
Advance Funding Agreement:	Complete	8/8/2016	AFA amended on 7/19/2017
Federal Project Authorization:	Complete	4/13/2018	FPAA modified on 6/23/2020, 9/25/2020 and 5/17/2021
Planning:	Complete	10/30/2018	
Preliminary Engineering:	Complete	12/1/2019	
Environmental:	Complete	12/1/2019	
Right-of-Way Acquisition:	Complete	6/11/2020	
Plans, Specifications and Estimate:	Complete	5/18/2020	
Let:	Complete	10/15/2020	
Construction:	Complete	4/18/2022	
Implementation (Non-Construction):	NA		
Close-Out:	In Progress		Expected close-out date of 10/1/2022
Additional Information:			

Project Information		Sponsor Information		Financial Information	
MPO ID:	41-00015-00	Sponsor Agency:	City of San Marcos	Funding Call:	2015-2019 Call for Projects
CSJ:	0914-33-074	Partner Agency:	NA	Award Date:	11/10/2014
Federal ID:	2019755	Project Manager:	Richard Reynosa	Resolution:	2014-11-4
Project Name:	Hopkins Street Reconstruction	Phone:	(512) 393-8130	Funding Type:	7
Limits (To):	Moore Street	Email:	rreynosa@sanmarcostx.gov	Awarded Phase:	Construction
Limits (From):	Bishop Street	TxDOT Manager:	Willie Semora	Funding Award:	\$2,400,000.00
Description:	Reconstruct street, multi-use path and sidewalks	Phone:	(512) 292-2401	Appropriations Code:	Z230
		Email:	William.Semora@txdot.gov	Obligation Amount:	\$2,400,000.00
		Project Website:	https://www.sanmarcostx.gov/3037/About-the-Project	Fiscal Year (Original):	2019
				Fiscal Year (Current):	2020

Progress Information			
Milestone	Status	Completion Date	Status Detail
Advance Funding Agreement:	Complete	8/16/2016	
Federal Project Authorization:	Complete	9/17/2019	FPAA modified on 9/21/2020 and 3/25/2021
Planning:	Complete	2/13/2016	
Preliminary Engineering:	Complete	2/13/2016	
Environmental:	Complete	3/28/2018	
Right-of-Way Acquisition:	Complete	8/18/2017	
Plans, Specifications and Estimate:	Complete	3/28/2018	
Let:	Complete	10/31/2019	
Construction:	In Progress		Expected completion on 9/15/2022
Implementation (Non-Construction):	NA		
Close-Out:	Not Started		
Additional Information:			

Project Information		Sponsor Information		Financial Information	
MPO ID:	41-00196-00	Sponsor Agency:	Hays County	Funding Call:	Project Call (2019-2022)
CSJ:	0914-33-076	Partner Agency:	City of Kyle	Award Date:	5/7/2018
Federal ID:		Project Manager:	Jerry Borcharding	Resolution:	2018-5-7
Project Name:	FM 150	Phone:	(512) 393-7385	Funding Type:	7
Limits (To):	Burleson Street	Email:	jerry@co.hays.tx.us	Awarded Phase:	Preliminary Engineering,ROW,Construction
Limits (From):	Kohlars Crossing	TxDOT Manager:	Tommy Abrego	Funding Award:	\$15,209,034.00
Description:	Relocation of the UP Rail-Siding in downtown Kyle where it crosses FM 150 to north of FM 1626	Phone:	(512) 292-2405	Appropriations Code:	
		Email:	Tommy.Abrego@txdot.gov	Obligation Amount:	
		Project Website:	https://hayscountytexas.com/residents/transportation-projects/road-projects/	Fiscal Year (Original):	2020
				Fiscal Year (Current):	2024

Progress Information			
Milestone	Status	Completion Date	Status Detail
Advance Funding Agreement:	Complete	7/28/2021	
Federal Project Authorization:	Complete	6/10/2022	
Planning:	Complete	10/1/2021	
Preliminary Engineering:	Complete	10/1/2021	
Environmental:	Complete	10/1/2021	
Right-of-Way Acquisition:	In Progress		Expected completion date of 12/31/2022
Plans, Specifications and Estimate:	In Progress		Expected completion date of 10/31/2022
Let:	Not Started		Expected let date of 12/31/2023
Construction:	Not Started		Expected completion on 12/31/2024
Implementation (Non-Construction):	NA		
Close-Out:	Not Started		
Additional Information:	90% plans submitted to TxDOT		

Project Information		Sponsor Information		Financial Information	
MPO ID:	41-00195-00	Sponsor Agency:	Hays County	Funding Call:	Special Funding Action- November 2021
CSJ:	1776-02-018	Partner Agency:	NA	Award Date:	11/8/2021
Federal ID:		Project Manager:	Jerry Borcharding	Resolution:	2021-11-7
Project Name:	FM 2001	Phone:	(512) 393-7385	Funding Type:	7
Limits (To):	Existing FM 2001	Email:	jerry@co.hays.tx.us	Awarded Phase:	Construction
Limits (From):	Graef Road	TxDOT Manager:	Willie Semora	Funding Award:	\$5,808,000.00
Description:	Construct new location 2-lane roadway with shoulders	Phone:	(512) 292-2401	Appropriations Code:	
		Email:	William.Semora@txdot.gov	Obligation Amount:	
		Project Website:		Fiscal Year (Original):	2019
				Fiscal Year (Current):	2023

Progress Information			
Milestone	Status	Completion Date	Status Detail
Advance Funding Agreement:	In Progress		Expected completion date of 12/31/2023
Federal Project Authorization:	Not Started		Expected completion date of 6/1/2024
Planning:	Complete	3/24/2020	
Preliminary Engineering:	Complete	3/24/2020	
Environmental:	Complete	1/24/2021	
Right-of-Way Acquisition:	In Progress		Expected completion date of 10/31/2023
Plans, Specifications and Estimate:	In Progress		Expected completion date of 1/31/2024
Let:	Not Started		Expected let date of 6/1/2024
Construction:	Not Started		Expected completion on 6/1/2024
Implementation (Non-Construction):	NA		
Close-Out:	Not Started		
Additional Information:	Refunded in November 2021		

Project Information		Sponsor Information		Financial Information	
MPO ID:	41-00194-00	Sponsor Agency:	Hays County	Funding Call:	Project Call (2019-2022)
CSJ:	0987-03-012	Partner Agency:	NA	Award Date:	5/7/2018
Federal ID:	2021806	Project Manager:	Jerry Borcharding	Resolution:	2018-5-7
Project Name:	FM 621	Phone:	(512) 393-7385	Funding Type:	7
Limits (To):	De Zavala Drive	Email:	jerry@co.hays.tx.us	Awarded Phase:	Construction
Limits (From):	CR 266/ Old Bastrop Hwy	TxDOT Manager:	Tommy Abrego	Funding Award:	\$4,080,000.00
Description:	Widen roadway with center turn lane	Phone:	(512) 292-2405	Appropriations Code:	Z230, Z24E
		Email:	Tommy.Abrego@txdot.gov	Obligation Amount:	\$2,615,820.00
		Project Website:	https://hayscountytexas.com/residents/transportation-projects/road-projects/	Fiscal Year (Original):	2019
				Fiscal Year (Current):	2019

Progress Information			
Milestone	Status	Completion Date	Status Detail
Advance Funding Agreement:	Complete	4/2/2020	
Federal Project Authorization:	Complete	7/7/2021	
Planning:	Complete	10/1/2019	
Preliminary Engineering:	Complete	10/1/2019	
Environmental:	Complete	10/7/2021	
Right-of-Way Acquisition:	In Progress		Expected completion 5/30/2023
Plans, Specifications and Estimate:	Complete	4/23/2021	
Let:	Complete	8/4/2021	CSJ 0987-03-012 was let in 8/2021; CSJs (0987-03-011, 0987-03-014, 0914-33-0985) will let in 8/2022.
Construction:	In Progress		Expected completion on 4/1/2023
Implementation (Non-Construction):	NA		
Close-Out:	Not Started		
Additional Information:			

Project Information		Sponsor Information		Financial Information	
MPO ID:	41-00005-00	Sponsor Agency:	Hays County	Funding Call:	Special Funding Action– November 2021
CSJ:	0285-03-059, 0805-04-030	Partner Agency:	NA	Award Date:	11/8/2021
Federal ID:	2022475	Project Manager:	Jerry Borcharding	Resolution:	2021-11-7
Project Name:	RM 12/FM 3237	Phone:	(512) 393-7385	Funding Type:	7
Limits (To):	RM 12 at FM 3237	Email:	jerry@co.hays.tx.us	Awarded Phase:	Construction
Limits (From):	NA	TxDOT Manager:	Willie Semora	Funding Award:	\$400,000.00
Description:	Intersection improvements including turn lanes and pedestrian crossings	Phone:	(512) 292-2401	Appropriations Code:	L230, Z230, Z24E
		Email:	William.Semora@txdot.gov	Obligation Amount:	\$874,728.80
		Project Website:	https://hayscountytexas.com/residents/transportation-projects/road-projects/	Fiscal Year (Original):	2015
				Fiscal Year (Current):	2022

Progress Information			
Milestone	Status	Completion Date	Status Detail
Advance Funding Agreement:	Complete	7/19/2016	
Federal Project Authorization:	Complete	3/2/2022	
Planning:	NA		
Preliminary Engineering:	NA		
Environmental:	Complete	4/30/2021	
Right-of-Way Acquisition:	Complete	8/30/2021	
Plans, Specifications and Estimate:	Complete	3/2/2022	
Let:	In Progress		Expected let date of 1/15/2023
Construction:	Not Started		Expected completion on 8/31/2023
Implementation (Non-Construction):	NA		
Close-Out:	Not Started		
Additional Information:	Refunded in November 2021; Will be re-advertised in December 2022		

Project Information		Sponsor Information		Financial Information	
MPO ID:	41-00190-00	Sponsor Agency:	Hays County	Funding Call:	Project Call (2019-2022)
CSJ:	1776-01-037	Partner Agency:	NA	Award Date:	5/7/2018
Federal ID:	2021809	Project Manager:	Jerry Borcharding	Resolution:	2018-5-7
Project Name:	RM 967	Phone:	(512) 393-7385	Funding Type:	7
Limits (To):	FM 1626	Email:	jerry@co.hays.tx.us	Awarded Phase:	Construction
Limits (From):	Oak Forest Drive	TxDOT Manager:	Tommy Abrego	Funding Award:	\$4,252,000.00
Description:	Widen roadway with center turn lane	Phone:	(512) 292-2405	Appropriations Code:	Z230, Z24E
		Email:	Tommy.Abrego@txdot.gov	Obligation Amount:	\$4,252,000.00
		Project Website:	https://hayscountytexas.com/residents/transportation-projects/road-projects/	Fiscal Year (Original):	2019
				Fiscal Year (Current):	2021

Progress Information			
Milestone	Status	Completion Date	Status Detail
Advance Funding Agreement:	Complete	4/2/2020	
Federal Project Authorization:	Complete	7/8/2021	
Planning:	Complete	11/1/2019	
Preliminary Engineering:	Complete	11/1/2019	
Environmental:	Complete	7/22/2021	
Right-of-Way Acquisition:	Complete	3/1/2022	
Plans, Specifications and Estimate:	Complete	4/23/2021	
Let:	Complete	8/15/2021	
Construction:	In Progress		Expected completion on 9/27/2022
Implementation (Non-Construction):	NA		
Close-Out:	Not Started		
Additional Information:	Associated with CSJ 1776-01-036		

Project Information		Sponsor Information		Financial Information	
MPO ID:	41-00040-00	Sponsor Agency:	Hays County	Funding Call:	2015–2019 Call for Projects
CSJ:	0286-01-057	Partner Agency:	NA	Award Date:	11/10/2014
Federal ID:	2022440	Project Manager:	Jerry Borcharding	Resolution:	2014-11-4
Project Name:	SH 80	Phone:	(512) 393-7385	Funding Type:	7
Limits (To):	West of Old Bastrop Hwy (CR 266)	Email:	jerry@co.hays.tx.us	Awarded Phase:	Construction
Limits (From):	East of Old Bastrop Hwy (CR 266)	TxDOT Manager:	Demissie Sema	Funding Award:	\$1,200,000.00
Description:	Construct center left-turn lanes	Phone:	(512) 832-7195	Appropriations Code:	Y240
		Email:	Demissie.Sema@txdot.gov	Obligation Amount:	\$5,812,002.00
		Project Website:	https://hayscountytexas.com/residents/transportation-projects/road-projects/	Fiscal Year (Original):	2014
				Fiscal Year (Current):	2022

Progress Information			
Milestone	Status	Completion Date	Status Detail
Advance Funding Agreement:	Complete	11/15/2016	AFA amended on 2/20/2019
Federal Project Authorization:	Complete	3/9/2022	
Planning:	Complete	9/2/2019	
Preliminary Engineering:	NA		
Environmental:	Complete	3/9/2022	
Right-of-Way Acquisition:	Complete	9/23/2021	
Plans, Specifications and Estimate:	Complete	3/9/2022	
Let:	Complete	4/20/2022	
Construction:	In Progress		Expected completion on 8/15/2023
Implementation (Non-Construction):	NA		
Close-Out:	Not Started		
Additional Information:	Associated with CSJ 0286-02-034		

Project Information		Sponsor Information		Financial Information	
MPO ID:	51-00197-00	Sponsor Agency:	Travis County	Funding Call:	Special Action – January 2021
CSJ:	0914-04-273	Partner Agency:	NA	Award Date:	1/11/2021
Federal ID:	2014386	Project Manager:	Miguel Villarreal	Resolution:	2021-1-8
Project Name:	Blake Manor Shared Use Path	Phone:	(512) 854-7586	Funding Type:	9
Limits (To):	Proposed Wildhorse Connector	Email:	miguel.villarreal@traviscountytexas.gov	Awarded Phase:	Construction
Limits (From):	Travis County East Metro Park	TxDOT Manager:	Victor Vargas	Funding Award:	\$2,208,400.00
Description:	Construct multi-use path	Phone:	(512) 997-2201	Appropriations Code:	L23E
		Email:	Victor.Vargas@txdot.gov	Obligation Amount:	\$192,000.00
		Project Website:	https://www2.traviscountytexas.gov/tnr/publicworks/cip/project.asp?projectnumber=7	Fiscal Year (Original):	2012 (2021)
				Fiscal Year (Current):	2022

Progress Information			
Milestone	Status	Completion Date	Status Detail
Advance Funding Agreement:	Complete	5/20/2022	
Federal Project Authorization:	Complete	10/21/2013	FPAA modified on 8/27/2019 and 11/30/2020
Planning:	Complete	9/1/2016	
Preliminary Engineering:	Complete	6/3/2020	
Environmental:	Complete	2/3/2020	
Right-of-Way Acquisition:	Complete	7/31/2020	
Plans, Specifications and Estimate:	In Progress		Expected completion date of 9/1/2022
Let:	Not Started		Expected let date of 8/1/2023
Construction:	Not Started		Expected completion on 8/30/2024
Implementation (Non-Construction):	NA		
Close-Out:	Not Started		
Additional Information:	Project was deferred and refunded with Category 9 funds in January 2021		

Project Information		Sponsor Information		Financial Information	
MPO ID:	51-00202-00	Sponsor Agency:	Travis County	Funding Call:	2015-2019 Call for Projects
CSJ:	2689-01-023	Partner Agency:	TxDOT	Award Date:	4/10/2017
Federal ID:	1902245	Project Manager:	Charles Watts	Resolution:	2017-4-9
Project Name:	FM 2304 (Manchaca Road)	Phone:	(512) 854-7654	Funding Type:	7
Limits (To):	FM 1626	Email:	charlie.watts@traviscountytexas.gov	Awarded Phase:	Construction
Limits (From):	Ravenscroft Drive	TxDOT Manager:	Willie Semora	Funding Award:	\$7,600,000.00
Description:	Construct a four lane, divided arterial with bicycle lanes and sidewalks	Phone:	(512) 292-2401	Appropriations Code:	Z230, Z240
		Email:	William.Semora@txdot.gov	Obligation Amount:	\$8,073,832.00
		Project Website:	https://apps3.txdot.gov/apps-cq/project_tracker/	Fiscal Year (Original):	2017
				Fiscal Year (Current):	2019

Progress Information			
Milestone	Status	Completion Date	Status Detail
Advance Funding Agreement:	Complete	5/20/2019	
Federal Project Authorization:	Complete	6/13/2019	FPAA modified on 8/6/2019, 8/19/2019, 11/5/2019 and 11/15/2019
Planning:	Complete		
Preliminary Engineering:	Complete		
Environmental:	Complete		
Right-of-Way Acquisition:	Complete		
Plans, Specifications and Estimate:	Complete		
Let:	Complete	8/1/2019	Extra \$473,832.12 of federal funds allocated from Z240
Construction:	In Progress		Expected completion on 9/1/2022
Implementation (Non-Construction):	NA		
Close-Out:	Not Started		
Additional Information:	Awarded ST-MM Funds from reallocated funds awarded in TPB Resolution 2014-11-4		

Project Information		Sponsor Information		Financial Information	
MPO ID:	61-00135-00	Sponsor Agency:	TxDOT	Funding Call:	Special Action - May 2019
CSJ:	0151-10-001	Partner Agency:	NA	Award Date:	5/6/2019
Federal ID:		Project Manager:	Brandon Marshall	Resolution:	2019-5-8
Project Name:	183A	Phone:	(512) 832-7298	Funding Type:	7
Limits (To):	RM 1431	Email:	Brandon.Marshall@txdot.gov	Awarded Phase:	Construction
Limits (From):	Avery Ranch Blvd.	TxDOT Manager:	Martha Gandara	Funding Award:	\$60,000,000.00
Description:	Construct 2-lane grade separated northbound and southbound frontage roads	Phone:	(512) 832-7197	Appropriations Code:	
		Email:	Martha.Gandara@txdot.gov	Obligation Amount:	
		Project Website:	NA	Fiscal Year (Original):	2023
				Fiscal Year (Current):	2023

Progress Information			
Milestone	Status	Completion Date	Status Detail
Advance Funding Agreement:	NA		
Federal Project Authorization:	In Progress		
Planning:	Complete		
Preliminary Engineering:	In Progress		
Environmental:	In Progress		
Right-of-Way Acquisition:	In Progress		
Plans, Specifications and Estimate:	In Progress	100% plans expected 11/4/2022	
Let:	Not Started	Expected let date of 8/1/2023	
Construction:	Not Started		
Implementation (Non-Construction):	NA		
Close-Out:	Not Started		
Additional Information:			

Project Information		Sponsor Information		Financial Information	
MPO ID:	51-00352-00	Sponsor Agency:	TxDOT	Funding Call:	Special Action – May 2019
CSJ:	0015-13-077	Partner Agency:	NA	Award Date:	5/6/2019
Federal ID:		Project Manager:	Brandon Marshall	Resolution:	2019-5-8
Project Name:	IH 35	Phone:	(512) 832-7298	Funding Type:	7
Limits (To):	US 290W/SH 71	Email:	Brandon.Marshall@txdot.gov	Awarded Phase:	Construction
Limits (From):	LP 275-Slaughter Lane	TxDOT Manager:	Wally Elmarsi	Funding Award:	\$30,682,000.00
Description:	IH-35 Capital Express South	Phone:	(346) 704-7743	Appropriations Code:	
		Email:	WELMAS-C@txdot.gov	Obligation Amount:	
		Project Website:	https://my35capex.com/projects/i-35-capital-express-south/	Fiscal Year (Original):	2022
				Fiscal Year (Current):	2022

Progress Information			
Milestone	Status	Completion Date	Status Detail
Advance Funding Agreement:	NA		
Federal Project Authorization:	In Progress		
Planning:	In Progress		
Preliminary Engineering:	Complete		
Environmental:	Complete	10/1/2021	
Right-of-Way Acquisition:	In Progress		Right of way acquisition began in 2019
Plans, Specifications and Estimate:	Complete	2/1/2022	
Let:	Complete	5/1/2022	
Construction:	Not Started		Anticipated construction beginning late 2022
Implementation (Non-Construction):	NA		
Close-Out:	Not Started		
Additional Information:	\$7,520,000 of CAT 7 Funding		

Project Information		Sponsor Information		Financial Information	
MPO ID:	51-00355-00	Sponsor Agency:	TxDOT	Funding Call:	Special Action – June 2020
CSJ:	0015-13-388, 0015-13-428, 0914-04-341	Partner Agency:	NA	Award Date:	6/8/2020
Federal ID:		Project Manager:	Brandon Marshall	Resolution:	2020-6-7
Project Name:	IH 35	Phone:	(512) 832-7298	Funding Type:	7
Limits (To):	US 290E	Email:	Brandon.Marshall@txdot.gov	Awarded Phase:	Construction
Limits (From):	US 290W/SH 71	TxDOT Manager:	Michelle Cooper	Funding Award:	\$120,883,114.00
Description:	IH-35 Capital Express Central	Phone:	(512) 930-6008	Appropriations Code:	
		Email:	Michelle.Cooper@txdot.gov	Obligation Amount:	
		Project Website:	https://my35capex.com/projects/i-35-capital-express-central/	Fiscal Year (Original):	2025
				Fiscal Year (Current):	2025

Progress Information			
Milestone	Status	Completion Date	Status Detail
Advance Funding Agreement:	NA		
Federal Project Authorization:	In Progress		
Planning:	In Progress		
Preliminary Engineering:	In Progress		Preliminary engineering began in 2020
Environmental:	In Progress		Environmental study began in 2020
Right-of-Way Acquisition:	In Progress		Right of way acquisition began in 2020
Plans, Specifications and Estimate:	In Progress		Schematic design started in 2020 and an anticipated completion date of 2023
Let:	Not Started		Expected let date of 8/1/2025
Construction:	Not Started		Anticipated construction beginning late 2025
Implementation (Non-Construction):	NA		
Close-Out:	Not Started		
Additional Information:	\$120,883,114 of CAT 7 Funding		

Project Information		Sponsor Information		Financial Information	
MPO ID:	51-00034-00	Sponsor Agency:	TxDOT	Funding Call:	Special Funding Action– November 2021
CSJ:	0366-01-077	Partner Agency:	NA	Award Date:	11/8/2021
Federal ID:		Project Manager:	Brandon Marshall	Resolution:	2021-11-7
Project Name:	SH 123	Phone:	(512) 832-7298	Funding Type:	7
Limits (To):	IH 35	Email:	Brandon.Marshall@txdot.gov	Awarded Phase:	Construction
Limits (From):	DeZavalla Dr	TxDOT Manager:	Willie Semora	Funding Award:	\$700,000.00
Description:	Construct sidewalks	Phone:	(512) 292-2401	Appropriations Code:	
		Email:	William.Semora@txdot.gov	Obligation Amount:	
		Project Website:	https://apps3.txdot.gov/apps-cq/project_tracker/	Fiscal Year (Original):	2014
				Fiscal Year (Current):	2022

Progress Information			
Milestone	Status	Completion Date	Status Detail
Advance Funding Agreement:	NA		
Federal Project Authorization:	Not Started		
Planning:	In Progress		
Preliminary Engineering:	In Progress		
Environmental:	In Progress		
Right-of-Way Acquisition:	NA		
Plans, Specifications and Estimate:	Not Started		
Let:	Not Started	Expected let date of 1/1/2027	
Construction:	Not Started		
Implementation (Non-Construction):	NA		
Close-Out:	Not Started		
Additional Information:	Refunded in November 2021		

Project Information		Sponsor Information		Financial Information	
MPO ID:	61-00134-00	Sponsor Agency:	Williamson County	Funding Call:	2012-2014 Call for Projects
CSJ:	0015-09-167	Partner Agency:	NA	Award Date:	12/13/2011
Federal ID:	2012811	Project Manager:	John Friend	Resolution:	2011 (3)
Project Name:	IH 35 Operational Analysis	Phone:	(512) 527-6713	Funding Type:	7
Limits (To):	SH 45	Email:	Jfriend@hntb.com	Awarded Phase:	Study
Limits (From):	RM 1431	TxDOT Manager:	John Peters	Funding Award:	\$1,450,000.00
Description:	Operational Analysis for Improvements	Phone:	(512) 930-6002	Appropriations Code:	L230
		Email:	John.Peters@txdot.gov	Obligation Amount:	\$1,450,000.00
		Project Website:	https://www.wilco.org/Departments/Infrast ructure/Projects/Precinct-1/IH-35- Corridor-Operational-Analysis	Fiscal Year (Original):	2012
				Fiscal Year (Current):	2012

Progress Information			
Milestone	Status	Completion Date	Status Detail
Advance Funding Agreement:	Complete	12/13/2016	
Federal Project Authorization:	Complete	8/10/2012	FPAA modified on 9/20/2012, 2/26/2014, 4/29/2014 and 8/27/2019
Planning:	In Progress		Expected completion date of 3/19/2023
Preliminary Engineering:	NA		
Environmental:	NA		
Right-of-Way Acquisition:	NA		
Plans, Specifications and Estimate:	NA		
Let:	NA		
Construction:	NA		
Implementation (Non-Construction):	Not Started		Expected completion date of 12/19/2023
Close-Out:	Not Started		
Additional Information:			

Project Information		Sponsor Information		Financial Information	
MPO ID:	61-00019-00	Sponsor Agency:	Williamson County	Funding Call:	Project Call (2019-2022)
CSJ:	2103-01-038	Partner Agency:	NA	Award Date:	5/7/2018
Federal ID:	1902412	Project Manager:	John Friend	Resolution:	2018-5-7
Project Name:	RM 2243	Phone:	(512) 527-6713	Funding Type:	7
Limits (To):	183A	Email:	Jfriend@hntb.com	Awarded Phase:	Preliminary Engineering
Limits (From):	IH 35	TxDOT Manager:	Justin Goolsby	Funding Award:	\$8,900,000.00
Description:	New location roadway	Phone:	(512) 930-6002	Appropriations Code:	Z230
		Email:	Justin.Goolsby@txdot.gov	Obligation Amount:	\$8,900,000.00
		Project Website:	https://www.wilco.org/rm2243	Fiscal Year (Original):	2019
				Fiscal Year (Current):	2022

Progress Information			
Milestone	Status	Completion Date	Status Detail
Advance Funding Agreement:	Complete	5/20/2019	
Federal Project Authorization:	Complete	8/5/2019	FPAA modified on 11/30/2020
Planning:	In Progress		Expected completion date of 12/19/2022
Preliminary Engineering:	In Progress		
Environmental:	NA		
Right-of-Way Acquisition:	NA		
Plans, Specifications and Estimate:	NA		
Let:	NA		
Construction:	NA		
Implementation (Non-Construction):	NA		
Close-Out:	Not Started		
Additional Information:			